City of Ramsey
Agenda [REVISED]
Regular Planning Commission
Thursday, February 7, 2019
7:00 pm
Council Chambers, 7550 Sunwood Drive NW

1. Call to Order

2. Pledge of Allegiance

3. Citizen Input

4. Approve Agenda

5. Approve Minutes

1. Approve the January 3, 2019 Planning Commission Meeting Minutes.

6. Public Hearing

1. PUBLIC HEARING: Consider Resolution #19-037 Granting a Conditional Use Permit for Auto Sales at 8000 Highway 10; Case of Druk Auto

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

3. REVISED

PUBLIC HEARING: Consider Multiple Actions Related to 17902 Saint Francis Blvd NW (Project No. 19-101); Case of Dale and Tammy Wills

1. Request for a Home Occupation Permit to Operate a Commercial Horse Farm
2. Request for a Conditional Use Permit to Exceed Square Footage for Detached Accessory Buildings
3. Request for a Variance to Accessory Building Height and Lot Frontage Requirements

4. PUBLIC HEARING: Consider Amendments to Chapter 117, Section 111 and 112 to Modify the R-1 Residential and R-2 Residential Zoning Districts to Allow 50 and 65 Foot Wide Lots and Clarifying Existing Language.

5. PUBLIC HEARING: Review Actions Related to Harvest Estates 2nd Addition; Case of Meadowcreek Builders, Inc.

- Adopt Ordinance #19-04 Amending Official Zoning Map
- Adopt Resolution #19-025 Approving Preliminary Plat

6. PUBLIC HEARING: Consider Ordinance #19-03 Amending the Definition of Topsoil (Project No. 18-146)

7. Commission Business

1. Review Updated Alternative Urbanwide Area Review (AUAR) for The COR (Project No. 18-112)

8. Commission/Staff Input

1. Zoning Bulletins

9. Adjournment

Regular Planning Commission **5. 1.**

Meeting Date: 02/07/2019

By: JoAnn Shaw, Community Development

Information

Title:

Approve the January 3, 2019 Planning Commission Meeting Minutes.

Purpose/Background:

n/a

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Action:

Attachments

01 03 19 Minutes

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	02/01/2019 01:10 PM
Form Started By: JoAnn Shaw		Started On: 01/29/2019 02:25 PM
Final Approval Date: 02/01/2019		

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a regular meeting on Thursday, January 3, 2019, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Randy Bauer Commissioner Bruce Anderson Commissioner Cheri Gengler Commissioner Daniel Onyambu Commissioner Patrick Surma Commissioner Matt Woestehoff
Members Absent:	Commissioner Gary VanScoy
Also Present:	Community Development Director Timothy Gladhill City Planner Chris Anderson

1. CALL TO ORDER

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

2. CITIZEN INPUT

None.

3. APPROVAL OF AGENDA

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

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

4. APPROVE PLANNING COMMISSION MINUTES

4.01: Approve the Following Planning Commission Minutes:

4.01.1: Planning Commission Meeting Minutes Dated December 6, 2018

Motion by Commissioner Anderson, seconded by Commissioner Onyambu, to approve the following minutes as presented: Planning Commission Meeting Minutes dated December 6, 2018.

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

5. PUBLIC HEARINGS/COMMISSION BUSINESS

5.01: Public Hearing: Consider a Variance Request to Allow a Detached Accessory Garage Nearer the Front Lot Line than the Home at 5725 180th Lane NW (Project No. 18-162); Case of Lisa and Scott Monserud

Public Hearing

Chairperson Bauer called the public hearing to order at 7:02 p.m.

Presentation

City Planner Anderson presented the staff report stating the purpose of this case is to review a request from Lisa & Scott Monserud (the "Applicant"), owners of the home at 5725 180th Ln NW (the "Subject Property") to build a detached garage closer to the front lot line than the home on the subject property. The subject property is approximately 1.37 acres and is zoned R-1 Rural Developing. The City Code restricts the siting of detached accessory buildings on lots less than 2 acres to the side or rear yard. In order for an accessory building be nearer the front property line than the principal building on the lot, a variance must be obtained. Staff recommended approval of the Variance request that would allow a detached accessory garage nearer to the front lot line than the home.

Citizen Input

Chairperson Bauer asked if the new structure would be accessed on a day to day basis.

Lisa Monserud, 5725 180th Lane NW, explained the driveway would be extended to the garage.

Commissioner Anderson asked if the RV would be placed in the garage.

Ms. Monserud reported the RV would not be parked in the garage. She reported this would be parked on a concrete surface along the side of the existing garage.

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

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

Chairperson Bauer closed the public hearing closed at 7:13 p.m.

Commission Business

Motion by Commissioner Surma, seconded by Commissioner Woestehoff, to adopt Resolution #19-005 granting a variance to allow a detached garage to be built nearer the front property line than the home on the Subject Property.

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

6. COMMISSION BUSINESS

6.01: Review Concept for Commercial Horse Farm located at 17209 St. Francis Boulevard NW; Case of Dale Wills

Presentation

Community Development Director Gladhill presented the Staff Report stating the purpose of this case is to review a concept for a horse farm proposed at 17209 Saint Francis Blvd NW. This is not an official application at this time. A potential Buyer of the property desires to review the concept with the City prior to closing on the property. The request will need to go through a Conditional Use Permit process, including a Public Hearing. The intent for this case is to provide a high-level overview, identify any initial red flags, and outline any questions to be answered on an official application.

Commission Business

Dale Wills, 2176 157th Lane in Andover, thanked staff for providing the Commission with a thorough report. He explained the neighbors had a fair number of questions regarding his plans. He understood the neighbors were concerned with traffic and vehicles visiting the property. He described how he would properly be managing the manure that would be generated on the site. He then commented on the buffer on the south side of the property. He reported his property would only have heavy equipment onsite during construction.

Commissioner Woestehoff asked how the property would be subdivided at this time. Mr. Wills indicated he was hoping he did not have to subdivide the property.

Chairperson Bauer questioned how the property was currently zoned. City Planner Anderson reported the property was zoned R-1 Residential Rural Developing with a minimum lot size of 2.5 acres. He explained the horse training and riding lessons would have to be processed by the City as a home occupation permit.

Chairperson Bauer inquired if Mr. Wills could add a second residence to this property. City Planner Anderson commented this would currently not be allowed under City Code. He stated a minor subdivision for a lot split would be required.

Commissioner Surma asked if the size of the composting area was adequate. Mr. Wills reported he was requesting 35 horses and explained the composting area would be 60' x 100'.

Commissioner Surma questioned if the pasture size was adequate. Mr. Wills indicated most of the property would be fenced, which would provide 137 acres of rotating pastures for the horses.

Commissioner Anderson stated his only concerns were with the number of cars that would be coming up this City street and with the number of trees that would be lost. He anticipated the County may require the driveway to be moved over to the new street. Mr. Wills discussed the amount of traffic that was anticipated to visit the property and explained a 100-foot buffer of trees would remain in place. He commented further on how many car trips (240 per day) that would be generated if a housing development were to locate on this property versus the proposed horse farm.

Commissioner Gengler asked who the horse training and riding lessons would be marketed to. Mr. Wills stated this would be geared towards those ages 13 to 25 who are struggling with anxiety or depression. He explained he would also be offering horse boarding.

Commissioner Gengler inquired if employees would be living onsite and questioned how Mr. Wills would be using the existing home. Mr. Wills reported he would like to remodel the existing farm home for his family now with the goal of building a new home for his family in the near future. He explained the existing home would then be used for his married daughter. He stated the property would not be used to house employees.

Commissioner Anderson asked what the timeline was for this project. Mr. Wills commented he would like to close on the property shortly after receiving approval from the City. Shortly thereafter, he would build an arena and stables. It was his hope he could be living on the property by next June.

Chairperson Bauer thanked Mr. Wills for his input and noted this item would be moving forward for further consideration.

7. COMMISSION / STAFF INPUT

7.01: Receive Staff Update

The Staff Update was noted. Staff provided the Commission with an update on the City's Public Works facilities.

Commissioner Surma stated he supported the Public Works facilities being reconstructed as the buildings have been neglected for far too long. He encouraged the Planning Commissioners and

City Council to tour the City's Public Works facilities in order to better understand the current state of these buildings.

7.02: Zoning Bulletins

Zoning Bulletins were noted.

8. ADJOURNMENT

Motion by Commissioner Anderson, seconded by Commissioner Woestehoff, to adjourn the meeting.

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

The regular meeting of the Planning Commission adjourned at 7:55 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 **6. 1.**

Meeting Date: 02/07/2019

By: Chloe McGuire Brigl, Community Development

Information

Title:

PUBLIC HEARING: Consider Resolution #19-037 Granting a Conditional Use Permit for Auto Sales at 8000 Highway 10; Case of Druk Auto

Purpose/Background:

The purpose of this case is to consider a request from Druk Auto (the "Applicant") for a Conditional Use Permit (CUP) for auto sales at 8000 Highway 10 NW (the "Subject Property"). The Applicant currently operates in Forest Lake and is wishing to return to Ramsey, where they started their business over a decade ago. The property is zoned B-2 Highway Business District and is guided for Commercial in the comprehensive plan. Motor vehicle, implement, and recreation equipment sales and service are allowed as a Conditional Use in the B-2 District.

Please note that the application was deemed incomplete, but City Staff has brought forward to the Planning Commission for preliminary review in attempts to stop delay of the purchase agreement between the Applicant and the current landowner.

Notification:

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

Observations/Alternatives:

Land Use

- Zoned B-2 Highway Business District, Guided Commercial
- Motor vehicle, implement, and recreation equipment sales and service allowed through CUP in B-2 District

West Parking

- Existing site unstriped

Applicant proposal: 12 parking spaces smaller than regulations allow.
Staff recommendation:Restripe to current regulations for customer parking, which would result in approximately 8 - 9 spaces.

Southeast Parking

- Existing site unstriped, not currently used for parking
- Delivery door raised, which could provide opportunity for future ramp into building
- Approximately 55 feet wide and 75 feet of depth (+20 feet of required setback for parking/maneuvering areas)

Applicant proposal: 26 parking spaces smaller than regulations allow.
Staff recommendation:Restripe to current regulations for customer parking, which would only allow one row of parking (18 feet of depth required for a parking stall, standard car length) with a 24 foot drive aisle. Staff anticipates this would only allow 6 parking spaces, but would be willing to allow them to go more narrow than other spaces for staging, which could result in 7 cars.

East Access

- Door is approximately 16.5 feet from lot line
- Drainge and utility easement of 10 feet on both sides of lot line
- Leaves approximately 6.5 feet for paving/maneuvering of vehicles

Applicant proposal: Drive cars on grass to driveway, then into the building.
Staff recommendation:Close east access and resod or pave appropriately and secure cross access easement.

Indoor

- Currently vacant building previously used for furniture mart
- Space does have customer bathrooms, but staff does not have information on where bathrooms are

Applicant proposal: 24 indoor staging spaces and southeastern area reserved for employee parking. Applicant proposes that employees drive across grass on eastern lot line into building each day and remove at end of each day. All cars would be brought into the building via the eastern door and across grass.
Staff recommendation:Work with Fire Marshal to ensure safe exits, Staff anticipates approximately 20-24 cars could be staged indoors. Staff does not support indoor showroom as currently proposed as there is no way to get into the building without driving across grass and drainage/utility easement or through neighboring property. Staff would support a ramp into the building or widening of existing entrance to get into building. Staff does not support maneuvering on grass as a long-term solution.

Armstrong Vacation

- The applicant has requested that the City vacate Armstrong Boulevard (cul-de-sac) in this area
- Staff has not received the necessary information to move forward with that request, and needs to coordinate with additonal departments and property owners, but wanted to bring forward as a preliminary, high-level request to the Planning Commission. It should be noted that if the cul-de-sac were vacated, the Applicant would only be entitled to half; the adjacent property entitled to the other half. Further more, using the cul-de-sac as a private parking lot could be confusing to motorists.

Applicant proposal: City vacates cul-de-sac and property closes off portion of entrance (see applicant site plan). Applicant stages cars on cul-de-sac.
Staff recommendation:Staff does not support vacation of the cul-de-sac at this time; there is additional research that needs to be done and additional information is needed from the Applicant. Staff would not support staging on the cul-de-sac as is, but coud support the applicant repaving and expanding their exisiting (west) parking lot.

Funding Source:

The Applicant is responsible for all costs associated with review.

Recommendation:

Alternative 1: Motion to recommend the City Council adopts Resolution 19-037 granting a Conditional Use Permit for Auto Sales at 8000 Highway 10 NW contingent upon submittal of an UPDATED site plan by the Applicant addressing the issues raised in this case.

Alternative 2: Motion to Recommend the City Council denies request.

Alternative 3: Table the request until the March 2019 Planning Commission meeting and request additional information from the Applicant on site design in order to consider vacation request together with Conditional Use Permit review.

Due to the incomplete nature of the application, staff could support any of the above listed alternatives.

Action:

Motion to recommend the City Council adopts Resolution 19-037 granting a Conditional Use Permit for Auto Sales at 8000 Highway 10 NW contingent upon submittal of an UPDATED site plan addressing the issues raised in this case.

Attachments

Application
Additional Application Information
Applicant Site Plan
Staff Example Site Plan
Resolution #19-037: Draft Conditional Use Permit

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	01/28/2019 10:11 AM
Tim Gladhill	Tim Gladhill	02/01/2019 08:09 AM
Form Started By: Chloe McGuire Brigl		Started On: 01/24/2019 11:15 AM
Final Approval Date: 02/01/2019		

RECEIVED
JAN 03 2019
BY:

City of RAMSEY

Land Use Application

19-100

☐ Plat – Sketch Plan	☐ Plat – Preliminary Plat	☐ Plat – Final Plat
☐ Administrative Plat	☐ Site Plan Review	☐ Easement/ROW Vacation
☒ Conditional Use Permit	☐ Interim Use Permit	☐ Comprehensive Plan Amendment
☐ Zoning Amendment	☐ Home Occupation Permit	☐ Variance
☐ Dwelling Moving Permit	☐ Environmental Permit	☐ Registered Land Survey
☐ Non-Traditional Animal License	☐ Beekeeping License	☐ Private Kennel License

Applicant Contact Information

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

Name:	Daniel Patrick Druk		
Street Address:	2850 109TH Court NE		
City, State, ZIP:	Blaine, MN, 55449		
Home Phone: Cell 612-750-8927	763-755-8927	Work Phone:	651-272-5461
Email:	PMD1965@aol.com	Fax Number:	651-272-5462
Name of Business (if applicable):	Druk Classic Auto DBA. Druk Auto Sales		
Business Address (if applicable)	334 19TH ST SW. Forest Lake, MN 55025		
Business City, State, ZIP	Forest Lake MN 55025		
Business Phone:	612-750-8927	Business Fax:	651-272-5461

Subject Property Information

(Location of Application)

Address	8000 HWY 10 NW, RAMSEY, MN
PIN	
Legal Description	
Zoning District	

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:	Thomas Landowski		
Street Address:	8000 W. Hwy 10		
City, State, ZIP:	Ramsey, MN. 55303		
Home Phone:	612-418-6965	Work Phone:	
Email:		Fax Number:	

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

Request Property to be approved for used auto mobile sales.

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	Danny Druk	Co-Applicant Signature	
Printed Name	Daniel Patrick Druk	Printed Name	
Title		Title	
Date	Jan 3rd 2019	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	Thomas G. Landowski	Property Owner Signature	
Printed Name	THOMAS G LANDOWSKI	Printed Name	
Title	owner	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.

Additional Applicant Information

1/24/19

- Drive in through the grass is going to give us plenty of room to accomplish that. That door will not be used after the spring. We will be doing construction on the center dock door and have a ramp created from either the inside or outside. to be determined later once we are in the property and can access the pros and cons.
- I personally checked every inch of the parking lots outdoors and have measured them. We find that there is more than ample room for a couple dozen vehicles outdoors with more room left then the neighboring dealerships inventory. With 5 parking spaces in the east parking lot, we still have room for 6 cars. That is already striped.
- We are planning to park our personal vehicles indoors. All of our staff drives our inventory home at night. We are planning to dedicate the south inside of the building for cleaning and staff parking. I know that is a babying us, but I think that it improves the quality of life for us and we have tons of room inside.

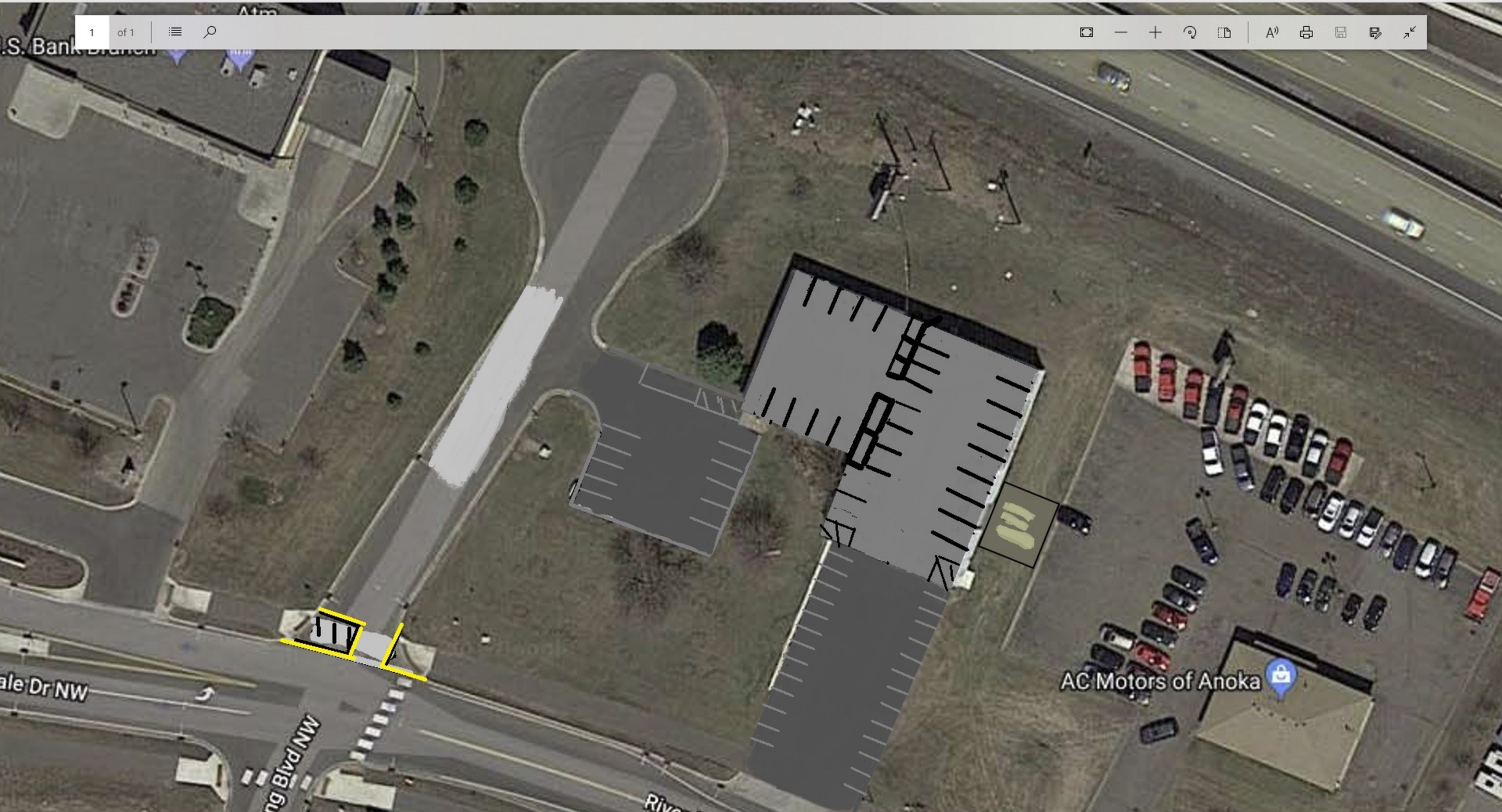
1/16/19

- We shouldn't need to drive up on "AC Motors" property to enter our building, we can drive up from our side of our property. There is enough land to do so. We would need to pave a driveway from the southern parking area and bring it up to acceptable standards. I will try to get an image of what it may look like completed.
- We are able to put more cars in that west parking lot thank you are thinking. It is spaced already for 10 cars. We have measured the southern lot and found that it will hold a minimum of 18 cars with lots of room 9 cars on each side. and that is with the standard spacing for parking and the center section empty.

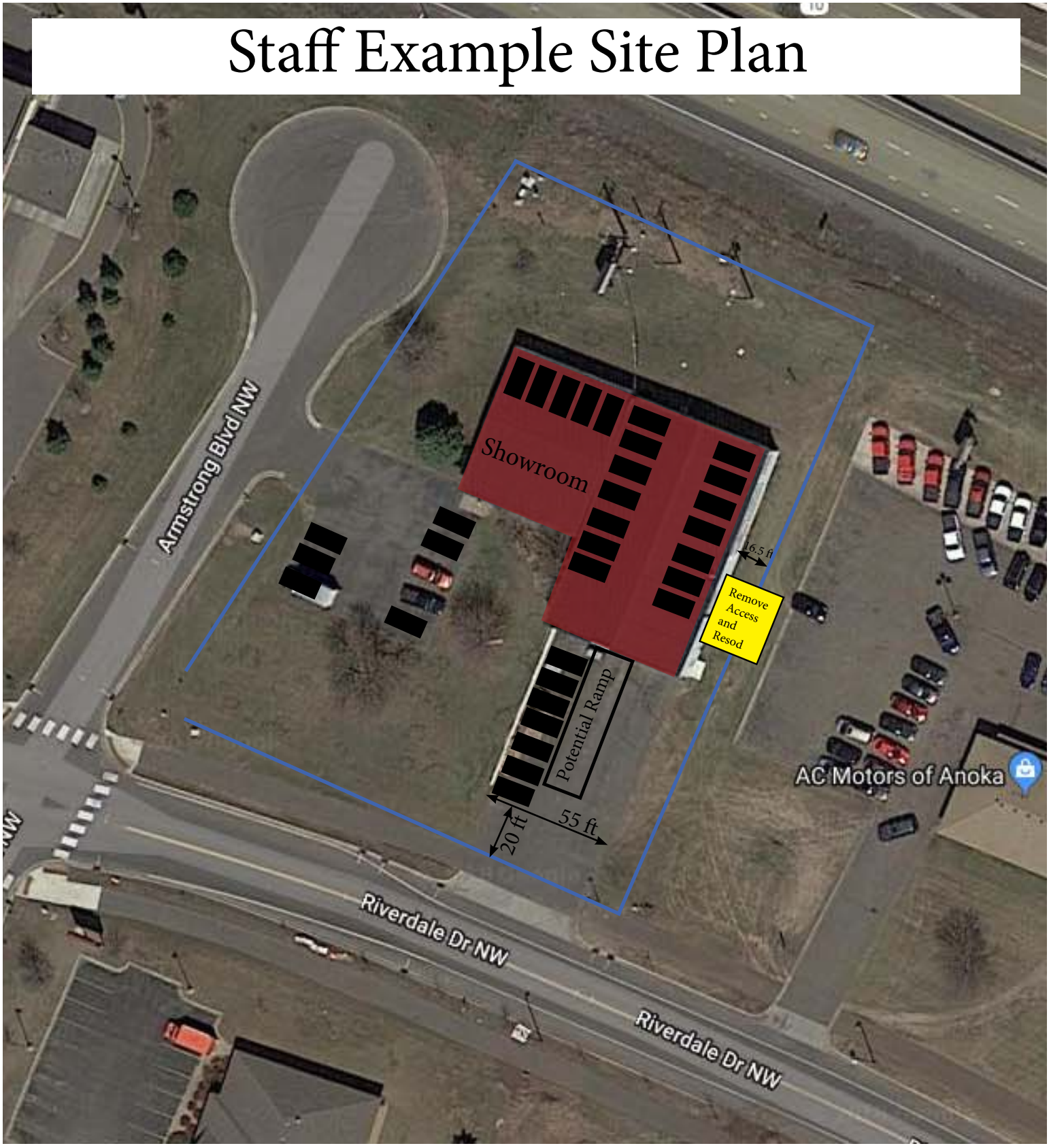
1/16/19

- Obviously, we have to change one little item, where the cars enter. That side door is the only entrance fro vehicles into the building. We can have the door moved to the front of the building, but will be at a cost of over 10,000 dollars estimated. We would ask for a grace period of 60 days to complete that change.
- We would also be asking for the vacating of Armstrong as soon as possible. If that can be put into this planning committee meeting, I would like it.

Find on page
Enter text to search
No results
Options
1
of 1



Staff Example Site Plan



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

RESOLUTION #19-037

A RESOLUTION APPROVING THE ISSUANCE OF A CONDITIONAL USE PERMIT TO ALLOW MOTOR VEHICLE SALES IN THE B-2 HIGHWAY BUSINESS DISTRICT AT THE PROPERTY GENERALLY KNOWN AS 8000 HIGHWAY 10 NW AND DECLARING TERMS OF SAME:

RECITALS

1. Druk Classic Auto dba Druk Auto Sales, hereinafter referred to as the "Permittee" has properly applied for a Conditional Use Permit to allow motor vehicle sales on the property generally known as 8000 Highway 10 NW and legally described as follows:

   Lot 1, Block 2 Alpaca Estates, Anoka County, Minnesota

   ("Subject Property")

2. 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 February 7, 2019, and that said public hearing was properly advertised and that the minutes of said public hearing are available.

3. That the Subject Property is zoned B-2 Highway Business District and is approximately 1.1 acres in size.

4. That motor vehicle, implement, and recreation equipment sales and service is a conditional use in the B-2 Highway Business District.

5. That the Subject Property abuts Riverdale Drive NW to the south, Highway 10 to the north, Armstrong Boulevard to the west, and parcels to the east and west of the Subject Property are zoned B-2 Highway Business District.

6. That the Permittee has submitted a site plan indicating staging of motor vehicles inside the building as well as in the southeast existing parking lot.

7. That Section 117-120 of the City Code requires all parking and pavement (including maneuvering, sales, and display areas) be setback from the street right-of-way a distance of at least twenty (20) feet.

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

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

10. That the Planning Commission met on February 7, 2019, conducted a public hearing and recommended City Council approval/denial of the request.

FINDINGS OF FACT

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

3. That the motor vehicle sales operation **will/will not** be maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and **will/will not** change the essential character of the area.

4. That motor vehicle sales **will/will not** be hazardous to existing or future neighboring uses.

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

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

7. That motor vehicle sales **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:

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

CONDITIONS

1. That this **Permit** allows for motor vehicle sales to occur on the **Subject Property**.

2. That this **Permit** is contingent upon site plan review and site plan approval by the Ramsey City Council.

3. That there shall be no parking or maneuvering on any unpaved area at any time.

4. That the **Permittee** shall ensure that any new or upgraded parking and pavement onsite comply with Section 117-120 of the City Code requiring all parking and pavement (including maneuvering, sales, and display areas) require at least a twenty (20) foot setback from adjacent street right-of-way.

5. That the striping of the paved areas area shall be in compliance with the City Code; the **Permittee** shall submit plans to the City of Ramsey prior to any paving or striping for proper permitting. The **Permittee** shall stripe all required customer parking stalls and those stalls shall not be used for any use other than customer parking.

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

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

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

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

10. That the **Permittee** (or any other tenants) shall obtain all necessary licenses to lawfully operate motor vehicle sales operations on the **Subject Property**.

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

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

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

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

15. That this **Permit** shall automatically expire if the use is not initiated within 365 days of the date of this approval.

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 _____, 2019.

CITY OF RAMSEY:

By:_____ By:_____
Mayor City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this _____ day of _____, ____, before me a Notary Public personally appeared Mayor John LeTourneau and Jo Ann M. Thieling, to me personally known, who, being each by me duly sworn, did say that they are respectively the Mayor and City Clerk of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and seal affixed to said instrument is the corporate seal of said Municipal corporation, and the said instrument was signed and sealed on behalf of said Municipal Corporation by authority of its City Council, and said John LeTourneau Jo Ann M. Thieling acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

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

Regular Planning Commission **6. 2.**

Meeting Date: 02/07/2019

By: Tim Gladhill, Community Development

Information

Title:

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

Purpose/Background:

This case was heard by the Planning Commission in the summer of 2018. At the August 28, 2018 City Council Meeting where the case was to be introduced, the City Council directed Staff to host a public workshop, which was recently completed. Many of the same concerns were raised by the public. Staff recommends moving forward; however if potential liquor sales in a cafe are a broad enough concern, the City could remove that provision from the draft ordinance.

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

This zoning district did not move forward in 2016 and staff has been directed to bring the case back to the Planning Commission as a discussion item. This proposed zoning district is slightly more restrictive than the current B-1 district and would not occur along Highways 47 or 10. The intent of this ordinance is truly small-scale, neighborhood-scale commercial uses. The intent is not to allow higher intensity uses most commonly found along highway corridors. This district can be a valuable tool moving forward as the City attempts to accomplish comprehensive plan goals to provide a mix of uses focused on neighborhoods. For example, another potenital area for this zoning district could be used would be near the new elementary school (not proposed at this time).

Staff drafted a proposed zoning district which includes four permitted uses, four conditional uses and six prohibited uses. Following the feedback previous Planning Commission meetings, Staff has moved on-sale liquor to a conditional use and added the sales of tobacco, tobacco products or tobacco related devices to the prohibited uses. This case was also reviewed at a recent City Council Work Session.

Notification:

Staff published the Notice of Public Hearing in the Anoka County UnionHerald. City Staff also attempted to notify all property owners within 350 feet of 6139 157th Lane NW, of the request by U.S. Mail.

Observations/Alternatives:

Permitted uses in the new Neighborhood Business District include: administrative and business offices, personal or professional services, restaurants and cafes, and day care centers. Potential conditional uses include: expansion or enlargement of lawful nonconforming uses, animal clinics, medical clinics, and on-sale liquor. Prohibited uses include: Motor vehicle sales or repair, retail operations with drive through, gas stations, off-sale liquor.

The permitted accessory uses as well as the bulk standards are generally the same as the B-1 General Business District, and include regulations regarding setbacks, off-street parking, landscaping, and building materials.

Provided the City Council approves the ordinance, the zoning map will be amended at a later time.

Alternative #1. City Council adopt Ordinance #18-13. This would update the Zoning Code to include a new district

called the Neighborhood Business District. Staff supports this alternative.

Alternative #2. City Council denies Ordinance #18-13. This would leave the Zoning Code as-is and would not create a Neighborhood Business District. This alternative would leave the property at 6139 157 Lane NW in illegal non-conforming status. Staff does not support this alternative.

Alternative #3. Table the ordinance amendment in order to have Staff research additional topics or draft ordinance amendments. Staff would support this alternative if there was specific language or other case studies the CIty felt necessary to review before making a reccomendation.

Funding Source:

This case is being handled as part of normal Staff duties.

Recommendation:

Staff recommends that the City Council adopt ordinance #18-13. The Planning Commission recommended the same in August, 2018. This is an opportunity to amend the recommendation based on updated feedback.

Action:

Motion to recommend that the City Council adopt Ordinance #18-13.

Attachments

Planning Commission Minutes dated January 7, 2016
Previous Public Comment
Draft Ordinance Neighborhood Business District
Planning Commission Minutes - June 2018
Planning Commission Minutes - July 2018
City Council Minutes - August 2018
Public Comment from December 2018

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	02/01/2019 08:04 AM
Form Started By: Tim Gladhill		Started On: 02/01/2019 07:36 AM
Final Approval Date: 02/01/2019		

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a regular meeting on Thursday, January 7, 2016, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Gary Levine Commissioner Andrew Andrusko Commissioner Randy Bauer Commissioner Ralph Brauer Commissioner Cindy Nosan Commissioner Gary VanScoy
Members Absent:	Commissioner Matthew Maul
Also Present:	Community Development Director Timothy Gladhill City Planner Chris Anderson Housing Intern Michael Healy

1. CALL TO ORDER

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

2. CITIZEN INPUT

None.

3. APPROVAL OF AGENDA

Motion by Commissioner Bauer, seconded by Commissioner VanScoy, to approve the agenda as amended removing Item 5.02 under Public Hearing/Commission Business.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, VanScoy, Andrusko, Brauer, and Nosan. Voting No: None. Absent: Commissioner Maul.

4. APPROVE PLANNING COMMISSION MINUTES

4.01: Approve the Following Planning Commission Minutes:

4.01.1: Planning Commission Meeting Minutes Dated December 3, 2015

Motion by Commissioner VanScoy, seconded by Commissioner Nosan, to approve the following minutes as presented: Planning Commission Meeting Minutes dated December 3, 2015.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners VanScoy, Nosan, Andrusko, Bauer, and Brauer. Voting No: None. Absent: Commissioner Maul.

5. PUBLIC HEARINGS/COMMISSION BUSINESS

5.01: Public Hearing: Consider Resolutions #16-01-005 through #16-01-008 related to a Request for a Variance to Minimum Lot Size, Lot Width and Side Yard Setbacks in the Critical River Overlay District on the Properties Located at 14510 and 14500 Bowers Drive NW (Project 16-01); Case of Central Bank

Public Hearing

Chairperson Levine called the public hearing to order at 7:02 p.m.

Presentation

City Planner Anderson presented the staff report stating the City has received an application for a Variance to the minimum required lot size and width requirements in the Critical River Overlay District (the "Overlay District") for the property located at 14510 Bowers Drive NW (the "Subject Property"). The purpose of the request is to address an existing structure encroachment from the adjacent property at 14500 Bowers Drive NW. The Subject Property is presently vacant with the exception of the aforementioned encroachments. Should the Variance to lot size and lot width be approved, the applicant would then proceed with an Administrative Subdivision to realign the common lot line between the Subject Property and the adjacent lot to eliminate the existing encroachments.

Citizen Input

Commissioner Bauer requested further information on the ordinary high watermark setback. City Planner Anderson explained the lot was platted prior to the ordinary high watermark standards being in place. He believed that a structure could be built on the lot at approximately 140 to 150 feet. Community Development Director Gladhill commented a stringline test could also be proposed for this lot.

Commissioner VanScoy understood both lots were owned by a single owner. He asked if this had always been the case. City Planner Anderson stated this may have been the case.

Commissioner VanScoy questioned if the 100-foot lot width was typical for this neighborhood. City Planner Anderson reported the majority of the Bowers Mississippi Neighborhood had 100-foot wide lots.

Commissioner VanScoy inquired if these lots had City water and sewer. City Planner Anderson explained these lots all had private well and septic. He provided further comment on another lot within this neighborhood that required a variance.

Steve Nash, 14500 Bowers Drive, explained he purchased his property in 1989. He was not aware of the deck situation when he purchased his property. He discussed how the proposed notch would impact his property. He did not oppose the bank and believed they had a right to use the property. While he preferred to have straight property lines, he understood this may not be the case. He then discussed the location of his well and septic system with respect to the notch.

Commissioner VanScoy questioned where the new well and septic system was located. Mr. Nash reviewed his site plan with the Commission along with the well and septic system location.

Community Development Director Gladhill recommended that the Commission state within their motion for approval that all State requirements regarding the placement of wells be followed.

Mark Madsen, 14520 Bowers Drive, reported he lives north of the subject property. He stated he was not aware of the fact that the lot between him and the Nash's was owned by another party. He did not support another home being built on the vacant lot.

Kerry Koller, 2989 Lady Nichole Lane in Duluth, explained he was a representative of Central Bank. He thanked staff for their thorough report on this Planning Case. He reported he was unaware of the neighboring properties well location and stated he would investigate this matter further.

Commissioner VanScoy asked if the applicant had a preference on how to address the setbacks. Mr. Koller preferred the box out option as it would provide a builder with more options for well and septic placement.

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

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, VanScoy, Andrusko, Brauer, and Nosan. Voting No: None. Absent: Commissioner Maul.

Chairperson Levine closed the public hearing closed at 7:32 p.m.

Commission Business

Commissioner Andrusko stated after reviewing the Anoka County GIS website, he found the properties were linked up prior to December 24th. After which time, the bank took possession of the abstract. He stated originally these lots were each 100 feet wide.

Commissioner VanScoy supported the box out option for this property as it would provide the most future opportunities for this lot.

Commissioner Nosan found it odd that the City was unaware of the situation on this lot until now. She also supported the box out option for this property as the best solution.

Motion by Commissioner Bauer, seconded by Commissioner Andrusko, to adopt Resolution #16-01-005 approving the Findings of Fact inserting in Items 8 and 9 that a well was located on this property.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, Andrusko, Brauer, Nosan, and VanScoy. Voting No: None. Absent: Commissioner Maul.

Motion by Commissioner Bauer, seconded by Commissioner VanScoy, to adopt Resolution #16-01-006 granting a variance to lot size and lot area at 14510 Bowers Drive NW, as depicted on the Subdivision Sketch, prepared by Rum River Land Surveyors & Engineers, adjusting the box out for the well on the adjacent property, if necessary.

Further discussion

Community Development Director Gladhill asked if the Commission wanted the setback to be to the ordinary high watermark or if this stipulation should be addressed when building plans were submitted for the property.

Commissioner Bauer recommended the matter wait until someone was proposing to build on the property. The Planning Commission was in agreement.

Commissioner Brauer noted for the record that the applicant did not create the situation on the property.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, VanScoy, Andrusko, Brauer, and Nosan. Voting No: None. Absent: Commissioner Maul.

Motion by Commissioner Bauer, seconded by Commissioner VanScoy, to adopt Resolution #16-01-007 approving the Findings of Fact.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, VanScoy, Andrusko, Brauer, and Nosan. Voting No: None. Absent: Commissioner Maul.

Motion by Commissioner Bauer, seconded by Commissioner VanScoy, to adopt Resolution #16-01-008 granting a variance to the minimum side yard setback for the existing deck at 14500 Bowers Drive NW.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, VanScoy, Andrusko, Brauer, and Nosan. Voting No: None. Absent: Commissioner Maul.

5.02: Public Hearing: Consider Resolutions #16-01-012 and #16-01-13 Related to a Request for a Home Occupation Permit for a Food Truck Business with a Commercial Grade Kitchen on the Property Located at 7960 171st Lane NW (Project No. 16-04); Case of John and Anne Reineck

This Planning Case was withdrawn from consideration by the applicant.

5.03: Review Sketch Plan for Northfork Alpine Addition (Project No. 16-02); Case of Double T, LLC

Presentation

Community Development Director Gladhill presented the staff report stating the purpose of this file is to review the official Sketch Plan prepared by A.P.A Consulting, Engineers & Surveyors, P.A. for the purpose of a four-lot subdivision located on Alpine Drive within the Northfork Planned Unit Development. The Sketch Plan Review process affords the Planning Commission to opportunity to provide early direction on the layout of the proposed plat, before the Developer prepares detailed Preliminary Plat plans. A key decision will occur at Preliminary Plat, in which the layout will be approved, subject to approving final construction plans and Final Plat documents. At that time, the City will review items including, but not limited to, Grading Plan, Utility Plan, Landscape Plan, and Street Light Plan. Staff recommended the Planning Commission provide feedback on the Sketch Plan and direct the Developer to proceed to preparing a Preliminary Plat, with the considerations listed in this staff report.

Commission Business

Commissioner Bauer asked where a common septic system would be located if this option were recommended. Community Development Director Gladhill reported the system would be located on one of the existing lots and would not impact minimum lot sizes.

Commissioner VanScoy questioned what assurances the City had that the proposed homeowners association (HOA) would still be in place in 20 years to provide maintenance to the shared septic system. Community Development Director Gladhill discussed the requirements that would have to be put in place to ensure the HOA was still in existence.

Commissioner Bauer inquired if the cul-de-sac would be a public or private roadway. Community Development Director Gladhill stated the cul-de-sac was proposed to be a public street that would be owned and maintained by the City.

Chairperson Levine asked if the City received any comment from surrounding property owners. Community Development Director Gladhill reported staff has not received any comments to date.

Chairperson Levine questioned what information staff was seeking from the Commission this evening. Community Development Director Gladhill requested the Planning Commission provide

feedback to the developer on the proposed sketch plan and whether or not the group supported the use of a shared septic system.

Mike Thompson, 15721 Andre Street, supported the properties having separate septic systems. He further discussed his vision for the four lots with the Commission noting each would have a basement.

Community Development Director Gladhill inquired if the four lots would have an HOA as was previously proposed by the developer. Mr. Thompson stated that because the development has been downsized to four lots, he believed it would be difficult to build maintenance free senior housing with an HOA. He was in favor of building single-family housing requiring each homeowner to maintain their landscaping and snow removal. It was noted the four lots would be a part of the existing North Fork HOA.

Bill Kingston, North Fork HOA President, noted the current HOA had five elected members and oversaw 271 lots. He reported the lots ranged in size from one to three acres. He noted the lots within the sketch plan were within the original PUD and would be a part of the North Fork HOA. He reported that Mr. Thompson was aware of the HOA building requirements and covenants. He explained the HOA supported the proposed development of the four lots with four separate septic systems.

Commissioner Bauer did not support a separate HOA for the four unique lots. In addition, he was comfortable with four separate septic systems given the size of the proposed lots. The Planning Commission was in agreement.

Commissioner VanScoy asked if there were any other developments with septic systems closer to the lake than the four proposed lots. Community Development Director Gladhill stated there were parcels on Andrie Court and Andrie Street that were closer in proximity to Lake Itasca.

The Planning Commission recommended the developer move forward taking into consideration the comments provided this evening.

5.04: Discuss Creation of Neighborhood Office Zoning District (Project No. 16-26); Case of the City of Ramsey

Presentation

Community Development Director Gladhill presented the staff report stating that after the Public Hearing regarding the property located at 6139 157th Lane NW, staff was instructed to create a new zoning district within the City of Ramsey for the purposes of commercial property located near or adjacent to residential properties. This came about due resident concern about the current secretarial/daycare business moving from this property, and what business might replace it. Stated concerns included a new business negatively affecting property values, high speed and level of traffic along Nowthen Boulevard, gas stations creating too much traffic if it were to locate on this site and potential expansion of the current building. The initial thought was to re-zone this

property B-1, however that would allow some of the types of businesses that residents were concerned about to potentially locate on the property. The Commission suggested the possibility of creating an entirely new zoning district that would allow the types of businesses that fit well in a residential area, and restrict the ones that do not. Residents that were present for the public hearing were amenable to that option. The purpose of the discussion tonight is to review the draft zoning district, collect feedback from the Planning Commission regarding the new zoning district, and bring an ordinance back to a later meeting.

Commission Business

Commissioner Bauer questioned how staff was defining "small scale" coffee shop or deli. Community Development Director Gladhill reported this would be a coffee shop or deli without a drive-thru.

Commissioner Bauer did not oppose a Jimmy John's or Subway on this property.

Commissioner Andrusko believed other properties should be considered for the new zoning district as well so as not to spot zone this parcel. His main concern with rezoning the property was the amount of traffic that would be flowing in and out of the site.

Chairperson Levine agreed with the traffic concerns and stated he did not want to see the property restricted.

Commissioner Brauer saw value in having quaint neighborhood businesses and creating walkable areas within the community. He recommended the word drive-thru be eliminated from the proposed zoning district. He wanted to see the City pursue developments that were walkable. He suggested medical and animal clinics be removed from the allowed uses.

Commissioner explained she used to live in this neighborhood and supported a small deli, coffee shop or daycare in this area.

Commissioner Andrusko questioned if Walgreens could locate on this corner. Community Development Director Gladhill reported this would not be allowed under the current zoning.

Commissioner Brauer recommended staff address the scale of a development that would be allowed on this property. Community Development Director Gladhill reviewed the bulk design standards for the site currently and reported he would revise them further to address the Commission's concerns.

Commissioner VanScoy requested the buffering language also be addressed by staff.

Community Development Director Gladhill thanked the Commission for their feedback. He stated he would revise the language within the zoning district and report back to the Commission at a future meeting.

5.05: Discuss Amending the Approved Format for Warranties on Stage I and Stage II Improvements (Project NO. 16-21); Case of the City of Ramsey

Presentation

Housing Intern Healy presented the Staff Report stating the purpose of this discussion is to consider amendments to City Code to align City Code language with the City's current policy regarding warranties for Stage 1 and Stage II improvements on private developments. When private developments construct Stage 1 improvements (public improvements such as sidewalks, roads, storm drainage, etc.) and Stage 2 improvements (seal coating, street striping, streetlights, etc.), the developer must warranty their work for one (1) year following the final acceptance of any required improvements. If the improvements are defective or fail within that year, the City can draw from the warranty funds to make repairs.

Housing Intern Healy reported the City has a longstanding informal policy of requiring developers to warranty their work by giving the City cash or a letter of credit equal to 25% of the cost of the improvements. The money is refunded at the end of the one-year warranty period. Currently, however, the code suggests that developers also have the option of submitting a bond for warranty and maintenance. The City historically has not accepted bonds in these situations because the logistical difficulties involved in trying to collect on a bond to pay for repairs. The proposed amendment would remove the language that states that bonds are acceptable for warranties and replace it with new language formalizing the City's policy of requiring 25% of the project costs as a warranty in the form of either cash or a letter of credit. Leaving the language in its current form could create confusion among developers who might reasonably expect the City to honor the current language that bonds are an acceptable format for warranties.

Commission Business

Commissioner Bauer was in favor of the City's Ordinances aligning with the City's practices.

Commissioner Nosan agreed.

There was consensus of the Commission for staff to proceed with the proposed amendment for the approved format for warranties on Stage I and Stage II improvements.

6. COMMISSION / STAFF INPUT

6.01: Staff Update

The Staff Update was noted.

6.02: Zoning Bulletins

Zoning Bulletins were noted.

7. ADJOURNMENT

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

Motion Carried. Voting Yes: Chairperson Levine, Commissioners VanScoy, Nosan, Andrusko, Bauer, and Brauer. Voting No: None. Absent: Commissioner Maul.

The regular meeting of the Planning Commission adjourned at 8:50 p.m.

Respectfully submitted,

_____
Tim Gladhill
Community Development Director

ATTEST:

_____
JoAnn Shaw
Community Development Assistant

Drafted by Heidi Guenther
TimeSaver Off Site Secretarial, Inc.

Comments:

- Limited use & limited amount of expansion of current property
No expansion of business district with the current daycare property.

Comments:

OK

PROF. SERVICE OFFICE

SORT OF

BANK

Comments:

we do Not want any type of high traffic Type businesses.

NO - Gas Station bars, retail resturants, liquor Stores, or strip Mall's.

PROJECT NO. 16-7
NEIGHBORHOOD OFFICE DISTRICT

Comments:

- Maintain the rural ambiance & ~~continue~~ continue to limit the amount of traffic into the Neighborhood.

Comments:

- Press for speed reduction in the Neighborhood. ~~with a~~ with a Retail or like business in the area, Speeds & amount of traffic will increase.
Traffic noise now is somewhat berable.
as far as Safety - Nowthen Blvd has had many Severe / Fatal accidents, with more traffic - more accidents.

Comments:

- Maintain current buffers of adjacent properties.

ORDINANCE #18-13

CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

AN AMENDMENT TO CHAPTER 117 OF THE CITY CODE, WHICH CHAPTER IS KNOWN AS ZONING AND SUBDIVISIONS OF THE CITY CODE OF RAMSEY, MINNESOTA

AN ORDINANCE AMENDING ARTICLE II DIVISION 4 SECTION 117 (ZONING AND SUBDIVISIONS) OF THE RAMSEY CITY CODE.

The City of Ramsey Ordains:

SECTION 1 AUTHORITY

This ordinance is adopted pursuant to and under the authority of the City Charter of the City of Ramsey.

SECTION 2 AMENDMENTS

Section 117-XXX. – Neighborhood Business District is amended as follows:

(a) Intent. The intent of the Neighborhood Business District is to provide a commercial area for office space, daycare uses and other similar uses, which are compatible with the neighboring residential properties.

(b) Permitted uses. The following are permitted uses, subject to general requirements and performance standards as specified by this chapter:

(1) Restaurants and cafes.

(2) Administrative and business offices.

(3) Personal and professional services.

(4) Day care centers.

(c) Conditional uses.

(1) Expansion or enlargement of lawful nonconforming uses.

(2) Animal Clinics.

(3) Medical Clinics.

(4) On-Sale Liquor.

(d) Accessory uses.

(1) Off-street parking as regulated and required by this chapter.

DRAFT

(2) Off-street loading as regulated and required by this chapter.

(3) Signing as regulated by article II, division 8 of this chapter.

(e) Prohibited Uses.

(1) Motor vehicle sales or repair.

(2) Retail operations with drive-through.

(3) Gas stations.

(4) Off -sale liquor.

(5) Adult uses - principal and adult uses - accessory.

(6) Sales of tobacco, tobacco products, or tobacco-related devices.

(e) Standards. (Also refer to article II, division 6 of this chapter for general performance standards.)

(1) Bulk standards.

Standard	Requirement
Minimum lot area	½ acre 1 acre without municipal water and sewer
Minimum lot width	100 feet 200 feet without municipal water and sewer
Minimum lot depth	150 feet
Maximum building height	35 feet
Maximum structure area	35% of lot area
Minimum building setbacks	
Front yard	35 feet
Side yard	10 feet
Side yard on corner lot	20 feet
Rear yard	35 feet
Major and minor arterials and state and county roads	60 feet from centerline of road right-of-way plus the local applicable setback
Public/private service road	25 feet
Off-street parking and pavement (includes maneuvering areas) setback from street right-of-way	20
Setbacks from residential districts:	35 feet
Structure setback from property boundary line	

DRAFT

Off-street parking, driveways and outside sales and display areas	

(2) All exterior wall finishes on any building shall be:

a. Face brick;

b. Stucco;

c. Glass;

d. Wood;

e. Natural stone;

f. Specifically designed pre-cast concrete units whose surfaces have been integrally treated with an applied decorative material or texture;

g. Other material as may be approved by the city.

Combinations of such materials shall be permitted.

(3) Vehicular access points shall be limited, shall create a minimum of conflict with through traffic movements, and shall be subject to the approval of the city engineer.

(4) The entire site shall have a drainage system which is subject to the approval of the city engineer.

(5) All signing and information or visual communication devices shall be in compliance with the applicable provisions of this Code.

(6) All magazining or stacking space for vehicles shall be off-street and shall be constructed to a size that will accommodate that number of vehicles which can be serviced during a maximum 30 minute period and shall be subject to the approval of the city engineer.

(7) Parking or car magazine storage space shall be screened from view of abutting residential districts.

(8) Provisions are made to control and reduce noise.

(9) A concrete curb not less than six inches above grade shall separate the public sidewalk from motor vehicle service areas.

(10) Off-street parking areas, loading areas, driveways, and traffic maneuvering areas shall be surfaced with concrete or blacktop and finished with continuous concrete curbing as recommended by the city engineer and reflected on an approved site plan. Any site proposing to install any of the above named site improvements is subject to the site plan review process established in section 117-52.

(11) All conditions pertaining to a specific site are subject to change when the council, upon investigation in relation to a formal request, finds that the general welfare and public betterment can be served as well or better by modifying the conditions.

(12) Lighting. Any lighting used to illuminate an off-street parking area, sign or structure, shall be arranged to deflect light away from adjoining residential properties and/or

DRAFT

public street. Bulbs emitting in excess of 3,000 lumens (150 watts) shall be so directed that the bulb is not visible from off of the property where such light source is located.

(13) Landscaping and buffering.

a. Site landscaping.

1. Minimum landscaping requirements. All open space areas of a lot which are not used or improved for required parking areas, drives or storage shall be landscaped with a combination of overstory trees, ornamental trees, shrubs, flowers, ground cover, decorative walks, or other similar site design materials in a quantity and placement suitable for the site. A reasonable attempt should be made to preserve as many existing trees as is practicable and to incorporate them into the development. For each existing significant tree retained one overstory tree can be deducted from the minimum requirements.

2. Number of plantings. The minimum number of overstory trees on any given site shall be as indicated below. These are minimum requirements that are typically supplemented with other understory trees, shrubs, flowers and ground covers deemed appropriate for a complete quality landscape treatment of a site.

	Business Districts
Deciduous/coniferous trees	1 per 50 lineal feet of site perimeter, or 1 tree per 1,000 square feet of building footprint, whichever is greater. For expansions to buildings, 1 additional tree is required for each 1,000 square feet of additional building footprint area.
Shrubs	1 per 30 feet of site perimeter or 1 per 300 square feet of building footprint area, whichever is greater.

3. Minimum size of plantings. Landscaping material shall be of the following minimum planting size:

Landscape Material	Size
Deciduous trees	2.5 inches diameter as measured three feet above ground
Coniferous trees	6 feet in height
Deciduous shrubs	2 feet in height
Evergreen shrubs	2 feet in height or 2 feet in width, whichever applies
Ornamental trees	1.5 inches diameter as measured three feet above ground **None required in R1

4. Planting types.

(i) Acceptable plantings shall be determined by the City of Ramsey Tree Book.

(ii) The compliment of trees fulfilling the landscaping requirements shall be not less than 25 percent deciduous and lot less than 25 percent coniferous. No more than 25 percent of the required plantings shall consist of ornamental trees.

(iii) For every 35 feet of public road frontage, one overstory tree shall be planted on the private property adjacent to the public road right-of-way.

b. Topsoil. All exposed ground areas of a site not occupied by building, parking or storage, excluding natural areas that are left undisturbed, shall be covered with four inches of topsoil, as defined in section 117-1, or an approved alternative as referenced in section 117-348.

c. Sodding and ground cover. All areas not otherwise improved in accordance with approved site plans shall be finished with sod up to the edge of improved streets. Any alternative to the sod requirement shall require city council approval.

d. Irrigation.

1. All landscaping areas required under this section shall include underground irrigation systems.

2. Exceptions include natural areas that are left undisturbed.

e. Parking lot landscaping. All parking lots are required to provide internal overstory tree plantings in an effort to shade parking surfaces and provide visual relief. Plantings are required at the following minimum schedule. The planting schedule is established to provide an acceptable number of plantings that may be planted in regular symmetrical patterns or irregular clusters or groupings.

1. 1 tree per every ten parking spaces.

2. Every overstory tree planting shall be provided with a planting area of 162 square feet.

3. Acceptable ground cover materials include sod, mulch, and other natural ground cover. Landscaping rock and plastic underlayment is not allowed.

4. All parking lot planting areas shall include underground irrigation systems.

f. Bufferyards. This section is intended to be minimum requirements to achieve screening between differing uses with varied intensities and impacts that are not always complementary when adjacent to one another. When a bufferyard is required under this section, the yard space and planting requirements are not to be reduced for other purposes such as future parking and driveways, building expansions, or other activities that are not in keeping with the purposes of buffering and screening.

1. Bufferyards are intended to provide additional screening of businesses that are adjacent to residential areas. The following table details the width of the bufferyard along the common adjacent property line. An additional increase of landscape plantings would be required in the bufferyard. That increase is

expressed in the table below as a percentage of the total required site landscaping:

		Existing Adjacent Development		
Proposed Development		R-1	R-2	R-3
	NBD Bufferyard width	40 ft.	30 ft.	20 ft.
	% increase in plantings required	25%	20%	20%
	NBD Bufferyard width	50 ft.	40 ft.	30 ft.
	% increase in plantings required	30%	25%	20%

2. As an alternative method for screening, fences that are 100 percent opaque may be used to mitigate the impacts of businesses that are adjacent to residential areas. Fences shall be subject to the provisions found in all applicable ordinances. When a fence is used for screening purposes, the bufferyard planting requirements may be reduced by ten percent from the stated minimum requirement.

SECTION 3. EFFECTIVE DATE

This ordinance becomes effective 30 days after its passage and publication, subject to City Charter Section 5.04.

PASSED by the City Council of the City of Ramsey, Minnesota the _____ day of_____, 2018.

_____
Acting Mayor

ATTEST:

_____
City Administrator

Introduction date:
Posting dates:
Adoption date:
Publication date:
Effective date:

DRAFT

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a regular meeting on Thursday, June 7, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Randy Bauer Commissioner Bruce Anderson Commissioner Cheri Gengler Commissioner Patrick Surma (left at 8:43 and returned at 8:53) Commissioner Gary VanScoy Commissioner Matt Woestehoff
Members Absent:	Commissioner Daniel Onyambu
Also Present:	Community Development Director Timothy Gladhill City Planner Chloe McGuire Brigl Planning Intern PeggySue Imihy

1. CALL TO ORDER

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

2. CITIZEN INPUT

None.

3. APPROVAL OF AGENDA

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

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

4. APPROVE PLANNING COMMISSION MINUTES

4.01: Approve the Following Planning Commission Minutes:

4.01.1: Planning Commission Meeting Minutes Dated May 3, 2018

Motion by Commissioner Anderson, seconded by Commissioner VanScoy, to approve the following minutes as presented: Planning Commission Meeting Minutes dated May 3, 2018.

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

5. PUBLIC HEARINGS/COMMISSION BUSINESS

5.01: Public Hearing: Consider Home Occupation Permit for Commercial Kennel (Project #18-119); Case of Rebecca Bader

Public Hearing

Chairperson Bauer called the public hearing to order at 7:02 p.m.

Presentation

Planning Intern Imihy presented the staff report stating the City of Ramsey has received an application from Rebecca Bader (the "Applicant") for a Home Occupation Permit for a Commercial Dog Kennel at 17860 Nowthen Blvd (the "Subject Property"). The Applicant is requesting a Conditional Use Permit to maintain up to 25 dogs on the Subject Property at any given time. Staff reviewed the request in further detail and recommended approval of the CUP.

Citizen Input

Commissioner VanScoy asked if the parking pad was allowable on a residential lot.

Planning Intern Imihy explained the applicant was allowed to have a parking pad that was 20 feet in length. She noted the applicant was requesting a parking pad larger than was allowed and would be dealt with administratively. She reported the Commission was being asked to consider the CUP at this time.

Commissioner Anderson questioned if the fenced in area was flat and useable.

Planning Intern Imihy reported this was the case.

Commissioner VanScoy inquired if the applicant would have limited hours on when the dogs could be outside.

Planning Intern Imihy commented the dogs would have to remain indoors from 9:00 p.m. to 7:00 a.m.

Becky Bader, the applicant, thanked the Commission for their consideration. She stated she was excited about this request and noted she has wanted to operate a dog boarding business for a long

time. She indicated her business would be a service that would benefit the community. She reported this property has 37 acres and explained the small business would run out of the pole building. Her goal was to run a family friendly dog business. She explained her building would hold 25 dogs. She commented further on the hours of operation noting the dogs would be supervised at all times when outside. It was noted all dogs would be required to be vaccinated.

Commissioner Woestehoff asked how many employees the business would have. Ms. Bader reported it would be herself and Brandon McManigal, who would also be residing on the property.

Commissioner VanScoy questioned if the pole barn would have plumbing.

Brandon McManigal, stated at this time the building would not be plumbed, but would have HVAC.

Commissioner VanScoy commented he wanted to assured that the pole barn would not be turned into a residence at some point in the future.

Cindy Schmidt, 7160 181st Avenue NW, reported she was a 30-year Ramsey resident. She noted she lived two doors away from the proposed dog kennel. She expressed concern with how she would be impacted by barking dogs. She noted she was also concerned with how the pole building will be cleaned on a daily basis if the building had no water source. She recommended the building be plumbed to provide fresh water for the dogs being boarded, along with a collection/sewer system to collect the waste. She feared that the site would have more traffic than anticipated. She requested the quiet hours at the kennel be from 7:00 p.m. to 7:00 a.m. She reported she did not want to have dogs barking after 7:00 p.m. on holidays and weekends. She expressed concern that her property value would be negatively impacted because it was located so closely to a dog kennel. She questioned if the City would allow the kennel to expand in the future and recommended that an environmental impact study be completed on this property. She recommended the fencing not be within the wetland area.

Leo Polack, neighbor to the north, commented he would like to see the changes to the hours the dogs are allowed outside. He recommended the dogs not be allowed outside from 7:00 p.m. to 7:00 a.m. He stated this would allow the neighbors to be outside after 7:00 p.m. without having to listen to barking dogs. He requested a barrier or berm be constructed in the applicant's rear yard to keep waste water from entering his pond. He noted he has owned businesses in the past and asked if the City has requested a P&L. He expressed concern that this business would not have enough cash to sustain them through the first year or two. He stated he did not want this business and or its failing to impact the value of his property.

Chairperson Bauer requested further comment from staff regarding the requirements within the CUP and if the applicants would be allowed to expand their site in the future.

Community Development Director Gladhill discussed the City's CUP and wetland requirements. He noted staff has no concerns with the proposed business impacting the adjacent wetlands and noted the applicant would be complying with all wetland conservation efforts. He noted all

stormwater runoff would have to be contained onsite or within a City regional stormwater pond. He explained the applicant as meeting all stormwater runoff requirements. He explained the CUP could only be expanded after another public hearing was held. He indicated the City had another commercial kennel within the City, Armstrong Kennels, which was a much larger operation and was located on a residentially zoned property.

Commissioner Woestehoff asked if Armstrong Kennels had a CUP.

Community Development Director Gladhill reported this was the case.

Commissioner VanScoy questioned what noise restrictions the City had in place for properties with a CUP.

Community Development Director Gladhill explained the City deferred to State Statute for noise restrictions. He commented further on the State's indoor and outdoor noise requirements.

Further discussion ensued regarding the hours of operation and noise requirements.

Commissioner VanScoy asked if the City could adjust the hours of operation.

Planning Intern Imihy explained the City could set the hours of operation within the CUP.

Commissioner Surma thanked the neighbors for coming forward and voicing their concerns. He stated he shared many of their same concerns. He was of the opinion that the kennel building should have plumbing.

Commissioner VanScoy asked how the applicant would be managing the pet waste onsite.

Ms. Bader stated she would be using a low moisture mop (Swiffer Wet Jet) within the pole building for cleaning the pet areas. She indicated the outdoor waste would be bagged and properly disposed of.

Mr. McMonigal reported the dogs would be let out numerous times a day and he did not anticipate the pole building would have a large amount of pet waste indoors. He noted that any barking dogs would be brought back inside.

Commissioner VanScoy stated his main concerns at this time were how the site would be cleaned, how it would be kept clean and how to avoid contaminating the surrounding areas.

Mr. McMonigal reported mops would be used indoors and all waste outdoors would be collected and disposed of. He explained he could investigate plumbing the pole barn if this was required by the City.

Chairperson Bauer asked if the applicants would be agreeable to reconsidering their hours of operation based on the comments voiced by the neighbors.

Ms. Bader stated they would be willing to change the hours. She indicated she was very willing to work with the neighbors to address their concerns.

Commissioner Anderson asked if the pole building had a concrete floor.

Mr. McMonigal reported the pole building had a sealed concrete floor.

Commissioner Surma stated again, for the record, that he was concerned the pole building did not have plumbing. He explained he could not understand how the applicants would keep 25 dogs watered and fed without running water in the pole barn. He indicated he supported the applicants request but recommended the pole barn have plumbing.

Community Development Director Gladhill commented the Commission could require the pole barn to be plumbed and make this a condition for approval within the CUP.

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

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

Chairperson Bauer closed the public hearing closed at 7:44 p.m.

Commission Business

Commissioner VanScoy asked if the business would have a sign on Nowthen Boulevard.

Community Development Director Gladhill reported the City would not allow the sign as proposed and noted staff would be working with the applicants on the sign.

Motion by Commissioner VanScoy, seconded by Commissioner Anderson, to recommend that City Council adopt Resolution #18-119 approving a Commercial Dog Kennel on the Subject Property.

Further discussion

Commissioner Anderson offered a friendly amendment and recommended the hours the dogs must remain indoors be amended to 7:00 p.m. to 7:00 a.m. The Commission supported this friendly amendment.

Commissioner Surma requested another friendly amendment to the motion requiring the applicants to add plumbing (waste and water) to the building in a timely manner. This amendment failed to proceed as the consensus of the Commission was not to support the request.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Anderson, Gengler, and Woestehoff. Voting No: Surma. Absent: Commissioner Onyambu.

5.02: Public Hearing: Review Preliminary Plat Application for Cottages at the COR (Project 17-162); Case of Centra Homes, LLC

Public Hearing

Chairperson Bauer called the public hearing to order at 7:49 p.m.

Presentation

City Planner McGuire Brigl presented the staff report stating Centra Homes, LLC has a Purchase Agreement in place with the City to acquire the land located at the southwest corner of Ramsey Blvd and Bunker Lake Blvd (the "Subject Property") for a residential subdivision. The proposed subdivision is in the COR4 Neighborhood District and would include forty (40), 2-story townhomes with association-maintained private roads. The Subject Property is approximately 4.29 acres.

Citizen Input

Commissioner VanScoy asked if the road to the west does not go through.

City Planner McGuire Brigl explained if this road did not connect there would be a dead end within the subdivision.

Community Development Director Gladhill reported staff would continue to work on this issue with the applicant.

Commissioner VanScoy requested further information on where sidewalks would be located within the development.

City Planner McGuire Brigl reviewed the location of the sidewalks within the development with the Commission. She noted all City standards were being met regarding the sidewalks.

David Patberg, Centra Homes, thanked staff for their assistance with this Planning Case. He indicated he was excited to be bringing a new housing product to the City of Ramsey.

Commissioner VanScoy requested further information regarding the proposed floor plans and architectural standards.

Mr. Patberg stated he would have five different floor plans noting each floor plan would have three elevation different options.

Community Development Director Gladhill commented on the stringent architectural guidelines that were in place within The COR.

Commissioner Anderson stated he was not a fan of whites and blacks, but rather supported earth or neutral tones.

Commissioner Gengler questioned how parking would be managed on the site.

Mr. Patberg explained all of the two car garages would be located to the back of the home. He indicated the driveway would offer two additional parking stalls and noted parallel on-street parking would be available within the development.

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

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

Chairperson Bauer closed the public hearing closed at 8:02 p.m.

Commission Business

Motion by Commissioner Woestehoff, seconded by Commissioner VanScoy, to recommend that City Council approval of the Preliminary Plat.

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

5.03: Public Hearing: Consider Revised Preliminary Plat for Riverstone; Case of Capstone Homes

Public Hearing

Chairperson Bauer called the public hearing to order at 8:03 p.m.

Presentation

Chairperson Bauer commented for full disclosure purposes, he was in the process of purchasing a home within the Riverstone development.

Community Development Director Gladhill presented the staff report stating the purpose of this case is to consider a revised Preliminary Plat for Riverstone, a 293-lot residential subdivision. Primarily, the intent of this revision is to satisfy contingencies of original Preliminary Plat approval. Of note, plans for pedestrian crossings at Alpine Drive are included. Secondarily, the Developer (Capstone Homes) desires to slightly revise lot widths on two (2) blocks to slightly

widen lots, resulting in the net reduction of approximately two (2) lots. Overall, the project is significantly the same as originally approved. Finally, the Developer proposes a slight modification to topsoil standards to address stormwater and drainage.

Citizen Input

Commissioner VanScoy asked if there were any plans to develop the land on either side of this property.

Community Development Director Gladhill stated to the east a project called Northfork Meadows was being considered but noted this project was denied by the City Council. He explained this property has since been sold and purchased by another developer. He anticipated that the site would be developed with detached townhomes at some point in time. He explained the property to the west would probably be developed in the same manner.

Heather Lorch, Capstone Homes, stated Capstone has enjoyed working with the City on this project. She discussed the homes that have been built in the City to date and noted she looked forward to continuing to build homes for Ramsey residents.

Kent Raceler, 4870 Viking Boulevard, stated he opposed the approval of this Preliminary Plat Amendment. He requested the item be denied. He explained he owned the adjacent properties and did not have any development plans in place. He described how the proposed development would impact the future development of his property. He indicated he had an approved PUD in place for his property which would allow for the construction homes on 2.5 acre lots. He discussed the importance of running sewer lines through the Riverstone property. He recommended a buffer zone be put in place and requested he be allowed more time to review this matter with staff prior to the Planning Commission moving forward with this Preliminary Plat Amendment.

Commissioner VanScoy questioned when Mr. Raceler's plat was approved.

Mr. Raceler indicated his plat began in 1984 and was for the entire Northfork area, which included approximately 1,000 acres of land.

Commissioner VanScoy asked if the lots were platted.

Mr. Raceler commented the lots were not formally platted.

Commissioner VanScoy inquired if Mr. Raceler intended to build on 2.5 acre lots.

Mr. Raceler commented he was not stating that as he did not have any formal plans in place. However, he noted a Preliminary Plat was in place for this land and the intent was to have 2.5 acre lots. He explained he was very concerned with the property being stubbed to the west and wanted assurances from the City.

Further discussion ensued regarding the Preliminary Plat that Mr. Raceler had in place on his property in Ramsey.

Mr. Raceler explained that because significant improvements have been made to the property with respect to the infrastructure, he had the understanding that the Preliminary Plat had not expired.

Commissioner VanScoy requested staff address the issue of the utility stubbing.

Community Development Director Gladhill reported under the current Comprehensive Plan the property to the west was not part of the MUSA. He stated from an engineering and planning point of view, this could be further evaluated and made a condition of the Riverstone Preliminary Plat. He indicated he did see great value in providing a stub to the property to the west and noted further discussions could be held with Mr. Raceler.

Mr. Raceler commented his property was outside the MUSA but only because of a recent action taken by the City. He noted cities often stub to property lines and requested the City stub to the property line. He reported the legality of the Preliminary Plat expiring after two years then the Northfork development should not have been able to develop over a 10- to 15-year period of time with requesting a new Preliminary Plat each year. He believes this meant a precedent had been set within the City of Ramsey.

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

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

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

Commission Business

Commissioner Surma asked if a buffer area could be created by the developer.

Ms. Lorch reported there was not an area available to create a significant buffer zone between her property and the properties to the east and the west. She explained it would not be the developer's preference to have to create two buffer zones.

Commissioner Surma stated another option for the buffer zone would be to encourage Mr. Raceler to create a buffer zone on his land.

Commissioner VanScoy requested further information regarding the history of the MUSA line.

Community Development Director Gladhill discussed the history of the MUSA line and noted the City was simply reacting to the requests of the property owner. He noted based on the feedback of the property owner, the City could hold further discussions with the adjacent property owner.

Motion by Commissioner VanScoy, seconded by Commissioner Surma, to recommend that City Council to approve the revised Preliminary Plat requiring utilities to be stubbed to the west.

Further discussion

Commissioner Anderson asked if this item were tabled what effect that would have on the applicant.

Ms. Lorch stated this would Commission consideration more than 30 days which would in turn delay the project. She explained it was her desire to begin working on the project yet this summer and feared a delay would push the project off to 2019.

Commissioner Anderson expressed concern with this item moving forward without the utility line issue being addressed.

Motion by Commissioner Anderson to table action on the revised Preliminary Plat to the July Planning Commission meeting. The motion failed for lack of a second.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Surma, Gengler, and Woestehoff. Voting No: Commissioner Anderson. Absent: Commissioner Onyambu.

6. COMMISSION BUSINESS

6.01: Discuss Item: Review of City Code Section 117-351 – Home Occupation Ordinance

Presentation

Planning Intern Imihy presented the Staff Report stating under staff direction from the City Council, a review and comparison of neighboring towns and their ordinances for home occupations, also known as home-based businesses has been completed. This review specifically examines the number of employees, allowable outdoor storage and number of allowable vehicles on the property. The purpose of this agenda item is to discuss if Staff should further review and make changes to Section 117-351 of the City Code. Staff requested the Commission provide feedback on this item.

Commission Business

Commissioner Gengler requested further information on the City's current standards for outdoor storage.

Planning Intern _ Imihy __ reviewed the City's standards regarding outdoor storage.

Chairperson Bauer stated he was not so concerned with how other cities managed their outdoor storage so long as things were working for the City of Ramsey.

Community Development Director Gladhill explained staff was reviewing this Ordinance after receiving a directive from the City Council, noting this group feels there is an issue with the Ordinance. He provided further comment on the concerns that were raised after a recent home occupation was requested that had outdoor storage.

Chairperson Bauer asked if the Commission was addressing this portion of City Code based on an isolated issue.

Community Development Director Gladhill commented there were five or six home occupations that were driving this issue to be further reviewed by the City.

Commissioner VanScoy questioned what the challenges were the City was facing at this time by changing the code.

Community Development Director Gladhill explained the City was being challenged on the outdoor storage issue and number of employees.

Commissioner Anderson stated he did not support outdoor storage for a home occupation in a residential area.

The Commission was in agreement.

Commissioner Gengler did not believe it was necessary for a home occupation to have five employees. She was of the opinion a home business was an up and coming business that had very few employees and once there were five employees onsite it would be good for this business to find a proper site.

Commissioner Anderson stated he did not support home occupations allowing employees to drop off their vehicle in order to pick up a service vehicle. He believed this activity should occur at a place of business. He indicated he wanted to protect the neighbors living adjacent to those with a home occupation.

Commissioner Woestehoff agreed adding that the more concise the City was with their home occupation code the better off the City would be.

Commissioner Surma encouraged the City not to step on the rights of Ramsey residents to own and operate their own business from their property.

Planning Intern Imihy asked if the Commission supported home occupations operating out of an accessory structure.

Commissioner Woestehoff and Chairperson Bauer supported this type of business.

6.02: Discussion Item: Feedback on the Creation of a Neighborhood Business District

Presentation

Planning Intern Imihy presented the Staff Report stating in 2016, following the Public Hearing regarding the property located at 6139 157th Lane NW, staff was instructed to create a new zoning district within the City of Ramsey for the purposes of commercial property located near or adjacent to residential properties. This zoning district did not move forward in 2016 and staff has been directed to bring the case back to the Planning Commission as a discussion item. This proposed zoning district is slightly more restrictive than the current B-1 district and would not occur along Highways 47 or 10. The intent of this ordinance is truly small-scale, neighborhood-scale commercial uses. The intent is not to allow higher intensity uses most commonly found along highway corridors. This district can be a valuable tool moving forward as the City attempts to accomplish comprehensive plan goals to provide a mix of uses focused on neighborhoods. For example, another potential area for this zoning district could be used would be near the new elementary school (not proposed at this time). Staff has modified the proposed zoning district from 2016 to include four permitted uses, three conditional uses and five prohibited uses. Staff would like the Planning Commission's feedback. The purpose of the discussion tonight is to review the draft zoning district, collect feedback from the Planning Commission regarding the new zoning district, and bring an ordinance back to a later meeting.

Commission Business

Commissioner Anderson commented he was not in favor staff pursuing this further.

Commissioner Gengler indicated she supported the creation of small neighborhood business districts. She explained this type of zoning district could assist in creating walkable neighborhoods and would create sense of community.

Commissioner Surma agreed and noted this would make the community walkable.

Commissioner Woestehoff stated he could support the sale of beer or wine for a small restaurant in the neighborhood business district.

Commissioner Anderson stated he feared dropping businesses into a residential neighborhood could change the character of the neighborhood.

Commissioner VanScoy indicated he appreciated the flexibility of the proposed zoning district and believed this would be a good tool for the City.

7. COMPREHENSIVE PLAN UPDATE ITEMS

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

8. COMMISSION / STAFF INPUT

8.01: Receive Staff Update

The Staff Update was noted.

8.02: Zoning Bulletins

Zoning Bulletins were noted.

8.03: July Planning Commission Meeting Date

Community Development Director Gladhill explained the July Planning Commission meeting has been rescheduled to Thursday, July 12, 2018.

9. ADJOURNMENT

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

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

The regular meeting of the Planning Commission adjourned at 9:24 p.m.

Respectfully submitted,

_____
Tim Gladhill
Community Development Director

ATTEST:

_____
JoAnn Shaw
Community Development Assistant

Drafted by Heidi Guenther
TimeSaver Off Site Secretarial, Inc.

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

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

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

1. CALL TO ORDER

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

2. CITIZEN INPUT

None.

3. APPROVAL OF AGENDA

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

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

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

4. APPROVE PLANNING COMMISSION MINUTES

4.01: Approve the Following Planning Commission Minutes:

4.01.1: Planning Commission Meeting Minutes Dated June 7, 2018

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

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

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

5. PUBLIC HEARINGS/COMMISSION BUSINESS

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

Public Hearing

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

Presentation

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

Citizen Input

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

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

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

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

Planning Intern Imihy reported this was the case.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Commission Business

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

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

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

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

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

Further discussion

Commissioner VanScoy asked what type of variance was being requested.

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

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

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

Public Hearing

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

Presentation

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

Citizen Input

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

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

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

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

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

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

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

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

Mr. Buzick reported this was the case.

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

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

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

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

Commission Business

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

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

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

Chairperson Bauer agreed.

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

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

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

Public Hearing

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

Presentation

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

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

Citizen Input

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Commission Business

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

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

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

Public Hearing

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

Presentation

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

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

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

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

Citizen Input

Commissioner VanScoy questioned how the City would implement this Ordinance.

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

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

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

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

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

Commission Business

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

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

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

No action was taken on this item.

6. COMMISSION BUSINESS

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

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

7. COMPREHENSIVE PLAN UPDATE ITEMS

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

8. COMMISSION / STAFF INPUT

8.01: Receive Staff Update

The Staff Update was noted.

8.02: Zoning Bulletins

Zoning Bulletins were noted.

9. ADJOURNMENT

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

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

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

Respectfully submitted,

_____
Tim Gladhill
Community Development Director

ATTEST:

_____
JoAnn Shaw
Planning Division Secretary

Drafted by Heidi Guenther
TimeSaver Off Site Secretarial, Inc.

6. PUBLIC HEARING

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

Presentation

City Planning Intern Imihy reviewed the staff report and recommendation to adopt Ordinance #18-13. She stated that this would update the Zoning Code to include a new district called the Neighborhood Business District.

Public Hearing

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

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

The public hearing was called to order at 7:39 p.m.

Citizen Input

Jacqueline Abendroth, 15810 Sodium Street NW, stated that she neighbors the property and has seen many changes over the years. She stated that the secretarial service has reduced in scale and is unsure how the daycare is doing. She noted that other businesses have failed in that location. She stated that she would be hesitant to support changing the zoning because a number of businesses have failed in that location and therefore she would not want to see additional buildings constructed. She asked how close additional buildings could be constructed to the residential properties.

City Planning Intern Imihy stated that there is not a proposal for the business to expand or the building to change. She stated that the space does not fit within the zoning code and therefore that is the primary purpose for the change in zoning. She stated that requests to change or expand would need to come back before the Council.

Ms. Abendroth asked if there are limits on the property.

City Planning Intern Imihy stated that there would be prohibition of the uses not allowed but this would simply make the parcel a conforming use.

Community Development Director Gladhill stated that the City has approved the uses over the years for the parcel, but the appropriate tool was not in place for the zoning. He stated there are setback and buffering requirements for commercial/retail structures neighboring residential properties. He stated that the parcel would be rezoned for the district, which would match the use

of the business. He stated that if the business wanted to change, that would need to come back before the Council as a request.

Ms. Abendroth asked the type of barrier that would be between the building and the homes, whether there would be landscaping or just the back of the buildings.

Community Development Director Gladhill stated that the setback would be from the property line to the back of the building and noted that there could be landscaped buffering required between the structure and residential properties.

Ms. Abendroth asked if anything would change if the ownership changed.

Community Development Director Gladhill stated that the zoning would not allow for changes and would only allow for the uses specified within the zoning district.

Councilmember Shryock stated that this action would simply clarify the business that already exists and ensure that the zoning is more appropriate. She stated that at this time there are not any future plans for changes to the property or businesses and this simply changes the zoning to what it should have been for the allowed use.

Community Development Director Gladhill confirmed that to be true.

Councilmember Shryock reviewed the permitted uses in the proposed zoning district, noting that all of those uses have existed on the site previously. She stated that if anything else wanted to come to that site, the Council would have the ability to deny the request.

Elaine (last name/address not audible), stated that she would be opposed to allowing liquor at this location. She stated that Nowthen Boulevard is a very busy road with high speed traffic and a lack of sidewalks. She stated that she and her husband have called the police for additional enforcement and a patrol will come out for a few days but once they leave, the high speeds resume. She noted that there have been accidents and safety concerns on the roadway and she would be concerned with adding alcohol service to the mix. She was concerned with traffic and pedestrian safety. She asked the Council not to allow a business to serve alcohol at this location. She did not believe that trees provide adequate screening and believed that additional measures would be needed to provide appropriate screening. She stated that she does not mind the small businesses in that location but would not support a nighttime business or a business that serves alcohol.

Acting Mayor LeTourneau asked if the resident believes that the businesses in the location contribute to the traffic and problems that she cited in her comments.

Elaine replied that the issues that have occurred thus far have not caused the issues with traffic or alcohol in the area, but she believes that serving alcohol in that location would amplify those issues.

City Planning Intern Imihy stated that liquor is not a permitted use and would be a conditional use, explaining that if a potential business would like to serve liquor, that request would come before the Council and the decision would be made at that time whether or not to allow that activity.

Acting Mayor LeTourneau explained that the request would have to be brought forward to a regular meeting and public comment would be allowed.

Elaine (last name not audible) stated that her position continues that alcohol should not be an option as a possible opportunity for the site.

Acting Mayor LeTourneau asked for clarification on how that language would appear in the ordinance.

Community Development Director Gladhill stated that if the Council wishes to eliminate that opportunity, that could be stricken from the conditional use list. He noted that the Council could allow the activity as a conditional use and if a potential use seems appropriate, the Council could attach a list of conditions. He noted that the Planning Commission did recommend including that as a conditional use and advised that minutes from the Planning Commission were included in the case.

Councilmember Johns noted that this parcel is within a residential area. She noted that the ordinance would apply throughout the entire City and therefore perhaps allowing alcohol would be appropriate for other locations but not be appropriate for this location.

Acting Mayor LeTourneau agreed that while alcohol service would not be appropriate for this location, the ordinance would be applied throughout the City and alcohol service may be appropriate in other locations. He asked the resident and received confirmation that she would be in agreement with leaving the language in, allowing alcohol service as a conditional use, with the understanding that this ordinance could be applied throughout the City and while that use may not be appropriate for the parcel bordering her home, it could be appropriate in other locations.

Terry Petro, 6140 157th Lane NW, stated that he moved into his property in 1979 when the parcel was occupied by a church. He stated that the church had a need to expand and moved down the road, selling the parcel to the secretarial service. He stated that a few years later, the secretarial service business was reduced, and the daycare joined the site. He stated that the Conditional Use Permit was then expanded to allow a larger building for an expanded daycare service. He stated that the expanded use has increased the amount of traffic that enters and exits the site daily. He believed that the daycare business was limited between the hours of 6:00 a.m. and 6:00 p.m., which ensures that the site is quiet during the evening hours. He was concerned that if additional buildings are added to the site, perhaps those limited hours would not apply. He stated that when he moved to his home the church was only open on Sundays and Wednesday evenings. He asked if there is an expiration on the Conditional Use Permit.

Community Development Director Gladhill stated that the Conditional Use Permit was approved for a list that is not listed as a conditional use. He stated that the City has agreed to apply a more appropriate zoning as the existing situation has created problems for financing for the business. He stated that because the City approved the use, the City is obligated to resolve the situation that was created.

Mr. Petro stated that it appears that the City's only option is to rezone the parcel or tear down the building.

Community Development Director Gladhill confirmed that the City's only option would be to zone the parcel appropriately to support the uses that have been approved.

Acting Mayor LeTourneau noted that the City is attempting to resolve a situation that has already occurred and uses that have already been approved.

Mr. Petro stated that this property would be worth more money for the business owner as a business parcel rather than a residential parcel with a Conditional Use Permit. He believed that the neighboring property owners would be the ones to suffer if a restaurant serving alcohol until 2:00 a.m. is allowed on the site compared to the daycare which closes at 6:00 p.m. He stated that he does not mind the daycare use but would not support the additional uses. He believed that additional structures would be added to the property once the zoning is changed.

Community Development Director Gladhill stated that the property owner relied on the City acting in good faith on its own ordinances 20 years ago. He stated that case law has since changed, and the zoning would need to be changed to list the allowed uses that have already been approved. He stated that looking at the existing use and previous uses, the site has been used commercially and the City is simply allowing the correction to the zoning to support uses that have already been approved and existed on the site. He stated that there is always a potential for expansion and new uses whether the zoning changes or not and he believed that it would be better to have the appropriate controls in place prior to receiving any requests.

Councilmember Shryock stated that the Council understands the concerns of the community and attempts to make decisions based on input from the community. She stated that the Council would not permit activities that would not be appropriate because of the location. She asked for clarification on the difference between the neighborhood business district and general business district.

Community Development Director Gladhill stated that the intent was to be very restrictive and selective on the uses. He noted that this would be much more restrictive than the Highway 47 corridor businesses, which is already more restrictive than the Highway 10 corridor businesses. He noted that there would be much more protection in this district compared to the other business districts.

Councilmember Shryock noted that there is no change for the parcel at this time. She stated that, in the future, perhaps a small café or coffee shop would be considered but did not believe that the Council would allow a full restaurant on this site.

Community Development Director Gladhill stated that there may be requests to expand in the future but noted that staff has rejected some proposals in the past because they would not fit on the site. He stated that this traffic corridor does not support high traffic businesses and therefore those businesses would not be looking at this site and would not be allowed on this site.

Acting Mayor LeTourneau confirmed that the resident is concerned with a high impact use above the existing daycare. He stated that this zoning district would be the most restrictive business district within the city. He asked if the resident is comfortable that the Council understands the concern of the neighborhood with a high impact business, and would not support a high impact business in that location.

Mr. Petro stated that he is not comfortable allowing the Council to make the decision. He stated that in the past the neighborhood expressed concern with a connection to a new development and were promised that the connection would be gated and used for emergency use only. He stated that when the development was constructed, it was full access and caused a lot of additional traffic. He stated that he is also concerned with property values, as after consulting with realtors he has been told that property values could decrease when bordering commercial property. He stated that 157th currently does not warrant a turn lane and asked if the Council is willing to upgrade the road to support the traffic.

Acting Mayor LeTourneau stated that as the community continues to grow, the City attempts to analyze and anticipate traffic impacts and infrastructure needs. He noted that as this is a County road, the City also has to work with the County for improvements. He stated that this zoning district would be the most restrictive to allow the use to continue to remain in a calm manner that is safe for the community.

Mr. Petro stated that he would agree with continuing to allow the daycare facility to operate without increasing the overall use on the site.

Community Development Director Gladhill stated that staff would be open to holding a single workshop with the residents, before the Council takes action, to allow for more open dialogue to resolve some of the concerns.

Councilmember Johns clarified that this would be a city-wide ordinance for zoning. She stated that a change has not been requested by the daycare center itself.

Community Development Director Gladhill stated that the request was from the daycare center as the City allowed the use without using the appropriate tool and therefore it is a legal issue to change the illegal non-conforming use.

Councilmember Riley suggested that the public hearing be closed, and the issue be tabled to allow for the public workshop as suggested by staff.

Acting Mayor LeTourneau stated that he would like to provide the opportunity for everyone present that would like to comment.

Carol Lubin, owner of the property, stated that she has owned the property since 1991. She stated that when she purchased the business for the secretarial service, she had 90 employees. She stated that as technology increased, employees were able to work from home, which left a lot of the building empty. She stated that a daycare was an allowed use when she purchased the property and that is what she created. She stated that they have been good neighbors. She noted that a

neighboring property owner was using part of her property as a turnaround for their garage and therefore she gave the property owner the necessary property to allow that activity on their property. She stated that there have only been three businesses on the site, the secretarial site, the daycare, and the café. She stated that the café and the daycare was expanded. She stated that additional space may be allotted to the daycare to allow for an indoor play area. She referenced a drug deal that was mentioned in the parking lot. She noted that the activity was noticed by staff and police were alerted to resolve the situation. She estimated that 75 people are employed between the secretarial site and daycare and they have been good neighbors. She stated that she was surprised by the comments tonight as she has allowed for a resident to have parking in her lot for an event at their home. She noted that if there have been issues, using the example of a trash enclosure tipping over, it is immediately resolved. She believed that the business has added character to the area and the property is maintained well. She stated that perhaps in the future she would think of adding a café as she believes that would be a good fit for the neighborhood.

Acting Mayor LeTourneau thanked her for her comments. He noted that the comments tonight have seemed to support the existing use. He stated that it seems that the Council would like to allow for additional discussions on how to put the next layer of protection in place.

Ms. Lubin stated that the church previously owned the property and paid zero property taxes. She stated that she has paid property taxes and the amount of property taxes has increased as the daycare use expanded.

Justin Jackson, 5950 158th Lane, referenced the cut-through traffic that happens in the neighborhood on 157th. He stated that he is already concerned with traffic in his neighborhood and increased traffic that would occur. He believed that additional traffic control should be placed in the neighborhood to protect the existing residents as well as no cut through traffic concerns.

Acting Mayor LeTourneau acknowledged the concern from the resident on the road conditions and safety concerns. He encouraged Mr. Jackson to learn more about what the City is doing towards road construction, maintenance, and reconstruction. He stated that the Council has spent a lot of time developing the plans for the roads as that was an issue that had not been planned for appropriately in the past.

Mr. Jackson asked if this zoning would apply only to this parcel, or whether it would apply throughout the community.

Community Development Director Gladhill noted that this parcel would be the first of the zoning district and confirmed that there could be a few other parcels throughout the community that could be a fit but noted that it would be sparsely used.

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

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

The public hearing was closed at 8:44 p.m.

Council Business

Councilmember Johns asked if this parcel would be rezoned by moving this item forward.

Community Development Director Gladhill noted that this is a policy decision and therefore the action does not trigger directly but would start the process and the request to rezone the parcel would follow.

Councilmember Shryock stated that she agrees that the new zoning district should be done properly

Motion by Councilmember Shryock, seconded by Councilmember Johns, to table Ordinance #18-13 amendment to City Code Chapter 117 (Zoning and Subdivision of Land) to add a Neighborhood Business District to allow staff to do additional research and hold a neighborhood workshop to discuss the possible ordinance amendment.

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

Community Development Director Gladhill noted that there will be a mailing to alert residents of the neighborhood workshop. He stated that residents can also contact the planning department and watch agendas but confirmed that a mailing would be done to residents within 350 feet, similar to the notification for the meeting tonight.

What Would Be Allowed?

- Restaurants and Cafes (with ability to serve some beer and wine)
- Offices
- Day Cares

Comment Below:

- CONCERN W/ LIQUOR SALES

- NO LIQUOR W/O CUP OR SPECIAL PERMIT
  eg. LIMITED HOURS

— TRAFFIC CONCERNS
[NEW SCHOOL + NEW TOWNHOMES]

— Not in Favor of expansion of Prems.

— Restaurant
No drive-thru
No Fast-Food

— Office —
concern is eg. 3 story office
Ht & mass of Building

— Set-back 40ft. from all property lines from Homes
(CONCERN it's not far enough

— Can ~~See~~ EXPAND the 5000 ft AS LAWFUL NON-CONFORMING USE

What Would <u>NOT</u> Be Allowed?

- Motor Vehicle Sales
- Motor Vehicle Repair
- Gas Station
- Liquor Stores
- Adult Uses
- Sales of Tobacco

Comment Below:

Cont. - Hours of operation -

- History of Day Care - permit

— Lighting of Building / Parking Lot

— Look at How much commecial fits in community. too much space already.

- CONCERN W/ EXISTING Neighborhood.

- time Line & Process.

From:
To:
Cc:
Subject:
Date:

City of Ramsey,

Thank you for the notice of the workshop on discussing the re-zoning of the property on 6139 157th Lane NW. Unfortunately I will be out of the state that week and am unable to attend.

About the re-zoning, I absolutely do not want this property to be re-zoned business of any kind. The letter implies that when the previous two conditional use permits were awarded, that they were done improperly, a mistake. Back in the 1990's when the Lord of Life Church moved out and sold the property, the only buyer was Northern Secretarial Services and the only option the city had was to either re-zone as business, or to keep the property as residential and provide a conditional use permit to allow business use in a residential area. THIS WAS NOT A MISTAKE! This was the best decision the city had available that met with the residents wishes that had to live with the decision. So far. it has worked out well, including when the daycare came in and also when the daycare expanded in the 2000's. To call this decision a mistake is unfair to the city back then, and unfair to the area residents involved with that decision.

To re-zone this property to any kind of business zoning would be against the direct wishes of myself and the other residents that have been living near the daycare for the past several years. As I see it, Lublin Properties requested re-zoning to business/commercial a couple years ago that would allow them to refinance for a significantly higher amount that otherwise with a CUP. This is another attempt to increase the net worth of this property. Business property is much more valuable than a daycare on residential property. I firmly believe that once you force this re-zoning on us area residents, the gas station, bar and grill and whatever else wants to move in will happen rather quickly. You say no drive-throughs or liquor will be allowed, but that is only one quick decision away from happening once the business zoning happens. One of the conditions of the CUP was business hours were limited to 6 am to 6 pm, because it is located in a residential area. What hours restrictions will be enforced on a business zoned area? What about the deteriorating road that is already not being taken care of? What about the extra noise and traffic congestion? I live directly south of the daycare. Living across from a strip mall will directly lower my property values, so that means that I will be subsidizing the new businesses against my will!

I see this move to fix a mistake from 20 sum years ago as really a move to bring in more business tax revenue to the city and increase the property value of the daycare at the expense of the residents of Ramsey that live in close proximity. I am totally against this change of zoning. The CUP was correct when it was done, and is the proper zoning for the best interests of the city and it's residents now.

I am absolutely against any form of re-zoning this property to business anything!

Terrance Petro
6140 157th Lane NW
Ramsey, MN 55303
612-618-3533

From:
To:
Subject:
Date:

Good evening,

My name is Sara Lahti, I'm a resident in the neighborhood down the street from The Learning Lodge. I am concerned with the changes in the zoning of the property. I do not feel a commercial zone is appropriate. There are many children in the neighborhood and traffic is bad as is. The intersection of County road 5 and 157th Ln would definitely need to be re-evaluated. If it is commercial then the use it is currently used for (daycare) is okay, I just don't want it to become anything more. I feel any additional business would decrease appeal to the neighborhood and hence make our property value decrease.

Thank you for listening to my concerns

Sara Lahti
651-208-8957
6914 157th LN NW
Ramsey

Sent from my iPhone

Regular Planning Commission **6. 3.**

Meeting Date: 02/07/2019

By: Chris Anderson, Community Development

Information

Title:

REVISED

PUBLIC HEARING: Consider Multiple Actions Related to 17902 Saint Francis Blvd NW (Project No. 19-101); Case of Dale and Tammy Wills

1. Request for a Home Occupation Permit to Operate a Commercial Horse Farm
2. Request for a Conditional Use Permit to Exceed Square Footage for Detached Accessory Buildings
3. Request for a Variance to Accessory Building Height and Lot Frontage Requirements

Purpose/Background:

Dale and Tammy Wills (the "Applicant") have approached the City about the prospect of operating a commercial horse farm on the property located at 17902 Saint Francis Blvd (the "Subject Property"). Their vision is to provide a setting for youth to learn how to properly care for and build relationships with horses and then continue on with riding lessons, both Western and English style. They have submitted applications for a Home Occupation Permit, Conditional Use Permit, and Variance that would be needed for their endeavor. The Applicant is under contract to purchase the Subject Property; the current property owner has signed the Land Use Application and is aware of and supports the current proposal.

Notification:

Staff attempted to notify all property owners within 700 feet of the Subject Property of the requested Home Occupation Permit, Conditional Use Permit, and Variance requests via standard U.S. mail and published the Notice of Public Hearing in the Anoka County UnionHerald. Staff had previously sent an invitation via standard U.S. mail to all property owners within 700 feet of the Subject Property for a Public Workshop to review the concept plan on January 3, 2019. Received comments are attached to this case.

Observations/Alternatives:

General Background Information

The Subject Property is located at the northern limits of Ramsey, with access off of Saint Francis Blvd. The Subject Property is 137 acres in size, with about eighty (80) acres in Ramsey and the remainder in the City of Nowthen. The Subject Property is zoned R-1 Residential (Rural Developing) and has been and is being used for agricultural purposes, including horse shows as recently as 2009. The surrounding parcels (in Ramsey) are all zoned R-1 Residential (Rural Developing) and range in size from about 0.84 acres to 2.62 acres.

There is currently a home and multiple accessory buildings on the Subject Property. The Applicant intends to reside in the existing home initially and then construct a new residence on the Subject Property within a couple years. They would then move into the new residence and one of their children would likely move into the existing home. This will require a lot split, but that can and will be addressed in the future.

As previously noted, the Subject Property is currently accessed from Saint Francis Blvd but there are three (3) other public roads that are stubbed to it, Potassium and Sodium Streets to the south and 179th Lane to the west. There is actually a fourth road stubbed to it from the north (within the City of Nowthen) as well. Ford Brook traverses the northwestern and western portions of the Subject Property.

Home Occupation Permit

The Applicant's vision for the Subject Property is to create a program to work with youth struggling with social anxiety and depression by introducing them to world of horses. They are proposing to operate a commercial horse farm in which youth can gain experience in proper care and maintenance of horses as well as learn the skills of both Western and English style riding. There would also be opportunities for trail riding and for boarding of horses on the Subject Property.

The Applicant is proposing to construct multiple buildings to accommodate their vision, including two (2) indoor riding arenas, indoor stalls, stables, and a hay/equipment storage barn. The plans have been designed to accommodate up to thirty (30) horses on the Subject Property. Based on the overall size of the Subject Property, including the land in the City of Nowthen, the Subject Property would be eligible to maintain over 130 horses. The Applicant's plan results in a ratio of approximately 4.5 acres per horse.

The Applicant has stated that the hours of operation would be Monday - Friday 3:00pm to 8:00pm and Saturdays 8:00am to 4:00pm. There would be the potential for eight to ten (8-10) instructors/trainers employed by the Applicant. However, these would be part time positions and there would likely be no more than two (2) trainers/instructors on the Subject Property at any given time. The Site Plan does indicate that twenty-six parking stalls will be installed along the west side of the riding arenas, providing ample parking customers and employees. The parking area would consist of class V gravel, which conforms to the minimum required surfacing in this zoning district.

The Applicant is proposing four (4) larger shows/events each year for the students to showcase their newly learned skills. It is assumed that family and friends will attend these events, but they will also be open to the public and free of charge. These events would be subject to a Special Events Permit to ensure that our Public Safety Staff can review each on a case by case basis.

The Applicant has provided a detailed Manure Management Plan. They have noted from the beginning that manure, if not properly managed, can be a nuisance. Through the use of concrete surfacing and roofing, runoff can be contained and moisture can be regulated. After the manure has been properly composted, it will be removed from the Subject Property and made available to local farmers and/or gardeners.

While the Applicant desires to maintain the existing access from Saint Francis Blvd for personal use, they are proposing that access for the Home Occupation (e.g. students and instructors) be from Potassium Street along the southern boundary of the Subject Property. This is primarily due to the high volume of traffic on Saint Francis Blvd and the potential safety issues that could arise. The Applicant is proposing to install a new, asphalt driveway off the end of the Potassium Street cul-de-sac leading to the future, new residence. The drive lanes connecting the new buildings, as well as the parking stalls, would consist of class V gravel.

Conditional Use Permit

As noted, five (5) new accessory buildings are proposed, including two (2) indoor riding arenas, indoor stalls, stables, and a hay/equipment storage barn. Four (4) of the buildings will all be connected with direct access while the fifth, the hay/equipment storage barn, will be connected only via roofline to the stables. The cumulative area of the new buildings is 64,700 square feet, which exceeds the allowable square footage for parcels greater than forty (40) acres in size (12,000 square feet).

Based on the overall size of the Subject Property, the proposed square footage doesn't seem unreasonable. The location of the home on the Subject Property, which was constructed sometime in the 1930s, most of the areas suitable for buildings are located nearer the front property line than the home. Again, due to the size of the Subject Property, as long as the meet the minimum front yard setback, which they do, the location is acceptable.

The Applicant had originally proposed to construct both Riding Arenas with Clear Span fabric materials. The reasoning for this style of construction was it allows in natural light and helps moderate temperatures somewhat, resulting in less need for artificial light and heating/cooling. Ultimately, this would be a healthier environment for both the riders and the horses.
However, the fabric finish is very similar to membrane type hoop buildings that have consistently been denied in

residential areas due to a lack of conformity with City Code. Staff and the Applicant discussed this and feel that a workable compromise would be to consider a 'hybrid' type of building that would include walls made of two-tone steel, similar to the other proposed buildings, with a Clear Span fabric roof. This would result in a sturdier (safer) building, while still incorporating some of the desired benefits (natural light and temperature moderation).

The proposed project includes multiple deviations from City Code, which are discretionary actions that the City is not obligated to approve. However, considering the input received from the Public Workshop, the desire to maintain a more rural character within the community, and the overall size of the Subject Property (137 acres including the portion in the city of Nowthen), the project in totality seems to be desirable. The compromise of building style on the Riding Arenas, structures that will be used exclusively for recreational purposes, seems reasonable and therefore, Staff would support Alternative 1 but would not object to Alternative 2 if modifications were identified.

The indoor stalls, stables, and hay/equipment storage barn will all consist of two-toned steel siding (attached are conceptual images/elevations for the proposed buildings).

Variance

As proposed, a variance is necessary to address the height of the accessory buildings (specifically the indoor riding arenas) and the minimum lot frontage on a cul-de-sac for the future residence.

Lot Frontage

While a new residence is not being constructed immediately, one will be within 2-5 years. Prior to the occurring, a lot split will be necessary and, based on current standards, the 'new' lot wouldn't meet the required lot frontage requirement for a cul-de-sac. Since the Applicant has a purchase agreement in place for the Subject Property, they wanted to resolve this issue before closing.

The access for the new residence would be from Potassium Street. The edge of the pavement of the cul-de-sac presently is about 15-20 feet short of the southern boundary of the Subject Property. In order to comply with the current standard of 100 feet of frontage on cul-de-sac, the road would have to be extended about 30-50 feet north into the Subject Property. Reviewing the aerial images and the contour data, it appears that there is a natural drainage swale that runs north from the cul-de-sac to a low spot on the Subject Property. There is a 'valley' that is approximately eight (8) lower than either side that appears to carry runoff from the properties to the south and the cul-de-sac to a low spot southwest of the existing home. If the cul-de-sac were extended, it would require significant grading and result in a greater loss of trees, thus eliminating some of the natural buffer between the existing neighbors and the Subject Property.

Accessory Building Height

The indoor riding arenas would both exceed allowable height for detached accessory buildings. The Applicant has made adjustments to the other buildings to reduce their height to comply with City Code, with the exception of one side of the indoor stalls, which would need to match the arenas to tie the buildings together. Based on the width of the indoor riding arenas (100 feet each), the ClearSpan construction, which requires a minimum roof pitch of 7/12 to meet snow load requirements, and a minimum wall height of thirteen (13) feet (to ensure safe clearance for equestrian jumping, the indoor riding arenas would have a mean gable height of twenty-seven and a half (27.5) feet and an overall height of forty-two (42) feet.

Based on the Applicant's revised layout, the indoor riding arenas will now be furthest from adjacent property boundaries (over 400 feet). There are existing trees along both the southern and eastern boundaries of the Subject Property that will provide some screening as well. The new configuration of the buildings is more centralized on the Subject Property, an attempt by the Applicant to address some concerns noted during a Public Workshop.

Feedback

A Public Workshop was held on January 3, 2019 and there were about 20-30 people that attended. The majority of attendees stated that they preferred this type of use on the Subject Property compared to any type of housing development. However, there were concerns raised about traffic through the neighborhood and the impacts to roads that the existing neighbors would be assessed for when the road(s) needed to be reconstructed. Other concerns

noted included manure management, potential contamination of Ford Brook, more screening along southern lot line, and overall traffic congestion on Saint Francis Blvd (existing conditions).

The Concept Plan was reviewed by the Planning Commission on January 3, 2019 and by the City Council on January 22, 2019. Potential items of concern noted by the Planning Commission were the additional traffic through the existing neighborhood and potential loss of trees. The City Council was generally supportive of the request.

Alternatives

Alternative 1: Motion to recommend adoption of Resolutions #19-042 and #19-043 approving a Home Occupation Permit and Conditional Use Permit and motion to adopt Resolution #19-044 granting a variance to lot frontage and accessory building height.

Alternative 2: Motion to recommend adoption of modified versions of Resolutions #19-042 and #19-043 approving a Home Occupation Permit and Conditional Use Permit and motion to adopt a modified version of Resolution #19-044 only approving one aspect of the variance (height and/or lot frontage).

Alternative 3: Motion to recommend the City Council not approve either the HOP or the CUP and motion to deny the requested variance.

Funding Source:

All costs related to this request are the Applicant's responsibility.

Recommendation:

Staff recommends approval of the proposal, with the modification of a hybrid ClearSpan building.

Action:

Motion to recommend that the City Council adopt Resolutions #19-042 and #19-043 approving a Home Occupation Permit and Conditional Use Permit and motion to adopt Resolution #19-044 granting a variance to lot frontage and accessory building height.

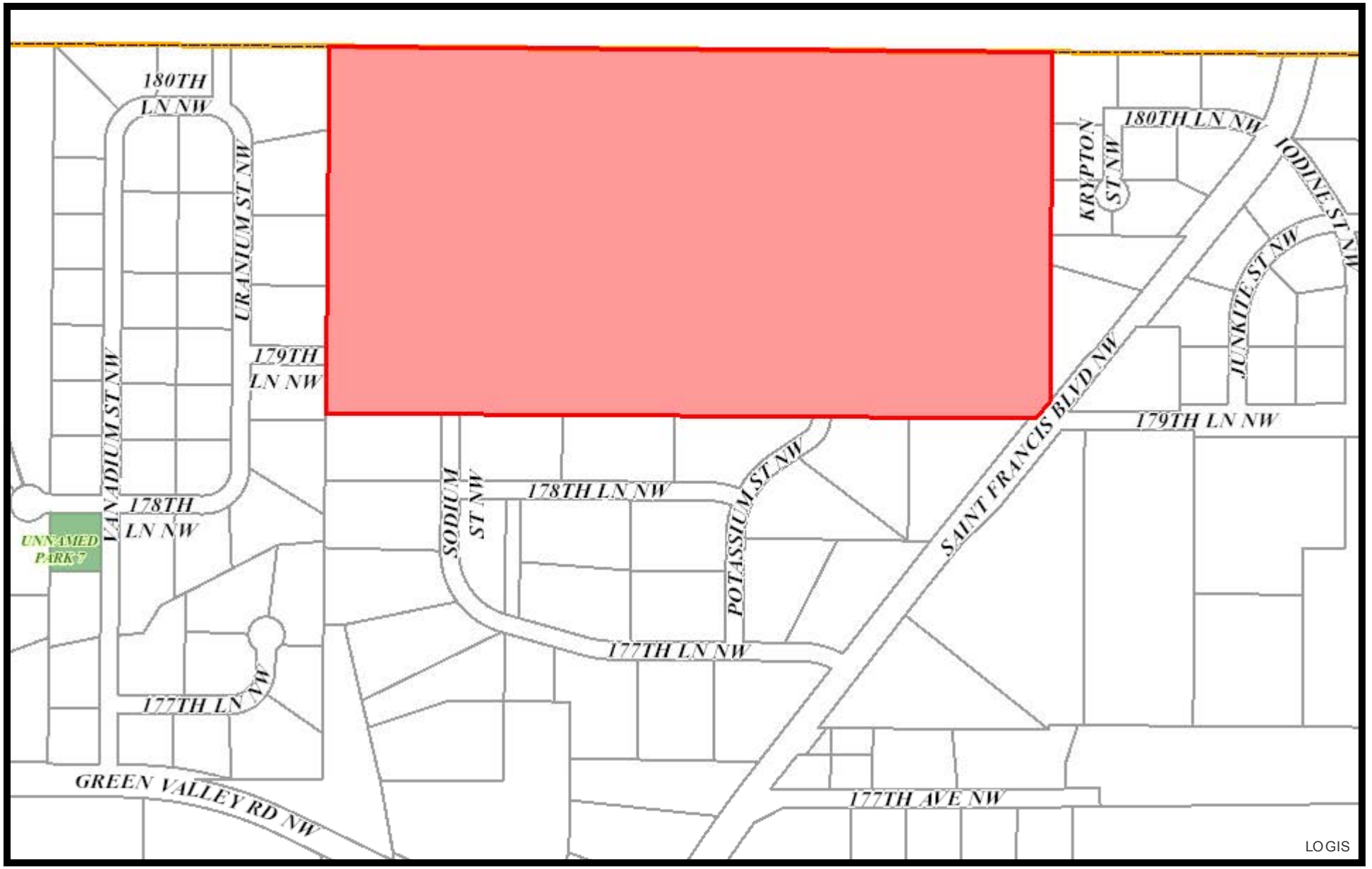
Attachments

Site Location Map
Applicant's Summary of Request
Updated Site Plan
Public Comments
Examples of ClearSpan Riding Arenas
Conceptual Building Elevations for Stalls, Stables and Hay Barn
Draft Planning Commission Meeting Minutes Dated January 3, 2019
Draft City Council Meeting Minutes Dated January 22, 2019
Resolution #19-042: DRAFT Home Occupation Permit
Resolution #19-043: DRAFT Conditional Use Permit
Resolution #19-044: DRAFT Variance

Form Review

Form Started By: Chris Anderson Started On: 01/31/2019 08:11 AM
Final Approval Date: 02/01/2019

Site Location Map



Print Date: December 18, 2018

0 175 350 700 1,050 1,400 Feet

January 30th, 2019

Re: Proposed Equestrian Facility at Trott Brook Farm
Location: 17902 Saint Francis Boulevard Ramsey, Minnesota
From: Dale/Tammy Wills and Centra Homes

1. The Vision

Social challenges facing children and teens have grown exponentially in the past several years. While issues like peer pressure, low self-esteem and social anxiety have been around a long time, recently their prevalence has reached epidemic proportions. Fueled by technology, social media and an increasingly polarized world, anxiety and depression are on the rise.

Raising six children in the early 2000s, Dale and Tammy Wills understand these challenges well. Through skills gained in their successful property development company Centra Homes, they now find themselves in a position to help.

Research has shown improved mental health for children can be fostered by offering safe outlets for kids to express themselves, explore, learn emotional awareness and build resilience. The Wills' hope to create a program using horses as the hands-on avenue for this growth. The new program will help students enhance self-esteem and build problem-solving skills while increasing empathy and social responsibility by learning to ride and care for horses.

The Wills' plan to develop their new program in Ramsey at the Trott Brook Farm. In addition to skill-building, the program will offer volunteer opportunities to help establish meaningful relationships as participants learn to work with and care for horses in community with others.

2. The Program

Through the new program, youth will have the ability to sign up for weekly lessons with a professional trainer as well as volunteer to assist with feeding and grooming the animals. They will begin their journey by learning how to care for horses then progress to tacking and riding. Participants will have the ability to choose to pursue riding in either a western or English discipline. Western riding includes familiar events such as barrel racing while English riding primarily consists of horse jumping.

3. Trott Brook Farm

The new program would be headquartered at Trott Brook Farm located at 17902 Saint Francis Boulevard Ramsey, Minnesota. The property currently operates as a farm with a family home. However the location has roots in equestrian events of the past having hosted Cross Country Equestrian events for many years until 2009. An event that attracted as many as 160 horses and participants annually.

The property consists of approximately 137 acres and is on the edge of the Ramsey city limits with 56 of those acres located in Nowthen and 81 acres located in Ramsey. Ford Brook which eventually feeds into Trott Brook meanders through the center of the property.

A home and barn constructed in 1937 are the main features of the property today and the intent is for both structures to remain in operation. Additional construction is planned for the site.

4. Structures

The proposed plan will restore and expand on the equestrian heritage of the property and is designed to be built over a five-year period. Once complete, the property would be designed to support as many as 30 horses for lessons and boarding. This would be a ratio of 4.5 acres per horse.

The completed plan would consist of five additional structures.

- Two indoor riding arenas
- A barn for indoor horse stalls
- A barn to store hay and equipment
- A newly constructed home for the Wills family

The two riding arenas would be built from “ClearSpan” materials. This option creates natural light and warmth, reducing the need for artificial light and heat. These structures are generally 20 degrees warmer than the outside temperature in the winter months and 10 degrees cooler in the summer months. As a result, the structures require significantly less electricity and gas to maintain, are more inviting and healthier for horse and rider. The material is similar to that which is used in construction of a greenhouse. The stables and barn would have exterior finishes of steel with two tones to create visual interest.

It is intended that Dale and Tammy Wills will move into the existing farm home soon after closing. After the stables and the first arena are built, they plan to begin construction on the new home. Upon completion, the existing farmhouse would be used by one of Dale and Tammy’s adult children and family or a farm caretaker. The new home would access the property from Potassium Street and the existing facilities would continue to access the property from Highway 47.

5. Shows/Events

An important component to the program will be allowing students to showcase their talents. To this end it is anticipated there would be four shows held on the property per year. The shows would allow students to work toward a common goal as they develop and leverage their new skills. It is anticipated the events will draw family to support those competing. Attendance at these events would be free of charge and open to the community.

6. Boarding

It is anticipated that a portion of participants may have the desire to continue to build on their new skills and develop a relationship with their own horse. Because of this, a limited number of spaces will be made available to those desiring to purchase a horse for themselves to stable at the facility.

7. Logistics

The primary access to the property is from St Francis Blvd/Highway 47. Directly in front of the property is a two-lane road with a posted speed limit of 55 mph. Just to the north of the property, there is a turn lane and passing lane to access eastbound 179th Lane heading away from the property. South of the property there is a turn lane and passing lane for access to westbound 177th Lane. All of the surrounding properties consist of acreage lots in both Ramsey and Nowthen.

Several streets are presently stubbed into the property:

- Southern Border: Potassium Street to the east and Sodium Street to the west
- Western Border: 179th Lane
- Northern Border: 183rd Avenue (Nowthen)

8. Access

Due to the volume of traffic on Highway 47 and the concerns that arise as a result, it is proposed that the access for the new facilities would originate off of Potassium Street at the southern border. It is anticipated that traffic from students and trainers will be approximately 16 cars per day, spread out over four hour periods on high volume days with the exception of four annual events.

9. Manure Issue Mitigation

In livestock farming operations, one concern that often arises concerns smells and insects related to the volume of manure generated by the animals. The primary cause of smell and insects is poorly managed systems creating wet and stagnant holding pens for the waste. The intent of the manure management system proposed below is to greatly reduce these concerns:

- **Horse stalls**
  Stalls will be cleared of manure daily. This is for the welfare of the horses as well as previously stated concerns

- **Paddocks**
  Paddocks are areas which horses can be turned out for exercise from stalls as well as living space for horses. These will be cleared of excess manure on a regular basis as needed to prevent smells and insects. This manure will be transferred to the composting area.

- **Temporary Holding Area**
  A new temporary holding area for manure will be located between the two indoor riding arenas. This area will have a concrete bottom approximately three feet in ground and be covered. It will slope up to ground level raising slightly above the grade with a roof covering extending beyond the high point. This will prevent any potential run off to the surrounding area as well as rain intrusion. This area will be cleared regularly and transferred to the composting area.

- **Composting area**
  Horse manure can be difficult to manage because horses do not fully digest seeds that they ingest. As a result, when the manure is spread those seeds will germinate and grow where spread. Consequently, many crop farmers do not want to fertilize with horse manure as these seeds can contaminate the crop planted. Composting is often the most desirable way to manage manure and protect our environment. When manure is composted properly the seeds burn and will no longer germinate. Additionally, the volume of the manure will reduce by as much as 50%.

  Proper composting requires the ability to regulate moisture content. The composting area will be located on the north east side of the property, east of the bend in the existing driveway. This area will have a concrete bottom and covering to prevent runoff and rain from infiltrating. Once the manure is properly composted it is then a desirable fertilizer and will be removed for the benefit of local farmers and gardeners.

10. Stormwater Runoff Mitigation

In order to support stormwater runoff, this plan makes use of the existing drainage swale and will incorporate culverts where the new driveway crosses the swale.

Note: Accommodating the existing drainage will require a variance of the 100' lot frontage requirement on the south end of the property where Potassium Street has an existing cul-de-sac. This variance is being sought because the alternative of relocating the existing cul-de-sac onto the property would disrupt the natural drainage for existing residents and could result in a flooding concern for neighboring homes

11. Parking

Hard surface parking will be located to the west of the new proposed arenas and stables. A total of 26 parking stalls will be included. The parking will consist of hard surface parking such as class five road base. The need for this many stalls will be infrequent as the common need will be for 2-4 stalls in the afternoon. Parking for larger events would be in pasture areas for parking that consist of short periods during the day of the event.

12. Wills Family/ Centra Homes

Dale Wills is the President and Owner of Centra Homes, a Coon-Rapids based residential builder. Centra has completed projects totaling in excess of $40,000,000 this year, and recently broke ground on the 40-home **Cottages at the COR** project in Ramsey.

Dale has extensive experience in property development and is excited to apply his "day job" expertise to a new passion project at Trott Brook Farm. He and his wife Tammy have been married for 25 years and have six grown children.

13. Feedback and Changes

This plan reflects several enhancements to the initial proposal put forth earlier in January.

These revisions were driven by feedback received via the following:

- January 3, 2019 Open House attended by approximately 30 residents
- January 3, 2019 City Planning Commission Meeting
- January 22, 2019 Ramsey City Council Meeting
- Ramsey City Staff Input
- Follow-up conversations with some of the residents who attended the open house

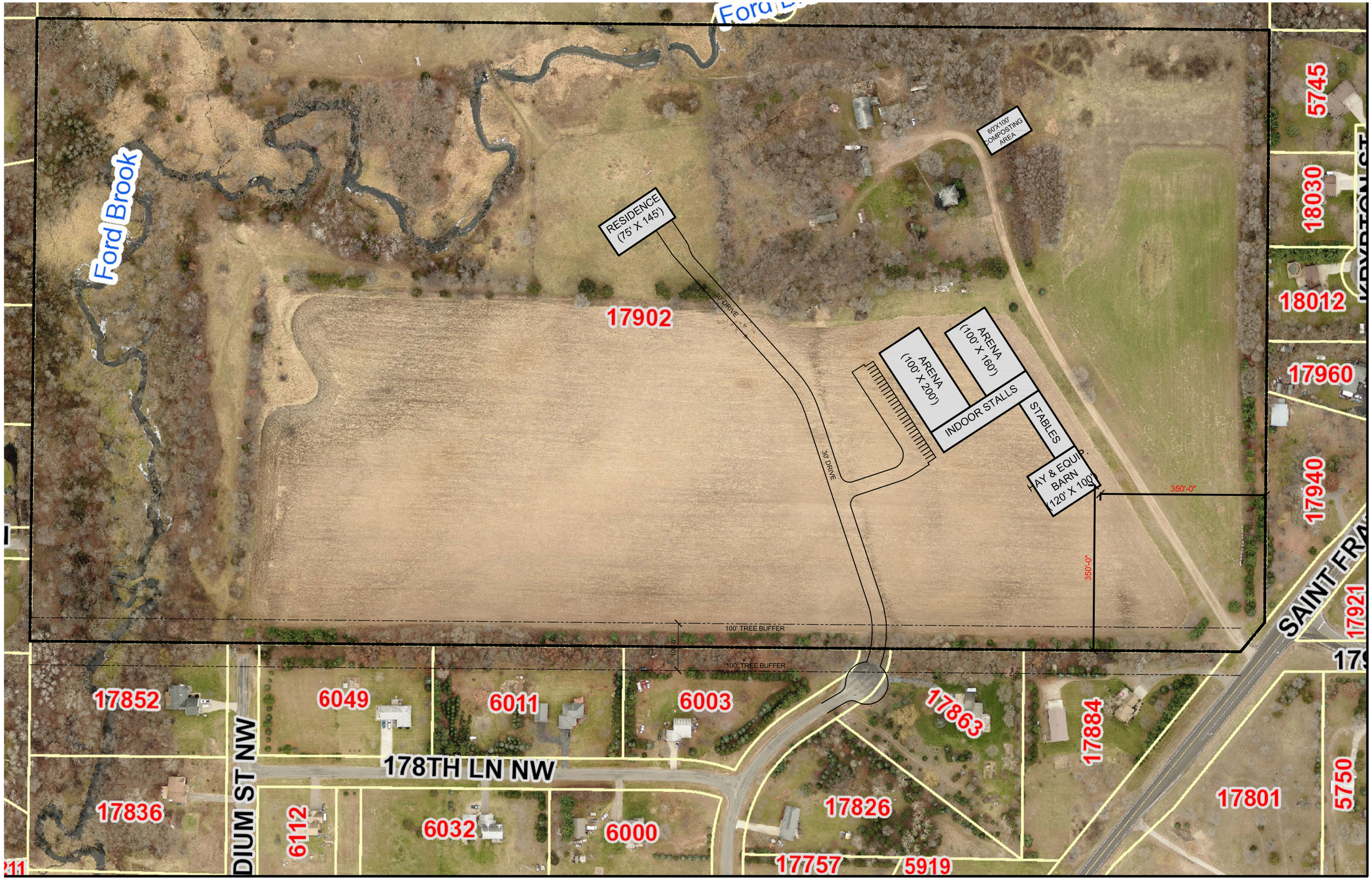
Based on feedback, the revised proposal has re-orientated several key components of the equestrian operations to the east side of the lot (from the center).

Benefits of this change include:

- Increased setbacks from approx. 200’ to approx. 350’
- Improved aesthetics, View from south restored for existing residents by moving the two arenas deeper onto the property and orienting arenas side by side rather than continuous.
- Increased number of parking stalls from 21 to 26
- Relocation of the composting site further north on the property
- Retention of existing stormwater runoff (see Stormwater Runoff Mitigation section)

14. Potential Frontage Variance

As mentioned in the Stormwater Runoff Mitigation section, this plan would require a variance of the 100’ lot frontage requirement on the south of the property. This would accommodate the existing cul-de-sac located on Potassium Street. This variance would help ensure that the existing grading will continue to direct runoff for current residents.



1 ARCHITECTURAL SITE PLAN

SCALE: 1" = 200'-0"

N

0 225 450 900 ft

0 65 130 260 m

Our property borders this property. We would be in favor of either agriculture use or or a horse farm, but not a residential development. Thank you.

Sincerely-

Angie and Eric Trovik

17863 Potassium St NW

Hi Planning Department,

My family and I were unable to attend the workshop on the 3rd but do want to give our feedback. We live at 5750 179th Lane NW which is directly across the road from this address. We moved to this location because it is located In a more rural environment and would really like to maintain that. A housing development is not attractive in our opinion as that would result In years of noisy construction as well as greatly increase the amount of traffic on the two roads our property butts up to. We like the idea of it staying for agricultural uses.

Thanks,
Ben Stoltz

We received your letter regarding the property located at 17209 St Francis Blvd, we personally think the horse farm would be a wonderful option. we would like to see the land stay as is agricultural we don't need any more developments in Ramsey!!

Sincerely,

Keith and Paige Koosman

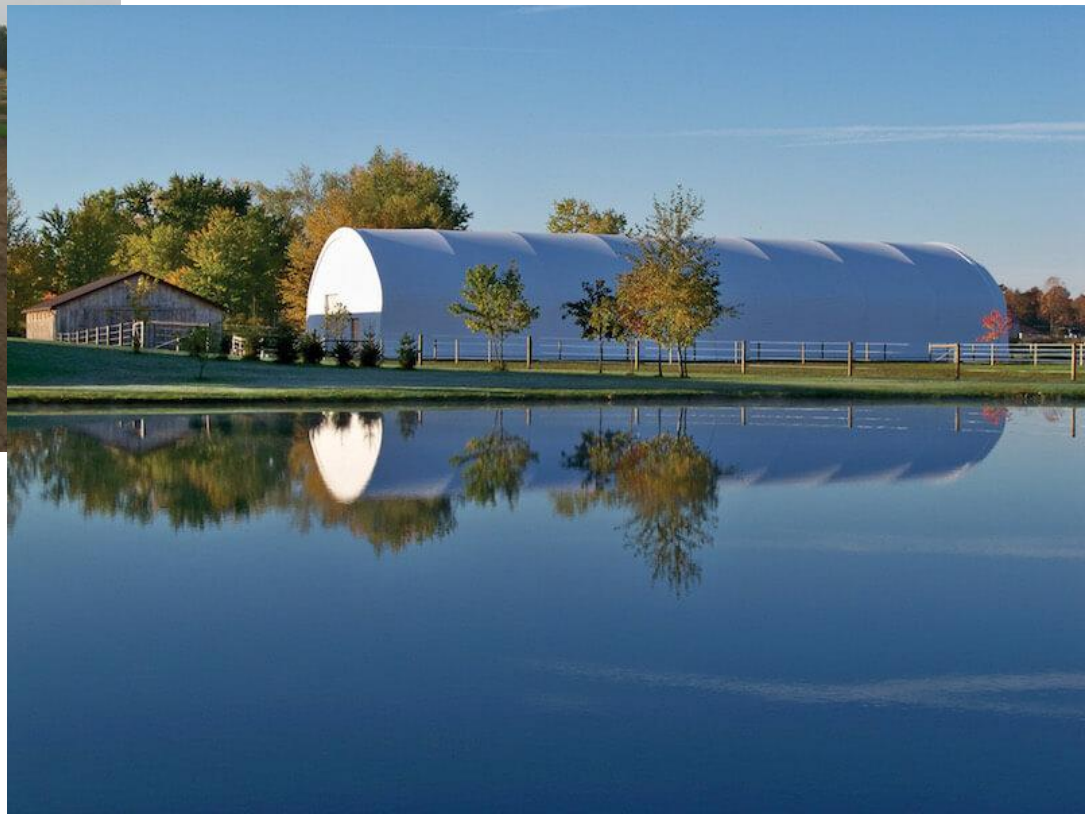
6210 179th Lane NW

Ramsey,Mn 55303

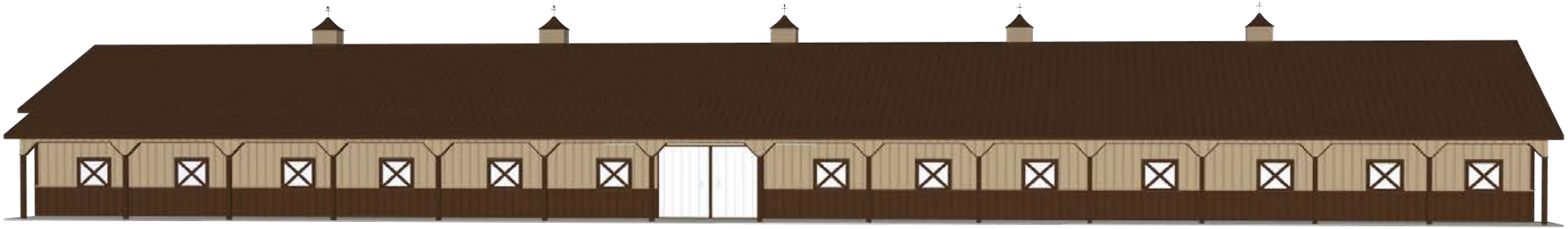




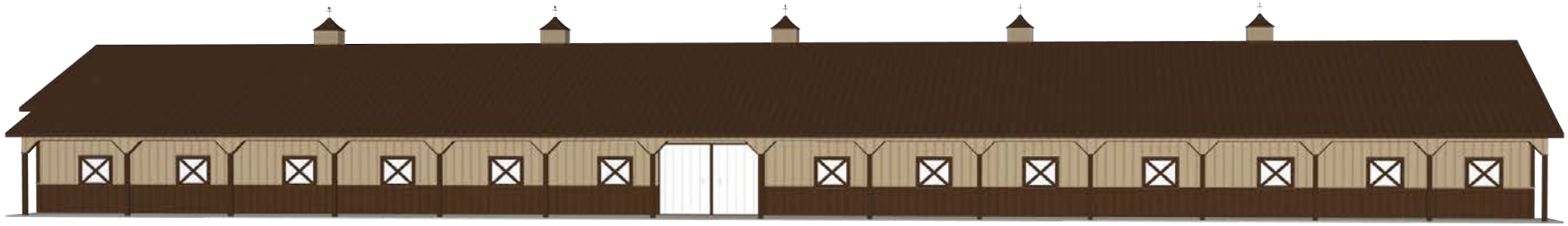




West Side Stables



East Side Stables



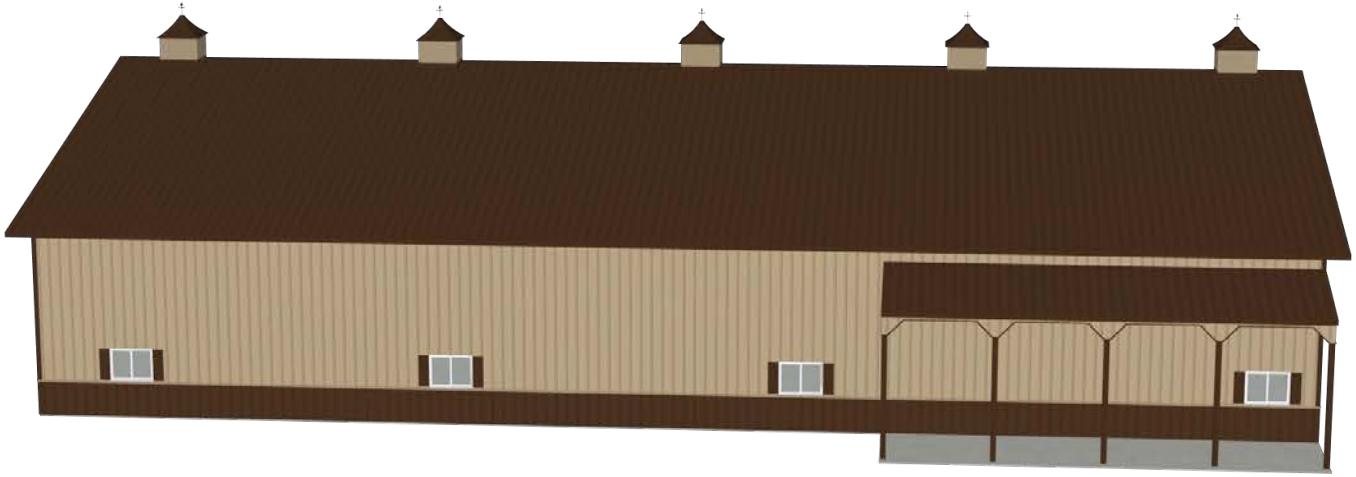
Northside Hay Barn



West Side Hay Barn



South Side Hay Barn



6.01: Review Concept for Commercial Horse Farm located at 17209 St. Francis Boulevard NW; Case of Dale Wills

Presentation

Community Development Director Gladhill presented the Staff Report stating the purpose of this case is to review a concept for a horse farm proposed at 17209 Saint Francis Blvd NW. This is not an official application at this time. A potential Buyer of the property desires to review the concept with the City prior to closing on the property. The request will need to go through a Conditional Use Permit process, including a Public Hearing. The intent for this case is to provide a high-level overview, identify any initial red flags, and outline any questions to be answered on an official application.

Commission Business

Dale Wills, 2176 157th Lane in Andover, thanked staff for providing the Commission with a thorough report. He explained the neighbors had a fair number of questions regarding his plans. He understood the neighbors were concerned with traffic and vehicles visiting the property. He described how he would properly be managing the manure that would be generated on the site. He then commented on the buffer on the south side of the property. He reported his property would only have heavy equipment onsite during construction.

Commissioner Woestehoff asked how the property would be subdivided at this time. Mr. Wills indicated he was hoping he did not have to subdivide the property.

Chairperson Bauer questioned how the property was currently zoned. City Planner Anderson reported the property was zoned R-1 Residential Rural Developing with a minimum lot size of 2.5 acres. He explained the horse training and riding lessons would have to be processed by the City as a home occupation permit.

Chairperson Bauer inquired if Mr. Wills could add a second residence to this property. City Planner Anderson commented this would currently not be allowed under City Code. He stated a minor subdivision for a lot split would be required.

Commissioner Surma asked if the size of the composting area was adequate. Mr. Wills reported he was requesting 35 horses and explained the composting area would be 60' x 100'.

Commissioner Surma questioned if the pasture size was adequate. Mr. Wills indicated most of the property would be fenced, which would provide 137 acres of rotating pastures for the horses.

Commissioner Anderson stated his only concerns were with the number of cars that would be coming up this City street and with the number of trees that would be lost. He anticipated the County may require the driveway to be moved over to the new street. Mr. Wills discussed the amount of traffic that was anticipated to visit the property and explained a 100-foot buffer of trees would remain in place. He commented further on how many car trips (240 per day) that would be generated if a housing development were to locate on this property versus the proposed horse farm.

DRAFT

Commissioner Gengler asked who the horse training and riding lessons would be marketed to. Mr. Wills stated this would be geared towards those ages 13 to 25 who are struggling with anxiety or depression. He explained he would also be offering horse boarding.

Commissioner Gengler inquired if employees would be living onsite and questioned how Mr. Wills would be using the existing home. Mr. Wills reported he would like to remodel the existing farm home for his family now with the goal of building a new home for his family in the near future. He explained the existing home would then be used for his married daughter. He stated the property would not be used to house employees.

Commissioner Anderson asked what the timeline was for this project. Mr. Wills commented he would like to close on the property shortly after receiving approval from the City. Shortly thereafter, he would build an arena and stables. It was his hope he could be living on the property by next June.

Chairperson Bauer thanked Mr. Wills for his input and noted this item would be moving forward for further consideration.

DRAFT

7.02: Review Concept for Commercial Horse Farm Located at 17209 Saint Francis Blvd. NW; Case of Dale Wills

City Planner Anderson reviewed the staff report. He noted that the Planning Commission also reviewed this concept plan at their regular January meeting. Questions arose regarding the size of the manure composting area, the size of the pasture area, as well as whether any employees would be living on the subject property. Additionally, concerns were noted about the amount of traffic coming through an existing residential neighborhood and the potential loss of existing trees. He stated that the potential buyer is looking for any feedback from the City on this concept before proceeding with the purchase of the subject property.

Dale Wills, 2176 157th Lane in Andover, stated that the current landowner is also present tonight. He stated that there was a community meeting and Planning Commission meeting at which time a lot of questions were answered from the neighbors and input was received to improve the plan. He stated that his family would like to relocate to Ramsey and would like to be able to conduct horse therapy, which would focus on benefiting those aged 14 to 25. He stated that there is a lot of data that there are great benefits for certain ailments (anxiety and autism) in using horses for therapeutic purposes. He stated that they have seen the benefit to their own children and would like to make that available to a larger audience of people. He stated that young people could come in, individually, to work with a horse trainer to help that individual build a relationship with the horse that helps to translate into building other skills that assist in mental health. He stated that the people seeking the treatment sessions would receive their session in return for volunteer work on the site. He stated that the process could grow to hold shows periodically, which would allow those that have gained skills to display for family members. He reviewed some of the concerns that were brought up at the public meeting, which included manure management, traffic management, the protection of Ford Brook and Trott Brook, and the number of horses. He provided details on the manure management plan that they would have. He stated that one of the resources that draws him to the property is Ford Brook and his intention would be to protect that feature and hopefully provide improvement. He acknowledged that there would be additional traffic in the neighborhood but hoped to minimize the impact to neighbors. He stated that they would anticipate around 35 horses for the operation. He stated that his goal is to receive feedback to determine if there are improvements that they can make to their plan and whether the Council would support the plan moving forward.

Councilmember Heinrich stated that this is an exciting plan and the site plan seems to take into account the concerns of manure management that were brought up by the neighboring residents. She stated that although there would be additional traffic, a traditional residential development on this property would most likely bring in more traffic. She stated that she has seen the business model of horse therapy to be very successful with youth experiencing mental health concerns and autism.

Councilmember Kuzma stated that he is excited to see this move forward and believes that this would be a great addition to the community.

DRAFT

Councilmember Shryock echoed the comments of support. She stated that looking at the general site plan, perhaps the applicant could develop a circular driveway connection from Potassium to Sodium that would allow for traffic to have multiple access points for times when there are larger events.

Councilmember Musgrove stated that she also is excited about this option, noting that she grew up on a farm and agrees that there are benefits for youth. She asked where parking would occur for events.

Mr. Wills replied that the small parking area would be used for the instructors and individuals participating in sessions. He stated that the intent for events would be for parking to occur along the edges of the driveway. He noted that a pasture could also be opened and mowed to allow for additional parking for events.

Mayor LeTourneau stated that this seems to be a very compatible use for the area and allows the community to follow the goal of embracing the rural character of the community in some areas while continuing to provide urban services in other areas.

Mr. Wills stated that the staff has been wonderful to work with throughout this project and another project that he has worked on in Ramsey.

DRAFT

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

RESOLUTION #19-042

A RESOLUTION APPROVING THE ISSUANCE OF A HOME OCCUPATION PERMIT TO OPERATE COMMERCIAL HORSE FARM ON THE PROPERTY LOCATED AT 17902 SAINT FRANCIS BLVE NW AND DECLARING TERMS OF PERMIT

RECITALS

1. The City of Ramsey received an application from Dale and Tammy Wills (the "Permittee") requesting a home occupation permit (the "Permit") to operate a commercial horse farm (the "Home Occupation") on the property generally known as 17902 Saint Francis Blvd NW and legally described as follows:

   The northwest Quarter of the northeast Quarter together with the northeast Quarter of the northwest Quarter both in Section 2, Township 32, Range 25, Anoka County, Minnesota, except roads subject to easement of record.

   (the "Subject Property")

2. 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 February 7, 2019, and that said public hearing was properly advertised and that the minutes of said public hearing are available.

3. That the Subject Property is approximately 137 acres in size, with about eighty (80) acres located in Ramsey and the remainder located in the city of Nowthen.

4. That the surrounding parcels in Ramsey range in size from about 0.84 acres to 2.62 acres.

5. That the Subject Property is zoned R-1 Residential (Rural Developing), and the surrounding parcels to the east, west, and south are also zoned R-1 Residential (Rural Developing) and the land to the north, in Nowthen, appears to be zoned Rural Residential Agriculture.

6. That the Subject Property is guided as Rural Developing on the City's Future Land Use Map.

7. That the Permittee is currently under contract to purchase the Subject Property and that the current owner of the Subject Property has signed the application for the Permit.

8. That the Permittee has also applied for a Conditional Use Permit that would address the proposed indoor riding arenas, stables, and hay and equipment storage.

9. That the existing home and other buildings on the Subject Property are currently accessed by a driveway from Saint Francis Blvd (Highway 47).

10. That the Permittee has proposed that the public access the Subject Property from Potassium Street to minimize potential traffic conflicts on Highway 47.

11. That there would be twenty-six (26) parking stalls provided adjacent to the stalls and riding arena for customer parking.

12. That the Home Occupation is proposed to be within the indoor riding arenas, the indoor stalls, and would also outdoor activities such as trail riding on the Subject Property.

13. That the Permittee has stated that there may be up to sixteen (16) vehicular trips per day, Monday-Saturday, including both customers and employees.

14. That the proposed hours of operation for the Home Occupation are Monday through Friday, 3:00pm to 8:00pm and Saturdays, 8:00am to 4:00pm, excluding any special events.

15. That the Permittee has stated that there would be up to four (4) events/shows each year for the students to showcase their talents, which will result in greater numbers of vehicle traffic for these events.

16. That a Special Events Permit would be required in advance of each of these special events.

17. That the Home Occupation will employ between eight (8) and ten (10) instructors overall but that typically, no more than two (2) would be on the Subject Property at any given time.

18. That the Permittee has indicated that the Home Occupation is being designed to maintain up to thirty (30) horses on the Subject Property.

19. That based on the size of the Subject Property, City Code would allow over 100 horses to be maintained on the Subject Property.

20. That the Permittee has supplied a Manure Mitigation Plan that appears sufficient to address potential nuisance concerns.

21. That the Permittee has stated that no signage related to the Home Occupation is proposed other than a small sign on the main indoor riding arena identifying the entrance.

22. That the City finds the Home Occupation does not constitute a fire hazard to neighboring residences.

23. That the City hosted a Public Workshop on January 3, 2019 to provide surrounding property owners an opportunity to learn more about the proposed Home Occupation.

24. That the Permittee has made some adjustments to the proposed Site Plan in an attempt to accommodate some concerns that were identified during the Public Workshop.

25. That the attendees of the Public Workshop generally supported the proposed Home Occupation but did note concerns related to traffic, impacts to local roads, and eventual costs for road reconstruction.

26. That the City has forwarded the request to the Minnesota Department of Transportation (MnDOT) for review and comment since the Subject Property is currently accessed from Highway 47.

FINDINGS OF FACT

1. That the operation of a horse farm will/will not be unduly dangerous or detrimental to persons residing or working in the vicinity of the use, or to the public welfare.

2. That the operation of a horse farm use will/will not substantially adversely impair the use, enjoyment or market value of any of the surrounding properties.
3. That the operation of a horse farm will/will not be maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and will/will not change the essential character of the area.

4. That the operation of a horse farm will/will not be hazardous to existing or future neighboring uses.

5. That the operation of a horse farm will/will not impact essential public facilities and services, such as highways, streets, police and fire protection.

6. That the operation of a horse farm will/will not create excessive additional requirements at public cost for public facilities and services and will/will not be detrimental to the economic welfare of the community.

7. That the operation of a horse farm will/will not involve uses, activities and equipment that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

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

That the Ramsey City Council hereby grants approval of a Home Occupation Permit (the "**Permit**") to operate a horse farm on the **Subject Property** contingent upon the following conditions:

CONDITIONS

1. That this **Permit** shall allow the operation of a commercial horse farm on the **Subject Property**, which may include riding lessons, instructions, boarding of horses not owned by the Permittee, and routine chores and maintenance of the facilities.

2. That the **Permittee** successfully obtains a Conditional Use Permit and Variance for the excess square footage and height proposed for the indoor riding arenas, indoor stables, and hay/equipment storage barn.

3. That the **Permittee** shall obtain all necessary permits for the proposed structures and comply with all applicable local, state and federal regulations.

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

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

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

7. That the **Permittee** shall install the facilities (indoor riding arenas, indoor stalls, stables, and hay/equipment barn, as well as parking stalls and driveway, in general conformance with the Site Plan attached herein as Exhibit 1.

8. That the **Permittee** shall apply for and obtain a Special Events Permit from the **City** in advance of each of the four (4) shows/events that will occur throughout the year.

9. That the Permittee agrees hours of operation of Monday – Friday 3:00pm to 8:00pm and Saturdays from 8:00am to 4:00pm, excluding special events.

10. That access to the **Subject Property** for the Home Occupation shall be from Potassium Street to limit potential conflicts on Highway 47.

11. That the **Permittee** shall manage manure as outlined in the narrative supplied with the application under the section entitled Manure Issue Mitigation.

12. That the **Permittee** shall maintain compliance with Minnesota Pollution Control Agency rules and regulations pertaining to feedlots.

13. That the **Permittee** shall reside in the dwelling unit on the **Subject Property** or in a dwelling unit on a parcel immediately adjacent to the **Subject Property**; if not, the **Permit** shall be terminated.

14. That the **Permittee** agrees to comply with Chapter 117, Article II, Division 6, Subdivision 1 of City Code, titled “Signs”.

15. That the **Permittee** agrees to comply with section 117-355 of City Code relating to outside storage and maneuvering of vehicles and equipment on the **Subject Property**; all parking and maneuvering areas on the **Subject Property** must be surfaced with class V gravel, concrete or asphalt, unless otherwise approved via a Special Events Permit.

16. That adequate water supply and on-site sewage disposal facilities shall be the responsibility of the **Permittee**.

17. That should the **Permittee** die or sell the **Subject Property**, the **Permit** shall be automatically terminated, except that in the case of death, should a surviving spouse or child, residing at the same address, desire to continue the home occupation, written notice to that effect shall be given to the City Administrator and the City Council may authorize continuation of the **Permit** without further hearing.

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 26th day of February, 2019.

PERMITTEE:

Dale and Tammy Wills, husband and wife, hereby acknowledge receipt of this **Permit** and have reviewed the conditions of this **Permit** and have agreed to comply with the terms of this **Permit**.

_____ _____

Dale Wills Tammy Wills

STATE OF MINNESOTA)
) ss.
COUNTY OF _____)

On this _____ day of _____, _____, before me a Notary Public, personally appeared Dale and Tammy Wills, husband and wife, to me known to be the persons described in and who executed the foregoing instrument and acknowledged that he/she executed the same as his/her free act and deed.

_____
Notary Public

CITY OF RAMSEY:

By: _____ By: _____
Mayor City Clerk

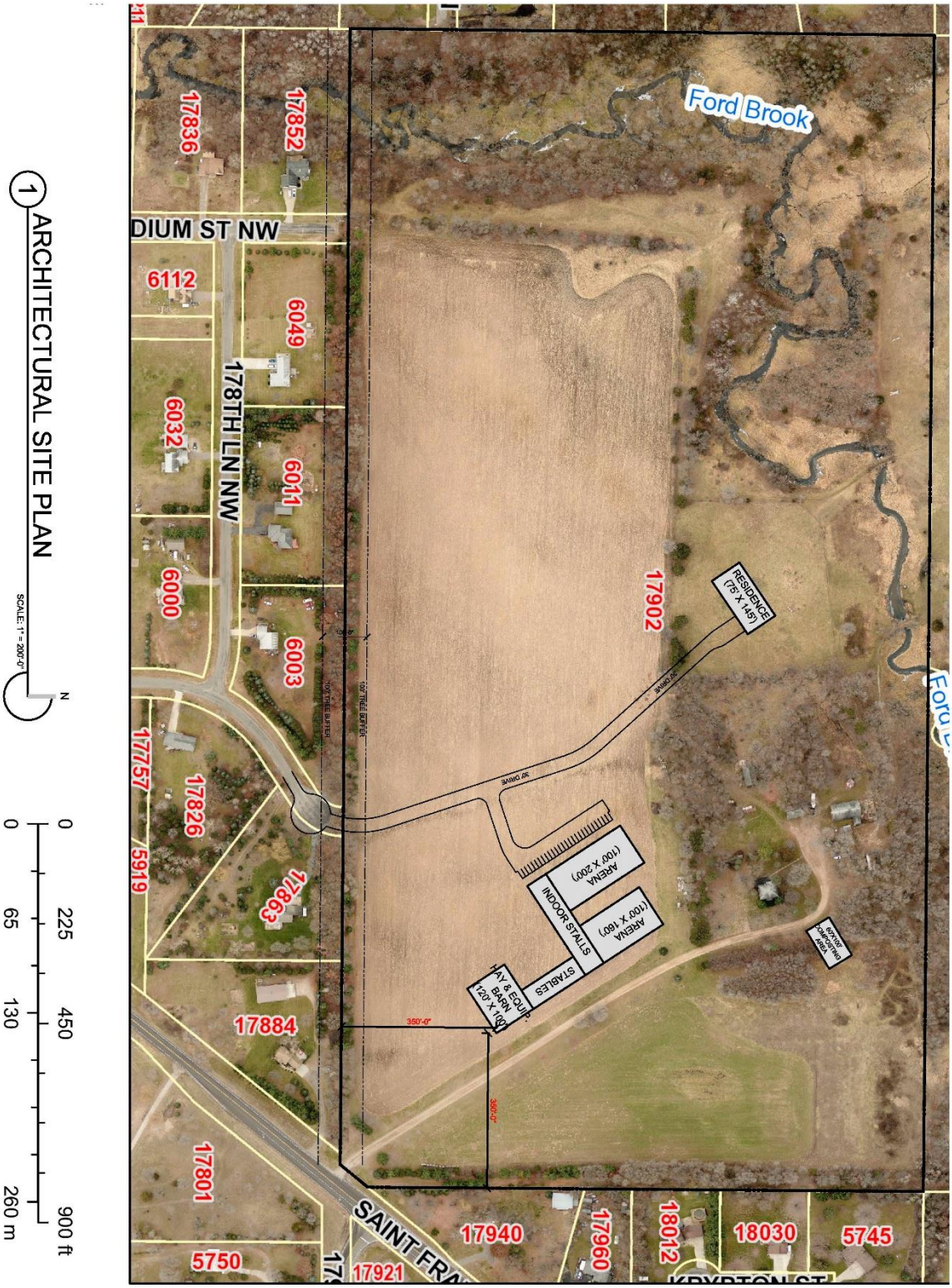
STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this _____ day of _____, ____, before me a Notary Public personally appeared John LeTourneau and Jo Ann M. Thieling, to me personally known, who, being each by me duly sworn, did say that they are respectively the Mayor and City Clerk of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and seal affixed to said instrument is the corporate seal of said Municipal corporation, and the said instrument was signed and sealed on behalf of said Municipal Corporation by authority of its City Council, and said John LeTourneau and Jo Ann M. Thieling acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

The document drafted by:
The City of Ramsey
7550 Sunwood Dr NW
Ramsey, Minnesota 55303

Exhibit 1
Site Plan



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

RESOLUTION #19-043

A RESOLUTION APPROVING THE ISSUANCE OF A CONDITIONAL USE PERMIT TO EXCEED THE ALLOWABLE SQUARE FOOTAGE AND NUMBER OF ACCESSORY BUILDINGS ON THE PROPERTY GENERALLY KNOWN 17902 SAINT FRANCIS BLVD

RECITALS

1. Dale and Tammy Wills, hereinafter referred to as the "Permittee", have properly applied for a Conditional Use Permit to exceed the allowable square and number of detached accessory buildings on the property generally known as 17902 Saint Francis Blvd NW and legally described as follows:

   The northwest Quarter of the northeast Quarter together with the northeast Quarter of the northwest Quarter both in Section 2, Township 32, Range 25, Anoka County, Minnesota, except roads subject to easement of record.

   (the "Subject Property")

2. 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 February 7, 2019, and that said public hearing was properly advertised and that the minutes of said public hearing are available.

3. That the Subject Property is approximately 137 acres in size, with about eighty (80) acres located in the City of Ramsey and the remainder located in the city of Nowthen.

4. That the surrounding parcels in Ramsey range in size from about 0.84 acres to 2.62 acres.

5. That the Subject Property is zoned R-1 Residential (Rural Developing), and the surrounding parcels to the east, west, and south are also zoned R-1 Residential (Rural Developing) and the land to the north, in Nowthen, appears to be zoned Rural Residential Agriculture.

6. That the Subject Property is guided as Rural Developing on the City's Future Land Use Map.

7. That the Permittee is currently under contract to purchase the Subject Property and that the current owner of the Subject Property has signed the application for the Permit.

8. That the Permittee has also applied for a Home Occupation Permit that would address how the detached accessory buildings would be used (indoor riding arenas for lessons/instruction, stables for horse boarding, and hay and equipment storage affiliated with the Home Occupation).

9. That the existing home and other buildings on the Subject Property are currently accessed by a driveway from Saint Francis Blvd (Highway 47).

10. That the Permittee has proposed that the public (related to the Home Occupation Permit request) access the Subject Property from Potassium Street to minimize potential traffic conflicts on Highway 47.

11. That the Permittee has stated there are five (5) existing detached accessory buildings on the Subject Property; one of which, a grain silo, will be removed summer, 2019.

12. That the Permittee has stated the total existing square footage of detached accessory buildings is approximately 3,100 square feet.

13. That per City Code Section 117-349 (Accessory Uses and Buildings), parcels forty (40) acres or larger in size are allowed to have up to eight (8) detached accessory buildings with a combined 12,000 square feet of area.

14. That the Permittee is proposing to construct two (2) indoor riding arenas, indoor stalls, stables, and a hay/equipment storage barn that combined, will be 64,700 square feet in area.

15. That when combined with the square footage of the existing detached accessory buildings, there will be a total of 67,800 square feet of accessory buildings on the Subject Property.

16. That all of the new buildings will be connected and could be considered as a single accessory building; however, their exterior finishes will differ somewhat and thus, are being considered as individual buildings, resulting in a total of nine (9) detached accessory buildings on the Subject Property.

17. That the Permittee has stated that the primary driveway off the public street would be asphalt and that access to the riding arenas, stables, indoor stalls, and hay/equipment barn would be a class v gravel surface.

18. That the Permittee's Site Plan indicates that the new facilities would be located nearer the front property line than the home on the Subject Property but that they would all far exceed the minimum required front yard setback of forty (40) feet.

19. That the mean gable heights of the proposed buildings are as follows: riding arenas: 27.5 feet; stables: 16 feet; indoor stalls: 27.5 feet; and hay/equipment barn: 24 feet.

20. That the Permittee has stated that the height of the existing home is approximately twenty-six (26) feet.

21. That the Permittee is seeking a Variance to address the height(s) of the proposed accessory buildings and to address a deviation from lot frontage requirements.

22. That the proposed parking areas and building locations on the Subject Property conform to all applicable setbacks of the R-1 Residential (Rural Developing) District.

23. That the exterior finish of the two riding arenas will be a Clear Span fabric material, which allows better penetration of natural light and warmth and are healthier for both horses and riders, and the indoor stalls, stables, and hay/equipment storage barn would consist of two-toned steel siding.

FINDINGS OF FACT

1. That the overall square footage and number of detached accessory buildings will/will not be unduly dangerous or detrimental to persons residing or working in the vicinity of the use, or to the public welfare.

2. That the overall square footage and number of detached accessory buildings will/will not substantially adversely impair the use, enjoyment or market value of any of the surrounding properties.

3. That the overall square footage and number of detached accessory buildings will/will not be maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and will/will not change the essential character of the area.

4. That the overall square footage and number of detached accessory buildings will/will not be hazardous to existing or future neighboring uses.

5. That the overall square footage and number of detached accessory buildings will/will not impact essential public facilities and services, such as highways, streets, police and fire protection.

6. That the overall square footage and number of detached accessory buildings will/will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community.

7. That the overall square footage and number of detached accessory buildings will/will not involve uses, activities and equipment that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

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

That the Ramsey City Council hereby grants approval of a Conditional Use Permit (the "**Permit**") to exceed the allowable square footage and total number of detached accessory buildings on the **Subject Property** contingent upon the following conditions:

CONDITIONS

1. That the **Permittee** successfully obtains a Home Occupation Permit for the operation of a commercial horse farm and a Variance to accessory building height on the **Subject Property**.

2. That this **Permit** allows for the construction of 64,700 square feet of new accessory buildings on the **Subject Property** consisting of two (2) indoor riding arenas, indoor stalls, stables, and a hay/equipment storage barn as shown in Exhibit 1 herein.

3. That the **Permittee** shall work with the **City** to address stormwater runoff properly.

4. That the **Permittee** shall comply with all applicable local, state, and federal regulations and shall obtain all applicable licenses and permits prior to construction of any building.

5. That the **Permittee** agrees the exterior finish of the hay/equipment storage barn will be constructed in accordance with City Code Section 117-349 (d)(6)c.

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

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

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

9. That this **Permit** shall automatically expire if the use is not initiated by February 26, 2020, and initiation shall be considered issuance of a Building Permit(s) for one or more of the proposed detached accessory buildings.

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 26th day of February, 2019.

CITY OF RAMSEY

By:_____ By:_____
Mayor City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this _____ day of _____, ____, before me a Notary Public personally appeared John LeTourneau and Jo Ann M. Thieling, to me personally known, who, being each by me duly sworn, did say that they are respectively the Mayor and City Clerk of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and seal affixed to said instrument is the corporate seal of said Municipal corporation, and the said instrument was signed and sealed on behalf of said Municipal Corporation by authority of its City Council, and said John LeTourneau and Jo Ann M. Thieling acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

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

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

RESOLUTION #19-044

A RESOLUTION APPROVING THE ISSUANCE OF A VARIANCE TO LOT FRONTAGE AND TO ACCESSORY BUILDING HEIGHT ON THE PROPERTY LOCATED AT 17902 SAINT FRANCIS BLVE NW AND DECLARING TERMS OF PERMIT

RECITALS

1. The City of Ramsey received an application from Dale and Tammy Wills (the "Permittee") requesting a Variance to the lot frontage requirement as well as the maximum allowable height for detached accessory buildings on the property generally known as 17902 Saint Francis Blvd NW and legally described as follows:

   The northwest Quarter of the northeast Quarter together with the northeast Quarter of the northwest Quarter both in Section 2, Township 32, Range 25, Anoka County, Minnesota, except roads subject to easement of record.

   (the "Subject Property")

2. That the Permittee appeared before the Planning Commission for a public hearing pursuant to Section 117-53 (Variances) of the Ramsey City Code on February 7, 2019, and that said public hearing was properly advertised and that the minutes of said public hearing are available.

3. That the Subject Property is approximately 137 acres in size, with about eighty (80) acres located in Ramsey and the remainder located in the city of Nowthen.

4. That the surrounding parcels in Ramsey range in size from about 0.84 acres to 2.62 acres.

5. That the Subject Property is zoned R-1 Residential (Rural Developing), and the surrounding parcels to the east, west, and south are also zoned R-1 Residential (Rural Developing) and the land to the north, in Nowthen, appears to be zoned Rural Residential Agriculture.

6. That the Subject Property is guided as Rural Developing on the City's Future Land Use Map.

7. That the Permittee is currently under contract to purchase the Subject Property and that the current owner of the Subject Property has signed the application for the Variance.

8. That the Permittee has also applied for a Conditional Use Permit and Home Occupation Permit that would address the proposed indoor riding arenas, stables, and hay and equipment storage.

9. That the existing home and accessory buildings on the Subject Property are currently accessed by a driveway from Saint Francis Blvd (Highway 47).

10. That the Permittee intends to construct a residence in the near future that will require a lot split of the Subject Property and the new residence would gain access from Potassium Street.

11. That City Code Section 117-111 (R-1 Residential District) states that lots shall have a minimum frontage of 100 feet if on a cul-de-sac.

12. That the Subject Property currently has access from Highway 47, but also has three (3) other roads stubbed to it; from the south Potassium Street and Sodium Street, and from the north (within the city of Nowthen), Potassium Street, and from the west, 179th Lane.

13. That there is currently approximately 280 feet of frontage existing for the Subject Property spread out amongst the existing access on Highway 47, and the three (3) stubbed streets along the southern and western boundaries.

14. That just north of Potassium Street, there is a natural 'valley' that appears to carry stormwater runoff from a couple parcels to the south and a portion of the existing cul-de-sac to a low spot on the Subject Property.

15. That the edge of pavement of the existing cul-de-sac is only about fifteen to twenty feet (15' x 20') south of the boundary of the Subject Property.

16. That extending the cul-de-sac into the Subject Property would result in the need for significant grading to 'fill in' the valley and could disrupt the natural drainage pattern for this area.

17. That extending the cul-de-sac into the Subject Property would also result in removal of additional tree cover, beyond what would be needed for a residential driveway, thereby reducing some of the existing, natural screening between the Subject Property and the properties to the south.

18. That requiring the extension of the cul-de-sac would add significant cost without adding much benefit or value to the project.

19. That the Permittee is proposing to construct two (2) indoor riding arenas, indoor stalls, stables and a hay/equipment storage barn nearer the front property line than the home on the Subject Property.

20. That the Permittee has agreed to reduce the proposed height of the stables, one side of the indoor stalls, and the hay/equipment storage barn to comply with the twenty-two (22) foot height restriction (since the Subject Property is over 2 acres in size).

21. That the Permittee is using Clear Span construction for the indoor riding arenas to eliminate any need for supporting posts to ensure clear and safe riding areas for horses, as well as to allow penetration of natural light and warmth, creating a healthier environment for the horses and riders.

22. That due to the construction design and width of the indoor riding arenas, it forces the need for a higher ridge and greater roof slope to satisfy snow load requirements.

23. That sidewall height needs to be at least thirteen (13) feet to allow for proper head clearance for indoor equestrian jumping.

24. That one side of the proposed indoor stalls (for horses) will need to match the same height as the indoor riding arenas, as these will connect directly to both indoor riding arenas.

25. That the City hosted a Public Workshop on January 3, 2019 to provide surrounding property owners an opportunity to learn more about the proposed horse farm operation and also brought forth the concept plan to the Planning Commission that same evening and to City Council on January 22, 2019.

26. That the Permittee has made some adjustments to the proposed Site Plan in an attempt to accommodate some concerns that were identified during the Public Workshop and by City Staff relating to building height.

FINDINGS OF FACT

1. That the reduced lot frontage and additional accessory building height will not impair an adequate supply of light and air to adjacent property.

2. That the reduced lot frontage and additional accessory building height will not unreasonably increase the congestion on the public street.

3. That the reduced lot frontage and additional accessory building height will not have the effect of allowing any use prohibited in the R-1 Residential (Rural Developing) District.

4. That the reduced lot frontage and additional accessory building height will not permit a lesser degree of public health, safety, and general welfare protection than established by Chapter 117 of the Ramsey City Code or permit standards which are lower than those required by state law.

5. That the reduced lot frontage and additional accessory building height will not increase the danger of fire or endanger the public safety.

6. That the reduced lot frontage and additional accessory building height will not unreasonably diminish or impair established property values within the

neighborhood, or in any way be contrary to the intent of Chapter 117 of the Ramsey City Code.

7. That the reduced lot frontage and additional accessory building height will be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and such use will not change the essential character of the area.

8. That the reduced lot frontage and additional accessory building height will not violate the intent and purpose of the Comprehensive Plan.

9. That the reduced lot frontage and additional accessory building height will be in accordance with the objectives of the intent of Section 117-53 (Variances) of the Ramsey City Code.

10. That the reduced lot frontage and additional accessory building height will be compatible with the principal building on the Subject Property.

11. That the reduced lot frontage and additional accessory building height will be compatible with existing development in the immediate neighborhood.

12. That the reduced lot frontage and additional accessory building height is the minimum necessary to accomplish the Permittee's intended purpose.

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

That the Ramsey City Council hereby grants approval of a variance (the "Variance") to the minimum lot frontage requirement and the maximum allowable height for accessory buildings on the **Subject Property** contingent upon the following conditions:

CONDITIONS

1. That this **Variance** shall allow a future lot split of the **Subject Property** without the minimum required lot frontage for the new residence. All other standards shall be adhered to at the time of the lot split.

2. That this **Variance** shall allow for the construction of two (2) indoor riding arenas, as well as a portion of the indoor stalls, to be constructed with a mean gable height of twenty-seven and a half feet (27.5') and a total height of forty-two (42) feet.

3. That the **Permittee** successfully obtains a Conditional Use Permit for the excess square footage for the indoor riding arenas, indoor stables, stalls and hay/equipment storage barn and a Home Occupation Permit for the operation of the commercial horse farm.

4. That the **Permittee** shall obtain all necessary permits for the proposed structures and comply with all applicable local, state and federal regulations.

5. That this **Variance** shall be perpetual in duration as long as the terms are herein complied with.

6. That the **Permittee** shall be responsible for all City costs incurred in administering and enforcing this **Variance**.

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

8. That the **Permittee** shall install the facilities (indoor riding arenas, indoor stalls, stables, and hay/equipment barn, as well as parking stalls and driveway, in general conformance with the Site Plan attached herein as Exhibit 1.

9. That adequate water supply and on-site sewage disposal facilities shall be the responsibility of the **Permittee**.

10. That this **Variance** shall automatically expire if the use is not initiated by February 26, 2020, and initiation shall be considered issuance of a Building Permit(s) for the riding arena.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey Planning Commission this the 7th day of February, 2019.

CITY OF RAMSEY:

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this _____ day of _____, _____, before me a Notary Public personally appeared Randy Bauer and Jo Ann M. Thieling, to me personally known, who, being each by me duly sworn, did say that they are respectively the Planning Commission Chairperson and City Clerk of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and seal affixed to said instrument is the corporate seal of said Municipal corporation, and the said instrument was signed and sealed on behalf of said Municipal Corporation by authority of its City Council, and said Randy Bauer and Jo Ann M. Thieling acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

_____
Notary Public

The document drafted by:
The City of Ramsey
7550 Sunwood Dr NW
Ramsey, Minnesota 55303

Regular Planning Commission **6. 4.**

Meeting Date: 02/07/2019

Submitted For: Chloe McGuire Brigl, Community Development

By: Chloe McGuire Brigl, Community Development

Information

Title:

PUBLIC HEARING: Consider Amendments to Chapter 117, Section 111 and 112 to Modify the R-1 Residential and R-2 Residential Zoning Districts to Allow 50 and 65 Foot Wide Lots and Clarifying Existing Language.

Purpose/Background:

The purpose of this case is to review a proposed zoning amendment (text) to allow 50 and 65 foot wide lots. The case came forward as part of the Harvest Estates 2nd Addition Preliminary Plat application, but is being handled and treated as a separate case. The proposed zoning amendment (text) modifies both R-1 and R-2 regulations, while consolidating and making the R-2 section easier to read and utilize. These changes have been requested by a number of Developers over the past several years.

Notification:

The Public Hearing was published in the City's official newsletter, the Anoka County Union Herald.

Observations/Alternatives:

Ordinance Amendment

Please see the attached ordinance amendment which creates a new zoning district for small lot detached villas in the R-1 District and clarifies regulations in the R-2 district. Staff believes that these zoning districts make the code more user-friendly, and also reflect informal requests that the City has received from developers who state 65 foot wide lots are becoming more popular.

R-1 Changes

The proposed ordinance amendment adds a new R-1 A (Detached Villa) MUSA District. This proposed district allows for 65 foot wide lots with slightly smaller setbacks than R-1 MUSA, including a 5 foot side yard setback (rather than 6 feet) and a 20 foot rear yard setback (rather than 30 feet). The minimum lot size for this district is .15 acres, compared to the .25 acres allowed in the R-1 MUSA District, now proposed to be called 'MUSA (Single Family Detached Home).'

Staff has proposed to remove two zoning districts, Central Rural Reserve Area and Rural Preserve, since they no longer exist in the City. Staff has removed this throughout the chapter, and has also updated the section to state '2040 MUSA' instead of 2020 MUSA.

R-2 Changes

Staff has attempted to clean up the R-2 regulations, by consolidating four existing sections into two new sections - Detached Villa and Multifamily or Townhome (Attached). The two sections retain many of the same requirements, including allowable densities of 4-7 units per acre, 35% lot coverage requirements, and similar setbacks. Staff has removed the Duplex and Twinhome or Quad sections of the code, and merged them with the multifamily section. Staff feels this is more appropriate and user-friendly.

Staff has included both a proposed zoning amendment (text) and tracked changes of the proposed updates.

Funding Source:

The zoning text amendment is part of the application for Harvest Estates 2nd Addition and all costs associated with review are the responsibility of the Applicant.

Recommendation:

Staff recommends the City Council introduce Ordinance #19-02 modifying Sections 111 and 112 to allow 50 and 65 foot wide lots.

Action:

Motion to recommend the City Council introduce Ordinance #19-02.

Attachments

DRAFT Ordinance 19-02

Redlined Code Text

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	02/01/2019 02:17 PM
Tim Gladhill	Tim Gladhill	02/01/2019 02:31 PM
Form Started By: Chloe McGuire Brigl		Started On: 02/01/2019 08:21 AM
Final Approval Date: 02/01/2019		

ORDINANCE #19-02

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 117-111 (R-1 RESIDENTIAL DISTRICT)

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

Sec. 117-111. - R-1 Residential District shall be amended to read as follows:

(a) Intent. The intent of the R-1 Residential District is to accommodate single-family dwelling units on suitable land in the 2040 Metropolitan Urban Service Area (MUSA) and rural developing areas of the city. All newly created lots, except the remnant of a lot of record not less than five acres in size and located within the 2040 MUSA, shall be serviced by sanitary sewer and municipal water. All developing lots located within the rural developing area shall be served with individual septic systems and wells.

(b) Permitted uses.

(1) Single-family detached dwellings.

(2) Agriculture, excluding the raising of livestock, poultry, and fowl within the MUSA boundary unless compliance with chapter 10, Animals, can be maintained.

(3) Public parks, municipal fire station.

(4) Single-family/townhome units as part of a PUD located within the 2040 MUSA. PUDs shall be designed in accordance with R-2 residential performance standards established in section 117-112.

(5) State-licensed group homes in accordance with state statutes.

(6) Licensed home daycares in accordance with state statute.

(7) Noncommercial horse boarding.

(8) Home occupations as permitted by section 117-351.

(9) Accessory uses as permitted by section 117-349.

(c) Uses permitted by conditional use permit.

(1) Religious institutions.

(2) Commercial horse boarding.

(3) Commercial dog kennels.

(4) Oversizing of accessory structure size.

(5) Two-story accessory buildings.

(6) Cemeteries.

(7) Essential services.

(8) Cell towers in Tower Overlay District.

(9) Commercial garden nurseries or greenhouses with buildings.

(10) Micro-scale WECS.

(d) R-1 bulk standards.

	MUSA – A (Detached Villa)	MUSA (Single Family Detached Home)	Rural Developing (Large Single Family Lots)
Minimum lot size	.15 acres	.25 acres	2.5 acres
Minimum density	N/A	N/A	1 unit per 2.5 acres (gross) (minimum)
Maximum density	4 units per acre (maximum)	3 units per acre/4 units per acre with PUD (net) (maximum)	N/A
Minimum lot width	65 feet	80 feet/ 90 feet - corner lot	200 feet/100 feet on cul-de-sac
Front yard setback	25 feet	30 feet	40 feet

Side yard setback uninhabitable	5 feet	6 feet	10 feet
Side yard setback habitable	5 feet	10 feet	
Side yard setback for corner lots	25 feet	30 feet	40 feet
Rear yard setback	20 feet	30 feet	40 feet
Rear yard setback when adjoining a parcel zoned Park [3]	20 feet		N/A
Major/minor arterial setback measured from the centerline of the road right-of-way	60 feet from right-of-way centerline plus the local applicable setback		
Service road setback	35 feet		
Maximum building height (measured from lowest adjacent grade to average height between eaves and highest ridge)	35 feet		
Minimum floor areas: (main floor)			
Rambler with garage	912 square feet		
Split level or two story with garage	720 square feet (total of main living areas)		
Townhouse with garage	PUD Required		N/A
	1 bedroom—700 square feet		
	2 bedrooms—800 square feet		
	3 bedrooms—960 square feet		
	Each additional bedroom 125 square feet		
Maximum building lot coverage	35%		
Maximum driveway width at street [2]	30 feet; 24 feet on culs-de sac		
Maximum number of driveways [2]	1 per street frontage		2
Side yard setback for driveways [2]	5 feet		

Required driveway surface [2]	Bituminous or Concrete		Bituminous, Concrete, or Class V
Accessory structure setbacks:			
Front [1]	25 feet or same as principal structure, whichever is greater	30 feet or same as principal structure, whichever is greater	40 feet or same as principal structure, whichever is greater
Rear	5 feet		
Side	5 feet	6 feet	10 feet
Side Corner	25 feet	30 feet	40 feet

[1] Refer to section 117-349 for additional front yard setback provisions for lots two acres and greater in size.

[2] A zoning permit is required to install any driveway that is not associated with work requiring a building permit.

[3] To be eligible for the reduced rear yard setback, the entire rear property line must adjoin the parcel zoned as park.

For lots located within the MUSA where adjacent structures existing as of July 1, 2002, have a different setback from that required herein, the front yard setback shall conform to the prevailing setback of adjacent structures. If adjacent structures have different setbacks from one another, the minimum front yard shall be the average of the two adjacent structures.

Sec. 117-112. - R-2 Residential District intent, permitted uses, and bulk standards shall be amended to read as follows:

(a) Intent. The intent of the R-2 Residential District is to accommodate multiple dwellings at a density of three to seven dwelling units per acre and multiple-dwelling complexes within the 2040 MUSA. All lots created by subdivision located within the 2040 MUSA shall be serviced by sanitary sewer and municipal water.

(b) Permitted uses.

(1) Multiple-dwelling structures which include attached townhomes, duplexes, twinhomes, townhomes, and apartment buildings containing no more than ten units.

(2) Detached townhomes, including villas or cottage homes.

(3) State licensed group homes in accordance with state statutes.

(4) Licensed home daycares in accordance with state statutes.

(5) Home occupations as permitted by section 117-351.

(6) Accessory uses as permitted by section 117-349.

(d) R-2 bulk standards.

	Detached Villa	Multifamily or Townhome (Attached)
Minimum Lot Size	.15 Acres	None
Minimum density (net)	3.0	3.0
Maximum density (net)	7.0	7.0
Lot width	50 feet	N/A
Building setback from private street measured from back of curb or public street right of way	25 feet	
Building setback from exterior development boundary line	25 feet	30 feet
Front yard setback	25 feet	30 feet
Side yard setback	5 feet	30 feet
Side yard setback corner lot	25 feet	30 feet
Rear yard setback	20 feet	30 feet

Maximum lot coverage for all principal and accessory buildings (excludes impervious or prepared surface)	35%	
Maximum building height (measured from lowest adjacent grade to average height between eaves and highest ridge)	35 feet	
Open space required	N/A	40% general open space 10% of which must be identifiable community space
Minimum separation between buildings, appurtenances thereto (i.e., patios, decks)	15 feet	20 feet
Parking node setback from exterior development boundary line	30 feet	30 feet
Parking node setback from structure	15 feet	15 feet
Accessory structure setbacks:		
Front	30 feet or same as principal structure, whichever is greater	N/A
Rear	5 feet	N/A
Side	6 feet	N/A
Side corner	30 feet	N/A

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_____, 2019.

_____

Mayor

ATTEST:

_____

City Administrator

Introduction date:

Posting dates:

Adoption date:

Publication date:

Effective date:

Proposed Changes to Bulk Standards for R-1 and R-1 Residential Districts to Allow for Smaller Lot Detached Townhomes and to Simplify R-2 Standards

Section 117-111. – R-1 Residential District

(a) Intent. The intent of the R-1 Residential District is to accommodate single-family dwelling units on suitable land in the ~~2020~~ 2040 Metropolitan Urban Service Area (MUSA)~~,~~ and rural developing~~, central rural reserve area, and rural preserve~~ areas of the city. All newly created lots, except the remnant of a lot of record not less than five acres in size and located within the ~~2020~~ 2040 MUSA, shall be serviced by sanitary sewer and municipal water. All developing lots located within the ~~rural preserve,~~ rural developing ~~and central rural preserve~~ area~~s~~ shall be served with individual septic systems and wells.

(b) Permitted uses.

(1) Single-family detached dwellings.

(2) Agriculture, excluding the raising of livestock, poultry, and fowl within the MUSA boundary unless compliance with chapter 10, Animals, can be maintained.

(3) Public parks, municipal fire station.

(4) Single-family/townhome units as part of a PUD located within the ~~2020~~ 2040 MUSA. PUDs shall be designed in accordance with R-2 residential performance standards established in section 117-112.

(5) State-licensed group homes in accordance with state statutes.

(6) Licensed home daycares in accordance with state statute.

(7) Noncommercial horse boarding.

(8) Home occupations as permitted by section 117-351.

(9) Accessory uses as permitted by section 117-349.

(c) Uses permitted by conditional use permit.

(1) Religious institutions.

(2) Commercial horse boarding.

(3) Commercial dog kennels.

(4) Oversizing of accessory structure size.

(5) Two-story accessory buildings.

(6) Cemeteries.

(7) Essential services.

(8) Cell towers in Tower Overlay District.

(9) Commercial garden nurseries or greenhouses with buildings.

(10) Micro-scale WECS.

(d) R-1 bulk standards.

	MUSA – A (Detached Villa)	MUSA (Single Family Detached Home)	Rural Developing (Large Single Family Lots)	~~Central Rural Reserve Area~~	~~Rural Preserve~~
Minimum lot size	.15 acres	.25 acres ~~10,800 square feet~~	2.5 acres	~~10 acres~~	~~10 acres~~
Minimum density	2.5 units per acre	2.5 units per acre	1 unit per 2.5 acres (gross) (minimum)		
Maximum density	4 units per acre (maximum)	3 units per acre/4 units per acre with PUD (net) (maximum)	N/A	~~4 units per 40 acres (gross)~~	~~4 units per 40 acres (gross)~~
Minimum lot width	65 feet	80 feet/ 90 feet - corner lot	200 feet/ 100 feet on cul-de-sac	~~200 feet~~	~~200 feet~~
Front yard setback	25 feet	30 feet	40 feet	~~40 feet~~	~~40 feet~~
Side yard setback uninhabitable	5 feet	6 feet	10 feet	~~10 feet~~	~~10 feet~~
Side yard setback habitable	5 feet	10 feet		~~10 feet~~	~~10 feet~~
Side yard setback for corner lots	25 feet	30 feet	40 feet	~~40 feet~~	~~40 feet~~

Rear yard setback	20 feet	30 feet	40 feet	~~40 feet~~	~~40 feet~~
Rear yard setback when adjoining a parcel zoned Park [3]	20 feet		NA	~~NA~~	~~NA~~
Major/minor arterial setback measured from the centerline of the road right-of-way	60 feet from right-of-way centerline plus the local applicable setback			~~60 feet from right-of-way centerline plus the local applicable setback~~	~~60 feet from right-of-way centerline plus the local applicable setback~~
Service road setback	35 feet			~~35 feet~~	~~35 feet~~
Maximum building height ~~(measured from mean ground level to mean ground gable)~~ (measured from lowest adjacent grade to average height between eaves and highest ridge)	35 feet			~~35 feet~~	~~35 feet~~
Minimum floor areas: (main floor)					
Rambler with garage	912 square feet (main floor)			~~912 square feet (main floor)~~	~~912 square feet (main floor)~~
Split level with garage	720 square feet (total of main living areas)			~~720 square feet (total of main living areas)~~	~~720 square feet (total of main living areas)~~
Two story with garage	720 square feet (main floor)			~~720 square feet (main floor)~~	~~720 square feet (main floor)~~

Townhouse with garage		PUD Required	NA	~~NA~~	~~NA~~
	1 bedroom—700 square feet				
	2 bedrooms—800 square feet				
	3 bedrooms—960 square feet				
	Each additional bedroom 125 square feet				
~~Duplex dwelling~~		~~NA~~	~~NA~~	~~NA~~	~~NA~~
~~Twinhome dwelling~~		~~NA~~	~~NA~~	~~NA~~	~~NA~~
~~Multifamily dwelling~~		~~NA~~	~~NA~~	~~NA~~	~~NA~~
Maximum building lot coverage	35%			~~35%~~	~~35%~~
Maximum driveway width at street [2]	30 feet; 24 feet on culs-de sac			~~30 feet; 24 feet on culs-de sac~~	~~30 feet; 24 feet on culs-de sac~~
Maximum number of driveways [2]	1 per street frontage		2	~~2~~	~~2~~
Side yard setback for driveways [2]	5 feet			~~5 feet~~	~~5 feet~~
Required driveway surface [2]	Bituminous or Concrete		Bituminous, Concrete, or Class V	~~Bituminous, Concrete, or Class V~~	~~Bituminous, Concrete, or Class V~~
Accessory structure setbacks:					
Front [1]	25 feet or same as principal structure, whichever is greater	30 feet or same as principal structure, whichever is greater	40 feet or same as principal structure, whichever is greater	~~40 feet or same as principal structure, whichever is greater~~	~~40 feet or same as principal structure, whichever is greater~~
Rear	5 feet			~~5 feet~~	~~5 feet~~

Side	5 feet	6 feet	10 feet	~~10 feet~~	~~10 feet~~
Side Corner	25 feet	30 feet	40 feet	~~40 feet~~	~~40 feet~~

[1] Refer to section 117-349 for additional front yard setback provisions for lots two acres and greater in size.

[2] A zoning permit is required to install any driveway that is not associated with work requiring a building permit.

[3] To be eligible for the reduced rear yard setback, the entire rear property line must adjoin the parcel zoned as park.

For lots located within the MUSA where adjacent structures existing as of July 1, 2002, have a different setback from that required herein, the front yard setback shall conform to the prevailing setback of adjacent structures. If adjacent structures have different setbacks from one another, the minimum front yard shall be the average of the two adjacent structures.

~~(e) Development eligibility within the rural developing, central rural preserve and rural preserve areas. When a parcel's acreage is not evenly divisible by ten allowing for a pro rata density of four units per 40 acres, an additional lot may be developed only if the size of the fractional parcel is at least 75 percent of that required for a single or an additional lot. Eligible units per lot are as follows:~~

~~Lot Size~~	~~Eligible Units~~
~~7.5 to 17.49 acres~~	~~1~~
~~17.5 to 27.49 acres~~	~~2~~
~~27.5 to 37.49 acres~~	~~3~~
~~37.5 to 40.0 acres~~	~~4~~

Sec. 117-112. - R-2 Residential District.

(a) Intent. The intent of the R-2 Residential District is to accommodate multiple dwellings at a density of three to seven dwelling units per acre and multiple-dwelling complexes within the ~~2002~~ 2040 MUSA. All lots created by subdivision located within the ~~2020~~ 2040 MUSA shall be serviced by sanitary sewer and municipal water.

(b) Permitted uses.

(1) Multiple-dwelling structures which include attached townhomes, duplexes, twinhomes, townhomes, and apartment buildings~~,~~ containing no more than ten units.

(2) Detached townhomes, including villas or cottage homes.

(3) State licensed group homes in accordance with state statutes.

(4) Licensed home daycares in accordance with state statutes.

(5) Home occupations as permitted by section 117-351.

(6) Accessory uses as permitted by section 117-349.

(d) R-2 bulk standards.

~~Miscellaneous Standards~~	~~Duplex~~	~~Twinhome or Quad~~
~~Lot size~~	~~14,000 square feet per structure~~	~~7,000 square feet per dwelling unit~~
~~Minimum density (net)~~	~~3.0~~	~~3.0~~
~~Maximum density (net)~~	~~7.0~~	~~7.0~~
~~Lot width~~	~~100 feet~~	~~50 feet~~
~~Front yard setback~~	~~30 feet~~	~~30 feet~~
~~Side yard setback~~	~~10 feet~~	~~10 feet~~
~~Side yard setback corner lot~~	~~30 feet~~	~~30 feet~~
~~Side yard interior wall setback~~	~~N/A~~	~~0~~
~~Rear yard setback~~	~~30 feet~~	~~30 feet~~

~~Maximum lot coverage for all principal and accessory buildings (excludes impervious or prepared surface)~~	~~35%~~	~~35%~~
~~Maximum building height (measured from mean ground level to mean ground gable)~~	~~35 feet~~	~~35 feet~~
~~Accessory structure setbacks:~~		
~~- Front~~	~~30 feet or same as principal structure, which ever is greater~~	~~30 feet or same as principal structure, which ever is greater~~
~~- Rear~~	~~5 feet~~	~~5 feet~~
~~- Side~~	~~6 feet~~	~~6 feet~~
~~- Side corner~~	~~30 feet~~	~~30 feet~~
~~Maximum number of units per structure~~	~~*2*~~	~~*2* (4 for quad)~~

Miscellaneous Standards	~~Attached and~~ Detached Villa ~~Townhomes~~	Multifamily or Townhome (Attached)
Minimum Lot size	~~None~~ .15 Acres	None
Minimum density (net)	4.0	4.0
Maximum density (net)	7.0	7.0
Lot width	~~None~~ 50 Feet	~~100 feet~~ N/A
~~Building setback from public street right-of-way~~	~~25 feet~~	~~25 feet~~
Building setback from private street measured from back of curb or public street right of way	25 feet	
Building setback from exterior development boundary line	~~30 feet~~ 25 feet ~~(detached)~~	30 feet
Front yard setback	25 feet	30 feet
Side yard setback	5 feet	30 feet
Side yard setback corner lot	25 feet	30 feet
Rear yard setback	20 feet	30 feet
Maximum lot coverage for all principal and accessory buildings (excludes impervious or prepared surface)	35%	
Maximum building height ~~(measured from mean ground level to mean gable)~~ (measured from lowest adjacent grade to average height between eaves and highest ridge)	35 feet	
Open space required	~~40% general open space 10% of which must be identifiable community space~~ N/A	40% general open space 10% of which must be identifiable community space

Minimum separation between buildings, appurtenances thereto (i.e., patios, decks)	15 feet	20 feet
Parking node setback from exterior development boundary line	30 feet	30 feet
Parking node setback from structure	15 feet	15 feet
Accessory structure setbacks:	~~30 feet~~	~~30 feet~~
Front	30 feet or same as principal structure, whichever is greater	N/A
Rear	5 feet	N/A
Side	6 feet	N/A
Side corner	30 feet	N/A
~~Maximum number of units per structure~~	~~81 (detached)~~	~~10~~

Regular Planning Commission **6. 5.**

Meeting Date: 02/07/2019

Submitted For: Chloe McGuire Brigl, Community Development

By: Chloe McGuire Brigl, Community Development

Information

Title:

PUBLIC HEARING: Review Actions Related to Harvest Estates 2nd Addition; Case of Meadowcreek Builders, Inc.

- Adopt Ordinance #19-04 Amending Official Zoning Map
- Adopt Resolution #19-025 Approving Preliminary Plat

Purpose/Background:

The purpose of this case is to review a preliminary plat application for a fifteen (15) lot residential subdivision. The Applicant has proposed to subdivide the approximately six and a half (6.5) acre parcel into fifteen (15) single family lots serviced by City utilities. The site is generally located at the site of the old municipal center, east of Nowthen Boulevard and south of Alpine Drive. The lot is legally described as Lot 25, Block 1 Harvest Estates (the "Subject Property").

The proposed lots are 65 foot-wide lots; a separate case is handling the proposed creation of a new zoning district(s). This purpose of this case also includes a zoning amendment (map) to rezone the Subject Property from R-1 Residential (MUSA) and R-1A Residential (MUSA). This would rezone the property to a new residential zoning ditsrict allowing 65 foot-wide lots.

Notification:

Staff attempted to notify all Property Owners within a 700 foot radius of the Subject Property of the Public Hearing via Standard US Mail. The Public Hearing was also published in the City's official newsletter, the Anoka County Union Herald.

Observations/Alternatives:

Preliminary Plat

Summary: The proposed preliminary plat shows 15 detached villas. The proposal does not meet all of the current R-1 Residential (MUSA) District standards, but the proposed lot sizes are becoming more popular. With that in mind, Staff has prepared an ordinance amendment creating a new Zoning District to accomodate these lot types. The proposed gross density of the project is ~3 units/acre, which meets the R-1 Residential (MUSA) District requirements. 14 of the 15 homes are accessed off 152nd Ln and 152nd Circle, 1 home is accessed off Krypton Terrace. The Subject Property is zoned R-1 Residential (MUSA) District (subject to the Zoning Amendment reference above).

Roads/Connection: The preliminary plat shows the access off Nowthen Blvd remaining. Staff worked with the Development Review Committee and has requested that the developer maintain this access.

Tree Preservation: When the original Harvest Estates plat was reviewed, it included a Tree Inventory, Preservation, and Landscape Plan. The proposed 2nd Addition appears to comply with the approved Tree Preservation Plan. The EPB did review these items as part of their January meeting and recommended exploring if any of the existing, mature trees along the boundary of proposed Lots 1-6 and the existing homes at the north end of 152nd Court, as they did not appear to be impacted by the actual house pads. In reviewing this with the Engineering Division, there will be some significant grading in this area for drainage and stormwater pond purposes. The amount of grade change and therefore root impacts would be too significant to preserve these trees.

Zoning Amendment

If the Planning Commission recommends approval of the Preliminary Plat for Harvest Estates and proposed ordinance amendments (separate case), the City Council can approve the Preliminary Plat contingent upon the ordinance amendments. The proposed preliminary plat meets the requirements of the proposed, new Detached Villa code section.

Funding Source:

All costs associated with processing the land use application are the responsibility of the Applicant. The project does include a real estate transaction with the City.

Recommendation:

Staff recommends the City Council introduce Ordinance #19-04 rezoning the subject property and approve Resolution #19-025 approving the preliminary plat for Harvest Estates 2nd Addition, contingent upon adoption of the Zoning Amendment (Ordinance #19-02).

Action:

Motion to Recommend the City Council Introduce Ordinance #19-04 and Approve Resolution #19-025 Approving Preliminary Plat for Harvest Estates 2nd Addition, contingent upon adoption of the Zoning Amendment.

Attachments

Resolution 19-025

Ordinance 19-04 Rezoning

Preliminary Plat Sheet

Plan Set

Resident Concerns

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chloe McGuire Brigl	01/30/2019 09:19 AM
Chris Anderson	Chris Anderson	01/30/2019 04:44 PM
Tim Gladhill	Tim Gladhill	02/01/2019 06:55 AM
Tim Gladhill	Tim Gladhill	02/01/2019 10:07 AM
Form Started By: Chloe McGuire Brigl		Started On: 01/07/2019 10:30 AM
Final Approval Date: 02/01/2019		

Councilmember _____introduced the following resolution and moved for its adoption:

RESOLUTION #19-025

RESOLUTION GRANTING PRELIMINARY PLAT APPROVAL OF HARVEST ESTATES 2ND ADDITION

WHEREAS, Meadowcreek Builders, Inc., hereafter referred to as "Developer," properly applied for Preliminary Plat approval of the following described property located in the City of Ramsey:

Lot 25, Block 1, Harvest Estates, Anoka County, Minnesota

(the 'Subject Property');

WHEREAS, the City has received an Application for Preliminary Plat Approval for Harvest Estates 2nd Addition, which includes fifteen detached single-family homes; and

WHEREAS, the Planning Commission reviewed the sketch plan on December 5, 2018; and

WHEREAS, the Planning Commission met and held a public hearing for the Preliminary Plat on February 7, 2019 and recommended approval of the Preliminary Plat; and

WHEREAS, the Preliminary Plat Approval shall be contingent upon the Ordinance Amendment amending the minimum lot width in the R-1 MUSA District to 65 feet; and

WHEREAS, the City Council reviewed the Preliminary Plat of Harvest Estates 2nd Addition on February 26, 2019; 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 preliminary plat approval for Harvest Estates 2nd Addition in accordance with relevant City Codes, subject to the following conditions:
    a. Compliance with the Staff Review Letter dated January 7, 2019.
    b. Compliance with all Staff Review Comments in ProjectDox.
    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 26th day of February, 2019.

_____
Mayor

ATTEST:

_____
City Clerk

ORDINANCE #19-04

CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

AN AMENDMENT TO CHAPTER 117 WHICH IS KNOWN AS THE ZONING AND SUBDIVISIONS CHAPTER OF THE CITY CODE OF RAMSEY, MINNESOTA.

AN ORDINANCE AMENDING SECTION 117-90 "MAP" OF CHAPTER 117 OF THE CITY CODE OF RAMSEY, MINNESOTA.

SECTION 1. AMENDMENT

The following legally described properties or portions thereof, are hereby rezoned from R-1 Residential (MUSA) to R-1A Residential (MUSA).

Lot 25, Block 1 Harvest Estates, Anoka County, Minnesota.

SECTION 2. MAP

The City is hereby instructed to cause this amendment to be shown on the "City of Ramsey Zoning Map", which map was adopted pursuant to Section 117-90 of the Ramsey City Code.

SECTION 3. EFFECTIVE DATE

This ordinance becomes effective 30 days after its passage and publication, subject to City Charter Section 5.04.

PASSED by the City Council of the City of Ramsey, Minnesota the _____ day of_____, 2019.

_____
Mayor

ATTEST:

_____
City Administrator

Introduction date:
Posting dates:
Adoption date:
Publication date:
Effective date:



GENERAL NOTES

1. FOR CONSTRUCTION STAKING AND SURVEYING SERVICES CONTACT LANDFORM PROFESSIONAL SERVICES, LLC AT 612.252.9070.

SITE PLAN NOTES

2. OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION WITHIN, OR USE OF, PUBLIC RIGHT-OF-WAY.
3. THE DIGITAL FILE, WHICH CAN BE OBTAINED FROM THE ENGINEER, SHALL BE USED FOR STAKING. DISCREPANCIES BETWEEN THE DRAWINGS AND THE DIGITAL FILE SHALL BE REPORTED TO THE ENGINEER. THE BUILDING FOOTPRINT, AS SHOWN ON THESE DRAWINGS, AND THE DIGITAL FILE, SHALL BE COMPARED TO THE STRUCTURAL DRAWINGS PRIOR TO STAKING.
4. BUILDING LAYOUT ANGLES ARE PARALLEL WITH OR PERPENDICULAR TO THE PROPERTY LINE AT THE LOCATION INDICATED.
5. DIMENSIONS SHOWN ARE TO BACK OF CURB AND EXTERIOR FACE OF BUILDING UNLESS NOTED OTHERWISE.

ZONING AND SETBACK SUMMARY

THE PROPERTY IS ZONED R1 RESIDENTIAL ZONE (MUSA)

PROPOSED BUILDING SETBACK INFORMATION IS AS FOLLOWS:

FRONT YARD	= 30 FT.
REAR	= 20 FT.
SIDE (CORNER)	= 30 FT.
SIDE (LIVING)	= 10 FT.
SIDE (GARAGE)	= 5 FT.

LOT COVERAGE INFORMATION IS AS FOLLOWS:
LOT AREA MINIMUM = 10,665 S.F = 0.25 ACRE
LOT WIDTH MINIMUM = 65 FT.
TOTAL SITE AREA = 279,515 S.F. = 6.42 ACRES

AREA SUMMARY

TOTAL SITE AREA	279,515 SQ. FT.	6.42 AC.
RIGHT OF WAY AREA	43,172 SQ. FT.	0.99 AC.
NET AREA	236,343 SQ. FT.	5.43 AC.
NET DENSITY		2.8 U/A
IMPERVIOUS SURFACE (NET WITH 2 CAR GARAGE)		31%

LOT AREA TABLE

Parcel Table		
Parcel #	Area	LOT/BLOCK
1	10536	1/1
2	11013	2/1
3	12221	3/1
4	13051	4/1
5	13487	5/1
6	16980	6/1
7	10665	1/2
8	13162	2/2
9	13202	3/2
10	19710	4/2
11	14825	5/2
12	20582	6/2
13	22082	7/2
14	30322	8/2
15	14504	9/2
16	43172	RIGHT OF WAY

Know what's Below. Call before you dig.

NORTH

0 50 100

© LANDFORM 2019

V:\mpls\vs\Outudio\Active Projects\KRZ\141029.MCB - Harvest Est 2nd in Ramsey MN\Design Drawings & Work Products\C201KRZ141029MCB.dwg 1:1

DEVELOPER

MEADOWCREEK BUILDERS
10122 EWING LANE
BROOKLYN PARK, MN 55443
TEL (612) 867-6533

MUNICIPALITY

City of RAMSEY

PROJECT

HARVEST ESTATES 2ND ADDITION

RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
XX MON 20XX	XXXXXXXXX	XXX

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

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

PRELIMINARY PLAT
01.03.2019

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

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

FILE NAME C201KRZ141029MCB

PROJECT NO. KRZ141029MCB

SITE PLAN

C2.1

SHEET NO. 3/8

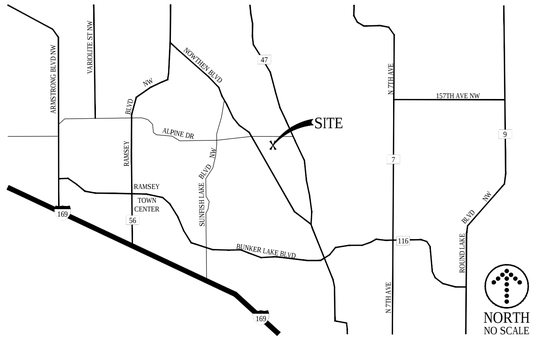
Landform ®and Site to Finish ® are registered service marks of Landform Professional Services, LLC.

HARVEST ESTATES 2ND ADD

RAMSEY, MINNESOTA

AREA LOCATION MAP

RAMSEY, MINNESOTA



ABBREVIATIONS

D	Angle	LB.	Pound
&	And	LGU	Local Government Unit
@	At	LB.	Pound
100 YR.	100 Year Flood Elevation	LB.	Longitudinal
A.B.	Anchor Bolt	LT.	Light / Lighting
A.D.	Area Drain	MAINT.	Maintenance
A/C	Air Conditioning Unit	MAS.	Masonry
ADD.	Addendum	MATL.	Material
ADDL.	Additional	MAX.	Maximum
ADJ.	Adjacent / Adjust	MECH	Mechanical
AHU	Air Handling Unit	MED.	Medium
ALT.	Alternate	MFR.	Manufacturer
ALUM.	Aluminum	MH	Manhole
ANOD.	Anodized	MIN.	Minimum / Minute
APPROX.	Approximate	MISC.	Miscellaneous
ARCH	Architect / Architectural	MNDOT	Minnesota Department Of Transportation
AUTO.	Automatic	MOD.	Module / Modular
AVG.	Average	MUL.	Mullion
B.C.	Back of Curb	N.	North
B/W	Bottom of Wall	N.I.C.	Not In Contract
BFE	Basement Floor Elevation	NO. OR #	Number
BIT	Bituminous (Asphaltic)	NOM	Nominal
BLDG	Building	NTS	Not to Scale
BM	Benchmark	NWE	Normal Water Elevation
BSMT.	Basement	NWL	Normal Water Level
C.F.	Cubic Feet	O.F.	On Center
C.F.S.	Cubic Feet Per Second	O.G.	Outside Dimension
C.G.	Corner Guard	O.H.	Overhead Electric
C.J.	Control Joint	OH.	Overhead
C.L.	Centerline	OHWL	Ordinary High Water Level
C.M.U.	Concrete Masonry Unit	OPNG.	Opening
C.O.	Cleanout	ORIG.	Original
C.O.E.	U.S. Army Corps Of Engineers	P.C.	Point of Curvature
C.Y.	Cubic Yards	P.I.	Point of Intersection
CB	Catch Basin	PIV	Post Indicator Valve
CBMH	Catch Basin Manhole	P.L. OR P/L	Property Line
CEM.	Cement	P.O.B.	Point of Beginning
CIP	Cast Iron Pipe	P.S.F.	Pounds Per Square Foot
CMP	Corrugated Metal Pipe	P.S.I.	Pounds Per Square Inch
CONC.	Concrete (Portland)	P.T.	Point of Tangency
CONN.	Connection	P.V.C.	Point of Vertical Curvature
CONST.	Construction	P.V.I.	Point of Vertical Intersection
CONT.	Continuous	P.V.T.	Point of Vertical Tangency
CONTR.	Contractor	PE	Polyethylene
COP.	Copper	PED.	Pedestal / Pedestrian
CU.	Cubic	PERF.	Perforated
D.S.	Down Spout	PREP.	Preparation
DEG.	Degree	PROJ.	Project
DEMO.	Demolition / Demolish	PROP.	Proposed
DEPT.	Department	PVC	Poly-Vinyl-Chloride (Piping)
DET.	Detail	PVMT.	Pavement
DIA.	Diameter	QTR.	Quarter
DIAG.	Diagonal	QTY.	Quantity
DIM.	Dimension	R	Radius
DIP	Ductile Iron Pipe	RAD.	Radius
DN	Down	RE	Rim Elevation (Casting)
DWG.	Drawing	R.D.	Roof Drain
E.	East	R.E.	Remove Existing
E.J.	Expansion Joint	R.O.	Rough Opening
E.O.	Emergency Overflow	R.P.	Radius Point
E.O.S.	Emergency Overflow Swale	RC	Reinforced Concrete Pipe
E.W.	Each Way	R.S.	Rough Slab
EA.	Each EL. Elevation	RSD	Roof Storm Drain
ELEC.	Electrical	RE.	Regarding
ELEV.	Elevation	REINF.	Reinforced
EMER.	Emergency	REQD	Required
ENGR.	Engineer	REV.	Revision / Revised
ENTR.	Entrance	RGU	Regulatory Government Unit
EQ.	Equal	ROW OR R/W	Right of Way
EQUIP.	Equipment	S.	South
EQUIV.	Equivalent	S.F.	Square Feet
EXIST.	Existing	SAN.	Sanitary Sewer
EXP.	Expansion	SECT.	Section
F & I	Furnish and Install	SE	Split Entry /Side Exit
F.B.O.	Furnished by Others	SEWO	Split Entry Walk Out /Side Exit Walk Out
F.C.	Face of Curb	SHT.	Sheet
F.D.	Floor Drain	SIM.	Similar
F.D.C.	Fire Department Connection	SLNT.	Sealant
F.V.	Field Verify	SPEC.	Specification
FB	Full Basement	SQ.	Square
FBWO	Full Basement Walk Out	SSD	Subsurface drain
FBLO	Full Basement Look Out	STMH	Storm Sewer Manhole
FDN.	Foundation	STD.	Standard
FES	Flared End Section	STRUCT.	Structural
FFE	Finished Floor Elevation	SYM.	Symmetrical
FLR.	Floor	T	Thickness
FT. OR (')	Foot	T/R	Top of Rim
FUT.	Future	T/W	Top of Wall
G.B.	Grade Break	TEMP.	Temporary
G.C.	General Contractor	THK.	Thick / Thickness
GAL.	Gallon	T.J.	Tooled Joint
GALV.	Galvanized	TNH	Top Nut Hydrant
GFE	Garage Floor Elevation	TYP.	Typical
GL.	Glass	U.N.O.	Unless Noted Otherwise
GR.	Grade	V.B.	Vapor Barrier
H.	Height	V.C.	Vertical Curve
H.P.	High Point	V.I.F.	Verify In Field
HDPEP	High Density Polyethylene Pipe	VER.	Verify
HGT.	Height	VER.	Vertical
HORIZ.	Horizontal	VEST.	Vestibule
HVAC	Heating, Ventilation, Air Conditioning	W	Width
HYD	Hydrant	W.PT.	Working Point
I.D.	Inside Dimension OR Identification	W.W.F.	Welded Wire Fabric
I.E. or IE	Invert Elevation	W/	With
IN. OR (")	Inches	W/O	Without
INFO.	Information	WO	Walk Out
INL.	Inlet Elevation	VER.	Wetland
INSUL.	Insulation	WP	Waterproof
INV.	Invert Elevation	WETL.	Weight
JT.	Joint	YD.	Yard
L.F.	Linear Feet	YR.	Year
L.P.	Low Point / Liquid Petroleum		

SYMBOLS

EXISTING	DESCRIPTION	NEW	DESCRIPTION
120	MAJOR CONTOUR	120	MAJOR CONTOUR
123	MINOR CONTOUR	123	MINOR CONTOUR
× 234.5	SPOT ELEVATION	× 123.45	SPOT ELEVATION
	BUILDING		BUILDING
	CANOPY / OVERHANG		CANOPY/OVERHANG
	CONCRETE		UNDERGROUND STRUCTURE
	BITUMINOUS		CONCRETE
	LANDSCAPING		CONCRETE CURB
	GRAVEL	BIT. EDGE	EDGE OF PAVEMENT
	PAVING BLOCK	HEIGHT, TYPE	FENCING
	PAVING BLOCK		GUARD RAIL
12"STS >>	STORM SEWER LINE		CONCRETE RETAINING WALL
8"SAN >	SANITARY SEWER LINE		MODULAR RETAINING WALL
6"WTR	WATER MAIN		FIELDSTONE RETAINING WALL
OE	OVERHEAD ELECTRIC		EXIT LOCATION
UT	UNDERGROUND TELEPHONE		LIGHT STANDARD
UE	UNDERGROUND ELECTRIC	Ø	POWER POLE
G	GAS LINE	1.00 %	SLOPE DIRECTION
	CONCRETE CURB		CATCH BASIN
X HEIGHT, TYPE X	FENCING		MANHOLE
	RETAINING WALL		BOLLARD
	SET 1/2" X 14" IRON PIPE	STS >> FES RIPRAP	STORM SEWER
	IRON MONUMENT FOUND	SAN >	SANITARY SEWER-WASTE
	SURVEY DISK (BENCHMARK)	FM >	FORCE MAIN
	POWERPOLE	RD >>	ROOF DRAIN SYSTEM
	GUY WIRE	GATE VALVE WTR HYD	WATERMAIN
	GUARD POST	FIRE	FIRE LINE (IF SEPARATE)
GM	GAS METER	BLDG.	FIRE DEPT. CONNECTION
T	TRANSFORMER	C.O. X'SSD	SOIL SUBDRAIN
	WATER SHUT-OFF VALVE	GAS	GAS LINE-UNDERGROUND
	TRAFFIC SIGN	ELEC	ELECTRIC-UNDERGROUND
	FLAG POLE	TELE	TELEPHONE-UNDERGROUND
LT	LIGHT POLE	CATV	UNDERGROUND CABLE/TV
	TREES	LSS	LAWN SPRINKLER SLEEVE
	TREE LINE		
	MANHOLE		
	CATCH BASIN		
	FIRE HYDRANT		
	WATER VALVE		
	FLARED END SECTION		
MB	MAILBOX		
1	NOTE NUMBER		
(M)	MEASURED DISTANCE		
(P)	DISTANCE PER RECORDED PLAT		
B-X	SOIL BORING		

EROSION CONTROL SYMBOLS

SYMBOL	DESCRIPTION
	SILT FENCE
	COMPOST/BIO LOG
	INLET PROTECTION

DRAWING SYMBOLS

SYMBOL	DESCRIPTION
3	NOTE REFERENCE
12	PARKING STALL COUNT
C7.3 / 1	LARGE SHEET DETAIL
C21	COORDINATE POINT
2	REVISION - ADDENDUM, BULLETIN, ETC.
	REVISED AREA (THIS ISSUE)

LEGAL DESCRIPTION

LOT 25, BLOCK 1, HARVEST ESTATES, RAMSEY COUNTY, MINNESOTA

CONTAINING 279,515 SQ. FT. - 6.42 AC.

BENCHMARK

TOP NUT HYDRANT BETWEEN LOTS 26 & 27, BLOCK 1 HARVEST ESTATES
TN HYD. = 895.70

OWNER

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MINNESOTA, 55303
TEL 763-427-1410
FAX 763-467-5543
CONTACT: TIM GLADHILL

PROJECT CONTACTS

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

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

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

CIVIL / LANDSCAPE SHEET INDEX & REVISION MATRIX

SHEETS ISSUED BY DATE

SHEET NO.	DESCRIPTION	01.03.19
C0.1	CIVIL TITLE SHEET	
C1.1	EXISTING CONDITIONS & DEMOLITION	
C2.1	SITE PLAN	
C3.1	GRADING, DRAINAGE, PAVING & EROSION CONTROL	
C4.1	UTILITIES	
C7.1	CIVIL CONSTRUCTION DETAILS	
C7.2	CIVIL CONSTRUCTION DETAILS	
L2.1	LANDSCAPE PLAN & DETAILS	

CERTIFICATIONS

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.

RANDY HEDLUND, P.E.

LICENSE NUMBER: 19576 DATE: 03 JANUARY 2019

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

DARREN LAZAN

LICENSE NUMBER: 42926 DATE: 03 JANUARY 2019

DEVELOPER

MEADOWCREEK BUILDERS
10122 EWING LANE
BROOKLYN PARK, MN 55443
TEL (612) 867-6533

MUNICIPALITY

City of RAMSEY

PROJECT

HARVEST ESTATES
2ND ADDITION
RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
XX 'MON 20XX	XXXXXXXXX	XXX

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

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

PRELIMINARY PLAT
01.03.2019

LANDFORM
From Site to Finish

105 South Fifth Avenue Tel: 612-252-9070
Suite 513 Fax: 612-252-9077
Minneapolis, MN 55401 Web: landform.net

FILE NAME C001KRZ141029MCB

PROJECT NO. KRZ141029MCB

CIVIL TITLE SHEET

C0.1

SHEET NO. 1/8

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

© LANDFORM 2019

\\MSPFS02\Studios\Active Projects\KRZ141029.MCB - Harvest Est 2nd In Ramsey MN\Design Drawings & Work Product\C001KRZ141029MCB.dwg, 1:1



LEGAL DESCRIPTION

LOT 25, BLOCK 1, HARVEST ESTATES, RAMSEY COUNTY, MINNESOTA

CONTAINING 279,515 SQ. FT. - 6.42 AC.

EXISTING CONDITIONS

1. BACKGROUND INFORMATION SHOWN IS FROM SURVEY BY LANDFORM PROFESSIONAL SERVICES LLC, MINNEAPOLIS, MN, ON DECEMBER 18, 2018, EXPRESSLY FOR THIS PROJECT; CITY OF RAMSEY, MINNESOTA RECORD DRAWINGS; AND UTILITY SERVICE PROVIDERS. LANDFORM OFFERS NO WARRANTY, EXPRESSED OR WRITTEN, FOR INFORMATION PROVIDED BY OTHERS. EXISTING PROJECT CONDITIONS SHALL BE VERIFIED PRIOR TO BEGINNING CONSTRUCTION. ERRORS, INCONSISTENCIES, OR OMISSIONS DISCOVERED SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.

GENERAL NOTES

1. FOR CONSTRUCTION STAKING AND SURVEYING SERVICES CONTACT LANDFORM AT 612.252.9070.

DEMOLITION AND CLEARING NOTES

2. OBTAIN PERMITS FOR DEMOLITION, CLEARING, AND DISPOSAL PRIOR TO BEGINNING.
3. CONTACT UTILITY SERVICE PROVIDERS FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING DEMOLITION AND CLEARING.
4. SEE SHEET C3.1 FOR EROSION PREVENTION AND SEDIMENT CONTROL MEASURES THAT MUST BE IN PLACE PRIOR TO DISTURBANCES TO SITE.
6. DIMENSIONS SHOWN FOR REMOVAL ARE APPROXIMATE. COORDINATE WITH NEW CONSTRUCTION TO ENSURE APPROPRIATE REMOVAL OF EXISTING FACILITIES.
7. REFER TO DETAILS FOR PAVEMENT SAWCUT. REMOVE CONCRETE WALKS AND CURBING TO THE NEAREST EXISTING JOINT BEYOND CONSTRUCTION LIMITS.
9. PROVIDE BARRICADES, LIGHTS, SIGNS, TRAFFIC CONTROL, AND OTHER MEASURES NECESSARY FOR PROTECTION AND SAFETY OF THE PUBLIC AND MAINTAIN THROUGHOUT CONSTRUCTION.
10. PROTECT STRUCTURES, UTILITIES, TREES, PLANT MATERIAL, SOD, AND ADJACENT PROPERTY FROM DAMAGE DURING CONSTRUCTION UNLESS NOTED FOR REMOVAL. DAMAGE SHALL BE REPAIRED TO EQUAL OR BETTER CONDITION AT NO ADDITIONAL COST.
12. REMOVE TREES NOTED, INCLUDING ROOT STRUCTURES, FROM THE SITE. COORDINATE WITH OWNER TO MARK TREES TO BE SAVED OR TRANSPLANTED PRIOR TO CLEARING. PROTECT TREES INDICATED WITH TREE PROTECTION FENCING PER DETAIL C7XX.
13. REMOVE EXISTING SITE FEATURES INCLUDING, BUT NOT LIMITED TO, UNDERGROUND UTILITIES. PAVING, CURBING, WALKWAYS, FENCING AND LIGHTING, WITHIN THE CONSTRUCTION LIMITS UNLESS NOTED OTHERWISE.
16. REMOVE EXISTING WATERMAIN TO EXISTING TEE.
17. REMOVE EXISTING SANITARY SEWER TO EXISTING MH, PER CITY SPECIFICATIONS.
18. REMOVE EXISTING STORM SEWER TO EXISTING MH, PER CITY SPECIFICATIONS.
19. HAUL DEMOLITION DEBRIS OFF-SITE TO A FACILITY APPROVED BY REGULATORY AUTHORITIES FOR THE HANDLING OF DEMOLITION DEBRIS, UNLESS NOTED OTHERWISE.

LEGEND

:TREE REMOVAL
:STRUCTURE AND/OR PAVEMENT REMOVAL
B-X :SOIL BORING
:TREE PROTECTION
:CURB REMOVAL
XXXXXXXXXXXXXXXXXXXXXXXX :UTILITY LINE REMOVAL
:CONSTRUCTION LIMITS
:SAWCUT LINE

Know what's Below. Call before you dig.

NORTH
0 50 100

DEVELOPER

MEADOWCREEK BUILDERS
10122 EWING LANE
BROOKLYN PARK, MN 55443
TEL (612) 867-6533

MUNICIPALITY

City of RAMSEY

PROJECT

HARVEST ESTATES 2ND ADDITION

RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
XX MON 20XX	XXXXXXXXX	XXX

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

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

PRELIMINARY PLAT
01.03.2019

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

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

FILE NAME C101KRZ141029MCB

PROJECT NO. KRZ141029MCB

EXISTING CONDITIONS DEMOLITION PLAN

C1.1

SHEET NO. 3/8

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

© LANDFORM 2019

\\mpls\h02\Studios\Active Projects\KRZ141029.MCB - Harvest Est 2nd in Ramsey MN\Design Drawings & Work Product\C101KRZ141029MCB.dwg, 1:1



GENERAL NOTES

1. FOR CONSTRUCTION STAKING AND SURVEYING SERVICES CONTACT LANDFORM PROFESSIONAL SERVICES, LLC AT 612.252.9070.

SITE PLAN NOTES

2. OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION WITHIN, OR USE OF, PUBLIC RIGHT-OF-WAY.
3. THE DIGITAL FILE, WHICH CAN BE OBTAINED FROM THE ENGINEER, SHALL BE USED FOR STAKING. DISCREPANCIES BETWEEN THE DRAWINGS AND THE DIGITAL FILE SHALL BE REPORTED TO THE ENGINEER. THE BUILDING FOOTPRINT, AS SHOWN ON THESE DRAWINGS, AND THE DIGITAL FILE, SHALL BE COMPARED TO THE STRUCTURAL DRAWINGS PRIOR TO STAKING.
4. BUILDING LAYOUT ANGLES ARE PARALLEL WITH OR PERPENDICULAR TO THE PROPERTY LINE AT THE LOCATION INDICATED.
5. DIMENSIONS SHOWN ARE TO BACK OF CURB AND EXTERIOR FACE OF BUILDING UNLESS NOTED OTHERWISE.

ZONING AND SETBACK SUMMARY

THE PROPERTY IS ZONED R1 RESIDENTIAL ZONE (MUSA)

PROPOSED BUILDING SETBACK INFORMATION IS AS FOLLOWS:

FRONT YARD	= 30 FT.
REAR	= 20 FT.
SIDE (CORNER)	= 30 FT.
SIDE (LIVING)	= 10 FT.
SIDE (GARAGE)	= 5 FT.

LOT COVERAGE INFORMATION IS AS FOLLOWS:
LOT AREA MINIMUM = 10,665 S.F = 0.25 ACRE
LOT WIDTH MINIMUM = 65 FT.
TOTAL SITE AREA = 279,515 S.F. = 6.42 ACRES

AREA SUMMARY

TOTAL SITE AREA	279,515 SQ. FT.	6.42 AC.
RIGHT OF WAY AREA	43,172 SQ. FT.	0.99 AC.
NET AREA	236,343 SQ. FT.	5.43 AC.
NET DENSITY		2.8 U/A
IMPERVIOUS SURFACE (NET WITH 2 CAR GARAGE)		31%

LOT AREA TABLE

Parcel Table		
Parcel #	Area	LOT/BLOCK
1	10536	1/1
2	11013	2/1
3	12221	3/1
4	13051	4/1
5	13487	5/1
6	16980	6/1
7	10665	1/2
8	13162	2/2
9	13202	3/2
10	19710	4/2
11	14825	5/2
12	20582	6/2
13	22082	7/2
14	30322	8/2
15	14504	9/2
16	43172	RIGHT OF WAY

Know what's Below. Call before you dig.

NORTH

0 50 100

© LANDFORM 2019

V:\mpls\vs\Outudio\Active Projects\KRZ\141029.MCB - Harvest Est 2nd in Ramsey MN\Design Drawings & Work Products\C201KRZ141029MCB.dwg 1:1

DEVELOPER

MEADOWCREEK BUILDERS
10122 EWING LANE
BROOKLYN PARK, MN 55443
TEL (612) 867-6533

MUNICIPALITY

City of RAMSEY

PROJECT

HARVEST ESTATES 2ND ADDITION

RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
XX MON 20XX	XXXXXXXXX	XXX

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

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

PRELIMINARY PLAT
01.03.2019

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

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

FILE NAME C201KRZ141029MCB

PROJECT NO. KRZ141029MCB

SITE PLAN

C2.1

SHEET NO. 3/8

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



EROSION PREVENTION AND SEDIMENT CONTROL NOTES

1. INSTALL PERIMETER SEDIMENT CONTROLS PRIOR TO BEGINNING WORK AND MAINTAIN FOR DURATION OF CONSTRUCTION. REMOVE CONTROLS AFTER AREAS CONTRIBUTING RUNOFF ARE PERMANENTLY STABILIZED AND DISPOSE OF OFF SITE.
2. LIMIT SOIL DISTURBANCE TO THE GRADING LIMITS SHOWN. SCHEDULE OPERATIONS TO MINIMIZE LENGTH OF EXPOSURE OF DISTURBED AREAS.
3. MANAGEMENT PRACTICES SHOWN ARE THE MINIMUM REQUIREMENT. INSTALL AND MAINTAIN ADDITIONAL CONTROLS AS WORK PROCEEDS TO PREVENT EROSION AND CONTROL SEDIMENT CARRIED BY WIND OR WATER.

   REFER TO SWPPP NOTES ON SHEET C3.3 FOR ADDITIONAL REQUIREMENTS.
4. EXCAVATE POND EARLY IN THE CONSTRUCTION SEQUENCE. REMOVE SEDIMENT FROM POND PERIODICALLY AND
5. AFTER AREAS CONTRIBUTING RUNOFF ARE PERMANENTLY STABILIZED.

   CONSTRUCT INFILTRATION BASIN AFTER REMAINDER OF SITE HAS BEEN STABILIZED.
6. SEED, SOD, MULCH AND FERTILIZER SHALL MEET THE FOLLOWING SPECIFICATIONS, AS MODIFIED.

ITEM	SPECIFICATION NUMBER
SOD	MNDOT 3878
SEED	MNDOT 3876
MN TYPE 22-111 @ 30.5 LB/AC - TEMPORARY	
MN TYPE 25-121 @ 61 LB/AC - PERMANENT	
MULCH	MNDOT 388
FERTILIZER	1MNDOT TYPE 1 @ 2 TON/AC

7. SOIL WILL BE SCARIFIED PRIOR TO RESEEDING TO REDUCE SOIL COMPACTION.
8. SCRAPE ADJACENT STREETS CLEAN DAILY. STREET SWEEPING IS REQUIRED A MINIMUM OF 1 TIME PER WEEK OR AS DIRECTED BY THE CITY ENGINEER.
9. IINLET PROTECTION SHALL BE REMOVED PRIOR TO WATER FREEZE AND REPLACED IN SPRING IF SITE STABILIZATION IS NOT ACHIEVED (AT THE DIRECTION OF THE CITY ENGINEER).

GRADING NOTES

11. CONTACT UTILITY SERVICE PROVIDERS FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING GRADING.
12. REFER TO THE GEOTECHNICAL REPORT PREPARED BY NORTHERN TECHNOLOGIES, INC., DATED FEBRUARY 15, 2015, FOR ADDITIONAL INFORMATION ON BACKFILL MATERIAL, GROUNDWATER CONDITIONS, AND COMPACTION REQUIREMENTS.
13. REMOVE TOPSOIL FROM GRADING AREAS AND STOCKPILE SUFFICIENT QUANTITY FOR REUSE.
14. REMOVE SURFACE AND GROUND WATER FROM EXCAVATIONS.
15. AN INDEPENDENT TESTING FIRM SHALL VERIFY THE REMOVAL OF ORGANIC AND UNSUITABLE SOILS, SOIL CORRECTION, AND COMPACTION AND PROVIDE PERIODIC REPORTS TO THE OWNER.
16. PLACE AND COMPACT FILL USING LIFT THICKNESS MATCHED TO SOIL TYPE AND COMPACTION EQUIPMENT TO OBTAIN SPECIFIED COMPACTION THROUGHOUT THE LIFT.
17. ALL SITE GRADING MUST BE COMPLETED, CERTIFIED BY THE ENGINEER AND ALL OFF ROAD GRADING EQUIPMENT REMOVED BEFORE STARTING ANY UTILITY WORK.
18. SITE IS LOCATED WITHIN THE BOUNDARIES OF THE COON CREEK WATERSHED DISTRICT.
19. MAXIMUM SLOPE SHALL BE 4:1.
20. RESTORATION WORK SHALL BE COMPLETED WITHIN 7 DAYS OF GRADING COMPLETION.

LEGEND

SYMBOL	DESCRIPTION	ESTIMATED QUANTITY
	:INLET PROTECTION	6 EACH
	:SILT FENCE	1,600 L.F.
	:VEHICLE TRACKING PAD	1 EACH
	:EROSION CONTROL BLANKET	4,910 SQ.FT.
X 000.0	:DENOTES EMERGENCY OVERFLOW	

LOT BY LOT TABULATION

Lot	Block	House Type	Garage Floor Ele	Driveway Grade (%)	Lowest Floor Ele	Lowest Opening Ele (living space)	100 Year Flood Ele	Emergency Overflow Ele	Highest Anticipated Water Table or Mottled Soil
1	1	5C CS	892.5	6.4	889.3	893.0	878.0	889.0	
2	1	FBLO	894.5	8.4	887.0	890.2	878.0	889.0	
3	1	FBLO	894.5	6.5	887.0	890.2	878.0	889.0	
4	1	FBLO	894.5	8.8	887.0	890.2	878.0	889.0	
5	1	5C CS	891.5	7.3	888.3	892.0	878.0	889.0	
6	1	5C CS	889.0	6.4	885.8	889.5	878.0	889.0	
1	2	5C CS	893.0	5.7	889.8	893.5	878.0	887.5	
2	2	FBWO	893.0	4.5	885.5	885.5	878.0	887.5	
3	2	FBWO	893.0	4.5	885.5	885.5	878.0	887.5	
4	2	FBWO	892.0	3.0	884.5	884.5	878.0	887.5	
5	2	FBWO	892.0	4.0	884.5	884.5	878.0	887.5	
6	2	FBWO	894.5	6.7	887.0	887.0	878.0	887.5	
7	2	FBWO	893.5	5.1	886.0	886.0	878.0	887.5	
8	2	FBWO	892.5	6.8	885.0	885.0	878.0	887.5	
9	2	FBLO	888.0	3.5	880.5	888.5	878.0	887.5	

BUILDING TYPE
FBWO = FULL BASEMENT WALK OUT
FBLO = FULL BASEMENT LOOKOUT WINDOWS
5C CS = CRAWL SPACE

XXX.X : REAR ELEVATION
FBWO/FB : UNIT TYPE
XXX.XX : MINIMUM BASEMENT ELEVATION
GF=XXX.X : FRONT GARAGE FLOOR ELEVATION
DRP 1C : DENOTES NUMBER OF COURSES GARAGE FLOOR IS DROPPED FROM TOP OF FOUNDATION

NOTES:
1. GARAGE LOCATION INDICATED BY DRIVEWAY.

1 PAD DETAIL NO SCALE

Know what's Below. Call before you dig.

NORTH

0 50 100

NPDES AREA SUMMARY

	EXISTING	PROPOSED
PERVIOUS	6.26 ACRES	4.62 ACRES
IMPERVIOUS	0.16 ACRES	1.80 ACRES
TOTAL	6.42 ACRES	6.42 ACRES

DISTURBED AREA = 4.93 ACRES

Cut/Fill Summary - Contour to Contour - Run Date 01/02/2019

Name	Cut Factor	Fill Factor	2d Area	Cut	Fill	Net
Volume-Cut Fill	**1.000**	**1.000**	213333.98 Sq. Ft.	3485.00 Cu. Yd.	25056.02 Cu. Yd.	21571.03 Cu. Yd.<Fill>
Totals			213333.98 Sq. Ft.	3485.00 Cu. Yd.	25056.02 Cu. Yd.	21571.03 Cu. Yd.<Fill>

© LANDFORM 2019

DEVELOPER

MEADOWCREEK BUILDERS
10122 EWING LANE
BROOKLYN PARK, MN 55443
TEL (612) 867-6533

MUNICIPALITY

City of RAMSEY

PROJECT

HARVEST ESTATES 2ND ADDITION

RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
XX MON 20XX	XXXXXXXXX	XXX

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

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

PRELIMINARY PLAT
01.03.2019

LANDFORM
From Site to Finish
105 South Fifth Avenue Tel: 612-252-9070
Suite 513 Fax: 612-252-9077
Minneapolis, MN 55401 Web: landform.net

FILE NAME C301KRZ141029MCB

PROJECT NO. KRZ141029MCB

GRADING, DRAINAGE AND EROSION CONTROL
C3.1

SHEET NO. 4/8

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



© LANDFORM 2019

V:\mpls\vol2\Studio\Active Projects\KRZ\141029.MCB - Harvest Est 2nd in Ramsey MN\Design Drawings & Work Products\C401KRZ141029MCB.dwg, 1:1

GENERAL NOTES

1. FOR CONSTRUCTION STAKING AND SURVEYING SERVICES CONTACT LANDFORM PROFESSIONAL SERVICES AT 612.252.9070.

UTILITY NOTES

2. PIPE MATERIALS

WATERMAIN	DIP CLASS 52 (ANSI A21.51/AWWA C151), C900 PVC
WATER SERVICE	COPPER TYPE K (ASTM B88)
SANITARY SEWER	PVC SDR 35 (ASTM: D3034, D2665, & F891)
SAN. SEWER SERVICE	PVC SDR 35, SDR 26, SCHEDULE 40 (ASTM: D1785, D3034, D2665, & F891)
STORM SEWER	PVC SCHEDULE 40 (ASTM: D1785, D3034, D2665, & F891)
	PVC SCHEDULE 40 (ASTM: D1785, D3034, D2665, & F891)
	RCP 12"-18" CLASS 5 (ASTM C76)
	RCP 21" CLASS 4 (ASTM C76)
	RCP 24"-48" CLASS 3 (ASTM C76)
	CMP ALUMINIZED STEEL TYPE 2, 12"-120" (AASHTO: M36, M274; ASTM: A929, A760, A798)
DRAIN TILE	HDPE - CORREGATED & PERFORATED (ASTM D3350, ASTM D4976, AASHTO M252, AASHTO M294)

3. CONTACT UTILITY SERVICE PROVIDERS FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING.
4. CONTRACTOR TO FIELD VERIFY LOCATION AND ELEVATION OF ALL UTILITY POINTS OF CONNECTION PRIOR TO CONSTRUCTION OF ANY PROPOSED UTILITIES. CONTRACTOR TO NOTIFY ENGINEER IMMEDIATELY IF THERE IS ANY DISCREPANCY.
5. CONTRACTOR TO POTHOLE ALL UTILITY CROSSINGS PRIOR TO CONSTRUCTION OF NEW UTILITIES TO VERIFY DEPTHS OF EXISTING LINES. CONTACT ENGINEER IMMEDIATELY IF ANY CONFLICTS ARE DISCOVERED.
6. PROVIDE MEANS AND MEASURES TO PROTECT ADJACENT PROPERTY FROM DAMAGE DURING UTILITY INSTALLATION.
7. PIPE LENGTHS SHOWN ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE OR END OF END SECTION.
8. INSTALL TRACER WIRE WITH ALL NON-CONDUCTIVE UTILITIES.
9. CONNECT TO CITY UTILITIES IN ACCORDANCE WITH CITY OF RAMSEY STANDARDS.
10. MAINTAIN 7.5 FEET OF COVER ON WATER.
11. DEFLECT WATER TO MAINTAIN 18-INCH MINIMUM OUTSIDE SEPARATION AT SEWER CROSSINGS. CENTER PIPE LENGTHS TO PROVIDE GREATEST SEPARATION BETWEEN JOINTS.
12. CONTACT XX, CITY OF CITY XXXXXX DEPARTMENT, AT XXX.XXX.XXXX FOR FLUSHING AND PRESSURE TEST INSPECTIONS.
13. THE WATER DISTRIBUTION SYSTEM SHALL BE DISINFECTED PER MINNESOTA RULES, PART 4714.
14. CATCH BASINS IN CURB AND GUTTER ARE SUMPED 2 INCHES BELOW THE GUTTER GRADE. REFER TO DETAIL X ON SHEET C7.X.
15. ROCK MEDIA IN INFILTRATION OR FILTRATION SYSTEMS SHALL BE ANGULAR, NON-CALCAREOUS ROCK.
16. IRRIGATION SLEEVE TO BE 4" SCHEDULE 80 PVC BURIED 24" BELOW GRADE. EXTEND SLEEVES 3' BEYOND THE EDGE OF PAVEMENT. (COORDINATE WITH IRRIGATION CONTRACTOR.)
17. COORDINATE WITH PRIVATE UTILITIES TO PROVIDE ELECTRIC, NATURAL GAS, AND COMMUNICATIONS SERVICES TO BUILDING.
18. THE PRIMARY ELECTRIC FEED, TRANSFORMER, AND METER ARE PROVIDED AND INSTALLED BY X Y Z ENERGY . THE TRANSFORMER PAD DESIGN IS PROVIDED BY THE UTILITY AND CONSTRUCTION IS BY THE CONTRACTOR . CONTACT UTILITY FOR PAD DETAIL. THE SECONDARY ELECTRIC AND CONDUITS SHALL BE INSTALLED BY THE ELECTRICAL CONTRACTOR.
19. XXXXXXXX WILL FURNISH AND INSTALL GAS SERVICE PIPING FROM THE MAINLINE TO THE METER AND THE METER . GAS SERVICE FROM THE METER SHALL BE INSTALLED BY THE MECHANICAL CONTRACTOR.
20. PROVIDE ONE X-INCH PVC CONDUIT WITH PULL-STRING FROM EXISTING TELEPHONE SERVICE TO BUILDING.
21. PROVIDE CONDUITS FOR CABLE TELEVISION AND OTHER ELECTRONIC COMMUNICATION.
22. ADJUST STRUCTURES TO FINAL GRADE WHERE DISTURBED. COMPLY WITH REQUIREMENTS OF UTILITY. MEET REQUIREMENTS FOR TRAFFIC LOADING IN PAVED AREAS.

Know what's Below. Call before you dig.

NORTH

0 50 100

DEVELOPER

MEADOWCREEK BUILDERS
10122 EWING LANE
BROOKLYN PARK, MN 55443
TEL (612) 867-6533

MUNICIPALITY

City of RAMSEY

PROJECT

HARVEST ESTATES 2ND ADDITION

RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
XX MON 20XX	XXXXXXXXX	XXX

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

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

PRELIMINARY PLAT
01.03.2019

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

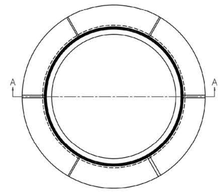
Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

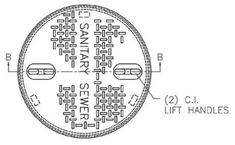
FILE NAME	C401KRZ141029MCB
PROJECT NO.	KRZ141029MCB

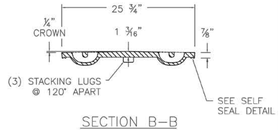
UTILITY PLAN
C4.1

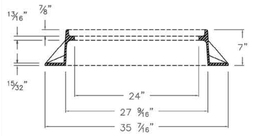
SHEET NO. 5/8

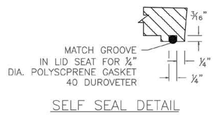
Landform *and Site to Finish * are registered service marks of Landform Professional Services, LLC.









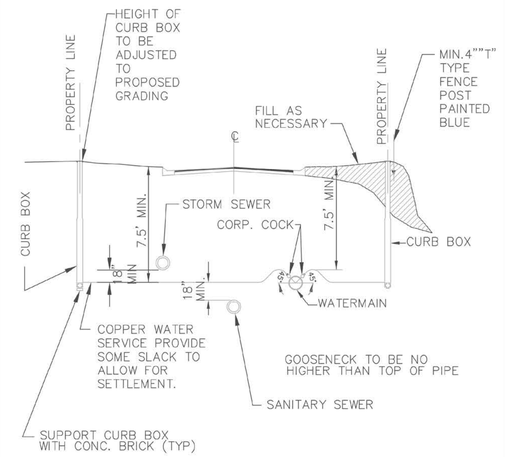


NOTE: NOT TO SCALE

APPROVED: 11 – 2015	City of RAMSEY	STANDARD DETAILS: WATER TIGHT CASTING
		CITY PLATE No. SEW–2

5 **WATER TIGHT CASTING**

NO SCALE



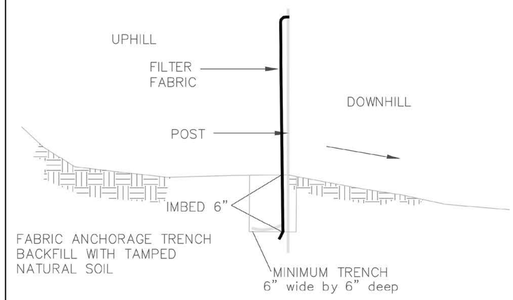
WATER SERVICE

NTS

APPROVED: 4 – 2016	City of RAMSEY	STANDARD DETAILS: WATER SERVICE
		CITY PLATE No. WAT–2

3 **WATER SERVICE**

NO SCALE



INSTALL AS PER FILTER FABRIC MANUFACTURER'S RECOMMENDATIONS

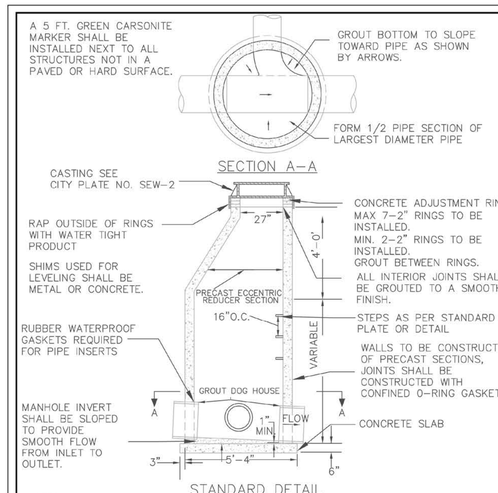
SILT FENCE DETAIL

NO SCALE

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: SILT FENCE
		CITY PLATE No. ERO–1

1 **INLET PROTECTION**

NO SCALE

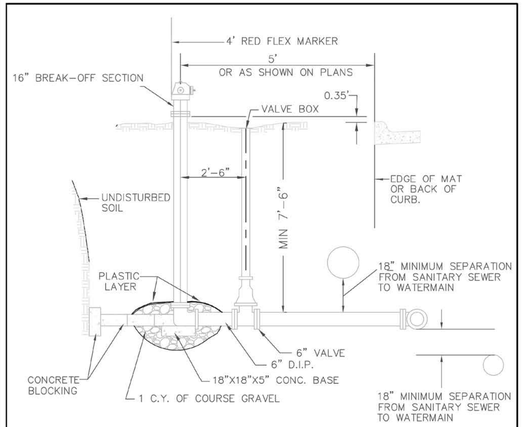


NOTES:
1. A 10 GAGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL SEWER LINES.
2. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE.
3. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS.
4. 6" BASE FOR ALL MANHOLES LESS THAN 14 FT. OF DEPTH, INCREASE BASE THICKNESS 2" PER 6 FT. OF DEPTH BEYOND 14 FT.
5. 5" PRECAST BASE MAY BE USED FOR MANHOLES LESS THAN 14 FT. DEEP.
6. ALL INVERTS TO BE 0.10' ABOVE OUTLET,

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: SANITARY MANHOLE
		CITY PLATE No. SEW–1

6 **SANITARY MANHOLE**

NO SCALE

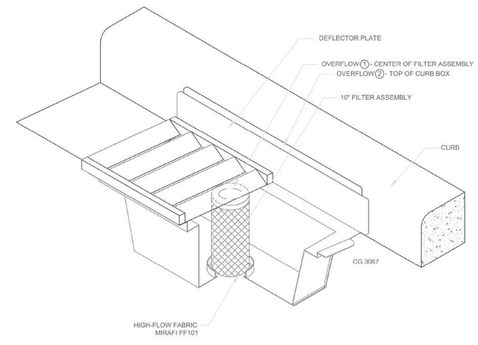


NOTES:
1. HYDRANTS TO BE ORDERED FOR 8'–0" BURY. IN AREAS OF EXTRA DEPTH ON THE WATERMAIN, HYDRANTS EXTENSIONS MAY BE REQUIRED.
2. HYDRANTS SHALL BE BLOCKED OR TIED TO THE TEE AT MAIN WITH 2–3/4" DIAMETER TIE RODS. ALL TIE RODS TO BE COAL TAR COATED AFTER INSTALLATION. RESTRAINED JOINT PIPE AND RETAINING GLANDS MAY BE USED.
3. TOP NUT OF HYDRANT 2.5' ABOVE TOP BACK OF CURB OR BITUMINOUS SURFACE.
4. HYDRANTS BURIED BELOW WATER TABLE, DRAIN HOLES NEED TO BE PLUGGED AND HYDRANT MARKED BY PAINTING 5" CAP YELLOW.
5. BRUSH PAINT ALL HYDRANTS AFTER INSTALLATION IS COMPLETE.

APPROVED: 4 – 2016	City of RAMSEY	STANDARD DETAILS: HYDRANT
		CITY PLATE No. WAT–1

4 **HYDRANT**

NO SCALE



INLET PROTECTION – WIMCO OR EQUAL

N.T.S.

NOTE:
THIS INLET PROTECTION SHALL BE USED IMMEDIATELY FOLLOWING CURB & GUTTER CONSTRUCTION. INLET PROTECTION SHALL REMAIN INSTALLED AND MAINTAINTED UNTIL ALL HOME CONSTRUCTION IS COMPLETE.

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: INLET PROTECTION
		CITY PLATE No. ERO–2

2 **SILT FENCE**

NO SCALE

© LANDFORM 2019

\\VPS\VOL\Studios\Active Projects\KRZ141029\MCB - Harvest Est 2nd in Ramsey \MN\Design Drawings & Work Product\C701KRZ141029MCB.dwg, 1:1

DEVELOPER

MEADOWCREEK BUILDERS
10122 EWING LANE
BROOKLYN PARK, MN 55443
TEL (612) 887-6533

MUNICIPALITY

City of RAMSEY

PROJECT

HARVEST ESTATES 2ND ADDITION

RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
XX MON 20XX	XXXXXXXXX	XXX

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

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

PRELIMINARY PLAT
01.03.2019

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

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

FILE NAME	C701KRZ141029MCB
PROJECT NO.	KRZ141029MCB

CIVIL CONSTRUCTION DETAILS

C7.1

SHEET NO. 6/8

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

TABLE A
MODIFIED CLASS 5 SPECIFICATIONS

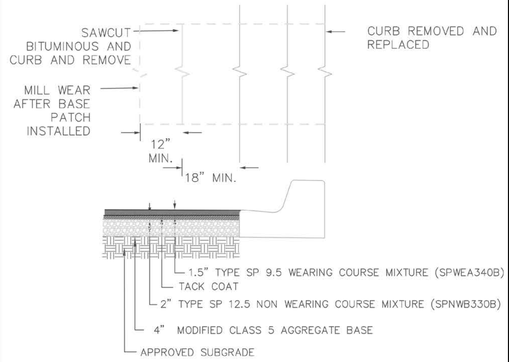
% PASSING

1"	100
3/4"	90 – 100
3/8"	50 – 80
No.4	35 – 70
No.10	20 – 60
No.40	10 – 35
No.200	5 – 10

NOTES:
1. THE AGGREGATE BASE CONSTRUCTION WILL BE ACCEPTED FOR PAYMENT IN ACCORDANCE WITH THE PROVISIONS IN TABLE A.
2. IF THE AGGREGATE BASE FAILS TO MEET THE REQUIREMENTS OF TABLE A THE MATERIAL CAN BE CORRECTED IN PLACE OR REMOVED AND REPLACED WITH MATERIAL THAT MEET THE REQUIREMENTS OF TABLE A.
3. IN THE EVENT THAT RECYCLED MATERIAL IS USE IT MUST MEET MNDOT REQUIREMENTS FOR RECYCLED BASE.

APPROVED:		STANDARD DETAILS:
2 - 2003	City of RAMSEY	MODIFIED CLASS 5 SPECIFICATIONS
		CITY PLATE No. STR-26

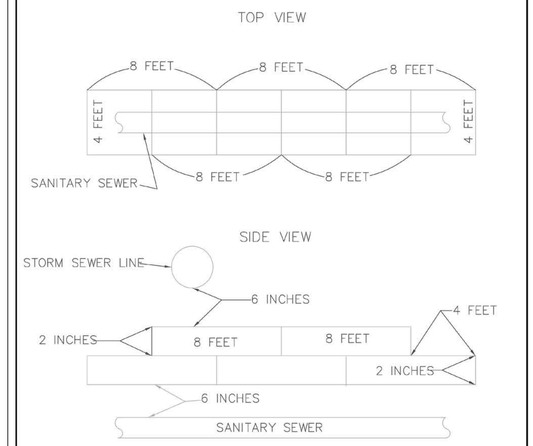
5 **MODIFIED CLASS 5 SPECIFICATIONS**
NO SCALE



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

APPROVED:		STANDARD DETAILS:
6 - 2016	City of RAMSEY	STREET PATCHING STANDARDS
		CITY PLATE No. STR-25

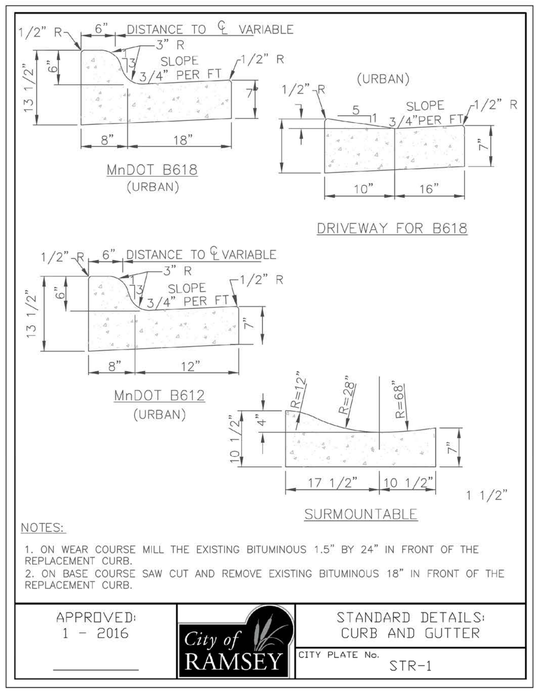
3 **STREET PATCHING STANDARDS**
NO SCALE



NOTES: 1) SHEETS ARE 2 INCHES BY 4 FEET BY 8 FEET
2) SURFACE PREPARATION SHALL BE SMOOTH AND ROCK FREE
3) JOINTS WILL BE OVERLAPPED BY 4 FEET
4) POLYSTYRENE INSULATION OR APPROVED EQUAL

APPROVED:		STANDARD DETAILS:
9 - 2011	City of RAMSEY	SANITARY SEWER INSULATION
		CITY PLATE No. SEW-6

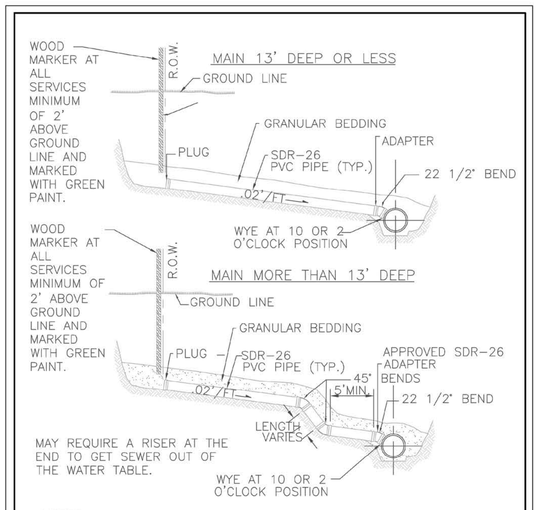
1 **SANITARY SEWER INSULATION**
NO SCALE



NOTES:
1. ON WEAR COURSE MILL THE EXISTING BITUMINOUS 1.5" BY 24" IN FRONT OF THE REPLACEMENT CURB.
2. ON BASE COURSE SAW CUT AND REMOVE EXISTING BITUMINOUS 18" IN FRONT OF THE REPLACEMENT CURB.

APPROVED:		STANDARD DETAILS:
1 - 2016	City of RAMSEY	CURB AND GUTTER
		CITY PLATE No. STR-1

4 **CURB AND GUTTER**
NO SCALE



NOTES:
1. 10 GAGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL SEWER LINES
2. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE.
3. TRACER WIRE ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS.

APPROVED:		STANDARD DETAILS:
4 – 2016	City of RAMSEY	SANITARY SEWER SERVICE
		CITY PLATE No. SEW-3

2 **SANITARY SEWER SERVICE**
NO SCALE

© LANDFORM 2019

\\VPSVD03\Studio\Active Projects\KRZ141029\MCB - Harvest Est 2nd in Ramsey \MN\Design Drawings & Work Product\C702KRZ141029MCB.dwg, 1:1

DEVELOPER

MEADOWCREEK BUILDERS
10122 EWING LANE
BROOKLYN PARK, MN 55443
TEL (612) 887-6533

MUNICIPALITY

City of RAMSEY

PROJECT

HARVEST ESTATES
2ND ADDITION
RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
XX MON 20XX	XXXXXXXXX	XXX

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

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

PRELIMINARY PLAT
01.03.2019

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401
Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME	C702KRZ141029MCB
PROJECT NO.	KRZ141029MCB

CIVIL CONSTRUCTION DETAILS
C7.2

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



LANDSCAPE NOTES

1. CONTACT UTILITY SERVICE PROVIDERS FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING.
2. COORDINATE INSTALLATION WITH CONTRACTORS PERFORMING RELATED WORK.
3. SEED MIXTURES SHALL BE AS DEFINED IN CURRENT MNDOT SEEDING MANUAL. NATIVE SEEDS SHALL BE OF MINNESOTA (OR AS SPECIFIED) ORIGIN AND CERTIFIED BY THE MINNESOTA CROP IMPROVEMENT ASSOCIATION (MCIA). PROVIDE VERIFYING DOCUMENTATION TO THE OWNER 30 DAYS MINIMUM PRIOR TO INSTALLATION.
4. PLANT MATERIAL SHALL CONFORM TO THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND BE OF HARDY STOCK, FREE FROM DISEASE, INFESTATION, DAMAGE, AND DISFIGURATION. FOR DISCREPANCY BETWEEN THE NUMBER OF PLANTS ON THE SCHEDULE AND THE NUMBER SHOWN ON THE DRAWING, THE DRAWING SHALL GOVERN.
5. PLANTING SOIL SHALL CONSIST OF 4 PARTS TOPSOIL TO 1 PART PEAT HUMUS, WITH 3 POUNDS OF COMMERCIAL FERTILIZER PER CUBIC YARD
6. SPREAD A MINIMUM OF 6 INCHES OF TOPSOIL AND SEED/SOD ALL TURF AREAS DISTURBED BY CONSTRUCTION.
7. PLACE PLANTS ACCORDING TO LAYOUT WITH PROPER NOMINAL SPACING.
8. SEE DETAILS FOR DEPTH OF PLANTING SOIL.
9. INSTALL A 6-FOOT DIAMETER SHREDDED HARDWOOD MULCH DISH AROUND TREES NOT PLACED WITHIN A SHRUB OR PERENNIAL PLANTING BED. VINYL EDGING IS NOT REQUIRED.
10. CONIFEROUS TREE SPECIES SHALL BE PLACED PER PLAN. VARIABLE HEIGHTS WITHIN EACH SPECIES (SEE PLANT SCHEDULE BELOW) SHALL BE RANDOMLY PLACED THROUGHOUT SITE. NO GROUPING SHALL CONTAIN CONIFERS OF THE SAME SINGLE HEIGHT.

SOD / SEED

11. SEE EROSION CONTROL PLAN FOR SEEDING OF ALL OTHER DISTURBED AREAS

DECIDUOUS TREES

KEY	COUNT	COMMON NAME	SCIENTIFIC NAME	MATURE SIZE	SIZE/ ROOT	SYMBOL
ACMO	1	NORTHWOOD MAPLE	ACER RUBRUM 'NORTHWOODS'	50'H x 35'W	2.5" B&B	
TIRE	3	REDMOND LINDEN	TILIA AMERICANA 'REDMOND'	50'H X 30'W	2.5" B&B	
BENA	7	RIVER BIRCH	BETULA NIGRA	50'H X 40'W	2.5" B&B	
CEOC	6	COMMON HACKBERRY	CELTIS OCCIDENTALIS	75'H X 50'W	2.5" B&B	
QUBI	3	SWAMP WHITE OAK	QUERCUS BICOLOR	60'H X 50'W	2.5" B&B	

CONIFEROUS TREES

KEY	COUNT*	COMMON NAME	SCIENTIFIC NAME	MATURE SIZE	SIZE/ ROOT	SYMBOL
PINI	3	AUSTRIAN PINE	PINUS NIGRA	50'H X 20'W	6' B&B	
PIGD	4	BLACK HILLS WHITE SPRUCE	PICEA GLAUCA DENSATA	45'H X 20'W	6' B&B	
ABBA	22	BALSAM FIR	ABIES BALSAMEA	60'H X 35'W	6' B&B	

Know what's Below. Call before you dig.

NORTH

0 50 100

DEVELOPER

MEADOWCREEK BUILDERS
10122 EWING LANE
BROOKLYN PARK, MN 55443
TEL (612) 887-6533

MUNICIPALITY

City of RAMSEY

PROJECT

HARVEST ESTATES 2ND ADDITION

RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
xx MON 20xx	xxxxxxxxx	xxx

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

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

PRELIMINARY PLAT
01.03.2019

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

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

FILE NAME L201KRZ141029MCB

PROJECT NO. KRZ141029MCB

LANDSCAPE PLAN AND DETAILS

L2.1

SHEET NO. 8/8

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

© LANDFORM 2019

\\MSPSVR02\Studios\Active Projects\KRZ141029.MCB - Harvest Est 2nd in Ramsey MN\Design Drawings & Work Product\L201KRZ141029MCB.dwg, 1:1

Hi Tim, January 7, 2019

We initially e-mailed you regarding the letter (dated December 3, 2018) that residents received concerning the Harvest Estates 2nd Addition (Meadowbrook) development. Now that some time has passed and the developer has brought in fill as outlined in the letter, we'd like to go on record with you and the city council with a few comments.

1. While the council might like to see smaller lots as proposed by the new developer on 152nd Lane NW, most residents currently living in the Phase 1 portion of Harvest Estates would like to see the original proposed lot sizes adhered to. The existing houses currently on 152nd Lane NW are on larger lots. See Figure 1 below. Keeping the original lot sizes that were proposed for Phase 2 on 152nd Lane NW would keep the spacing between houses similar to the existing houses in Phase 1 on 152nd Lane NW.

2. Area "A" as shown below in Figure 1, roughly outlines an area where there are existing 40 foot tall mature trees. If the proposed lot sizes are approved, many of those trees would need to be removed for the construction of the new house on Lot 5. While we understand some trees will need to be removed, we would like the developer to keep as many of those trees in Area "A' as possible. The trees provide a nice wind break from the northwest. Also, there are mature trees scattered elsewhere in Phase 2 and we would like the developer to keep as many of those trees as possible.

3. We would like the developer to provide a landscaping plan and plant coniferous trees in Area "B" as shown below in Figure 1. We feel the developer will more than likely remove the majority of mature trees that are currently located in this area.

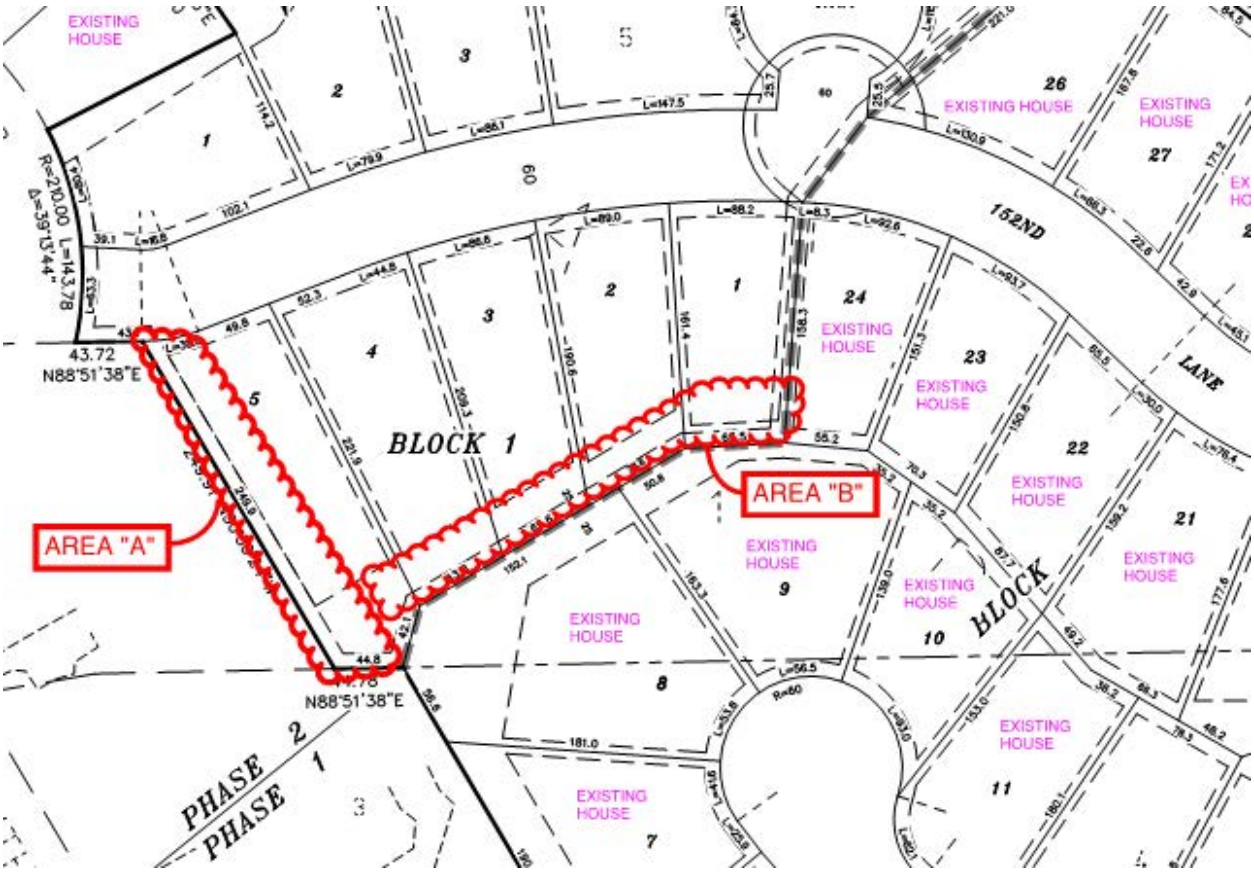


FIGURE 1

Sincerely,

Kurt and Rebekka Allen

5724 152nd Ct NW

Ramsey, MN 55303

Hello, Tim.

My name is Jessica Evenson. I am a resident in Harvest Estates, 1st addition (5720 152nd Court). I received the letter dated December 3rd regarding the Meadowbrook development. I know you have been contacted by my neighbors The Allens and The Bakos. I wanted to, also, contact you and express the same concerns they have and also ask a few additional questions.

They brought up the following which I support completely:

1. While the council might like to see smaller lots as proposed by the new developer on 152nd Lane NW, most residents currently living in the Phase 1 portion of Harvest Estates would like to see the original proposed lot sizes adhered to. The existing houses currently on 152nd Lane NW are on larger lots. See Figure 1 below. Keeping the original lot sizes that were proposed for Phase 2 on 152nd Lane NW would keep the spacing between houses similar to the existing houses in Phase 1 on 152nd Lane NW.

2. Area "A" as shown below in Figure 1, roughly outlines an area where there are existing 40 foot tall mature trees. If the proposed lot sizes are approved, many of those trees would need to be removed for the construction of the new house on Lot 5. While we understand some trees will need to be removed, we would like the developer to keep as many of those trees in Area "A' as possible. The trees provide a nice wind break from the northwest. Also, there are mature trees scattered elsewhere in Phase 2 and we would like the developer to keep as many of those trees as possible.

3. We would like the developer to provide a landscaping plan and plant coniferous trees in Area "B" as shown below in Figure 1. We feel the developer will more than likely remove the majority of mature trees that are currently located in this area.

Additional issues I did not see addressed in your letter is regarding the increased traffic (additional through streets?), increase of residents (school boundaries, the possible issues when there is an increase in residents and/or lower income housing) and how the development is going to affect the current property values.

I also would like to point out that there is currently no traffic sign located at the intersection of 152nd Avenue/Court and Helium Street. This intersection is the location of three different bus stops. I have seen many vehicles speed through this intersection at various times of the day. Is it going to take a child getting hit before this becomes a somewhat controlled intersection?

If you have any questions, please feel free to contact me. Thank you.

Respectfully submitted,

Jessica Evenson

-

Regular Planning Commission **6. 6.**

Meeting Date: 02/07/2019

By: Chris Anderson, Community Development

Information

Title:

PUBLIC HEARING: Consider Ordinance #19-03 Amending the Definition of Topsoil (Project No. 18-146)

Purpose/Background:

In the mid-to-late 2000s, the City adopted a new development requirement, requiring all new construction to establish 4" of premium topsoil. The intent was to reduce the consumption of water related to lawn irrigation. Through several appropriations request to the Minnesota Department of Natural Resources for additional public wells, the City needed to implement additional water conservation measures due to the high consumption compared to peer communities. A large portion of this consumption was due to lawn irrigation in very sandy soils. While the current standard is quite effective in water conservation, Staff believes it is an appropriate time to evaluate the cost-benefit ratio. The standard has not reduced the amount of development in the community, but the City has received much feedback on the standard.

For several years now, the City has been receiving feedback on the current topsoil requirement, both in the field and at other forums such as the Contractor's Networking event, hosted by the City. More recently, the City received a written request from Capstone Homes to consider revising the topsoil standard by eliminating the specification for Premium Topsoil Borrow (a now former MnDOT specification). The request identified two negative effects of the current topsoil requirement. First, that the topsoil is doing *too* good of a job in terms of holding water. They acknowledge that many homeowners are likely not adjusting their irrigation systems to account for the topsoil and are actually contributing to the problem. Secondly, they identified price as a concern compared to the cost of 'regular' black dirt.

Staff has had multiple discussions with the EPB regarding this topic. The EPB requested Staff to gather information on what similar peer communities (with similar sandy soils) require and what the purpose of the requirement was (to see if it is an apples to apples comparison). Staff looked at the requirements for communities such as Andover, Big Lake, and Blaine, all of which have a topsoil requirement and are growing communities on sandy soils (Elk River was also contacted but due to significant opposition, they did not adopt a topsoil requirement and rather, through their municipal utilities division, implemented a rebate program focused on improving irrigation systems).

Notification:

A Notice of Public Hearing was published in the Anoka County UnionHerald.

Observations/Alternatives:

Review of Peer Communities Topsoil Requirements

Staff contacted multiple communities that are all situated within the Anoka Sand Plain (these would, in general terms, all have sandy 'base' or native soils with less water holding capabilities). A summary of each communities' standards is attached to this case. Based on this review, it is clear that Ramsey has a much more stringent approach to topsoil, from how it is defined to our inspection process, than other communities. It seems that communities that have adopted a topsoil requirement have done so with an intention of reducing demand on groundwater while also assisting with vegetation establishment.

Cost Comparison

Staff has also obtained cost estimates from the builder/developer making the request and others regarding the cost of topsoil meeting the City's current specification and standard pulverized black dirt. The information helps illustrate the cost added to an individual lot (and therefore, passed on to the home buyer) to comply with this standard. As a reminder, the topsoil requirement is applicable to any lot (commercial/residential/industrial/institutional) being developed with a new, principal building, regardless of whether it is connected to the municipal water system or not. These costs are representative of the typical residential lot sizes being developed currently.

Approximate Lot Size	Estimated Cost of Premium Topsoil Borrow	Estimated Cost of Regular Black Dirt	Price Difference
6,000 sq. ft. (0.15 acres)	$3,690	$2,250	$1,440
10,800 sq. ft. (0.25 acres)	$5,740	$3,500	$2,240
43,560 sq. ft. (1 acre)	$10,660	$6,500	$4,160
108,900 sq. ft. (2.5 acres)	$19,000	Unknown	Unknown

Alternatives to Premium Topsoil Specification

As has been noted, the present request is not to entirely eliminate the topsoil requirement, but rather to modify it to something more consistent with surrounding communities. This would still provide improved soil characteristics (compared to the native/base soil), but at a more cost effective rate. This could also help eliminate some of the undesirable characteristics that many yards have exhibited, such as oversaturated, spongy/soggy ground (which is also a result of over watering, not just simply due to the topsoil).

Advances in irrigation technology over the past decade have made it easier and more cost effective to conserve water through better sprinkling habits. Smart controllers can be connected via the internet to local weather information, weather stations, historical precipitation data, etc. to assist with reducing unnecessary waterings. Also, soil moisture sensors, often available for $150 or less, can be utilized in different parts of a yard (with different growing conditions) to ensure that the irrigation system doesn't turn on that zone unless there is insufficient moisture in the soil. The message coming out of the University of Minnesota's Extension team is that water efficient irrigation systems, not new turf varieties or soil amendments (topsoil), have become the most cost effective means to reducing non-consumptive water usage (e.g. irrigation).

City Code now requires any new irrigation system to have a water efficient technology. However, there are many systems out there that could be retrofitted. This comes at a higher cost than 'upgrading' a new system. The City could consider developing a rebate program that may incentivize owners of older irrigation systems to retrofit them with newer irrigation technologies, as a future discussion. Additionally, a simple 'irrigation system tune-up' could also be incentivized to not only ensure that a system is running properly with no leaks or malfunctioning parts, but also, hopefully, educate homeowners about how their system works, and allow adjustments to systems that were never dialed back after the lawn was initially established (new systems are typically set to water new lawns heavily on a daily basis). The City of Elk River, through their municipal utilities division, has an established rebate program that could be used as a model. It may also be possible to find grant funds that could be utilized to establish and offer these rebate programs.

Weather/Precipitation/Landscape

The largest factor in water usage has always been and will likely always be the weather, and more specifically, precipitation. That's one of the greatest advantages of the new technologies now available for irrigation systems, weather can be and is factored into the programed run-times. The water usage data from the City does show a clear correlation between reduced precipitation and increased water usage.

Additionally, canopy cover can also play a significant role in watering needs of a yard. Shady portions of a lawn

require much less water than sunny portions. Again, options such as soil moisture sensors placed in differing growing conditions within a yard, can significantly reduce water usage by restricting which zones actually run on a scheduled day/time.

Recommendation

While topsoil is a beneficial addition, both for water conservation and vegetation establishment, the cost difference of an engineered soil compared to a more standard black dirt is significant. Focusing more on irrigation systems and water efficient technologies rather than engineered soils, along with additional public education on the use of irrigation systems, will be more effective than the current premium topsoil requirement for reducing demand on groundwater. It would also be accomplished at a lower cost to the future homeowner (and possibly current homeowners if a rebate program were implemented).

The EPB has reviewed this topic and did recommend proceeding with an Ordinance to amend the definition of topsoil to be more similar to surrounding peer communities.

Alternatives

Alternative 1: Recommend adoption of Ordinance #19-03 to amend the definition of topsoil to be more consistent with peer communities. Staff has seen examples of yards that are oversaturated, either from on-site irrigation, neighboring irrigation, and even from multiple days of precipitation, resulting in spongy, unusable areas. Continued advancements in irrigation system technologies, along with development of enhanced educational materials on irrigation system operation and maintenance, should result in less demand on groundwater for irrigation purposes at a lower cost to future homeowners. The EPB and City Staff support this alternative.

Alternative 2: Recommend the City Council not amend the current definition of topsoil and continue to require an engineered soil for all new development. Based on the cost of this engineered material, and the advances in irrigation technology (as well as continued research and development of grasses such as fine fescues that are more drought tolerant and require less water inputs), Staff does not support this alternative.

Funding Source:

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

Action:

Motion to recommend City Council adopt Ordinance #19-03 amending the definition of topsoil.

Attachments

Letter from Capstone Homes
Current Topsoil Specification
Comparison of Topsoil Requirements of Peer Communities
EPB Meeting Minutes Dated August 20, 2018
EPB Meeting Minutes Dated November 19, 2018
Draft Ord 19-03

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	01/30/2019 07:06 PM
Tim Gladhill	Tim Gladhill	02/01/2019 07:32 AM
Form Started By: Chris Anderson		Started On: 01/28/2019 08:51 AM
Final Approval Date: 02/01/2019		

Tim Gladhill July 24th 2018

Community Development Director

City of Ramsey

Mr. Gladhill,

I'm writing to address the city policy regarding the spreading of black dirt on new construction lots at the time of construction.

The current policy requires homebuilders to place four inches of D.O.T. certified black dirt on all sodded areas of the lot. We understand that this certified dirt is an attempt to reduce irrigation need/usage and ultimately decrease water consumption in the city.

The builders are experiencing two negative effects of this policy:

1. The certified black dirt does hold more water, in fact it holds water like a sponge, and the residents often call us to complain about spongey or highly saturated areas of their yard that never dry out. We've experienced problems especially in drainage swales and lower elevation areas of yards remaining wet most of the time.
2. The cost of the certified black dirt is $425 per load versus $250 per load for regular black dirt that we use in all the other communities we build in. The typical lot uses approximately 8-10 loads of dirt at $1400-$1750 more per yard than what it costs in other communities.

The reason for the saturated, soggy lots is that people run their sprinkler systems too much. They typically set them to keep their lawn green in the driest, hottest months but they don't adjust for cooler days, or upcoming rain.

We would like to propose an alternative that we feel will be more affective at reducing water consumption, provide a better quality yard for the resident, at a lower cost for us and ultimately the resident.

Capstone Homes would like to propose that as an acceptable alternative in lieu of the current certified black dirt requirement that the builder provide an in-ground sprinkler system equipped with a Wi-Fi smart control system and four inches of regular black dirt on the entire sodded area of the lot. Enclosed is a brochure for an example of this product. The product would be installed during construction of the house, and the customer would be educated at the time of final walk through. Capstone homes will do

the system set-up so it is pre-programmed when the resident takes possession of the home and gets internet service

We ask you to consider our request and to reach out to us for further information if desired.

Our goal is a win-win-win for the city, builder and the future residents.

Thank you for your consideration,

Ben Minks

President

_____



Hunter Industries Inc., 1940 Diamond St., San Marcos, California, 92078 USA
hunterindustries.com © 2017 Hunter Industries Incorporated LIT-694-BR-HOME-US C 9/17

RESIDENTIAL & COMMERCIAL IRRIGATION | *Built on Innovation®*
Learn more, visit hydrawise.com



Save up to **50%** on your water bills

Manage from Anywhere

Gain convenient system access anytime from your smartphone, tablet, or the web for a range of remote management capabilities. Remote monitoring allows you to conveniently view, manage, and monitor your irrigation controller.

Save Water

Advanced, web-based climate monitoring uses local forecast data including temperature, precipitation, wind speed, and other factors to automatically adjust your irrigation system to area weather conditions, ensuring plants remain healthy — rain or shine.

No more wasted water. No more dead plants.

WaterSense · Meets EPA Criteria · Certified by ICC-ES

Protect Your Landscape

Designed to manage different landscapes across various climate zones, Hydrawise™ prevents over- and under-watering to ensure your plants get exactly what they need to remain healthy and flourishing.

Add Your Contractor

Built-in flow rate and valve monitoring instantly alert your professional landscape contractor in the event of a problem, so you can rest assured that your outdoor living space remains protected and your irrigation system is in good hands.

"Every summer, our water bills are over $100 just to keep our small grass area and other plants green. Since installing the Hydrawise unit, our water bill has gone from $137 to $74!"

– Darlene – Las Vegas, Nevada

Download on the App Store

ANDROID APP ON Google play

Discover Awesomeness at **hydrawise.com**

Table 3877-3 Premium Topsoil Borrow		
Requirement	**Minimum**	**Maximum**
Material Passing 2.0 mm (#10) Sieve	95%	--
Clay	10%	25%
Silt	25%	60%
Sand & Gravel	25%	60%
Organic Matter	5%	15%
pH	6.0	7.1
Soluble Salts	--	0.15 siemens/m **1.5 mmho/cm**

Topsoil Info from Peer Communities

Blaine

Definition: *Top soil:* Black dirt composed of unconsolidated material, largely undecomposed organic matter with no more than 35% sand. Requires 4 inches. They do inspect but simply lift up sod to verify that topsoil is there. They do not require any documentation regarding the material. The requirement is for both vegetative growth and water conservation.

Andover

Definition: "organic/black topsoil" shall be defined as soil/dirt that has sufficient amounts of organic material to establish a suitable foundation for vegetative growth. The topsoil should contain no more than thirty five percent (35%) sand content.

Requires 4 inches and is encouraged to be tilled in with the existing grade for optimal growth. Do not require load tickets nor do they routinely do any inspections. Originally implemented for water conservation and turf establishment purposes. Only required for lots on municipal sewer and water.

Elk River

Doesn't have a topsoil requirement. ERMU attempted to incorporate into City Code several years ago to assist with water conservation, but it was not well received (presumably by the community/developers) and therefore was never adopted.

Big Lake

Definition: Black dirt consisting of not more than 35% sand. Requires 4 inches across all disturbed areas. There is a basic landscape inspection that is done to verify that the yard is established, trees have been planted, and topsoil was installed. No documentation is required regarding the soil material. Likely established to reduce demand on groundwater for lawn maintenance (water conservation).

5.02: Review Request for an Amendment to the Current Topsoil Standard

City Planner Anderson presented the staff report. He stated that the City has received a written request to consider an amendment to the current topsoil requirement. Presently, the issuance of any Building Permit for a new principal building (residential and commercial/industrial buildings) triggers installation of four inches of topsoil meeting MnDOT's Premium Topsoil Borrow specification, across all disturbed areas not otherwise improved with impervious surfaces (e.g. building, walkways, driveways, etc.). Staff has not prepared any draft ordinance amendment but did want to initiate a discussion with the EPB about what information will be helpful for a future discussion on this topic. He stated that staff received an email this afternoon from PSD, which he provided to the Board prior to the meeting, and stated that PSD would like to leave the topsoil requirement as is and focus more on education on the homeowner level. He stated that part of the concern is that perhaps the first homeowner is aware of the topsoil requirement, however when the property changes ownership the information is not passed on to future owners. He stated that staff continues to research water conservation techniques and it is becoming apparent that the most effective water conservation tool is the smart sensor technology for inground irrigation systems.

Board Member Covart asked what would happen if there is not enough topsoil.

City Planner Anderson stated that presently the City's engineering staff does the topsoil inspection and provided additional details. He stated that if the sod is laid prior to inspection the builder would need to roll back the sod to allow for the inspection.

Board Member Fetterley stated that she would like to see comparisons from other communities. She stated that as a recent homeowner in the community they installed a smart sensor without knowing the requirement of the City. She stated that they have seen a decrease in their water bill after installing that technology. She noted that if builders are installing the smart sensor, there should not be an issue with over watering going forward. She agreed that education of existing homeowners and with the change in ownership of property would be helpful but noted that if the smart sensor is installed that should prevent over watering.

City Planner Anderson stated that the irrigation amendment was done more recently and agreed that the City should not see the issue as much moving forward. He stated that the cost to meet the topsoil requirement for the smaller lots is about $5,000, while the cost to meet the requirement for larger rural parcels would be higher.

Board Member Madison asked for details on the Capstone request.

City Planner Anderson stated that Capstone is aware of the City requirement. He stated that the City has created a list of pre-approved soil suppliers. He stated that if an alternate supplier is used, the developer/resident would have to have the soil tested.

Board Member Madison asked where the soggy yards are occurring for Capstone.

City Planner Anderson stated that could occur in swale areas that are lower in elevation. He provided additional information on the grading requirement of the City.

Board Member Madison referenced a relation of flat lots that use sump pumps and soggy lawns and asked if there is a requirement for drain tile for flat lots.

City Planner Anderson replied that the City does not have that requirement.

Board Member Fetterley asked if there are unintended consequences that could arise from changing the topsoil requirement.

City Planner Anderson stated that Capstone is not requesting to eliminate the topsoil requirement but is asking to eliminate the MnDOT certified soil requirement and instead use a standard topsoil mix. He stated that standard topsoil would have between one and three percent organic material while the City's specification requires at least five percent organic material. He stated that the perception could be that additional watering is required but did not believe homeowners think along those lines. He stated that in relation to erosion control, that is considered to be met once sod is installed or if grass seed is used, once grass has been fully established. He did not think a change in the topsoil specification would result in greater erosion concerns.

Board Member Fetterley stated that if there is less quality soil, people may water more frequently or not water enough to maintain grass/sod.

City Planner Anderson stated that multiple professors at the University of Minnesota have said that grass does not truly die, as it only goes dormant and once watered again, most will start growing again.

Chairperson Valentine referenced the regulations of neighboring communities and whether they have a soil type specification as well as depth.

City Planner Anderson confirmed that he would obtain that information from neighboring communities prior to the next time this topic is discussed, specifically what the definition of topsoil is, the amount of topsoil that is required, and the manner in which topsoil is required to be applied. He was unsure that any other communities have identified the premium topsoil specification that Ramsey has identified.

City Council Liaison LeTourneau asked if there would be a different definition of base soil for neighboring communities, specifically whether their base soil is also sand or perhaps clay.

Chairperson Valentine agreed that it would be important to compare other communities that have a similar sandy base soil that Ramsey has.

City Planner Anderson stated that Plymouth has clay soils and therefore comparing their requirements to Ramsey's would be like comparing apples to oranges. He agreed that it would be more important to focus on areas like Elk River and Andover as those are similarly growing communities that also have sandy soils. He stated that although Blaine is more developed, they also have sandy soils and perhaps that would also be a good comparison.

City Council Liaison LeTourneau stated that it would also be interesting to find out the other communities' orientation on water conservation. He noted that Ramsey is very orientated towards water conservation and if other communities do not share that concern, they may not have the same requirements. He stated that it is his understanding that Ramsey is handling the majority of the recharge of the aquifer while the discharge is being shared.

Board Member Fetterley referenced the educational standpoint and stated that perhaps there could be brainstorming on the information that would need to be shared. She noted that there are different areas of the community, noting that her property has no topsoil and is mostly sand and some property owners have City water while others have well water and therefore there would need to be different educational information shared to different property owners.

City Planner Anderson stated that the Board previously developed a water conservation toolbox that could be updated and perhaps there could be discussion of time appropriate information shared in the City newsletter and on the website for this topic. He stated that part of the challenge is that the City can make the information available but cannot make people read the information. He stated that perhaps there would be an opportunity to include information in the new resident mailing and packet that is made available to new residents.

Board Member Fetterley asked if the Board could target the irrigation companies that work in this area to assist in education of homeowners. She stated that her family has an irrigation company they work with that actually suggested the smart sensor.

City Planner Anderson stated that existing irrigation systems are not subject to the smart sensor requirement and explained that the intention was that any new systems installed would need to have the sensor.

City Council Liaison stated that the City's Communication Specialist could also possibly assist in the educational component.

City Planner Anderson confirmed that he would likely be working with the Communication Specialist on the educational components.

City Council Liaison LeTourneau asked the timeline of when this would move forward to the Council.

City Planner Anderson reviewed the potential schedule for this item noting that perhaps this would move to the Council in November or December. He stated that if there is any change, his intent would be to implement the change prior to the construction season in 2019.

City Council Liaison LeTourneau stated that he will appreciate the input of the Board Members at the future discussions in order to better represent their opinion when this does move forward to the City Council.

City Planner Anderson confirmed that to be his intention. He noted that the intent tonight was simply to introduce the discussion to the Board and obtain input on what the Board would find helpful for the next discussion.

Board Member Moore stated that it would be helpful to have the information from the City Engineer on the University of Minnesota session he attended regarding topsoil and watering.

5.01: Discussion on Topsoil Requirement and Potential Amendments or Alternatives (Project No. 146)

City Planner Anderson presented the staff report. He noted that the Board previously held a general discussion on the City's topsoil standard. The impetus for that discussion (and this case) was a request from a developer/builder that the City revise the topsoil standard by eliminating the specification for Premium Topsoil Borrow. The request identified two negative effects of the current topsoil requirement. First, that the topsoil is doing too good of a job in terms of holding water; they acknowledge that many homeowners are not adjusting their irrigation system to account for the topsoil and are actually contributing to the problem. Secondly, they identified price as a concern compared to the cost of "regular" black dirt. He stated that as part of the initial discussion, staff was asked to gather information on what similar peer communities (with similar sandy soils) require and what the purpose of the requirement was (to see if it is an apples-to-apples comparison). Additionally, staff has attempted to compile water usage data for the City over the past ten years in an attempt to assess the effectiveness of the current topsoil requirement to reduce water usage.

City Planner Anderson noted that while topsoil is a beneficial addition, both for water conservation and vegetation establishment, the cost difference of an engineered soil compared to a more standard black dirt is significant. Focusing more on the irrigation systems and water efficient technologies rather than engineered soils, along with additional educational information on irrigation systems, should be as effective as the current standard regarding reducing demand on groundwater. It would certainly be accomplished at a lower cost to the future homeowner (and possibly current homeowners if a rebate program were implemented). Thus, staff would recommend proceeding with an Ordinance Amendment to modify the definition of topsoil consistent with other peer communities (such as "black dirt composed of unconsolidated material, largely undecomposed organic matter with no more than 35% sand").

City Engineer Westby stated that staff is involved with other groups on the topic of water supply, both regionally and across the metro, and provided background information on the groups that he is involved with. He stated that he has worked with Capstone over a number of years on the developments that they have been working on in Ramsey. He stated that he become more involved in the topsoil specification and the fallout caused by the specification, specifically in the Brookfield 7th and 8th additions. He provided examples of backyards in that neighborhood that consistently hold water after rain events or from upstream property owners overwatering their yards. He stated that staff worked with Capstone in those areas to use a Ramsey topsoil which has a higher portion of sand and lesser organic material as test cases and that seems to have worked well. He stated that since the time the topsoil requirement was enacted, the cost for smart sensor technology for irrigation has come down significantly and is a much more effective manner to conserve water. He stated that he has attended a lot of workshops, especially those sponsored by the University of Minnesota, to learn more on the topic.

Board Member Hiatt asked if there is information in the infiltration and the improvement in infiltration that would be provided through the newly proposed topsoil compared to the current topsoil.

City Planner Anderson stated that he does not have definitive figures. He stated that the soil will have more structure to it because of the increase in sand which will provide additional opportunity for infiltration and reduction of that sogginess.

Board Member Hiatt asked for information on the test sites in Brookfield.

City Engineer Westby provided background information on the test sites in Brookfield as well as soils used by other communities such as Monticello and Big Lake. He stated that ground would be less saturated and soggy using the new proposed topsoil.

Board Member Hiatt stated that if something is going to be changed, he would want to ensure that enough is being done to provide better infiltration to get the water back into the aquafer. He stated that perhaps there can be quantifiable data that would show the comparison of infiltration between the current topsoil requirement and the newly proposed topsoil.

City Engineer Westby stated that the once the topsoil mix is completed, it can be tested to provide that infiltration rate information.

Board Member Fetterley stated that her concern would be whether the City is currently doing a better job protecting the aquafer using the current topsoil requirement compared to other communities.

City Planner Anderson stated that he does not have comparable data of water use over time for other communities. He stated that the City has already amended the zoning code to state that if an irrigation system is going to be installed it must include some form of water efficient technology. He was unsure if other communities have enacted similar regulations. He stated that he could request water usage data from the other communities to determine if their topsoil standard has had an impact.

Chairperson Valentine commented that this was a great presentation that clarifies the parameters of the issue. He stated that at some level there needs to be an effort to quantify the value that is being received from the systems put in place to conserve groundwater. He stated that Ramsey has residents on municipal water and residents that have their own wells and therefore there is a need for different education materials for those residents as both impact the aquafer. He stated that he would support the staff recommendation to change the topsoil requirement and beyond that there is a broader framework that needs to continue to be looked at as there are many dimensions to this topic.

City Engineer Westby stated that from a cost-benefit side, implementing a soil moisture sensor provides a savings of about $200 to a homeowner in water savings in the first growing season, which pays for itself within that first year. He stated that staff is attempting to provide infiltration to recharge the aquafer and the lower organic content will provide additional infiltration opportunities.

Board Member Moore asked if there has been any talk about whether it would be beneficial for different parts of the City to have different soil requirements because of the different soil conditions that exist throughout the community.

City Planner Anderson stated that staff has soils maps that identify fingers of clay but noted that the majority of Ramsey is composed of sandy soils. He stated that it would be difficult to design a standard based on an underlying soil type, noting that sometimes the soils maps are inaccurate, or pockets of clay are found that were previously unknown.

Board Member Hiatt referenced the proposal from Capstone which requested the change to the topsoil requirement and a mandate for inground irrigation with water sensors. He stated that water sensor information was not included in this recommendation and asked if the City already requires that.

City Planner Anderson confirmed that the zoning code was previously amended to require a form of water efficient technology. He explained that the language was left broader, providing examples, to ensure that the City would not preclude new technology that is developed after the code was enacted. He stated that a majority of the irrigation systems in the City were already installed prior to the adoption of that ordinance change.

Motion by Board Member Hiatt and seconded by Chairperson Valentine to direct staff to prepare an Ordinance Amendment to revise the definition of topsoil.

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

Board Member Hiatt stated that perhaps this would be a good time to work on an incentive-based model that would encourage those that already have irrigation systems to install the new sensor technology to reduce water usage.

City Planner Anderson noted that although education was not a focus of this discussion, it will continue to be an element going forward. He stated that staff can develop and make available all the educational material, but people have to actually read it. He agreed that staff could connect with other communities that have enacted incentives to gather information and develop a proposed implementation plan.

Chairperson Valentine asked if staff would need additional support in order to move this forward with sufficient speed.

City Planner Anderson stated that he is unsure of the staffing needs but agreed that there would be added time to administrating any incentive-based program. He noted that there would be options for interns or other options that may not have a cost to the City. He did agree that there would be added resources needed from staff to implement a program of that nature and would be included in anything that comes forward for review.

ORDINANCE #19-03

CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

AN AMENDMENT TO CHAPTER 117 WHICH IS KNOWN AS THE ZONING AND SUBDIVISIONS CHAPTER OF THE CITY CODE OF RAMSEY, MINNESOTA.

AN ORDINANCE AMENDING SECTION 117-1 "DEFINITIONS" OF CHAPTER 117 OF THE CITY CODE OF RAMSEY, MINNESOTA.

SECTION 1. AUTHORITY

This ordinance is adopted pursuant to and under the authority of the City Charter of the City of Ramsey.

SECTION 2. AMENDMENT

Sec. 117-1 – Definitions shall be amended by revising the definition of topsoil as follows:

Topsoil means black dirt composed of unconsolidated material, largely undecomposed organic matter that is a suitable foundation for vegetative growth. The composition of topsoil should contain no more than thirty-five percent (35%) sand content.

SECTION 3. SUMMARY

The following official summary of Ordinance #19-03 has been approved by the City Council of the City of Ramsey as clearly informing the public of the intent and effect of the Ordinance.

Ordinance #19-03 amends the definition of topsoil to eliminate the reference to Table 3877-3 MnDOT Specification 3877C (Premium Topsoil Borrow) and simply specify that the composition of topsoil should contain no more than thirty-five percent (35%) sand content.

SECTION 4. 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_____, 2019.

_____
Mayor

ATTEST:

_____

City Administrator

Introduction date:
Posting dates:
Adoption date:
Publication date:
Effective date:

Regular Planning Commission **7. 1.**

Meeting Date: 02/07/2019

By: Chris Anderson, Community Development

Information

Title:

Review Updated Alternative Urbanwide Area Review (AUAR) for The COR (Project No. 18-112)

Purpose/Background:

In 2003, the City Council adopted Resolution #03-01-012 ordering an Alternative Urbanwide Area Review (AUAR) for The COR (formerly known as Ramsey Town Center). 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. When considering The COR as a whole, it is likely that a series of individual projects in short sequence could trigger the need for an EAW. For example, the recent project known as Affinity at Ramsey likely would have triggered the need for an EAW based on the number of projects approved in the past several years.

The benefit of an AUAR is that it looks at the cumulative impacts of planned or anticipated development within a specific geographic area, whereas an EAW and/or EIS are project specific and typically can add significant time and cost to a proposed development. The AUAR can assist with reviewing cumulative potential effects to the environment, which may result from multiple developments within the specified geographic area, and can be done in advance of those developments to eliminate potential project delays. However, an AUAR does need to be updated every five (5) years until the geographic area is fully developed.

In 2013, the City ordered an updated AUAR, which expired in 2018. In April of 2018, the City Council authorized engaging the services of WSB to complete an update to The COR AUAR. Since this is an update to an existing AUAR, it focuses on what's been developed since the last update, whether there have been any significant changes to the envisioned development plan, and looks at whether there have been any new findings related to threatened or endangered species.

Notification:

A notice was published in the Environmental Quality Board's Monitor, a weekly publication for environmental review documents and public comment periods.

Observations/Alternatives:

WSB has completed a draft update of The COR AUAR (attached). There have been no new findings of threatened or endangered species (based on the Natural Heritage Information System). There have been no significant deviations or changes to the overall vision or development plan for The COR since the last update. The document has been updated with all development within The COR since the last update and the Mitigation Plan has also been updated as well.

The EPB reviewed the draft update of The COR AUAR in October. At that time, only City Staff comments had been received and WSB was working to update the document accordingly. Subsequently, the draft update of The COR AUAR was submitted to the requisite agencies for a ten (10) day comment period. The City did receive comments from multiple agencies, which are attached to this case. Responses have been incorporated into the document where necessary.

Alternatives

Alternative 1: Motion to recommend the City Council adopt The COR AUAR Update. This is a planning document that, once adopted, will provide coverage for The COR regarding environmental review. This proactive approach helps to save time and money for prospective projects within The COR by eliminating potential additional environmental review (EAW and/or EIS) for individual projects. Staff supports this alternative.

Alternative 2: Motion to recommend the City Council not adopt The COR AUAR Update. This planning document is not required. The City opted to complete an AUAR originally for the Ramsey Town Center project (now The COR) as it was anticipated that multiple projects within the development area may cumulatively trigger additional environmental review. An AUAR is only valid for five (5) years, so it does need to be updated periodically if the City desires to be proactive and attempt to avoid time delays and added expenses for prospective projects in The COR. Staff does not suppport this alternative.

Funding Source:

The cost of updating The COR AUAR is being funded through TIF District 14.

Recommendation:

Staff recommends adoption of Resolution #19-041 approving The COR AUAR Update.

Action:

Motion to recommend City Council approve Resolution #19-041 approving The COR AUAR Update.

Attachments

AUAR Process Summary from MN EQB
Memo re: Benefits of AUAR Update
2003 Original AUAR
2013 Update to AUAR
Agency Responses to AUAR Update
2018-2019 Update to AUAR
Resolution #19-041

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	02/01/2019 07:02 AM
Form Started By: Chris Anderson		Started On: 01/29/2019 08:13 AM
Final Approval Date: 02/01/2019		

Alternative Urban Areawide Review (AUAR)

The AUAR is a planning tool that local governments can use to understand how different development scenarios will affect the environment of their community before the development occurs. The process is designed to look at the cumulative impacts of anticipated development scenarios within a given geographic area. Environmental analysis information from an AUAR can be used to inform local planning and zoning decisions

The AUAR process:

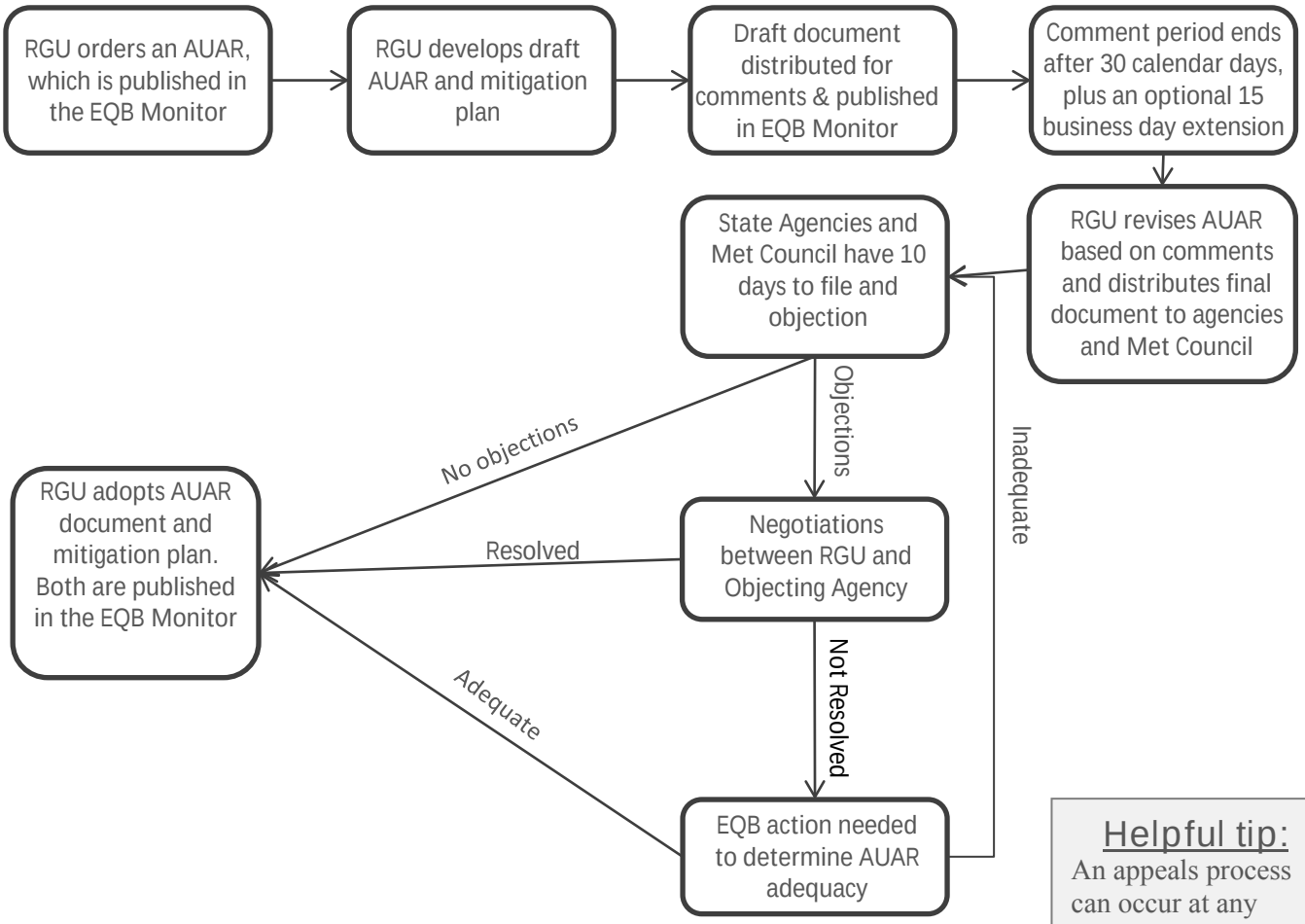
The AUAR starts with an Environmental Assessment Worksheet (EAW). Future development scenarios are reviewed using the EAW to analyze environmental impacts resulting from development choices as well as ways to reduce or eliminate those consequences, (called "mitigations"). Once the AUAR review process is complete, future projects within the AUAR geographic boundary will not require individual EAW and EIS documents as long as these future projects are consistent with the development scenarios analyzed in the completed AUAR, and project proposers implement the mitigation measures required by the AUAR Mitigation Plan. The AUAR is the only environmental review document that must be periodically updated to stay relevant. There are situations where the AUAR cannot be used as a substitute for an EAW or EIS. This information can be found in MN Rules 4410.3610.

Relationship to projects:

For projects requiring an EAW or EIS that are proposed within the boundaries of an area where an AUAR is in progress but not yet completed, the RGU may review these projects through either the AUAR or EAW procedure. For projects that do not require an EAW or EIS, but are within the geographic boundary of an AUAR, the RGU may exclude it through following a special process, described in Minnesota Rules. Projects proposed that include more than half of the AUAR geographic area or would otherwise require an EIS must go through additional procedures. These additional steps are explained in Minnesota Rules 4410.3610 subpart 2.

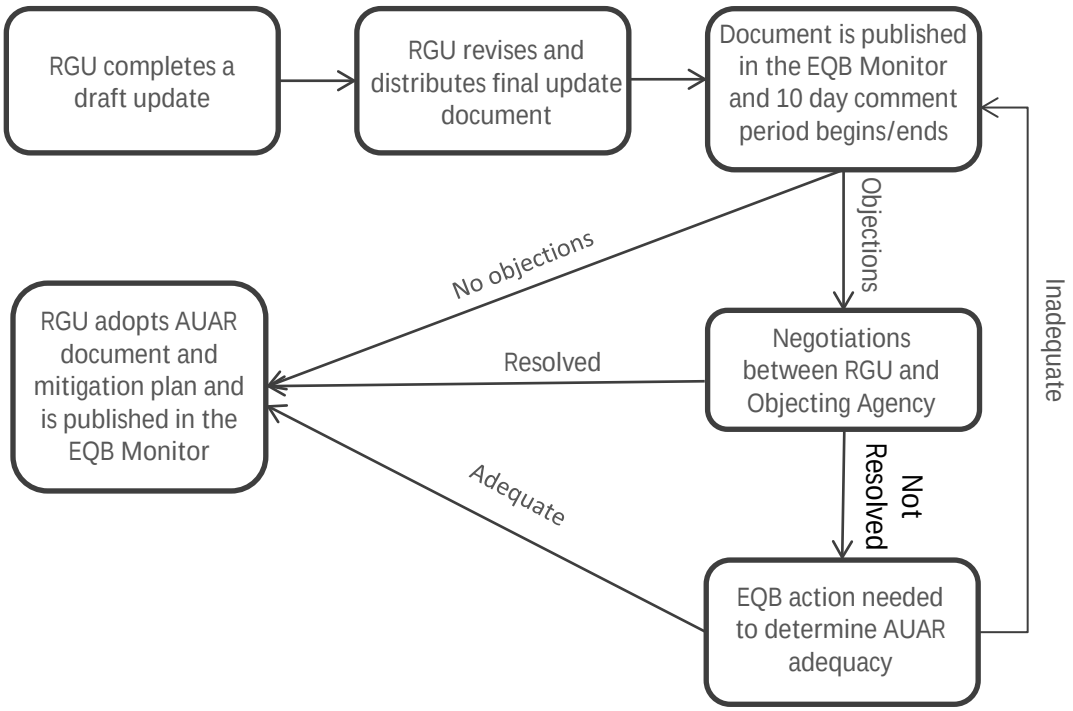
Quick Reference: Alternative Urban Areawide Review

AUAR process steps:



Helpful tip:
An appeals process can occur at any decision point.

AUAR update process steps:



WSB

540 Gateway Boulevard | Suite 100 | Burnsville, MN 55337 | (952) 737-4660

Memorandum

To: ***Chris Anderson, City of Ramsey***

From: ***Alison Harwood, WSB & Associates, Inc.***

Date: ***April 19, 2018***

Re: ***Ramsey COR AUAR Update***

In 2003, the City of Ramsey completed an Alternative Urban Areawide Review (AUAR) for the COR. The AUAR process is a hybrid of the Environmental Assessment Worksheet (EAW) and Environmental Impact Statement (EIS). The AUAR process is designed to allow Responsible Government Units (RGUs), such as the City of Ramsey, to understand how different development scenarios will affect the environment, assess the cumulative impacts of each scenario, and outline necessary mitigation for any identified impacts. An AUAR is valid for 5 years and then must be updated to qualify as the required environmental review. The COR AUAR was last updated in 2013 and is due for an update in July 2018.

There are several benefits to completing an update of the COR AUAR, which are summarized below:

1. The AUAR process allows for review of various development scenarios for an entire geographical area, rather than a specific project. This allows RGUs more flexibility with regard to changing development needs.
2. The AUAR process serves as a substitute for other state environmental review processes, such as an EAW or EIS. As long as the proposed development fits within one of the development scenarios reviewed by the AUAR, additional environmental review is not necessary.
3. It provides an opportunity to review the cumulative impacts resulting from several different projects occurring within a given area, rather than just focusing on a single development at a time.
4. The AUAR process enable planners to better integrate environmental review into their comprehensive planning process, and allows them to evaluate how much development can be accommodated by an area.
5. The AUAR process can address both public infrastructure and private development at once.
6. The AUAR process allows planners to review the cumulative impacts of projects that are expected in the immediate future as well as potential development scenarios that are not expected for several years later, at the same time.
7. Updates of the AUAR need only revise the information that has changed since approval of the original document.

If an AUAR is not updated within 5 years, any specific project that is proposed within the AUAR area that would otherwise exceed the threshold for EAW or EIS review cannot be approved until either the necessary EAW or EIS review has been completed or the AUAR has been updated.

If you have any questions regarding the AUAR Update process, or benefits of completing the AUAR Update, please contact me at aharwood@wsbeng.com or 763-231-4847.

Ramsey Town Center
Alternative Urban Areawide Review
June 24, 2003



Prepared for the City of Ramsey
by Ramsey Town Center - LLC,
Emmons and Olivier Resources, Inc.
North American Wetland Engineering, and
Meyer, Mohaddes Associates, Inc.

Alternative Urban Areawide Review (AUAR)
Ramsey Town Center
City of Ramsey (RGU)

1. Project Title
Ramsey Town Center

2. Proposer
Ramsey Town Center, LLC
John Feges, President
4200 Central Ave., NE
Minneapolis, MN 55421

Prepared By:
Emmons and Olivier Resources, Inc. (Gary Oberts, AUAR Project Manager)
North American Wetland Engineering, P.A. (Curt Sparks, NAWE Manager)
Meyer, Mohaddes Associates, Inc. (Fred Dock, MMA Manager)

3. RGU (Responsible Governmental Unit)
RGU: City of Ramsey
Contact: Patrick Trudgeon, Principal Planner
15153 Nowthen Boulevard, NW
Ramsey, MN 55303
Direct phone: (763) 433-9843
E-mail: ptrudgeon@ci.ramsey.mn.us

4. Reason for EAW Preparation
This item is not applicable to an AUAR.

5. Project Location

This site is located in Section 28; Township 32N; Range 25W, entirely within Anoka County and the City of Ramsey.

> *EQB Guidance: A county map is not required. The USGS map should be included. Instead of a site plan map, include: 1) a map clearly depicting the boundaries of the AUAR and any sub-districts used in the AUAR analysis; 2) land use, and planning and zoning maps as required in conjunction with Items 9 and 27; and 3) a cover type map as required for Item 10. Additional maps may be included throughout the document wherever maps are useful for displaying relevant information.*

The following series of project location and preliminary site feature maps are included. These maps provide the basis for later reference in subsequent Items.

- USGS map - Figure 5.1
- Site map depicting the boundaries used throughout the AUAR analysis - Figure 5.2 (City location) and Figure 5.3 (County location)
- City Land Use map – Figure 5.4 (also used in Items 9 and 27)
- City Zoning map - Figure 5.5
- Cover-type (Minnesota Land Cover Classification System - MLCCS) map – Figure 5.6 (also used in Item 10)

6. Description of Site

Instead of the information required on the EAW form, the description section of an AUAR should include the following elements for each major development scenario included:

***6a**. Anticipated types and intensity (density) of residential and commercial/warehouse/light industrial development throughout the AUAR area;*

***6b.** Infrastructure planned to serve development (roads, sewers, water, stormwater system, etc.). Roadways intended primarily to serve as adjoining land uses within an AUAR area are normally expected to be reviewed as part of an AUAR. More "arterial" types of roadways that would cross an AUAR area are an optional inclusion in the AUAR analysis; if they are included, a more intensive level of review, generally including an analysis of alternative routes, is necessary; and*

***6c.** Information about the anticipated staging of various developments, to the extent known, and of the infrastructure, and how the infrastructure staging will influence the development schedule.*

****Optional 6d.** Although the EQB guidance does not require an abstract to be included, one is contained in the AUAR for the purposes of any reference to nature of the document.*

6a. The preferred design concept drawing is presented in Figure 6.1. The progression of conceptual design to get to the preferred one is portrayed in Figure 6.2. This progression extends from the Metropolitan Council's Smart Growth Illustrative Plan developed by Calthorpe Associates through the various iterations of the City and RTC LLC design team. The preferred design resulted from discussions with City staff, citizens, community leaders, regulatory agencies and nationally recognized urban designers, as well as site visits nationwide to similar communities that have shown success.

The preferred design reflected in Figure 6.1 is consistent with the City's February 2002 *Comprehensive Plan*, as discussed in Item 27 later in this document.

The preferred design (Figure 6.1) contains the following land use breakdown:

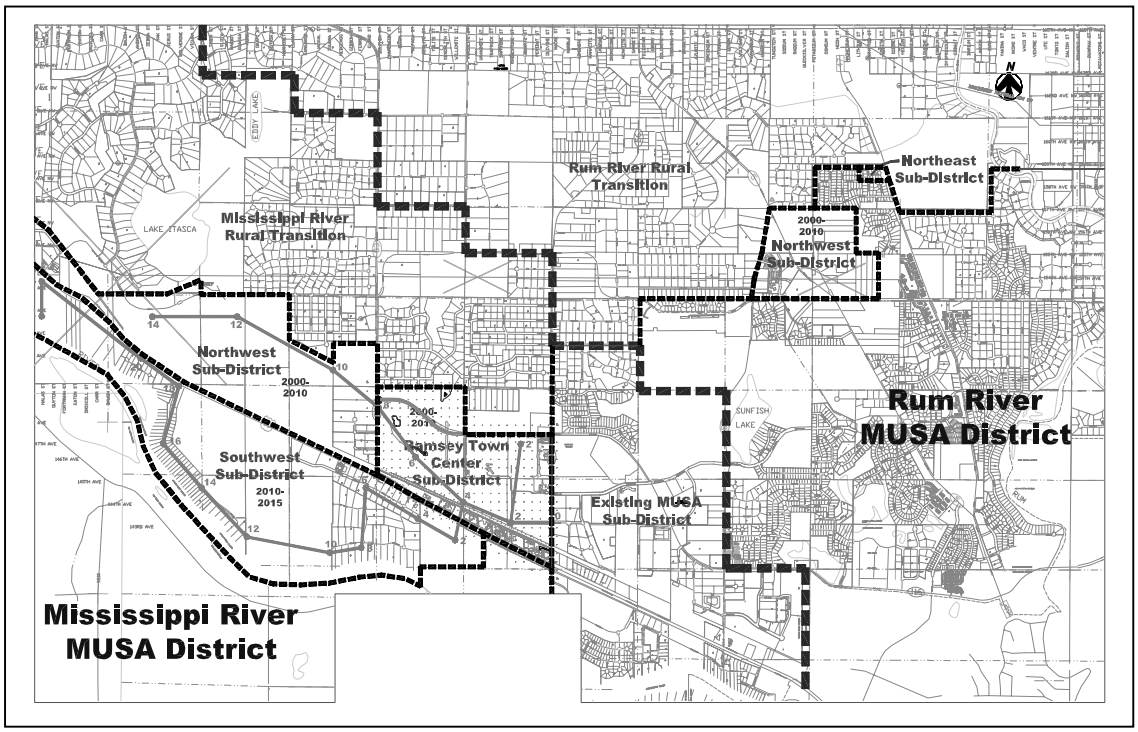
Residential:	93.64 acres
Mixed Use:	56.90
Business Enterprise:	28.43
Commercial Service/Convenience:	7.97
Commercial Shopping:	11.83
Retail:	7.84
Existing Highway Commercial:	25.04
Green/Public Space:	38.31
Railway:	15.74
Roads and streets:	83.82
Total Acreage:	369.5 acres

6b. The infrastructure planned to serve the development has been defined within the City of Ramsey *2001 Comprehensive Plan*, as amended in February 2002. The infrastructure components for roads/highways, sanitary sewers, municipal water supply, and stormwater follow:

1. Roads and Highways Details of the transportation elements related to this project are contained within Item 21. Figure 6.3 illustrates the general road and highway system serving the RTC site. The complete traffic analysis is included as Appendix B.

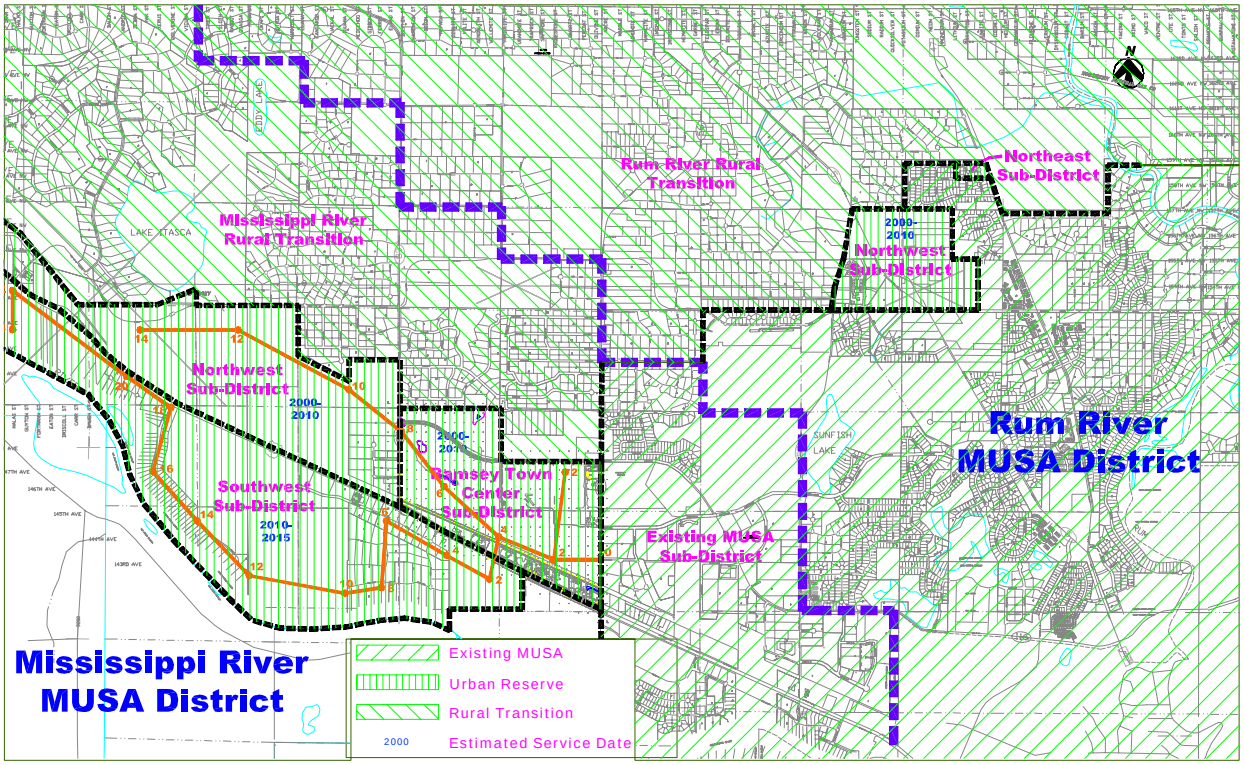
2. Sanitary Sewer Details of the sanitary sewer elements related to this project are contained within Item 18. Figure 6.4 displays both the staging and service areas for sanitary sewer service in Ramsey.

Figure 6.4. Sanitary Sewer Plan for City of Ramsey (see Item 18 for details).



3. Municipal Water Supply Details of the water supply elements related to this project are contained within Item 13. Figure 6.5 shows the water supply staging and plan for future service.

Figure 6.5. City of Ramsey Water Supply System and Plan for Staging.



4. Stormwater Details on the stormwater management elements related to this project are contained in Item 17. Figure 6.6 portrays the general stormwater management system that is envisioned for the RTC site and for the drainage that enters the site from the north and northwest. Installation of major water-carrying elements of this system will occur very early in the site development process to assure proper movement and treatment of runoff. The internal site drainage system will be tied into the major stormwater management system as the site develops and design specifics are determined. Item 17 describes the manner in which runoff volume will be mitigated through stormwater management BMPs.

6c. The preferred design in Figure 6.1 shows only a single development concept that will provide the framework for the RTC site. Staging of infrastructure for the various components is addressed as part of the specific infrastructure section as follows: roads and highways in Item 21; sanitary sewer in Item 18; water supply in Item 13; and stormwater in Item 17.

6d. Abstract for the Environmental Quality Board *Monitor*:

> *The potential environmental impacts of converting agricultural land to the Ramsey Town Center are assessed in an Alternative Urban Areawide Review (AUAR). Impacts on site drainage, traffic, connection to local and regional trails, groundwater protection and protected wetlands are the centerpieces of the evaluation. A mitigation plan has been developed that lays out the actions that the City of Ramsey will follow to assure minimum environmental impact as the project proceeds in stages, from initiation of construction in 2003, through completion in approximately 2007.*

Summary of Environmental Impact. The change in appearance that results from changing over 300 acres of land use from predominantly agricultural to an urban center will be dramatic. The challenge to the City of Ramsey is to implement this change without equally dramatic impacts on the environment. This AUAR lays out a plan by the City to identify and mitigate, to the extent possible, the potential detrimental impacts.

Each of the Items within the AUAR that have an associated potential for impact will include a section summarizing the impact, followed by a mitigation element that addresses how that impact will be mitigated. Obviously, developing over 300 acres of land will have some impact both during and after construction. The goal of the City is to do everything possible to minimize that impact and incorporate amenities that improve the current situation, such as standing water ponds, improved wetlands, open space and parks, trail connections and a nice place for citizens to live, work, shop and recreate.

7. Project Magnitude Data

The cumulative totals of the parameters below should be given for each major development scenario, except that information on "manufacturing", "other industrial", "institutional" and "agricultural".

- *Total project acreage:* 369.5

- *Number of residential units (Table 7.1):* 2,400 attached

- *Commercial, industrial or institutional area (gross floor space):* 1,651,000 total square feet

- *Indicate areas of specific uses (in square feet) (Table 7.2):*

Table 7.1 Residential Units by Type

Residential Type	Units
Mixed-Use Residential	1012
Apartment	
Duplex	18
Duplex (2 story)	44
Townhouse (2 story)	704
Townhouse (3 story)	120
Townhouse (4 story)	330

Table 7.2 Square Footage by Use Type

Specific Use	Square Footage
Cinema	50,000
City Hall / Police / Transit	50,000
Community Center	25,000
Convenience Retail	20,000
Fitness	40,000
Gas Station, convenience	62,000
Grocery	60,000
Hotel	38,000
Ice Rink	38,000
Live / Work	32,000
Mixed-Use Retail / Office / Clinic	126,000
Mixed- Use Retail / Restaurant	161,000
Office	439,000
Retail	261,000
School	55,000
Variety Store	194,000

8. Permits and Approvals Required

A listing of major approvals and public financial assistance and infrastructure likely to be required by the anticipated types of development projects should be given. This list will help orient reviewers to the framework that will protect environmental resources. The list can also serve as a starting point for the development of the implementation aspects of the mitigation plan to be developed as part of the AUAR.

A project the magnitude of the Ramsey Town Center will require many local, regional, state and federal environmental permits and approvals. This section identifies the many permits and approvals that form the basis for implementation of the mitigation plan (Item 33). Table 8.1 lists the permits and approvals that will be needed for this project. The reader should note that the need for compatibility with plans is addressed in Item 27, and that brief descriptions of the permit requirements for some permits are listed after the table.

The cost of most infrastructure improvements will be borne by the developer. The County may improve the County road system as part of routine upgrades that accompany traffic increases with development. There is a possibility the City will pay for some infrastructure improvements, expansions or upgrades, and service enhancements that it deems appropriate to provide an acceptable quality of service. A level of commitment has not been determined at this time.

Table 8.1. Permits and Approvals

Unit of Government	Type of Permit	Status
City of Ramsey	Site plan	Pre-permit review under way
	Grading and erosion control **(1)**	NAF*
	Preliminary and final plat approval	NAF
	Obstruction Permit **(2)**	
	Excavation Permit **(3)**	
	Sewer and water connection	NAF
	Building and occupancy permits	NAF
	Tree preservation	NAF
Anoka County	Access via County Highway, consistency with County standards	Pre-permit review under way
Metropolitan Council	Sanitary sewer connection	NAF
Lower Rum River WMO	Grading and erosion control	NAF
	Storm sewer	NAF
	Wetland alteration (WCA)	Pre-permit review under way

Minnesota Pollution Control Agency	Sanitary sewer connection and wastewater routing	NAF
	NPDES Phase II construction and MS4 **(4)**	MS4 Permit application submitted 3/10/03; construction permits submitted as needed
Minnesota Dept. of Transportation	State Highway Access and consistency with standards; applies also to work in the Right of Way	Pre-permit review under way
Minnesota Dept. of Natural Resources	Water appropriation for municipal system and construction de-watering	NAF
	Work in the bed of a public water **(5)**	NAF
Minnesota Dept. of Health	Water system infrastructure (wells, water mains, storage)	NAF
State Historic Preservation Office	Historic and archeological site preservation	No significant sites found
Burlington Northern Santa Fe Railroad	Access Permit **(6)**	
U.S. Army Corps of Engineers	Section 404 Clean Water Act	Determined not to be "waters of the United States" (see Appendix E)

*NAF = Permit not yet applied for

(1) Grading, mining and filling permits are required to control operations to minimize conflicts with adjacent land uses, to preserve good soils and to regulate the type of materials used for fill, to employ all reasonable means to reduce dust, noise, and nuisances, and to ensure that disturbed areas are restored upon completion of the operation. The following standards need to be applied during construction activities to fulfill the requirements of the permits.

- General Provisions. All equipment used for operations shall be maintained and operated to minimize, as far is practicable, noises, dust, and vibrations adversely affecting surrounding properties. The maximum noise level at the perimeter of the work site shall not exceed the levels outlined in Table 8.2. There shall be no emission of any solid or liquid particles in concentrations exceeding 0.3 grains per cubic foot of the conveying gas or air. No operations shall be allowed when wind gusts exceed thirty miles per hour. Existing tree and ground cover shall be preserved to the extent feasible.

Table 8.2 Sound levels measured at property line

Octaves, Band Cycles/Sec.		Residential Districts	Non-Residential Districts
37.5	75	58	73
76	150	54	69
151	300	50	65
301	600	46	61
601	1200	40	55
1201	2400	33	48
2401	4800	26	41
Over	4800	20	35

- Water Resources. The operation will minimize impacts to surface water drainage outside of the Town Center. Excavation occurring below groundwater elevation may require an analysis performed by a hydrologist or other qualified professional.

- Safety Fencing. Safety fencing may be required around all or portions of the operation at the discretion of the Council.

- Access Roads. The location of the intersection of access roads with any public roads shall be selected such that traffic on the access roads will have sufficient distance of public roads in view so that any turns onto the public road can be completed with a margin of safety as determined by the City Engineer.

- Fill Materials. An analysis of all fill materials must be provided to and approved by the City Engineer prior to commencing any filling activities.

- Screening Barrier. To minimize problems of dust and noise and to shield operations from public view, a screening barrier may be required between the work site and adjacent properties.

- Slopes. The maximum permitted slope for any operation other than the working face shall be sloped on all sides at a maximum ratio of two (2) foot horizontal to one (1) foot vertical, unless a steeper slope shall be approved by the Engineer. Where excavations are adjacent to a public roadway or other right-of-way, the excavation shall have a maximum four to one slope. Slopes adjacent to or contiguous to bodies of water shall be sloped at a maximum of six to one (6:1).

- Earth Material. No earth material shall be imported to or exported from the work site until the haul road has been officially designated as a haul road by the City and all materials hauled from the source shall be hauled over that road. The haul

road designation process shall be pursuant to §2051.3 of the Minnesota Department of Transportation's Standard Specifications for Construction, 1983 Edition. All top soil shall be retained at the work site until complete rehabilitation of the work site has taken place according to the rehabilitation plan.

(2) An obstruction permit is required to allow free and open passage over the specified portion of right-of-way by placing equipment, vehicles, or other obstructions described therein on the right-of-way for the duration specified therein.

(3) An Excavation Permit is required to allow the holder to excavate that part if the right-of-way described in such permit and/or to hinder free and open passage over the specified portion of the right-of way by placing equipment described therein, to the extent and for the duration specified therein.

(4) The City of Ramsey is required by MPCA to be under the NPDES Phase II Nonpoint Source Control Program for Municipal Separate Storm Sewer Systems (MS4s). Under this program, the City will need to adopt a "Storm Water Pollution Prevention Program (SWPPP)". The City submitted an application on March 10, 2003, and will have until May 9, 2003 to have the application authorized by the City Council. Pollution prevention includes solid waste, hazardous materials, and vehicle washing. The SWPP must include or address the following:

- Six "minimum control measures"
    1) Public education and outreach on storm water impacts (including at least one public meeting per year)
    2) Public participation/involvement
    3) Illicit discharge detection and elimination - includes storm sewer map with water bodies and structural pollution control devices, outfalls, discharges to groundwater, and prohibitive ordinances
    4) Construction site storm water runoff control - need erosion and sediment control, and onsite waste control
    5) Post-construction storm water management in new development
    6) Pollution prevention/good housekeeping for municipal operations - training of operation and maintenance staff, annual and 20% inspections
- BMPs for each of the above minimum control measures will need to be described and the following will need to be identified:
    - measurable goals for each BMP
    - timeline for implementation
    - responsible party for implementation and coordination
- Analysis of Total Maximum Daily Load (TMDL) if discharge applies to an adopted TMDL plan. Of note here is that the latest (January 22, 2003) MPCA "impaired waters" (303d) list includes the Mississippi River reach from the Crow River to the Rum River as impaired for fecal coliform, PCB FCA (fish consumption advisory) and Hg FCA, with official TMDL study scheduled, respectively, for 2004-2006, 2002-2015 (regional EPA), and 2002-2015 (regional EPA). All discharges from the RTC site will be treated extensively prior to

ultimate discharge to this reach of the Mississippi River (see Item 17 discussion). The discharge is not expected to impact the existing impairment.

- Design and management strategies to minimize the discharge of pollutants from the MS4 to the Maximum Extent Practicable (MEP) with an annual report on implementation.

The SWPP must be completed at least 30 days prior to commencing construction and prior to applying for construction permits. Elements 4, 5 and 6 are directly applicable to the stormwater management approach adopted for the RTC site as it develops. The stormwater management approach is spelled-out in Item 17.

In addition to the complying with the City's MS4 requirements, essentially any construction activity that is part of this "common plan of development" must apply for a construction permit under the NPDES Phase II Construction Permit process.

Elements of this program are intended to avoid erosion and construction site pollution. To prevent this, construction at the RTC site should:

- Establish fast growing cover crops as soon as possible to disturbed soils to prevent both water and wind erosion. The sand content of the soils on site could lead to wind blown sands could be potentially hazardous, particularly to traffic on Highway 10.
- Install temporary sediment basins for any areas of disturbance, installed before discharge leaves the site or enters a surface water body.
- Install a permanent stormwater management system that assure stormwater is "…discharged in a manner that does not cause nuisance conditions, erosion in receiving channels or on downslope properties, or harmful inundation in wetlands." Maintain peak flow rates from two, twenty, and one hundred year twenty four hour events at existing conditions.
- During construction, the maximum area of disturbance shall not exceed the ability to keep up with exposed area limits on slopes. All areas with greater than 3:1 slopes must have vegetative cover by November first. Site inspections will be once every seven days during construction and within 24 hours after a quarter inch event in 24 hours. At that time, any non-functioning BMPs must be repaired.
- If stormwater discharge to a wetland has potential for significant adverse impacts to the wetland, the impacts should be addressed with BMPs and permit provisions. Appropriate rules (7050.0186) and any applicable regulations must be followed.

All of these elements would be part of the erosion and sediment control plan listed in the mitigation element under Item 16 of the AUAR.

The Mississippi River as it passes through Ramsey is an Outstanding Resource Value Water (ORVW). Prior to stormwater discharge to an ORVW, the MPCA must find that there are no prudent or feasible alternatives to the new or expanded discharge. For ORVWs the following BMPs are also required.

- Any exposed 3:1 slope must have temporary erosion control cover within three days
- For every 5 acres or more disturbed, a temporary sediment basins will be required
- An undisturbed buffer zone of 100 feet will surround the ORVW
- WQ volume treated shall be 1" from new impervious surfaces

Item 17 of the AUAR addresses the actions that will be taken to treat runoff from the site before it reaches the Mississippi River.

(5) DNR also regulates discharges to Waters of the State, as defined in M.S. Chapter 103G.005. Although a defined drainage path to the Mississippi River from the Ramsey Town Center does not exist at present, Items 12 and 17 lay out a recommended flow path for the City, Lower Rum River Watershed Management Organization and DNR to consider. This flow path ultimately results in a discharge of water to the Mississippi River, and will fall under the permitting provisions of the DNR. It also establishes the ordinary high water levels (OHWL) for lakes, and would be issuing a determined level if an outlet is installed on Lake Itasca or any of the public waters wetlands.

(6) An access agreement is required to enter BNSF property. Permits can be applied for through the Staubach Group by contacting Shane Krueger (817) 230-2625. Additionally, for safety purposes, the BNSF road and train masters should be contacted prior to the commencement of construction in the vicinity of the railroad tracks. The road master is Ron Raatike who can be contacted at (320) 267-1831 and the train master is Tom Rowley who can be contacted at (612) 865-6531.

9. Land Use

Describe current and recent past land use and development on the site and on adjacent lands. Discuss project compatibility with adjacent and nearby land uses. Indicate whether any potential conflicts involve environmental matters. Identify any potential environmental hazards due to past site uses, such as soil contamination or abandoned storage tanks, or proximity to nearby hazardous liquid or gas pipelines.

The City of Ramsey *2001 Comprehensive Plan*, as amended in 2002, contains land use maps for both existing (fall 1997) and future (2020) conditions for the site and adjacent lands. Figure 9.1 shows the existing condition, while Figure 5.4 in Item 5 illustrates the 2020 expectation. Metropolitan Council 2000 Land Use was used to portray existing land use. The information that follows characterizes the individual land uses on the Ramsey Town Center site under current conditions and future conditions based on the City of Ramsey *Plan*. Details of compatibility with the City's *Plan* occur in Item 27.

Current Land Use (2000 Met Council Land use)

Commercial:	5.3 acres
Industrial	13.4
Railway	12.4
Major Vehicular Roadways	1.4
Mixed Use	1.9
Single Family Residential:	6.0
Farmstead:	2.8
Undeveloped	19.2
Agricultural:	307.1
Total	369.5 acres

Future (2020) Land Use, from Ramsey Comprehensive Plan, as amended in 2002

Low Density Residential	23.4 acres
Medium Density Residential	10.2
Mixed Use	205.1
Places to Shop	24.4
Places to Work	44.3
Railway	15.7
Roadway	30.7
Wetlands	15.7
Total	369.5

AUAR guidelines also call for an assessment of compatibility of the project with adjacent and nearby land uses, including potential impact on environmental resources. Figures 9.1 and 5.4 clearly illustrate the land uses surrounding the project site now and in 2020. Following are the narrative summaries:

Adjacent Current Land Use:

North: single-family residential, 149th Lane NW (CR 116), vacant land
East: Ramsey Blvd. NW, Connexus Energy, commercial and industrial properties
South: BNSF Railroad tracks, commercial properties, Hwy. 10, Mississippi Regional Park south of Hwy. 10
West: Armstrong Blvd. NW, commercial and industrial properties, single-family residential properties

Adjacent 2020 City of Ramsey Land Use:

North: 149th Lane NW (CR 116), rural residential
East: Ramsey Blvd. NW, Connexus Energy, commercial and industrial
South: BNSF tracks, commercial properties, Hwy. 10, commercial properties, low density residential, West Mississippi Regional Park, Mississippi River
West: Armstrong Blvd. NW, commercial and industrial properties, high, medium, and low density residential

Figure 9.2 identifies nearby environmental resources, as listed in the following descriptions:

Nearby Environmental Resources:

- Mississippi River (approximately 2000 ft. to the south) within the Mississippi National River and Recreation Area (MNRRA), designated state Critical Area, and Wild and Scenic Recreational River
- Lake Itasca (approximately 1.25 miles to the east)
- Several wetlands within 0.25 miles of site
- Complex of wetlands along the drainage swale within the site boundary
- MCBS Mapped Floodplain Forest on island in Mississippi River
- Mississippi Regional Park south of the site, between the site and the Mississippi River

Soils contaminated with lead arsenate on the Southeast corner of the site are a potential hazard. Burlington Northern-Santa Fe Railroad (BNSF) has an agreement with the current landowner to remove the contaminated soils and is working with the MPCA to assure proper clean-up. BNSF should be contacted before earth-moving activities begin. An additional hazard may exist at an abandoned farmstead on the proposed Town Center. Improper handling and storage of hazardous materials at this site could pose a potential contamination hazard to soil and groundwater. Phase I investigations indicate the presence of the materials, but no soil or water samples have been collected or analyzed to date. Several abandoned vehicles at this location may pose an additional contamination hazard. More detailed descriptions and mitigation is discussed in Item 20.

Summary of Environmental Impact. The conversion of the RTC site from agricultural to urbanized land is consistent with the future development plans of the City of Ramsey. This change has the potential to adversely impact the environment of the site and surrounding areas if proper mitigation measures are not followed according to this

AUAR. Specific potential impacts are discussed by category in following sections of the AUAR.

Mitigation element. Assuring the compatibility of development within Ramsey as growth occurs is the primary goal of the comprehensive planning process. Item 27 contains discussion of plan compatibility for a number of other planning documents that cover land in and adjacent to the RTC site. Continued planning efforts will assure that non-compatible uses do not occur as the RTC site develops.

As stated above, BNSF is currently working to address a contamination problem in the southeast corner of the site. Prior to any earth-moving activity in this area, the developer must notify BNSF, MPCA and the City to make sure that clean-up has progressed such that additional problems will not be caused.

Many of the nearby environmental resources shown in Figure 9.2 can actually be enhanced by the development of the RTC site. There is an intent to link regional, County and City trails through the site, as well as establishing a drainage corridor that could potentially increase habitat and allow movement of wildlife between Lake Itasca and the Mississippi River. Every attempt will be made to incorporate habitat suitable for this to occur.

10. Cover Types

Instead of the EAW requirements, provide information on the following:
***10a**. Cover type map, at least at the scale of a USGS topographic map, depicting:*
- *wetlands identified by Circular 30 type*
- *watercourses (rivers, streams, creeks, ditches)*
- *lakes (identify protected waters status and shoreland management classification)*
- *woodlands (breakdown by classes where possible)*
- *grasslands (identify native and old field)*
- *cropland*
- *current development*

***10b**. An "overlay" map showing anticipated development in relation to the cover types; this map should also depict any "protection areas", existing or proposed, that will preserve sensitive cover types. Separate maps for each major development scenario should generally be provided.*

Cover types based on the Minnesota Land Cover Classification System (MLCCS) are depicted in Figure 5.6 (Item 5). This MLCCS was completed to a Level 5 for the Highway 10 Corridor (Mn/DOT) and for the MNRRA Corridor (National Park Service). Figure 10.1 is the wetland delineation map prepared for this site (full report in Appendix A). Data for this map were collected by North American Wetland Engineering (NAWE) in October 2002, and reviewed by a WCA Technical Evaluation Panel (TEP) on February 4, 2003 (see discussion also in Item 12). A revision to the delineation was made on March 14, 2003 and is reflected in the current delineation document.

Figure 5.6 presents MLCCS data for all vegetative and non-vegetative land coverage, including artificial surfaces, planted/cultivated cropland, forests, woodlands (none on site), shrublands (none on site), herbaceous vegetation (including wetlands), nonvascular vegetation (none on site), sparse vegetation (none on site) and open water (watercourses, rivers, streams, creeks, ditches, lakes). Table 10.1 summarizes all of the cover types on the site to Level 5.

Figure 10.2 shows the MLCCS coverage in Figure 5.6 next to the preferred design shown in Figure 6.1. Creating an overlay, as suggested in the AUAR guidelines, created an image with details that could not be seen. This image replaces the suggested overlay. Table 10.1 provides a summary of existing and proposed cover types with both MLCCS and general cover type categories listed for existing and proposed conditions.

Figure 10.1. Wetland Delineation (NAWE, revised March 14, 2003). See Appendix A for full report.

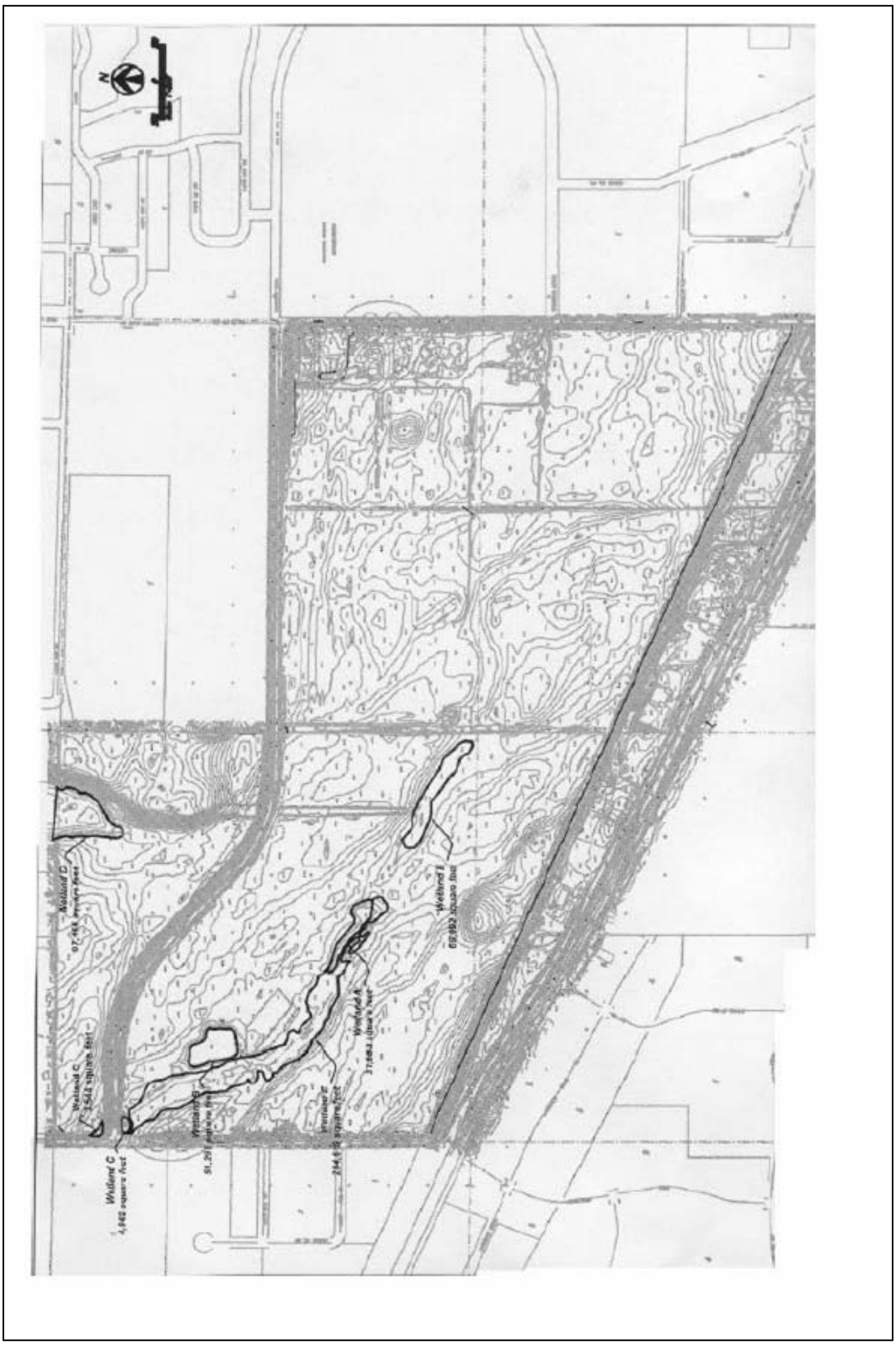


Table 10.1. Summary of Existing and Proposed Cover Types

Cover Type	Minnesota Land Cover Classification	Circular 39	Acres	
			Existing	Proposed
Open Water	Littoral – open water (storm water ponds)	NA	0	5.80
		Subtotal	0	5.80
Wetlands	Cropped Hydric Soils	Type 1	8.13	0
	Wet Meadow/Wet Prairie*	Type 1	0	4.45
	Nonnative dominated graminoid vegetation	Type 2	2.23	0
	Wet Meadow*	Type 2	0	2.68
	Cattail marsh, seasonally flooded	Type 3	0.72	0
	Mixed emergent marsh (seasonally flooded)*	Type 3	.20	0.65
	Mixed emergent marsh (semipermanently flooded)	Type 4	1.18	1.18
		Subtotal	12.46	8.96
Forests and Woodland	Boxelder-green ash disturbed native forest	NA	4.01	0
	Boxelder-green ash forest with 11-25% impervious cover	NA	7.58	0
		Subtotal	11.59	0
Grasslands	Long grasses with sparse tree cover	NA	3.85	1.87
	Medium-tall grass, nonnative-dominated	NA	6.29	2.80
	Short grasses on upland soils	NA	0	2.03
	Short grasses and mixed trees with 4-10% impervious cover		4.73	14.49
	Mesic/Dry Prairie*	NA	0	5.36
		Subtotal	14.87	26.55
Cropland	Cropland on up-land soils	NA	284.27	0
		Subtotal	284.27	0
Residential, Commercial, Transportation	Short grasses with 11-25% impervious cover	NA	13.31	4.84
	Short grasses with 26-50% impervious cover	NA	11.92	10.45
	Short grasses with 51-75% impervious cover	NA	0	8.49
	26-50% impervious with perennial grasses and sparse trees	NA	2.81	2.72
	Short grasses and mixed trees with 11-25% impervious cover		6.39	7.23
	Short grasses and mixed trees with 26-50% impervious cover	NA	0	75.21
	Short grasses and mixed trees with 51-75% impervious cover	NA	0	88.51
	Buildings/pavement with 76-90% impervious cover	NA	11.48	33.24
	Buildings/pavement with 91-100% impervious cover	NA	0	13.39
	Pavement with 76-90% impervious cover	NA	0	0.31
	Pavement with 91-100% impervious cover	NA	0.41	83.80
		Subtotal	46.32	328.19
TOTAL ACRES FOR ALL COVER TYPES			**369.50**	**369.50**

**Native plant communities created as part of wetland mitigation*

Following is a general description of cover types within the project area:

Open Water
Figure 10.3 is a map of DNR Public Waters within the RTC drainage area. Under existing conditions, no lakes, ponds or other open water exists. It is anticipated that under proposed conditions, a total of 7.06 acres of open water will be created. This open water is expected to be created within several stormwater detention ponds proposed for the project.

Wetlands
Based on the wetland delineation completed for the project (Appendix A, *Ramsey Station Wetland Delineation Report),* a total of 12.46 acres of wetlands currently exists on the site. Wetland acres are distributed among five separate wetlands, designated as wetlands A though E. The location of these wetlands is shown in Figure 10.1. A breakdown of wetland types for each of the five wetland areas is summarized in Table 10.2. A detailed description of each wetland is provided in Appendix A, *Ramsey Station Wetland Delineation Report.*

Table 10.2. Wetland Inventory According to Circular 39 Classification (NAWE Delineation, October 2002).

Wetland	Type 1	Type 2	Type 3	Type 4	Acres	
					Existing	Proposed
A		40%	60%		0.72	0
B		5%	15%	80%	1.18	1.18
C		50%	50%		0.20	0.20
D		90%	10%		2.23	2.23
E	100%				8.13	1.91
Total					12.46	5.52

Forest/Woodland
Forest and woodland occurs on 11.59 acres of the site under existing conditions. Most of this forest/woodland is located in the vicinity of an abandoned farmstead and several shelterbelt/property line edges. The dominant tree species within these forest/woodlands are boxelder, hackberry, eastern red cedar, black cherry and the non-native Siberian elm. Dominant shrubs include honeysuckle, nannyberry, buckthorn and red raspberry. The ground cover is dominated by mostly weedy native and introduced grasses and forbs including orchard grass, smooth brome, Canada goldenrod and motherwort. In places, the shelter belts contain plantings of Colorado blue spruce. Under proposed conditions, all forest/woodland will be converted to other cover types.

Grassland
Grassland occurs on 14.87 acres of the site under current conditions. Grassland is present along field edges, wetland edges, the railroad right-of-way and in slopes of road right-of-ways. There are also patches of grassland with planted conifers (blue spruce, white spruce, red pine) in the northwestern portion of the project area, located to the south and

west of Wetland B. Grassland in the project area is generally dominated by nonnative species of perennial and annual graminoids including smooth brome, orchard grass, Kentucky blue grass, reed canary grass, yellow foxtail and timothy. A few weedy forbs are present including horseweed, wormwood and Canada goldenrod. In general, grassland consisting of long grass will decrease, while grassland consisting of short grass will increase as a result of the project. Grassland cover types will increase to over 26 acres under proposed conditions.

Cropland
A total of 292.4 acres of cropland is present on the site under existing conditions. The majority of this cropland has been planted to soybeans or corn. All cropland will be converted to other land covers as a result of the project.

Residential/Commercial/Transportation
A total of 46.32 acres of residential/commercial/transportation cover types are presently located on the site. The majority of these cover types contain low percentages of impervious surfaces. Under proposed conditions, the total acreage and percentage impervious will increase significantly. The total acreage of this cover type under proposed conditions will be 328.19 acres, the majority of the project area acreage.

Summary of Environmental Impact. The composition of cover types within the RTC will change substantially from an area dominated by row-crop agriculture with scattered forest and wetland, to urbanized land uses with no agricultural land. Item 11 of this document will discuss natural cover type changes more fully within the context of wildlife habitat. Item 12 will discuss cover type changes with respect to water resource impacts, while Item 17 will discuss how this land use conversion impacts storm water runoff quantity and quality.

Mitigation element. The only issue related to cover type to emerge during this review is the alteration of wetlands, which is discussed in the mitigation element under Item 12. A complete discussion of loss of cover types with respect to fish, wildlife and ecologically sensitive resources follows in Item 11.

11. Fish, Wildlife, and Ecologically Sensitive Resources

11a. *Identify fish and wildlife resources and habitats on or near the site and describe how they would be affected by the project. Describe any measures to be taken to minimize or avoid impacts. The description of wildlife and fish resources should be related to the habitat types depicted on the cover types maps (of Item 10). Any differences in impacts between development scenarios should be highlighted in the discussion.*

11b. *Are any state-listed (endangered, threatened or special concern) species, rare plant communities or other sensitive ecological resources such as native prairie habitat, colonial water-bird nesting colonies or regionally rare plant communities on or near the site? _X_ Yes __ No*

If yes, describe the resource and how it would be affected by the project. Indicate if a site survey of the resources has been conducted and describe the results. If the DNR Natural Heritage and Nongame Research program has been contacted give the correspondence reference number: ***ERDB 20030469*** *(Dec. 5, 2002). Describe measures to minimize or avoid adverse impacts.*

For an AUAR, prior consultation with the DNR Natural Heritage program for information about reports of rare plant and animal species in the vicinity is required. If such consultation indicates the need, an on-site habitat survey for rare species in the appropriate portions of the AUAR area is required. Areas of on-site surveys should be depicted on a map, as should any "protection zones" established as a result.

Plant Communities

The pre-settlement vegetation associated with the RTC was dominated by dry and mesic prairie with oak openings and barrens probably located along the north edge of the site. Today, the RTC site is largely dominated by agricultural land use with only a small portion of the overall site containing low quality native plant communities. Within a one mile radius of the proposed project site are found the following land cover types and natural communities: planted mixed coniferous and deciduous trees, perennial grasses, oak savanna, non-native short- and long-grasses, transitional land, sand and gravel pits, eastern red cedar woodlands, aspen woodlands, non-native upland shrubs, dry prairie, wet prairie, wet meadows, cattail marsh, temporarily flooded aspen forest, mixed hardwood swamps, dry oak savanna, mesic oak savanna, open water wetlands, and the Mississippi River. Table 10.1 and Figure 5.6 detailed existing and proposed cover types within the project area. Figure 11.1 identifies sensitive resources near the RTC site.

Wildlife Resource

Wildlife that might occur within the project area are shown in Table 11.1. Wildlife resources are broken into mammals, amphibians & reptiles, and birds. The table includes species that might be present under existing conditions and the possible future occurrence of these species. The table also shows major habitat types that each species is generally

associated with. In addition, for birds, a column is included that indicates migratory status.

Note that no formal survey has been completed for wildlife; therefore, other species not shown in Table 11.1 may be present and species shown in Table 11.1 may not be present. All of the species shown, however, are documented in Anoka County and known to occur in the types of habitat present on or near the RTC site today.

Under existing conditions, the project area provides habitat to species adapted to a mosaic of cropland, wetland, small woodlots and grassland. The most significant habitat on the site is wetland, which may provide habitat for aquatic fur-bearing mammals, such as muskrat and mink, shorebirds and waterfowl. Forest and woodland occur in the northeastern corner, and as patches and windrows in other portions of the project site. These areas would support birds and mammals that require trees for nesting and cover and provide the moist, shaded conditions favorable to amphibians. Fragmentation of these areas, however, would limit the use of these woodlands, particularly for larger mammals and birds that require interior forest habitat. The grassland habitat is generally low in diversity, but would support species that prefer more open areas. Species typically found in disturbed grassland include such species as the plains pocket gopher, red fox and American kestrel. The dry sandy conditions that occur over much of the project area provide habitat for species that prefer loose, sandy soil for burrowing and nesting. Examples include the badger, prairie skink and Blanding's turtle.

Under proposed conditions, all of the forest/woodland and portions of the wetland/grassland will be converted to non-natural cover types. For this reason, the greatest impact will occur to forest associates. Species associated with wetland and grassland will probably continue to be present, but at much lower numbers. The degree to which these species continue to exist will be a function of how fragmented remaining patches of habitat are under post development conditions. An additional factor is how good of quality these patches are.

Rare Plant Communities
The *Natural Communities and Rare Species of Anoka and Ramsey Counties Map* (DNR Natural Heritage Program, 1994), shows a high quality flood plain forest plant community on an island of the Mississippi River approximately ½ mile south of the RTC site. No impacts to this floodplain forest plant community area expected.

Fisheries
There are no permanent rivers, lakes or ponds known to support fish within the project site. The nearest water bodies supporting fisheries include Lake Itasca and the Mississippi River. No impacts to these fisheries are expected to result from this project.

11b. The DNR Natural Heritage Program database was checked for information concerning reports of rare plant and animal species that might be located at or within approximately one mile of the project location. The results of DNR's search of the

Natural Heritage Database©[1] showed that there were no known occurrences on site, but five known occurrences of the Blanding's turtle to the north and west. The general locations of these known occurrences are within Sections 20, 21 and 22, T032N, R25W[1]. The closest record of Blanding's turtles lies approximately ½ mile north of the RTC project area. The Blanding's turtle is a state-listed, threatened species in Minnesota.

Most of the local records of Blanding's turtles correspond to roadway sections between different elements of turtle habitat. Turtles often cross roads as they attempt to travel between different wetland and upland areas that provide for their different habitat needs. The turtles use deeper wetlands and lakes for over wintering; sandy, open areas such as dry prairie and grassland for nesting; and shallow emergent marsh and shrub swamps for forging (Oldfield and Moriarty, 1994). These key habitats can be further described as (Lang, 2002):

> 1) **Activity season wetlands**, encompassing a variety of wetland types and sizes that are typically occupied for various periods during the spring, summer and fall;
> 2) **Over-wintering wetlands**, comprising specific wetlands that provide refuge from lethal winter temperatures and protection from predators during inactivity; and
> 3) **Nesting uplands**, characterized by exposed, well drained soils, used largely during the reproductive season by reproductive females and emerging hatchlings.

Local Blanding's turtle records (DNR Natural Heritage Program, 2003), showed turtle movement during times of the year when they emerge from over wintering wetlands and disperse into activity season wetlands, or as they travel to nesting uplands during the month of June.

The wetland and grassland habitat concentrated around the northwest corner of the RTC site provides potential Blanding's turtle habitat. In particular, the constructed wetland and adjacent wetland swales (delineated wetlands A, B and C), provide potential habitat. This area provides over-wintering habitat within the constructed wetland (Wetland B). Limited activity season habitat is available due to the small size of wetlands, degree of fragmentation and agricultural land uses. Nesting upland habitat is marginal due to the fact that agricultural activities would typically disturb turtle nest before hatchlings have emerged from the nest. Areas not subject to agricultural disturbance are generally narrow or small and would tend to concentrate predators resulting in high mortality. Other possible areas of Blanding's turtle habitat include the wetlands located along the north portion of the RTC, including the two DNR Public Waters Wetlands (670W and 671W). 2.23 acres of DNR Wetland 670W, (delineated wetland D) is located within the project boundaries. Both of these wetlands would be considered activity season wetlands and do not contain sufficient depth of water (under existing conditions) to support over-wintering turtles. Nesting upland habitat is potentially available adjacent to these wetlands.

---

[1] Copyright 2000, State of Minnesota, Department of Natural Resources. This information may be reprinted, unaltered, in Environmental Assessment Worksheets, municipal natural resource plans, and internal reports. For any other use, written permission is required.

Under post-development conditions, turtles attempting to move through or into the RTC site will encounter many physical obstacles. Examples include curb and gutter, retaining walls, discontinuous waterways, stormwater control structures such as skimmers and submerged culverts. These barriers also impact other reptiles, amphibians and mammals attempting to move though the site.

Summary of Environmental Impact.

Natural Communities: Table 10.1 summarizes changes in cover types, including natural communities for post-development conditions. The most significant impacts will be to wetlands and forest/woodlands. No impact to the floodplain forest community on the Mississippi River island is expected.

Fish and Wildlife Habitat: Wildlife that currently use the mixture of agricultural land, forest, grassland and wetland will likely be eliminated or reduced in proportion to acres of habitat converted to other land uses. Additional impacts are expected to occur due to increased mortality related to traffic and other accidents, predation by domestic animals and pesticides and other chemicals concentrated by stormwater runoff.

Blanding's Turtles: Blanding's turtles potentially occur within the project area, either as individuals of nearby populations passing though in route to other areas, or as individuals using specific habitats within the RTC site. Under post-development conditions, turtles may continue to use portions of the site, namely some of the wetlands clustered around the north and northwest portions of the site. These turtles will likely encounter many obstacles and hazards and for this reason the project could be a sink to nearby turtle populations.

Mitigation element.

Natural Communities: Item 12 of this report addresses wetland mitigation fully. Mitigation for loss of forest/woodland can be accomplished though additional tree planting within some areas of the site listed in Table 10.1 as containing grassland communities. Additional forest/woodland planting can be incorporated into planting plans for the infiltration/wetland system extending south from the RTC site to the Mississippi River. The edges of the wetlands and infiltration areas could be established as an oak savanna/woodland natural community.

Wildlife Habitat: Several strategies are proposed to mitigate impacts to wildlife. These include:

1). Establish Greenway Corridor Though the Site. A proposed greenway corridor is shown in Figures 6.1, 12.5 and 12.6. The corridor will incorporate a system of wetland treatment ponds, infiltration ponds and constructed wetlands. Areas of the corridor up to the 100-year flood elevation will be planted to a mixture of native short grasses and forbs. Although this corridor will not extend though the site completely, it will provide an

opportunity for some species (those more tolerant of human presence, noise, etc.) to use natural areas within the site, and to move to and from larger tracks of habitat connected to the site.

2). Wetland Restoration and Creation. As described in Item 12, the combination of existing wetlands and created wetlands will provide more diverse habitat than is generally available now. Most of the existing wetlands have either been cropped or have very low vegetative diversity (primarily reed canary grass). These wetlands will be restored to native wet prairie, wet meadow and shallow emergent marsh. Wetlands within the RTC portion of the greenway will be planted to shorter species of grass and forbs, but will be un-mown, and will provide habitat for many of the wetland species currently found on the RTC site. Additional areas of riparian buffer will be established to provide some upland habitat.

3). Culverts and Road Crossings. To the extent possible, all culverts and road crossings will be designed to enable upstream or downstream passage of wildlife as they move though the greenway. During dry conditions, most of the culverts are expected to be available for terrestrial species to move though. During wet conditions, these culverts may only enable species that swim or move through water to pass through. Fences at major road crossing will be designed and placed so as to funnel wildlife though these crossing areas. These same fences may also be used to discourage larger species, such as white-tailed deer, from crossing roads where they may become a traffic hazard.

Blanding's Turtles
Strategies outlined for Wildlife Mitigation generally apply to Blanding's turtles. Appendix C is the DNR Fact Sheet and Hand-out on Blanding's Turtles. Several additional recommendations applying to Blanding's turtles follow:

1). The system of infiltration ponds and wetlands proposed south of the RTC site between TH 10 and the Mississippi River can be designed to provide additional turtle habitat. This system, if developed, should incorporate some deep, over-winter pond area along with a good diversity of wetland community types. Some excavated material should be retained on-site to create sandy, dune-like areas planted to sand gravel prairies. These areas could provide excellent nesting habitat for Blanding's turtles.

2). Culvert crossings should be designed so that water (when flowing) flows continuously though the pipe, with no physical barriers such as weirs or gates blocking upstream or downstream travel.

3). Fencing may be used to guide or block movement. Depending on the final design of the greenway/stormwater conveyance system, access to the site by turtles should be blocked to reduce the possibility that the site will become a sink to nearby turtle populations.

12. Physical Impacts on Water Resources

*Will the project involve the physical or hydrologic alteration (dredging, filling, stream diversion, outfall structure, diking, and impoundment) of any surface waters such as a lake, pond, wetland, stream or drainage ditch? _**X**_Yes __No*

If yes, identify water resource affected and give the DNR Protected Waters Inventory number(s) if the water resources affected are on the PWI. Describe alternatives considered and proposed mitigation measures to minimize impacts.

For an AUAR, the information called for on the EAW form should be supplied for any of the infrastructure associated with the AUAR development scenarios, and for any development expected to physically impact any water resources. Where it is uncertain whether water resources will be impacted depending on the exact design of future development, the AUAR should cover the possible impacts through "worst case scenario" or else prevent impacts through the provisions of the mitigation plan.

Surface Water Hydrology

The Ramsey Town Center site lies within the Lower Rum River Watershed Management Organization (LRRWMO) boundaries, but actually discharges south to the Mississippi River. The RTC lies within a watershed that extends from Lake Itasca, southeast to the Mississippi River. Figure 12.1 shows the sub-watersheds within this drainage area, as well as the water resource features within this watershed.

Soils on site are illustrated in Figure 12.2, and are discussed in Items 19 and 25.

The following analysis describes direct and indirect impacts to water resources associated with the RTC. A detailed description of watershed hydrology and the stormwater conveyance system is contained in Item 17.

Description of Water Resources and Related Impacts

A wetland delineation was performed in October 2002 by North American Wetland Engineering (NAWE) and reported in November 2002. The results of this delineation were revised on March 14, 2003 after discussion with the WCA Technical Evaluation Panel (TEP) convened to review the delineation. Figure 10.1 shows the location of delineated wetlands located wholly or partially within the RTC project area. Note that wetlands within the project area are denoted by an identifying letter (from A-E). The complete *NAWE Wetland Delineation Report* is contained in Appendix A. Figure 10.3 showed the location of DNR Public Waters within the RTC drainage area. Figures 12.3 and 12.4 show the location of all wetlands within the RTC project area with respect to wetland impacts. A description of each water resource is provided in Table 12.1 and a discussion of each of these water resources with respect to potential impacts follows.

Table 12.1 – Water Resources Potentially Impacted

Basin Name/ID	PWI	Within Project Area*	Wetland Impact (acres)	Type of Impact
A	NA	T	0.72	Fill
B	NA	T	0	Indirect - Stormwater Discharges
C	NA	T	0	Indirect - Stormwater Discharges
D	670W	P	0	Indirect - Stormwater Discharges
E	NA	T	6.22	Fill/Conversion to Stormwater Pond
Lake Itasca	110P	O	0	Potential Outlet
Unnamed Wetland	671W	O	0	Potential Outlet
Mississippi River	NA	O	0	Outfall Structure
TOTAL ACRES IMPACTED			**6.94**	

** T – Totally within project area*
P – Partially within project area
O – Outside project area

Wetland A: Wetland A is expected to be completely filled as part of the project. A total of 0.72 acres of Type 2 and Type 3 wetland will require mitigation.

Wetland B: Wetland B is a 1.18 acre Type 4 wetland. This wetland was constructed in 1997 for mitigation of the Anoka County Road 116 road construction project. The mitigation site has a permanent conservation easement that encompasses both the wetland and an upland buffer area. Stormwater from the RTC has the potential to indirectly impact this wetland by altering the wetland hydroperiod and increasing the discharge of sediments, nutrients and other pollutants. No direct impacts are anticipated to this wetland.

Wetland C: Wetland C is a 0.20 acre Type 2 and Type 3 wetland. Stormwater from the RTC has the potential to indirectly impact this wetland by altering the wetland hydroperiod and increasing the discharge of sediments, nutrients and other pollutants. No direct impacts are expected to this wetland.

Wetland D: Wetland D lies partially within the RTC project and is the only public waters wetland (670W) located within the project area. This wetland is landlocked and does not outlet under existing conditions. The City of Ramsey has proposed installation of an outlet from this wetland, south into the RTC stormwater conveyance system. Any outlet installed for this wetland will be above the DNR ordinary high water (OHW) elevation. Since a key strategy for stormwater management is to maintain or provide on-site storage where possible, this outlet will consist of an emergency overflow located at or above the 100-year flood elevation of 868.0 feet. No OHW is established for this wetland, nor are wetland impacts expected from placement of this outlet pipe.

Wetland E: At 8.13 acres, Wetland E is the largest wetland in the RTC project area. This wetland is located within a shallow, linear, drainage swale that bisects the west central portion of the RTC project area. This entire wetland has been row cropped to soybeans or corn during recent years. A total of 6.22 acres of Type 1 wetland will be directly impacted though a combination of fill and conversion to stormwater ponds. The remaining 1.91 acres will be retained within a proposed water way corridor and 6.22 acres of Wetland E will require mitigation.

Lake Itasca: Lake Itasca and its direct drainage area are located approximately 1.2 miles northwest of the RTC (Figure 12.1). The 1998 LRRWMO Watershed Management Plan includes Itasca Lake as part of the drainage North Rum River Watershed. However, based on the surrounding topography and a survey that was conducted by EOR, the natural drainage path was determined to be to the southeast, into the Mississippi River Watershed. A lake overflow elevation of 871 was determined from a field survey of the area and two-foot contour information from development plans. An analysis of lake elevations for the 100-year, 24-hour rainfall and 100-year, 10-day snowmelt events, show that Lake Itasca does not outlet from the low point along the southeast side of the lake. This assessment held true for both existing and future land uses. Lake levels do, however; rise to within a few one hundredths of a foot for the 100-year, 10-day snowmelt event and within ½ foot for the 100-year, 24-hour rainfall events. For this reason, the City of Ramsey has proposed installation of an outlet for the lake. Since a DNR permit would be required for an outlet below the DNR OHW, it has been assumed that any outlet would be above the OHW and above the 100-year flood elevation of approximately 871.0 feet. This outlet would provide assurances that existing and future homes will not be impacted by high water. No impacts to Lake Itasca or adjacent wetlands are anticipated.

Mississippi River: The Mississippi River is located approximately ½ mile south of the RTC. There currently is no outlet from the RTC to the River; all flow leaving the site crosses Highway 10, flows to the southeast in a ditch, and eventually infiltrates. As shown in Figure 17.2c, an overland waterway system is proposed to convey stormwater south from the RTC to the Mississippi River. This waterway system would consist of a series of water quality treatment ponds, infiltration ponds and constructed wetlands. As discussed in Item 17 of this AUAR, a peak flow rate of 25.3 cfs is predicted under post-development conditions for the 100-year storm event. For small events (1-year and less), discharge ranges from 14.2 cfs, assuming no infiltration in the ponds, to 2.3 cfs when infiltration is included. The outfall to the Mississippi River is proposed to follow a County owned linear piece of land that extends from Highway 10 to the River (see Figure 12.5). The use of this property has been agreed upon in concept by the County, and discussions continue among the City, County and developer on its implementation details. The outlet will consist of a 21-inch pipe, enlarged near the Mississippi River to reduce velocities. Potential impacts include disturbance to the river bluff line where the outfall pipe is installed and in-stream scour and erosion where the pipe meets the river. If the County alternative outlet is not ultimately approved, an alternative alignment along Highway 10 to the southeast, with a connection to the River will be pursued.

Groundwater-Surface Water Interaction and Wetland Impacts

A wetland delineation on the site was performed in October 2002 by North American Wetland Engineering (NAWE) and reported in November 2002. The results of the delineation were revised on March 14, 2003 after discussion with the WCA Technical Evaluation Panel (TEP) convened to review the delineation. The final delineation is reported in Appendix A and was discussed previously in Item 10.

Prior to performing the fieldwork, historical aerial photos were gathered from 1981-2001 to evaluate the presence of potential wetland conditions through aerial photo interpretation. Details and the photos are contained in Appendix A of this document. For the time period of 1981 to 1989, the aerial photos show changes in the wetland hydrology in and around the project site. Beginning about 1985, surface hydrology visibly decreased in the flow-through wetland that runs from the northwest to the southwest of the site. In addition, the large wetland located outside of and to the north of the site, which in previous photos shows a large wetland with visible surficial hydrology, also loses all signs of surface hydrology. In 1990, the hydrology of the wetlands begins to recover until about 1997 when a similar pattern of surface hydrology losses occurs. As a result, interpretation of the aerial photos suggest the presence of Type 1 (seasonally flooded), Type 2 (wet meadow), Type 3 (shallow marsh), and Type 4 (inland deep marsh) wetlands.

In 1997, several land use changes occurred in and around the RTC site. These include the extension of County Road 116, the installation of three new municipal wells, and the construction of a mitigation wetland in the northwest corner of the site. Both regulators and local residents have questioned whether or not these land use changes where responsible for the most recent observation of changes in wetland surface hydrology. Due to the presence of a photographic record showing similar changes occurring prior to the land use changes, it is not possible to tie the changes conclusively to any cause(s).

To address these concerns, the City of Ramsey is proposing to investigate this matter in cooperation with the Anoka Conservation District, the Minnesota Department of Natural Resources, and other resource agencies. The purpose of this collaboration is to determine the effects of local groundwater interaction with wetlands, to monitor wetland hydrology and to collect other pertinent information concurrent with the design phase."

Summary of Environmental Impact.

Wetlands – Direct Impacts: Table 12.2 summarizes direct wetland impacts associated with the RTC. A total of 6.94 acres of wetland impact will result from the RTC. A break down of wetland types impacted is also shown.

Table 12.2 Summary of Wetland Impacts

Wetland Type	Acres of Impacted Wetland		Totals (acres)
	Wetland A	Wetland E	
1*		6.22	6.22
2	0.28		0.28
3	0.44		0.44
4			
5			
Total	0.72	6.22	6.94

**** All Type 1 Wetland is row cropped under existing conditions***

Wetlands – Indirect Impacts: Indirect impacts to wetlands include discharge of stormwater, interference with groundwater-surface water interactions and fragmentation of wetland and upland habitat that diminishes wildlife habitat functions.

DNR Public Waters: Outlet structures are proposed on two public waters wetlands and one lake. These structures are generally proposed to be installed above the OHW and 100-year flood elevation. No impacts are therefore expected within these public waters. The proposed stormwater outfall to the Mississippi River could impact the river bluff zone through alteration of shoreline vegetation, increased susceptibility to erosion, aesthetic views and water quality impacts (discussed in Item 17).

Mitigation element.

Wetland Sequencing - Minnesota Rules 8420, also known as the Wetland Conservation Act (WCA), requires specific steps ("sequencing") be taken when evaluating mitigation for unavoidable wetland impacts. The WCA requires that wetland impacts be avoided, if possible. If wetland avoidance cannot be accomplished, impacts to wetlands need to be minimized. Finally, any wetland impacts that can not either be avoided or minimized to the extent possible, must be mitigated though wetland replacement. The wetland replacement must mitigate all wetland functions and values lost as part of the wetland impact.

The degradation present on site allows the applicant to evaluate sequencing flexibility in their mitigation plan. It also allows the Technical Evaluation Panel (TEP) the opportunity to be flexible on the sequencing provisions of the WCA rule. This process may only be applied in the event the wetlands on-site are degraded to the point where replacement of the wetland would result in a gain in functions and values. This is an item that will be considered by the TEP during the permitting process.

Wetlands located on site are described in the Wetland Delineation Report (Appendix A), and are discussed in Item 10. With a few exceptions, wetlands located within the boundaries of the RTC are either cropped or are of low quality. These wetlands have

marginal functions and values due to their low vegetative diversity, partial drainage and lack of connectivity to other nearby wetlands and natural areas. Sequencing is addressed as follows:

Avoidance: The better quality portions of existing wetlands are generally avoided. This includes all of wetlands B, C and D.

Minimization: The mix of development proposed as part of the RTC requires that retail, commercial and residential land use blocks are a minimum size with adequate infrastructure to service them. The focus of minimization has been to incorporate as much of existing wetland area into a central greenway corridor, thereby lowering overall wetland loss across the project site. To avoid indirect impacts to remaining wetlands, each of the development blocks will incorporate a treatment train of stormwater best management practices designed to improve water quality and lower wetland bounce magnitude and duration. Currently, row cropping occurs into the wetlands. The RTC will incorporate wetland buffers wherever practical.

Wetland Replacement: The LRRWMO Stormwater Management Plan provides that the following may be eligible for wetland replacement credits:

- Creation of "new" wetland - Rules, Sub-part 11;
- Addition of "public value" Rules, Sub-part 6;
- "Public value" restoration from invasive species to permanent native, non-invasive species - Rules, Sub-part 8; and
- Incorporation of "water quality treatment ponds" under the criteria contained in Sub-part 10(A* and B), with nature of "credit" determined by LRRWMO.

**The City of Ramsey has adopted the LRRWMO stormwater management plan by reference for this portion of the City, thus qualifying the City for eligibility under this element.*

As Table 12.2 shows, a total of 6.94 acres of wetland will be impacted and require replacement. A central feature of the RTC is a greenway corridor running though the central portion of the site. A system of stormwater ponds, infiltration swales and meandering channels will link flows entering the site from the northwest with flows generated on-site. This "waterway" will continue south from the RTC to the Mississippi River. Within the context of this waterway system, on-site wetland replacement will be provided though a combination of new wetlands, upland buffers and water quality improvement ponds designed to improve functions and values to downstream wetlands. The location of proposed on-site wetland replacement is shown in Figures 12.3 and 12.4. Table 12.3 summarizes the acreage and type of wetland replacement for each location. A general description for each wetland replacement site follows.

Table 12.3 Summary of Proposed Wetland Mitigation

Wetland Type Created	Wetland Replacement by Location (Drainage Area)									Totals (acres)
	6	7	8	10	18	19	24	26a	26b	
Type 1			1.35			1.30	1.80		1.90	6.35
Type 2							0.45			0.45
Type 3							0.45			0.45
Type 4										
Subtotal			1.35			1.30	2.70		1.90	7.25
PVC* (Stormwater)		2.30			3.50			3.40		9.20
PVC* (Buffers)	0.81		1.35			1.30			1.90	5.36
PVC* (Restoration)	0.77			5.59						6.36
Subtotal	1.58	2.30	1.35	5.59	3.50	1.30		3.40	1.90	20.92
									Grand Total	**28.17**

PVC – Public Value Credits

Drainage Area 6 includes three existing wetlands (Wetland B, C and E). Wetland B is a created wetland that includes a narrow buffer within a conservation easement. The existing drainageway will be left intact, while 0.81 acres of the cropped wetland will be restored to a Type 1, wet prairie wetland. A 0.77-acre riparian buffer will be incorporated along the wetland transition zone in this area.

Drainage Area 7 will include a 2.30-acre stormwater detention pond. This pond will include a shallow bench that will support a fringe of emergent vegetation. Since this pond will provide pretreatment of stormwater that will benefit the wetland immediately downstream of it (within Drainage Area 8), it is proposed for public value wetland credits.

Drainage Area 8 includes 1.35 acres of wetland and 1.35 acres of PVC buffer with a meandering channel flowing though it. Portions of the basin will be designed to establish Type 1, wet meadow/wet prairie wetland hydrology. The basin will be established with respect to groundwater levels and a low weir will be installed in front of the outlet such that infiltration will be maintained, but water will be retained at a frequency to facilitate saturation of soils. Finer soils could be mixed in to promote Type 1 vegetation.

Within *Drainage Area 10*, and along the north boundary of the RTC site, is a 3.79 acre wetland, where 2.23 acres of this wetland is within the RTC site and is denoted as "Wetland D". This wetland is a low quality reed canary grass monotype with a few small areas of mixed emergent marsh vegetation. The PVC credits estimated for drainage area

10 is 3.79 acres for wetland restoration and 1.80 acres for wetland buffer establishment. This would provide a total of 5.59 acres of PVC for drainage area 10. This assumes an approximately 50-foot buffer around the entire wetland. The exact PVC credits for restoring the existing wetland and for buffer establishment within drainage area 10, will be not be determined until a final determination is made as to wetland replacement requirements for the entire RTC project.

The primary objective of this restoration would be to remove the non-native reed canary grass and reestablish a diverse, wetland community of wet meadow and mixed emergent marsh. Since portions of this wetland occur on private property, landowner cooperation would be necessary to successfully restore this wetland. The proposed restoration includes both wetland restoration and establishment of buffers.

Drainage Area 18 will include a 3.5-acre stormwater pond that will function much the same as the stormwater pond proposed for Drainage Area 7. The concept design described for Area 7 generally applies to Area 18.

The wetland system in *Drainage Area 19* will function in a way similar to Drainage Area 8; that is, it will include a narrow, meandering, perennial stream with a wet meadow/wet prairie fringe. The design concept described for Drainage Area 8 describes this wetland. A total of 1.3 acres of wetland and 1.3 acres of buffer are proposed for Drainage Area 19.

Drainage Area 24: This drainage area encompasses a linear area between the Railroad ROW and the RTC. This entire strip of land encompasses some 10.8-acres of land. A total of 2.7-acres, or 1/4 of Area 24, is proposed as new wetland credit. A central, meandering drainage-way of Type 3 wetland is proposed. The edges of this wetland will be bordered with Type 1 and 2 wetland meadow.

Drainage Area 26: Development of this combined wetland/infiltration system is conditioned on approval by Anoka County. This system would receive flows from Drainage Area 25 and would include a wetland treatment/stormwater pond (26a). From this initial pond, flows would outlet into an infiltration pond/wetland system (26b). A landscape theme that incorporates a mixture of dry prairie, oak savanna, and wet prairie with an ephemeral water-way could serve as the cornerstone for this area and provide a valuable link between RTC and Mississippi West Regional Park.

Off-Site Wetland Mitigation
Two additional areas have been identified for off-site wetland mitigation in the event on-site mitigation is not feasible. These sites are illustrated in Figure 12.5.

Site #1 would be within the Mississippi Regional Park when development of the park proceeds. Although a specific location cannot be identified at this time, the City, WMO and County would work together to select and develop a site that would hold the best potential for successful wetland establishment. Figure 12.6 illustrates the Anoka County Park Department's concept for how the Park will be designed. Several locations could be possible sites for incorporation of "new" wetland. To accomplish this action in the

future, RTC LLC would need to escrow an amount of funds sufficient to construct the additional wetland acreage not provided for on-site.

Site #2 is located along the south - southeast side of Lake Itasca on land already owned by the City of Ramsey. This area currently contains some excellent quality shrub swamp, wet prairie and emergent marsh along the shores of Lake Itasca. A suitable site could be located where wetland does not currently exist, but where adequate hydrology is available. There are also several areas of reed canary-dominated wetland that could be improved for public value credit though re-establishment of native wetland communities. Any wetland improvements in this area could be designed to also improve Blanding's turtle habitat.

The following are proposed to mitigate impacts associated with the stormwater outfall to the Mississippi River:

Reduce Frequency of Stormwater Discharge, Lower Magnitude of Peak Flow Rates: The RTC project incorporates a variety of strategies to lower increases in stormwater rate and volume. While all stormwater conveyance features are designed to accommodate the 100-year runoff event without taking infiltration into consideration, on-site retention and infiltration can be incorporated at multiple scales into the RTC during the detailed design phase for smaller storm retention. Peak flow rates for the 100-year, 24-hour runoff and 100-year, 10-day snowmelt events are 25.1 cfs and 25.3 cfs respectively.

Oversize Culvert and Reduced Slope at Outfall: The last section of culvert will be enlarged from 21-inches to 36-inches and include an apron and rip-rap to lower velocities and dissipate the energy at the discharge point. This will minimize the potential for scour and erosion.

Directional Boring to Install Culvert: If possible, the culvert will be placed within the river bank by directional boring rather than an open cut. This will reduce the need to remove shoreline vegetation and will minimize the area of disturbance. Erosion control measures will be implemented where soil is disturbed. All disturbed areas will be replanted to native trees, shrubs, grasses and forbs and if appropriate, a temporary cover crop will be established.

13. Water Use

*Will the project involve installation or abandonment of any water wells, connection to or changes in any public water supply or appropriation of any ground or surface water (including dewatering)? _**X**_Yes __No*

If yes, as applicable, give location and purpose of any new wells; public supply affected, changes to be made, and water quantities to be used; the source, duration, quantity and purpose of any appropriations; and unique well numbers and DNR appropriation permit numbers, if known. Identify any existing and new wells on the site map. If there are no wells known on site, explain methodology used to determine.

If the area requires new water supply wells, specific information about that appropriation and its potential impacts on groundwater levels should be given; if groundwater levels would be affected, any impacts resulting on other resources should be addressed.

Background

Ramsey residents, businesses and others receive their water from one of two sources; the City of Ramsey municipal water system or privately owned wells. Those with private wells are mainly located in the Rural Preserve, Central Rural Reserve, Rural Developing and un-served areas of within the Urban Growth Boundary. Those receiving water from the municipal water system are generally located in the Existing MUSA area (Figure 13.1).

Future municipal water users would be those new developments occurring within the existing MUSA and those areas within the Urban Growth Boundary as designated in the *2001 Ramsey Comprehensive Plan,* as amended in 2002 *(Plan)*. Extension of municipal water service into areas outside of the Urban Growth Area may be necessary at a future date due to environmental or public health concerns. The *Plan*, however, states that there are no known concerns at this time and, therefore, there is no known timeline for if or when service may be extended.

Population Projections

The *1999 City of Ramsey Water Study* prepared by Bolton and Menk, Inc., estimated population growth and water service categories as shown in Table 13.1. This report has served as the primary planning document for the City's municipal water system and was incorporated by reference into the City's *Comprehensive Plan.*

Table 13.1 Population Projections and Water Service Category

Year	Total Population	Rural Population (Private Wells)	Urban Population	Municipal Water Service Population
2000	19,630	8,768	10,862	8,412
2005	21,748	9,403	12,345	12,345
2010	23,865	10,037	13,828	13,828
2015	26,873	10,939	15,934	15,934
2020	29,880	11,840	18,040	18,040

These numbers only represent residential populations and do not include water used by businesses for manufacturing, customers, employees, etc. In addition, growth projections for the City were slightly increased in the Comp Plan. Table 13.2 outlines this information. The last column of this table estimates the number of residents and employees that will be served by the municipal water system based on the ratio of rural to urban residents shown in Table 13.1 above.

Table 13.2 *2001 Comprehensive Plan* Population Projections by City of Ramsey

Year	Population	Number of Households	Number of Employees	Population Served by Municipal System
1990	12,408	3,620	1,941	---
2000	19,630	5,950	2,500	11,000
2010	25,050	8,350	7,000	22,000
2020	32,250	10,750	9,000	28,000

Existing Water System Description

Water Supply. The City currently operates five municipal wells in two well fields (Figure 13.2) and anticipates drilling an additional well in the near future. The first part of the wellhead protection plan for both well fields has been completed and approved by the Minnesota Department of Health (MDH). This part of the wellhead protection plan addresses WHPAs, DWSMAs and well vulnerability classifications for all municipal wells with the exception of well number 5. Well 5 is not part of the developing plan because it was constructed and activated after the wellhead delineation project began. A separate wellhead delineation project will be necessary for well 5 which could be performed in coordination as a plan addendum with other municipal wells that will be constructed within several years. The second part of the City's wellhead protection plan is currently in progress and will address contaminant sources and education initiatives within the site and the City WHPA/DWSMA. Items 19 and 20 further detail the geologic setting and the potential Town Center impacts to the water supply. Appendix F provides a discussion for the potential locations of additional municipal wells."

All five wells have been developed in the Franconia-Ironton-Galesville (FIG) aquifer. A more complete description of the subsurface stratigraphy and geologic morphology is provided in Item 19. Figure 19.3 graphically displays the well drilling logs for the three wells on and adjacent to the RTC site.

Table 13.3 summarizes the capacity of each well and its permitted appropriation.

Table 13.3: Well Capacities and Permitted Appropriations

Well	DNR Permit Number	Unique Well Number	Permitted Flow (gpm)	Permitted Withdraw-al (MGY)	Pump Capacity (gpm)	Maximum Annual Capacity (MGY)[1]
No. 1	856005-1	161441	4,900		970	424.860
No. 2	856005-2	416183	4,900		220	96.360
No. 3	856005-3	580303	4,900		1,450	635.100
No. 4	856005-4	580313	4,900		855	374.490
No. 5	856005-5	593672	4,900		900	394.200
Total				**500[2]**	**4,395**	**1,925.010**

(1) Assumes 20-hour pumping day for 365-days and does not allow for recharge or resting of the aquifer.
(2) Current DNR Permit allows a combined annual appropriation of 500 MGY.

Water Storage. Storage and distribution pressure for the municipal water system is provided by two elevated storage tanks with capacities of 0.5 and 1.5 million gallons respectively. The *1999 Water System Study* demonstrated the need for the construction of additional elevated storage to meet future demands on the water system. This recommendation was based on an analysis of existing and projected future flows and included factors such as fire flow capacity, emergency storage, daily peak use, and water supply and pumping capacity.

Table 13.4 lists the existing water storage facilities as well as those projected in the *1999 Water System Study* for future construction. The location of these facilities is indicated in Figure 13.3.

Table 13.4: Existing and Future Water Storage Facilities

Description	Usable Storage Volume (gal)	Year Constructed	High Water Elevation
Reservoir No. 1	500,000	1989	1036
Reservoir No. 2	1,500,000	2000	±1035
Reservoir No. 3	1,000,000	Projected 2009	N/A

Water Treatment. The City does not currently operate a water treatment plant. The current water supply does not violate any of the Primary Drinking Water Standards provided for in the Safe Drinking Water Act. Therefore, water treatment would be required only to treat for secondary contaminants and aesthetic purposes. Because of this, the existing City Capital Improvement Program (CIP) projects constructing a water treatment plant within approximately five years.

Table 13.5 is a summary of average water quality data for the system. Variations in quality may occur periodically due to minor differences in concentrations of each contaminant and depending on which well or combination of wells in operation. Planning for water treatment will occur within the design of the RTC site. Funding for a water treatment facility needs to be identified concurrent with approval for the RTC. This facility should be on line consistent with 60% of the RTC site or completion of wells #6 and #7.

Table 13.5: Water System Quality Data

Parameter	Average Level of Water Quality Parameter(1)	Primary Drinking Water Standard	Secondary Drinking Water Standard
Langelier Index (standard unit)	0.43		
Total Iron (mg/l as Fe)	0.87		0.3
Manganese (mg/l as Mn)	0.21		0.05
Calcium (mg/l as Ca)	58		
Calcium Hardness (mg/l as $CaCO_3$)	145		
Magnesium (mg/l as $CaCO_3$)	12		
Magnesium Hardness (mg/l as $CaCO_3$)	50		
Total Hardness (mg/l as $CaCO_3$)	195		
Sodium (mg/l as Na)	8		
Arsenic (mg/l as As)	0.006	0.010	
Chloride (mg/l as Cl)	15		250
Sulfate (mg/l as SO_4)	4.83	400	250
Total Alkalinity (mg/l as $CaCO_3$)	221		
pH (Standard Unit)	7.9		6.5 – 8.5
Total Dissolved Solids (mg/l)	210		500

(1) Based on data collected on 4/6/99 and extrapolated from the 1999 Water System Study. In addition, each parameter has been normalized based on average annual pumping times and rates for each well.

The City currently adds chlorine, fluoride, and polyphosphate to the raw water at each well-house. Chlorine is added as a protective barrier against harmful pathogens that may enter the water system from the raw well water or through breaks or cross connections in the distribution system. Fluoride is added as a dietary supplement that aids in the

prevention of tooth decay. Polyphosphate is added to prevent the precipitation of iron and, to a lesser extent, manganese primarily for aesthetic purposes, such as color, and to prevent the staining of plumbing fixtures and laundry.

Water Distribution. The City's water distribution system is comprised of 6-, 8-, 10-, 12- and 16-inch ductile iron pipe. The system includes various necessary appurtenances such as isolation valves, altitude/pressure valves, and fire hydrants. In 1999, the distribution system was analyzed by Bolton and Menk, Inc., using the CYBERNET Hydraulic Network Model. Results of the model indicated that the system functions well by meeting demand for the existing uses.

Computer modeling and analysis of future expansions to the distribution network, including the RTC development, should be performed at the time of design to ensure there is no impact on the existing users.

Projected Future Water Demands

Flow Projections. Development of the RTC site and the remaining areas within the Urban Growth Boundary will result in an increased demand on the existing water system. Projections for the additional demands will be developed in this section in an effort to quantify the potential impacts on the existing water system infrastructure, ground water resources and other related resources.

Projections of future demands from the RTC site will be based on the latest Design Concept Plan (February 15, 2003, as shown in Figure 6.1). Projections for demands from additional growth in areas within the Urban Growth Boundary will be based on information contained in the *2001 Comprehensive Plan*, as amended in 2002.

Table 13.6: Projected Water Usage for RTC Sub-district Residential Development

Development Type	Quantity	Occupants per Unit	Total Occupants	Usage per Occupant(1) (gpd)	Total Usage (gpd)
Mixed Use Residential	1012	5	5,060	120	607,200
Apartment	172	3	516	120	61,920
Duplex	62	4	186	120	22,320
Townhouse	1154	4	4,616	120	553,920
Total Residential	**2,400**		**10,378**	**120**	**1,245,360**

(1) Per capita usage based on historic average annual usage for existing Ramsey residents; includes only residential use

Table 13.7: Projected Wastewater Flows in RTC Commercial/Service Development

Development Type	Acres Used (ac)	Usage per Acre[1] (gpd)	Total Usage (gpd)
Commercial (Existing Hwy. 10)	32.2	2,000	64,400
Commercial (Service/Convenience)	11.6	2,000	23,200
Commercial (Shopping)	24.4	1,600	39,040
Mixed Use (Retail/Office)	30.6	2,300	70,380
Civic Center	3.6	13,300	47,880
Business Enterprise	35.9	1,330	47,747
Transit	4.5	1,330	5,985
Public/Open Space	58.2	1,500	87,300
Total Developed Area	**201**	**1,920[2]**	**385,932**

(1) Projected water usage based on average existing demand per day including irrigation.
(2) Average per acre water usage.

Appendix I shows the water usage and pumping rates for 2002. This information is combined with the above water usage projections for the RTC site plus the projected water use for the undeveloped Urban Growth Area to determine total projected water demand at 2020 and is summarized in Table 13.8. The projected water use for the undeveloped areas, excluding the RTC site, were based on the wastewater flow projections contained in Item 18 and Appendix G (Wastewater Data) and include a premium for irrigation.

Table 13.8: 2020 Urban Growth Area Projected Water Use

Area	Average Daily Usage[1] (MGD)	Average Annual Usage (MGY)
RTC Development[2]	1.631	595
Future Northwest Sub-district	0.160	58
Future Southwest Sub-district	0.839	306
Future Rum River District Usage	0.677	247
Sub-total Future Usage	**3.307**	**1,207**
Existing Service Area Usage	1.198	437
2020 PROJECTED USAGE	**4.505**	**1,645**

(1) Future usage estimated based on projected land use and includes irrigation
(2) Sum of totals from Tables 18.6 and 18.7.

Discussion of Results: Historic records show that overall per capita water usage (including both residential and commercial/industrial) in Ramsey averages between 130 and 150 gpd per capita . The total projected water usage for the RTC development is estimated to be about 1.631 MGD. Dividing this number by the upper usage of 150 gpd yields an equivalent design population for the RTC of approximately 10,900. This

compares extremely well with the projected residential population at the RTC site of 10,378 persons (Table 13.6).

Similarly, the total future projected water usage for 2020 is estimated to be 4.505 MGD which equates to an equivalent population of about 30,000 persons. In comparison, the information contained in Tables 13.1 and 13.2 estimates the 2020 population served by the community water system to be approximately 28,000 persons. The difference between the two of 2,000 equivalent persons is in line with the *2001 Comprehensive Plan* and can be attributed to two factors.

First, the number of new housing units to be built between 2000 and 2020 was estimated in the *Plan* to be 4,800 (3,346 single family and 1,434 multi-family units). Of this amount, we now know that the RTC site will contribute 2,400 housing units alone while using only a small percentage of the land available for development within the Urban Growth area. Secondly, the *Plan* did not consider the higher water usage per acre of developed land using the higher density development model inherent in the RTC design.

The historic peaking factor for water usage is about 2.6. Based on the above, the peak daily flows for 2020 will be about 11.7 MGD. Potential impacts on the FIG or other resources during average and peak demand are discussed in Appendix F. In addition, storage and distribution designs for the RTC and future development should take into account the need to meet these demands.

In short, growth projections and the assumed resulting water usage estimated in the *2001 Comprehensive Plan* seem to be generally in line with the projections of this Item. The difference discussed above, which is based on design and growth information not available during the preparation of the *Comprehensive Plan*, results in an increase in future water usage of about 7% above that anticipated.

Summary of Environmental Impact. To meet the projected future demands, the City will most likely increase appropriations from the Franconia-Ironton-Galesville (FIG) aquifer. At a minimum, two additional wells (#6 and #7) will be required to meet the RTC demand with the need for additional wells as growth continues. Appendix F indicates that at full 2020 build out, there will be a need for as many as 4 or 5 additional wells pumping at rates similar to the existing ones.

Groundwater level data for the FIG that is collected continuously by the City shows that trending has been in an upward direction in the last two years meaning a recharge condition existed during this period (Appendix F). In addition, because the pumps operate intermittently, they allow the aquifer to recover on a daily basis with a maximum residual drawdown level averaging of 5- to 10-feet during peak summer demand. This would mean that the radius of influence for the wells is very, very small. Taken together, that water levels are rising in the FIG and that there is very little drawdown, water level fluctuations in the surficial drift material are not anticipated. In addition, it does not appear that the municipal wells would have any negative influence on private wells developed in the same unit. However, long term monitoring of the surficial aquifer's

water level is recommended so that data can be collected to correlate against the long term trending patterns within the FIG.

Permitting: The increase in demand will subsequently require an amended DNR water appropriations permit. At that time, the DNR is likely to require the collection of the surficial groundwater data mentioned above. In addition, the DNR may require a pumping test to correlate short term temporal relationships between the two aquifers. The monitoring wells needed for this study should also be designed as groundwater sampling wells that can be used to identify potential contamination of wellhead protection areas. The design of all additional municipal production wells can then be based on information collected during these studies in an effort to mitigate impacts, assuming any exist.

Wellhead Protection: The RTC is located directly within the Wellhead Protection Area (WHPA) and Drinking Water Source Management Area (DWSMA) determined by the preliminary Ramsey wellhead protection plan (Figure 20.1). Additional groundwater modeling information is included in Appendix H. Using the MDH model for wellhead protection planning purposes and the Maximum Annual Capacity shown in Table 13.3 as the pumping rates for wells 3, 4 and 5, the 10-year capture areas for these wells was recalculated. With the inclusion of well 5, the WHPA would extend southward from well 5 to the edge of the RTC site. Therefore, this area should be considered a WHPA for land use planning purposes.

Any contaminating material that is spilled on the permeable sands within the site can potentially migrate into the groundwater system. City wells were tested for tritium as part of the wellhead protection plan delineation. Tritium is a form of hydrogen and can act as an indicator of groundwater age, but does not pose a health risk. Atmospheric tritium levels increased during the 1950's due to testing of atomic bombs. Therefore, tritium levels are used to indicate whether groundwater entered the ground before or after 1950. Public water supply wells with high levels of tritium are classified as "vulnerable" to surface processes because of the relatively recent (post-1950) interaction with the surface. Tritium levels in the three city wells around the Town Center are high. A formal well vulnerability assessment has not been completed for well 5 but the preliminary wellhead protection plan identifies it as vulnerable in Table 1. A formal assessment could be done in coordination with a plan addendum for additional municipal wells. The results of the formal assessment will most likely confirm that well 5 is also vulnerable to contamination. The vulnerability of these wells may be caused by the rapid rate of infiltration through the highly permeable sand and gravel materials of the Anoka Sand Plain, by leakage of water around the annular space of the well, or by the interaction of the quaternary and bedrock aquifers in the bedrock valley to the north of the site (Figure 19.4). To reduce the risk of groundwater contamination, pretreatment of stormwater runoff prior to infiltration and community education programs on household chemical and fertilizer use can be implemented. Storm water management practices that encourage the infiltration of treated runoff will be part of the design and are discussed in detail in Items 17 and 20.

Mitigation element. Because the RTC site is within a DWSMA, special precautions are needed to protect groundwater resources. To make sure this occurs, any discharge of runoff into an area dedicated to infiltration will be pre-treated through such practices as particulate settling, vegetative filtration, skimming, installation of compact, sub-grade treatment (ex. catch basin inserts, cyclonic separators, filters), and various types of pre-treatment soil filtering systems. These practices will be routinely maintained and inspected to make sure these pre-treatment practices do not provide a pathway for contamination of groundwater. Areas that are potential major sources of contamination ("hot-spots") will be identified during construction and special precautions added. These areas would include any location where pollutant spills are more likely to occur (service stations, public works/police/fire fueling operations, significant chemical storage).

Within WHPAs, the use of conventional underground storage tanks to store anything other than water is not recommended. If underground tanks are used in these areas they must be double-walled with interstitial sensors, and a network of monitoring wells must be installed to assess potential groundwater contamination. In addition, an emergency response plan should be developed for the immediate remediation of any spills or leaky tanks. Because underground storage tanks may be used within WHPAs on the RTC site, the second part of the wellhead protection plan should address this issue. Additional discussion is included in the mitigation section of Item 20.

When assembling the issues that were to be addressed as part of this AUAR, it was noted by the Anoka Conservation District and by the DNR that there is a possible connection between the increased demand for municipal groundwater and the observed lowering of wetlands in the vicinity of Municipal Wells 3, 4 and 5. Appendix F was prepared to assess the general magnitude of the problem and the solutions required to address the issue. It is now apparent that the wetlands in question experience natural drying during periods of relative low precipitation. The photographic history included as part of the Wetland Delineation report shows wetlands in the vicinity of the RTC site disappearing during the mid to late 1980's which is prior to the development of the municipal wells. This same phenomenon occurs again in the mid to late 1990's and prior to the installation of Wells 4 and 5. The evaluation also found, as stated earlier, that drawdown levels in the FIG unit are minimal and, therefore, could not be influencing the wetlands. To verify these finding, however, it is recommended that long term monitoring be performed.

There is also some concern that increased pumping in the FIG aquifer could impact private wells that pump from this aquifer. Again, the residual drawdown levels in the FIG average 5- to 10-feet during the peak summer pumping period (Appendix F) and recover fully during the Fall, Winter and Spring. Therefore, the radius of influence of the wells will be very small meaning there could be no impacts to private wells developed in the same unit.

Before additional wells are constructed, additional appropriations will be applied for through the DNR. This will most likely require both short- and long-term testing and monitoring to verify the above findings. Through this process, the City can insure that there continue to be no impacts on groundwater and surface resources due to their appropriations from the FIG.

14. Water-Related Land Use Management District

*Does any part of the project involve a shoreland zoning district, a delineated 100-year flood plain, or a state or federally designated wild or scenic river land use district? __Yes _**X**_No*

If yes, identify the district and discuss project compatibility with district land use restrictions.

For an AUAR, such districts should be delineated on appropriate maps and the land use restrictions applicable in those districts should be described. If any variances or deviations from these restrictions within the AUAR area are envisioned, this should be discussed.

Resource Protection Zones
Ramsey Town Center does not lie within a protected floodplain or shoreland zone, nor does it occur within the boundaries of a designated resource protection zone (see Figure 9.2). However, the site is adjacent to, and will discharge water into the state-designated Mississippi River Critical Area, the federal Mississippi National River and Recreation Area (MNRRA), a state Wild and Scenic River area, and a regional park. All of these areas overlap in coverage south of Highway 10 adjacent to the Town Center (Figure 14.1).

The City's *2001 Comprehensive Plan* (Chapter XI), as updated in 2002, contains the City's DNR-conditionally approved Mississippi River Critical Area Corridor/MNRRA plan. This chapter of the *Plan* addresses the requirements of the Governor's 1979 Executive Order 79-19, which designated this reach of the Mississippi River as a "critical area" in need of special protection. The Executive Order lays out the required elements, which the City has met and exceeded in some respects. The *Plan* chapter similarly is consistent with the National Park Service's MNRRA 1994 management plan.

The City's Critical Area Plan (Chapter XI of the 2002 Ramsey updated LCP) closely follows the directions provided by both the National Park Service and the State of Minnesota. As stated in the *2001 Comprehensive Plan* (page XI-2), "The [Critical Area] plan achieves the required elements of the Critical Area Act (Tier I) and identifies goals, policies and strategies to protect, preserve and enhance the Mississippi River Corridor beyond the required elements of …Tier II."

The City's Critical Area Plan presents the following: an inventory of natural and cultural features; existing and planned land use; key issues discussion; 38 policies on protecting the environment, preserving and celebrating history and culture, and ensuring sensitive development; performance criteria for developments within the Corridor; and six implementation strategies to assure that the City's plans get put in place.

Although none of the project site is within the state-designated Mississippi Wild, Scenic, and Recreation River management area, established in 1976, the project is

adjacent to this area and could have some impact upon it as development proceeds. The reach of River covered is classified as "recreational", which indicates it is a river that "…may have adjacent lands which are considerably developed, but that are still capable of being managed so as to further the purposes of ..." the State act. The established State policy is that it is in the interest of present and future generations to preserve and protect the outstanding scenic, recreational, natural, historical, and scientific values of certain Minnesota rivers and their adjacent lands. All state, local, and special governmental units, councils, commissions, boards, districts, agencies, departments, and other authorities shall exercise their powers so as to further the purpose of the Minnesota Wild and Scenic Rivers Act and adopted management plans for the preservation, protection, and management of designated rivers. State Rules pertaining to River management under this program are contained within Chapter 6105. The Environmental Protection/Resource Management element of the LCP and its supporting ordinances fulfill these requirements.

The Ramsey Town Center site is also adjacent to the state-designated Mississippi River Critical Area Corridor (Corridor) established in 1976 and the federal Mississippi National River and Recreation Area (MNRRA), a unit of the National Park System, established in 1988. The purposes of designating the Mississippi River as a Critical Area include protecting and preserving a unique and valuable state and regional resource; preventing and mitigating irreversible damage to this resource; preserving and enhancing its natural, aesthetic, cultural, and historical value for public use; protecting and preserving the river as an essential element in the national, state and regional transportation, sewer and water and recreational systems; and protecting and preserving the biological and ecological functions of the corridor.

Under the Critical Area program, Executive Order 79-19 requires that the Standards and Guidelines provided in the Executive Order shall be followed by local units of government when preparing plans and regulations, and followed by State and regional agencies for permit regulation and in developing plans within their jurisdiction affecting lands within the Corridor. Once plans and regulations have been approved by DNR, local units of government shall permit development only in accordance with those adopted plans and regulations and approval. All capital improvement programs or public facilities programs of local units of government, regional agencies, and State agencies which affect lands within the Corridor are required to be consistent with the standards and guidelines in the Critical Area Executive Order 79-19. The City of Ramsey Critical Area Plan has been conditionally approved by the DNR as part of the City's LCP.

Summary of Environmental Impact. The RTC site borders management districts, but does not include them. The mitigation element addresses the planning efforts that will be used to assure compatibility. The RTC site is adjacent to, and will discharge water into the state-designated Mississippi River Critical Area, the federal Mississippi National River and Recreation Area (MNRRA), a state Wild and Scenic River area, and a regional park. The exact route of discharge is under discussion with the City and County.

Mitigation element. The Ramsey *2001 Comprehensive Plan* was amended in 2002 and contains the measures needed to effectively implement resource protection for all of the resource protection zones adjacent to the RTC site.

The City's compliance with each of the applicable Executive Order 79-19 Standards and Guidelines that must be followed is assured through implementation of the *Plan*. Since the regulated area is not on the project site, but could be affected by it, the City will evaluate all phases of construction for impact on the regulated area.

DNR has ascertained that, based on the information provided to them, the applicable Executive Order 79-19 Standards and Guidelines for which compliance is needed appear to include the following items. The Executive Order citation is followed by the section in the Ramsey *2001 Comprehensive Plan* (*CP*) in which the DNR reference is addressed:

- The lands and waters within the Rural Open Space District shall be used and developed to preserve their open, scenic and natural characteristics and ecological and economic functions. [E.O. 79-19 - A. *CP XI.C.1.a*]
- Protect bluffs greater than 18% and provide conditions for the development of bluffs between 12% and 18% slopes.[E.O. 79-19 - C.1.a.(4) *CP XI.C.2.c*]
- Minimize runoff [E.O. 79-19 - C.1.a.(5) *CP XI.C.2.a*]
- Improve the quality of runoff. [E.O. 79-19 - C.1.a.(5) *CP XI.C.2.a*]
- Minimize site alteration. [E.O. 79-19 - C.1.a.(6) *CP XI.C.1.c*]
- Erosion control. [E.O. 79-19 - C.1.a.(6) *CP XI.C.2.a*]
- Management of vegetation cutting. [E.O. 79-19 - C.1.a.(7) *CP XI.C.2.a*]
-
- Site plans required for all development for which a permit is required, except single-family residential structures. [E.O. 79-19 - C.2.a. *CP XI.C.2.c*]
  - New development and expansion permitted only after the approval of site plans which adequately assess and minimize adverse effects and maximize beneficial effects.
  - Site plans shall include activities undertaken to ensure consistency with the objectives of the Designation Order and shall include measures which address adverse environmental effects.
  - Site plans shall include standards to ensure that structures, roads, screening, landscaping, construction placement, maintenance, and storm water runoff are compatible with characteristics and use of corridor in that district.
  - Site plans shall contain specific conditions with regard to buffering, landscaping, and revegetation.
- Standards for structure site and location to ensure riverbanks, bluffs, and scenic overlooks remain in their natural state. [E.O. 79-19 - C.2.b. *CP XI.C.2.c*]
- Retention of existing vegetation and landscaping [E.O. 79-19 - C.2.e.(1) *CP XI.C.2.a*]
- Maximization of the creation and maintenance of open space and recreational potential of the Corridor in accordance with the standards. [E.O. 79-19 - C.6 *CP XI.C.2.c*]

- Plans and programs to protect open space areas shall be developed. [E.O. 79-19 - 6. d. *CP XI.C.2.c*]
- Programs to manage undeveloped islands in their natural state. [E.O. 79-19 - 6.e. *CP XI.C.2.c*]
- New or modified utility facilities shall complement the planned land and water uses and shall not stimulate incompatible development. [E.O. 79-19 - C.7.b. *CP XI.C.2.c*]
- Capital improvement programs or public facilities programs shall be consistent with the standards and guidelines in Ex. Ord. Section B. and C. [E.O. 79-19 - C.8. *CP XI.C.2.c*]

DNR particularly emphasizes the mandates for protection of slopes and bluffs; minimization of site alteration; retention of existing vegetation; minimization of runoff; erosion control; minimization of adverse effects. Selection from among the many available low-impact stormwater development tools and Best Management Practices, as discussed in Item 17, will occur to achieve both minimization and improvement of runoff. As a best management practice for enhancing ecological function of the Critical Area Corridor, DNR highly encourages the use of native vegetation for the required buffering and landscaping, revegetation of removed vegetated areas, and erosion control (grasses, seeding). DNR is also concerned about any cumulative adverse impacts from this project that accelerate development within the Rural Open Space District in violation of those District's standards, and supports voluntary vegetative buffering of structures outside of the Corridor in order to minimize interference with views of and from the water. Since the project will directly affect the Critical Area (or MNRRA/WSR) because of the need to outlet flow to the River, the City will identify those areas potentially under its land use control and apply the appropriate standards from its LCP. The City will also work with Anoka County Parks to implement these standards and the County's DNR-conditionally approved MNRRA/Critical Area Plan within MRP land controlled by the County.

15. Water Surface Use

*Will the project change the number or type of watercraft on any water body? __Yes _**X**_No*

If yes, indicate the current and projected watercraft usage and discuss any potential overcrowding or conflicts with other uses.

This item need only be addressed if the AUAR area would include or adjoin recreational water bodies.

Within the site, there are no water bodies where watercrafts are operated. The nearest recreational water bodies are Lake Itasca to the northwest and the Mississippi River to the south. There is no public water access on Lake Itasca and surface water use is limited to surrounding residents use. The nearest public water access on the Mississippi River is approximately two and a half miles to the northwest in the city of Dayton. According to the Anoka County Parks Department, travel by boat upstream of Anoka is very difficult because of shallow water and numerous sandbars. However, development of Mississippi Regional Park (MRP) may increase watercraft in the area as boaters with small motors or non-motorized boats make their way to the Park. There is not a landing facility proposed in the latest MRP development plan, but casual landing anywhere in the Park can be expected. Also, the availability of parking stalls in the new park will surely add to the ability of canoe and kayak users to more easily access the River. Limited small engine boat use and non-motorized watercraft are not expected to adversely impact the Mississippi River near the MRP.

Summary of Environmental Impact. None are expected.

Mitigation element - Adverse environmental impacts associated with increased small motor and non-motorized boats is not anticipated along the Mississippi River south of the Ramsey Town Center site. In fact, the new Mississippi Regional Park hopes to attract visitors to this portion of the upper River. The use of the park as a formal recreational facility will focus river-related uses to planned areas, and provide resource oversight and supervision of recreational activities.

16. Erosion and Sedimentation

The number of acres to be graded and the number of cubic yards of soil to be moved need not be given; instead a general discussion of the likely earthmoving needs for development of the area should be given, with an emphasis on unusual or problem areas. In discussing mitigation measures, both the standard requirements of the local ordinances and any special measures (ex.WMO) that would be added for AUAR purposes should be included.

The Ramsey Town Center site is relatively flat and contains very sandy, coarse-grained soils (Figure 12.2). Both of these physical characteristics are advantageous when it comes to erosion and sedimentation. This does not mean, however, that erosion will not occur and that sediment will not move if disturbed. Because the disturbance of over 300 acres of land will present the certainty of erosion, the mitigation plan that follows outlines the measures the City will undertake to minimize its adverse impacts.

Figure 16.1 shows the general areas of borrow and fill that will result when earth-moving activity begins. The general concept that will be followed will be creation of a central low area along the drainage corridor alignment, with land gradually sloping upward to the north and south away from the drainageway. Earth will be moved from the drainageway corridor and placed on the north and south slopes. Some grading will likely also be needed on the southern drainage swale just north of the railroad tracks and around Wetlands B and D (Figure 10.1) as buffer areas are incorporated. Exact numbers on the volume of soil moved will not be available until the detailed design phase.

Care will be taken not to disturb or compact the central drainage corridor that will be used to transmit and store water. Similar efforts will be made to avoid compaction in areas where infiltration best management practices (BMPs) will be used. The soil within any landscaped areas will be loosened after heavy construction traffic has subsided. This will enhance the ability of all landscaped areas, whether formal or native, to infiltrate water.

It is expected that organic topsoil will need to be imported to the site to establish a good vegetative cover. The sandy soils will not support many of the typical landscaping plants and ground cover. Native plants that are inherent to the Anoka Sandplain will be used wherever possible to avoid the need for massive soil importation and extensive irrigation.

Summary of Environmental Impact. The grading and development of over 300 acres of land has the potential to contribute sediment to receiving waters where water could flow. Currently, there are few actual receiving areas where water is present. With the establishment of a central drainage corridor and the possibility of mitigated wetlands and water storage areas, the possibility of water-related impact increases. The following mitigation plan addresses how construction will proceed with adequate erosion BMPs in place.

Mitigation element. Prior to any earth-moving activity on the site, an erosion and sediment control plan will be prepared in accord with the requirements of the City of Ramsey and the LRRWMO. Technical assistance in the preparation of this plan will also be sought from the Anoka Conservation District, the Minnesota Pollution Control Agency and the DNR. The City will be permitted through the Phase II NPDES nonpoint program as a Municipal Separate Storm Sewer System (MS4) operator, and will be subject to all of the provisions of that program, including reducing the discharge of pollutants to the "maximum extent practicable" (MEP) through construction site runoff control. Any construction on the site will also be permitted through MPCA's NPDES general construction permit process.

Prior to any earth moving in the south east corner of the site, Burlington Northern Santa Fe Railroad should be contacted in regards to arsenic contaminated soils. A more detailed description of contamination and contact information is included in Item 20.

Elements of erosion protection will include: phased construction with minimized periods of bare soil exposure, rapid re-vegetation, slope/grade stabilization, use of mulch and fabric on exposed soils, temporary and permanent (if needed) sediment basins, properly installed and maintained silt fencing, and adoption of a regular maintenance and inspection schedule.

17. Water Quality-Stormwater Runoff

***17a**. Compare the quantity and quality of site runoff before and after the project. Describe permanent controls to manage or treat runoff. Describe any stormwater pollution prevention plans.*

***17b.** Identify routes and receiving water bodies for runoff from the site; include major downstream water bodies as well as the immediate receiving waters. Estimate impact runoff on the quality of receiving waters.*

For an AUAR the following guidance should be followed in addition to that in "EAW Guidelines":

- *it is expected that an AUAR will have a detailed analysis of stormwater issues*
- *a map of the proposed stormwater management system and of the water bodies that will receive stormwater should be provided*
- *the description of the stormwater systems would identify on-site and "regional" detention ponding and also indicate whether the various ponds will be new water bodies or converted existing ponds or wetlands. Where on-site ponds will be used but have not yet been designed, the discussion should indicate the design standards that will be followed.*
- *if present in or adjoining the AUAR area, the following types of water bodies must be given special analyses*
    - *lakes: within the TC metro area a nutrient budget analysis must be prepared for any "priority lake" identified by the Metropolitan Council.*

Background

Watershed Setting. The details of the surface water management system being proposed for the RTC site are best described by joining **Items 17a and b** into a single discussion. Figure 17.1 illustrates the entire watershed within which the RTC site lays. The watershed extends from north of Lake Itasca to the Mississippi River, covering an area of approximately 2,687 acres.

The larger watershed can be sub-divided into a series of 31 sub-watersheds, which were shown in Figure 12.1 in Item 12. Each of these smaller units was characterized for water quantity and quality modeling under existing conditions, and was subsequently modeled for fully developed conditions as proposed under the City's *2001 Comprehensive Plan*, as amended in 2002 (Item 5, Figure 5.4), and the preferred site development (Item 6, Figure 6.1).

Drainage through the site. The principal drainage feature currently passing through the site, and evident in Figure 12.1, is a well- to poorly-defined swale that occurs from the northwest corner of the site to the middle of the site, whereupon it disappears. Historically, this swale appears to have been a more significant drainage feature, but

limited runoff has diminished its overall hydrologic function and subsequent farming activities have taken advantage of the swale as tillable land. Reference to Figure 10.1, however, shows that Wetlands A and C occur within this swale, while Wetland B lies adjacent to it. The Wetland E, Type 1 acreage also occurs within this historic drainage swale. General concept possibilities for the drainage corridor and how it fits into the current design and the overall site stormwater mitigation plan are contained in Figures 17.2a, -b, and -c. The collection of features that will be incorporated into the new drainage swale includes a channel to convey baseflow, ponds to store water and promote infiltration, created and restored wetlands, and open space areas where excess water can temporarily be stored. The specifics of these features will not be fully known until the design phase proceeds prior to construction, but Figures 17.2a, -b, and -c contain schematics of how these features will generally appear.

The presence of an historic drainage swale on the site presents an excellent opportunity to incorporate the feature into the site drainage system as an amenity. Although the actual drainage swale alignment will change, incorporating the vegetative and hydrologic character of this historic drainageway can provide both functional and recreational value to the feature. As shown in the preferred design in Figure 6.1, the corridor extends beyond the current terminus, reaching into the Mississippi Regional Park, creating a natural drainageway that could extend from Lake Itasca to the Mississippi River.

The introduction of a drainage connection to the northern wetlands (see Figure 6.6) provides two more corridor connections that could establish greenways to connect to northern Ramsey natural areas. The surface water system can be modeled with these changes/additions in mind, and various optional innovative/natural surface water management assumptions can be used to maximize storage, infiltration, and water quality treatment within it.

Surface water as an Amenity. Water can be treated as a nuisance that must be moved away quickly, or as an amenity that can enhance the natural features of a site. Ramsey Town Center will use water as an amenity. The large events will be drained to prevent flooding, and smaller events will be stored and infiltrated to the extent possible.

The primary drainage-related consideration for the City is to assure the movement of the 100-year runoff event through the site without damage due to flooding. The proposed stormwater management system accomplishes this. However, with the sandy nature of the soils on site (see Figure 12.2), there is also an opportunity to soak water from smaller events into the ground to retain some of the recharge function that will otherwise be lost with development. This combination of safely routing the 100-year event and trying to reduce overall runoff from the site will form the basis for stormwater management developed in Item 17. Under this approach, provision will be made to route, store and treat the 100-year runoff event safely in a series of storm sewers, drainage swales, floodways and ponds. The system will take maximum advantage of the central drainage swale and its corridor to store water as it meanders through the site. Major storage will occur in lined detention ponds, with open areas also available to detain smaller volumes of water and allow it to soak into the ground after settling and vegetative filtering. The

exact character of the corridor and the stormwater management system has not yet been determined, but a range of runoff management effectiveness is discussed in the mitigation section of this Item. The open space value of the corridor will be enhanced with pathways that will parallel the corridor.

Runoff from the areas draining to the central drainage corridor or elsewhere off of the site also could be managed to reduce overall runoff volumes. During the design phase, each major parking area within the Town Center will be evaluated to see whether a system that will pre-treat runoff prior to its introduction into the central drainage system is feasible. Under the ideal scenario, runoff would be routed to the pre-treatment BMP (small-scale detention or filtration) prior to entry into a vegetated flow system that will encourage further filtration and infiltration. Excess flows from these connector drainage features should only occur with substantial precipitation events. Most routinely occurring, small-scale events would soak into the sandy soils. This conveyance system will likely be a connected system of pervious drainage swales, wetlands and vegetated drainageways, but could also include sub-grade settling and filtration treatment trains. The exact character of this system will be determined as part of the final design prior to building construction.

During the detailed design process, the City has the option of incorporating additional volume control features into the drainage system. The specifics of these features can not be defined until the design phase, but they could be used to minimize runoff on a parcel or block scale within the Town Center to hold down the amount of water that will eventually reach the surface water drainage system. Impervious area reduction BMPs that will be used to do this are numerous and will be pursued at the proper design stage. These alternative design features are not intended to replace standard engineering practices of assuring the movement of large storm-related water volumes, but rather supplement the drainage system by reducing overall runoff volumes and peaks.

In addition to the flow reduction benefits, there are water quality benefits. Pre-treating runoff from potentially high loading areas, such as parking lots and roadways, reduces the amount of pollution moving to the regional collection system. Routing pre-settled runoff through wetlands and vegetated swales furthers treatment through vegetative filtration. It is anticipated that these two BMP suites (pre-settling and filtration) will properly prepare water for infiltration into the soil, where additional physical and biological treatment will cleanse the water on its way toward the regional groundwater system. Using the natural cleansing ability of settling areas, vegetative and soil filtration, microbes in the soil and vegetative uptake of nutrients will make the RTC site compatible with the needs of a wellhead protection area. Additional discussion occurs in the groundwater protection section of Item 13 and a recommendation in the Mitigation Plan (Item 33) is made to assure that an ordinance is adopted to assure that incompatible land uses are not allowed within the DWSMA.

Surface Water Modeling

Development of a flow model (XP-SWMM). To adequately predict the impact that this site will have on water resources, a tool is needed to incorporate development and infrastructure assumptions. The model used by EOR for this exercise is the XP-SWMM model (XP Software, Inc.). This model is used to contrast existing conditions with proposed changes associated with development within a watershed. The model looks at the change in land use and land cover, and relates the change to runoff behavior. Runoff predictions can be made for variable frequency events, and routed through the proposed drainage system. The model output and routing can then be used to determine areas where flooding or high water will occur, and then can be used to design a system of stormwater management facilities, which could include detention storage, diversion, infiltration or any number of associated BMPs.

Existing Conditions. The first phase of the quantity and quality modeling involved defining the water behavior as it exists currently. The physical characteristics of each sub-watershed noted in Figure 12.1 form the basis for determining the amount of water that will run off of it during specified climatic events, specifically rainfall and snowmelt events of certain statistical frequency.

The results of the existing conditions quantity analysis using the XP-SWMM model are displayed in Table 17.1 by sub-watershed for the 100-year frequency, 24-hour rainfall event and 10-day snowmelt. This represents the peak flow and volume discharges that would be expected for an event that would occur with a frequency of once every one-hundred years, or 1% in any given year. Volume discharges are based on a 5-day runoff simulation for the 24-hour rainfall event and a 30-day runoff simulation for the 10-day snowmelt event.

Of note in Table 17.1 is the small amount of flow leaving this site at the Highway 10 culvert (subwatershed 30). During a 100-year event, a peak flow of only 28 cubic feet per second (cfs) leaves the AUAR area, reflective of the sandy nature of the watershed and the low intensity agricultural and low density land use. Flow to the Mississippi River from the southeast corner of the site does not occur, but rather soaks into the sandy soils as it flows in a small ditch to the southeast. Because of this reason, the base level for water quantity and quality eventually reaching the Mississippi River is zero.

Table 17.1. XP-SWMM model results for existing conditions.

	100-year 24-hour rainfall (5.9 inches precipitation)		100-year 10-day snowmelt (7.2 inches runoff)	
subwatershed	peak flow discharge (cfs)	volume discharge (ac-ft)	peak flow discharge (cfs)	volume discharge (ac-ft)
1	0.1	0.9	1.6	22.8
2	0.0	0.0	0.0	0.0
3	24.9	14.5	38.7	55.7
4	17.7	64.0	21.2	247.6
5	18.3	67.3	22.2	259.4
6	0.4	0.0	2.9	1.3
7	22.2	67.3	42.1	279.0
8	10.8	30.1	31.9	159.3
9	0.0	0.0	0.0	0.0
10	0.0	0.0	1.4	6.1
11	0.0	0.0	1.0	8.2
12	4.4	0.9	3.0	12.4
13	0.0	0.0	1.3	11.9
14	2.0	10.7	9.0	28.1
15	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0
17	10.3	6.0	15.4	27.5
18	0.1	0.1	0.7	0.7
19	0.1	0.1	1.3	1.4
20	0.0	0.0	15.1	32.3
21	0.4	0.0	0.9	1.3
22	2.3	0.5	10.0	18.0
23	2.0	1.9	7.3	9.3
24	9.4	35.6	16.0	144.8
25	8.8	1.2	5.1	6.3
26	12.4	64.2	87.0	404.4
27	12.4	58.7	84.1	408.5
28	0.0	0.0	1.6	0.0
29	12.4	53.8	39.2	405.6
30	12.4	54.9	28.3	334.7
31	3.4	0.5	10.4	70.8

*Discharge from AUAR area at Hwy 10 culvert

Note: Negative volume discharge results from backwater into subwatershed from downstream subwatershed.

Runoff Under Developed Conditions. As development proceeds on the 300+ acres that are part of the RTC, runoff will markedly increase. Conversion of sandy open space and agricultural land to commercial and residential uses invariably leads to increased runoff from paved surfaces associated with that development. The translation of the preferred design in Figure 6.1 to a developed schematic for runoff routing was shown in Figure 6.6 as part of the site description. The essential elements of the drainage system proposed for the site are as follows:

- It incorporates a 100-year design event with no infiltration considered, thus generating the "worst case" scenario upon which design can proceed.

- It routes water locally into the central drainage corridor, using a system of smaller ponds, followed by an area of flood storage and infiltration.

- It uses existing detention storage and develops increased storage for the highly impermeable retail center on City property between the railroad tracks and TH10.

- It proposes a connection of the site to the Mississippi River via the County-owned swath of land. This piece of land would contain a detention facility on the upstream side to add storage, followed by an infiltration zone, then a stabilized channel (piped or series of landscaped drop-structures) over the bluff to the river. Of note here is the additional need of this outflow as an outlet for any future TH10 upgrade. The development of this corridor for the passage of water has been approved in concept by the County, and discussions on the details are under way. This corridor presents the best option for out-letting this closed basin for the RTC site and for future TH10 work. If reaching the River through this option is not ultimately approved, another option will need to be pursued, most likely to the southeast along TH10. However, outflow in that direction is also closed and prevented from out-letting to the River, so additional study would be needed to identify an ultimate connection.

- It incorporates infiltration throughout the RTC site as an <u>added benefit</u> rather than as a design component for runoff management. The LRRWMO will not allow infiltration in design of the 100-year event. Rather, whatever other soaking-in that can be achieved in the central corridor will supplement water management. Infiltration can be used to cut peaks and volume, reduce major parts of small-scale events, maintain recharge and treat water quality. Each infiltration feature will need to be designed with an overflow/outlet to assure that water will not remain a permanent feature.

- It develops on-site detention in the central corridor on the western-most of the two sets of available areas; that is, parcel #s 49 and 54. The eastern-most cells (#s 51 and 56) will then be areas with a meandering (baseflow) stream that will rise during runoff events and spill over into a floodplain/infiltration zone, where water can soak into native vegetation, grading upward to a more landscaped, green

mowed grass up near trails by the road. If additional storage is needed, these cells could be changed to contain ponds of the needed size.

Following the development of a drainage system, detailed modeling was done for the individual blocks within the RTC site, and combined with the model output for the areas draining into the site from the north and northwest. All of this drainage was then routed through the site, into the stormwater handling facilities south of the site, and through the proposed drainage corridor to the Mississippi River.

Two modeling scenarios were run to bracket a range of flow under maximum and minimum conditions. The first run of the XP-SWMM quantity modeling developed traditional runoff estimates for the 100-year design event with no infiltration occurring on site. This "maximum runoff condition" is contained in Table 17.2.

In the second scenario, a factor was incorporated into the model on a block-by-block basis to account for some infiltration under small-scale events, reflective of the sandy soils inherent to the site. Infiltration is not a design element for the 100-year event, but rather used to estimate volume and rate reductions during frequently occurring events. Infiltration features will be considered during the design phase, but are not proposed as part of this evaluation. However, to demonstrate the effect of infiltration on the 100-year event, Table 17.3 contains the results of the "minimum runoff condition".

Table 17.2. XP-SWMM model results for developed conditions ("maximum runoff condition").

	100-year 24-hour rainfall (5.9 inches precipitation)		100-year 10-day snowmelt (7.2 inches runoff)		
subwatershed	peak flow discharge (cfs)	volume discharge (ac-ft)	peak flow discharge (cfs)	volume discharge (ac-ft)	
1	0.1	0.8	2.7	32.3	
2	0.0	0.0	0.0	0.0	
3	24.6	14.5	45.5	66.4	
4	9.4	45.6	14.8	284.5	
5	9.6	52.2	16.3	302.9	
6	11.4	47.5	16.1	301.3	
7	23.4	58.2	22.8	329.3	
8	24.3	74.1	30.5	371.8	
9	0.0	0.0	0.0	0.0	
10	0.0	0.0	0.0	0.0	
11	31.5	9.1	17.5	34.5	
12	26.7	11.4	14.4	38.3	
13	20.7	74.0	22.6	373.2	
14	2.0	10.8	25.1	32.4	
15	0.0	0.0	0.0	0.0	
16	0.0	0.0	0.0	0.0	
17	12.0	5.6	17.4	28.3	
18	29.4	14.4	16.6	23.3	
19	44.9	30.2	34.8	70.0	
20	72.8	38.4	36.3	83.5	
21	15.1	9.1	7.7	13.5	
22	22.8	6.1	7.3	9.3	
23	65.3	85.3	32.8	387.7	
24	132.6	155.1	87.8	516.4	
25	110.0	156.0	74.5	524.1	
26 WQ Pond	88.7	155.2	46.3	524.0	
26 Inf Basin	25.1	150.3	25.3	520.5	*Discharge to Mississippi River
27	5.7	1.1	1.7	2.4	
28	0.0	0.0	0.0	0.0	
29	0.0	0.0	0.1	0.3	
30	12.4	1.3	2.0	2.7	
31	3.4	0.4	0.5	0.7	

Table 17.3. XP-SWMM model results for developed conditions with some infiltration considered ("minimum run off condition").

	100-year 24-hour rainfall (5.9 inches precipitation)		100-year 10-day snowmelt (7.2 inches runoff)		
subwatershed	Peak flow discharge (cfs)	volume discharge (ac-ft)	peak flow discharge (cfs)	volume discharge (ac-ft)	
1	0.1	0.8	2.7	32.3	
2	0.0	0.0	0.0	0.0	
3	24.6	14.5	45.5	66.4	
4	9.9	45.7	15.7	284.5	
5	10.3	52.2	17.5	303.0	
6	11.8	47.6	16.9	302.4	
7	19.8	56.4	18.8	325.4	
8	19.3	50.0	20.4	284.9	
9	0.0	0.0	0.0	0.0	
10	0.0	0.0	4.9	12.5	
11	25.2	9.3	12.5	30.6	
12	28.4	11.5	13.0	34.5	
13	20.3	51.4	20.5	287.5	
14	2.0	10.8	24.7	31.8	
15	0.0	0.0	0.0	0.0	
16	0.0	0.0	0.0	0.0	
17	12.0	5.6	17.4	28.3	
18	29.4	16.6	16.1	25.3	
19	34.4	24.1	26.7	47.6	
20	41.9	32.2	33.5	61.1	
21	17.3	9.2	7.7	13.5	
22	37.2	6.4	7.3	9.3	
23	64.7	61.4	31.5	302.0	
24	131.8	125.6	86.1	408.0	
25	109.4	126.0	78.4	413.9	
26 WQ Pond	89.1	123.3	54.2	409.7	
26 Inf Basin	24.7	92.1	24.8	356.2	*Discharge to Mississippi River
27	5.7	1.1	1.7	2.4	
28	0.0	0.0	0.0	0.0	
29	0.0	0.0	0.1	0.3	
30	12.4	1.3	2.0	2.7	
31	3.4	0.4	0.5	0.7	

Table 17.4 shows a comparison of discharge from the site for the existing and proposed developed scenarios for the 100-year events. For existing conditions, a maximum peak flow of 28.3 cfs under the Highway 10 culvert occurs during the 100-year, 10-day snowmelt event. Peak flow discharge for proposed development conditions is slightly less (25.3 cfs) than existing conditions, excluding infiltration and assuming that no bio-retention facilities are incorporated into the individual blocks. The existing peak flow rate (12.4 cfs) is exceeded for the 100-year, 24-hour rainfall event under proposed developed conditions (25.1 cfs), but has been significantly reduced from the peak rate of 132.6 cfs at the culvert crossing the RR tracks. Since infiltration is excluded, the numbers presented under proposed conditions are conservative. Slight reductions in peak flow rate discharge at the outlet and significant reductions in volume discharge could be achieved with the incorporation of properly designed and maintained infiltration basins. Volume discharge reductions of 30 to 40 percent could be achieved assuming a moderate rate of infiltration during the 100-year, 24-hour rainfall event and some infiltration during the last 15 days of the 30-day runoff simulation of the 100-year snowmelt event.

Since the original analysis was developed for the April 8, 2003 draft AUAR, additional analysis has been performed of the County alternative outlet based on discussions with the County. Refer to Appendix J for additional detail regarding results from the additional analysis. The last rows in Tables 17.4 and 17.5 show the results of the changes that occur when the infiltration area (26b in Figure 12.4) is reduced to exclude any surface water storage within the Regional Park and when all expected County and State roadway upgrades are included. All of the details associated with the selected drainage outlet will be developed at the design stage.

Table 17.4. Comparison of peak flows and volumes discharged from site for 100-year events

Model	100-year 24-hour rainfall (5.9 inches precipitation)		100-year 10-day snowmelt (7.2 inches runoff)	
	Peak flow discharge (cfs)	Volume discharge (ac-ft)	Peak flow discharge (cfs)	Volume discharge (ac-ft)
Existing conditions	12.4	54.9	28.3	334.7
Proposed	25.1	150.3	25.3	520.5
Proposed w/ some infiltration occurring	24.7	92.1	24.8	356.2
Proposed – mitigation plan with revisions requested by County	25.4	176.9	25.4	556.6

The primary benefit of incorporating infiltration BMPs into the site is achieved during small storm events. Table 17.5 compares site discharge for the 1-year and 10-year, 24-hour rainfall events considering site design that first excludes infiltration in the basins and then considers infiltration in the basins.

For existing conditions, a peak flow of 2.3 cfs discharge at the Highway 10 culvert for the 1-year, 24-hour event is due to local drainage south of the railroad tracks only, as there is no flow leaving the site at the railroad tracks. As discussed earlier, the flow discharging from Highway 10 is small and does not reach the Mississippi River. For proposed development conditions excluding infiltration in the basins, peak discharge into the Mississippi River would be 14.4 cfs. By incorporating infiltration basins into the site, peak flow is reduced by 50 percent (7.8 cfs) and volume discharge is also significantly reduced.. The 10-year, 24-hour rainfall event results in a slight reduction in peak flow, but significant reduction in volume (50 percent) by incorporating the infiltration BMPs.

Table 17.5. Comparison of peak flows and volumes discharged from site for 1-year and 10-year events

Model	1-year 24-hour rainfall (2.3 inches precipitation)		10-year 24-hour rainfall (4.1 inches precipitation)	
	Peak flow (cfs)	Volume (ac-ft)	Peak flow (cfs)	Volume (ac-ft)
Existing conditions	2.3	0.3	7.1	0.7
Proposed	14.4	14.4	23.1	65.0
Proposed w/ infiltration occurring	7.8	4.0	22.6	35.4
Proposed – mitigation plan with revisions requested by County	19.1	25.3	24.5	84.2

Smaller, more frequent rainfall events are critical for water quality. Achievement of long-term year-round water quality benefits requires the ability to retain and treat smaller storm events. To meet LRRWMO water quality requirements based on NURP design criteria, the final design should provide for a dead storage volume of at least 38 ac-ft, which is the volume required to accommodate the runoff volume from a 2.5-inch rainfall event (excluding infiltration in basins).

Water Quality Modeling

Water Quality Under Developed Conditions. As shown in a previous section, the amount of water leaving the site under current conditions is minimal. Consequently, the amount of pollution associated with the runoff is equally minimal. However, this all changes once development occurs. An increase in nonpoint pollution from this site will occur from many new sources, including some or all of the following:

- Automobile, truck and bus traffic (oil, exhaust, vehicle decomposition);
- Lawn and landscaping chemicals (fertilizer and pesticide);
- Litter;
- Vegetative debris;
- Pet waste;
- Fueling spillage from the convenience stations;
- Increased sanding and salting; and
- New construction (erosion, debris).

The pollutant removal efficiencies of the proposed stormwater management practices were assessed using the P8 Urban Catchment Model (*Program for Predicting Polluting Particle Passage through Pits, Puddles and Ponds*, developed by William Walker). This approach allowed for the evaluation of different runoff scenarios, as well as the prediction of pollutant loads passing through the proposed development and eventually into the Mississippi River. Model results presented are for a complete year with a long term average precipitation depth (23.85 inches). This scenario is different than those presented in the water quantity modeling results, where specific storm events were considered.

Water quality was modeled for several pollutants for two runoff scenarios. Both scenarios consider the likely treatment that runoff would receive in stormwater BMPs located along the route that the water would follow. For example, the runoff routed into a properly designed detention pond would lose about 75% of the total suspended solids it carries. This water can then be routed downstream, where it might encounter another detention pond or infiltration system where another increment is removed.

In the first scenario, runoff is stored only in the detention ponds and infiltration basins within the central drainage corridor. In the second scenario, extra storage that would exist elsewhere on the site in small ponds is considered. In this case, runoff is stored, but does not infiltrate into the groundwater.

The exact nature of the primary solids removal BMPs located at the storm sewer inflows to various drainageways has not yet been determined. These could be a mix of forebays created from earthen material, catch basin inlet filters, all the way to sub-grade treatment train systems.

Table 17.6 presents the results of water quality modeling for total phosphorus (TP). TP was chosen to present the quality results because it is one of the more difficult pollutants to remove. That is, if effective removal of TP occurs, the other pollutants will have equal or better removals. The table shows that with storage and treatment in the central drainage corridor facilities, the total phosphorus load leaving the RTC site (out of subwatersheds 26 and 31) is approximately 20 lbs/year. This figure is cut in half when additional site storage is considered. In terms of a per unit area loading rate, the first scenario yields 0.053 lbs TP/acre-year; that figure is approximately halved with the addition of extra storage. These areal loading rates are reflective of the numerous detention ponds and the natural infiltration occurring throughout the RTC site.

Table 17.6. Average Annual Total Phosphorus in runoff leaving RTC site

	With storage in the central corridor	With additional on-site storage
lbs TP/yr	19.6	10.3
lbs TP/ac-yr	0.053	0.028

The modeled phosphorus removals are contained in Table 17.7. These results are presented to show the reductions that the water quality treatment system used on the RTC site can achieve.

Table 17.7. Total phosphorus load (lbs/yr) entering and exiting several of the major proposed detention basins and infiltration basins.

BMP and Sub-watershed (see Figure 12.1)		lbs TP/yr	
		With central corridor facilities only	With additional on-site storage
Detention basin in sub-watershed 7	In	27.3	15.6
	Out	10.2	4.3
Infiltration basin in sub-watershed 8	In	31.5	16.0
	Out	0	0
Detention basin in sub-watershed 18	In	35.2	20.4
	Out	9.5	3.7
Infiltration basin in sub-watershed 19	In	32.1	16.9
	Out	0	0
Detention basin in sub-watershed 25	In	64.6	34.6
	Out	38.4	20.2
Detention basin in sub-watershed 26 (south of TH10)	In	38.4	20.2
	Out	24.0	12.6
Infiltration basin in sub-watershed 26 (south of TH10)	In	24.0	12.6
	Out	18.9	9.5

Summary of Environmental Impact. The incorporation of a stormwater management system into the RTC site as it develops raises the need for proper collection, routing and storage of runoff. The standard routing of the 100-year frequency event without consideration of any infiltration, in accordance with LRRWMO regulations, yields a volume of 113 ac-ft that must be accounted for in on-site or near-site storage. When infiltration is considered, the volume can be reduced to 105 ac-ft. For events with a return frequency less than 100-years, infiltration can be designed to reduce volume substantially and provide continued recharge to a certain degree.

Mitigation element. The conversion of agricultural land to urban land ultimately increases the amount and rate of runoff leaving the land. Minimizing the impact of that increased runoff is the objective of this mitigation plan.

It must be stressed that this portion of Ramsey does not have a natural outlet to the Mississippi River. The preliminary drainage system described within this AUAR assumes an outlet that takes advantage of publicly-owned, County land that extends from Highway 10 to the Mississippi River south of the RTC site. The County has agreed in concept on the use of its land for a drainage route, and preliminary discussions among the City, County and developer on the details have begun. Appendix J contains the results of an analysis conducted for the County to evaluate the hydrologic and structural character of an outlet on its land. The analysis excluded storage from any land within the Regional Park and included a series of anticipated County (Armstrong and Ramsey Blvds. and Co. Rd. 116) and State (TH 10 and its interchanges) roadway upgrades in the immediate vicinity of the RTC site. The details of using the County drainage route or any alternate route will be developed with City, County and State input at the time of design.

Advantages of using the County land extend beyond the RTC site, to the entire sub-watershed, including the eventual upgrade of TH 10, which will also need a River outlet. If use of the County land encounters any obstacles, an outlet option will need to be pursued to the southeast, along TH 10 through the Rivenwick Development or in the vicinity of Sunfish Lake Blvd. The small amount of water that now leaves the site, runs southeast along the highway, but infiltrates within a short distance.

Mitigation Approach

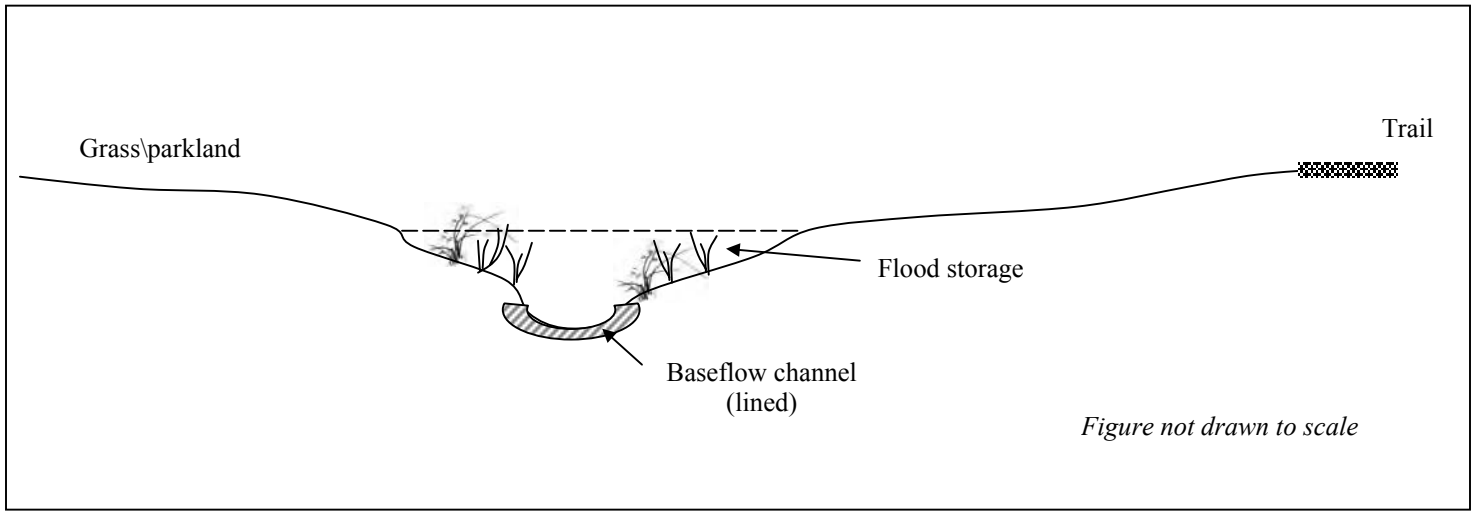
The quantity and quality approach laid-out earlier in this section describes an approach driven by the need to comply with runoff control rules of the LRRWMO and water quality requirements that are described in the next section. The runoff management system proposed in Figure 17.2 is done in a preliminary sense to allow the City and the developer to proceed with some knowledge of what design specifics will be needed. The City will assure that the developer(s) will design and build the final drainage and runoff management system within this overall framework, in compliance with the mandates of the LRRWMO.

Implementation of BMPs in Preliminary Design

A system of BMPs can be initially proposed to meet the needs identified in the Item 12 and 17 discussions. The first aspect of this design is the handling of the large-scale (100-year) event. Figures 17.2 (a-c) illustrate the major management practice features that are proposed to store and treat runoff in the central drainage corridor. This system is designed to provide volume/peak reduction storage for the runoff, as well as water quality treatment. This approach starts with large detention storage in ponds located on-site in sub-watersheds 7 and 8, followed by similarly sized detention in ponds located in subwatersheds 25 and 26 south of the active development site. This storage is supplemented with additional smaller-scale storage in sub-watersheds 5, 11, 13, 21 and 22. Tables 17.1-17.5 describe the water quantity reductions in these ponds, and Tables 17.6 and 17.7 describe the water quality improvements for TP.

The ponding system provides both permanent pool storage for water quality treatment and temporary flood storage above the permanent pool. The ponds in the central drainage corridor are supplemented by two areas for additional storage of pre-treated runoff. These two areas in sub-watersheds 8 and 19 will allow for water levels to raise and take advantage of storage available. This water will be slowly drained by a controlled outlet, but infiltration will also occur. Figure 17.3 is a schematic cross-section of this approach. Keeping these areas dry except during high flows allows for their use as open space, recreation areas for essentially all of the year, with the exception of that time when they are needed to absorb flow. They then serve to dampen peaks, reduce volume and enhance recharge. A similar feature is also proposed for sub-watershed 26. This would be the last BMP in the chain of BMPs installed throughout the site and south of it before flows reaches the Mississippi River. Table 17.7 showed the dramatic water quality improvement that this system could provide. Such an approach is mandated by the Phase II discharge requirements (next section) and the MNRRA/Critical Area guidelines (Item 27).

Figure 17.3 Schematic of Flood Storage/Infiltration Portion of Central Corridor.



The runoff calculations in this section included determination of the 100-year event runoff and a condition supplemented by additional on-site storage. Figures 17.2 (a-c) showed the preliminary concept for the central drainage corridor. These figures illustrate the ponding system concept for storage during the large-scale event. Reference to Figure 6.6, however, shows that many additional smaller ponds exist on the site. Use of these ponds and consideration of the infiltration that naturally occurs through the sandy soils inherent to the site, yield a net reduction in flow leaving the site. Even further reduction can be made during the design and construction phases with the incorporation of additional BMPs. These features can also be used to filter inflow to the shallow groundwater system and replace some of the recharge lost to increased urbanization. The City can expect that volumes will be reduced if these features are incorporated in block design runoff routing. The largest benefit would likely accrue from installation associated with large parking lot surfaces. Further reductions can be explored during the detailed design phase.

The final BMP element proposed for runoff control is the use of solids removal pre-treatment at storm sewer outfalls. These installations can be any of a wide variety of forebays or installed sumps/filters that remove particulates from stormwater prior to discharge into any of the drainageways throughout the site. These will also reduce overall pollutant removal and will be a major part of the city's Phase II list of available BMPs.

As part of the design process for BMPs, replacement of non-native vegetation with native vegetation will occur whenever practicable and desirable.

Phase II National Pollutant Discharge Elimination System (NPDES) permit

The City of Ramsey has submitted its draft application for a Phase II National Pollutant Discharge Elimination System (NPDES) permit. The unsigned permit was submitted on March 10, 2003 under the MPCA requirements for the program of the U.S. Environmental Protection Agency (EPA). MPCA extended the timeline for receipt of an officially signed permit so that the City could authorize signature through a City Council action. The new deadline for receipt of a signed application is May 9, 2003. After that, the City will need to adopt a Storm Water Pollution Prevention Program (SWPPP). Since the City owns and operates a municipal drainage system, it is subject to the provisions of the Municipal Separate Storm Sewer System (MS4) provisions of the law. Construction activities within the City, and specifically on the Ramsey Town Center site, are also subject to the Phase II General Storm Water Permit for Construction Activity.

The MS4 program requires the City to develop and implement a Storm Water Pollution Prevention Program (SWPPP) that includes six minimum control measures:

- Public education and outreach;
- Public participation and involvement;
- Illicit discharge, detection and elimination;

- Construction site runoff control;
- Post-construction site runoff control; and
- Pollution prevention/good housekeeping.

The City must identify best management practices (BMPs) and measurable goals associated with each minimum control measure noted above. The City will be given five-years to develop an effective program after the permit is issued. This period of time coincides with the phased development of the Ramsey Town Center site, which must then include the provisions of the City SWPPP. The City will assure that the provisions of its Program are properly implemented within the Center as development proceeds.

Construction within the City of Ramsey is also subject to the provisions of the NPDES Phase II General Storm Water Permit for Construction Activity. This provision is in addition to the construction control measure required under the MS4 permit. Revisions to the current permit will be implemented by the State in September 2003. Under the proposed State Construction permit, any construction meeting the following criteria will be expected to obtain a permit from the MPCA:

- Any construction activity that results in the disturbance of one acre or more;
- Any construction activity less than one acre, but part of a "larger common plan for development or sale" that is larger than one acre (This would apply to any sub-area construction on the Ramsey Town Center site that is less than one acre because the overall site meets the above criteria.); and
- Any construction activities that MPCA determines will potentially contribute to a violation of a water quality standard or for significant contribution of pollutants to a water resource.

Clearly, any construction on the Ramsey Town Center of any size will be subject to the provision of the Phase II construction permit, especially since the City's MS4 permit requires it to implement control measures addressing construction site runoff control. The SWPPP required for the general construction activity Permit must address the potential for discharge of sediment and/or other potential pollutants from the site, and must include the following elements:

- Temporary erosion prevention and sediment control BMPs;
- Permanent erosion prevention and sediment control BMPs;
- A permanent storm water management system; and
- Pollution prevention management measures.

These elements must be incorporated into the final plans and specifications before applying for permit coverage. Special provisions are made within the General Permit language for discharges to Outstanding Resource Value Waters (ORVW), which includes the Mississippi River through the City of Ramsey, discharges to wetlands and discharges to scenic or recreational river segments, which include the Ramsey reach of the Mississippi River. Within these areas, additional protective BMPs are required. Since the ultimate discharge from Ramsey Town Center is the Mississippi River, these provisions will apply to the construction permits issued for the site. The Item 17

assessment of discharge found that discharge of any storm water from the Town Center downstream to the River will occur under wet conditions. The only feasible and economic alternative for surface water discharge from the site is to the River. Every effort will be made to retain and, if possible, infiltrate normal events on the Town Center site. Excess volumes of surface water runoff will be pre-treated before allowed to drain from the Center or its nearby/adjacent runoff treatment system.

Because the Ramsey Town Center will not have any heavy industrial uses, it is not expected that the provisions of the Phase II NPDES program dealing with Industrial Activity will apply. However, if development conditions change before the site is finally built-out, and heavier industry is allowed on the site, these provisions could apply. Although there is no intent for heavy industry to occur in the Center, the City will monitor the permit requirements relative to land uses under which the permit conditions apply, and implement a control program if ever needed.

Relationship to Mississippi River TMDL

One water quality element of note in the mitigation plan is the need to reduce the negative impact of a discharge to an "impaired water" under the Total Maximum Daily Load (TMDL) program. The Mississippi River through the City of Ramsey has been listed on the MPCA recommended "303d" list as impaired relative to fecal coliform, PCB and mercury. The PCB and mercury programs are regional in scale and are the subject of regional MPCA and USEPA remediation programs. The discharge of storm water high in fecal coliform, however, is something that the City will need to address. The implementation of nonpoint source pollution control BMPs does not necessarily assure the reduction of fecal coliform. The process for setting a TMDL includes the initiation of a formal study that results in recommendations for control of the pollutant causing the impairment. MPCA has not yet begun this study for the impaired Mississippi River reach; however, once this study begins (currently scheduled for 2004-2006), the City will cooperate to the best of its ability with the MPCA to reduce the input of fecal coliform to the River.

18. Water Quality-Wastewater

18a. *Describe sources, composition and quantities of all sanitary, municipal and industrial wastewater produced or treated at the site.*

18b*. Describe waste treatment methods or pollution prevention efforts and give estimates of composition after treatment. Identify receiving waters, including major downstream water bodies, and estimate the discharge impact on the quality of receiving waters. If the project involves on-site sewage systems, discuss the suitability of site conditions for such systems.*

18c. *If wastes will be discharged into a publicly owned treatment facility, identify the facility, describe any pretreatment provisions and discuss the facility's ability to handle the volume and composition of wastes, identifying any improvements necessary.*

18d. *Does not apply.*

Observe the following points of guidance in an AUAR:

- *only domestic wastewater would be coming from industrial uses that are excluded from review through an AUAR process;*
- *wastewater flows should be estimated by land use sub-areas of the AUAR area; the basis of flow estimates should be explained;*
- *the major sewer system features should be shown on a map and the expected flows should be identified;*
- *if not explained under Item 6, the expected staging of the sewer system construction should be described; and*
- *the relationship of the sewer system extension to the RGU's comprehensive sewer plan and (for metro area AUARs) to Metropolitan Council regional systems plans, including MUSA expansions, should be discussed.*

18a. General - Source, composition and quantity

In Minnesota communities, the management of wastewater is a health-related necessity. - Providing adequate wastewater management services to residents and businesses in a community results in several additional benefits, including protection of the environment, enhanced economic development, and beneficial reuse of bio-solids and nutrients.

Policies within the City's *2001 Comprehensive Plan*, as amended in 2002 (*Comprehensive Plan*), indicate that the City will:

- Extend municipal sewer services to areas within the existing and future Metropolitan Urban Services Area (MUSA) as shown on Figure 5.4 and consistent with the provisions and process outlined by the City.

- Extend municipal sewer services to rural areas *only if*:
  - A pollution problem exists due to failing or leaking septic systems;
  - The only cost effective solution to the problem is connection to municipal sewer or a central sewer system;
  - Capacity exists in the metropolitan treatment system to provide service to the rural area in question; and
  - A fair and equitable financing tool is in place to recover the costs of building the sewer expansion facilities, so that existing rural residents who remain on functioning private septic systems are not required to pay assessments.

- Develop an equitable and fair financial framework for building and maintaining the existing and future municipal sewer system.

- Provide for the efficient and timely extension of municipal sewer services in accordance with the development staging plan as depicted in the future land use plan.

- Oversize sewer pipes so that in the event private septic systems fail the municipal sewer system is properly sized to handle additional capacity.

- Annually monitor sewer flowage into the two metropolitan interceptors in order to identify infiltration and inflow (I&I) problems, which can cost-effectively be repaired.

- Work with the Metropolitan Council Environmental Services division to identify any points of major I&I into the system and devise a plan to minimize future I&I.

- Emphasize prevention and education to protect against ground water pollution related to on-site sewage disposal systems.

- Ensure existing on-site sewage disposal systems in the City are consistently maintained and monitored as required under Minnesota Rules Section 7080.

Based on the *Comprehensive Plan,* the availability of wastewater management services within the City can be divided into three distinct service categories as follows:

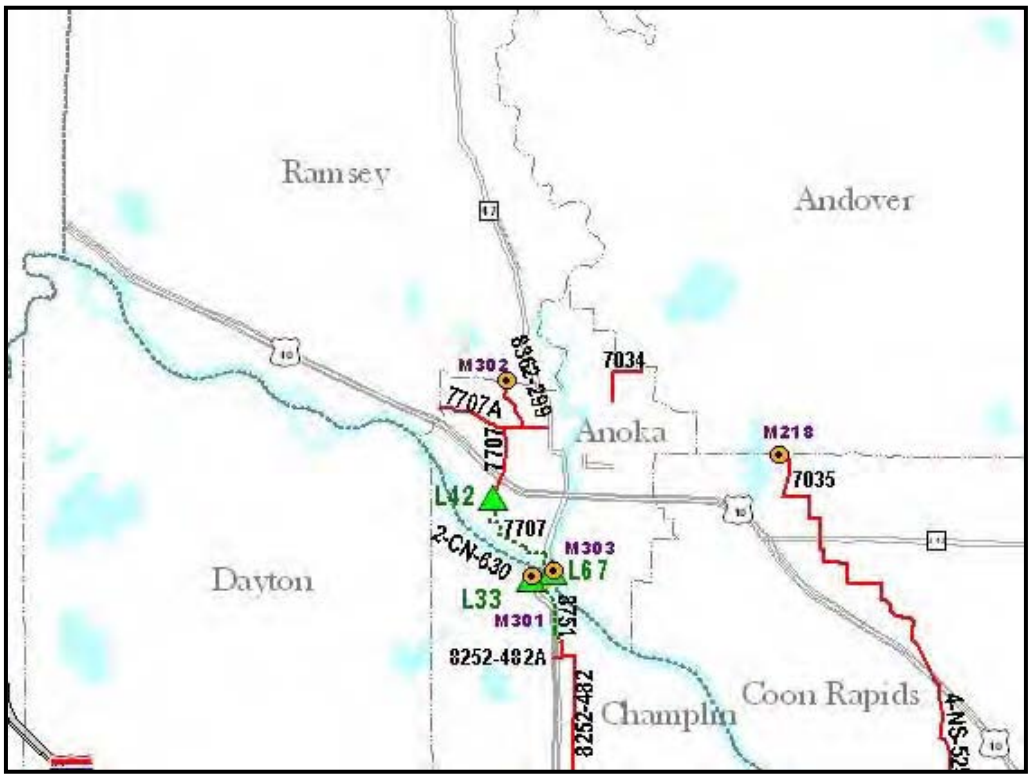
- Existing Urban (MUSA) Area: Residents and businesses within this area are currently served by the MCES's regional interceptor. Wastewater is transported via this interceptor to the MCES Metro Wastewater Treatment Plant in St. Paul (Figure 18.1 and 18.2).

- Urban Growth Area: These are areas designated by the City of Ramsey in its *Comprehensive Plan*, as being within the Urban Growth Boundary. Wastewater services for future development in this area will be provided by

the existing system for growth within the existing service area or by an extension of the collection system for other areas. Existing residences and businesses currently within this area, but outside of the existing service area, are serviced by individual septic systems.

- Central Rural Reserve and Rural Developing: Residents and businesses in these areas use primarily individual septic systems for wastewater management and individual wells for potable water (Figure 18.2). Although extension of MUSA service to these areas is not currently planned, design of the existing and future sewer mains must take into account any potential future need. Therefore, for purposes of the AUAR, projected flows are calculated for those areas within the Sewer Service Boundary shown in the *1991 Comprehensive Sanitary Sewer Plan* (Sewer Plan). Generally, these areas are designated Rural Developing in the *Comprehensive Plan* and are located north of the Urban Growth Boundary and south of Trott Brook.

Figure 18.1: MCES Wastewater Facilities Serving Ramsey



Ramsey Town Center Alternative
Urban Areawide Review

Figure 18.2: Projected Wasteater Service Area
Mississippi River
MUSA District
Existing MUSA
Urban Reserve
Rural Transition
2000 Estimated Service Date
Central Rural Reserve
Urban Expansion Boundary
Rural Developing
Mississippi River Rural Transition
Rum River Rural Transition
Northeast Sub-District
2000-2010
Northwest Sub-District
Existing MUSA Sub-District
Ramsey Town Center Sub-District
2000-2010
Southwest Sub-District
2010-2015
LAKE ITASCA
EDDY LAKE
SUNFISH LAKE
N

Table 18.1: Projected Wastewater Composition and Loadings

Contaminant	Concentration (mg/l)	Total Annual Mass Loading[(1)] (tons)
Total Dissolved Solids	500	5,557
Total Suspended Solids	220	2,445
Biochemical Oxygen Demand - 5-Day (BOD_5)	250	2,778
Chemical Oxygen Demand (COD)	500	5,557
Nitrogen (Total as N)	50	557
Phosphorous (Total as P)	10[(2)]	111

(1) Based on a projected annual flow of 2,665 MGY.
(2) Phosphorous levels are somewhat elevated to compensate for disposal and restaurant wastes.

Wastewater from the RTC development is considered domestic as no industrial waste is proposed. Table 18.1 lists the projected composition of the wastewater and the projected concentration of common contaminants. The above projected loadings fall within the range of "average" wastewater strengths. Because of this, it appears that the MCES Metro Wastewater Treatment Plant will be able to handle the projected waste composition and loadings from the RTC Development.

18b. Description of Existing Wastewater Management Systems

Local Collection System Capacity – Within each of the Districts, wastewater is collected and transported to the main interceptors primarily by gravity sewer. When necessary, pumping stations and force-mains are used to overcome elevation changes. Inflow and infiltration into the sanitary sewer is expected to be minimal due to the relatively new age of the system.

The City's *Comprehensive Plan* documented MCES Projected Wastewater flows for the City of Ramsey to be between 542 and 668 MGY or a maximum of 1.8 MGD. The *Sewer Plan* indicated that at full build out, 2.8 MGD of flow would be generated by a sewered population of 27,200 persons and a sewered employment of 7,000 employees. It appears that the existing sewer collection system has been designed to accommodate the larger flow of 2.8 MGD.

Regional Interceptor Capacity – Availability of capacity in the regional interceptor system depends on several factors, but is generally based on Metropolitan Council design and growth projections for developing communities. The *Comprehensive Plan* indicates that Metropolitan Council projections of wastewater flows for the City of Ramsey in 2020 were between 1.5 and 1.8 MGD. The *Sewer Plan* states that the two regional interceptors serving Ramsey were design to handle a combined average daily flow of 7.87 MGD. However, the regional facilities downstream of the interceptors are not. The *Sewer Plan* also states that approximately 30% (2.8 MGD) of the capacity at the Anoka lift station is reserved for Ramsey. In either case, the *Comprehensive Plan* states that "If and when growth or sewer demand exceeds the current regional facility sizing, those facilities will require upgrading". .

For purposes of this AUAR, it is assumed that the available capacity in the MCES Regional System is at a minimum 2.8 MGD and could be as high as 3.8 MGD without requiring significant upgrades. This 3.8 MGD figure is based on a telephone conversation held in February of 2003 in which MCES Officials indicated that additional capacity may be available due to slower than anticipated growth and development in other cities. Therefore, it is recommended that the City contact MCES to formalize a new agreement on existing and future available capacity. Future decisions on growth, and the need for infrastructure improvements, can then be planned and executed as necessary.

Existing Urban Flows – Within the existing Urban Wastewater Service Area (Table 18.2), approximately 1,500 residential households and 250 acres of commercial, industrial and institutional development are served by the MCES regional interceptor. The entire Urban Service Area is divided into two service districts that connect to separate regional interceptors: the Mississippi River District and the Rum River District (Figure 18.2). These Districts are divided somewhat along the watershed divide for the two rivers.

Table 18.2: Existing MUSA (Category 1) Flows by District

Description	Average Daily Flow (MGD)	Peak Hourly Flow (MGD)	Average Annual Flow (MGY)	Average Daily Flow Capacity (MGD)	Peak Hourly Flow Capacity (MGD)
Mississippi River MUSA District	0.161[(1)]	0.555	59	-	10
Rum River MUSA District	0.390[(2)]	1.314	143	-	8
TOTAL	**0.551**	**1.595**	**202**	**2.8 to 3.8**	**18**

(1) Based on 2002 monthly flow records provided by MCES. (2001 Comp Plan estimated at 0.199 MGD)
(2) Based on 2002 average quarterly flow monitoring records provided by MCES. (2001 Comp Plan estimated at 0.406 MGD)
(3) Peak hourly flows were calculated using average design value formulas.

The two regional interceptors serving the City have a combined peak capacity of 18.0 MGD. The Rum River MUSA District, which is served by a 30-inch diameter interceptor, has a maximum design capacity of about 8 million gallons per day (MGD). The Mississippi River MUSA District, which is served by a 30-inch diameter interceptor, has a maximum peak design capacity of about 10 MGD. As stated earlier, it is assumed that 2.8 to 3.8 MGD of average daily flow capacity is available in the regional system.

The capacity of the MCES interceptors appears to be adequate for the existing average daily and peak hourly wastewater flows from each District. In addition, the combined average daily flow of 0.551 MGD does not exceed the MCES limit of 2.8 to 3.8 MGD. The reserve capacity for future growth with the Ramsey MUSA, therefore, appears to be about 2.2 to 3.2 MGD before upgrades will be needed in the downstream facilities.

Rural Wastewater Management – In areas outside of the existing MUSA, a total of 3,750 households are served by private on-site septic systems and drain fields. Of these, 3,260

are systems that are outside of the current Urban Growth Boundary. The remaining 490, which are located within the Urban Growth Boundary, are earmarked in the *Comprehensive Plan* to be connected to the MUSA system during phased expansion through about 2015. Approximately half of the 3,750 onsite systems where constructed before 1974 and have not been replaced or upgraded since. The remaining systems are new or have been upgraded since 1974 due to failures or real estate sales. There have been no known or reported groundwater quality issues related to failing septic systems. The City has passed an ISTS ordinance.

Future Wastewater Management. As stated earlier, the City's wastewater collection system is divided into two Districts that generally follow a watershed boundary: the Rum River MUSA District and the Mississippi River MUSA District. The City's 2001 *Comprehensive Plan* identified areas within the City limits that would receive MUSA wastewater service under future planned expansions through 2015. These areas are all within the Urban Growth Boundary.

In the Rum River MUSA District Urban Growth Area, future expansion is planned to serve two small areas to the north of 163rd Ave. (Figure 18.2). In the Mississippi River MUSA District Urban Growth Area, future expansions are planned for a fairly large area to the west of Ramsey Blvd., and to the north and south of U.S. Hwy. 10, also shown in Figure 18.2.

The RTC Site is located within the Mississippi River MUSA District. It was identified in the City's *2001 Comprehensive Plan*, as amended in 2002, for expansion of the centralized wastewater system between 2000 and 2010. In addition to the RTC Site, the plan identified other Urban Growth Areas to the west of the RTC Site with sewer extension occurring between 2000 and 2015.

(Note: The selection of sub-districts is solely for convenience in determining current and future design flows and was not intended to correlate with any development timelines.)

Methodology: Existing and projected future flows for each District need to be determined in order to consider potential future impacts from the RTC Development. In general, the methodology follows that used in the City's *2001 Comprehensive Plan,* as amended in 2002, and estimates future flows for all areas within the Sewer Service Boundary developed in the *Sewer Plan* (generally all areas south of Trott Brook).

Flows for the areas currently served by the MUSA will be based on the 2001 MCES reported flows as shown in Table 18.2. Flows for the future Urban Growth Areas are based on projected land use and generally follow the procedures developed in the City's *1991 Comprehensive Sewer Plan* (A summary of the projected flows is included as Appendix G). For the RTC Site, future flows were estimated based on projected occupancy and development types presented in the latest RTC preferred design shown in Figure 6.1.

Mississippi River MUSA District – To determine future wastewater flows, the Mississippi River MUSA District Urban Growth Area was divided into five sub-districts: the existing MUSA Sub-district, the Rural Sub-district, the RTC Sub-district, the Northwest Sub-district and the Southwest Sub-district (Figure 18.2). The projected wastewater flows for the RTC Sub-District are given in Tables 18.3 and 18.4, respectively, for residential and commercial/service development.

Table 18.3: Projected Wastewater Flows for RTC Sub-District Residential Development

Development Type	Quantity	Occupants per Unit	Total Occupants	Flow per Occupant (gpd)	Total Flow (gpd)
Mixed Use Residential	1012	5	5,060	75	379.500
Apartment	172	3	516	75	38,700
Duplex	62	4	186	75	13,950
Townhouse	1154	4	4,616	75	346,200
Total Residential	**2,400**		**10,378**	**75**	**778,350**

Table 18.4: Projected Wastewater Flows for RTC Commercial/Service Development

Development Type	Acres Used (ac)	Flow per Acre (gpd)	Total Flow (gpd)
Commercial (Existing Hwy. 10)	32.2	1,500	48,300
Commercial (Service/Convenience)	11.6	1,500	17,400
Commercial (Shopping)	24.4	1,200	29,280
Mixed Use (Retail/Office)	30.6	1,700	52,020
Civic Center	3.6	10,000	36,000
Business Enterprise	35.9	1,000	35,900
Transit	4.5	1,000	4,500
Public/Open Space	58.2	100	5,820
Total Developed Area	**201**		**229,220**

The combined future wastewater average and peak daily flows for the entire Mississippi River MUSA District are 4.099 MGD and 8.746 MGD, respectively (Table 18.5). These flows are well within the range for the design of the local regional interceptor which has a peak daily capacity of 10 MGD. However, it does appear that improvements to downstream MUSA infrastructure, such as the Anoka lift station, may be required at some future date.

Table 18.5: Mississippi River District Projected Future Wastewater Flows by Sub-district

Sub-district	Existing Average Daily Flow (gpd)	Existing Peak Hourly Flow (gpd)	Future Average Daily Flow (MGD)	Future Peak Hourly Flow (MGD)
Existing MUSA Service Area	0.161	0.475	0.161	0.555
Future Existing MUSA for Build-out	0	0	0.781	2.530
Northwest Sub-district	0	0	0.472	1.578
Southwest Sub-district	0	0	0.599	1.976
Ramsey Town Center	0	0	1.010	3.195
Sub-total	**-**	**-**	**3.023**	**7.534**
Future Rural (If Required)	0	0	1.076	3.381
TOTAL	**0.161**	**0.475**	**4.099**	**8.746**

(1) From 1991 Comprehensive Sanitary Sewer Plan.

In addition, there is a 27-inch sewer main that terminates at a manhole on the eastern edge of the RTC development at the corner of Ramsey Boulevard and 143rd Avenue. Assuming the minimum allowable design slope of 0.07%, the maximum instantaneous flow that can be handled by this line is 8.216 MGD. Therefore, it appears that the existing 27-inch main is sized to handle wastewater flows from the RTC development and future growth from the Urban Growth and Rural Developing Areas.

Note: The 27-inch main mentioned above runs for two blocks before tying into a 30-inch main. Because of this, and the uncertainty of future flows and pipe slopes, it is recommended that a 30-inch sewer main be installed throughout the entire RTC development and, if required, only two blocks of 27-inch main will need replacing in the future.

Rum River MUSA District – To determine the future wastewater flows, the Rum River MUSA Sub-District has been divided into two sub-districts: the Existing MUSA Sub-district and the Rural Sub-district. Table 18.6 shows the current and future flows for the Rum River District.

Table 18.6: Rum River District Projected Future Wastewater Flows by Sub-district

Sub-district	Existing Average Daily Flow (gpd)	Existing Peak Hourly Flow (gpd)	Future Average Daily Flow (MGD)	Future Peak Hourly Flow (MGD)
Existing MUSA Service Area	0.390	1.119	0.390	1.314
Future Existing MUSA for Build-out	0	0	0.900	2.881
Sub-total	**-**	**-**	**1.290**	**3.960**
Future Rural (If Required)	0	0	1.864	5.365
TOTAL	**0.390**	**1.119**	**3.154**	**7.723**

The combined projected average daily flow for the Rum River District is 3.154 MGD with peak flows reaching 7.723 MGD. Therefore, there appears to be sufficient capacity in the MUSA regional interceptor which is designed for a peak flow of 8 MGD. Again, it is recommended that the City reevaluates their MCES allocation of the interceptor capacity prior to performing an update of their Comprehensive Sewer Plan.

Combined City of Ramsey Flows. Table 18.7 below shows the total future average daily wastewater flow for the entire City to be 7.3 MGD with a peak hourly flow of 16.5 MGD. It should be noted that these flows assume the maximum possible density at final build-out and, therefore, represent the most conservative scenario. As a result, it appears that the existing interceptors are large enough to carry the projected future average daily flows, as well as the projected future peak hourly flows. In addition, it appears that the future average daily wastewater flow is above the MCES allocated flow of 2.8 MGD, as well as the higher allocation of 3.8 MGD.

Table 18.7: Projected Maximum Wastewater Flows for 2020

Sub-district	**Future Average Daily Flow (MGD)**	**Future Peak Hourly Flow (MGD)**	**Average Annual Flow (MG)**
Mississippi River District	4.1	8.75	1,497
Rum River District	3.2	7.72	1,168
TOTAL	**7.3**	**16.5**	**2,665**

Summary of Environmental Impact. The provision of sanitary sewage collection and transport to a treatment facility is a normal urban service provided by a community as its urban area develops. There is no adverse environmental impact expected as long as the plan for provision of this service is followed according to the City's *2001 Comprehensive Plan*, as amended in 2002 and coordinated with MCES.

Mitigation element - Combined future flows for land within the Urban Growth Boundary for both Districts appears to be about 4.3 MGD (about 3.0 MGD from the Mississippi River District and 1.3 MGD from the Rum River District). The 1991 *Comprehensive Sewer Plan* estimated these flows to be about 3.8 MGD. Therefore, increased flows due to the RTC development appear to be about 0.5 MGD greater than planned in 1991. Both the wastewater flows and the projected loadings from the RTC development can be effectively transported and treated by the MCES system.

However, future development and resulting flows need to stay within the current 3.8 MGD allotment allowed by MCES until such time as more allocation is available. In general, however, total projected flows for the City are within the ranges of those estimated in the City's *2001 Comprehensive Plan,* as amended in 2002. Therefore, it does not appear that there is any cause for specific remediation actions.

As noted earlier, it will be necessary for the City to update its 1991 *Comprehensive Sewer Plan* and work with MCES on securing additional allocations. In addition, it will be important to measure and test the wastewater flows from the new development on a periodic basis. This will allow the City and MCES officials to monitor the characteristics of the wastewater generated by the development over time and to address any future unforeseen changes.

19. Geologic Hazards and Soil Conditions

19a. *Approximate depth (in feet) to ground water:* **4 minimum, 10 average**
Approximate depth (in feet) to bedrock: **120 minimum, 160 average**

Describe any of the following geologic site hazards to groundwater and also identify them on the site map: sinkholes, shallow limestone formations or karst conditions. Describe measure to avoid or minimize environmental problems due to any of these hazards

19b*. Describe the soils on the site, giving NRCS (SCS) classifications, if known. Discuss soil granularity and potential for groundwater contamination from wastes or chemicals spread or spilled onto the soils. Discuss any mitigation measures to prevent such contamination.*

For an AUAR, a map should also be included to show any groundwater hazards identified. A standard soils map for the area should be included.

19a. The regional water table is four feet from the surface in low areas of the site, but average depth to groundwater is ten feet (Figure 19.1). The easily accessible water table provides a readily available source of groundwater. Bedrock units below surficial materials provide additional groundwater sources. The City of Ramsey drinking water is currently supplied by five wells. Three of these well are in, and adjacent to, the Town Center and pump water from the Franconia-Ironton-Galesville (FIG) aquifer. Details of this system are provided in Item 13. Groundwater flows at low gradients to the south-southeast towards the Mississippi River in the FIG aquifer.

Surficial sediments consist of Quaternary glacial outwash composed primarily of sand and gravel (Figure 19.2). The majority of the site lies within the Langdon Terrace. The northeast edge of the site consists of the Richfield Terrace. Both Terraces are deposits of the historic Mississippi River and consist of sand layers of varying thickness overlaying till or bedrock. Boulder lags and scarps are typically found at the contact between the two Terraces. Clay layers of varying thickness are found at typical depths of 50 feet. Thickness varies and the layers do not appear to be continuous. These clay layers inhibit the downward flow of groundwater to lower bedrock units. The clay is typically mixed with sand or gravel, or has pockets of sand and gravel. Silt, clay, and hydric soils can be found at or near the surface in some areas. These materials are hydraulic barriers retaining surface water where surface water features are not reflections of groundwater.

Beneath the Town Center, minimum depth to bedrock is 120 feet and average depth is approximately 160 feet (Figure 19.3). The uppermost bedrock unit below the Town Center is the Franconia Formation (Figure 19.3). The Upper Franconia is fine- to coarse-grained dolomite cemented sandstone with thin beds of shale. The Lower Franconia units are glauconitic and feldspathic well-cemented sandstone inter-bedded with thin shale layers. The two are separated by a thicker shale bed, which is far less able to transmit water, further slowing the downward flow of water to deeper aquifers. Below the

Franconia is the Ironton-Galesville Formation. The Ironton and Galesville formations are medium to very coarse-grained sandstones interlaid with thin beds of shale. The formations are separated from the water at the surface by clay layers in glacial material and by the thick shale bed in the Franconia Formation. These units of shale and clay act as "aquitards", meaning they have low permeability and slowly transmit water, or retard the flow of water to lower bedrock units.

The Minnesota Geological Survey (MGS) is currently reviewing the bedrock geology of this region. A final map from this study will be available in fall 2003. The study identifies the possibility of shallow bedrock valleys where the St. Lawrence formation is absent throughout Anoka County. These shallow valleys can be difficult to identify, as the St. Lawrence is often misinterpreted as Upper Franconia. It is typically present as a cap on high bedrock areas. Well logs from the project site (Figure 19.3) indicate that the St. Lawrence does not exist below the Town Center, but because of common misinterpretations, a thin layer may be present.

Through the course of the MGS study, a bedrock valley was identified two miles north of the Town Center site (Figure 19.4). The valley cuts down through all upper bedrock units into the Ironton-Galesville Formation. Bedrock valleys bring quaternary sediments in direct contact with deep bedrock formations. This interaction may result in the quaternary aquifer recharging bedrock aquifers without the typical aquitards that protect these aquifers from surface pollutants.

19b. Soils within the Town Center are highly permeable sand and gravel in the upper 50 feet. These are the soils through which RTC stormwater infiltrates (Figure 12.2). Soil borings on-site indicate the first foot of soil is silt and sand, followed by poorly graded fine to medium-grained sand with traces of gravel. The Natural Resources Conservation Service (NRCS) classifies the soils on site as Hubbard series, Duelm, and Isanti. The Hubbard soils classified on site are coarse sand with slopes that range from 0-12 percent. The Duelm is a loamy coarse sand and the Isanti is a sandy loam. The Isanti is a hydric soil.

All soils on site have a permeability that ranges from six-to-twenty inches per hour. The high permeability of the soils increases the potential for shallow groundwater contamination. To reduce this risk, pretreatment of stormwater runoff prior to infiltration and community education programs on household chemical and fertilizer use can be implemented.

City wells were tested for tritium as part of the wellhead protection area (WHPA) and drinking water supply management area (DWSMA) delineation for the City of Ramsey. Public water supply wells with high levels of tritium are classified as "vulnerable" to surface processes because of the relatively recent (post-1950) interaction with the surface. Tritium levels in the three city wells around the Town Center are high. The high levels may be caused by the rapid rate of infiltration through the highly permeable sand and gravel materials of the Anoka Sand Plain, by leakage of water around the annular space of the well, or by the interaction of the quaternary and bedrock aquifers in the bedrock

valley to the north of the site.

Water quality tests of Ramsey public water supply wells including tests for nitrates, pesticides, volatile organic compounds, and arsenic were found to meet all of the Safe Drinking Water Act drinking water limits. Manganese and iron are present and may produce staining and metallic tasting water, but do not pose a health risk. Clay layers in the glacial material and shale layers in the Franconia Formation slow or impede the course of potential surface pollutants towards the lower bedrock formations and therefore help to maintain the quality of the Ramsey water supply.

Summary of Environmental Impact. The high permeability of the Anoka Sand Plain, the shallow water table, shallow bedrock valleys, non-continuous clay layers, and the elevated tritium levels in the City wells indicate that the FIG aquifer is susceptible to contamination from surface activities. This susceptibility means that the municipal wells adjacent to the RTC site require more attention relative to potential contaminant sources. The second part of the wellhead protection plan will discuss site specific ways of reducing the risk of contamination. The following mitigation plan details general means to minimize risks.

Mitigation element. The high permeability of the soils at the Town Center are ideal for the implementation of infiltration practices that will manage stormwater runoff, provide flood control and recharge the water table aquifer. However, the high permeability also increases the risk for potential contamination of groundwater resources. In order to mitigate this risk, best management practices (BMPs) and community education programs will be implemented.

Extensive use of herbicides, pesticides, and fertilizers on residential and public lawns, and agricultural fields is discouraged in the City of Ramsey, as stated in the City's *2001 Comprehensive Plan*. Implementing community education and awareness programs to discourage the above stated activities, as well as to inform on household and business chemical usage and hazardous waste storage and disposal will help reduce the potential for groundwater contamination by these types of substances. The appropriate use of native vegetation will also reduce the need for herbicides, pesticides and fertilizer throughout the Town Center.

Infiltration of stormwater under carefully managed conditions is essential for recharging groundwater. Infiltration through soil also removes nutrients and other potential pollutants from surface water, pretreating and maintaining the quality of the water. Potential groundwater contaminants from stormwater runoff associated with land uses similar to the proposed Town Center land uses include nitrates, pesticides, organic compounds, and heavy metals. The potential for contamination from these substances is greatly reduced when stormwater runoff is pre-treated prior to infiltration and BMPs are implemented. Pretreatment methods vary, but include the use of permeable materials to promote infiltration and pollutant removal by soil, vegetation to filter surface water, settling to remove solids and pollutants associated with them, and preventative measures such as limiting the storage of chemicals and homeowner education on chemical use.

Several manuals for design, installation and maintenance of BMPs are available to guide the City. Citizen and staff education will also help implement protective practices.

The use of these types of practices increases wildlife habitat and public green space while reducing the risk of groundwater contamination. Several manuals are available to guide actual installation, use and operation/maintenance of chosen BMPs.

20. Solid Wastes; Hazardous Wastes; Storage Tanks

***20a**.Describe types, amounts and compositions of solid or hazardous wastes, including solid animal manure, sludge and ash, produced during construction and operation. Identify method and location or disposal. For projects generating municipal solid waste, indicate if there is a source separation plan; describe how the project will be modified for recycling. The total quantity of municipal solid waste generated and information about any recycling or source separation programs of the RGU need to be included. If hazardous waste is generated, indicate if there is a hazardous waste minimization plan and routine hazardous waste reduction assessments.*

***20b**. Not applicable to an AUAR.*

***20c**. Indicate the number, location, size and use of any above or below ground tanks to store petroleum products or other materials, except water. Describe any emergency response containment plans. Potential locations of storage tanks associated with commercial uses in the AUAR should be identified (for example, gasoline tanks at service stations).*

20a. Information on solid waste generation expected from the RTC site was obtained from Ace Solid Waste Inc. (Rick Nelson, 763-427-3110). The analysis used the preferred design shown in Figure 6.1 and the extensive local experience of Ace Solid Waste Inc. to calculate the most likely amount of solid waste that will be generated by the Town Center. The completed analysis is shown in Table 20.1.

Table 20.1 Solid Waste Analysis

Use Type	Solid Waste (tons/month)
Business/Medical Office	21.33
Commercial	12.11
Mixed-Use	86.93
Residential	123.65
Retail	26.99

20b. Not applicable to an AUAR.

20c. There are no underground storage tanks at the Town Center Site at this time, nor were there any identified to have been present historically. A Phase I investigation conducted by Delta Environmental Consultants, Inc. in 2002 identified two sites within one-half mile of the project area that were of regulatory environmental concern (Figure

19.4). Both sites were part of the Minnesota Pollution Control Agency's (MPCA) Leaking Underground Storage Tank (LUST) Cleanup Program. Brook's Food Store (LUST #7470) at 14550 Armstrong Boulevard Northwest was added to the LUST database in 1994 due to a release of unleaded gasoline. Custom Coaches (LUST #1042) at 6845 Highway 10 North was added to the LUST database in 1989 after a release of gasoline. Both sites were closed as of 1997.

Within the project area, there is an active site in the MPCA's Voluntary Investigation and Cleanup (VIC) program (Figure 19.4). The site is located on the corner of Ramsey Boulevard and Highway 10, and is identified as VP8480. In July 1963, a railcar accident resulted in the release of powdered lead arsenate. There was also a report of several barrels, possibly containing lead arsenate, being buried at this same location at a later, unspecified, date and then removed. An electromagnetic induction survey indicated three disturbed areas in the subsurface that could be burial locations. Burlington Northern Santa Fe (BNSF) has no record of the burial of any items. From soil boring investigations, the extent of arsenic contamination is 350 feet long and 40 feet wide (Figure 19.4).

The Minnesota Department of Health (MDH) and the United States Environmental Protection Agency (USEPA) determined the maximum contaminant level (MCL) for arsenic in drinking water to be 50 parts per billion (ppb). In the 1990's the limit was reviewed and changed to 10 ppb. The new regulation does not go into affect until 2006. Groundwater samples were collected from monitoring wells at the spill site and from several residential wells near the spill. Soil samples were taken at varying depths from soil borings at the spill site. Of forty-two soil samples taken from 1998-2000, eight were over current MCL for arsenic. Groundwater samples were taken from six monitoring wells in 2000, and all six were over the current limit. In 2001, only one of these wells was over the MCL. Sample collection methods in 2001 differed from those used in 2000. The only arsenic level that exceeded the present MCL in a sampled residential well was to the north of this site. Because groundwater flow is to the south, the BNSF site is not thought to be the source of arsenic in that well.

A supplementary Phase II investigation has been completed for this site and is under review by the MPCA.

BNSF indicated its intent to remove the contaminated soils prior to the construction of the Burger King restaurant, parking lot, and stormwater detention pond. BNSF currently has plans to remove the contaminated soils in the summer of 2003. BNSF and the MPCA should be notified prior to any earth moving activities. The project representative for the MPCA is Karen Kromar, who can be contacted at (651) 297-3080. The BNSF representative is Mike Woolridge, who can be contacted at (763) 782-3483. Thomas Dahl, of Retec, performs environmental testing for BNSF at this site and can be contacted at (651) 222-0841.

BNSF hauls hazardous materials along the tracks that adjoin RTC. There has been only one known derailment of hazardous materials on the site over the past 40 years, as

discussed above. The transportation of hazardous materials is regulated at the federal, state and local level. Hazardous materials hauled through this area are reported to the Anoka County Emergency Management Department and are required to be properly placarded, stored and transported according to all applicable regulations. The City of Ramsey Police and Fire Departments are fully trained and prepared for potential derailments. Further information on City preparedness plans can be obtained from Fire Chief Dean Kapler at (763) 427-3764.

The Phase I Environmental Assessment performed in June 2002 by Delta Environmental Consultants Inc., concluded, based on site inspection, that hazardous substances and petroleum products were used and stored on an abandoned farmstead along Ramsey Boulevard Northwest within the Town Center site (Figure 19.4). Due to the unsecured nature of these substances, the potential for release or improper disposal exists. Materials identified at the farmstead included cement cans, motor oil containers, an open bucket of motor oil, rust retardant, bonding adhesive, car batteries, antifreeze, air conditioners, refrigerators, and several abandoned vehicles. Tests of ceiling tiles, floor tiles, insulation, and siding from the abandoned farmstead buildings were negative for asbestos. If this site is found to have contaminated soils or groundwater, appropriate remediation will be needed.

In order to safeguard and sustain the public water supply, "wellhead protection areas" (WHPAs) and "drinking water supply management areas" (DWSMAs) are delineated around public water supply wells (Figure 20.1). The first part of the Ramsey *Wellhead Protection Plan* was developed in cooperation with Anoka County Environmental Services as part of a ten-city program to delineate WHPAs and identify potential contaminant sources by parcel number and has been completed and approved by the Minnesota Department of Health (MDH). This half of the wellhead protection plan addresses WHPAs, DWSMAs and well vulnerability classifications. Parameters used to determine the WHPA include a ten-year groundwater travel time, aquifer transmissivity, pumping volume, flow direction, flow boundaries, and geologic setting. The DWSMA is the geographic area including and adjacent to the WHPA extended to public roads and/or property lines. The second part of the City's wellhead protection plan is currently in progress and will address contaminant sources and education initiatives within the site and the City WHPA/DWSMA.

WHPA and DWSMA designations restrict or specially manage land uses that could degrade the quantity and quality of the public water supply. For example, the use of underground storage tanks to store petroleum and any other potentially harmful substance within a WHPA is not recommended by MDH. Underground tanks are allowed, in general, within WHPAs if the tanks are double-walled and groundwater around the tank is monitored for contamination from a possible leak in the tank. However, because the process of wellhead protection is specific and tailored to land use conditions within each WHPA/DWSMA, the development of the City's wellhead protection plan and priority of contaminants will be determined by the City and MDH. In case a leak occurred, and alternative water sources were required there is an emergency water supply connection with the city of Anoka. In the event of a water supply emergency, the City will respond

using its normal police and fire emergency response plan until a specific emergency response plan can be developed as part of the second part of the wellhead protection plan.

Summary of Environmental Impact. There is an active MPCA VIC site in the southeast corner of the site as result a release of lead arsenate. The soils and groundwater in that area were contaminated with arsenic. BNSF is working with current landowners and the MPCA to remove the contaminated soils during the summer of 2003. Additionally, improperly handled and stored hazardous materials on an abandoned farmstead may pose an environmental impact. Finally, the Town Center site includes the WHPAs and DWSMAs for the city of Ramsey west well field. The following mitigation plan discusses how to minimize the impact to the drinking water supply within the regulated areas, as well as how to minimize further impact by the farmstead and VIC sites.

Mitigation element. To decrease the amount of solid waste generated within the City, Ramsey maintains the following policies as stated in its *2001 Comprehensive Plan* -

- Work with the Anoka County Integrated Waste Management Department to develop and implement programs that contribute to waste reduction, resource recovery, recycling and limited landfilling;
- Continue to support curbside recycling of reusable waste materials through educational events, promotional events, and volunteer efforts;
- Research grants and funding programs through federal, state, and local organizations that support the "Three R's" (reduce, reuse, and recycle); and
- Continue to pursue and support research efforts in innovative techniques that enhance the environment, provide alternative means of energy, and reduce the waste stream.

The implementation of these policies will help to reduce the quantities of solid waste produced at the Town Center.

The contaminated soils at the BNSF VIC site must be removed as soon as possible under the plan for the summer of 2003. Removal could potentially occur during construction of the multi-modal facility, Highway 10 improvements, or Town Center construction. BNSF and the MPCA should be contacted in regards to any earth moving activity in the vicinity of the spill site. The project representative for the MPCA is Karen Kromar, who can be contacted at (651) 297-3080. The BNSF representative is Mike Woolridge, who can be contacted at (763) 782-3483. The contamination of groundwater may restrict the installation of additional water supply wells near Ramsey Boulevard and Highway 10.

Further investigation may be needed in order to determine the extent, if any, of contamination at the abandoned farmstead. If there is soil or groundwater contamination due to the improper handling and storage of chemicals and hazardous substances at this site, appropriate removal and remediation of the contaminated areas may be required. State and county fiscal aid programs exist for the cleanup and investigation of these types of sites. The MPCA Site Assessment Unit has fiscal aid available for Phase I and Phase II investigations; contact Tom Whear at 651-296-7349 for additional information. The United States Environmental Protection Agency also currently has funding for cleanup

and investigation. For additional information regarding cleanup and investigation programs, the Minnesota Brownfields Resource Guide is available at http://www.pca.state.mn.us/publications/reports/brg-0901.pdf.

Within the WHPA, underground storage tanks and infiltration are not recommended. Should contamination occur due to these or any other practice, alternative water supply sources may be required. Currently the city water towers store an extra amount of water equivalent to meet the supply need for one day. There is also an emergency connection with the City of Anoka for additional water needs. A contingency plan should be developed as part of the next water supply plan update to deal with contamination. According to the EPA, a contingency plan should include the following:

- Basic water supply information
- List of potential contamination sources and location
- Mapped WHPA
- Firefighting plan for toxic chemical storage locations
- Surface spill emergency response plan
- Alternative short term water supply
- Alternative long term water supply

These could be coordinated with existing city plans, data, and management procedures, many of which are detailed in the city's Water Supply Plan, WHP Plan, *2001 Comprehensive Plan*, and this document. A contingency plan is also required by the State as part of the city's water supply plan (M.S., Section 103G.291, subd.3). Guidelines provided by the DNR and Metropolitan Council for the content of this water supply plan element indicate the need for the following components:

- emergency telephone contact list
- current water sources and service area description
- procedure for augmenting supplies
- demand reduction procedures
- procedures for water allocation
- establishment of triggers for implementing plan components
- enforcement
- water supply protection

As part of its next revision, the City of Ramsey will amend its *1999 Water Supply Plan* to include an emergency response element. The amendment will include all of the above components. This will occur prior to applying for a DNR appropriation permit amendment, which would likely trigger the DNR request for emergency plan completion, as well.

Use of underground storage tanks within the WHPA should be discouraged. If underground storage tanks are used to store anything other than water within the WHPA, the tanks must be double-walled and the groundwater around the tank must be appropriately monitored for contamination. The development of a contingency plan as discussed previously should address the management and procedures that would be implemented in the case of a leaky tank.

Infiltration practices within the WHPAs will be carefully controlled to prevent any water that has not been pre-treated from entering. Rain barrels, grading, and other on-lot best management practices should be utilized in these areas as long as the infiltration of street, parking lot, or industrial runoff does not occur within the WHPA. Implementation of community education programs for residential and business contaminant sources, such as fertilizers and hazardous household products, will reduce the risk of groundwater contamination from these sources.

The installation of monitoring wells throughout the WHPA would be appropriate to protect the water quality of the upper aquifer. Should contamination occur, a network of monitoring wells would help to quickly identify the contaminant source and aid in the quick remediation and possibly reduce the extent of contamination. A monitoring well network would also help to understand the relationship between the pumping in the Franconia-Ironton-Galesville aquifer and the upper aquifer. The extent of any further monitoring will be determined during wellhead protection plan development and State water appropriation permitting.

21. Traffic

For most AUAR reviews, a relatively detailed traffic analysis will be needed, especially if there is to be much commercial development in the AUAR area or if there are major congested roadways in the vicinity. The results of the traffic analysis must be used in the response to Item 22 and to the noise aspect of Item 24. Instead of responding to the information called for in the EAW Guidelines for Item 21, the following information should be provided:

- *Description and map of existing and proposed roadway system (including state, regional and local roads to be affected by the development of the AUAR area. This information will include existing and proposed roadway capacities and existing and projected background traffic volumes.*
- *Trip generation data for each major development scenario broken down by land use zones and/or other relevant subdivisions in the area. The projected distributions onto the roadway system must be included.*
- *Analysis of impacts of the traffic generated by the AUAR area on the roadway system, including: a comparison of peak period total flows to capacities and analysis of Levels of Service and delay times at critical points (if any).*
- *A discussion of structural and non-structural improvements and traffic management measures that are proposed to mitigate problems.*

NOTE: in the above analyses, the geographical scope must extend outward as far as the traffic to be generated would have a significant effect on the roadway system and traffic measurements, and projections should include peak days and peak hours, or other appropriate measures related to identifying congestion problems, as well as ADTs.

Appendix B contains a complete traffic analysis compiled by Meyer, Mohaddes Associates, Inc. for this AUAR. The report entitled *Ramsey Town Center Traffic Analysis* was completed in March 2003 and is contained in its entirety in the Appendix.

Classification Summary

The project site is served by a network of principal and minor arterial roadways and local streets as shown in Figure 21.1. Highway 10/169 near the study area is a four-lane divided US Highway that is classified as a Principal Arterial. Ramsey Boulevard (CR 56) and Industry Avenue (CR 116) near the study site are two-lane County Roads that are classified as B-Minor Arterials. Armstrong Boulevard (CSAH 83) and Sunfish Lake Boulevard (CSAH 57) near the study area are two-lane County State Aid Highways that are functionally classified as Collectors. Sunwood Drive, a two-lane local street that extends in an east-west direction and connects Ramsey Boulevard to Industry Avenue and Sunfish Lake Boulevard, is identified in the City of Ramsey *2001Comprehensive Plan* as a future Collector. In April 2003, Anoka County received a functional class change for Industry Avenue and Armstrong Boulevard to upgrade their designations to A-Minor Arterial.

Traffic Volumes

Average daily traffic volumes on streets and highways in the study area vary widely with TH 10 carrying about 42,000 vehicles per day (vpd) east of Ramsey Boulevard and 31,000 west of Armstrong Boulevard. By contrast, volumes on the other roadways in the study area range from about 5,000 to 8,000 vpd, with the exception of Industry Avenue between Ramsey and Armstrong Boulevards, which carries about 2,400 vpd.

Planned Improvements

The intersection of TH 10 and Ramsey Boulevard is currently a T-intersection. The city has approved the construction of the south leg at this intersection by a private developer. However, after discussions with the Anoka County staff, the proposal to construct this leg is on hold as a result of budget considerations and other factors. Signal operations improvements at the intersection of Sunfish Lake Boulevard and TH 10 to address existing congestion have been identified, but are deferred because of current state budget considerations.

No other roadway projects are currently programmed for the study area, but several regional studies are in process or recently completed that affect the study area. The TH 10 IRC Study/Corridor Management Plan[2] is a regional roadway planning analysis for Mn/DOT that evaluated future needs on TH 10 through Anoka County. While the study findings have been adopted, the improvements suggested in the study have not yet been incorporated into the State Transportation Improvement Plan, nor are they yet in the Metro Division *Transportation Systems Plan*. Updates of these planning documents are expected to address the recommendations from the TH 10 study. The TH 10 study estimates that traffic volumes on TH 10 will grow between 40 and 50 percent by the year 2025 to over 50,000 vpd in the study area. The report notes that to accommodate this level of volume, even if the Northstar Commuter Rail service and a new Mississippi River crossing are implemented, will require TH 10 to become a six-lane freeway through Ramsey by 2025 with interchanges at Sunfish Lake and Ramsey Boulevards.

In the interim by 2010, the report suggests that TH 10 in the study area be expanded to a six-lane expressway with improved intersections. In the near terms by 2005, the study suggests that signal timing optimization and improvements to Ramsey, Armstrong, and Sunfish Lake Boulevards are necessary. The report notes that one "concern with constructing a 6-lane expressway as an interim strategy to constructing a freeway is the roadway alignment. As an expressway, it is preferable to have TH 10 as far away as possible from the parallel railroad in order to allow for vehicle stacking at the intersections. As a freeway, it would be preferable to have the roadway alignment as close to the railroad as possible so that interchanges can provide grade separation over both the highway and the railroad. "[3] The study also notes that environmental documentation for the proposed improvements has not started and that an EIS will likely be required for the expansion of the roadway.

[2] H. R. Green Co., *TH 10 IRC Study Corridor Management Plan*, Mn/DOT, January 2002
[3] *ibid.* Page 6-24.

The draft Scoping Document for the Northwest Metro Corridor and River Crossing Study[4] has been completed by Mn/DOT and the final is expected to be published in May 2003. This document explored a reasonable range of alternatives for a new Mississippi River crossing and for the highway and network elements needed to connect the crossing to the existing regional roadway system. The new crossing would be located west of the TH 169 crossing in Anoka and east of the TH 101 crossing in Elk River. The Scoping Document has established the purpose and need for the study and the Draft Scoping Decision has identified a corridor for the crossing.

It is anticipated that the northern terminus of the crossing will likely be west of Armstrong Boulevard and will likely connect to an extension of Industry Avenue. The next step for the crossing would be to start preparation of an EIS, but this work has not been initiated because of the current state budget status and issues with the City of Dayton about alignments south of the river. It is unlikely that interchanges with TH 10 would be allowed at both Armstrong and the river crossing, but might be possible and would depend on the distance separating the interchanges and the function of each in the roadway system. Detailed planning for the section of TH 10 adjacent to the project site would be part of an EIS for the river crossing, if/when it is initiated.

Traffic volumes on Armstrong Boulevard and Industry Avenue would be directly affected by the proposed river crossing if the new roadway terminates in an extension of Industry Avenue. The portion of Armstrong Boulevard south of Industry Avenue, currently a direct connection to and across TH 10 would become a local-serving street, while north of Industry Avenue, its regional role serving traffic north and west would be expanded since it would directly connect to the new river crossing. Similarly Industry Avenue would be expected to see an increase in regional traffic. Anoka County's change in the functional class on these roadways to A Minor Arterial is in anticipation of this increased regional role. For improvements like the Northwest River Crossing and the IRC enhancements to TH 10 to be funded, the investments need to be included in the Transportation Policy Plan (TPP) prepared by the Metropolitan Council in its role as Metropolitan Planning Organization for the region. Updating of the current TPP is scheduled to occur in 2004.

The project site is located west of the portion of Anoka County served by fixed route transit service and is currently served only by Anoka County Traveler demand responsive service. The North Star commuter coach operated by Mn/DOT, which currently provides peak period, peak direction, express service between Elk River, Coon Rapids and Minneapolis, is expected to serve a park and ride at the project site in the future. The Northstar service is a demonstration project that is operating motor coaches along the proposed route for the Northstar commuter rail service and is currently carrying between 500 and 600 passenger trips per day[5].

A Final Environmental Impact Statement[6] has been completed for the Northstar Corridor. The preferred alternative for the corridor is a commuter rail service that would operate on the freight railroad tracks that are adjacent to the site. In the FEIS, the Ramsey station location was dropped in favor of the Anoka station location for the preferred alternative. However, the Ramsey

[4] *Northwest Metro Corridor and River Crossing Study,* Mn/DOT, Draft, April 2002
[5] *Rider Report*, *Northstar Commuter Coach*, Mn/DOT, October 2002
[6] BRW, Inc., *Northstar Corridor FEIS*, Mn/DOT, March 2002

station location is listed in the EIS as a candidate for expansion once service has commenced. Additionally, a request by the City of Ramsey to the Northstar Corridor Development Authority to further evaluate the feasibility of a station at the Ramsey Town Center was approved by Mn/DOT (the lead agency for the EIS) and should proceed when the state portion of funding for the commuter rail project is secured. Accordingly, this traffic analysis assumes that a rail station is active on the site in the future and that 450 riders per day would use the Ramsey stop[7].

Traffic Analysis Report Summary

A detailed Traffic Analysis has been prepared to fully investigate the effects of the proposed project on the local and regional roadway systems. This report has been included in its entirety in Appendix B.

Two sets of future conditions, Future Base and Future with Project, were analyzed. The Future Base represents growth in traffic from non-project sources at the year of project buildout, which was assumed to be the year 2007. A growth factor was used to account for the regional growth in traffic in the area irrespective of the proposed development. This growth factor was calculated to be two percent per year on the basis of forecasts for 2025 from the Metropolitan Council. This level of growth is consistent with the volume projections in the TH 10 IRC Study.[8]
The Future Base also includes the effects of other approved development projects in the vicinity of the project site that anticipate being constructed and occupied within the 2007 time line. The following two projects were identified as having a qualifying development time line:

- The Rivenwick 3rd Subdivision residential development, which is located south of TH 10 at Ramsey Boulevard, would have 112 townhouses and would add a fourth leg to the intersection of Ramsey Boulevard and TH 10.
- The Bright Keys residential development, located across Industry Boulevard from the project site near Ramsey Boulevard, would have 284 townhouse units.

Traffic for the Rivenwick 3rd Subdivision, as reported in that project's traffic study[9], was added into the Future Base. Traffic for the Bright Keys development was generated using standard trip generation rates and assigned to the study area street system using the data developed for the project traffic forecasts (see below).

The Future with Project conditions were developed by adding the project trip generation to the Future Base volumes. Trip generation for the proposed development was estimated using the rates from the 6th edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. Some trips generated by a mixed-use development of the project type will move between uses within the development site and not reach intersections external to the site and should be excluded from traffic assignment at those locations. This internal trip making is

[7] Ridership estimate is from the supplemental analysis commissioned by the City of Ramsey and presented to the Northstar Corridor Development Authority in support of a Ramsey station (HKGI/SRF, April 4, 2000).
[8] Table 3.4-5 of the TH 10 study reports growth rates of 1.66 and 1.96 percent per year for TH 10 with and without the Northstar Commuter Rail respectively.
[9] SRF, Inc., Traffic *Study for Rivenwick 3rd Subdivision Residential Development in the City of Ramsey*, October 2002.

attributed to the interaction between various land uses in a development. Additionally, some trips will take alternate forms of transport, which can be bicycling, walking, and use of transit. The presence of sidewalks, street network density and proximity to transit facilities affect the amount of trip making by non-auto modes. Because of the limited nature of transit service to the site, no reductions have been made for alternate mode use.

Rather, a single factor was used to calculate the percentage of trips that would remain internal to the proposed redevelopment. This factor considers the diversity of uses within the project and their potential to create linked trips among the project land uses. This factor is based on ITE data for mixed-use developments and is a function of the size and mix of land uses. For the proposed project, the diversity factor indicates that approximately nine percent of AM peak trips and about 16 percent of PM peak trips would be internal.

No adjustments for pass-by or diverted traffic[10] within the site were made, although some of the uses would warrant incorporation of such reductions. Accordingly, the amount of linked trips is conservatively low in relation to the scale and mix of land uses.

Table 21.1 shows the trip generation rates for the proposed redevelopment scenario estimated using the ITE rates for both the AM and PM peak hours. Northstar riders who would park and ride from the site (assumed to be 150 peak hour trips) were included in the analysis, but were added directly to the intersection traffic assignment and are not shown in the trip generation numbers in Table 21.1. Since the existing site is largely vacant and not generating any traffic, no adjustments were made to subtract existing trips from the project site.

Table 21.1: Project Trip Generation

	Daily	AM PEAK HOUR			PM PEAK HOUR		
		Total	In	Out	Total	In	Out
Total New Trips	51,200	2,920	1,700	1,220	5,210	2,480	2,730

Future direction of approach trip distribution for the site-generated trips was estimated using forecast data for zones in the project area from the Metropolitan Council's regional travel demand forecasting model and used to assign trips to turning movements at the study area intersections. The regional forecasts used for this analysis did not include the new Mississippi River crossing. Accordingly, traffic distribution is highly biased with about 43 percent of the trips being made to and from the south and east along TH 10 (this also includes traffic destined south on TH 169). It should be noted that with the new Mississippi River crossing, approximately one-third to one-half of the project trips on TH 10 to the south and east would redistribute to the new crossing.[11]

AM and PM peak hour capacity analyses were conducted for all the study area intersections using Synchro software that estimates delay at intersections on the basis of *Highway Capacity*

[10] Pass-by and diverted trips are opportunity trips that are already on the street system and divert to a new land use. As such, these trips are included in the counted traffic volumes (other than at site access points) and are double-counted in the trip generation rates for some retail uses.

[11] See *Ramsey Smart Growth Twin Cities Opportunity Site* (Calthorpe Associates, 2003)

Manual[12] procedures. Since many of the intersections included in the analysis are currently stop controlled, it is important to distinguish that while signalized and all-way stop controlled intersections are analyzed for total intersection delay, two-way stop controlled intersections are analyzed only for minor approach delay. Level of Service D is a generally acceptable standard for planning and design of urban transportation facilities. At Level of Service E, poor intersection operations occur as traffic volume approach capacity and LOS F represents extremely congested conditions.

Table 21.2 shows the results of the capacity analyses at the study area intersections for existing conditions and for both Future scenarios.

Table 21.2: Level of Service Comparison

Intersection	Traffic Control at Intersection	Existing[(a)]		Future Base[(a)]		Future w Project[(a)]		Mitigated[(a,b)]	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Armstrong Blvd at TH 10	Signalized	B	A	B	B	F	F	C	C
Ramsey Blvd at TH 10	Signalized	B	A	C	B	F	F	C	D
Sunfish Lake Blvd at TH 10	Signalized	C	F	D	F	F	F	C	E
Armstrong Blvd at Industry Ave	One way Stop	(B)	(B)	(B)	(B)	(C)	(E)	A[(c)]	A[(c)]
Ramsey Blvd at Industry Ave	All-way Stop	B	B	C	B	F	F	C[(c)]	C[(c)]
Industry Ave at Sunfish Lake Blvd	All-way Stop	B	C	C	C	D	F	A[(c)]	B[(c)]
Ramsey Blvd at Sunwood Drive	One way Stop	(B)	(B)	(B)	(B)	(F)	(F)	C[(c)]	C[(c)]
Sunwood Drive at Industry Ave	One way Stop	(B)	(B)	(B)	(B)	(C)	(F)	B[(c)]	B[(c)]
Sunwood Drive at Armstrong Blvd	One way Stop					(F)	(F)	A[(c)]	B[(c)]
NS2 Street at Industry Ave	One way Stop					(B)	(C)	(B)	(C)
NS3 Street at Industry Ave	One way Stop					(C)	(F)	A[(c)]	A[(c)]
NS5 Street at Industry Ave	One way Stop					(B)	(C)	(B)	(B)
EW1 Parkway at Ramsey Blvd	One way Stop					(F)	(F)	(B)	(B)
EW1 Parkway at Armstrong Blvd	One way Stop					(B)	(F)	(A)	(B)

Notes:
(a) Values in parentheses indicate Minor Approach LOS only
(b) Mitigated conditions include lane adjustments and lane additions at intersections as noted in the text.
(c) Intersection is signalized in the mitigated condition

Under existing conditions, the intersection of TH 10 and Sunfish Lake Boulevard is operating in substandard conditions (worse than LOS D) in the PM peak hour. The other intersections are operating in good conditions in both peak hours. However, the analysis of conditions at TH 10 and Ramsey and Armstrong Boulevards indicates that conditions are unstable, particularly in the PM peak hour when the Ramsey and Armstrong approaches are at LOS F and E respectively. Left turns from TH 10 are also at LOS F and E respectively at these intersections. Under these conditions, moderate increases in volumes on either Ramsey or Armstrong Boulevard or left turning from TH 10 would cause conditions to deteriorate similar to what is currently experienced at Sunfish Lake Boulevard and the intersections could quickly move into LOS E and F.

[12] Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C.

The Future Base conditions show that addition of the background growth in traffic will cause the intersection of TH 10 and Sunfish Lake Boulevard to deteriorate to LOS D during the AM peak period. The other intersections in the study area remain in acceptable conditions. Unstable conditions continue to be present at the intersections of TH 10 and Ramsey and Armstrong Boulevards.

Project traffic would cause the intersections on TH 10 to deteriorate to LOS F and would cause the stop-controlled intersection on Industry Avenue, Ramsey Boulevard, and Armstrong Boulevard to move into LOS E and F conditions during one or both peak periods.

New intersections created by the project with Industry Avenue (see Figure 21.2) would operate in acceptable conditions with the exception of the central north-south street (NS3) at Industry Avenue during the PM peak period. The two new intersections of the east-west parkway (EW1) with Ramsey and Armstrong Boulevards would operate in unacceptable conditions during at least one peak period.

Within the project site, the extension of Sunwood Drive would be the primary east-west connector street in the project site and is estimated to carry 10,000 to 13,000 vehicles per day (vpd) west of NS6 Street. Volumes on Sunwood west of Ramsey would be about 18,000 vpd as shown in Figure 21.2. West of NS6 Street, the volume on Sunwood Drive would be adequately handled by a two-lane cross section (one lane in each direction). However, left-turn lanes would be needed at cross streets. Between NS6 Street and Ramsey Boulevard, four lanes would be needed to accommodate the projected volumes. Two-way or all-way stop control at the intersections of Sunwood Drive internal to the site would provide LOS C or better conditions for the level of traffic projected at those locations, although the intersections with NS6 and/or NS5 Streets may require signalization for acceptable PM peak hour operations.

The EW1 parkway would carry about 3,600 vpd on the western end of the project and between 5,000 and 9,000 vpd on the eastern end. The proposed one-lane parkway cross section would be adequate for the segments of the EW1 parkway.

The other east-west streets internal to the project, because of their discontinuous nature would carry less volume than either Sunwood Drive or the EW1 Parkway and would generally be under 4,000 vehicles per day (and some would be in the under 1,000 range). Two-lane cross sections and stop (or yield control on the lower volume ones) would be appropriate.

The north-south streets internal to the project would carry slightly higher volumes, particularly the three streets that would have full access intersections with Industry Avenue. Those streets would have between 2,100 and 5,700 vehicles per day. The other north-south streets inside the project would be expected to have less than 2,000 vehicles per day, with the exception of the NS6 Street that serves the employment cluster in the southeast corner of the site, which would have upwards of 4,000 vpd. Two-lane cross sections and stop (or yield control on the lower volume ones) would be appropriate although signals may be required at the NS6 and/or NS5Streets intersections with Sunwood Drive.

Summary of Environmental Impact. Direct environmental impacts due to the traffic analysis are addressed in Items 22 and 24, which address vehicle related air emissions, and dust, odors, and noise, respectively.

Mitigation element. Analysis of the intersection operations indicates that lane additions and installation of intersection channelization and traffic signals would be adequate to mitigate the project impacts at the intersections in the study area. The following roadway widenings are suggested:

- Ramsey Boulevard—widen to five lane cross section south of Industry Avenue to provide two through lanes in each direction and a left turn lane/center median
- Industry Avenue—widen to five lane cross section west of Ramsey Boulevard to provide two through lanes in each direction and a left turn lane/center median

The existing cross sections on Armstrong Boulevard north of the railroad, Sunwood Drive and Industry Avenue east of Ramsey, and Sunfish Lake Boulevard north of the railroad would be adequate to meet the future demand.

Turn lanes and lane adjustments would be needed at the following intersections:

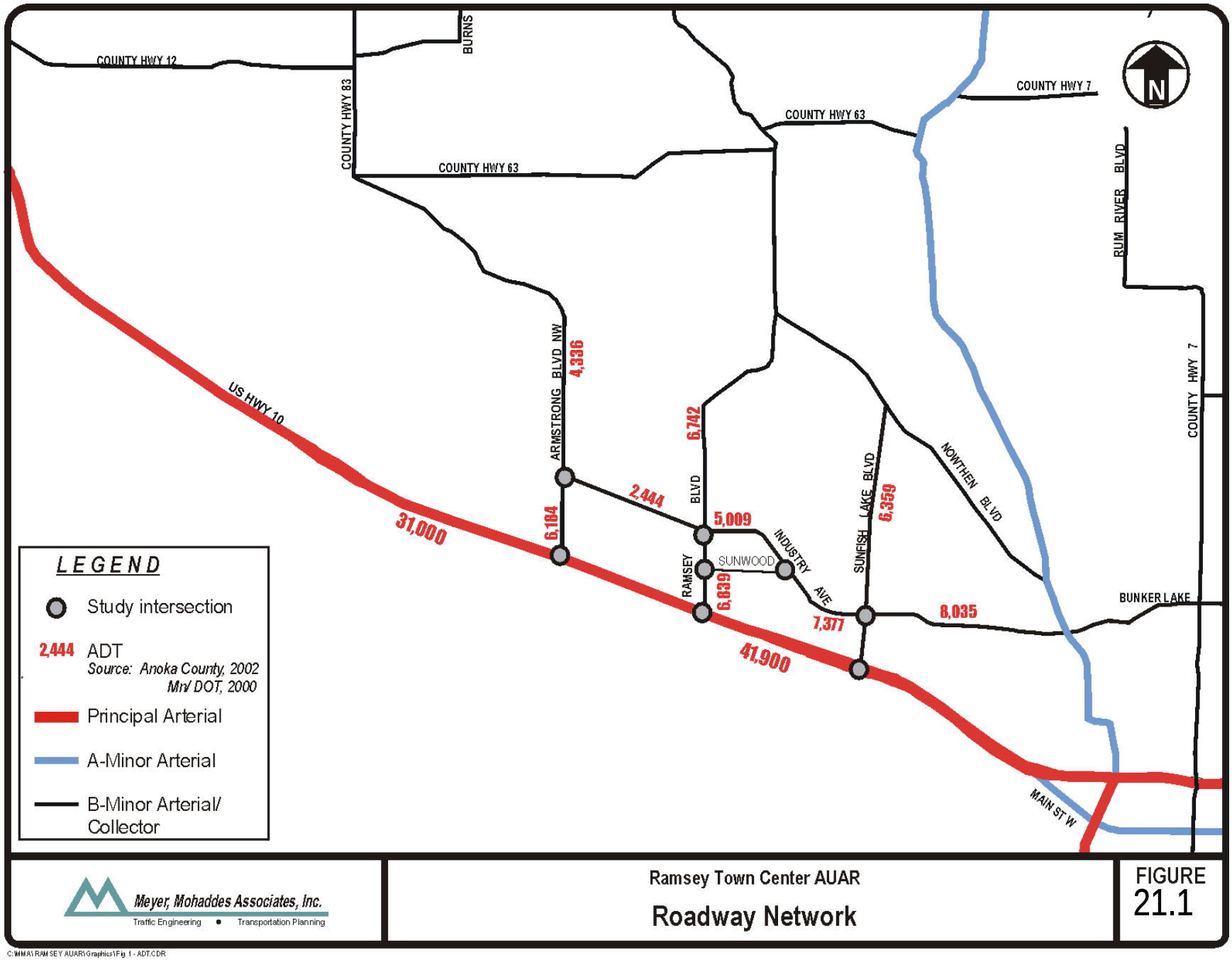
- TH 10 at Armstrong Boulevard—add an eastbound and a westbound through lane on the intersection approaches; add an eastbound and a southbound left turn lane and a southbound right turn lane.
- TH 10 at Ramsey Boulevard—add an eastbound and a westbound through lane on the intersection approaches; add an eastbound and a southbound left turn lane and a westbound right turn lane. Provision for pedestrian crossings of TH 10 needs to be included. A southbound through lane and a northbound left turn lane and northbound through/right lane would need to be added to serve the Rivenwick 3rd Subdivision traffic and traffic destined for the Mississippi West Regional Park independent of the project traffic. Traffic demands from these other land uses should be considered when the intersection improvements are designed.
- TH 10 at Sunfish Lake Boulevard—add an eastbound and a westbound through lane on the intersection approaches; convert the southbound approach from a through/left turn lane and a right turn lane to through/right turn lane and two left turn lanes (this adds one lane to the approach).
- Industry Avenue at Ramsey Boulevard—add a southbound right turn lane; eastbound and northbound approaches would be widened by the above recommendations.
- Sunwood Drive at Industry Avenue—modify the shared lanes on the northbound, eastbound and westbound approaches to provide left turn lanes and shared through/right turn lanes

The following stop-controlled intersections would need to be signalized:

- Ramsey Boulevard at Industry Avenue
- Armstrong Boulevard at Industry Avenue
- Industry Avenue at Sunfish Lake Boulevard
- Ramsey Boulevard at Sunwood Drive

- Sunwood Drive at Industry Avenue
- Sunwood Drive at Armstrong Boulevard
- NS3 Street at Industry Avenue

The left turn volumes from the EW1 parkway onto both Armstrong and Ramsey Boulevard cannot be accommodated at an acceptable LOS under stop control and require signalization to achieve acceptable operations. However, the close spacing between the intersections of the EW1 parkway and the intersections of Armstrong and Ramsey Boulevard with Industry Avenue limits the potential for the two parkway intersections to be signalized. Accordingly the parkway intersections should be channelized to provide right-in/right-out and left-in access (¾ access). Left out from the parkway would be prohibited and would redistribute to the north-south streets and to Industry Avenue (these volumes have been included in the mitigated calculations for the other intersections).



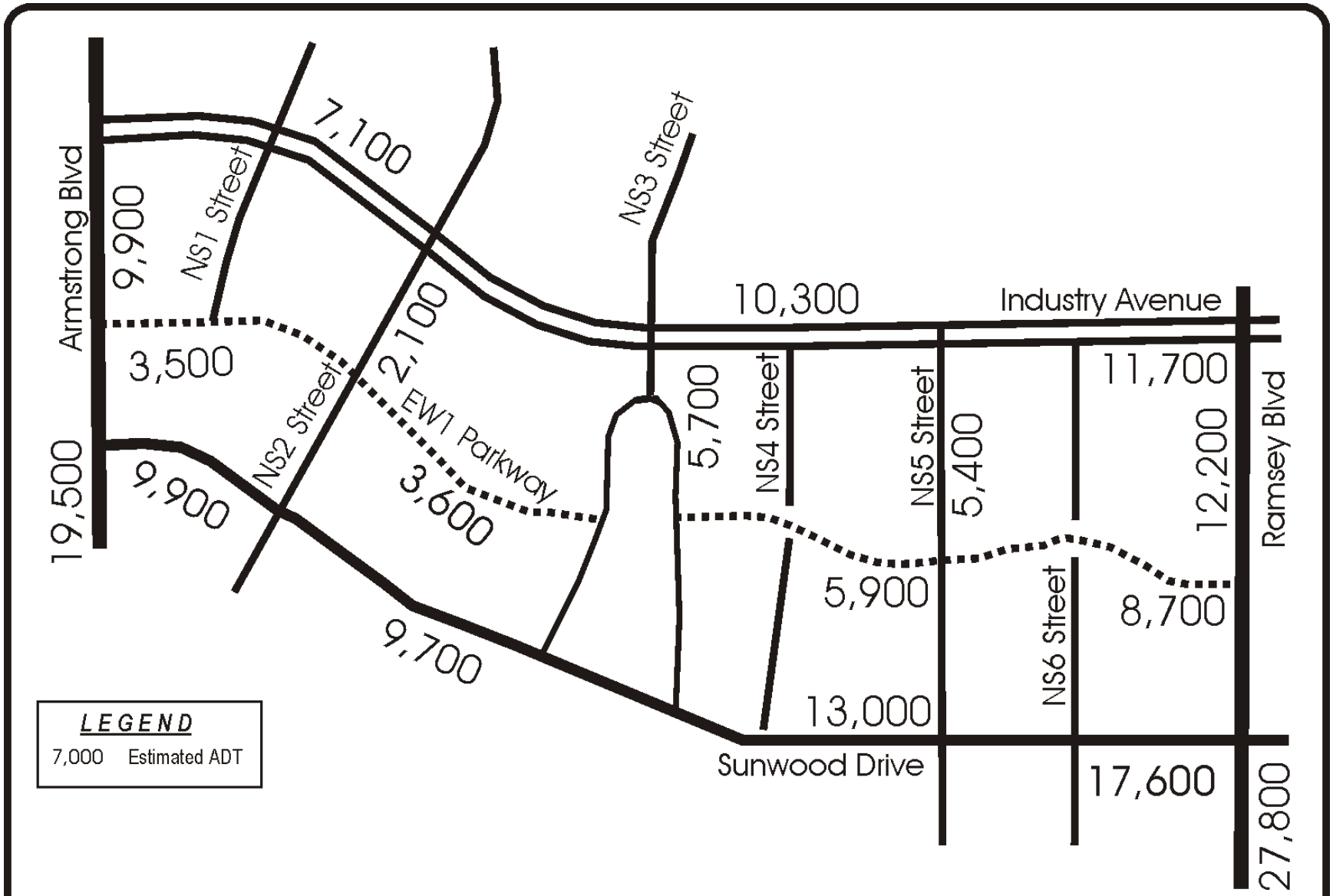
Meyer, Mohaddes Associates, Inc.
Traffic Engineering • Transportation Planning

Ramsey Town Center AUAR

Roadway Network

FIGURE
21.1

C:\MMA\RAMSEY AUAR\Graphics\Fig 1 - ADT.CDR



Meyer, Mohaddes Associates, Inc.
Traffic Engineering • Transportation Planning

Ramsey Town Center AUAR

Estimated Daily Traffic Volumes

FIGURE 21.2

C:\MMA\RAMSEY AUAR\Graphics\Figure 10-Project ADT.CDR

22. Vehicle Related Air Emissions

Estimate the effect of the project's traffic generation on air quality, including carbon monoxide levels. Discuss the effect of traffic improvements or other mitigation measures on air quality impacts. Note: If the project involves 500 or more parking spaces, consult EAW Guidelines about whether a detailed air quality analysis is needed.

Mitigation proposed to eliminate any potential problems may be presented under Item 21 and merely reference here. The MPCA staff should be consulted regarding possible ISP requirements for certain proposed developments; although the RGU may not want to assume responsibility for applying for an ISP for specific developments, it may be desirable to coordinate the AUAR and ISP analyses closely.

Motorized vehicles emit airborne pollutants that affect air quality. Changes in traffic volumes, travel patterns and roadway locations affect the level and dispersion of vehicle emissions. The proposed Ramsey Town Center Development will impact the traffic flow along the Highway 10 corridor and within the development site as discussed in Item 21. The purpose of this air quality analysis is to estimate the future air quality conditions along the Highway 10 corridor with the implementation of the Ramsey Town Center Development. Based on the future air conditions, the AUAR will identify potential effects on regional and local air quality, address conformity with national and state air quality standards, and determine if any mitigation measures are necessary.

Regulatory Requirements

National and state ambient air quality standards identify pollutant concentrations that are not to be exceeded over specified periods of time. Table 22.1 shows the National and State Ambient Air Quality Standards (NAAQs) for carbon monoxide (CO), the major airborne pollutant of interest. Primary ambient air quality standards are defined for the protection and preservation of public health. Secondary standards are intended to protect the environment and properties from damage. Compliance is required for both primary and secondary standards.

Under federal regulations, areas that violate primary ambient air quality standards are designated as "non-attainment areas". The Twin Cities Metropolitan Area was previously designated as a CO non-attainment area as a result of violations of the NAAQs. In 1999 the Environmental Protection Agency (EPA) reclassified Minneapolis/St. Paul as an attainment area for CO. The attainment status is contingent upon the implementation of measures to assure that CO concentrations remain below standards. Therefore, carbon monoxide is the traffic-related pollutant of most concern in the Twin Cities Metropolitan Area. The State of Minnesota has established the standards listed in Table 22.1. It should be noted that the state one-hour carbon monoxide standard of 30 ppm is more stringent than the national standard of 35 ppm.

Table 22.1: National and State Ambient Air Quality Standards

Pollutant	Averaging Period	National Standards		MN State Standards	
		Primary	Secondary	Primary	Secondary
Carbon Monoxide (CO)	8-hour	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
	1-hour	35 ppm (40 mg/m^3)	35 ppm (40 mg/m^3)	30 ppm (35 mg/m^3)	30 ppm (35 mg/m^3)

Carbon Monoxide Modeling Methodology

The methodology for identifying potential local air quality impacts follows the EPA-recommended procedure for carbon monoxide micro-scale impact analysis. The general evaluation procedure, outlined in the Guideline for Modeling Carbon Monoxide for Roadway Intersections (EPA 1992), includes a multiple intersection screening process followed by micro-scale CO analysis with the CAL3QHC line-source dispersion model.

Screening Process. The intersection screening process includes the following steps:

1. Identify the signalized intersections in the project vicinity that will be impacted by the project alternatives.
2. Determine the average delay and Level of Service (LOS) for those intersections.
3. Determine total intersection delay as the product of average delay and total intersection approach volume.
4. Rank the intersections according to total delay and select the intersections with the highest total vehicle delay for analysis.

Carbon monoxide concentrations are generally highest at intersections with poor levels of service and consequently, more idling vehicles. Typically intersections with levels of service of D, E, and F (worst levels) are analyzed. As described in Item 21, all of the major intersections within the project area were analyzed to determine both present and forecasted levels of service. Peak hour traffic volumes used for this analysis assumed that the Ramsey Town Center would reach full built-out potential by 2007.

Based on consultation with the Minnesota Pollution Control Agency (MPCA), it was agreed that carbon monoxide analysis would be performed at intersections that were projected to operate at level of service D or worse for year 2008 (one year after the anticipated Ramsey Town Center completion). The traffic study identified that the three intersections of prime concern are all located along the Highway 10 corridor. The locations of these intersections in relationship to the project site are shown on Figure 22.1 and include the following:

- Highway 10 and Armstrong Boulevard
- Highway 10 and Ramsey Boulevard

- Highway 10 and Sunfish Lake Boulevard.

CAL3QHC Model. In accordance with the EPA procedure for carbon monoxide analysis, the CAL3QHC dispersion model was used to forecast the air quality along the Highway 10 corridor. Required input for this model includes meteorological characteristics, traffic characteristics, intersection geometries, and emission rates.

Meteorological Characteristics. The meteorological characteristics used in the model are summarized in Table 22.2. The inputs listed are consistent with EPA and MPCA recommendations.

Table 22.2 CAL3QHC Meteorological Characteristics

Characteristic	Model Input
Analysis Year	2002 (existing) 2008 (future)
Wind Speed	1 m/s
Wind Direction	Tested 360 degrees at 10º increments
Atmospheric Stability Class	D
Mixing Height	1000 cm
Surface Roughness	321 cm
Averaging Time	60 min
Settling Velocity	0 cm/s
Deposition Velocity	0 cm/s
8-Hour Persistence Factor	0.7

Traffic Characteristics. Traffic characteristics were based on the existing traffic conditions in 2002 and the modeled levels of 2007 (including traffic generated by the proposed project). Traffic volumes, saturation levels, lane configurations, signal type, signal cycle length, red time length and clearance lost time were taken from the traffic analysis conducted for the project. The heaviest traffic volumes were projected to occur during the evening; therefore the CO concentrations using p.m. peak traffic data were modeled as a worst-case scenario.

Intersection Geometries. Intersection geometries were based on existing roadway dimensions from maps and aerial photographs. The proposed roadway improvements discussed in Item 21 were not incorporated into the intersection geometries in order to model a worst-case (most idling traffic) scenario.

Emission Rates. EPA model Mobile 5b was used to calculate carbon monoxide emission rates. There are two types of emission rates needed for the CAL3QHC CO dispersion model, and include a running emission rate and an idling emission rate. The running emission rate was generated directly by the Mobile 5b model assuming an average free flow speed of 35-mph on all roadways and links. The idling emission rate was calculated by converting a 2.5-mph Mobile 5b running emission rate from grams per

mile to grams per hour. The parameters and assumptions used in the Mobile 5b analysis are summarized in Table 22.3.

Table 22.3 Mobile 5b Model Inputs

Parameter	*Model Inputs*
Analysis Year	2002 (existing) 2008 (future)
Free Flow Speed	35-mph for all roadways
Idling Factor Speed	2.5-mph for all roadways
Cold Start Percentages	20.6 % for all traffic
Hot Start Percentage	27.3 % for all traffic
Traffic Mix	MN Car Registration Distribution
Temperature	January, 20ºF
Inspection/Maintenance Program	No
Oxygenated Fuel	Yes
Average Fuel Volatility	9.0 psi

Background Carbon Monoxide Concentrations

Background carbon monoxide concentrations are needed as a baseline to accurately predict future CO concentrations that incorporate modeled vehicle related emissions. These background concentrations are added to the model generated vehicle CO emissions to determine compliance with national and state air quality standards.

The background (2002) carbon monoxide concentrations for the three intersections analyzed were derived from the MPCA-monitored CO site at 6000 West Moore Lake Road in Fridley, MN. Figure 22.2 shows the location of this site. In discussions with the MPCA it was agreed that this site had background characteristics similar to the intersections being modeled and would be a conservative representation of background CO concentrations.

Carbon monoxide emissions are monitored daily at the Fridley site by the MPCA. In 2002, the maximum one-hour and eight-hour CO concentrations were 2.1 ppm and 1.4 ppm respectively. In order to obtain the background concentration for 2008 (modeled year), these 2002 concentrations were adjusted for increases in regional traffic volume and reductions in vehicle emission rates.

Average CO emission rates in the region are expected to decrease due to improved emission controls, turnover in vehicle fleet and cleaner burning fuel sources. Because over 50 percent of the overall carbon monoxide concentrations in the metropolitan area are due to vehicle related emissions, the reduction in vehicle emission rates will tend to decrease the overall background CO concentrations. The Mobile 5b model takes these

factors into account when generating emission rates. Average CO emission rates for 2002 and 2008 were generated using Mobile 5b. The ratio of the 2008 rate to the 2002 rate was used to decrease background CO concentrations by a factor of 0.91.

Background traffic volume will increase from 2002 to 2008. This increase will in turn increase vehicle CO emission, which increases overall background CO concentrations. The ratio of the future regional traffic volume (2008) to the existing regional traffic volume (2002) was used to increase the background CO concentration by a factor of 1.34. These emission and traffic volume adjustment factors are summarized in Table 22.4.

Table 22.4: Calculation of CO Background Concentrations

	2008	
Factor	**1-Hour**	**8-Hour**
Maximum 2002 Monitored Concentration (ppm)	2.1	1.4
Background Traffic Volume Adjustment Factor	1.34	1.34
Emission Adjustment Factor	0.91	0.91
Worst Case Background Concentration (ppm)	2.56	1.71
State Standard (ppm)	**30**	**9**
Federal Standard (ppm)	**35**	**9**

Modeling Results

The carbon monoxide modeling analysis was based on forecasted traffic volumes and signal timing under predicted 2008 P.M. peak traffic conditions. Locations of likely outdoor human activity next to the analyzed intersections were selected for air quality receptors. Receptor locations were sited within a 1,000-foot radius of the analyzed intersections and are depicted in Figure 22.3.

The siting of carbon monoxide receptors was based on the likelihood of human outdoor activity occurring in excess of one hour. This is consistent with the MPCA's method of quantifying adverse air quality impacts based on hours of exposure. Locations chosen include gas station parking lots, entrances to offices and buildings, parks, and open space. Existing commercial buildings and retail stores along Highway 10 are located in close proximity to the road. Therefore, receptors were placed on all four corners of the intersections as depicted in Figure 22.3. These receptors represent the locations of the greatest potential exposure to vehicle CO emissions. A total of twenty receptor locations were selected.

The results of the air quality analysis are presented in Tables 22.5 and 22.6. Table 22.5 lists the 2008 P.M. peak one-hour CO concentrations which were derived directly from the CAL3QHC dispersion model. The 2008 background concentrations were added to the model results to yield a total one-hour CO concentration in ppm for each receptor. The wind angle for the highest CO concentration is also included in the table. The highest one-hour CO concentration modeled was 11.4 ppm at Receptor 15 at the

intersection of Highway 10 and Sunfish Lake Boulevard. This is below the state and national air quality standards of 30 ppm and 35 ppm respectively.

Table 22.6 lists the 2008P.M. peak eight-hour CO concentrations. These concentrations were derived from the one-hour CO concentration results listed in Table 22.5. The CAL3QHC dispersion model predicts one-hour CO concentrations only. These one-hour concentrations are adjusted using a persistence factor. EPA recommends an eight-hour persistence factor for urban areas of 0.7. The factor takes into account the fluctuations of wind directions, temperatures, and traffic volumes that are likely to occur over eight hours. The highest eight-hour CO concentration calculated was 7.9 ppm at Receptor 15 at the intersection of Highway 10 and Sunfish Lake Boulevard. This is below both the state and national air quality standards of 9 ppm.

Table 22.5: 2008 P.M. Peak Carbon Monoxide Modeling Results – 1 Hour

	1-Hour Average (ppm)			
	Modeled	Background	Total Concentration	Wind Angle
Highway 10 & Armstrong Blvd.				
Receptor 1	6.8	2.6	9.4	100
Receptor 2	6.1	2.6	8.7	120
Receptor 3	7.6	2.6	10.2	10
Receptor 4	6.6	2.6	9.2	350
Receptor 5	2.6	2.6	5.2	260
Receptor 6	2.6	2.6	5.2	210
Receptor 7	2.1	2.6	4.7	230
Receptor 8	3.9	2.6	6.5	160
Highway 10 & Ramsey Blvd.				
Receptor 9	6.5	2.6	9.1	100
Receptor 10	5.8	2.6	8.4	260
Receptor 11	8.0	2.6	10.6	10
Receptor 12	6.3	2.6	8.9	350
Receptor 13	2.4	2.6	5.0	150
Receptor 14	3.2	2.6	5.8	250
Highway 10 & Sunfish Lake Blvd				
Receptor 15	8.8	2.6	11.4	100
Receptor 16	7.6	2.6	10.2	110
Receptor 17	7.2	2.6	9.8	10
Receptor 18	6.1	2.6	8.7	350
Receptor 19	3.3	2.6	5.8	120
Receptor 20	3.5	2.6	6.1	240
State Standard	**30.0**			
Federal Standard	**35.0**			

Table 22.6: 2008 P.M. Peak Carbon Monoxide Modeling Results – 8 Hour

	8-Hour Average (ppm)			
	Modeled	Background	Total Concentration	Wind Angle
Highway 10 & Armstrong Blvd.				
Receptor 1	4.8	1.7	6.5	100
Receptor 2	4.3	1.7	6.0	120
Receptor 3	5.3	1.7	7.0	10
Receptor 4	4.6	1.7	6.3	350
Receptor 5	1.8	1.7	3.5	260
Receptor 6	1.8	1.7	3.5	210
Receptor 7	1.5	1.7	3.2	230
Receptor 8	2.7	1.7	4.4	160
Highway 10 & Ramsey Blvd.				
Receptor 9	4.6	1.7	6.3	100
Receptor 10	4.1	1.7	5.8	260
Receptor 11	5.6	1.7	7.3	10
Receptor 12	4.4	1.7	6.1	350
Receptor 13	1.7	1.7	3.4	150
Receptor 14	2.2	1.7	3.9	250
Highway 10 & Sunfish Lake Blvd				
Receptor 15	6.2	1.7	7.9	100
Receptor 16	5.3	1.7	7.0	110
Receptor 17	5.0	1.7	6.7	10
Receptor 18	4.3	1.7	6.0	350
Receptor 19	2.3	1.7	4.0	120
Receptor 20	2.5	1.7	4.1	240
State Standard	**9.0**			
Federal Standard	**9.0**			

Summary of Environmental Impact. The implementation of the proposed Ramsey Town Center project will increase the amount of vehicle-related carbon monoxide emissions. This increase is due to the increase in traffic volume along the Highway 10 corridor. Peak CO emissions were modeled along Highway 10 for the year 2008 (one year after anticipated build-out) under a worst-case (p.m. traffic, no road improvement) scenario. The CO concentrations modeled were less than the state air quality standards of 30 ppm for one-hour and 9 ppm for eight-hours. The modeled CO concentrations are summarized in Tables 22.5 and 22.6.

Mitigation Element. There are no specific air quality mitigation measures proposed for the Ramsey Town Center Development, because implementation of the project does not

result in violation of State or National Air Quality Standards. Carbon monoxide concentrations were modeled along the Highway 10 corridor assuming no road improvements in the project vicinity. The road improvements discussed in Section 21 would help to reduce carbon monoxide emissions, although they are not required as a result of the air quality analysis.

23. Stationary Source Air Emissions

This item is not applicable to an AUAR.

24. Dust, Odors, Noise

EAW: will the project generate odors, noise or dust during construction and/or operation? ___ *no* _x_ *yes*

If yes, describe the source, characteristics, duration, and quantities or intensity, and any proposed measures to mitigate adverse impacts. Also, identify the locations of sensitive receptors and estimate the impacts on them. Discuss potential impacts on human health or quality of life.

Dust, odors, and construction noise need not be addressed in an AUAR unless there is some unusual reason to do so. The RGU might want to discuss as part of the mitigation plan, however, any dust control or construction noise ordinances in effect. If the area will include or adjoin major noise sources, a noise analysis is needed to determine if any noise levels in excess of standards would occur and if so, to identify appropriate mitigation measures. With respect to traffic-generated noise, the noise analysis should be based on the traffic analysis of Item 21.

Construction-related Odors, Dust and Noise

The proposed project will not generate any odors during construction. Dust normal to construction will occur as a result of this project and will be minimized through standard control measures such as watering. These dust minimization efforts will be identified in the grading plan submitted to the City prior to construction. After construction is complete, anticipated dust levels will be minimal, as all soil surfaces will have permanent cover (i.e. pavement or lawn).

Construction noise will be limited to daytime hours in accordance with the City of Ramsey ordinances. Construction equipment will be fitted with mufflers, which will be maintained during the construction.

Traffic-related Noise

Background/Regulatory Framework

After construction is complete, potential sources of noise from the proposed development will include transit noise and traffic noise. The analysis and impacts related to transit noise adhere to the Federal Transit Administration's *Transit Noise and Vibration Impact Assessment, April 1995* guidelines and are fully addressed in the *Northstar Corridor Project Final Environmental Impact Statement, March 2002.*

Noise is defined as any unwanted sound. Sounds are described as noise if they disturb the person hearing them. Noise levels are measured in a logarithmic unit called a decibel (dB). Humans are more receptive to middle- and high-frequency sounds than they are to low-frequency sounds, so a weighted unit is used to reflect human perception more closely. For the purpose of this study, sounds are measured using this adjusted scale, called dBA. All references to decibels in the discussion of traffic noise impacts refer to this scale. According to the MPCA publication "An Introduction to Sound Basics", a sound increase of 3 dBA in an outdoor setting results in a barely perceptible increase in noise, whereas a 5 dBA increase is clearly audible. An increase of 10 dBA is perceived twice as loud as the original sound.

Under Minnesota Statute 116.07, Subdivisions 2 and 4, the Minnesota Pollution Control Agency has developed Noise Pollution Control Rules (Minnesota Rules Chapter 7010.0001 – 7010.008). The noise criteria used in a noise analysis depends on whether the land use is designated as Noise Area Category (NAC) 1, 2, or 3. NAC Category 1 land use includes parks, single-family and multi-family residences, libraries, hospitals, and other areas where nighttime sensitivity to noise is high. NAC Category 2 standards are applied to commercial areas, hotels, and residences which have adequate acoustic insulation, year-round climate control, and no accommodations that are intended for outdoor use. NAC Category 3 includes industrial areas. Table 24.1 details the MPCA noise level standards for each category.

Table 24.1: Minnesota Pollution Control Agency Noise Level Standards

MPCA Noise Level Standards					
Classification	Land Use	Daytime Noise Level [dBA] (7a.m. – 10 p.m.)		Nighttime Noise Level [dBA] (10 p.m. – 7 a.m.)	
NAC-1	Residential	L_{10} of 65	L_{50} of 60	L_{10} of 55	L_{50} of 50
NAC-2	Commercial	L_{10} of 70	L_{50} of 65	L_{10} of 70	L_{50} of 65
NAC-3	Industrial	L_{10} of 80	L_{50} of 75	L_{10} of 80	L_{50} of 75

Traffic-generated noise can vary considerably over a relatively short period of time. There are two analytical approaches which may be used for reporting traffic-related noise levels, the first of which uses L_{10} and L_{50}. For these values, the subscript value refers to the percent of time during a one hour period that the noise level exceeds the specified value. For example, an L_{10} value of 65 dBA during the peak hour indicates that the noise level exceeded 65 dBA 10% of the time, or for 6 minutes during that hour. The second approach, used in this report, uses L_{eq}. This value represents the equivalent of a constant sound level which, over a period of time, contains the same average amount of sound energy as the varying level of traffic noise. According to the Federal Highway Administration noise abatement procedures detailed in the Code of Federal Regulations (23 CFR 722), L_{eq} for typical traffic conditions is usually about 3 dBA less than the L_{10} for the same conditions. This rule has been used to create an equivalent table of L_{eq} values based on the MPCA Noise Level Standards and is presented is Table 24.2.

Table 24.2: Equivalent L_{eq} values for MPCA Noise Level Standards

Equivalent MPCA Noise Level Standards			
Classification	Land Use	Daytime Noise Level [dBA] (7a.m. – 10 p.m.)	Nighttime Noise Level [dBA] (10 p.m. – 7 a.m.)
NAC-1	Residential	L_{eq} of 62	L_{eq} of 52
NAC-2	Commercial	L_{eq} of 67	L_{eq} of 67
NAC-3	Industrial	L_{eq} of 77	L_{eq} of 77

Noise Level Monitoring

Background noise level monitoring is performed during a noise study to measure existing noise levels. These levels are often used as a baseline against which modeling scenarios can be compared. They are also used to validate computer-generated results. Monitoring at receptor "M3" was performed as part of the *Northstar Corridor Project Final Environmental Impact Statement, March 2002*. Receptor "M3" is located on the northwest corner of the intersection of Highway 10 and Ramsey Boulevard (shown in Figure 24.1) and was used in this report as the background noise level monitoring location for the site.

Table 24.3: Monitored Existing Noise Levels for Receptor M3

Monitoring Site	**L_{eq} [dBA]**	**Primary Noise Sources**
M3	62	Airplanes/Cars

Source: Northstar Corridor Project Final Environmental Impact Statement, March 2002

Noise Modeling Methodology

A noise analysis was conducted to assess the extent to which the proposed project will affect future noise levels. The analysis was performed using Traffic Noise Model v. 2.1 (TNM). The noise model uses traffic volumes, vehicle type mix, vehicle speed, receptor locations, and road alignment to calculate noise levels. TNM is approved by the Federal Highway Administration for modeling traffic noise.

For the purpose of this study, 58 noise receptors were chosen to represent each of the 58 proposed blocks of land presented in Figure 24.2. Each block was assigned a land use according to the Ramsey Town Center Preferred Design Schematic shown in Figure 6.1 located in Item 6. Residential and public space areas (shown in brown and green) were classified as NAC-1 noise receivers. All other parcels fall under the NAC-2 commercial classification previously discussed. An additional noise receptor was placed at the northwest corner of the intersection of Highway 10 and Ramsey Boulevard to compare modeled results with the existing noise level at monitoring site "M3".

Modeling for receptor "M3" was performed using the current traffic volumes for the AUAR project area. Speed limits and vehicle mix were taken from the traffic analysis of Item 21. The modeled results differ somewhat from the measured noise levels but are

within a reasonable margin of error, keeping in mind that an increase of 3 dBA is barely perceptible to the human ear. The remainder of this section discusses the future traffic noise impacts based on computer-generated modeling results.

Table 24.4: Existing and Modeled Noise Levels for Receptor M3

	Modeled Noise Level Receptor M3 [dBA]	**Existing Noise Level Receptor M3 [dBA]**
Day	$\mathbf{L_{eq}}$ = 65.9	$\mathbf{L_{eq}}$ = 62.0
Night	$\mathbf{L_{eq}}$ = 64.0	

Noise Modeling Results

The noise analysis was conducted for the existing year 2002 and for one year after the AUAR development scenario, year 2008. Traffic conditions for both morning and afternoon peak traffic hours were analyzed. The year 2008 analysis includes the impact of the AUAR development traffic as well as the increased background traffic on local and regional roadways over the six-year period. Existing speed limits were assumed, and the remaining data necessary for analysis was taken from the traffic analysis of Section 21.

Traffic noise modeling results for 2008 are presented in Tables 24.5 and 24.6. Both daytime and nighttime L_{eq} values are shown. The analysis shows that during daytime hours, for both existing and future traffic scenarios, there are no receptors that exceed state standards. Three receptors (Blocks 36, 37, and 38) currently exceed the state nighttime NAC-1 standard of 52 dBA. These receptors will continue to exceed the state nighttime NAC-1 standard in 2008, along with one additional receptor, Block 28. These four blocks are all located along the south side of Industry Avenue.

Table 24.5: Daytime and Nighttime Peak Hour Noise Assessment Results (Modeled)
For NAC-1 Noise Receivers

Receptor	Modeled 2002 Daytime L_{eq} [dBA]	Modeled 2008 Daytime L_{eq} [dBA]	Modeled 2002 Nighttime L_{eq} [dBA]	Modeled 2008 Nighttime L_{eq} [dBA]	Potential Noise Impact
Block 27	47.9	51.1	46.7	49.8	None
Block 28	52.0	57.1	51.4	**55.7**	Impact
Block 31	47.5	51.5	46.5	50.3	None
Block 32	47.0	51.0	45.8	49.8	None
Block 33	49.4	53.4	48.3	52.3	None
Block 36	55.8	61.1	**55.2**	**59.7**	Impact
Block 37	56.0	61.4	**55.4**	**59.9**	Impact
Block 38	56.2	61.7	**55.7**	**60.3**	Impact
Block 39	48.4	52.3	47.5	50.9	None
Block 40	46.5	50.1	45.5	48.7	None
Block 41	48.2	52.0	47.3	50.5	None
Block 43	47.6	49.3	46.4	48.2	None
Block 44	46.3	48.9	45.0	47.7	None
Block 45	45.5	48.0	44.2	46.9	None
Block 46	46.7	48.4	45.3	47.3	None
Block 48	48.9	52.1	47.8	50.5	None
Block 49	50.6	52.8	49.2	51.5	None
Block 50	50.9	53.1	49.4	51.7	None
Block 51	50.5	52.6	49.2	51.5	None
Block 53	50.9	56.1	49.4	54.2	None
Block 54	46.6	49.9	45.2	48.7	None
Block 55	46.9	50.6	45.8	49.4	None
Block 56	47.9	52.5	46.7	51.5	None
Block 57	47.2	51.9	45.9	50.8	None
State Standard	**62.0**	**62.0**	**52.0**	**52.0**	

Bold noise levels exceed State noise standards.

Table 24.6: Daytime and Nighttime Peak Hour Noise Assessment Results (Modeled)
For NAC-2 Noise Receivers

Receptor	Modeled 2002 Daytime L_{eq} [dBA]	Modeled 2008 Daytime L_{eq} [dBA]	Modeled 2002 Nighttime L_{eq} [dBA]	Modeled 2008 Nighttime L_{eq} [dBA]	Potential Noise Impact
Block 4	53.9	55.7	52.3	54.5	None
Block 5	50.5	53.3	49.0	52.2	None
Block 6	53.1	56.6	51.6	55.7	None
Block 7	52.0	57.8	50.9	57.0	None
Block 8	46.9	51.4	45.5	50.2	None
Block 9	47.2	50.7	45.7	49.3	None
Block 10	48.7	53.0	47.2	51.3	None
Block 11	49.2	51.7	47.6	50.4	None
Block 12	49.6	51.7	48.0	50.5	None
Block 13	51.0	55.9	49.5	54.0	None
Block 14	49.1	51.6	47.6	50.2	None
Block 15	48.1	50.8	46.9	49.7	None
Block 16	51.0	54.7	49.5	53.1	None
Block 17	51.9	53.5	50.4	52.4	None
Block 18	50.6	56.5	49.1	54.5	None
Block 19	50.9	53.0	49.4	51.7	None
Block 20	50.4	54.8	49.0	53.1	None
Block 21	52.9	57.7	51.7	56.1	None
Block 22	57.0	60.7	55.8	58.6	None
Block 23	57.3	60.0	56.2	57.5	None
Block 29	48.2	52.3	47.2	51.0	None
Block 30	47.6	51.8	46.5	50.5	None
Block 34	53.4	59.5	52.4	58.8	None
Block 35	57.1	62.9	56.4	61.8	None
Block 42	52.3	55.5	51.3	53.3	None
Block 47	59.0	61.6	57.8	59.0	None
Block 52	48.5	50.6	47.1	49.5	None
Block 58	59.4	65.7	58.4	65.0	None
State Standard	**70.0**	**70.0**	**70.0**	**70.0**	

Bold noise levels exceed State noise standards.

Vibration

Introduction to Vibration

Ground-borne vibration is the transmission of energy through the earth. The low level noise often generated by vibration, caused by the movement of room surfaces and contents, is termed "ground-borne noise." Vibration, although not typically an issue of environmental concern, could be destructive to buildings and furnishing when excessive and/or an annoyance at lower levels. The evaluation presented here is taken from guidelines develop by the FTA (Transit Noise and Vibration Assessment, Harris Miller Miller & Associates, 1995).

Vibration consists of rapidly fluctuating motions with an average motion of zero. There are several different methods that are used to quantify vibration amplitude. In the case of human response to vibration, the root mean square (rms) amplitude is used to describe the smoothed vibration amplitude. The root mean square of a signal is the average of the squared amplitude of the signal calculated, typically, over a one (1) second period. The rms in the United States is normally described in inches per second. In addition, decibel notation is another common notation that acts to compress the range of numbers required to describe vibration.

In contrast to airborne noise, ground-borne vibration is not a phenomenon that most people experience every day. The background vibration velocity level in residential areas is usually 50 VdB (vibration decibels) or lower, well below the threshold of perception for humans, which is around 65 VdB. In the U.S., the RMS vibration velocity level in VdB is typically measured relative to 10^{-6} inches/second. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

Table 24.7 illustrates common vibration sources and the human and structural response to ground-borne vibration. The range of interest is from approximately 50 VdB to 100 VdB. Background vibration is usually well below the threshold of human perception and is of concern only when the vibration affects very sensitive manufacturing or research equipment. Electron microscopes and high resolution lithography equipment are typical of equipment that is highly sensitive to vibration. Location of these businesses within the RTC site, should they occur, will be encouraged well away from the railroad tracks.

Table 24.7: Typical Levels of Ground-borne Vibration

Typical Vibration Source	Velocity Level[(1)] (50-ft from Source)	Human/Structural Response
Blasting from Construction Projects	100	Threshold, minor cosmetic damage to fragile buildings
Bulldozers and other heavy tracked construction equipment	95	Difficulty with items such as reading a video screen
Commuter rail, upper range	85	"
Rapid transit, upper range	80	Residential annoyance, infrequent events
Commuter rail, typical	75	"
Bus or truck over bump	72	Residential annoyance, frequent events
Rapid transit, typical	70	"
Bus or truck, typical	63	Limit for vibration sensitive equipment. Approximate threshold for human perception of vibration.
Typical background vibration	52	Imperceptible

(1) RMS vibration velocity level in VdB relative to 10^{-6} inches/second.

Vibration Impact Criteria

The criteria for environmental impact from ground-borne vibration and noise are based on maximum levels for a single event. The criteria presented in Table 24.8 account for variation in project types as well as the frequency of events, which differ widely among projects. The criteria are primarily based on experience with passenger train operations with only limited experience from freight train operations. The difference is that passenger train operations, whether rapid transit, commuter rail, or intra-city, create vibration events that last less than 10 seconds. A typical line haul freight train is about 5,000 feet long and would take two minutes to pass at a speed of about 30 mph.

Table 24.8: Ground-borne Noise and Vibration Impact Criteria

Land Use Category	Ground-borne Vibration Impact Levels (VdB re 10^{-6} in/s)		Ground-borne Noise Impact Levels (dB re 20 µ/Pa)	
	Frequent Events[(1)]	Infrequent Events[(2)]	Frequent Events[(1)]	Infrequent Events[(2)]
Category 1: Buildings where low ambient vibration is essential for interior operations.	65 VdB[(3)]	65 VdB[(3)]	-(4)	-(4)
Category 2: Residences and buildings where people normally sleep.	72 VdB	80 VdB	35 dBA	43 dBA
Category 3: Institutional land uses with primary daytime use.	75 VdB	83 VdB	40 dBA	48 dBA

(1) "Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.
(2) "Infrequent Events" is defined as fewer than 70 vibration events per day. This category includes most commuter rail systems.
(3) This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration sensitivity manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Enduring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.
(4) Vibration-sensitive equipment is not sensitive to ground-borne noise.

For the RTC project, the potential sources of ground-borne vibration and noise will be the rail corridor along the southern property boundary and traffic noise from Highway 10, County Road 116 and other roads in and around the development. The vibration sensitive land uses for the RTC project can be classified in all three of the above land use categories. Potential Category 1 uses include the proposed hospital/medical center at the site. The FTA Manual cites critical screening distances for Category 1 of 600 feet, Category 2 of 200 feet and Category 3 of 120 feet. As a result, the designers of the project will need to consider these distances in the location of project buildings. In addition, there are several mitigation measures that can be incorporated into the project to reduce impacts from vibration. These include, but are not limited to:

<u>Construction Vibration Mitigation</u>

1) Design Considerations and Project Layout:
    - Route heavily loaded trucks away from residential streets, if possible. Select streets with fewest homes, if no alternatives are available.
    - Operate earthmoving equipment as far away from existing occupancies as possible.

2) Sequence of Operations:
    - Phase demolition, earthmoving and ground-impacting operations so as not to occur in the same time period. Unlike noise, the total vibration level produced could be significantly less when each vibration source operates separately.

- Avoid nighttime activities.

3) Alternative Construction Methods:
   - Avoid impact pile driving where possible in sensitive areas. Drilled piles or the use of sonic vibratory drivers can reduce vibration levels.
   - Select demolition methods not involving impact.
   - Avoid vibratory rollers and packers near sensitive areas.

Long-term Vibration Mitigation

1) Building Modifications:
   - Implement setback requirements similar to the screening distances above for different classes of buildings.
   - If there is no way to avoid vibration impacts to a certain building, construction methods such as the use of special foundations is possible.

2) Trenches:
   - The use of trenches to reduce vibration impacts is analogous to the use of sound barriers for noise abatement.

3) Operational Changes:
   - Use train equipment that generates the least amount of vibrations.
   - Reduce nighttime traffic."

Summary of Environmental Impacts. There are no areas within the proposed Ramsey Town Center development that are projected to exceed the state daytime standards. However, there are four blocks along Industry Avenue (Blocks 28, 36, 37, and 38) that either already or will exceed the state nighttime NAC-1 standard of 52 dBA. The exceedances are less than 10 dBA. While these predicted noise levels are above the state nighttime standard, they are not uncommon in developed residential areas that are adjacent to busy roadways.

The impacts of vibration from the railroad and roadway traffic can be minimized through a mix of commonly used mitigation measures used during construction and post-construction periods, and careful site/land use design.

Mitigation Element. Noise wall mitigation would not be practical along Industry Avenue. Driveways and street intersections would create gaps in the wall, defeating its purpose. It is suggested that the proposed residential units in Blocks 28, 36, 37, and 38 be designed to minimize noise impacts. The noise around the homes and surrounding areas can be reduced by providing climate-controlled units, increasing wall insulation, and providing common areas on the side of the buildings furthest from Industry Avenue.

Construction and long-term vibration mitigation techniques will be used to minimize the impact of rail and highway traffic generated vibration. Vibration-sensitive lands uses will be located a suitable distance from any vibration generation area.

25. Sensitive Resources

Are any of the following resources on or in proximity to the site?

25a. *Archeological, historic, and architectural resources.__Yes _**X**_ No*
For an AUAR, contact with the State Historic Preservation Office is required to determine whether there are areas of potential impacts to these resources. If any exist, an appropriate site survey of high probability areas is needed to address the issue in more detail. The mitigation plan must include mitigation for any impacts identified

25b. *Prime or unique farmlands.__Yes _**X**_ No*
The extent of conversion of existing farmlands anticipated in the AUAR should be described. If any farmland will be preserved by special protection programs, this should be discussed.

25c. *Designated Parks, recreation areas or trails._**X**_Yes __ No*
If development of the AUAR will interfere or change the use of any existing such resource, this should be described in the AUAR. The RGU may also want to discuss under this item any proposed parks, recreation areas or trails to be developed in conjunction with the development of the AUAR area.

25d. *Scenic Views and Vistas.__Yes _**X**_ No*
Any impacts of such resources present in the AUAR should be addressed. This would include both direct physical impacts and impacts on visual quality or integrity.

25a. A request was made to the Minnesota State Historic Preservation Office (SHPO) to provide a list of potential historical or archaeological resources in the project area. In a letter dated December 19, 2002 (Appendix E), SHPO stated that their research of the National and State Registers of Historic places as well as other sources showed that there were no known or suspected historic or archeological resources in the affected area.

25b. "Prime Farmland" is considered rural land with the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is available for these uses. Prime farmland has the soil quality, growing season, and moisture supply needed to economically produce consistently high yields of crops when treated and managed with modern farming methods.

In general, the Natural Resources Conservation Service (NRCS) indicates that prime farmland soils must: have an adequate and dependable water supply from precipitation or irrigation; have a favorable temperature and growing season; have acceptable levels of acidity or alkalinity, content of salt or sodium, and few or no rocks; be permeable to water and air; are not excessively erodible; not be saturated with water for long periods of time; and, not flood frequently or are protected from flooding.

Agricultural land that is not considered Prime Farmland may be considered "State-wide Important Farmland". This is land, in addition to prime farmlands, which is of statewide importance for the production of food, feed, fiber, forage, and oilseed crops. Generally, soils of statewide importance include those that are nearly prime and produce high yields of crops in an economic manner when treated and managed according to acceptable farming methods. Some may produce as high a yield as prime farmland soils if conditions are favorable.

Table 25.1 lists the soil map units present on the proposed project site (also see Figure 12.2). Land within the project site was historically agricultural in nature. Commonly grown agricultural crops include corn and soybeans in the Hubbard coarse sand, Duelm loamy sand, Dickman sandy loam and portions of the Isan sandy loam. No agricultural activity occurred in soils designated as Marsh.

As seen in the table, no soils on the property are designated as prime farmland; however, the Dickman sandy loam is considered a State-wide important farmland. The soil unit however, only consists of 0.5% of the total area of the site located in the far southwest corner (Figure 25.1). Project related impacts to prime farmland and State-wide important farmland are therefore considered to be minimal.

Table 25.1 RTC Site Soil Units

Series No.	Series Name	Prime Farmland Status	Percent Coverage in Project Area
HuA/B/C	Hubbard coarse sand	None	**77%**
Dp	Duelm loamy coarse sand	None	18%
DnA	Dickman sandy loam	None*	0.5%
Is	Isanti sandy loam	None	4%
Mc	Marsh	None	0.5%

* - Identified as a State-wide Important Farmland, but not Prime Farmland.

The other area of farmland designation that exists is "Green Acres", which is more of a tax-based program to keep productive farmland in business than an environmental program. The acreage is shown here for information purposes. Figure 25.2 shows all of the Green Acres program acreage on the RTC site.

Figure 25.1. Designation of State-wide Important Farmland

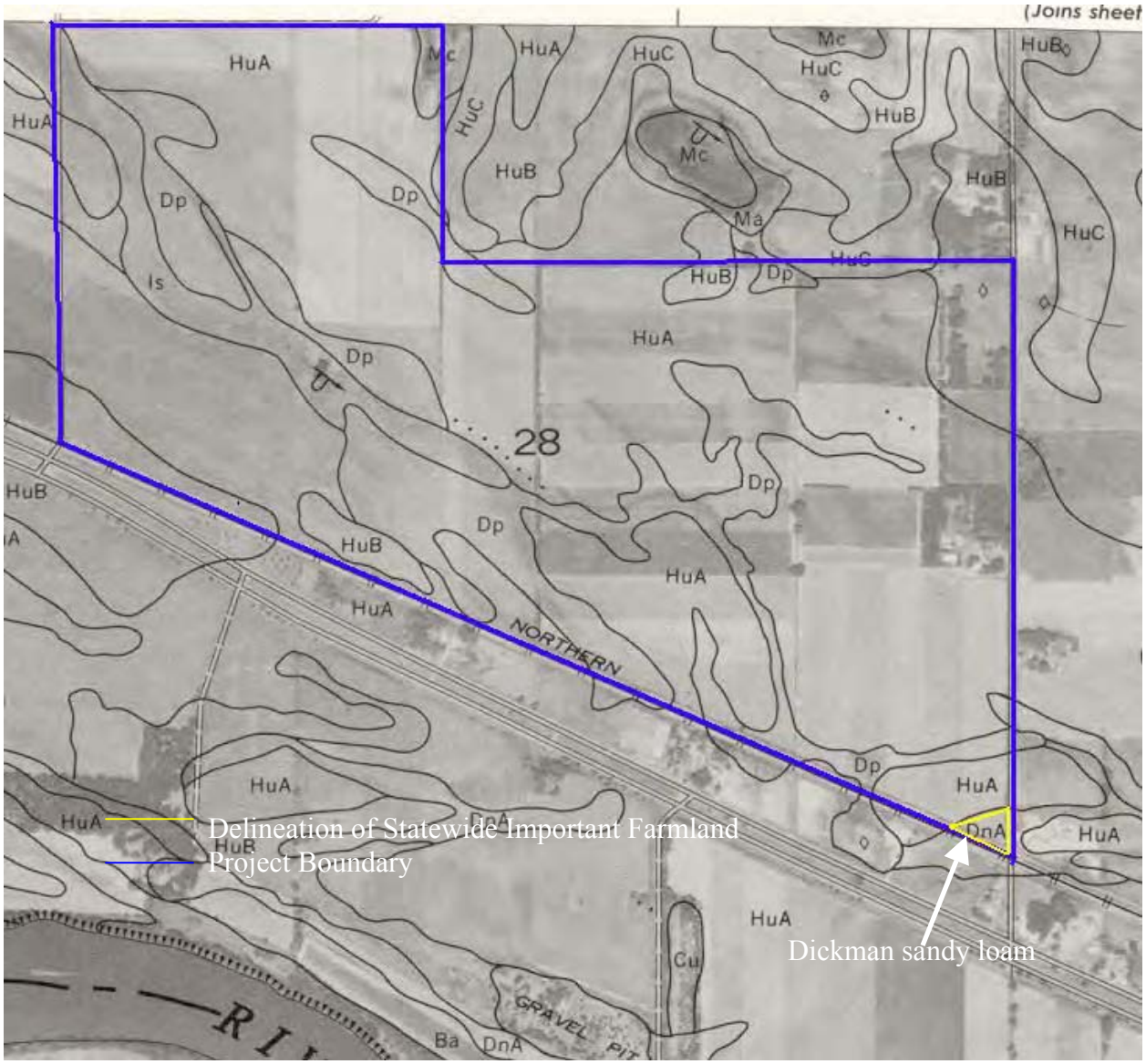
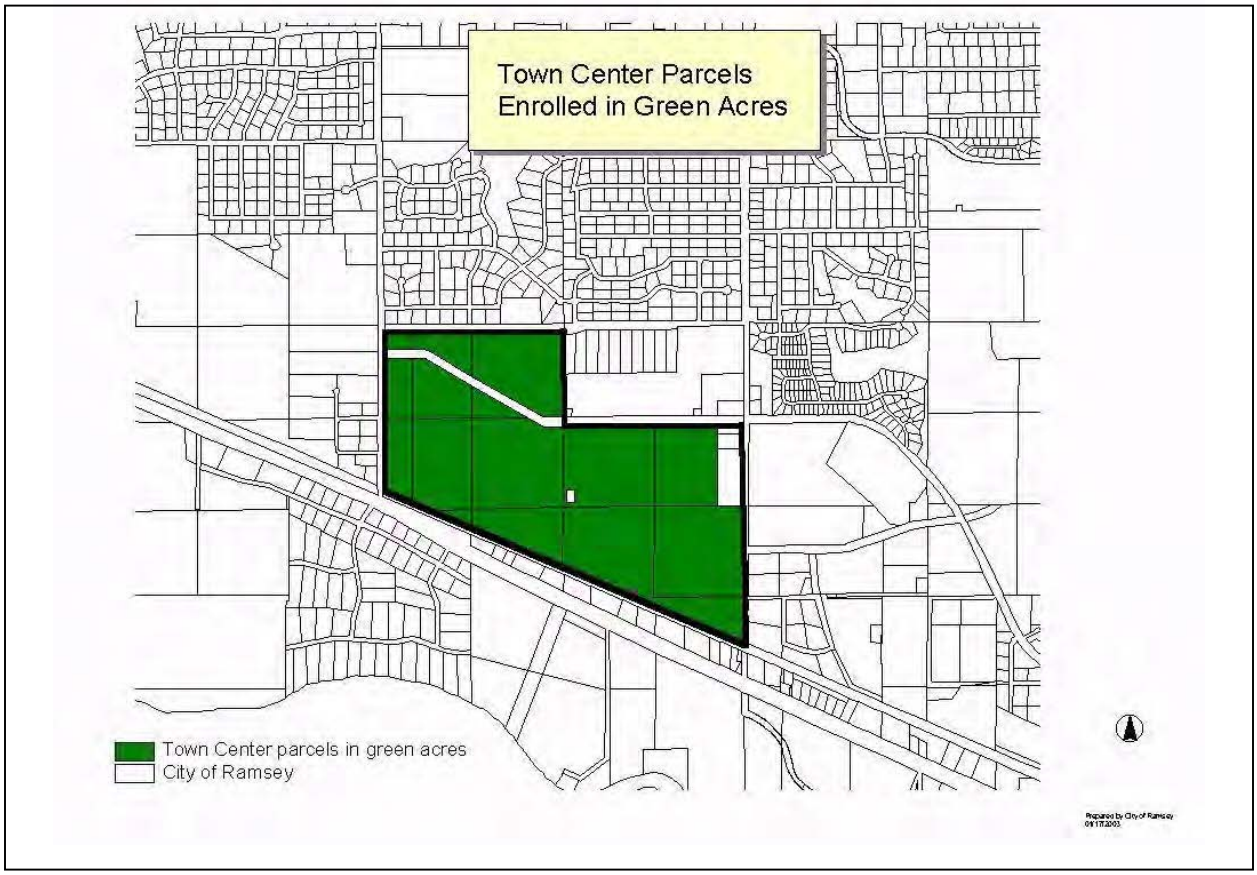


Figure 25.2 Green Acres land within the RTC site.



25c. The Ramsey Town Center site is fortunate to fall within an area surrounded by parks and trails. A unique opportunity exists within the site to incorporate new parks and open space, and to tie together several trail links. Figures 25.3 and 25.4 show the Anoka County and City of Ramsey parks and trail plans, respectively. The City of Ramsey plan reflected in the figure is the most recent version. Because of rapid growth within the City, the park and trails system has been changing often, such that revisions are constantly under way. The information in Figure 25.4 should be considered current through the Spring of 2003.

Reference to the preferred design in Figure 6.1 shows several parks and open space areas that will be included in the RTC development. The latest design contains approximately 40 acres of "green/open space" in a series of neighborhood parks, drainage corridors, preserved and restored wetlands, and general open space. Much of this area, especially in the drainageways, can serve a dual purpose of open space and temporary detention of water.

Among the many issues identified during the stakeholder issues interview was the key role that the RTC site could play in linking open space areas (parks, trails, green space)

throughout this portion of Anoka County. Staff from both Anoka County and City of Ramsey Parks Departments stressed the importance of incorporating green space into the site plan and providing for trail connections to the Mississippi Regional Park (MRP) Trail, which is part of the MNRRA regional River trail, and to trails north and northwest of the RTC site.

Figure 25.5 is a concept depiction of a greenway/trail connection that extends from the City trail at Lake Itasca to the Mississippi River. This corridor is also discussed in Item 17 (Figure 17.1) as a surface water flow route for water from the Lake and from the area to the northwest of RTC as it develops.

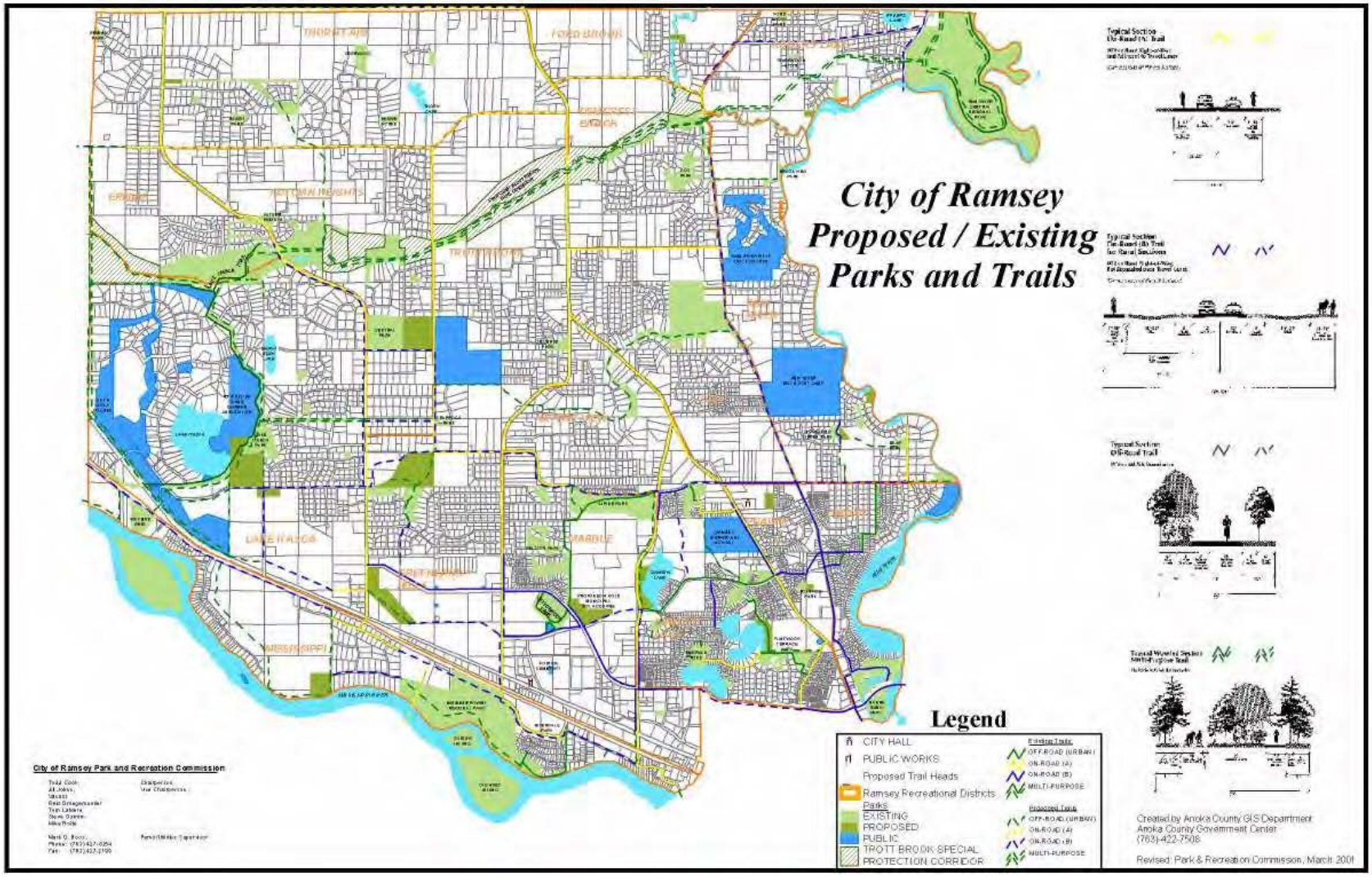
Within the RTC site, as reflected in Figure 6.1, are numerous opportunities to expand open space and trails. The prominent trail feature will be along the central drainage corridor portrayed as green space in the figure. Trails will be present on both sides of the corridor, providing the desired opportunity for linkage with MRP and Lake Itasca. The trail crossings of the BNSF railroad tracks and Highway 10 to the south, and Armstrong Boulevard to the northwest need to be carefully considered during the design phase. Options for crossing the railroad tracks and Highway 10 include numerous locations at-grade, above via elevated crossing or walkway (needed for transit station if Northstar becomes a reality), or sub-grade. The exact nature of this crossing will not be known until many of the design features of the site are coordinated with the agencies involved, including Mn/DOT and BNSF. Anoka Parks prefers a connection south of the site (similar to the Calthorpe location shown in Figure 6.2) rather than along Ramsey Boulevard, but the nature of the crossing could dictate the location, which will be determined during detailed site design. RTC LLC is committed, however, to making the trail connection to MRP an integral part of the RTC when completed.

With proximity to the MRP comes the need for attention to minimize any adverse impact that could result from a new urban center. The development should enhance the park by using the project site as a connection to existing and new open space, and as a source of new users interested in supporting the recreational system. Land use along the trail connection within the site should be compatible with the trail. High intensity commercial use would deter use of the trail leading from the site into the Regional Park.

Anoka Parks has expressed an interest in having the architectural style of the MRP buildings and RTC be compatible. Since the Park development will not proceed for years, the exact style to consider is unknown. RTC LLC will consider the need for visual coordination during the building design phase, and will make its design decisions known to Anoka Parks for its use in future park development.

In 1988, Congress passed Public Law 100-696 establishing the Mississippi National River and Recreation Area (MNRRA) as a unit of the National Park System to preserve, protect, and enhance the nationally significant historical, recreational, scenic, cultural, natural, economic, and scientific resources of the Mississippi River Corridor in the Twin Cities metro area. Item 14 previously addressed the reflection of MNRRA, Critical Area, and Wild and Scenic Rivers language into the City's *Comprehensive Plan*. In 1995, a

Figure 25.4. City of Ramsey Parks and Trails (under revision).



Comprehensive Management Plan (CMP) for the MNRRA was approved by the Secretary of the Interior. The CMP provides a management framework to assist the State of Minnesota and units of local government in the implementation of integrated resource management programs and to ensure orderly public and private development in the area. The CMP incorporates the state Critical Area program and other state land use management programs by reference as the foundation for compliance with the CMP, and encourages voluntary state and local compliance with additional policies to protect and enhance the river corridor. The Mississippi River Critical Area Corridor and MNRRA are geographically identical. In 1991, the Minnesota Legislature designated the federal MNRRA as a state Critical Area by the enactment of Minn. Stat. 116G.15.

25d. A complete analysis of visual impacts is contained in Item 26 that follows.

Summary of Environmental Impact. None are expected with regards to archeological, historical or cultural resources.

The RTC site will be converted from over 350 acres of largely agricultural land to urban uses. This change reflects growth by the City of Ramsey in a manner contained within its *2001 Comprehensive Plan,* as amended in 2002.

The addition of new open space, trail connections and park land in an area previously not publicly accessible will be a benefit to the community. The addition of these features will be carefully coordinated with the proper agencies to assure compatibility.

Mitigation element. *Unidentified Resources*. Various circumstances may lead to the discovery of unidentified historic or archeological resources within the project boundaries. When any such new discovery is brought to the attention of the developer or the City, an evaluation of the significance will be conducted and appropriate management measures will be devised in consultation with SHPO.

Discovery does not mean that all work must stop. However, depending on the nature of the cultural resource and the activity's apparent effects on it, the developer and City will make reasonable efforts to avoid or minimize harm to the resource until it has been processed. Following are the procedures that will be followed when a discovery of what appears to be a cultural resource (historic or archaeological artifacts) has been made:

(a) Contact the supervisor in charge immediately. If human remains are discovered, also refer to the below section, *Unmarked Human Burial Sites*.

(b) The supervisor will contact SHPO immediately (651-296-6126). The supervisor will arrange for the site or the relevant portion of the site to be secured against further disturbance until a professional assessment of the potential finding can be made.

(c) The contractor, lessee or employees will consult with SHPO to safeguard the resource and note its location, depth, etc. for future report, and to determine what type of investigation (if any) or mitigation is appropriate for the circumstances.

Unmarked Human Burial Sites. The discovery of human remains is covered under Minnesota Statute, Section 307.08. Human remains deserve respect and should be treated appropriately. The discovery of human remains involves legal as well as archaeological issues. The odds of discovering human remains are low; however, complete records of all Native American, pioneer and settler burial sites are not available. Therefore, discovery of such unidentified sites is typically accidental and will occur at sites where the soil has not been previously excavated to an appropriate depth.

Immediately upon the discovery of buried human remains, the procedures listed below will to be followed:

(a) Stop the excavation, and using appropriate safety precautions, and with a minimum of further disturbance to the remains, verify that it appears to be human remains. Make note of what was found, its location and depth, etc.

(b) Contact the supervisor in charge immediately. The supervisor will contact the Ramsey Police Department immediately if it is suspected that the remains are recent.

(c) If unable to contact a supervisor, or if instructed, call the Ramsey Police Department and report the discovery. If necessary, the developer will cooperate with law enforcement authorities in securing the site.

(d) As soon as possible but within 48 hours, the supervisor shall contact the State Archaeologist and consult with them on how to proceed.

Disposition - Ownership/disposition of historic and prehistoric archaeological items, including Native American human remains or grave goods, will be determined by the State Archaeologist, the Native American Council or other appropriate authority.

Because there is no prime farmland on the site, there are no mitigation measures needed to address the change in land use. The very small amount of State-wide Important Farmland in the far southeast corner of the site will be lost from productive agricultural land, but will be replaced by green space uses that preserve the open character of the land.

Although the RTC site is not within the geographic area covered by MNRRA, every effort will be made by RTC LLC to work with Anoka County Parks, Ramsey Parks and the National Park Service to comply with the policies of these agencies and to minimize or avoid any adverse impacts from development of the RTC site.

26. Adverse Visual Impacts

*Will the project create adverse visual impacts during construction or operation? Such as glare from intense lights, lights visible in wilderness areas and large visible plumes from cooling towers or exhaust stacks? _**X**_Yes __No*

If yes, explain. If any non-routine visual impacts would occur from the anticipated development, this should be discussed here along with appropriate mitigation.

The current visual aesthetic on the site is one of an actively farmed area surrounded by residences to the north, a busy state highway and commercial strip to the immediate south, and commercial strips to the east and west. Although views from the site will not be impacted, those used to viewing farmland on the site will have a change.

Views during construction will change from the agricultural view currently seen at the site. Although "adverse" is not a quantitative measure relative to visual impressions, it is anticipated that most would consider an active construction site as less than visually appealing.

Views from the Mississippi River northward are not likely to be directly impacted because of the elevation difference between the River and the site. The site elevation is between about 860' and 865', with a knoll on the north end of the site reaching about 880'. The Mississippi River through this reach is about 830' and located below a forested bluff. Direct viewing of the Ramsey Town Center will not be possible from the River. However, lights emanating from the site would likely be seen once the site is developed.

Summary of Environmental Impact. Conversion of agricultural land to urbanized land will have a net change in views that many do not view positively. Changing this view of "open land" to one of a fully developed urban area, however, is part of the City's plan for its growth. The impacts of the conversion, however, can be mitigated, as outlined in the next section.

Mitigation element. Light emissions from commercial and residential areas cannot be avoided because of safety issues and the need for residences and businesses to see clearly at night. City Ordinance 9.11.07 describes any lighting used to illuminate an off-street parking area, sign, or other structure, must be arranged so that the light is deflected away from residential districts and public streets. Bulbs emitting in excess of 3,000 lumens (150 watts) must be arranged so that the light is not visible outside of the property where the light is located. There are several methodologies of acceptable screening methods for these nuisances that can also be used for transitioning from high- to low-density residential or from residential to commercial areas. Screening methods typically include a vegetative barrier no less than five feet high or other natural materials. Applying shields to street and parking lot lamps directs the light to the ground surface where it's wanted, not into the adjacent neighborhood. All of these practices should minimize the impact of the light at the River, but will not eliminate it.

The visual impacts of construction on a scale that will occur at RTC over several years will be difficult to mitigate, but several measures to minimize the impact will be followed. The most offensive visual characteristics of construction, and possible mitigating actions are:

- Soil erosion leading to sediment movement off-site - Item 16 spelled-out a mitigation element to control on-site erosion and off-site sedimentation.
- Access streets and roads covered with dirt and gravel/rocks - The erosion and sediment control program will include egress gravel wash pads and will contain a daily sweeping plan for roads affected by construction traffic.
- Swirling dust caused by earth-moving activity on dry soil - A water truck will be available on site to spray areas experiencing dust movement. This will be especially critical on the sandy soils prevalent on site.
- Construction equipment and temporary trailers - Every effort will be made to screen immobile equipment and to park mobile equipment in a visually sheltered location at the end of the working day.
- Exposed soil - One of the essential elements in the erosion and sediment control plan will be rapid stabilization, covering and re-vegetation of exposed soils. Although some exposed soil will be impossible to avoid, every attempt will be made to minimize exposure.

27. Compatibility with Plans

*Is the project subject to an adopted local comprehensive plan, land use plan or regulation, or other applicable land use, water, or resource management plan of a local, regional, state or federal agency? _**X**_Yes __No.*

If yes, describe the plan, discuss its compatibility with the project and explain how any conflicts will be resolved. If no, explain.

The AUAR must include a statement of certification from the RGU that its comprehensive plan complies with the requirements set out in (Minnesota Rules) 4410.3610, subpart 1. The AUAR document should address the proposed AUAR area development in the context of the comprehensive plan. If this has not been done as part of the responses to Items 6, 9, 18 21, and others, it must be addressed here; a brief synopsis should be presented here if the material has been presented in detail under other Items. Necessary amendments to comprehensive plan elements to allow for any of the development scenarios should be noted. If there are any management plans of other local, state, or federal agencies applicable to the AUAR area, the document must discuss the compatibility of the plan with the various development scenarios studies, with emphasis on any incompatible elements.

City of Ramsey Local Comprehensive Plan. The basis of implementing a large-scale development as covered by an AUAR is the compatibility of that development with the local unit of government's plan for the future of its community. In the Metropolitan Area, this outlook is described in a local comprehensive plan (LCP) prepared in accordance with Minnesota Statutes, Section 473. Among the requirements of this statute is the inclusion of a land use plan with staged development, housing and surface water management components, a public facilities section that addresses transportation, sanitary sewer, parks and open space, and water supply, and finally, an implementation program that describes the financial and institutional methods to be used to implement the LCP.

Minnesota Rules 4410.3610 references the need for a local unit of government within which an AUAR is being prepared to certify that the three elements referenced above are contained in its LCP. The City of Ramsey has an adopted *2001 Comprehensive Plan* that was most recently amended on February 26, 2002. The following list identifies the specific LCP chapter references meeting the content requirements for AUAR/LCP conformity:

- Chapter V - Land Use (existing land use, future land use, historic preservation, solar access protection)

- Chapter VI - Transportation Element (framework and goals, existing roadways, analysis of roadway system needs, roadway system plan, transit, aviation, railroad lines, bicycle and pedestrian trail system)

- Chapter VII - Housing Plan (existing conditions, senior housing, affordability, the plan for housing)

- Chapter VIII - Sewer Element (existing system, future sanitary sewer services)

- Chapter X - Park, Recreation and Open Space (existing park and creation facilities, the parks and creation plan)

- Chapter XV - Public Facilities (city administration, fire and rescue, police, public works, public schools, public facilities and services plan)

- Chapter XVI - Implementation Strategy (zoning ordinance, subdivision ordinance, septic system management program, capital improvement program, corridor studies, housing program, redevelopment planning, area master planning, part and trail comprehensive planning, GIS development, public services and facilities, central rural reserve area)

- Appendix C - Surface Water Management Policy

- Appendix E - Individual Sewage Treatment System (ISTS - septic tank) Program

- Appendix F - Water Supply Plan

- Appendix G - Capital Improvement Program

Based on the content contained with the February 26, 2002 Ramsey *Comprehensive Plan Update*, the City of Ramsey certifies that the requirements of Minnesota Rules 4410.3610 have been met.

Preferred site design conformity with Ramsey LCP. The preferred site design illustrated in Figure 6.1 is consistent with the City of Ramsey LCP, as referenced above and illustrated in Figure 5.4. The key element in establishing conformity is consistency with the future land use expectations of the City. The consistency set the stage for infrastructure support and financing needed to assure smooth development staging. Figure 5.4 illustrates that the Ramsey Town Center site is noted as predominantly "Mixed Use", with additional increments of "Places to Work", "Medium Density Residential" and "Low Density Residential". The corridor between Highway 10 and the BNSF railroad tracks is designated as "Places to Shop". The "Mixed Use" category represents a combination of residential, commercial, light industrial, open space and a transit hub. "Places to Work" is defined by the City as areas primarily reserved for office and industrial type development. The plan's description of mixed use and the other less prominent uses fits perfectly with the preferred design. The existing highway commercial strip on the north side of Highway 10 (Figure 6.1) is subject to change as Mn/DOT's plans for the highway take shape, but until that happens, there is no

anticipated change in its usage, other than possible use of City land for detention of stormwater.

Consistency on a map does not assure that project implementation will fully meet the City's intent with respect to the provision of service. It is for this reason that the various AUAR Items address infrastructure needs and phasing. The timing within which services will be provided to Ramsey Town Center is spelled-out in Items 12, 13, 17, 18, 21, 25 and 28. However, at this time, there has not been any financial commitment by the City to meet the timing schedule.

Although the entire LCP supports the approach proposed for Ramsey Town Center, some specific elements within the Plan pertain especially to the project. The Guiding Principles within the Vision and Guiding Principles section of the Plan (Chapter II) contain many statements that reflect the "town center" concept of development, with its emphasis on mixed land uses, pedestrian and environmental friendliness, and building a sense of community.

Chapter III of the LCP (Community Background) and Chapter XIV (Community Identity) address the City's intent to grow in a well thought-out manner and to build a sense of community. The Ramsey Town Center project will provide an opportunity to develop a central focal point for municipal civic activities, as well as working, shopping, establishing a home and finding local entertainment as the City's population grows from about 19,500 in the year 2000 to well over 30,000 by 2020.

Consistency relative to sense of community cannot be shown with maps and charts, but must be gained through repeated contact with public officials and members of the community. The preferred concept that eventually evolved into Figure 6.1 was derived after many such meetings. The list of forums for discussion included: Metropolitan Council Smart Growth community meetings; presentation and listening sessions with City officials and community leaders; a Town Center Task Force; the January 2003 retail design charette; and day-to-day interaction with City staff.

Consistency is also assured by matching the character of a new Ramsey Town Center with what the City expresses as its needs and desires in the LCP. Following are several such statements from the LCP for which the Town Center design fits:

> *"Landowners are encouraged to preserve and restore areas of significant natural resources such as open prairie or tree canopy as permanent open space by increasing density in areas more conducive to development." (page V-11)*
>
> *It is an Urban Residential policy of the City to "Encourage environmentally conscious site design and construction methods to assure that development respects the natural environment", to "Ensure open space that is part of a residential development is preserved as permanent open space…" and to "Ensure projects are consistent with the goals and policies of the Mississippi River*

Critical Area Plan (MNRRA) and are sensitive to the Rivers natural environment". (pages V-20 and 21)

It is a Places to Work policy of the City to "Require developments to adhere to environmentally sensitive design and construction standards", to "Facilitate the clean up and redevelopment of brownfields and underutilized sites…" and to "Require individual sites to be connected to a trail system that links employees with the Town Center, parks and neighborhoods." (page V-25)

"The purpose of the Town Center Mixed Use Area is to establish a community hub that integrates places to work, play and live and embraces transit oriented design in anticipation of the potential future commuter rail station." The site will be a "pedestrian friendly environment that supports mass transit" with mixed use development that would support the station with connections to MRP. (pages V-26 and 27)

It is a Park and Recreation Plan goal of the City "To preserve continuous open space corridors that protect natural vegetation and water quality, provide wildlife habitat, and preserve the natural identity of Ramsey." (page X-7)

"The Ramsey community has acknowledged and embraced the importance of the Mississippi River Corridor, its history, water quality, beauty and recreational opportunities. The future of the corridor through Ramsey consists of a sanctuary where wildlife and nature coexist with people and development." (page XI-3)

"All future development should minimize the negative environmental impacts on the region's ecological system ensuring that the built environment is in harmony with the natural environment." (page XIII-1)

Reference to Figure 5.4 shows the future land use reflected in the LCP. A comparison with the preferred concept plan for Ramsey Town Center (Figure 6.1) clearly illustrates the compatibility between the City's vision for the future and the proposed development. Chapter V of the LCP describes how the City's expectations on how it will develop by 2020. The Chapter is replete with references to the City's intentions. All of this guidance will be used as Ramsey Town Center moves through the various phases of development and comes to the City for the approvals that accompany the development steps. Specific reference is made in Chapter V to a sub-set of Mixed Use called "Town Center Mixed Use Area". This description addresses the area being proposed for development under this AUAR. The vision laid-out in the description parallels the site concept and sense of community focus proposed for Ramsey Town Center. The entire parcel being considered is within the MUSA (Figure 5.4) and will be served accordingly, as described in the various infrastructure elements of this AUAR, consistent with the 2000-2010 staging plan identified in the LCP (Figure V-3 in the Plan).

Chapter VI also identifies the City's desire to improve its trail system. The connection of trail linkages from Mississippi Regional Park (MRP) through Ramsey Town Center, connecting to Lake Itasca and other trails north of the Center is an integral part of this City vision. Completing this vision during development has always been part of the Town Center plan, as evidenced in Figure 6.1.

The water and sanitary sewer service elements of the LCP (Chapters IX and VIII) are discussed within the AUAR in Item s 13 and 18, respectively. The storm sewer element is discussed in both Items 12 and 17. All of the infrastructure details are also discussed in Item 28.

Chapter X of the LCP addresses the parks and open space plans for the City. Figure 6.1 shows that a substantial portion of the proposed Ramsey Town Center will be devoted to open space that can become part of the City's system. Trail linkages have already been identified, but additionally, linkages within the site will occur among the various neighborhood parks and more regional-scale trails. The development of MRP will be a major benefit to the City's long-term goal of providing public access to the River. The connection of Ramsey Town Center trails to the River, as described in the site concept plan, will be a critical step in achieving this goal. Similarly, the opportunity exists to tie the Center to the Lake Itasca trail via a green corridor trail. Figure 25.5 illustrates one potential alignment for this trail. The City has not yet formalized the means by which this trail would be established, but identifying a possible path is part of the process. The City's Parks and Recreation Committee and City Council will ultimately decide upon the method of incorporating that this trail into development as it occurs northwest of Ramsey Town Center.

The connection and coordinated planning between the City and the state Mississippi River Critical Area and Wild and Scenic River (WSR), and the federal Mississippi National River and Recreation Area (MNRRA) was discussed in Item 14. The boundaries of these three specially designated areas overlap, as shown in Figure 14.1. Chapter XI of the City's LCP contains the required elements for implementing Executive Order 79-19 issued by the state for defined Critical Areas in 1979. This chapter addresses all of the required elements and also ties in the coordination aspects with MNRRA and WSR. Although none of these protected areas occurs within the boundaries of Ramsey Town Center, the AUAR must address potential impacts that site development could have on them. Item 14 addressed this impact and the mitigation plan associated with it. Reference is made in the LCP to the 1994 MNRRA Plan, *Comprehensive Management Plan for the Mississippi National River and Recreation Area* prepared by the Mississippi River Coordinating Commission and the USDI-NPS. This plan serves as general management plan for MNRRA and is reflected in the City's LCP, which exceeds Tier II requirements of MNRRA.

Chapter XIII of the LCP establishes the City's vision for environmental protection and resource management. A key feature of the Ramsey Town Center is its integration of natural resource attributes into the concept design. Chapter XIII identifies the natural features of the City and the manner in which they will be protected and enhanced.

Development of the Center site actually presents an opportunity to restore and incorporate environmental features that have not been a part of the landscape in recent memory. For example, the central green corridor is a remnant drainage feature that has not transmitted water in the memory of City or WMO officials. Connecting drainage from Lake Itasca to the Mississippi River to and through this feature will provide a chance to restore a natural function and the habitat, water quality and aesthetic benefits that accompany it. Similarly, installing runoff management practices that take full advantage of the infiltration character of porous Anoka Sandplain soils assures that surface water continues to recharge the essential drinking water aquifer supplying drinking water to City residents, whether on a municipal or private system.

Finally, the public facilities and implementation requirements of planning are addressed in Chapters XV and XVI of the LCP.

Management plans of any other government agencies.
As discussed previously in this AUAR, there are several other plans that potentially cover the Town Center site and its adjacent area.

Lower Rum River Watershed Management Organization (LRRWMO). The entire site falls within the jurisdiction of the Lower Rum River Watershed Management Organization (LRRWMO), which is a Joint Powers Agreement among the Cities of Ramsey, Anoka, Andover and Coon Rapids. Aspects of the LRRWMO relationship to this project were addressed in both Item 8 (permits) and Item 14 (related management districts).

The WMO's state approved (BWSR) second generation watershed plan was adopted by the LRRWMO in late 1998. The Ramsey Town Center site occurs within the WMO's West Mississippi District. The WMO plan, however, mapped the portion of the sub-watershed surrounding Lake Itasca as part of the Trott Brook drainage area, which meant that flow would be to the north from the Lake rather than to the south. Because flow emanating from Lake Itasca has not occurred within recent history, there was some uncertainty over the direction of flow, if it were ever to occur. To address this uncertainty, an EOR survey team established elevations around the lake and determined the drainage directions located in Figure 12.1. Determining this flow direction is essential for to the modeling effort to quantify the area contributing to flow that could cross the Ramsey Town Center site.

LRRWMO is also the designated "Local Governmental Unit" or LGU under the 1991 Wetland Conservation Act. This means that regulatory decisions on wetland impact within the City are made by the WMO. The WMO participated in all of the Technical Evaluation Panel (TEP) meetings related to this site, and is ultimately responsible for any subsequent permit decisions.

Critical Area, MNRRA, Wild and Scenic River. The management overlap between the Critical Area component of the City's LCP and the MNRRA plan were addressed in Item 14. This discussion also addressed the Wild and Scenic River coverage. Local

governments within the state Critical Area Corridor are required to incorporate the Standards and Guidelines of Executive Order 79-19 into local plans and ordinances for the Corridor. Local units of government shall permit development in the Corridor only in accordance with those adopted, approved plans and regulations. Specific policies within the Ramsey Critical Area Plan address those needs, as referenced earlier (Item 14). In addition to the Executive Order standards (previously listed) that were incorporated and approved in the City of Ramsey Critical Area plan, the following additional policies occur in the City's plan:

- Minimize direct overland runoff and maintain natural watercourses such as ditches, wetlands and floodplains to handle existing storm water runoff and slow the process of surface water infiltration.
- Ensure urban best management practices are strictly adhered to during and after construction projects including the replacement of all vegetative cover which is removed for construction purposes.
- Adopt development controls consistent with NURP standards and the MPCA's Urban Best Management Practices to reduce nonpoint source pollutant loading in storm water runoff.
- Minimize site alterations and protect natural watercourses, bottomland forests, prairies and woodlands as part of the development plan through such means as conservation easements or land preservation techniques.
- Prohibit alterations or disturbances of wetlands, tree canopy, significant habitat areas and natural vegetation areas.
- Ensuring that trail locations minimize any negative affects on the natural resource base.
- Ensure future development emphasizes continuous open space, minimizes utility and infrastructure needs and crossings....
- Ensure adequate views to and from the river are preserved while maintaining appropriate landscaping buffers and vegetative covers.
- Require future utility construction ... to be underground while minimizing disturbance of endangered habitat areas or undisturbed natural vegetation areas.
- Prohibit any unnecessary grading, filling, or any other significant alteration of areas within the Critical Area Corridor.
- Prohibit development on or alteration of slopes exceeding 12% including the riverfront bluff face.

Anoka County. Anoka County has a Comprehensive Master Plan for the County that covers all parts of the Critical Area under County jurisdiction in the Plan's Mississippi River Critical Area Management section. Planning and development of parks within this area by Anoka County Parks reflects the Critical Area goals under the Critical Area Act and Executive Order 79-19. The County's plan for Parks and Trail Corridors was shown in Figure 25.3. The City of Ramsey is working very closely with Anoka County Parks to develop trail connections paralleling the Mississippi River through MRP and connecting this regional trail to other City and County trails north of the River. The connections to Lake Itasca and Trott Trails would then traverse the Town Center site. Anoka County Parks has also expressed an interest to tie the architecture of the MRP buildings to the

architectural themes used in Ramsey Town Center. Finally, Anoka County Highway Department is working with the City and the site developer to assure that all of the road work potentially impacting County highways is acceptable and meets County standards.

Anoka Conservation District (ACD). ACD has a greenway corridor plan for wildlife corridors that crosses the Ramsey Town Center watershed and the site itself. Figure 27.1 illustrates the ACD greenway contained within the plan. Currently the plan indicates that an ideal wildlife corridor would go through the Town Center in essentially the same location as the central drainage swale. The location of the corridor is critical here because of the proximity of the Town Center to Mississippi West Regional Park, which is a local hub for wildlife. In a conversation with EOR, ACD staff (Rich Biske, Wildlife Habitat Management Technician) indicated that the drainage swale could be an appropriate wildlife corridor if native vegetation (specifically mentioned big blue stem and forbs) instead of turf grass was planted. He noted that if turf grass is planted in the central drainage swale, a wildlife corridor would need to be created in a less desirable location, possibly in the undeveloped area to the west of the site, as east of the site is already developed. ACD also expressed interest in connecting the trail system and possibly the wildlife corridor to the trails and open space associated with Sunfish Lake to the east.

Department of Natural Resources (DNR). DNR implements the State's Critical Area program and has approved the City's Critical Area Plan as part of its local comprehensive plan (see Item 27). DNR also administers the State Wild and Scenic Rivers program. Provisions to coordinate the Critical Area Plan with the Wild and Scenic River and the federal Mississippi National River and Recreation Area (MNRRA) are contained within the City's comprehensive plan.

Metropolitan Council. The Metropolitan Council is charged under Minnesota Statutes, Chapter 473 with assuring the orderly and economic development of the seven-county metropolitan area. To implement this responsibility, the Council reviews the local comprehensive plans (LCP) of communities within the region, and has approval authority over aspects of the plan that affect one of the four "regional systems" - wastewater, transportation, regional parks and airports. Other elements of the LCP that are not related directly to the four regional systems are reviewed for consistency with overall regional plans.

Of specific AUAR concern to the RTC site are the Ramsey LCP regional system elements addressing traffic and wastewater, and the non-system components addressing water supply and stormwater. The Ramsey LCP was adopted in 2001 by the City and approved by the Metropolitan Council. This AUAR reviewed the traffic and wastewater elements of the site development and drew some conclusions in Items 21 and 18, respectively, on system impact. Items 13 and 17 similarly addressed the water supply and stormwater aspects of the development.

Minnesota Department of Health (MDH). The MDH is the state agency responsible for assuring that municipal water suppliers meet the requirements of the state and federal

Wellhead Protection Program. The City of Ramsey has joined with several other communities in Anoka County, and the County itself, to develop its wellhead protection plan. This plan was addressed in Items 13, 19 and 20.

Summary of Environmental Impact. The proposed RTC site development is consistent with all of the planning documents covering its area.

Mitigation element. At this time, the Ramsey *2001 Comprehensive Plan*, as amended in 2002, fully addresses the development of the RTC site and adequately relates this development to the various other agency plans with which it must comply. However, any change in the project that would lead to deviation in one or more of the plans must be corrected by a plan amendment.

28. Impact on Infrastructure and Public Services

*Will new or expanded utilities, roads, other infrastructure or public services be required to serve the project? _**X**_Yes __No.*

If yes, describe the new or additional infrastructure or services needed. (Note: any infrastructure that is a connected action with respect to the project must be assessed in the EAW; see EAW Guidelines for details.)

For an AUAR, this item should first of all summarize information on physical infrastructure presented under Items such as 6,17, 18, and 21. Other major infrastructure or public services not covered under other items should be discussed as well – this includes major social services such as schools, police, fire, etc. The RGU must be careful to include project-associated infrastructure as an explicit part of the AUAR review if it is to exempt from project-specific review in the future.

Social Services. The project area is served by the Ramsey Police Department. Based on the current standard ratio of 1.3-1.5 licensed officers per 1000 residents, the City of Ramsey should have 26 officers. There are typically 3 police officers on duty at a time from a total of 17 full time police offers, therefore the current ratio is 0.85 licensed officers per 1000 residents. The Police Department, when predicting future needs, considers crime rate, traffic increases, and overall growth. Future personnel, equipment and training needs are based on the general population growth of the City of Ramsey, which would include, but is not specific to the RTC. Future personnel needs are listed in Table 28.1. Through 2015, equipment and training needs are expected to increase proportionately with staffing changes. The Department is investigating the equipment and training required for preparing an officer for a potential terrorist attack anywhere within the city. The RTC is described by the department as the most likely location within the city for such an attack. Currently, the streets adjacent to the RTC are patrolled at least once a day. The RTC development may require more frequent patrols. The preferred design plan for the RTC includes the construction of a new police station, which would establish a permanent police presence on the site.

Table 28.1 Ramsey Police Department Future Personnel Needs

Year	No. of Police Officers Needed	Additional Personnel Needs
2004	2 Patrol Officers	1 Crime Prevention Specialist 1 Technician
2005	2 Patrol Officers	1 Community Service Officer
2006	2 Patrol Officers	
2007	2 Patrol Officers	1 Investigator 1 Technician
2008	2 Patrol Officers	1 Supervisor
2009	2 Patrol Officers	1 Lieutenant
2010-2015	1-2 Patrol Officers per year	1-2 Technicians

The Ramsey Fire Department serves the project area and has two full-time fire fighters, thirty one volunteers, two class A rated engines, a tanker engine, a tanker truck, two rescue vehicles, and two grass/brush fire trucks. The Fire Department has two stations with intentions to build a third. The recently built fire station on Armstrong Boulevard is less than a quarter of a mile from the RTC. The current equipment and staff should continue to be adequate after the development of the RTC. The Department does not foresee future needs until the completion of the third station.

The City of Ramsey feels that there is going to be a substantial level of commitment necessary for the Ramsey Towne Center as it relates to the Public Works Department. Due to the operational expectations of this area and impacts on the existing level of service, the City expects that there will be a need for 3 to 4 additional Public Works personnel to meet these increased demands such as: additional street maintenance, additional mowing and park clean-up, snow removal instead of snow plowing, sidewalk maintenance on a higher priority, additional street lighting with aesthetic banners, as well as traffic signals.

The City also expects an increased impact to its equipment needs to perform these additional and unique services such as banner hanging, replacement, and service, storm sewer cleaning at a increased increment and snow removal. This includes an additional sweeper due to the increased regularity of sweeping, sidewalk sweeper to keep the debris and therefore particulates and floatables out of the storm sewer, vacuum truck to keep up with the demands of catch basin cleaning and additional "snow removal" equipment with conveyor to help with removal activities. Since the amount of responsibility for maintenance is unclear at this stage, the above information is the City's estimate of the needs that will accompany this project.

The site should be adequately served by existing library and post office facilities. The preferred design includes a community center and new city hall to better serve the City of Ramsey and RTC residents.

The RTC and the surrounding area are within School District #11, served by nearby Ramsey Elementary School, Sandburg Middle School and Anoka High School, as well as several private schools. From the Anoka-Hennepin School District, new housing construction in the City of Ramsey impacts school enrollment as listed in Table 28.2. Using the data from the school district and the total residential units from the February 28, 2003 RTC concept design, the impact to school enrollment was calculated and is listed in Table 28.3. When residential type was specified as mixed use in the concept plan, the highest impact unit type, "Single Family Homes", was assumed in order to determine the highest possible impact scenario. The unit type "Apartments" in Table 28.3 includes apartments and duplexes. All calculations were rounded up to the nearest whole number. Based on statistics and stated criteria, the impact of the RTC on school enrollment will be 830 school age enrollments and 399 preschool enrollments. Because the development will occur over time, not all enrollments will occur at the same time. Also, if the unspecified residential units are not single family homes, the enrollment impact will be significantly less than assumed here. Additionally, the RTC currently maintains that a school will be built on-site, which could absorb some of the additional enrollments. Finally, according to the Anoka-Hennepin School District, new housing is needed in order to replace the 100 graduating students every year. Therefore, as new housing units are constructed in the RTC over time, new students should be absorbed without significant impacts to school enrollment.

Table 28.2 City of Ramsey's assumptions for new housing impacts on school enrollment

Unit Type	No. of School Age Children/ No. of Units	No. of Preschool Age Children/ No. of Units
Townhouses	1/8	1/25
Apartments	1/25	1/16
Single Family Homes	2/3	1/3

Table 28.3 Impact scenario of proposed RTC development

Unit Type	Ramsey Town Center New Units	New School Age Children	New Preschool Age Children
Townhouses	1154	145	47
Apartments	234	10	15
Mixed Use	1012	675	337
Total	2400	830	399

Summary of Environmental Impact. No adverse impacts to the social service infrastructure are anticipated. Road, sanitary sewer, water supply and stormwater infrastructure are addressed in Items 21, 18, 13 and 17, respectively.

Mitigation element. The major physical infrastructure elements of roads and streets, sanitary sewer, municipal water and storm sewer have all previously been addressed within this AUAR.

An evaluation of the social services needed for the RTC development indicates that the planning done for the City has accounted for the growth related to the RTC. Police, fire, public works, schools, and related City and postal services will all be impacted by the development. Additional equipment to perform City public works services will be needed. No additional mitigation is needed to meet the expected growth.

29. Cumulative Impacts

This item does not require a response from an AUAR since the entire AUAR process deal with cumulative impacts from related developments within the AUAR area.

30. Other Potential Environmental Impacts

If applicable, this item should be answered as requested by the EAW form (if the project may cause any adverse environmental impacts not addressed by items 1 to 28, identify and discuss them here, along with any proposed mitigation).

There are no additional major adverse environmental impacts beyond those addressed by Items 1-28. There are, however, two minor issues that need to be raised. First, the impacts of the Anoka-Ramsey Landfill on the RTC are presented to alleviate any potential concerns. The landfill is located within one mile of the RTC site in Township 32N, Range 25W, Section 22 (Figure 19.5). The RTC is located southwest of the landfill. Regional groundwater flow throughout this part of Ramsey is to the southeast, indicating that pollutants from the landfill are flowing away from the project area. Additionally, the continued mitigation at the landfill has contained the plume horizontally using twelve barrier wells and eight recovery wells. Finally, sampled residential wells screened in the Franconia aquifer have been negative for all monitored contaminants. This means that the potential for contamination of the water supply from the landfill is minimal because the City of Ramsey wells are screened in an aquifer that has not been contaminated and groundwater flow direction is away from the wells (Anoka/Ramsey Landfill SW-094 2000 Annual Report). Because of the location of the RTC, the minimal threat to the water supply and the successful remediation at the landfill, there should not be any adverse environmental impacts.

Secondly, the RTC will change land use from agricultural to urban. Although this marks an end to agricultural use of the site, Item 27 described the orderly planning process under which this transition occurred. The mitigation elements summarized in Appendix D address how the lost environmental features of the undeveloped agricultural site will be replaced, and in some cases, improved.

31. Summary of Issues

List any impacts and issues identified above that may require further investigation before the project is begun. Discuss any alternatives or mitigative measures that have been or may be considered for these impacts and issues, including those that have been or may be ordered as permit conditions.

The RGU may answer this question as asked by the form or instead may choose to provide an Executive Summary to the document that basically covers the same information. Either way, the major emphasis should be on potentially significant impacts, the difference in impacts between major development scenarios, and the proposed mitigation.

Meetings were held with many agency staff to identify issues related to this project that would be of interest to them. The agencies contacted for input were:

- Anoka Conservation District
- Anoka County - Parks, Public Services, Environmental Health, and Highways
- City of Ramsey
- Lower Rum River Watershed Management Organization
- Metropolitan Council - Comprehensive Planning, Environmental Services
- Minnesota Department of Natural Resources - Waters (Metro Region, Critical Areas Program)
- Minnesota Department of Transportation
- Minnesota Pollution Control Agency- Planning, Permitting
- National Park Service - MNRRA
- U.S. Army Corps of Engineers

Based on the input received, the following issues statements emerged as those in need of attention in the AUAR:

Surface Water and Wetlands

- There is a need to maintain the small amount of wetlands on the site, mitigate any losses and focus on maintaining infiltration capability through a surface water management plan; the City would like to incorporate Lake Itasca and the two northern wetlands, and an outlet for the site into the surface water management plan for the site. Issue addressed in Items 8, 11 and 17.

- A Ramsey street and sewer maintenance staff member stated that he could deal with pipes, but things like storm rain gardens and native vegetation he is not used to handling; therefore, the O&M is "different" and would require new training and possibly new equipment. Issue addressed in Item 17.

- A green drainage corridor/trail extending from Lake Itasca through the site to the Mississippi River crosses large tracts of privately held land. Although many are in favor of this, until a development proposal is received by the City, this can only be referenced as a "recommended" corridor. Issue addressed in Item 17

- The impact of the new NPDES Phase II nonpoint source control permit program should be assessed relative to future requirements as the site develops. Water quality impact should be evaluated down to the ultimate receiving water - the Mississippi River - because of its status as a highly valued and protected water throughout this reach. Issue addressed in Items 8 and 17.

- Any wetland alteration must be mitigated according to the Wetland Conservation Act process. Issue addressed in Items 8, 11 and 17.

- The adequate handling and passage of the 100-year flood event must be assured, and all LRRWMO requirements associated with this design must be met in doing so. Issue addressed in Item 17.

- An outlet is needed from this drainage area, since currently the minimal amount of flow leaving the site soaks into the ground along Highway 10 shortly to the southeast of the site. Issue addressed in Item 17.

Parks and Trails

- Project needs to provide an opportunity to link a trail system through the site. Issue addressed in Item 25.

- Attention is needed to minimize adverse impact on the Mississippi Regional Park; instead, it should enhance the park by using the project site as a connection to Lake Itasca via greenway and trail. Issue addressed in Item 25.

- In its dealings with Anoka Parks, BNSF has not allowed any elevated pedestrian crossings and has strict rules on tunneling under tracks; the at-grade option presents safety problems. Issue addressed in Items 21.

- Traffic plans for the Ramsey Boulevard/Highway 10 intersection should incorporate Anoka Parks' plan for development of the Mississippi Regional Park because this will be the only vehicle access location (with parking) allowed for the park. Issue addressed in Items 21 and 25.

- Land use along the trail connection within the site should be compatible with the trail. High intensity commercial use would deter use of the trail leading from the site into the Regional Park. Anoka Parks prefers a connection south of the site (similar to the Calthorpe location) rather than along Ramsey Boulevard, but the nature of the crossing could dictate the location. Issue addressed in Items 21 and 25.

Traffic and Highways

- The project needs to assess traffic patterns and flow to move cars in and out, and take advantage of site as regional center for transit. The site needs to fit into the regional and state plans for the City. Issue addressed in Item 21.

- The project needs to assess parking needs and traffic impact on, and adjacent to, the site, including traffic along County Roads 22, 64 and 5 that are used to bypass Highway 10, and using Ramsey and Sunfish Boulevards to by-pass Highway 47 through Anoka. Issue addressed in Item 21.

- Anoka County is requesting changes in the functional classification of several route segments on the County Road system near the project. Changes are being requested from collector to arterial status to address changing regional traffic patterns. Issue addressed in Item 21.

- Anoka County has identified traffic issues along Highway 10 that need to be addressed in any highway modifications. Issue addressed in Item 21.

- Transit planning coordination needs to occur among the site developers, the City the County and Mn/DOT. Issue addressed in Item 21.

- Access spacing on Industry Avenue must be negotiated with the County and the AUAR should recognize the changing character of Industry Avenue when it becomes a feeder road for the new River crossing. Issue addressed in Item 21.

- Impacts on air quality related to new traffic levels should be assessed. Issue addressed in Item 22.

- Mn/DOT plans for the Northwest River Crossing will start to take shape with the publication of a scoping study in May 2003. RTC will likely be impacted by the location of the crossing and its relationship to Highway 10 at Armstrong. Meanwhile, short-term improvements will be underway on Ramsey and Sunfish intersections. Issue addressed in Item 21.

- Longer-term improvements for Highway 10 have been studied but not yet added to the Mn/DOT list of projects (STIP). Mn/DOT's area manager for Highway 10 should be included in discussions about the sliver of land between the railroad tracks and Highway 10. Issue addressed in Item 21, and Mn/DOT brought into discussions on land in question.

- The status of the park and ride location, and the grant from Mn/DOT is not yet resolved (late February 2003), but funding could face some difficulty because of the state budget crisis. Details on location are needed by the City to keep the grant process alive. Issue addressed as part of the site design process and should be resolved by the time of AUAR document issuance.

Drinking Water Protection

- The project site is within the City's Drinking Water Supply Management Area (DWSMA) under the MDH Wellhead Protection (WHP) Program, and needs to be protected as such. The area has been identified as "vulnerable" in the WHP plan

preparation process because of tritium levels in the bedrock aquifer. Maintaining clean water infiltration is essential. Issue addressed in Items 13,17 and 19.

- The clean-up of all possible contamination on the site must be assured, including the BNSF railroad and the derelict farm. Issue addressed in Items 19 and 20.

- Coordination between infiltration practices and wellhead/groundwater protection is essential and should be a key design factor; that is, pre-filter pollutants prior to infiltration through such means as use of native vegetation swales and small-scale detention near parking lots, minimized pavement, or possible clay sealing of ponds that drain pollutant sources that could degrade groundwater (if any such sources are even allowed in the RTC). Issue addressed in Items 17 and 19.

- An assessment of the potential for the increased demand from the municipal system to impact local wells should be done. Issue addressed in Items 13 and 19.

Planning

- The site should be consistent with the local comprehensive plan, including the Critical Area component, and also consistent with MNRRA and "Wild and Scenic River" status of the River across Highway 10. Issue addressed in Items 8, 11, 14 and 27.

Natural Resources

- The existing wetlands should be incorporated into the surface water system as an amenity that adds to the environmental benefits of the site. Any alteration of wetlands must be mitigated according to the WCA process. Issue addressed in Items 11, 12 and 17.

- The few mature trees there are on the site should be preserved. Issue addressed in Item 11.

- The project should relate the natural features of the site to the Regional Park, featuring native vegetation types typical of the Anoka Sandplain. Issue addressed in Item 11.

Hazardous Material Transport

- There are many trains per day on the BNSF tracks. Some surely contain hazardous material that could pose a risk if spilled. Issue addressed in Item 20.

32. Certification by the RGU

In an AUAR document, no certification by the RGU is required. However, the RGU is legally responsible for the accuracy and completeness of the document, for properly conducting the process associated with it, and for implementing the mitigation elements contained within the plan.

33. Mitigation Plan

The final AUAR document must include an explicit mitigation plan. At the RGU's option, a draft plan may be included in the draft AUAR document; of course, whether or not there is a separate item for a draft mitigation plan, proposed mitigation must be addressed through the document.

It must be understood that the mitigation plan in the final document takes on the nature of a commitment by the RGU to prevent potentially significant impacts from occurring from specific projects. It is more than just a list of ways to reduce impacts- it must include information about how the mitigation will be applied and assurance that it will. Otherwise the AUAR may not be adequate and/or specific projects may lose their exemption from the individual review. The RGU's final action on the AUAR must specifically adopt the mitigation plan; therefore, the plan has a political as well as a technical dimension.

Mitigation elements have been included with each of the Items contained within this AUAR. The various elements have been combined to present a single reviewable element in Appendix D.

The City of Ramsey, in adopting this AUAR document, commits itself to implementing the mitigation elements contained throughout the document. To accomplish this, the City will work with its own programs, as well as those of the State, the County, the developer(s) and any builders they use, and citizens of the City.

34. Response to Comments on the Draft AUAR Document

The final AUAR document must include a section specifically responding to each timely and substantive comment on the draft that indicates the way in which the comment has been addressed. Similar comments may be combined for the purposes of responding.

Criteria for Response
Minnesota Rules 4410.3610, subpart 5(B) states that:

"*Comments must address the accuracy and completeness of the information provided in the draft analysis, potential impacts that warrant further analysis, further information that may be required in order to secure permits for specific projects in the future, and mitigation measures or procedures necessary to prevent significant environmental impacts within the area when actual development occurs."*

Item 34 will contain all of the comments that meet these criteria, and the response to address the comment. Comments are grouped by topic, and may reflect more than one input.

Comment #1. Vibrations and noise levels from trains need to be assessed. Received from: Eric Zaetsch, citizen.

Response. The traffic on the railroad is not the result of development action at RTC, but rather a pre-existing condition. Noise and vibration levels that currently exist will not change as a result of this development. The development of the North Star commuter rail has not been confirmed at this time, so the addition of rail traffic serving the commuter rail cannot be determined.

The preliminary design (Figure 6.1) shows that the land uses along the rail tracks are not planned to be residential. The mixed use (Category 3) section will place the non-residential component closest to the tracks, and the residential component further to the north, buffered by the other uses. It is also the intent of the developer to sound-proof any of the new buildings, as needed. The movie theater, for example, would be a prime use in need of sound-proofing.

The issue of vibration on building structures is addressed in a new section (*Vibration*) added within Item 24 - Dust, Odor and Noise.

Comment #2. During the official review period, Metropolitan Council Environmental Services (MCES) asked that Item 18 be changed to reflect only on the RTC site itself, and not additional areas served by on-site systems. (See also Comments 4 and 12.7)

Response. NAWE revised Item 18 and Appendix G. Both sections will be distributed with the response to Comments.

Comment #3. Comments received from Anoka County during the review period, as it relates to authorization to use the corridor. What are the design specifics of the drainage corridor between the RTC site and the Mississippi River? What if the County does not agree to let this corridor be used for drainage?

Response. A follow-up report on the design details of the County-owned outlet route south of TH 10 has been prepared, and will be added as Appendix J in the revised AUAR. The report will be presented to the County Public Works and Parks Committees in early June. If these Committees agree that the route can be used, a recommendation will go to the County Board for action. Negotiations for development of the corridor for drainage and parks use would then begin in earnest among the County, City and RTC developer.

If the County-owned route is not allowed, alternative routes will need to be pursued. The draft AUAR did not specify a route, other than a suggestion that the current route southeastward along TH 10 could be pursued (Item 17, *Runoff Under Developed Conditions*). This discussion is expanded in the AUAR revision to identify two possible outlets, in addition to the TH 10 route. The Rivenwick Development to the southeast of the RTC site and the Alpaca Development to the southwest both have small outlet pipes draining the immediate developments. Discussions with the City and its consultant engineer have identified these as two possible connections between RTC and the River. Details on these two connections will be evaluated if discussions with the County on the original outlet do not lead to County approval to use the route.

Response addendum. In response to the information in Appendix J and a supplemental memorandum, the County in early June 2003 proposed to include the outlet as part of the Memorandum of Understanding (MOU) prepared between the County and the City of Ramsey. Although official County Board action will be needed to make acceptance official, the County has agreed in concept on the use of its land as a drainage route. This decision does recognize, however, the ultimate authority of the County to revert the land back to a transportation corridor if it is needed for a river crossing in the future, at which time alternative drainage features would be needed.

Comment #4. In response to changes made in Item 18 requested by MCES, Bolton & Menk, Inc. (David Martini) reviewed the Item and Appendix G on behalf of the City of Ramsey and submitted the following comments:

Comment 4.1: Section 18b. Paragraph 2 - The Sewer plan refers to an available capacity in the downstream facilities of 2.8 MGD. 7.87 MGD is the ultimate flow at full build out shown in the (1991) Comprehensive Sewer Plan and is the flow that has been used to design the existing system.

Response: Paragraph 2 of Section 18.b has been modified as follows:

> "The City's *Comprehensive Plan* documented MCES Projected Wastewater flows for the City of Ramsey to be between 542 and 668 MGY or a maximum of 1.8 MGD. The *Sewer Plan* indicated that at full build out, including Rural Areas,

7.87 MGD of flow would be generated. The MCES interceptors and the City's collection system have been designed for this ultimate flow at full build-out. However, because of bottlenecks in the MCES system downstream of Ramsey, maximum average daily flows are currently limited to an allocation of approximately 3.8 MGD. Therefore, it appears the existing collection system is sized to handle the flows projected in this report."

Comment 4.2: Section 18b. Paragraph 3 - I am not sure if 2.8 MGD is 30% of the capacity at the Anoka lift station. The Comprehensive Sewer Plan states that 2.8 MGD is approximately 35% of the ultimate flow at full build out.

Response: See response to Comment 4.1 above.

Comment 4.3: Section 18b. Paragraph 4 - The revised document makes recommendations that the City contact the MCES to make a new agreement for allocated capacity. Is this the City's document? If it is I think the language should be modified so that the City is not making recommendations to the City.

Response: True, this is the City's document, but clearly it consists of a series of recommendations to the City by the document preparer. The final mitigation plan will be changed to more directly reflect actions that will be taken by the City.

Comment 4.4: Section 18b. Paragraph 6 - The Mississippi River interceptor has a capacity of 10 MGD not 8 and the capacity of 2.8 to 3.8 MGD is controlled by down stream facilities that will need to be upgraded when the City's flow increases.

Response: The paragraph has been modified as follows:

"The two regional interceptors serving the City have a combined peak capacity of 18.0 MGD. The Rum River MUSA District, which is served by a 30-inch diameter interceptor, has a maximum design capacity of about 8 million gallons per day (MGD). The Mississippi River MUSA District, which is served by a 30-inch diameter interceptor, has a maximum peak design capacity of about 10 MGD. As stated earlier, although the collection system and interceptors are designed to carry 7.87 MGD, it is assumed that only 2.8 to 3.8 MGD of average daily flow capacity is currently available in the regional system due to downstream bottlenecks."

Comment 4.5: Section 18b. Paragraph 7 - ADD - "before upgrades will be needed in the downstream facilities." to the last sentence.

Response: Changed in text as suggested.

Comment 4.6: Table 18.7 - The average daily flow for the Mississippi River District matches the flow I had figured pretty close but the peaking factor of 2.13 that they use to calculate the peak flow is less than those used in the Comprehensive Sewer Plan, which were approximately 2.3 to 2.5.

Response: NAWE used the following formula to calculate peak flows from average flows less than 10 MGD (all flows in MGD):

Qpeak = 3.5 – (0.333 x Qave)

The method used is derived from Metcalf and Eddy, 3rd Edition, for estimating peak flows. The only difference is that for this project, the ratio of residential to commercial units when the rural areas are added is below that of a normal municipality. Because of this, the maximum peaking factor was lowered from 4 to 3.5.

Comment 4.7: Table 18.7 - The flows for the Rum River District are higher than the flows I had figured (3.2 vs. 2.9). This will make the total flow figures in the AUAR more conservative. With the information I have it is hard to identify why the figures are different.

Response: The AUAR flows are taken from the 1991 *Comprehensive Sewer Plan*. The origin of the reviewer's numbers are not known.

Comment 4.8: The appendix (G) information identifies specific PIN numbers and flows for some of the area to be developed but it is unclear what areas were figured for the Rural Sub-Districts and Future Existing MUSA for Build-out. Also, some of the PIN numbers are shown for both the Northwest and Southwest Sub-Districts.

Response: Duplicate property numbers were a mistake. Rural areas are the same as the 1991 Sewer Plan. Appendix G has been modified to reflect the comment.

Comment 4.9: The appendix (G) information Page 1 lists the Total Ramsey Town Center Wastewater Flows twice with different flows. Total is spelled Totasl at the bottom of the page.

Response: Appendix G has been modified to reflect the comment.

Comment 4.10: The appendix Refers to Hackenson Anderson Associates. Should be Hakanson.

Response: Changed in text as suggested.

Comment #5. The Minnesota Pollution Control Agency (MPCA) is not able to review the document because of limited staff resources available. This does not, however, constitute waiver by the Agency of any pending permits it would later require. A copy of the final AUAR is required.

Response. No change in the document required.

Comment #6. The Minnesota Department of Transportation (Mn/DOT) submitted the following set of comments:

Comment 6.1: The proposed Ramsey Town Center development proposes a mix of housing and commercial development, on a massive scale, with 2,400 "attached" residential units, and 1,651,000 square feet of commercial, industrial and institutional area. The Town Center development appears highly likely to significantly increase demand on already-congested roadways at TH 10-Ramsey Blvd. intersection, and the TH 10- Sunfish Lake Blvd. intersection - both of which will provide access to the development. TH 10 is an Interregional Corridor (IRC). Mn/DOT plans in 2004 to rebuild Ramsey Blvd. traffic signals, and extend turn lanes. We do not believe that this modest improvement will solve the deterioration in level of service that is likely to occur at this intersection once the Town Center development is complete. Further, in 2005, Mn/DOT plans to upgrade traffic signals, and extend TH 10 turn lanes serving the Sunfish Lake Blvd. NW intersection. Again, we do not believe that these improvements, even though they are clearly needed, will provide a complete solution for the existing, and likely future traffic congestion at this intersection. Since there is no imminent plan for major improvements to these intersections, such as the construction of interchanges, we need to work together with the City and County to find ways of providing additional roadway transportation infrastructure that will add capacity to these intersections in advance of further development. We would like to work with the City of Ramsey to explore additional funding for local and regional roadway improvements as well as initiatives that restrict the size and intensity of developments to ensure that a certain minimum level of service is maintained. Such initiatives might include binding agreements with developers where additional or increased intensity of development will only be allowed with necessary roadway improvements that maintain an acceptable level of service. Mn/DOT contacts are given.

Response: The AUAR acknowledges these traffic problems on page 21-7 by noting that the project traffic would cause intersections in the project vicinity on TH 10 to deteriorate to Level of Service F conditions and further notes on page 21-8 that improvements beyond those described by Mn/DOT will be necessary to achieve acceptable operations at these locations.

Relative to the need for cooperation in the pursuit of funding, the City of Ramsey is pursuing federal demonstration funding and is working to secure official mapping of the lands between the railroad and TH 10. This is in anticipation of accelerating the TH 10 Interregional Corridor (IRC) improvements that would provide for interchanges at three locations along TH 10 in Ramsey. The City and the project sponsor have initiated discussions with Anoka County and Mn/DOT to: evaluate phasing requirements for the suggested transportation mitigation; and explore funding strategies for the mitigation that include reimbursement mechanisms to allow the project to accelerate various elements of regional roadway improvements that would ultimately be programmed via the regional transportation planning process.

Comment 6.2: On page 17-10, the AUAR shows an increase in the run-off rate to Mn/DOT Right of Way. The run-off to Mn/DOT Right of Way must not be increased, and drainage patterns must be perpetuated. The development will probably need a drainage permit. When the final AUAR is submitted, it should be accompanied by drainage area maps, and storm drainage maps, and computations for 10-year and 100-

year storms for both existing and proposed conditions. Agencies which will need to grant approval are listed on pages 8-1 and 8-2 of the AUAR. This list should be amended to include the neighboring property owner in drainage area 10 for the wetland mitigation of the bordering wetland (Wetland D - DNR Protected Water 2-670W).

Figure 12-6 shows Anoka County extending Ramsey Blvd. southward into the (Mississippi Regional) park. The City of Ramsey suspended construction on the connection to TH 10 -Ramsey Blvd. for the Rivenwick development in the southeastern quadrant to TH 10 - Ramsey Blvd. until Mn/DOT finalizes plans for the intersection. Anoka County, or the Rivenwick developer, must provide an area for a storm drainage pond to handle the increased run-off from this intersection due to added lanes. Page 12-7 of the AUAR summarizes the wetland mitigation. Wetlands must be mitigated at 1 to 1, and Public Value Credits at 2 to 1. In drainage area 10, there seems to be a discrepancy in the mitigation rate. A Mn/DOT contact is given.

Response: The final route for runoff from the RTC site has not yet been determined. Currently, as described in Item 17, a very small amount of runoff from the site discharges into the Right of Way and eventually infiltrates. Under the preferred drainage route, increased runoff from the site will pass through the Mn/DOT ROW and proceed southerly along a route currently owned by the County. The new Appendix J describes the impact of this discharge and the assumptions used in evaluating it, which include use for drainage from the future upgrade of TH 10. A Mn/DOT permit will be sought once the final route is established. The Rivenwick development currently provides its own drainage. Its relationship to the ultimate drainage plan developed for the RTC site remains to be determined. However, the City, County and Mn/DOT will all be involved in this final determination once the drainage route is finalized.

During preparation of the wetland replacement plan, the property owner(s) abutting drainage area 10 will be contacted to determine their willingness to convey easements to the City for the wetland restoration and buffer establishment. It is also assumed that any work within this wetland will also be reviewed for DNR Protected Waters Permit requirements as well.

The PVC credits estimated for drainage area 10 is 3.79 acres for wetland restoration and 1.80 acres for wetland buffer establishment. This would provide a total of 5.59 acres of PVC for drainage area 10. This assumes an approximately 50-foot buffer around the entire wetland. The exact PVC credits for restoring the existing wetland and for buffer establishment within drainage area 10, will be not be determined until a final determination is made as to wetland replacement requirements for the entire Ramsey Station project. Table 12.3 was changed to reflect the proper numbers.

Comment 6.3: Any work on, or affecting Mn/DOT Right of Way will require a permit, including access, drainage, or other impacts. A Mn/DOT permit contact is given.

Response: Table 8.1 changed to reflect the need for a permit for any work within a Mn/DOT Right of Way.

Comment 6.4: As a reminder, Ramsey Blvd. is County State Aid (CSAH) Route 56. Sunfish Lake Blvd. NW is CSAH Route 57. Any work on a CSAH route must meet State Aid rules and policies. Also, the County must review any changes to its County State Aid system so that they stay within its system limits. Please note that both CSAH 56, and CSAH 57 are within Anoka County's jurisdiction and the County must have the opportunity to review and comment on the proposed development as well. Information sources on State Aids rules and policies, and a Mn/DOT contact are given.

Response: The AUAR notes in Section 21 that several roadways affected by project traffic are State Aid roadways. The City and project sponsor are currently working with the County to address the County and State requirements for roadway construction. All pertinent rules, policies and reviews will be followed.

Comment 6.5: Mn/DOT document submittal guidelines require three complete copies of plats and two copies of other review documents including site plans. Failure to submit these when a project is initiated will lead to delay. This is offered as advisory comment.

Response: Advisory comment acknowledged.

Comment 6.6: In Appendix B, please re-check the traffic assignments in Figures 7 and 8. For example, in Figure 8 (PM), the difference in the through volumes (for with, and without project) on westbound TH 10 at Sunfish Lake Blvd. NW is 1,065 (3,165 - 2,100). This number also represents the traffic entering the development in the afternoon (PM) from the east on TH 10 (43 percent of 2,480). If the differences in the Left Turns, and Right Turns at Ramsey Blvd. and Armstrong Blvd. NW are added, the result is 779. It appears that there is no accounting for 286 vehicles. These figures must be double-checked for accuracy, and any revised traffic information submitted to Mn/DOT (contact given).

Response: The turning movement assignments in Figures 7 and 8 of Appendix B have been rechecked. The westbound through movement at Sunfish Lake in the PM peak has been adjusted from 3,165 vehicles to 2,865 as shown in Revised Figure 8 (Attachment 1 at the end of this response document) to account for 300 inbound (to the project) vehicles that are assigned to use Sunfish Lake Boulevard to reach Industry Avenue. Of the 300 vehicles in this revision, 100 were assumed to use Sunfish Lake Boulevard and are included in the 418 vehicles assigned to the westbound right turn at Sunfish Lake Boulevard. The other 200 vehicles are assigned to the westbound through movement on Industry Avenue at Sunfish Lake Boulevard.

The turning movements in original Figure 8 on Sunfish Lake Boulevard and Industry Avenue included these vehicles and are not revised. Revised Figure 8, when compared to original Figure 5 (the future base traffic assignment), shows that 765 vehicles would enter the project from TH 10 east of Sunfish Lake Boulevard. The incremental difference in traffic turning right onto Ramsey and Armstrong Boulevards is 772. The difference between the two numbers is the result of rounding up during calculations made by the Traffix (computer modeling) program as it makes the incremental assignments from the multiple zones within the project site. Four additional pages of Appendix B are revised to account for this adjustment in traffic volumes: future with project (no mitigation)

Synchro assignment diagram (Attachment 2 at the end of this response document); the PM peak hour intersection calculation for TH 10 and Sunfish Lake Boulevard (Attachment 3 at the end of this response document); future with project (mitigated) Synchro assignment diagram (Attachment 4 at the end of this response document); and the PM peak hour intersection calculation for TH 10 and Sunfish Lake Boulevard for this condition (Attachment 5 at the end of this response document).

Comment #7. The Minnesota Department of Natural Resources (DNR) submitted the following set of comments:

Comment 7.1: Since all options assume discharge to the (Mississippi) River in one Corridor location or another (ex. page 17-17), and since there are recommendations, as well as text and figure references, for potential stormwater and wetland mitigation projects within the Mississippi River Critical Area Corridor/WSR/MNRRA, the City of Ramsey should also include a permit for "Environmental Permit Review and Approval as applicable for projects within the Mississippi River Critical Area Corridor/Wild and Scenic River District" in Table 8.1.

Response: The applicable City of Ramsey permit, as required by the City of Ramsey Comprehensive Plan (as amended February 26th, 2002) for placement of a stormwater outfall within the Mississippi River Critical Area Corridor, will be obtained before work on the outfall structure is initiated.

Comment 7.2: On page 9-2, paragraph 4, in the list of nearby environmental resources, we suggest that the Mississippi River citation should also note that it is "designated a state Critical Area and Wild, Scenic and Recreational River".

Response: The document has been changed to reflect the comment.

Comment 7.3: The DNR strongly encourages the implementation of proposals mentioned to mitigate impacts associated with the stormwater outfall to the Mississippi River, including high use at multiple scales of on-site retention and infiltration into the project; minimization of scour, erosion and velocities; and directional boring, erosion control and native re-vegetation. The proposed stormwater outfall to the Mississippi River will likely require a Public Waters work permit. This discussion of response to impact mitigation for the outfall should also reference the mitigation to improve the water quality of runoff prior to discharge to the River.

The DNR appreciates that proposed outlets for public waters wetland 2-670W (on-site) and Lake Itasca (off-site) will be above the ordinary high water levels and above the 100-year flood elevation for Lake Itasca. This will allow the natural storage of these basins to be utilized and permits for working in public waters will not be necessary for these two outlets.

Response: The City is currently working with the County to determine the route and character of the ultimate River discharge. Once these items are determined, the City can begin to work in earnest with the regulatory agencies to define the protection needed.

Currently, as pointed out in Item 17 of the AUAR, there is no discharge from the RTC site to the Mississippi River. Revisions within Item 17 in the AUAR document and the added Appendix J discuss the means that are proposed to handle runoff from the RTC site under some new drainage area and outlet assumptions. Negotiations on outlet alignment/character and further consideration of outlet options continue. The discussion of the drainage system does not include details on the specific BMPs that will be introduced into each block as they are constructed. The AUAR document looked instead at the overall need to address drainage under high flow conditions, and route that water such that flooding problems do not occur. This approach is required by the LRRWMO. Follow-up implementation of BMPs to enhance infiltration, filtration and detention will be a design detail that will likely lead to additional reduced runoff. Appendix J was developed after the release of the draft AUAR document in response to discussions with the County about the nature of the drainage outlet from TH 10 to the River. Details on runoff minimization BMPs will be an element of design as the project develops. Please refer also to responses for Comments #3, 7.13 and 12.10. The comment on outflow elevations is acknowledged.

Comment 7.4: The document accurately indicates that DNR Water Appropriation permit No. 85-6005 will need to be amended as additional wells are added to increase the municipal water supply due to the added development. It also mentions that monitoring of the surficial aquifer is recommended to determine more accurately whether there is an effect on the water table by withdrawals from the Franconia-Ironton-Galesville aquifer. Some form of monitoring will likely be a requirement of the permit process.

The statement of page 13-8 that the "wetlands in question experience natural drying during periods of low precipitation. The photographic history…shows wetland in the vicinity of the RTC site disappearing during the mid to late 1980s, which is prior to the development of the municipal wells. This same phenomenon occurs again in the mid to late 1990s and prior to the installation of wells 4 and 5" contradicts the statement on page 12-4 that "…photographic analysis showed that for the period 1981 through 1996, the acreage of wetlands remained fairly constant. Beginning in 1997, however, the acreage of wetlands visible on the aerial photography declined sharply."

Response: The discussion in "*Groundwater-Surface Water Interaction and Wetland Impacts*" in Item 12 has been modified to address the comments.

Comment 7.5: The document lacks discussion of water conservation in the new development. The DNR would like to know if "low water use" landscaping would be used to minimize irrigation, as well as whether flow restrictors, watering bans, or other water conservation measures will be promoted.

Response: To reduce peak water usage in areas served by the municipal water system, the City of Ramsey has implemented an odd/even day sprinkling ban, pursuant to City Code 4.40.06 subd. 10. Residents may water on odd numbered days if your address ends in an odd number, and on even numbered days if your address ends in an even number. The sprinkling restriction includes no watering between 10:00 a.m. and 8:00 p.m. since a significant amount of water is lost due to evaporation during the hot portions of the day. Homeowners with automated systems are strongly encouraged to program them to

operate after 10:00 p.m. This minimizes evaporation and lessens peak demand on the system.

In addition to the residential sprinkling ban, the City is in the process of implementing an irrigation policy that is specific to townhouse, multifamily residential and commercial connections to the municipal water supply that requires that:

- All irrigation systems must install an approved backflow device
- All irrigation systems must include a Rain Sensor device to prevent irrigation systems from operating during rain events.

The City will shortly be updating its water supply plan. At this time, the current DNR guidelines for plan content will be incorporated. The plan will address new well, storage and treatment plant requirements, as well as the role of conservation in the provision of water. The revised water supply plan should be completed during the beginning phase of RTC construction, and will be applied to the new development.

Comment 7.6: On page 14-1, paragraph 2, sentences 1 and 3, for accuracy, we suggest the following changes: "…contains the City's DNR-conditionally approved Mississippi River Critical Area Corridor/MNRRA plan." "…required elements, which the City has met and exceeded in some respects…"

Response: The document has been changed to reflect the comment.

Comment 7.7: On page 14-2, paragraph 1, next to the last sentence, the citation should be corrected to "…within Chapter 6105…"

Response: The document has been changed to reflect the comment.

Comment 7.8: We suggest the following change on page 14-2, paragraph 3, last sentence: "…Critical Area Plan has been conditionally approved b y the DNR as part of the City's LCP."

Response: The document has been changed to reflect the comment.

Comment 7.9: The summary of the environmental impacts on page 14-2 should acknowledge that there will be a stormwater outfall to the Mississippi River within the Corridor in one location or another because of the RTC site.

Response: The document has been changed to reflect the comment.

Comment 7.10: Regarding the asterisked paragraph on page 14-4, Executive Order C.1.a(8) requires preparation of criteria for control of noise, and does not specifically state that it is required for plans. This is a standard that we would look for consistency through city-wide or Corridor ordinances, not plans. Because local units of government shall permit development only in accordance with adopted plan and regulations and the DNR approval, the list of Executive Order standards submitted by DNR include those that must be assured by implementation of the Plan and regulations. Please omit the

asterisk on page 14-3 and the paragraph explanation on expected Plan amendments, as it is not needed.

Response: The document has been changed to reflect the comment.

Comment 7.11: On the stated assertion that the "…project does not directly affect the Critical Area" on page 14-4, last paragraph, if there will be a discharge to the Mississippi River because of this project, the project does directly affect the Critical Area, which should be acknowledged.

Response: The document has been changed to reflect the comment.

Comment 7.12: For any lands within the Critical Area/WSR/MNRRA Corridor under the County's jurisdiction that may be affected by discharge, stormwater management or wetland mitigation of the RTC project, the County is subject to the same state Critical Area laws for local units of government. The County's Critical Area Plan was conditionally approved March 14, 2002, including a condition that "all future uses, development, management, transportation, utility, parks, recreation, and capital improvement and public facility programs affecting lands under County jurisdiction within the …Corridor shall be consistent and permitted only in accordance with the County's Plan, the standards and guidelines of Executive Order 79-19, and other applicable local, state, and federal laws, whichever is more restrictive." For clarification, the last paragraph, the last sentence on page 14-4 should include the following: "The City will also work with Anoka County Parks to implement these standards and the County's DNR-conditionally approved MNRRA/Critical Area Plan within MRP land controlled by the County."

Response: The document has been changed to reflect the comment.

Comment 7.13: While we appreciate that much has been done to minimize runoff from the developed site, we encourage additional effort to achieve pre-development volumes of runoff entering the Mississippi River.

Response: Item 17 and the added Appendix J discuss the means that will be used to handle runoff from the RTC site. However, the discussion of the drainage system does not include details on the specific BMPs that will be introduced into each block as it is constructed. The AUAR document looked instead at the overall need to address drainage under high flow conditions, and route that water such that flooding problems do not occur. This approach is required by the LRRWMO. Follow-up implementation of BMPs to enhance infiltration, filtration and detention will be a design detail that will likely lead to additional reduced runoff.

Comment #8. Anoka County submitted the following set of comments:

Comment 8.1: There are concerns about several issues related to infrastructure capacity, timing, connections to existing portions of infrastructure, and financing of improvements. We suggest that it would be to the benefit of the City and the developer that the County continues to be involved early in design discussions for this important project in Ramsey.

Response: The City of Ramsey is committed to working with the County to address the identified issues. Discussions on transportation and drainage issues have already begun.

Comment 8.2: One of the major concerns involves the future function of CSAH 116. The County, along with Mn/DOT and Hennepin County, has been working on a project for another crossing of the Mississippi River. Current plans show the extension of CSAH 116 as the connection for the crossing within the City of Ramsey. Additionally, CSAH 116 has been upgraded to an A Minor Arterial-Reliever. The Reliever status of the road relates to its function as a reliever for TH 10 in this vicinity. Since CSAH 116 is the main roadway through the Ramsey Town Center, traffic patterns and access locations should be reviewed with these system functions in mind. The current number of access points may need to be reconsidered.

Response: The AUAR notes on page 21-3 that the river crossing is under study and that Industry Avenue and Armstrong Boulevard would be affected by the potential river crossing, both as to regional function and the amount of traffic in the future. As noted on page 21-4, the timeframe for build-out of the RTC site will occur before the potential river crossing is implemented. The AUAR requirement is for analysis of the project timeframe and any concurrent activities that will affect that timeframe. The potential requirements of the river crossing on the ultimate size of Industry Avenue will be considered as part of the joint City/County/Mn/DOT review of phasing requirements for the project mitigation (also see the response to Mn/DOT Comment #6.1).

Comment 8.3: Traffic generation from the Ramsey Town Center is anticipated to be 51,200 trips per day, greater than anticipated by previous land uses. As traffic is analyzed for the development and for the overall area, it will be important to consider a system of local collector streets to preclude an over-dependence on the County Highway System for local trips.

Response: The project is adding a system of local and collector streets within the project site to accommodate and disperse project traffic over a series of full and partial access points along the county highways adjacent to the site and the project traffic assignment has incorporated parallel routes (Sunwood Drive) to the extent feasible.

Comment 8.4: A minor, but important issue, all County roads bordering the site are designated as A Minor Arterials. At some points in the document, the roads are designated as Principal Arterials. This should be corrected. (See also comment #12.1)

Response: The last sentence in the third paragraph on page 21-3 (and the corresponding text in Appendix B) incorrectly states that Anoka County is seeking to change the functional class on Armstrong Boulevard and Industry Avenue to Principal Arterial.

Additionally, per comment #12.1 from the Metropolitan Council, the request for change has been approved. The text has been revised to the following:

> "The change in the functional class on these roadways to A Minor Arterial is in anticipation of this increased regional role."

Comment 8.5: Transit facility improvements are welcome at this location, both for the Northstar Corridor and for bus transit connections. We encourage participation by the City and developer in continued coordination with the County's systems (Anoka Traveler and Northstar), as well as coordination with Metro Transit, for future services and facilities.

Response: The City of Ramsey has requested a station stop at the Ramsey Town Center from the Northstar Corridor Development Authority (see also the Metropolitan Council Comment #12.3). Provision is made within the project for a park and ride facility to be used initially for the Northstar Coach service and ultimately for the commuter rail service. The project sponsor has authorized preparation of a Transportation Demand Management (TDM) plan for the project site that includes elements to encourage transit use by project residents, employees and visitors.

Comment 8.6: We recommend implementation of travel demand management (TDM) program as part of the overall development. Discussions should be held and plans made with the County and others relating to TDM activities before development plans are finalized. The discussion should include how the activities will be prioritized, funded, maintained, etc.

Response: See previous response. The TDM plan for the site will consider mechanisms for coordinating with the proposed Transportation Management Organization (TMO) in development by Anoka County, as well as coordination with Metro Commuter Services programs.

Comment 8.7: There is a listing of recommended improvements to roads and intersections within the County roadway system listed in item 21 of the AUAR; however there is no discussion of how these improvements will be funded or the timing of the improvements. We recommend the City and developer work these issues out in coordination with the County at early stages of the plan development prior to final approvals.

Response: See response to Mn/DOT Comment #6.13.

Comment 8.8: The AUAR discusses compatibility with the City's Comprehensive Plan; however, there are compatibility concerns with the County's Transportation Plan, specifically with respect to the CIP and financing of needed improvements. It will be important to collaborate with County staff on the timing and financing of improvements to the County road system.

Response: See response to Mn/DOT Comment #6.1.

Comment 8.9: There is discussion of the impact on municipal infrastructure, including public-street extensions, but there is no reference to the impact on the County Road system.

We would suggest that there is, indeed, impact including capacity, financial costs of construction and maintenance, etc. Because of these design and budgetary concerns, improvements such as signals, turn lanes, channelization, additional lanes for capacity, etc., should be considered the responsibility of the developers and/or the City.

Response: Comment noted. The suggested mitigation measures for transportation are made in the context of regional traffic patterns and while associated with the project traffic are not solely required to serve project traffic. Rather, by bringing the future level of service to an acceptable level, the project mitigation provides accommodation for future regional traffic demand.

Comment 8.10: The County regularly coordinates its systemic transportation issues with Mn/DOT. Due to its size and impact, the transportation issues posed by the Ramsey Town Center should also be coordinated with Mn/DOT plans for TH 10, commuter rail, commuter transit, and transit facilities for the area.

Response: See response to Mn/DOT Comment #6.1.

Comment 8.11: We would like to see provisions made in the Town Center design to accommodate a future potential pedestrian bridge, over TH 10 connecting the Town Center development to Mississippi West Regional Park. We concur that this should be aligned with the proposed treatment pond south of TH 10. In the interim, provisions should be made at the intersection of TH 10 and Ramsey Boulevard to accommodate pedestrian movement between the park and Town Center.

Response: The intersection improvements at TH 10 and Ramsey Boulevard described in Section 21 would include accommodation for pedestrians. The text on pages 21-8, B-17, and D-19 is revised to the following:

> "TH 10 at Ramsey Boulevard—add an eastbound and a westbound through lane on the intersection approaches; add an eastbound and a southbound left turn lane and a westbound right turn lane. Provision for pedestrian crossings of TH 10 needs to be included. …"

The project sponsor is committed to providing a pedestrian bridge of some kind in the future. The location and design of the bridge will depend upon several of the negotiations currently under way as part of the project design.

Comment 8.12: The design of the Ramsey Boulevard and TH 10 intersection must also accommodate the future vehicular connection between the park and Ramsey Boulevard south of TH 10. Ingress/egress to the park will need to be considered, with turn-lanes and stacking from TH 10 to the park entrance, and from the park entrance to TH 10.

Response: The requested intersection improvements would also be required to serve development in the Rivenwick 3rd Subdivision south of TH10. However, additional demand from the Park may require longer storage lengths in the westbound left turn and eastbound right turn lanes. The text on page 21-8 and page D-19 is revised to the following:

> "TH 10 at Ramsey Boulevard—…A southbound through lane and a northbound left turn lane and northbound through/right lane would need to be added to serve the Rivenwick 3rd Subdivision traffic and traffic destined for the Mississippi West Regional Park independent of the project traffic. Traffic demands from these other land uses should be considered when the intersection improvements are designed."

Comment 8.13: The proposed settling pond, treatment pond, and infiltration ponds, should be designed in such a manner as to meet the following objectives: bench in a tread way to accommodate a future trail with a minimum width of ten feet, plus two-foot wide shoulders, incorporate native plant materials that are suitable to the conditions of the site and provide an aesthetic park-like appeal, provide holding capacity to accommodate a 100-year flood event without over-topping the trail, and use an outlet structure at the Mississippi River which minimizes visual and physical intrusion in the park.

Response: Appendix J was developed after the release of the draft AUAR document in response to discussions with the County about the nature of the drainage outlet from TH 10 to the River. Most of the items mentioned above are addressed in the new Appendix. Details associated with items such as vegetation will be addressed during the detailed design process if this option goes forward. If negotiations with the County do not lead to the use of this outlet, other options that eventually lead to a River discharge elsewhere will be developed.

Comment 8.14: The viewshed from the park to the Town Center development should be considered. To the extent possible, plant materials should be used to screen the view of buildings or other man-made structures. Consideration of evening uses of the park should also be accommodated in lighting of the Town Center development. Light cast into the park or visible from the park will have a long-term detrimental impact on use of the park for evening activities.

Response: Item 26 addresses the visual impact of the RTC on the Regional Park. The Mitigation Element addresses the City Ordinance on lighting that will be followed to minimize light emission from the site.

Comment 8.15: We support the preservation of a wildlife corridor between Lake Itasca and the Mississippi River. To that end, provisions should be made in the design development of the Town Center and the future park to ensure continuity in both the alignment and natural characteristics of the wildlife corridor.

Response: The details of the drainage connections that would allow wildlife movement will be developed during the design stage. The current configuration allows for a continuous path from Lake Itasca to TH 10. The nature of the TH 10 crossing, currently a pipe, could prevent the easy movement of wildlife. The City will consider this need in designing the final drainage system.

Comment 8.16: Discussions should take place prior to detailed design to explore possibilities for achieving harmony in the architectural vernacular between the Town

Center development and the future park development, particularly where the two projects will interface e.g. lighting, site furnishings, landscaping, etc.

Response: The comment is acknowledged, and discussions on this have begun between the City and the RTC design team.

Comment 8.17: With the discussion of the City's water supply system and potential contaminant sources, this section should include discussion of the vulnerability of the City's wells and wellhead protection areas. The Minnesota Department of Health has determined that Ramsey wells 1 and 2 are not vulnerable to contamination and wells 3 and 4 are vulnerable to contamination. A formal well vulnerability assessment has not been completed for Well 5. We believe that Ramsey well 5 will also be classified as vulnerable to contamination. When the 10-year time of travel capture zone is determined for well 5 we believe that the wellhead protection area will be extended to the south.

Response: The *Wellhead Protection* section of Item 13 and page 19-2 of the document has been changed to reflect the comment.

Comment 8.18: It is our opinion that the AUAR has not provided adequate emphasis on the fact that this site is located within a City wellhead protection area. That the City is in the process of preparing and implementing a plan to protect the immediate groundwater resources (10 year time of travel capture zone) used for the municipal drinking water supply. And, that the wellhead protection plan must address potential contaminant sources because the FIG wells are determined to be vulnerable to surface spills and leaks.

Recommendations (of the commenter):

1. Discussion of the well vulnerability and wellhead protection area vulnerability should be included in this section and its impact on development of the site. However, this section should not preempt the wellhead protection planning or program activities of the City by addressing potential contaminant sources as a means to protect the City's water supply wells.
2. The AUAR should determine whether additional municipal wells are planned for the site. If additional wells are planned on, or near, the site the AUAR should address this.
3. The AUAR should discuss the timeline and necessity of determining the vulnerability of Ramsey well 5 and its potential impact on development within this site.

Response: Changes have been made in Items 13, 19 and 20 to reflect these comments. Reference is made to Appendix F, where future appropriations are also addressed. The City's planned update of its water supply plan will address the location and timing of new facilities associated with the RTC site.

Comment 8.19: The AUAR does not accurately summarize information on the geologic hazards and soil conditions in Item 19. The shallow water table, non-continuous clay

layer, shallow bedrock valleys, and (especially) the elevated tritium levels in the City wells indicate that shallow groundwater contamination will reach the City wells. In fact, the MDH has determined that Ramsey wells 3 and 4 are vulnerable to shallow groundwater contamination (Steve Robertson, MDH Hydrologist, 651-215-1322) and requires the City to address all potential contaminant sources in its wellhead protection plan (Art Persons, MDH Planner, 507-292-5138).

This does not mean that a leaking underground storage tank would likely cause the water from the City well to rapidly become unfit to drink. It means that in a system to uniformly evaluate the vulnerability of public water supply wells – Ramsey wells 3 and 4 require more attention to contaminant sources than other wells.

Recommendation (of the commenter):

4. The statement in the Summary of Environmental Impact (page 19-3) should be modified to reflect the above comments.

Response: The Summary of Environmental Impact in Item 19 has been changed to reflect the comment.

Comment 8.20: Discussion of this important drinking water protection program should be focused in this document instead of distributed throughout the sections of the AUAR.

Recommendation (of the commenter):

5.The discussion regarding wellhead fundamentals should be consolidated with discussions in other sections and placed in the water use section/item.

Response: Discussion of wellhead protection program fundamentals was expanded and consolidated into the *Wellhead Protection* section of Item 13. However, discussions of wellhead protection relevant to Items 19 and 20 remain within those Items.

Comment 8.21: The statement on page 13-2 regarding MDH approved wellhead protection plans is not accurate. Currently, the City is completing the second half of its wellhead protection plan that addresses wells 1, 2, 3 and 4. Well 5 is not part of the City's developing plan because it was constructed and activated after a wellhead delineation project commenced. A separate wellhead delineation project will have to be performed for Well 5 and likely addressed as a plan addendum with other City wells constructed in the next two years.

Recommendations (of the commenter):

6. The statement regarding the City's wellhead protection plan should be modified to reflect the above information.

7. Information regarding the location of the anticipated additional well should be included in the AUAR.

Response: The paragraph on page 13-2 has been modified as follows:

"Water Supply. The City currently operates five municipal wells in two well fields (Figure 13.2) and anticipates drilling an additional well in the near future. The first half of the wellhead protection plan for both well fields has been completed and approved by the Minnesota Department of Health (MDH). This half of the wellhead protection plan addresses WHPAs, DWSMAs and well vulnerability classifications for all municipal wells with the exception of well number 5. Well 5 is not part of the developing plan because it was constructed and activated after the wellhead delineation project began. A separate wellhead delineation project will be necessary for well 5 which could be performed in coordination as a plan addendum with other municipal wells that will be constructed within several years. The second part of the City's wellhead protection plan is currently in progress and will address contaminant sources and education initiatives within the site and the City WHPA/DWSMA. Items 19 and 20 further detail the geologic setting and the potential Town Center impacts to the water supply. Appendix F provides a discussion for the potential locations of additional municipal wells."

The location of new wells within the City is currently under study by the City as part of its water supply plan update. As stated in the AUAR, three new wells are likely needed to support growth associated with the RTC site and the western portion of Ramsey. Wellhead protection and appropriation issues will be addressed by the Minnesota Department of Health and DNR as part of the permitting process, as identified in Table 8.1.

Comment 8.22: We concur with the statements on pages 13-7 and -8 that groundwater level monitoring of the surficial aquifer would provide valuable information regarding trends in the availability of shallow groundwater that recharges the deeper aquifer utilized by the City's wells. If it becomes necessary, such wells could be used to test and monitor the quality of the surficial aquifer in the event of a spill other pollution event.

Recommendation (of the commenter):

8. Insert discussion considering the installation of surficial monitoring wells to aid in determining if increased water demand from this development impacts groundwater availability. Selection of monitoring well positions should provide for determining groundwater flow direction. The materials and construction of the monitoring wells should be sufficient to utilize, if necessary, as water quality monitoring wells.

Response: The "Permitting" paragraph in Item 13 was modified to reflect the County's comment.

Comment 8.23: The statement on page 13-8 that underground storage tanks (USTs) are restricted within a wellhead protection area may not be accurate. We are not aware of any additional restrictions or requirements for USTs within wellhead protection areas.

Recommendations (of the commenter):

9. This statement should provide a reference to State statute, rule, or local ordinance that places this addition restriction on USTs located within a wellhead protection area. If no supporting regulatory documentation is provided this statement should be deleted.
10. That the AUAR acknowledge that USTs may be located in the City's wellhead protection areas and encourage the City to address this potential contaminant source in their wellhead protection plan (under development).

Response: The Mitigation Element of Item 13 of the document has been changed to reflect the comment.

Comment 8.24: Re: Page 20-3 - The Ramsey Wellhead Protection Plan is in development. Part 1 on the wellhead protection plan, addressing WHPAs, DWSMAs and well vulnerability classifications has been completed and approved by MDH. Part 2 of the City's wellhead protection plan is being developed and will address contaminant sources and education initiative within the site and the City WHPA/DWSMA.

Recommendation (of the commenter):

11. That this statement be combined with other references to wellhead protection planning and inserted into the Water Use section/item. References to a developed wellhead protection plan should be modified to completion of Part 1 and continuing development of Part 2.

Response: See response to comment 8.1. References to the wellhead protection plan as having two parts have been corrected in the document as suggested.

Comment 8.25: (page 20-3) "*The most controlled land use in the WHPA is the use of underground storage tanks to store petroleum and any other potentially harmful substance. Underground tanks are allowed in the WHPA if the tanks are double-walled and groundwater around the tank is monitored for contamination from a possible leak in the tank. However, the use of underground tanks in these areas is strongly discouraged. In the case that a leak occurred, alternative water sources, such as the emergency connection with the City of Anoka, would potentially have to be used*".

This statement overemphasizes the impact of a leaking underground storage tank on public water supply wells. Also, the "most controlled land use" in a wellhead protection area is a site-specific and debatable issue that may be taken up in the development of each wellhead protection plan. Each City in consultation with the MDH establishes its priority for address potential contaminant sources within its WHPA/DWSMA.

Recommendations (of the commenter):

12. Reference to underground storage tanks should be removed from the discussion of WHPA. Discussion of wellhead protection should emphasize that the process is specific, and tailored, to land use conditions within each WHPA/DWSMA. The development of the City's wellhead protection plan and priority of contaminant sources should be left up to the City in consultation with the MDH.

13. The statements regarding wellhead protection in this section should be combined with other wellhead protection statements, found throughout the document, and placed in the Water Use section/item.

Response: The issue of underground storage tanks is relevant to the RTC site and was not removed completely from the text. The document has been changed to reflect all other aspects of this comment. See response to comment 8.1.

Comment 8.26: The three departments that reviewed this document have attempted to provide a thorough review of the AUAR for the Ramsey Town Center. Realistically, there will be changes to the plans to consider and many more levels of detail to review as the development progresses. Many of these changes and details will have the potential to impact the County infrastructure. Because of this, we ask that the City and the developer continue to work closely with the County on the issues raised in this review.

Our mutual goals will be best met if we continue working with each other in these early stages of the development plans, and if we plan to continue coordinating our efforts through the build-out of the Ramsey Town Center. Toward that end, we invite the City and developer to meet with the County at your earliest convenience to begin discussions of our comments and the issues raised in this letter.

Response: As stated in the response to Comment #8.1, the City intends to work closely with the County on all of the issues of joint concern.

Comment #9. The U.S. Department of the Interior - National Park Service (NPS) submitted the following comments, based on its statement that the "…proximity and the potential for RTC connections through the MNRRA corridor and to the Mississippi River itself, certain components of the RTC planning process could have a direct impact on the MNRRA corridor":

Comment 9.1: Regarding stormwater runoff, the AUAR states that the RTC will require a stormwater outlet to the Mississippi River. Item 8, question 5 (page 8-6) states that a discharge path has not yet been identified and that permitting by the DNR will be required for future discharge to the River. We encourage the City of Ramsey to work closely with the DNR and other relevant agencies in the design of the RTC stormwater management system. Tables 17.1, 17.2 and 17.3 suggest significant increases in stormwater runoff from existing conditions during the 100-year rainfall and snowmelt events, for both the minimum and maximum projected runoff condition. We encourage minimization of runoff to the greatest extent possible and adherence to the Mississippi River Critical Area standards, as well as those of the MNRRA CMP.

Response: As stated in previous responses to Comments #3, 7.3 and 7.13, the details on runoff minimization BMPs will be an element of design as the project develops. The City is currently working with the County to determine the route and character of the ultimate River discharge. Once these items are determined, the City can begin to work in earnest with the regulatory agencies to define the protection needed.

Comment 9.2: The issue of a potential river crossing is also raised in the discussion on traffic in Item 21 of the AUAR. While decisions regarding a future bridge crossing will be made through the transportation planning process, the development of a town center could influence decisions for a new River bridge. In its plans for the RTC, we urge the City to carefully consider the potential impacts of any future crossing on the River corridor and on existing and proposed parks and open space on both sides of the river.

Response: As noted on page 21-3, a potential river crossing is being studied and a draft scoping document has been prepared. Page 21-3 further notes that an EIS for the river crossing would be the next step in the planning process. Such a document would address both the transportation and parks and open space impacts of the potential crossing.

Comment 9.3: The NPS also encourages the creation of continuous greenway corridors to, and along, the Mississippi River where possible, and promotes connections to the regional trail system, including access to the River. We also urge consideration of visual impacts on the river corridor of any tall structures planned within the RTC boundary, such as new elevated reservoir or communications towers.

Response: The AUAR identified the desire of the City and the RTC developer to connect the new RTC to the River trail via a connection along the drainage corridor. This connection would provide an opportunity for new residents and visitors to the RTC to walk to the River trail. The issue of visual impacts is addressed in Item 26 and in the response to Comment #8.15. The City acknowledges the comment on tall structures and will work with the developer to address this concern during site and building design.

Comment 9.4: The MNRRA Comprehensive Management Plan (CMP) provides NPS land use and protection guidelines for the Mississippi River corridor. Policies of particular relevance too RTC planning are as follows:

> Policy 2, page 13: Reduce runoff through coordinated efforts of state and local agencies to update development and enforcement standards for major new

construction and redevelopment projects and by promoting increased stormwater retention in new construction and redevelopment projects.

Policy 11, page 20: If it becomes necessary to increase river crossing capacity, the order of preference will be first to expand the capacity of an existing bridge, second to add a parallel structure, and third to establish a new corridor. Development of a new crossing corridor will occur only when no feasible and prudent alternative (including consideration for a greater reliance on intermodal transportation) exists and only if the crossing is included in approved regional transportation plans. This includes the *Major River Crossing Study* prepared by the Metropolitan Council.

Response: The relationship of the RTC site development to the MNRRA documents, guidelines and policies is addressed several places in the AUAR document, including Items 9, 12, 14, 17, 25, and 27. Item 14 discusses the relationship between the MNRRA corridor and the Critical Area and Wild and Scenic River area. Although the RTC site is not within the corridor that defines each of these protected areas, it is adjacent to it and will discharge stormwater into and through the corridor. Because of this, special provisions will be made to minimize impact as described throughout the AUAR and in the newly added Appendix J. There will be strict adherence to all of the protective guidelines and regulations in effect. Reference is also made to the stormwater minimization and mitigation plans of the AUAR.

The River crossing is not a part of the RTC development. The traffic impacts of the RTC relative to any river crossing are discussed in Item 21. See also the response to Anoka County Comment #8.2.

Comment #10. The Lower Rum River Watershed Management Organization (LRRWMO) submitted the following statement:

We have received a copy of the AUAR for the Ramsey Town Center as submitted by the City of Ramsey. The permit applicant/developer must comply with the storm water management criteria, water quantity and quality, of the LRRWMO. The LRRWMO, being the Local Governmental Unit (LGU) administering the requirements of the 1991 Wetland Conservation Act, will also be reviewing the Wetland Fill/Mitigation Permit Application to ensure that the requirements of the Conservation Act are met.

Response: Table 8.1 acknowledges the permit coordination that is needed with the LRRWMO before any construction begins. All of the stormwater management and wetland mitigation elements in Items 10, 12 and 17 were prepared with LRRWMO and City input to properly reflect LRRWMO criteria. The City will work closely with the LRRWMO during all phases of design to assure that the WMO criteria are met.

Comment #11. Erika Sitz (citizen) submitted the following comments:

Thank you for the opportunity to comment on the AUAR document. My comments are confined to the sections concerning effects of this project on water resources, primarily on groundwater. This should trigger a more comprehensive review of water issues.

I realize that this document is for the Town Center development project and focuses on that geographical area. It's my understanding (though I am not certain of the scope) that it also takes into account other development, and thus effects on water, in Ramsey. But the nature of this kind of document is that it isn't the vehicle for a comprehensive approach that examines a broad enough scope to answer questions about its effect beyond this city. My greatest concern is that there has not been enough attention paid to the **cumulative** effects of the development that is happening in the northern metro area, for which I'm using the extended Metropolitan Statistical Area definition rather than the seven-county Metropolitan Council definition. This also more realistically covers the range of the Franconia-Ironton-Galesville (FIG) aquifer that is the drinking water source for this area, since the prolific Prairie du Chien-Jordan Aquifer is absent.

I am not a technical professional. I'm expressing a concern as a citizen that this kind of review by done by those who are so qualified, and who are removed from any involvement in this project, and that this review occur **before** the momentum for such a massive undertaking makes it impossible to do a thorough and competent professional job. I'm not picking on the Town Center project per se, but because of its scope it's a red flag to me to say we must look at a broader picture now rather than later.

I'm familiar with the tension that results from the current two-step process, first a general examination of environmental effects in the review document and then the "we'll address the details in the permitting process later" second step. My experience is that this always results in a question of "how can we ameliorate the effects of _____?" rather than "is this a wise thing to do, or more precisely to do on such a scope and scale, and how can we modify _____ to prevent or minimize negative effects?" I don't think that's a wise way to look at a specific proposal, but I'm even more certain that the piecemeal approach is not the best way to look at the broad picture. A **comprehensive review** should be done by an entity that is not involved in any project anywhere and thus can examine the issue from the broadest context and without any bias. This to me is the Minnesota Department of Natural Resources, Division of Waters.

I'm not technically competent to address the specific issues raised, e.g. relationship between the FIG and the surficial aquifer, but I'm eager to see agency responses to these issues.

Response: The City appreciates the input from Ms. Sitz as a concerned citizen. The State AUAR process was developed by the State Environmental Quality Board (EQB) to address the need for a more thorough cumulative assessment on large-scale projects. The extensive analyses in Item 13 and Appendix F were done to specifically address the impact of this site on the Franconia-Ironton-Galesville (FIG) aquifer. Extending this analysis beyond the immediate Ramsey vicinity to the Metropolitan Area is well beyond the scope of this AUAR. However, the City is willing to undertake whatever studies will be required by the DNR for amending the City's water appropriation permit. In addition, the joint study of the FIG aquifer referred to in the Minnesota Department of Health comments (Comment #13) will also assist in assuring the long-term viability of this resource in Anoka County. Both of these efforts will be done in cooperation with state agency staff having no involvement in this project.

Comment #12. After expressing its finding that the AUAR is complete, the Metropolitan Council submitted the following advisory and technical comments:

Comment 12.1: In Section 21- Classification Summary, the reclassification changes to A-minor arterials for Industry Avenue and Armstrong Boulevard were approved in April 2003.

Response: The last sentence on page 21-1 (and in the corresponding section of Appendix B) is changed to the following:

> "In April 2003, Anoka County received a functional class change for Industry Avenue and Armstrong Boulevard to upgrade their designations to A-Minor Arterial."

Comment 12.2: In Section 21- Planned Improvements, this section should note that any major improvements to the TH 10 corridor have to be in the Metropolitan Council's Transportation Policy Plan before major investments in the corridor can be programmed. This document is scheduled to be revised in 2004. The section acknowledges funding shortfalls, which could delay any significant investment on the Ramsey segment of the corridor until the year 2020 or later. Further, there are no planned improvements for the TH 10 corridor in the current Minnesota Department of Transportation (Mn/DOT) 10-year Plan which identifies major highway project construction to the year 2012.

Response: The following is added after the third paragraph on page 21-3:

> "For improvements like the Northwest River Crossing and the IRC enhancements to TH 10 to be funded, the investments need to be included in the Transportation Policy Plan (TPP) prepared by the Metropolitan Council in its role as Metropolitan Planning Organization for the region. Updating of the current TPP is scheduled to occur in 2004."

Comment 12.3: In Section 21- Planned Improvements (page21-3), the AUAR should note the City of Ramsey formally requested the Northstar Corridor Development Authority (NCDA) in 2002 to add a Ramsey commuter rail station to the project. The request was forwarded to Mn/DOT by the NCDA and the department agreed to further evaluate the feasibility of a station at the Ramsey Town Center site. The feasibility study should proceed when the state portion of the funding for the commuter rail project is secured.

Response: The following sentence is added to the last paragraph on page 21-3:

> "Additionally, a request by the City of Ramsey to the Northstar Corridor Development Authority to further evaluate the feasibility of a station at the Ramsey Town Center was approved by Mn/DOT (the lead agency for the EIS) and should proceed when the state portion of funding for the commuter rail project is secured."

Comment 12.4: In Section 21- Traffic Analysis Report Summary, this section should acknowledge the development and potential benefits of a pedestrian circulation system for the site as conceptually illustrated in the "RTC LLC" plan shown in Section 6. With a variety of mixed land uses, higher density and a pedestrian-friendly environment, a pedestrian system was part of the themes and desired outcomes for the Ramsey Town Center design which emerged from the Calthorpe lead planning effort for the Ramsey Town Center site. The mix of land uses, compactness and network of greenways/drainage ways should induce bike and pedestrian trips for work, shopping, school, entertainment, and recreational purposes. If not year-round, at least seasonal. These internal trips would replace some auto trips. The AUAR should address the potential for alternative mode splits and indicate if some form of a pedestrian walk way system is still part of the project's development program.

Response: On page 21-5, the traffic analysis for the AUAR incorporates trip generation adjustments for the density and diversity of the project's mixed use pedestrian oriented design that account for approximately 16 percent of the project PM peak hour trip-making that would otherwise occur in automobiles. Further reductions for alternate mode use related to the project's design were considered uncertain given that dedicated transit to the site is not yet a reality and that the suburban location of the project and short timeframe to build-out indicate a continued (at least initial) use of automobiles to access the project in advance of a transit infrastructure being built.

Comment 12.5: In Section 21- Mitigation Element, given the bleak long-term outlook for the timely availability of state and county funding (acknowledged by the AUAR document) to complete the projects listed, and assuming the need to have the projects completed by the time the Ramsey Town Center project is scheduled to be completed in 2007, it may be useful to prioritize the projects that are critical to providing a reasonable level of access to the project. An emerging trend is for more local funding of critical highway projects needed to support ongoing local development. The local funding is one means to insure that needed highway improvement projects are constructed in a timely manner. Local funding strategies can range from fully paying for the project such as the new Tamarack Interchange in Woodbury, city/private partial funding provided to construct the I-494 Penn Avenue Interchange, or reimbursements. Reimbursements are typically financial agreements between Mn/DOT and a municipality whereby the municipality funds a Mn/DOT project to accelerate the timing of its construction. The municipality is refunded the project cost at a future time when funds for the project become available to the department. The AUAR should acknowledge the need for creative funding mechanisms and partnerships if the mitigation projects listed are to be constructed within the desired time frame as determined in part by the phasing and timing of the Ramsey Town Center project.

Response: See response to Mn/DOT Comment #6.1.

Comment 12.6: In Section 17 - Water Quality - Stormwater Runoff, in the AUAR, alternative land consumption strategies were considered to reduce the amount of impervious materials on the site. A suggestion is the design of a project that implements a shared parking design to reduce the tendencies in commercial development to over

design (given conventional parking stall/commercial square footage ratios) the number of parking stalls constructed.

Response: This is a good suggestion that forms the basis for the traffic section of the AUAR. The traffic design is predicated on a shared parking concept for the mixed use core of the project area that supports the trip adjustments for mixed use (See Metropolitan Council Comment #12.4).

Comment 12.7: In Section 18, the AUAR indicates the projected build-out flow from the Town Center, currently located within the 2020 MUSA boundary, will be 4.2 Million Gallons per Day (MGD) and 7.3 MGD for the City as a whole. The design flow per acre based on proposed land use type appears to be conservative, although acceptable. The City's design of the local wastewater systems is higher than those used by the Metropolitan Council Environmental Services (MCES) to design metropolitan facilities. Based on the information in the AUAR, MCES believes the actual flow from the existing MUSA with the Town Center would be 3.5 to 3.8 MGD. This requirement is consistent with Metropolitan Council Wastewater System Plan.

The comprehensive plan will need to be amended to include the Town Center prior to implementing the AUAR. The long term flow projections for the City of 7.3 MGD as shown in the AUAR is not consistent with the Metropolitan Council Wastewater System Plan and thus represents a substantial impact to the Metropolitan Disposal System. This need for future sewer services will require changes to the Council's Systems Plan. A meeting should be established between the City and the Metropolitan Council to discuss this need.

Response: We concur with the observation that flows within the 2020 MUSA may not be as high as those presented in the AUAR. At this level of planning, it is difficult to project future flows to a high degree of accuracy. Therefore, it should be assumed that a 20% deviation in projections in either direction is possible.

We also concur that the *Comprehensive Sewer Plan* must be upgraded to incorporate the RTC development, as well as other changes in development projections. The Mitigation Element for the revised Item 18 addresses the intent of the City to address this need with MCES. Finally, we concur with the recommendation to schedule a meeting with MCES to discuss the potential major impacts of the projected 7.3 MGD flows at full build-out.

Comment 12.8: In Section 10 - Cover Types, if there are any significant native trees in the shelterbelts or the homestead site, the project would benefit from preserving and incorporating the trees into the new development to the extent possible. A city tree ordinance may provide the appropriate mitigation process for any trees that are removed.

Response: The City's Environmental Policy Task Force (EPTF) is charged with creating a tree preservation ordinance that will require certain data to be provided prior to start of construction of improvements that includes location, size, and type of trees located on the development site. In addition, the ordinance prescribes measures to be taken during construction that will protect the trees to be saved. The ordinance also creates the Ramsey Tree Book that outlines preferred, acceptable, and unacceptable trees to be

planted in Ramsey. The City has scheduled a public hearing on a draft ordinance on June 5, 2003, with the expectation that the City Council will review the ordinance later in June.

Comment 12.9: In Section 11 - Mitigation Element/Wildlife Habitat, the proposed greenway and trail connection between the Town Center project and the Mississippi West Regional Park, Regional Trail and the Mississippi River may provide a desirable connection. For the trail connection to be safe and convenient for people to use, a grade-separated connection is preferred. An over pass would seem to provide a safer connection for people due to the length a tunnel would need to be to traverse both the railroad tracks and TH 10. A wildlife corridor connection would likely work better if it was an underpass. The Minnesota Department of transportation provides "critter crossing" on some of their road projects and could provide examples of successful projects. A wider and greener connection would make the connection between the development and the regional park/river stronger.

Response: Please refer to the response to Comment #8.16 for the wildlife element. The details of the trail connection are under discussion among the County Parks Department, the City and the developer. It is anticipated that Mn/DOT will ultimately be part of the discussion as well as the design details for crossing TH 10 develop.

Comment 12.10: In Section 12 - Drainage Area 26, a portion of the storm water connection to the Mississippi River is proposed to be in Mississippi West Regional Park. Coordination with Anoka County Parks is required for any work proposed in the park. If storm water management for the Town Center development is done in the park, appropriate mitigation should be provided. Public park land that was purchased/donated for park purposes that is used to manage storm water for an off-site development should be replaced with comparable parkland. Figure 12.4 indicates that some of the wetland mitigation will take place in the regional park. If land within the park is utilized for wetland mitigation for the Town Center development, this land should be replaced with comparable land.

Response: Discussions are under way with the County on the use of its land to develop a drainage and trail corridor between the RTC site and the Mississippi River. The new Appendix J shows that the drainage infiltration featured noted as 26b in Figure 12.4 no longer extends into the Mississippi Regional Park. However, a pipe connection from 26b to the River remains a part of the drainage concept, provided this route is approved by the County. The nature of the pipe and the design of the outlet structure at the River are discussed in Appendix J and will be the subject of regulatory review by the DNR, County and City if and when it occurs.

Comment 12.11: In Section 12 - Mitigation Impacts Associated with Stormwater Outfall to the Mississippi River, preservation of the river bluff and its natural vegetation is important. The storm water management infrastructure should strive to minimize disturbance to the natural shoreline of the river. Council staff concurs with the AUAR recommendation for use of directional boring techniques in lieu of open-cut construction.

Response: The City concurs with the need to protect the River bluff. Please refer to the above comment (#12.10) response and Appendix J, and the discussion of Critical Area/MNRRA/WSB standards in Item 14.

Comment 12.12: In Section 14 - Resource Protection Zones, Water Related Management District, if wetland mitigation or stormwater management for the Town Center project takes place on the south side of TH 10 and in the regional park, those activities are within the Mississippi Critical Area and the appropriate rules apply from the City's Critical Area Plan.

Response: Please refer to the discussion in Item 14.

Comment 12.13: In Section 11 - Fish, Wildlife and Ecologically Sensitive Resources, given the extent of the proposed water feature on the site and extent of nearby sandy upland area, the site habitat may be even more amenable to amphibians and reptiles in the future than it is now. Turtles are known to travel up to a mile from wetland feeding areas to their upland nesting areas. Council staff recommends requiring the use of surmountable curbs on all roads within the proposed development area so turtles do not become trapped within the roadways.

Response: Although the city of Ramsey uses a standard of B618 curb and gutter, it realizes the importance of protecting turtles from becoming trapped within the roadways and has modified that standard on new developments in sensitive areas. This standard modification has predominantly been used in residential areas with low traffic volumes. Since the City of Ramsey is committed to protection of any protected species, it would be willing to change to surmountable curbs in all residential areas and look into the higher traffic roadways and commercial areas to determine the feasibility of installing surmountable curbs there as well.

Comment 12.14: In Section 13 - Water Use, the AUAR states on page 13-7 that the groundwater level in the FIG has been trending upward in the last two years. It goes on to state that there appears to be no effect from pumping the municipal wells on the water level in the surficial material. It further recommends that long-term monitoring of the surficial aquifer be conducted. The Council concurs with this recommendation. Two years of data is not sufficient to show the long-term effects of pumping. The fact that the water level in the two wells analyzed level off after a short period of pumping may indicate that water is leaking from the surficial aquifer.

In addition, the tritium sampling discussed on pages 19-2 and 19-3 of the EAW indicate that water in the City's municipal wells has recharged within the last 50 years suggesting a connection between the surficial and bedrock aquifers. The Council is currently undertaking studies to evaluate the ability of the FIG aquifer to support planned growth in the northwest metropolitan area. While the study conducted for the AUAR concludes that the FIG has sufficient capacity to support growth, the Council recommends that the city continue monitoring water levels to establish long-term trends and further evaluate aquifer capacity and potential impact on surface water features.

Response: The City acknowledges these points and refers the commenter to the response to Comment #13.1.

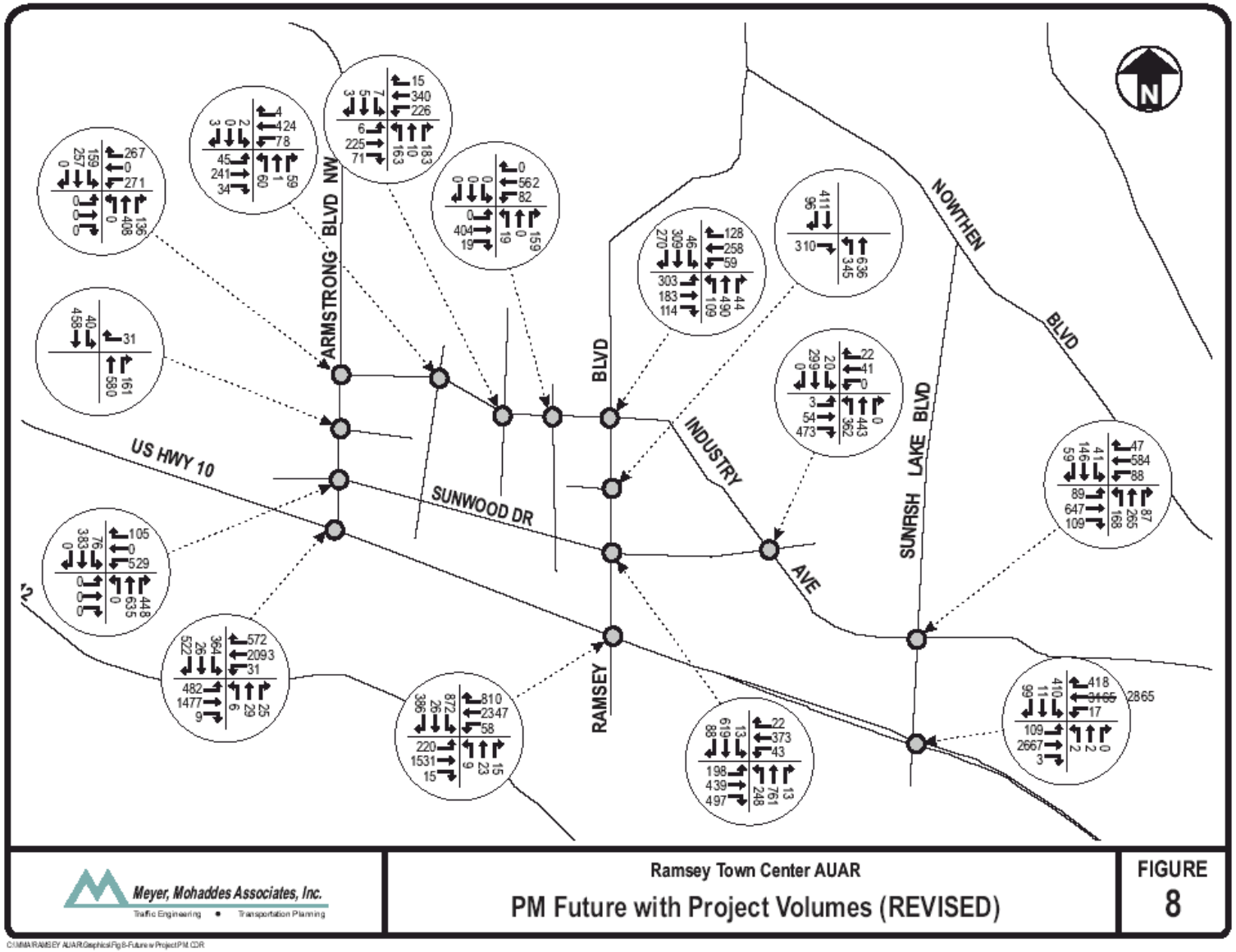
Comment #13. The Minnesota Department of Health (MDH) submitted the following advisory and technical comments:

Comment 13.1: The wells used as a source of supply by the City of Ramsey's water supply system are completed in the FIG aquifer. Local indicators (as discussed in the AUAR, especially in Appendix F) are that the capacity of the FIG in the Ramsey area is sufficient to handle the existing and anticipated future withdrawals, with limited effects on the overlying materials. I am not sure if the observations made in the report are due to a higher inherent transmissivity, greater natural and pumping-induced recharge, or some combination of these factors, than is observed for the FIG elsewhere, but I would point out that the properties of the FIG are somewhat variable in the Metropolitan Area. Therefore, I would encourage the City to make itself aware of ongoing research being conducted by the Minnesota Geological Survey and the Metropolitan Council on the FIG and its water supply potential in the northwestern part of the Twin Cities Metropolitan Area (Chris Elvrum at the Met Council, 651-602-1066). Understanding the system dynamics of the FIG locally and regionally will help the City respond to (and perhaps avoid) complaints about its municipal pumping interfering with other local resources such as private wells and surface water bodies.

Response: The City acknowledges the differences in the FIG within the region and is committed to undertaking the study identified in the AUAR to further its knowledge of the FIG behavior locally. The City will follow the progress of the MGS/Met Council study and will cooperate to the extent possible with all of the agencies involved in researching and regulating use of the FIG. The City recognizes the need to provide observation wells in the glacial aquifer and the need to perform both a pump test and long term trending analysis. It also concurs with the observation that the local transmissivities observed in Municipal Wells No. 3 and 4 are probably not representative of average conditions with the FIG. As a result, a more extensive hydrogeologic investigation of the local FIG capacity is planned prior to installation of additional wells.

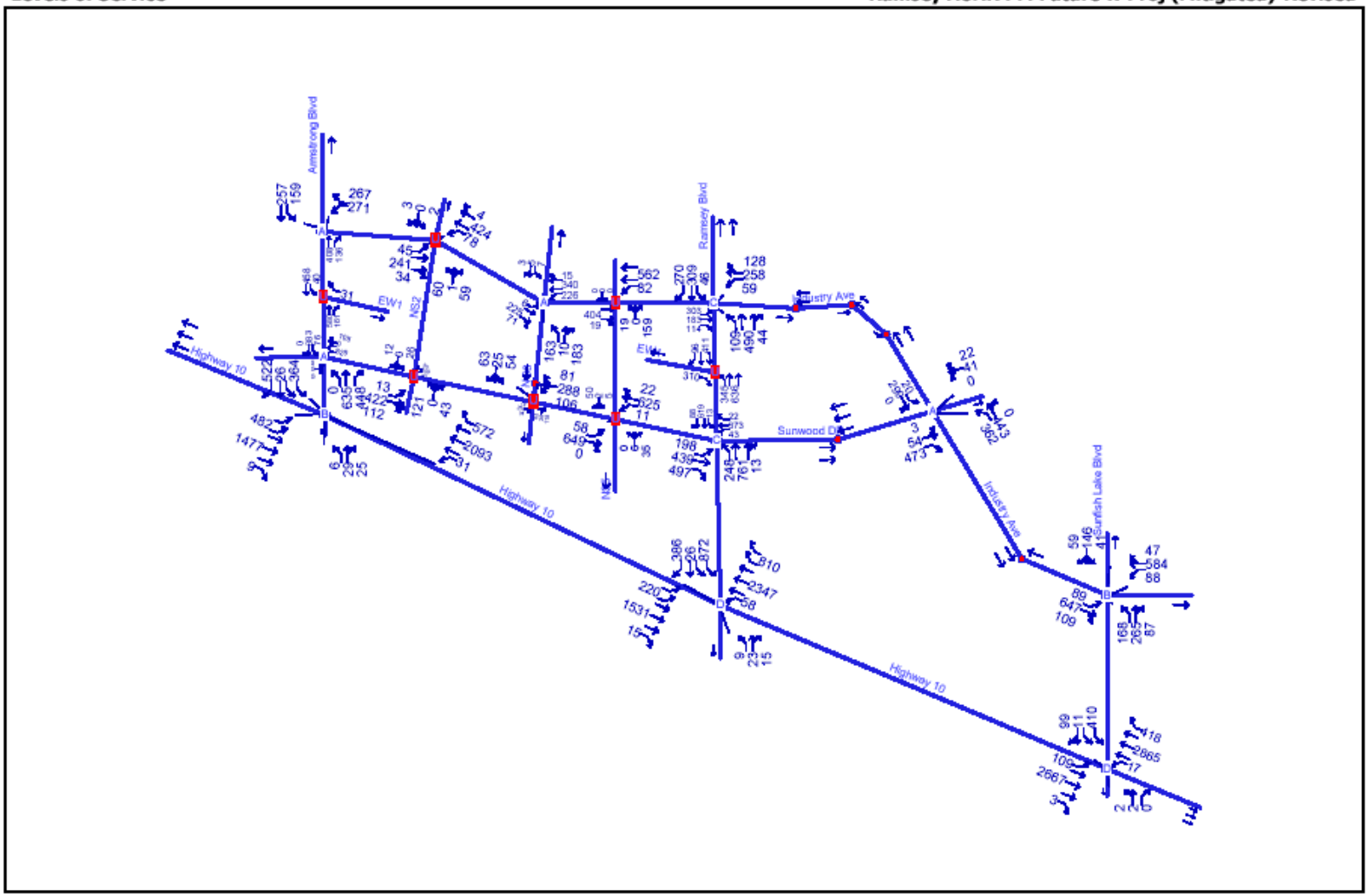
Comment 13.2: I would encourage the recommendation made on pages 13-7 and 13-8 (as well as Appendix F) that one or more nests of monitoring wells be placed in the area around the well filed to monitor water level changes in the glacial materials over time. I might also suggest that, if these wells were to be placed, a pumping test could be performed using one of the city's existing wells. Such a test would establish the nature of the hydraulic connection between the bedrock and the (surficial) drift and could probably be accomplished at little cost to the City. MDH staff and equipment are available to assist with such an effort because the results could be used to refine the wellhead protection planning efforts of the City. In the end, the kind of data generated from long term monitoring and from pumping tests will be of greater value in establishing the effect, if any, of municipal pumping on groundwater elevations in the area than just about any other kind of data or analysis.

Response: The City acknowledges the comments and will incorporate them into its monitoring program as it develops. The offer of staff and equipment assistance is gratefully acknowledged, and will be considered as well.


ARMSTRONG BLVD NW
BLVD
NOWTHEN BLVD
US HWY 10
SUNWOOD DR
INDUSTRY
SUNRSH LAKE BLVD
AVE
RAMSEY
N
Meyer, Mohaddes Associates, Inc.
Traffic Engineering • Transportation Planning
Ramsey Town Center AUAR
PM Future with Project Volumes (REVISED)
FIGURE
8

Map - Ramsey AUAR
Levels of Service

Timing Plan: PM Peak
Ramsey AUAR PM Future w Proj (Mitigated)-Revised



05/23/2003
Meyer, Mohaddes Associates Inc.

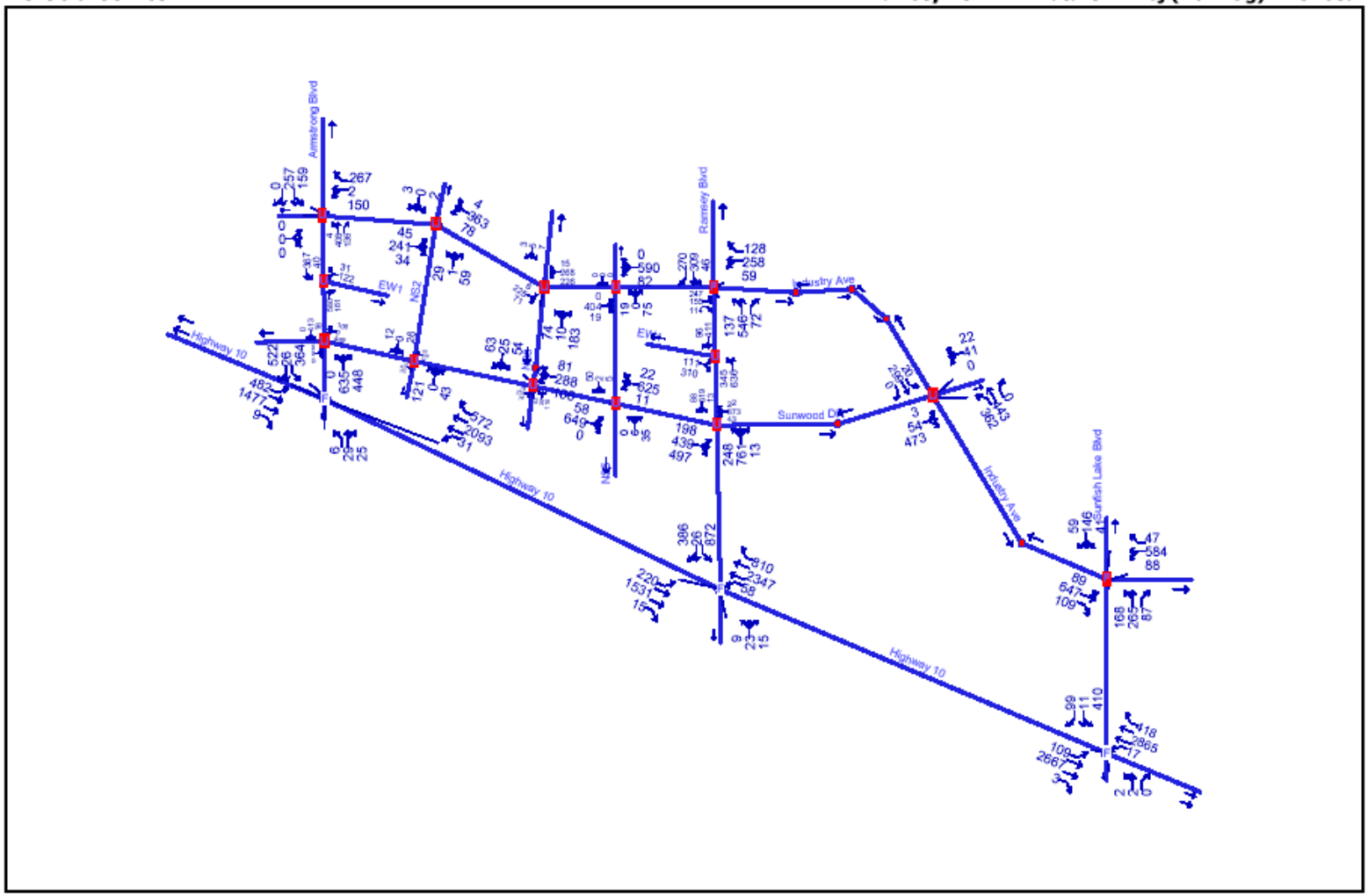
HCM Signalized Intersection Capacity Analysis **Scenario: PM Future w Proj (Mitigated)-Revised**
9: Highway 10 & Sunfish Lake Blvd Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583		1817		3433	1611	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.69		0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583		1292		3433	1611	
Volume (vph)	109	2667	3	17	2865	418	2	2	0	410	11	99
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	118	2899	3	18	3114	454	2	2	0	446	12	108
Lane Group Flow (vph)	118	2899	3	18	3114	454	0	4	0	446	120	0
Turn Type	Prot		Perm	Prot		Perm	Perm		Perm	Prot		
Protected Phases	1	6		5	2			8		7	4	
Permitted Phases			6			2	8		8			
Actuated Green, G (s)	20.0	94.5	94.5	8.0	82.5	82.5		8.0		15.0	27.0	
Effective Green, g (s)	23.0	97.5	97.5	11.0	85.5	85.5		10.5		15.0	29.5	
Actuated g/C Ratio	0.15	0.65	0.65	0.07	0.57	0.57		0.07		0.10	0.20	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5		4.0	6.5	
Vehicle Extension (s)	5.5	5.5	5.5	5.5	5.5	5.5		3.0		3.0	4.5	
Lane Grp Cap (vph)	271	3305	1029	130	2898	902		90		343	317	
v/s Ratio Prot	0.07	c0.57		0.01	c0.61					c0.13	c0.07	
v/s Ratio Perm			0.00			0.29		0.00				
v/c Ratio	0.44	0.88	0.00	0.14	1.07	0.50		0.04		1.30	0.38	
Uniform Delay, d1	57.6	21.4	9.2	65.1	32.2	19.4		65.1		67.5	52.3	
Progression Factor	1.11	0.68	0.23	1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	1.8	2.5	0.0	1.2	40.9	2.0		0.2		154.9	1.3	
Delay (s)	65.9	17.1	2.1	66.3	73.1	21.5		65.3		222.4	53.6	
Level of Service	E	B	A	E	E	C		E		F	D	
Approach Delay (s)		19.0			66.6			65.3			186.7	
Approach LOS		B			E			E			F	

Intersection Summary			
HCM Average Control Delay	56.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	106.2%	ICU Level of Service	F
c Critical Lane Group			

Map - Ramsey AUAR
Levels of Service

Timing Plan: PM Peak
Ramsey AUAR PM Future w Proj (No Mitig) - Revised



05/23/2003
Meyer, Mohaddes Associates Inc.

HCM Signalized Intersection Capacity Analysis **Scenario: PM Future w Proj (No Mitig) - Revised**
9: Highway 10 & Sunfish Lake Blvd Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0			4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98			0.95	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583		1817			1776	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.74			0.73	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583		1384			1359	1583
Volume (vph)	109	2667	3	17	2865	418	2	2	0	410	11	99
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	118	2899	3	18	3114	454	2	2	0	446	12	108
Lane Group Flow (vph)	118	2899	3	18	3114	454	0	4	0	0	458	108
Turn Type	Prot		Perm	Prot		Perm	Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases			6			2	8		8	4		4
Actuated Green, G (s)	20.0	67.0	67.0	8.0	55.0	55.0		29.5			29.5	29.5
Effective Green, g (s)	23.0	70.0	70.0	11.0	58.0	58.0		32.0			32.0	32.0
Actuated g/C Ratio	0.18	0.56	0.56	0.09	0.46	0.46		0.26			0.26	0.26
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5			6.5	6.5
Vehicle Extension (s)	5.5	5.5	5.5	5.5	5.5	5.5		3.0			4.5	4.5
Lane Grp Cap (vph)	326	1982	886	156	1642	735		354			348	405
v/s Ratio Prot	0.07	c0.82		0.01	c0.88							
v/s Ratio Perm			0.00			0.29		0.00			c0.34	0.07
v/c Ratio	0.36	1.46	0.00	0.12	1.90	0.62		0.01			1.32	0.27
Uniform Delay, d1	44.6	27.5	12.1	52.5	33.5	25.2		34.7			46.5	37.1
Progression Factor	0.87	1.03	0.86	1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	0.2	208.5	0.0	0.8	405.7	3.9		0.0			161.2	0.6
Delay (s)	38.8	236.9	10.5	53.3	439.2	29.0		34.7			207.7	37.7
Level of Service	D	F	B	D	F	C		C			F	D
Approach Delay (s)		228.9			385.3			34.7			175.3	
Approach LOS		F			F			C			F	

Intersection Summary			
HCM Average Control Delay	302.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.66		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	144.7%	ICU Level of Service	H
c Critical Lane Group			

The COR (Formerly Ramsey Town Center)

City of Ramsey

Final Alternative Urban Areawide Review (AUAR)

Update Report

Original AUAR: June 2003
Update 1: May 2013 (Revised July 2013)

Prepared by:
Landform
105 South Fifth Avenue, Suite 513
Minneapolis, MN 55401
P: 612.252.9070
F: 612.252.9077

Tim Gladhill
Development Services Manager
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55431
P: 763.576.4308
F: 763.427.5543

Alternative Urban Areawide Review Update
The COR (formerly Ramsey Town Center)
City of Ramsey, MN
Landform Project No. RAM12015.000

Table of Contents

1. Introduction and Purpose 1
2. Approved Development/Current Conditions 1
3. Areas Remaining to be Developed 2
4. Update to the Environmental Review 2
5. Mitigation Summary and Update 3
6. AUAR Update Review 12

List of Figures:

Figure 1. Location Map

Figure 2. Development Plan 6.0

Appendix A: Figures

Appendix B: DNR Natural Heritage Database Review

Appendix C: Comments and Responses to the AUAR Update

1. Introduction and Purpose

The AUAR study area is the 369.5-acre project known as "The COR" (formerly Ramsey Town Center) in the City of Ramsey. The area is bounded by Highway 10 on the south, Armstrong Boulevard on the west and Ramsey Boulevard (Highway 56) on the east (see Figure 1).

The *Ramsey Town Center Alternative Urban Areawide Review and Mitigation Plan* dated June 24, 2003, (original AUAR), was adopted by the Ramsey City Council in June 24, 2003 by Resolution 2002-104. This AUAR update incorporates this document by reference.

The preparation of this AUAR update report has been completed according to guidance prepared by the Environmental Quality Board (EQB) and is based on Minnesota Rules 4410.3610, Subp. 4.
The mitigation items in the AUAR update follow the standard Environmental Assessment Worksheet (EAW) form. When an EAW item is not applicable to this AUAR, it is so stated. Responses to the questions are only provided when there has been a change since the 2003 AUAR. Whenever "no changes" is indicated, refer to the original document as listed above to review the original response.

The 2003 AUAR included an analysis of existing conditions and the preferred development scenario. The AUAR also included the progression of the conceptual designs to reach the preferred development concept. The AUAR as adopted in 2003 was fully compatible with the *2001 Comprehensive Plan* (as amended in 2002) Land Use plan. In September 2010, the City of Ramsey prepared the *2030 Comprehensive Plan Update.* The land use classifications in this update were fully compatible with the AUAR.

The 2003 AUAR is available for review on the City's website at www.cityoframsey.com/planning-division. This report is intended to serve as an update of the AUAR and includes a review of the areas that have and have not developed, an update to the environmental analysis if needed and a review of the mitigation measures.

2. Approved Development/Current Conditions

Figure 2(Development Plan 6.0) shows the location of the approved developments within the AUAR area. Of the 369.5 acres in the AUAR, 106.5 acres (738 residential units, 30.5 acres of commercial, 14.1 acres of public park and numerous road improvements) were approved for development. These areas include:

- The Ramsey Municipal Center and Parking Ramp - 5.31 acres
- The Veterans Administration Clinic –2.34 acres
- Allina Clinic—3 acres
- Ramsey Town Center 2nd Addition – 103 units
- Ramsey Town Center 3rd Addition (Northstar Marketplace retail) – 8.92 acres
- Ramsey Town Center 7th Addition - Symphony at Town Center—152 units
- Ramsey Town Center 8th Addition – 23 units (under construction)

- Ramsey Town Center 9th Addition – 90 units (under construction)
- Ramsey Town Center 10th Addition – 44 units (under construction)
- PACT Charter School – 5.34 acres
- NAU Country – 1.23 acres
- COR ONE (Residence at the COR)--326 units (under construction)
- COR TWO (Sunwood Retail) – 4.09 acres Approved)
- COR THREE (North Commons) – 17 units (under construction)
- Fountains of Ramsey Convention Center/Banquet Facility—3.14 acres
- Midwest Medical Examiner's Office—1.22 acres
- Draw Park – 7.79 acres
- Rhinestone Commons Park – 6.31 acres

The City's 2030 Comprehensive Plan, as amended by the 2012 Comprehensive Plan Amendment (The COR) (approved by the Metropolitan Council on December 12, 2012 for compliance with regional systems), reflects the land uses in Development Plan 6.0, which was prepared as an update to the Preferred Development Scenario from the 2003 AUAR. All of the developments that have been approved are within the thresholds of the AUAR and the City's Comprehensive Plan.

3. Areas Remaining to be Developed

Of the 369.05 acres in the AUAR area, approximately 215 acres remain that have not been approved for development. They are shown in **Figure 2** (Development Plan 6.0).

The development of land within The COR is dependent on market forces, but the remaining areas could develop in the next 5-15 years.

4. Update to the Environmental Review

The DNR Natural Heritage Database was reviewed to provide an update for any threatened and endangered species. This review and DNR correspondence is attached in **Appendix B.** There are no new incidents of rare or endangered species within the study area.

The City updated the Comprehensive Sewer and Water Plans in 2012. We have reviewed the sewer and water systems in relation to the existing conditions, past development and the AUAR. The City's sewer and water systems can accommodate the development proposed within the AUAR area.

A number of street improvements have occurred within the AUAR area. These improvements were noted in the AUAR as part of the mitigation measures and are noted in this AUAR update in **Section 5**.

Stormwater Management regulations have changed since the 2003 AUAR. The Lower Rum River Watershed Management Organization (LRRWMO) adopted new rules in the "3rd Generation Watershed Management Plan" on January 19, 2012. A new stormwater management plan is being completed by the

City of Ramsey to address these new requirements and reflect the new COR development plan. The LRRWMO issued a permit for The COR (formerly Ramsey Town Center), which is still active. The 3rd Generation Plan added a requirement for infiltration for new development. This requirement is being implemented by the City of Ramsey. The City is considering implementation of regional infiltration in conjunction with existing and planned regional facilities, including proposed Lake Ramsey (see Figure 2).

The preferred development scenario that was developed with the 2003 AUAR had been modified as Development Plan 6.0. The land use scenario is not substantially changed from the initial mixed use concept that was approved with the AUAR. Based on this analysis for the AUAR update, the area has developed in conformance with the 2003 AUAR. The areas that are anticipated to develop will be in conformance with the 2003 AUAR, the mitigation measures and this AUAR update. Therefore, the analysis that was completed for the 2003 AUAR remains valid and will be used in conjunction with the mitigation measures in this AUAR update.

5. Mitigation Summary and Update

The mitigation elements from the 2003 AUAR are noted below and updates are provided in ***bold italic***.

Items 1-8 do not contain a Mitigation Element

Item 9 Mitigation element. Assuring the compatibility of development within Ramsey as growth occurs is the primary goal of the comprehensive planning process. Item 27 contains discussion of plan compatibility for a number of other planning documents that cover land in and adjacent to the site. Continued planning efforts will assure that non-compatible uses do not occur as the site develops. ***The City's 2030 Comprehensive Plan update was adopted in 2010 after Metropolitan Council review. The City's 2012 Comprehensive Plan Amendment (The COR) was approved by the Metropolitan Council on December 12, 2012. The City will continue to update plans and ordinances as needed to implement the City's vision and goals in compliance with the AUAR.***

Item 10 Mitigation Element. The only issue related to cover type to emerge during this review is the alteration of wetlands, which is discussed in the mitigation element under Item 12. A complete discussion of loss of cover types with respect to fish, wildlife and ecologically sensitive resources follows in Item 11. ***No change.***

Item 11 Mitigation Element.

Natural Communities: Item 12 of this report addresses wetland mitigation fully. Mitigation for loss of forest/woodland can be accomplished through additional tree planting within some areas of the site listed in Table 10.1 as containing grassland communities. Additional forest/woodland planting can be incorporated into planting plans for the infiltration/wetland system extending south from the COR site to the Mississippi River. The edges of the wetlands and infiltration areas could be established as an oak savanna/woodland natural community.

Wildlife Habitat: Several strategies are proposed to mitigate impacts to wildlife. These include establishing a greenway corridor through the site, wetland restoration and creation and to the extent possible, all culverts and road crossings will be designed to enable upstream or downstream passage of wildlife as they

move though the greenway. ***This activity has occurred--the greenway corridor has been developed as The Draw park and wetland restoration/creation has taken place. The City will continue to work to implement these measures.***

Blanding's Turtles
Strategies outlined for Wildlife Mitigation generally apply to Blanding's turtles. ***The City will continue to work to implement these measures.***

Item 12 Mitigation Element.

Wetland Sequencing - Minnesota Rules 8420, also known as the Wetland Conservation Act (WCA), requires specific steps (sequencing) be taken when evaluating mitigation for unavoidable wetland impacts. ***This activity has occurred and will continue to occur. The wetland mitigation plan has been modified from the original AUAR concept, but has been permitted in compliance with WCA and this AUAR update reflects those changes.***

Stormwater outfall to the Mississippi River:

- *Reduce Frequency of Stormwater Discharge, Lower Magnitude of Peak Flow Rates*: The project incorporates a variety of strategies to lower increases in stormwater rate and volume. While all stormwater conveyance features are designed to accommodate the 100-year runoff event without taking infiltration into consideration, on-site retention and infiltration can be incorporated at multiple scales into the development during the detailed design phase for smaller storm retention. Peak flow rates for the 100-year, 24-hour runoff and 100-year, 10-day snowmelt events are 25.1 cfs and 25.3 cfs respectively. ***The City will continue to work to implement this measure.***

- *Oversize Culvert and Reduced Slope at Outfall:* The last section of culvert will be enlarged from 21-inches to 36-inches and include an apron and rip-rap to lower velocities and dissipate the energy at the discharge point. This will minimize the potential for scour and erosion. ***This item has been completed. The outlet to the Mississippi River was installed by the city in 2009.***

- *Directional Boring to Install Culvert:* If possible, the culvert will be placed within the river bank by directional boring rather than an open cut. This will reduce the need to remove shoreline vegetation and will minimize the area of disturbance. Erosion control measures will be implemented where soil is disturbed. All disturbed areas will be replanted to native trees, shrubs, grasses and forbs and if appropriate, a temporary cover crop will be established. ***This item was completed by the City in 2009.***

Item 13 Mitigation Element. Because the COR site is within a DWSMA, special precautions are needed to protect groundwater resources. To make sure this occurs, any discharge of runoff into an area dedicated to infiltration will be pre-treated through such practices as particulate settling, vegetative filtration, skimming, installation of compact, sub-grade treatment (ex. catch basin inserts, cyclonic separators, filters), and various types of pre-treatment soil filtering systems. These practices will be routinely maintained and inspected to make sure these pre-treatment practices do not provide a pathway for contamination of groundwater. Areas that are potential major sources of contamination ("hot-spots") will be identified during construction and special precautions added. These areas would include any location where pollutant spills are more likely to occur (service stations, public works/police/fire fueling operations, significant chemical storage). The City has completed a Wellhead Protection Plan, which was approved by

the Minnesota Department of Health in January 2010. ***The City will continue to work to implement these measures.***

Within WHPAs, the use of conventional underground storage tanks to store anything other than water is restricted. If underground tanks are utilized in these areas they must be double-walled with interstitial sensors and a network of monitoring wells must be installed to assess potential groundwater contamination. In addition, an emergency response plan should be developed for the immediate remediation of any spills or leaky tanks. ***The City will continue to work to implement these measures.***

When assembling the issues that were to be addressed as part of this AUAR, it was noted by the Anoka Conservation District and by the DNR that there is a possible connection between the increased demand for municipal groundwater and the observed lowering of wetlands in the vicinity of Municipal Wells 3, 4 and 5. Appendix F was prepared to assess the general magnitude of the problem and the solutions required to address the issue. It is now apparent that the wetlands in question experience natural drying during periods of relative low precipitation. The photographic history included as part of the Wetland Delineation report shows wetlands in the vicinity of the COR site disappearing during the mid to late 1980's which is prior to the development of the municipal wells. This same phenomenon occurs again in the mid to late 1990's and prior to the installation of Wells 4 and 5. The evaluation also found, as stated earlier, that drawdown levels in the FIG (Franconia Ironton-Galesville) unit are minimal and, therefore, could not be influencing the wetlands. To verify these finding, however, it is recommended that long term monitoring be performed. ***The City will continue to work to implement these measures.***

There is also some concern that increased pumping in the FIG aquifer could impact private wells that pump from this aquifer. Again, the residual drawdown levels in the FIG average 5- to 10-feet during the peak summer pumping period (Appendix F) and recover fully during the Fall, Winter and Spring. Therefore, the radius of influence of the wells will be very small meaning there could be no impacts to private wells developed in the same unit. Before additional wells are constructed, additional appropriations will be applied for through the DNR. This will most likely require both short- and long-term testing and monitoring to verify the above findings. Through this process, the City can insure that there continue to be no impacts on groundwater and surface resources due to their appropriations from the FIG. ***Permits were secured for previous projects and will be obtained for future projects.***

Item 14 Mitigation Element. The Ramsey 2001 Comprehensive Plan was amended in 2002 and contains the measures needed to effectively implement resource protection for all of the resource protection zones adjacent to the COR site. Although Chapter XI of the Ramsey 2001 Comprehensive Plan contains a thorough set of policies and related actions to protect the natural character of the Critical Area, the Chapter does not contain a specific provision addressing control of noise in this area. The next amendments to the City Plan will add a specific provision to address this specific element in Executive Order 79-19. ***The 2030 Comprehensive Plan addressed this issue in Chapter 11 (THE MISSISSIPPI RIVER CRITICAL AREA CORRIDOR/MNRRA). This AUAR update reflects these policies from the 2030 Comprehensive Plan.***

Item 15 Mitigation Element. Adverse environmental impacts associated with increased small motor and non-motorized boats is not anticipated along the Mississippi River south of the Ramsey Town Center site. In fact, the new Mississippi Regional Park hopes to attract visitors to this portion of the upper River. The use of the park as a formal recreational facility will focus river-related uses to planned areas, and provide resource oversight and supervision of recreational activities. ***No Change/No Action required.***

Item 16 Mitigation Element. Prior to any earth-moving activity on the site, an erosion and sediment control plan will be prepared in accord with the requirements of the City of Ramsey and the LRRWMO. Technical assistance in the preparation of this plan will also be sought from the Anoka Conservation District, the Minnesota Pollution Control Agency and the DNR. The City will be permitted through the Phase II NPDES nonpoint program as a Municipal Separate Storm Sewer System (MS4) operator, and will be subject to all of the provisions of that program, including reducing the discharge of pollutants to the maximum extent practicable (MEP) through construction site runoff control. Any construction on the site will also be permitted through MPCA's NPDES general construction permit process. ***Permits were secured for past projects and will be obtained for future projects. Future HPDES permits will conform to the LRRWMO 3rd Generation Plan requirements for infiltration for new developments.***

Item 17 Mitigation element. The conversion of agricultural land to urban land ultimately increases the amount and rate of runoff leaving the land. Minimizing the impact of that increased runoff is the objective of this mitigation plan.

Mitigation Approach
The City will assure that the developer(s) will design and build the final drainage and runoff management system within this overall framework, in compliance with the mandates of the LRRWMO. Peak discharges from new developments will be limited to 75% of existing flows.

Implementation of BMPs in Preliminary Design
As part of the design process for BMPs, replacement of non-native vegetation with native vegetation will occur whenever practicable and desirable.

Phase II National Pollutant Discharge Elimination System (NPDES) permit
The City of Ramsey has submitted its draft application for a Phase II National Pollutant Discharge Elimination System (NPDES) permit. The unsigned permit was submitted on March 10, 2003 under the MPCA requirements for the program of the U.S. Environmental Protection Agency (EPA). MPCA extended the timeline for receipt of an officially signed permit so that the City could authorize signature through a City Council action. The new deadline for receipt of a signed application is May 9, 2003. After that, the City will need to adopt a Storm Water Pollution Prevention Program (SWPPP). Since the City owns and operates a municipal drainage system, it is subject to the provisions of the Municipal Separate Storm Sewer System (MS4) provisions of the law. Construction activities within the City, and specifically on the Ramsey Town Center site, are also subject to the Phase II General Storm Water Permit for Construction Activity. ***This activity has occurred and will continue to occur.***

The City must identify best management practices (BMPs) and measurable goals associated with each minimum control measure noted above. The City will be given five-years to develop an effective program after the permit is issued. This period of time coincides with the phased development of the Ramsey Town Center site, which must then include the provisions of the City SWPPP. The City will assure that the provisions of its Program are properly implemented within the Center as development proceeds. ***This activity has occurred and will continue to occur.***

Construction within the City of Ramsey is also subject to the provisions of the NPDES Phase II General Storm Water Permit for Construction Activity. This provision is in addition to the construction control measure required under the MS4 permit***. Permits were secured for past projects and will be obtained for future projects.***

Relationship to Mississippi River TMDL

One water quality element of note in the mitigation plan is the need to reduce the negative impact of a discharge to an impaired water under the Total Maximum Daily Load (TMDL) program. The Mississippi River through the City of Ramsey has been listed on the MPCA recommended "303d" list as impaired relative to fecal coliform, PCB and mercury. The PCB and mercury programs are regional in scale and are the subject of regional MPCA and USEPA remediation programs. The discharge of storm water high in fecal coliform, however, is something that the City will need to address. The implementation of nonpoint source pollution control BMPs does not necessarily assure the reduction of fecal coliform. The process for setting a TMDL includes the initiation of a formal study that results in recommendations for control of the pollutant causing the impairment. MPCA has not yet begun this study for the impaired Mississippi River reach; however, once this study begins (currently scheduled for 2004-2006), the City will cooperate to the best of its ability with the MPCA to reduce the input of fecal coliform to the River. ***The MPCA study is currently underway and it includes the reach in Ramsey. Currently Ramsey is not scheduled to receive a waste load allocation as the reach is classified as a protection watershed. This could change based on future monitoring. The City will continue to cooperate to the best of its ability with the MPCA to reduce the input of fecal coliform to the River.***

Item 18 Mitigation element. Both the wastewater flows and the projected loadings from the COR development can be effectively transported and treated by the MCES system. In addition, future development and resulting flows are within the range of those estimated in the City's 2001 Comprehensive Plan, as amended in 2002. Therefore, it does not appear that there is any cause for specific remediation actions. A 30-inch sewer main is recommended to serve the COR. As noted earlier, it will be necessary for the City to update its Comprehensive Sewer Plan, following discussion with MCES on increased allocated capacity. In addition, it will be important to measure and test the wastewater flows from the new development on a periodic basis. This will allow the City and MCES officials to monitor the characteristics of the wastewater generated by the development over time and to address any future unforeseen changes. ***The 2030 Comprehensive Plan update includes an update to the Comprehensive Sewer Plan to address these issues. The City has updated the Comprehensive Sewer Plan. Results indicate that there is sufficient capacity in the City's system to accept the wastewater flow from The COR.***

Item 19 Mitigation Element. The high permeability of the soils at the Town Center are ideal for the implementation of infiltration practices that will manage stormwater runoff, provide flood control and recharge the water table aquifer. However, the high permeability also increases the risk for potential contamination of groundwater resources. In order to mitigate this risk, best management practices (BMPs) and community education programs will be implemented. ***This activity has occurred and will continue to occur.***

Item 20 Mitigation Element. To decrease the amount of solid waste generated within the City, Ramsey maintains the following policies as stated in its 2001 Comprehensive Plan:

- Work with the Anoka County Integrated Waste Management Department to develop and implement programs that contribute to waste reduction, resource recovery, recycling and limited landfilling;
- Continue to support curbside recycling of reusable waste materials through educational events, promotional events, and volunteer efforts;
- Research grants and funding programs through federal, state, and local organizations that support the —Three R's (reduce, reuse, and recycle); and

- Continue to pursue and support research efforts in innovative techniques that enhance the environment, provide alternative means of energy, and reduce the waste stream.

The implementation of these policies will help to reduce the quantities of solid waste produced at the Town Center. ***The City updated these policies in the 2030 Comprehensive Plan and will continue to work to implement these measures. The City updated the Comprehensive Water Supply and Distribution Plan.***

Within the WHPA, underground storage tanks and infiltration are not recommended. Should contamination occur due to these or any other practice, alternative water supply sources may be required. Currently the city water towers store an extra amount of water equivalent to meet the supply need for one day. There is also an emergency connection with the City of Anoka for additional water needs. A contingency plan should be developed as part of the next water supply plan update to deal with contamination. These could be coordinated with existing city plans, data, and management procedures, many of which are detailed in the city's Water Supply Plan, WHP Plan, 2001 Comprehensive Plan, and this document. A contingency plan is also required by the State as part of the city's water supply plan (M.S., Section 103G.291, subd.3. As part of its next revision, the City of Ramsey will amend its 1999 Water Supply Plan to include an emergency response element. The amendment will include all of the above components. This will occur prior to applying for a DNR appropriation permit amendment, which would likely trigger the DNR request for emergency plan completion, as well. ***These items were completed as part of the Water Element of the 2030 Comprehensive Plan update.***

The installation of monitoring wells throughout the WHPA would be appropriate to protect the water quality of the upper aquifer. Should contamination occur, a network of monitoring wells would help to quickly identify the contaminant source and aid in the quick remediation and possibly reduce the extent of contamination. A monitoring well network would also help to understand the relationship between the pumping in the Franconia-Ironton-Galesville aquifer and the upper aquifer. The extent of any further monitoring will be determined during wellhead protection plan development and State water appropriation permitting. ***The City will continue to work on this item.***

Item 21 Mitigation Element. Analysis of the intersection operations indicates that lane additions and installation of intersection channelization and traffic signals would be adequate to mitigate the project impacts at the intersections in the study area. The following roadway widenings are suggested:

- Ramsey Boulevard—widen to five lane cross section south of Industry Avenue to provide two through lanes in each direction and a left turn lane/center median. ***This item has been completed.***
- Bunker Lake Boulevard (formerly Industry Avenue)—widen to five lane cross section west of Ramsey Boulevard to provide two through lanes in each direction and a left turn lane/center median. ***This item has been partially completed. Bunker Lake Boulevard has been upgraded between Dysprosium Street and Sunfish Lake Boulevard. In addition, the intersections at Ramsey Boulevard (CSAH 56) and Armstrong Boulevard (CSAH 83) have been upgraded. There are two (2) remaining sections to be upgraded, and said Improvement Project is included in the City's five (5) year Capital Improvement Program. This Section of Industry Avenue is now called Bunker Lake Boulevard and is being funded through the existing TIF 14 funds.***

Turn lanes and lane adjustments would be needed at the following intersections:

- TH 10 at Armstrong Boulevard—add an eastbound and a westbound through lane on the intersection approaches; add an eastbound and a southbound left turn lane and a southbound right turn lane. ***The City will continue to work with MnDOT and Anoka County on this item,***

including improvement discussed for the Armstrong Interchange. It is the City's understanding that the Metropolitan Council does not support a third lane on Highway 10.

- TH 10 at Ramsey Boulevard—add an eastbound and a westbound through lane on the intersection approaches; add an eastbound and a southbound left turn lane and a westbound right turn lane. A southbound through lane and a northbound left turn lane and northbound through/right lane would need to be added to serve the Rivenwick 3rd Subdivision traffic independent of the project traffic. ***The City will continue to work with MnDOT and Anoka County on this item. It is the City's understanding that the Metropolitan Council does not support a third lane on Highway 10.***
- TH 10 at Sunfish Lake Boulevard—add an eastbound and a westbound through lane on the intersection approaches; convert the southbound approach from a through/left turn lane and a right turn lane to through/right turn lane and two left turn lanes (this adds one lane to the approach). ***The City will continue to work with MnDOT and Anoka County on this item. It is the City's understanding that the Metropolitan Council does not support a third lane on Highway 10.***
- Bunker Lake Boulevard (formerly Industry Avenue) at Ramsey Boulevard—add a southbound right turn lane; eastbound and northbound approaches would be widened by the above recommendations. ***This item has been completed.***
- Sunwood Drive at Bunker Lake Boulevard (formerly Industry Avenue)—modify the shared lanes on the northbound, eastbound and westbound approaches to provide left turn lanes and shared through/right turn lanes ***The City will continue to work on this item.***

The following stop-controlled intersections would need to be signalized:

- Ramsey Boulevard at Bunker Lake Boulevard (formerly Industry Avenue). ***This item has been completed (Ramsey Boulevard at Bunker Lake Boulevard).***
- Armstrong Boulevard at Bunker Lake Boulevard (formerly Industry Avenue). ***This item has been completed (Armstrong at Bunker Lake Boulevard).***
- Bunker Lake Boulevard (formerly Industry Avenue) at Sunfish Lake Boulevard ***This item has been completed.***
- Ramsey Boulevard at Sunwood Drive ***This item has been completed.***
- Sunwood Drive at Bunker Lake Boulevard (Industry Avenue). ***The City will continue to work on this item. It has been included in the City's capital improvement program (CIP).***
- Sunwood Drive at Armstrong Boulevard. ***This item has been completed, subject to final signal installation.***
- NS3 Street at Bunker Lake Boulevard (formerly Industry Avenue). **NS3 Street is proposed to be changed to *Center Street and this portion of Industry Avenue has been renamed Bunker Lake Boulevard. The City will continue to work on this item.***

The left turn volumes from the EW1 parkway (proposed to be renamed Ramsey Parkway) onto both Armstrong and Ramsey Boulevard cannot be accommodated at an acceptable LOS under stop control and require signalization to achieve acceptable operations. However, the close spacing between the intersections of the EW1 parkway and the intersections of Armstrong and Ramsey Boulevard with Industry Avenue limits the potential for the two parkway intersections to be signalized. Accordingly the parkway intersections should be channelized to provide right-in/right-out and left-in access (¾ access). Left out from the parkway would be prohibited and would redistribute to the north-south streets and to Industry Avenue (these volumes have been included in the mitigated calculations for the other intersections). ***The City completed the Preliminary Engineering Report for Sunwood Drive (December 6, 2011) for realignment of the western portion of Sunwood Drive. The revisioning of The COR and the creation of Development Plan 5.03 (adopted as part of the Comprehensive Plan 2011 Major Update) resulted in some of the residential***

land in the western portion of the project area being converted to commercial/retail in order to provide a better balance of land uses and respond to the current marketplace. Other changes were made in the undeveloped areas, including the creation of Lake Ramsey in the greenway Corridor. This study showed that traffic would increase under this revised scenario by 12.8%. The increased traffic can be accommodated by the improvements previously completed and the improvements planned in the 2011 feasibility study. This work was coordinated with the Armstrong Boulevard and Relocated Sunwood Drive Intersection Improvements Feasibility Report (December 2, 2011). These improvements have been completed. The project combined the Sunwood and EW1 Parkway intersections with Armstrong Boulevard into one fully signalized intersection.

Item 22 Mitigation Element. There are no specific air quality mitigation measures proposed for the Ramsey Town Center Development, because implementation of the project does not result in violation of State or National Air Quality Standards. Carbon monoxide concentrations were modeled along the Highway 10 corridor assuming no road improvements in the project vicinity. The road improvements discussed in Section 21 would help to reduce carbon monoxide emissions, although they are not required as a result of the air quality analysis. ***No change.***

Item 23 not required in AUAR. ***No change.***

Item 24 Mitigation Element. Noise wall mitigation would not be practical along Industry Avenue. Driveways and street intersections would create gaps in the wall, defeating its purpose. It is suggested that the proposed residential units in Blocks 28, 36, 37, and 38 be designed to minimize noise impacts. The noise around the homes and surrounding areas can be reduced by providing climate-controlled units, increasing wall insulation, and providing common areas on the side of the buildings furthest from Industry Avenue. ***The City will continue to work to implement this measure along Bunker Lake Boulevard (formerly Industry Avenue).***

Item 25 Mitigation Element. Unidentified Resources. Various circumstances may lead to the discovery of unidentified historic or archeological resources within the project boundaries. When any such new discovery is brought to the attention of the developer or the City, an evaluation of the significance will be conducted and appropriate management measures will be devised in consultation with SHPO. ***This measure will continue to apply.***

Although the COR site is not within the geographic area covered by MNRRA, every effort will be made by COR LLC to work with Anoka County Parks, Ramsey Parks and the National Park Service to comply with the policies of these agencies and to minimize or avoid any adverse impacts from development of the COR site. ***This measure will continue to apply.***

Item 26 Mitigation Element. Light emissions from commercial and residential areas cannot be avoided because of safety issues and the need for residences and businesses to see clearly at night. City Ordinance 9.11.07 describes any lighting used to illuminate an off-street parking area, sign, or other structure, must be arranged so that the light is deflected away from residential districts and public streets. Bulbs emitting in excess of 3,000 lumens (150 watts) must be arranged so that the light is not visible outside of the property where the light is located. There are several methodologies of acceptable screening methods for these nuisances that can also be used for transitioning from high- to low-density residential or from residential to commercial areas. Screening methods typically include a vegetative barrier no less than five feet high or other natural materials. Applying shields to street and parking lot lamps directs the light to the ground surface where it's wanted, not into the adjacent neighborhood. All of these practices should

minimize the impact of the light at the River, but will not eliminate it. ***The City will continue to enforce the adopted lighting ordinance.***

The visual impacts of construction on a scale that will occur at COR over several years will be difficult to mitigate, but several measures to minimize the impact will be followed. The most offensive visual characteristics of construction, and possible mitigating actions are:

- Soil erosion leading to sediment movement off-site - Item 16 spelled-out a mitigation element to control on-site erosion and off-site sedimentation.
- Access streets and roads covered with dirt and gravel/rocks - The erosion and sediment control program will include egress gravel wash pads and will contain a daily sweeping plan for roads affected by construction traffic.
- Swirling dust caused by earth-moving activity on dry soil - A water truck will be available on site to spray areas experiencing dust movement. This will be especially critical on the sandy soils prevalent on site.
- Construction equipment and temporary trailers - Every effort will be made to screen immobile equipment and to park mobile equipment in a visually sheltered location at the end of the working day.

Exposed soil - One of the essential elements in the erosion and sediment control plan will be rapid stabilization, covering and re-vegetation of exposed soils. Although some exposed soil will be impossible to avoid, every attempt will be made to minimize exposure. ***This measure has been followed and will continue to apply.***

Item 27 Mitigation Element. At this time, the Ramsey 2001 Comprehensive Plan, as amended in 2002, fully addresses the development of the COR site and adequately relates this development to the various other agency plans with which it must comply. However, any change in the project that would lead to deviation in one or more of the plans must be corrected by a plan amendment. ***This measure has been followed and will continue to apply. The City adopted the 2030 Comprehensive Plan update in 2010. The City has approved a Comprehensive Plan Amendment in 2012, which and approved by the Metropolitan Council. The City has also adopted a Zoning Ordinance Amendment and COR Design Framework (February 28, 2012, amended November 27, 2012) to implement the 2030 Comprehensive Plan Amendment (including the 2012 amendment) and the revised development plan for the AUAR area ("The COR").***

Item 28 Mitigation Element. The major physical infrastructure elements of roads and streets, sanitary sewer, municipal water and storm sewer have all previously been addressed within this AUAR.
An evaluation of the social services needed for the COR development indicates that the planning done for the City has accounted for the growth related to the COR. Police, fire, public works, schools, and related City and postal services will all be impacted by the development. Additional equipment to perform City public works services will be needed. No additional mitigation is needed to meet the expected growth. ***No Change.***

Item 29 not required in AUAR

Item 30 Mitigation Element. No need for mitigation anticipated from the two items identified, but if the need arises during the AUAR review, necessary mitigation will be included here. ***No Change*.**

6. AUAR Update Review

Pursuant to Minnesota Rules 4410.3610, Subp. 7, this AUAR update was submitted for public comment. Following the 10-day comment period, the City Council will consider adoption of this document. The COR (formerly Ramsey Town Center) AUAR will remain valid for an additional five years beyond the adoption date.

Appendix A – Figures



City of RAMSEY

Figure 2
Development Plan 6.0

3.29.13

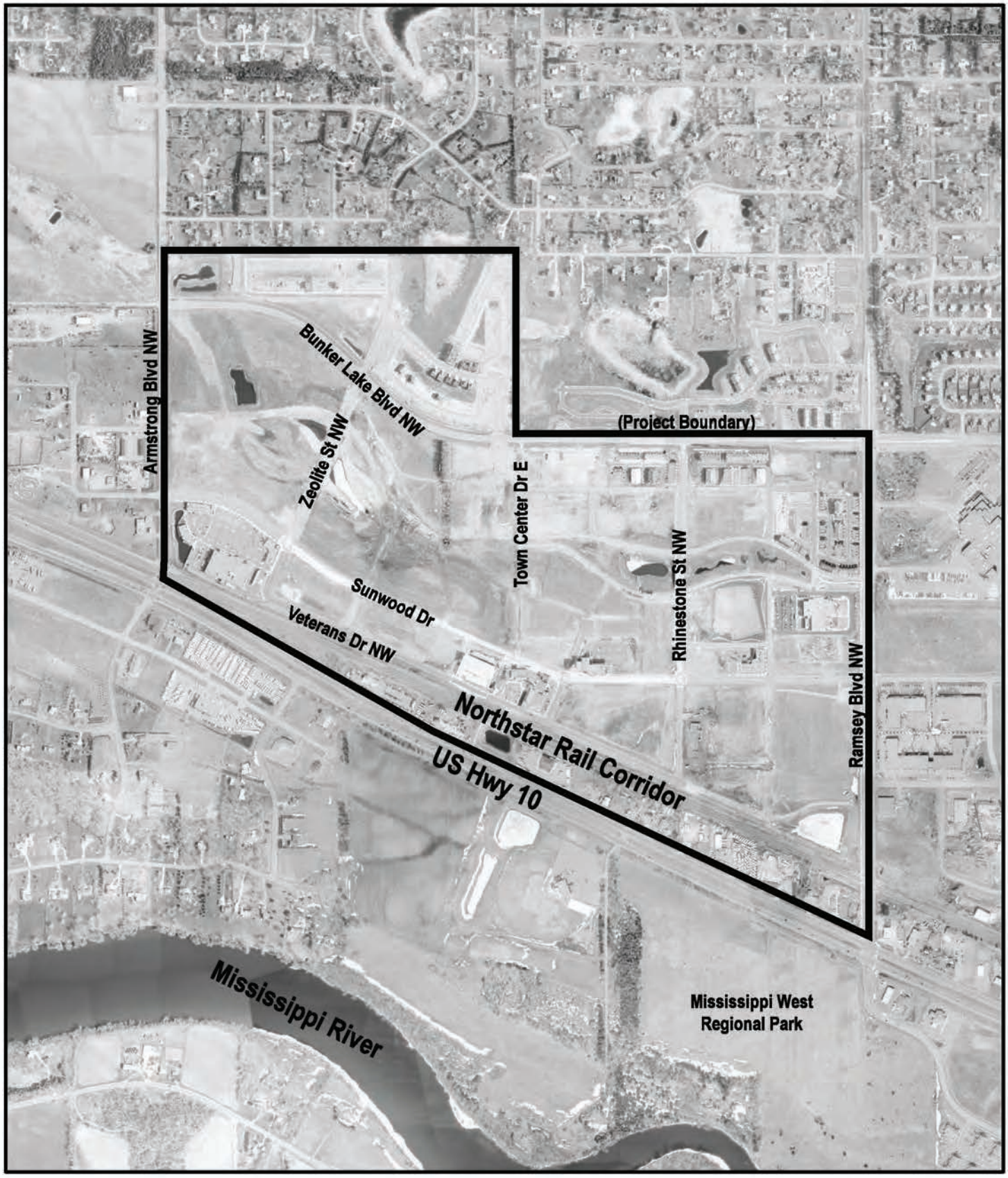
NORTH

0 400 800

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

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



City of RAMSEY

Figure 1
Project Location Map

3.29.13

NORTH

0 500 1000

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

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

Appendix B -

DNR Natural Heritage Database Review

Minnesota Department of Natural Resources
Division of Ecological and Water Resources, Box 25
500 Lafayette Road
St. Paul, Minnesota 55155-4025
Phone: (651) 259-5109 E-mail: lisa.joyal@state.mn.us

June 29, 2012 **Correspondence # ERDB 20120400**

Ms. Kendra Lindahl
Landform
105 S 5th Ave
Minneapolis, MN 55401

RE: Natural Heritage Review of the proposed The COR AUAR Update;
T32N R25W Section 18; Anoka County

Dear Ms. Lindahl,

As requested, the Minnesota Natural Heritage Information System (NHIS) has been queried to determine if any rare species or other significant natural features are known to occur within an approximate one-mile radius of the proposed project. Based on this query, the following **rare species *may* be adversely affected** by the proposed project:

- Blanding's turtles (*Emydoidea blandingii)*, a state-listed threatened species, have been reported from the vicinity of the proposed project and may be encountered on site. If Blanding's turtles are found on the site, please remember that state law and rules prohibit the destruction of threatened or endangered species, except under certain prescribed conditions. If turtles are in imminent danger they should be moved by hand out of harm's way, otherwise they should be left undisturbed.

  For your information, I have attached a Blanding's turtle fact sheet that describes the habitat use and life history of this species. The fact sheet also provides two lists of recommendations for avoiding and minimizing impacts to this rare turtle. **Please refer to the first list of recommendations for your project.** If greater protection for turtles is desired, the second list of additional recommendations can also be implemented. In addition, if erosion control blankets will be used, we recommend that they be limited to 'bio-netting' or 'natural-netting' types as the plastic mesh netting can be dangerous to reptiles (please see enclosed fact sheet). The attached flyer should be given to all contractors working in the area.

The Natural Heritage Information System, a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological and Water Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area.

For environmental review purposes, the results of this Natural Heritage Review are valid for one year; the results are only valid for the project location (noted above) and project description provided on the NHIS Data Request Form. Please contact me if project details change or if an updated review is needed.

Please note that locations of the gray wolf (*Canis lupus*), federally-listed as threatened and state-listed as special concern, and the Canada lynx (*Lynx canadensis*), federally-listed as threatened, are not currently tracked in the NHIS. As such, the Natural Heritage Review does not address these species.

Furthermore, the Natural Heritage Review does not constitute review or approval by the Department of

Natural Resources as a whole. Instead, it identifies issues regarding known occurrences of rare features and potential effects to these rare features. Additional rare features for which we have no data may be present in the project area, or there may be other natural resource concerns associated with the proposed project. For these concerns, please contact your DNR Regional Environmental Assessment Ecologist (contact information available at http://www.dnr.state.mn.us/eco/ereview/erp_regioncontacts.html). Please be aware that additional site assessments or review may be required.

Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources. An invoice will be mailed to you under separate cover.

Sincerely,

Lisa Joyal

Lisa Joyal
Natural Heritage Review Coordinator

enc. Blanding's Turtle Fact Sheet and Flyer
Erosion Control and Mesh Netting

Environmental Review Fact Sheet Series

Endangered, Threatened, and Special Concern Species of Minnesota

Blanding's Turtle

(*Emydoidea blandingii*)

Minnesota Status:	Threatened	State Rank[1]:	S2
Federal Status:	none	Global Rank[1]:	G4

HABITAT USE

Blanding's turtles need both wetland and upland habitats to complete their life cycle. The types of wetlands used include ponds, marshes, shrub swamps, bogs, and ditches and streams with slow-moving water. In Minnesota, Blanding's turtles are primarily marsh and pond inhabitants. Calm, shallow water bodies (Type 1-3 wetlands) with mud bottoms and abundant aquatic vegetation (e.g., cattails, water lilies) are preferred, and extensive marshes bordering rivers provide excellent habitat. Small temporary wetlands (those that dry up in the late summer or fall) are frequently used in spring and summer -- these fishless pools are amphibian and invertebrate breeding habitat, which provides an important food source for Blanding's turtles. Also, the warmer water of these shallower areas probably aids in the development of eggs within the female turtle. Nesting occurs in open (grassy or brushy) sandy uplands, often some distance from water bodies. Frequently, nesting occurs in traditional nesting grounds on undeveloped land. Blanding's turtles have also been known to nest successfully on residential property (especially in low density housing situations), and to utilize disturbed areas such as farm fields, gardens, under power lines, and road shoulders (especially of dirt roads). Although Blanding's turtles may travel through woodlots during their seasonal movements, shady areas (including forests and lawns with shade trees) are not used for nesting. Wetlands with deeper water are needed in times of drought, and during the winter. Blanding's turtles overwinter in the muddy bottoms of deeper marshes and ponds, or other water bodies where they are protected from freezing.

LIFE HISTORY

Individuals emerge from overwintering and begin basking in late March or early April on warm, sunny days. The increase in body temperature which occurs during basking is necessary for egg development within the female turtle. Nesting in Minnesota typically occurs during June, and females are most active in late afternoon and at dusk. Nesting can occur as much as a mile from wetlands. The nest is dug by the female in an open sandy area and 6-15 eggs are laid. The female turtle returns to the marsh within 24 hours of laying eggs. After a development period of approximately two months, hatchlings leave the nest from mid-August through early-October. Nesting females and hatchlings are often at risk of being killed while crossing roads between wetlands and nesting areas. In addition to movements associated with nesting, all ages and both sexes move between wetlands from April through November. These movements peak in June and July and again in September and October as turtles move to and from overwintering sites. In late autumn (typically November), Blanding′s turtles bury themselves in the substrate (the mud at the bottom) of deeper wetlands to overwinter.

IMPACTS / THREATS / CAUSES OF DECLINE

- loss of wetland habitat through drainage or flooding (converting wetlands into ponds or lakes)
- loss of upland habitat through development or conversion to agriculture
- human disturbance, including collection for the pet trade* and road kills during seasonal movements
- increase in predator populations (skunks, raccoons, etc.) which prey on nests and young

*It is illegal to possess this threatened species.

RECOMMENDATIONS FOR AVOIDING AND MINIMIZING IMPACTS

These recommendations apply to typical construction projects and general land use within Blanding's turtle habitat, and are provided to help local governments, developers, contractors, and homeowners minimize or avoid detrimental impacts to Blanding's turtle populations. **List 1** describes minimum measures which we recommend to prevent harm to Blanding's turtles during construction or other work within Blanding's turtle habitat. **List 2** contains recommendations which offer even greater protection for Blanding's turtles populations; this list should be used *in addition to the first list* in areas which are known to be of state-wide importance to Blanding's turtles (contact the DNR's Natural Heritage and Nongame Research Program if you wish to determine if your project or home is in one of these areas), or in any other area where greater protection for Blanding's turtles is desired.

List 1. Recommendations for all areas inhabited by Blanding's turtles.	**List 2. *Additional* recommendations for areas known to be of state-wide importance to Blanding's turtles.**
GENERAL	
A flyer with an illustration of a Blanding's turtle should be given to all contractors working in the area. Homeowners should also be informed of the presence of Blanding's turtles in the area.	Turtle crossing signs can be installed adjacent to road-crossing areas used by Blanding's turtles to increase public awareness and reduce road kills.
Turtles which are in imminent danger should be moved, by hand, out of harms way. Turtles which are not in imminent danger should be left undisturbed.	Workers in the area should be aware that Blanding's turtles nest in June, generally after 4pm, and should be advised to minimize disturbance if turtles are seen.
If a Blanding's turtle nests in your yard, do not disturb the nest.	If you would like to provide more protection for a Blanding's turtle nest on your property, see "Protecting Blanding's Turtle Nests" on page 3 of this fact sheet.
Silt fencing should be set up to keep turtles out of construction areas. It is critical that silt fencing be removed after the area has been revegetated.	Construction in potential nesting areas should be limited to the period between September 15 and June 1 (this is the time when activity of adults and hatchlings in upland areas is at a minimum).
WETLANDS	
Small, vegetated temporary wetlands (Types 2 & 3) should not be dredged, deepened, filled, or converted to storm water retention basins (these wetlands provide important habitat during spring and summer).	Shallow portions of wetlands should not be disturbed during prime basking time (mid morning to mid- afternoon in May and June). A wide buffer should be left along the shore to minimize human activity near wetlands (basking Blanding's turtles are more easily disturbed than other turtle species).
Wetlands should be protected from pollution; use of fertilizers and pesticides should be avoided, and run-off from lawns and streets should be controlled. Erosion should be prevented to keep sediment from reaching wetlands and lakes.	Wetlands should be protected from road, lawn, and other chemical run-off by a vegetated buffer strip at least 50' wide. This area should be left unmowed and in a natural condition.
ROADS	
Roads should be kept to minimum standards on widths and lanes (this reduces road kills by slowing traffic and reducing the distance turtles need to cross).	Tunnels should be considered in areas with concentrations of turtle crossings (more than 10 turtles per year per 100 meters of road), and in areas of lower density if the level of road use would make a safe crossing impossible for turtles. Contact your DNR Regional Nongame Specialist for further information on wildlife tunnels.
Roads should be ditched, not curbed or below grade. If curbs must be used, 4 inch high curbs at a 3:1 slope are preferred (Blanding's turtles have great difficulty climbing traditional curbs; curbs and below grade roads trap turtles on the road and can cause road kills).	Roads should be ditched, not curbed or below grade.

ROADS cont.	
Culverts between wetland areas, or between wetland areas and nesting areas, should be 36 inches or greater in diameter, and elliptical or flat-bottomed.	Road placement should avoid separating wetlands from adjacent upland nesting sites, or these roads should be fenced to prevent turtles from attempting to cross them (contact your DNR Nongame Specialist for details).
Wetland crossings should be bridged, or include raised roadways with culverts which are 36 in or greater in diameter and flat-bottomed or elliptical (raised roadways discourage turtles from leaving the wetland to bask on roads).	Road placement should avoid bisecting wetlands, or these roads should be fenced to prevent turtles from attempting to cross them (contact your DNR Nongame Specialist for details). This is especially important for roads with more than 2 lanes.
Culverts under roads crossing streams should be oversized (at least twice as wide as the normal width of open water) and flat-bottomed or elliptical.	Roads crossing streams should be bridged.
UTILITIES	
Utility access and maintenance roads should be kept to a minimum (this reduces road-kill potential).	
Because trenches can trap turtles, trenches should be checked for turtles prior to being backfilled and the sites should be returned to original grade.	
LANDSCAPING AND VEGETATION MANAGEMENT	
Terrain should be left with as much natural contour as possible.	As much natural landscape as possible should be preserved (installation of sod or wood chips, paving, and planting of trees within nesting habitat can make that habitat unusable to nesting Blanding's turtles).
Graded areas should be revegetated with native grasses and forbs (some non-natives form dense patches through which it is difficult for turtles to travel).	Open space should include some areas at higher elevations for nesting. These areas should be retained in native vegetation, and should be connected to wetlands by a wide corridor of native vegetation.
Vegetation management in infrequently mowed areas -- such as in ditches, along utility access roads, and under power lines -- should be done mechanically (chemicals should not be used). Work should occur fall through spring (after October 1st and before June 1st).	Ditches and utility access roads should not be mowed or managed through use of chemicals. If vegetation management is required, it should be done mechanically, as infrequently as possible, and fall through spring (mowing can kill turtles present during mowing, and makes it easier for predators to locate turtles crossing roads).

Protecting Blanding's Turtle Nests: Most predation on turtle nests occurs within 48 hours after the eggs are laid. After this time, the scent is gone from the nest and it is more difficult for predators to locate the nest. Nests more than a week old probably do not need additional protection, unless they are in a particularly vulnerable spot, such as a yard where pets may disturb the nest. Turtle nests can be protected from predators and other disturbance by covering them with a piece of wire fencing (such as chicken wire), secured to the ground with stakes or rocks. The piece of fencing should measure at least 2 ft. x 2 ft., and should be of medium sized mesh (openings should be about 2 in. x 2 in.). It is ***very important*** that the fencing be **removed <u>before August 1st</u>** so the young turtles can escape from the nest when they hatch!

REFERENCES

[1]Association for Biodiversity Information. "Heritage Status: Global, National, and Subnational Conservation Status Ranks." NatureServe. Version 1.3 (9 April 2001). http://www.natureserve.org/ranking.htm (15 April 2001).

Coffin, B., and L. Pfannmuller. 1988. Minnesota's Endangered Flora and Fauna. University of Minnesota Press, Minneapolis, 473 pp.

REFERENCES (cont.)

Moriarty, J. J., and M. Linck. 1994. Suggested guidelines for projects occurring in Blanding's turtle habitat. Unpublished report to the Minnesota DNR. 8 pp.

Oldfield, B., and J. J. Moriarty. 1994. Amphibians and Reptiles Native to Minnesota. University of Minnesota Press, Minneapolis, 237 pp.

Sajwaj, T. D., and J. W. Lang. 2000. Thermal ecology of Blanding′s turtle in central Minnesota. Chelonian Conservation and Biology 3(4):626-636.

CAUTION







BLANDING'S TURTLES

MAY BE ENCOUNTERED IN THIS AREA

The unique and rare Blanding's turtle has been found in this area. Blanding's turtles are state-listed as Threatened and are protected under Minnesota Statute 84.095, Protection of Threatened and Endangered Species. Please be careful of turtles on roads and in construction sites. For additional information on turtles, or to report a Blanding's turtle sighting, contact the DNR Nongame Specialist nearest you: Bemidji (218-308-2641); Grand Rapids (218-327-4518); New Ulm (507-359-6033); Rochester (507-280-5070); or St. Paul (651-259-5764).

DESCRIPTION: The Blanding's turtle is a medium to large turtle (5 to 10 inches) with a black or dark blue, dome-shaped shell with muted yellow spots and bars. The bottom of the shell is hinged across the front third, enabling the turtle to pull the front edge of the lower shell firmly against the top shell to provide additional protection when threatened. The head, legs, and tail are dark brown or blue-gray with small dots of light brown or yellow. A distinctive field mark is the bright yellow chin and neck.

BLANDING'S TURTLES DO NOT MAKE GOOD PETS
IT IS ILLEGAL TO KEEP THIS THREATENED SPECIES IN CAPTIVITY

SUMMARY OF RECOMMENDATIONS FOR AVOIDING AND MINIMIZING IMPACTS TO BLANDING'S TURTLE POPULATIONS

(see Blanding's Turtle Fact Sheet for full recommendations)

- This flyer should be given to all contractors working in the area. Homeowners should also be informed of the presence of Blanding's turtles in the area.
- Turtles that are in imminent danger should be moved, by hand, out of harms way. Turtles that are not in imminent danger should be left undisturbed to continue their travel among wetlands and/or nest sites.
- If a Blanding's turtle nests in your yard, do not disturb the nest and do not allow pets near the nest.
- Silt fencing should be set up to keep turtles out of construction areas. It is critical that silt fencing be removed after the area has been revegetated.
- Small, vegetated temporary wetlands should not be dredged, deepened, or filled.
- All wetlands should be protected from pollution; use of fertilizers and pesticides should be avoided, and run-off from lawns and streets should be controlled. Erosion should be prevented to keep sediment from reaching wetlands and lakes.
- Roads should be kept to minimum standards on widths and lanes.
- Roads should be ditched, not curbed or below grade. If curbs must be used, 4" high curbs at a 3:1 slope are preferred.
- Culverts under roads crossing wetland areas, between wetland areas, or between wetland and nesting areas should be at least 36 in. diameter and flat-bottomed or elliptical.
- Culverts under roads crossing streams should be oversized (at least twice as wide as the normal width of open water) and flat-bottomed or elliptical.
- Utility access and maintenance roads should be kept to a minimum.
- Because trenches can trap turtles, trenches should be checked for turtles prior to being backfilled and the sites should be returned to original grade.
- Terrain should be left with as much natural contour as possible.
- Graded areas should be revegetated with native grasses and forbs.
- Vegetation management in infrequently mowed areas -- such as in ditches, along utility access roads, and under power lines -- should be done mechanically (chemicals should not be used). Work should occur fall through spring (after October 1st and before June 1st).

Compiled by the Minnesota Department of Natural Resources Division of Ecological Resources, Updated March 2008
Endangered Species Environmental Review Coordinator, 500 Lafayette Rd., Box 25, St. Paul, MN 55155 / 651-259-5109

Looming Issue with Plastic Mesh/Netting in Erosion Control Products

Plastic mesh netting is a common material in erosion control products. It is utilized to hold loose fibrous materials in place (EG straw) until vegetation is established. These products have been used extensively and are successful for reducing soil erosion, benefitting both soil health and water quality. Unfortunately there is a negative side of this component: It is increasingly being documented that it poses dangers to reptiles, amphibians, and mowing machinery.

Potential Problems:

- Plastic netting lays on the surface long after other components have decomposed.
- Plastic mesh netting can result in entanglement and death of a variety of reptiles (snakes, frogs, toads, and turtles). Ducklings have also been documented entangled in the netting.
- Road maintenance machinery can snag the plastic mesh and pull up long lengths into machinery, thus binding up machinery and causing damage and/or loss of time cleaning it out.

Suggested Alternatives:

- Do not use in known locations of reptiles or amphibians that are listed as Threatened or Endangered species.
- Limit use where reptiles are likely (near wetlands, lakes, watercourses, or rock outcrops).
- Use rapidly degradable material in all components of erosion control blanket, netting or biologs (fiber rolls) that are to be left on site as part of final stabilization.
- Use types with smaller mesh size (smaller that ½") or use types with non-welded netting.



Areas near wetlands, lakes, watercourses are rock outcrops are likely habitat for reptiles and amphibians and may not be suitable for plastic mesh erosion control materials.



Snakes get caught in the plastic mesh

(http://www.dnr.state.mn.us/waters/watermgmt_section/pwpermits/gp_2004_0001_manual.html)

Appendix C –

Comments and Responses to the AUAR Update

June 11, 2013

Mr. Tim Gladhill, Development Services Manager
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

RE: The COR Alternative Urban Areawide Review
Metropolitan Council District 9, Edward Reynoso

Dear Mr. Gladhill:

Metropolitan Council staff completed its review of The COR (formerly "Ramsey Town Center") updated Alternative Urban Areawide Review (AUAR) to determine its accuracy and completeness in addressing regional concerns. Staff concludes that the updated AUAR is complete and accurate with respect to regional concerns and raises no major issues of consistency with Council policies.

However, staff offers the following comments:

Item 13: Transportation
The Twin Cities Metropolitan Area Master Water Supply Plan states that the following will need to be addressed, should water supplies be developed using the FIG aquifer: 1) potential for well interference, 2) potential for impact on surface water features, and DNR and MDH-identified conditions.

The AUAR acknowledges the issue of possible surface water impact and that increased pumping of the FIG could impact private wells that pump from this aquifer. The AUAR concludes that the private well interference issue is addressed by requiring additional DNR appropriation permits before wells are drilled, and Council staff commend the City for working with DNR to evaluate water supply sustainability.

However, the current mitigation strategy does not acknowledge the planned growth in neighboring communities who also use the FIG aquifer. This is may cause FIG aquifer conditions to change over the timeframe of the AUAR, and no mitigation strategy is proposed should the DNR deny future appropriation permits. The City should provide additional information about how development will be staged to ensure that construction does not occur until after a sustainable water supply is assured. The current mitigation strategy should also address potential for stormwater reuse and water conservation.

Item 21 Mitigation elements
The expansion of TH 10 from a four-lane expressway to a 6-lane freeway is not included in the Metropolitan Council's fiscally –constrained *2030 Transportation Policy Plan* which focuses on low cost, high benefit solutions. The Council is supportive to the construction of an interchange at TH 10/CSAH 83 and is participating in the recently initiated TH 10 Access Planning Study.

The Council will take no formal action on the updated AUAR. If you have any questions or need further information, please contact Patrick Boylan, Principal Reviewer, at 651-602-1438.

Sincerely,

LisaBeth Barajas, Manager
Local Planning Assistance

cc: Julie Monson, MHFA
Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division
Edward Reynoso, Metropolitan Council District 9
Keith Buttleman, Environmental Services
Freya Thamman, Sector Representative
Raya Esmaeili, Reviews Coordinator

N:\CommDev\LPA\Communities\Ramsey\Letters\Ramsey 2013_AUAR_The COR 21119-1.docx

Minnesota Pollution Control Agency
520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300
800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us | Equal Opportunity Employer

June 12, 2013

City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Re: The COR (formerly Ramsey Town Center) Alternative Urban Areawide Review Update

Dear City of Ramsey:

Thank you for the opportunity to review and comment on the Alternative Urban Areawide Review (AUAR) Update for The COR (formerly Ramsey Town Center) project (Project) in the city of Ramsey, Minnesota. The Project consists of a 369.5 acre mixed use development. Minnesota Pollution Control Agency (MPCA) staff has reviewed the AUAR Update and have no comments at this time.

Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this AUAR Update please contact me at 651-757-2508.

Sincerely,

Karen Kromar

Karen Kromar
Planner Principal
Environmental Review Unit
Resource Management and Assistance Division

KK:bt

cc: Craig Affeldt, MPCA, St. Paul
Doug Wetzstein, MPCA, St. Paul

Minnesota Department of Transportation
Metropolitan District
Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

June 6, 2013

Tim Gladhill
City of Ramsey Development Services Manager
4550 Sunwood Dr. NW
Ramsey, MN 55303

SUBJECT: The COR (Formerly known as Ramsey Town Center)
Mn/DOT Review #AUAR13-005
Northeast of US 10 and Armstrong Blvd.
Ramsey, Anoka County
Control Section 0202

Dear Mr. Gladhill:

Thank you for the opportunity to review the AUAR for The COR. MnDOT appreciates Ramsey's willingness to work with us on US 10 issues. As plans are refined, we would indeed like the opportunity to meet with our partners and to review the updated information. MnDOT's staff has reviewed the document and has the following comments:

Design:
Any alignment or capacity changes to US 10, as mentioned in Item 21 Mitigation Element, will require a layout review and acceptance by MnDOT. When going through a MnDOT Layout Review, MnDOT recommends that the design work be completed by a consultant that is experienced working with MnDOT standards and has performed Trunk Highway design.

The following web sites provide layout design guidance and identify layout requirements:

- http://www.dot.state.mn.us/design/geometric/index.html
- On the right side of the above page under "Quick Links", the third bullet (HPDP Geometric Design Resources) directs you to the following page: http://dotapp7.dot.state.mn.us/edms/download?docId=636152

For questions concerning the Layout process, please contact Nancy Jacobson, MnDOT Metro Design Section at 651-234-7647

Review Submittal Options:
Mn/DOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

1. One (1) electronic pdf. version of the plans. Mn/DOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is under 20 megabytes.
2. Three (3) sets of full size plans. Although submitting seven sets of full size plans will expedite the review process. Plans can be sent to:

   Mn/DOT – Metro District Planning Section
   Development Reviews Coordinator
   1500 West County Road B-2
   Roseville, MN 55113

3. One (1) compact disk.
4. Plans can also be submitted to Mn/DOT's External FTP Site. Please send files to: ftp://ftp2.dot.state.mn.us/pub/incoming/MetroWatersEdge/Planning Internet Explorer doesn't work using ftp so please use an FTP Client or your Windows Explorer (My Computer). Also, please send a note to metrodevreviews.dot@state.mn.us indicating that the plans have been submitted on the FTP site.

If you have any questions concerning this review please feel free to contact me at (651) 234-7794.

Sincerely,



Tod Sherman
Planning Supervisor

Copy sent via E-Mail:
Buck Craig, Permits
Nancy Jacobson, Design
Brian Kelly, Water Resources
Douglas Nelson, Right-of-Way
Paul Jung, Area Engineer
Gayle Gedstad, Traffic
Tim Gladhill, Ramsey tgladhill@ci.ramsey.mn.us
Ann Braden, Metropolitan Council

From: Tim Gladhill
To: Kendra Lindahl
Subject: FW: Re: The COR AUAR Update - DNR Comments
Date: Friday, May 24, 2013 8:31:19 AM
Attachments: Wildlife Friendly Erosion Control(acc).pdf

_____
From: Doperalski, Melissa (DNR) [melissa.doperalski@state.mn.us]
Sent: Thursday, May 23, 2013 3:15 PM
To: Tim Gladhill
Subject: FW: Re: The COR AUAR Update - DNR Comments

Tim,

The DNR has reviewed the AUAR Update for The COR. Please note regarding Blanding's turtles, the DNR requests that specific mitigation measures be included in the AUAR that are planned to be implemented and in cases where construction/development has already occurred, a discussion of what mitigation measures were implemented. The flyer and fact sheet provides a list of possibly applicable options for project proposers. As these may vary in their applicability, we appreciate the opportunity to review which are planned or were included in project design.

The DNR continues to encourage project proposers to incorporate wildlife-friendly erosion control mesh. This mesh should be used in place of traditional mesh. The wildlife-friendly erosion control mesh helps to reduce injury or death to wildlife – including state-listed species.

The DNR appreciates the inclusion of Appendix F which discusses wetland elevations. Please note that we have not fully reviewed this information provided; however, it would appear that the City plans to conduct long-term monitoring. Please include the DNR Area Hydrologist in these discussions. The DNR Area Hydrologist for this area would be Molly Shodeen. She can be reached at molly.shodeen@state.mn.us<mailto:molly.shodeen@state.mn.us> or by phone at 651-259-5802.

Thank you,
Melissa

Melissa Doperalski
Regional Environmental Assessment Ecologist
Department of Natural Resources, Central Region
1200 Warner Road
Saint Paul, Minnesota 55106
651.259.5738
melissa.doperalski@state.mn.us<mailto:melissa.doperalski@state.mn.us>

Wildlife Friendly Erosion Control

Wildlife entanglement in, and death from, plastic netting and other man-made plastic materials has been documented in birds (Johnson, 1990; Fuller-Perrine and Tobin, 1993), fish (Johnson, 1990), mammals (Derraik, 2002), and reptiles (Barton and Kinkead, 2005; Kapfer and Paloski, 2011). Yet the use of these materials continues in many cases, without consideration for wildlife impacts. Plastic netting is frequently used for erosion control during construction and landscape projects and can negatively impact terrestrial and aquatic wildlife populations as well as snag in maintenance machinery resulting in costly repairs and delays. However, wildlife friendly erosion control materials do exist, and are sold by several large erosion control material companies. Below are a few key considerations before starting a project.

Know Your Options

- Remember to consult with local natural resource authorities (DNR, USFWS, etc.) before starting a project. They can help you identify sensitive areas and rare species.
- When erosion control is necessary, select products with biodegradable netting (natural fiber, biodegradable polyesters, etc.).
- DO NOT use products that require UV-light to biodegrade (also called, "photodegradable"). These do not biodegrade properly when shaded by vegetation.
- Use netting with rectangular shaped mesh (not square mesh).
- Use netting with flexible (non-welded) mesh.



Woven 100% natural fiber erosion control materials being utilized along a central Minnesota stream. ©MN DNR, Nick Proulx

Know the Landscape

- It is especially important to use wildlife friendly erosion control around:
    - Areas with threatened or endangered species.
    - Wetlands, rivers, lakes, and other watercourses.
    - Habitat transition zones (prairie – woodland edges, rocky outcrop – woodland edges, steep rocky slopes, etc.).
    - Areas with threatened or endangered species.
- Use erosion mesh wisely, not all areas with disturbed ground necessitate its use. Do not use plastic mesh unless it is specifically required. Other erosion control options exist (open weave textile (OWT), rolled erosion control products (RECPs) with woven natural fiber netting).



Fish trapped and killed by welded-plastic square erosion control mesh improperly placed along a small central Minnesota stream. Photo courtesy of Ben Lowe.

Protect Wildlife

- Avoid photodegradable erosion control materials where possible.
- Use only biodegradable materials (typically made from natural fibers), preferably those that will biodegrade under a variety of conditions.
- Wildlife friendly erosion control material costs are often similar to conventional plastic netting.



Plains Gartersnake trapped and killed by welded-plastic square erosion control mesh placed along a newly installed cement culvert in southern Minnesota. ©MN DNR, Carol Hall



A small vole that was strangled and killed by plastic erosion control material with welded and square mesh. Photo taken in southern Minnesota and provided courtesy of Tom Jessen.

Literature Referenced

Barton, C. and K. Kinkead. 2005. Do erosion control and snakes mesh? Soil and Water Conservation Society 60:33A-35A.

Derraik, J.G.B. 2002. The pollution of the marine environment by plastic debris: a aeview. Marine Pollution Bulletin 44:842-852.

Fuller-Perrine, L.D., and M.E. Tobin. 1993. A method for applying and removing bird-exclusion netting in commercial vineyards. Wildlife Society Bulletin 21:47-51.

Johnson, S.W. 1990. Distribution, abundance, and source of entanglement debris and other plastics on Alaskan beaches, 1982-1988. Proceedings of the Second International Conference on Marine Debris 331-348.

Kapfer, J. M., and R. A. Paloski. 2011. On the threat to snakes of mesh deployed for erosion control and wildlife exclusion. Herpetological Conservation and Biology 6:1-9.

Minnesota DEPARTMENT OF NATURAL RESOURCES

NONGAME WILDLIFE PROGRAM • MINNESOTA DEPARTMENT OF NATURAL RESOURCES •

DEPARTMENT OF ADMINISTRATION
STATE HISTORIC PRESERVATION OFFICE

November 29, 2018

Chris Anderson
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

RE: AUAR Update for Ramsey COR
Ramsey, Anoka County
SHPO Number: 2019-0473

Dear Mr. Anderson:

Thank you for submitting the Final Alternative Urban Areawide Review (AUAR) Update for the Ramsey COR (formerly Ramsey Town Center).

Based on our review of the information included in this document, we conclude that there are no properties listed in the National or State Registers of Historic Places, and no known or suspected archaeological properties in the area covered by the AUAR.

Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36CFR800, procedures of the Advisory Council on Historic Preservation for the protection of historic properties. If any development projects are considered for federal assistance, or require a federal license or permit, they should be submitted to our office by the responsible federal agency.

Please contact our Environmental Review Program at (651) 201-3285 if you have any questions regarding our comments on this project.

Sincerely,

Sarah J. Beimers
Environmental Review Program Manager

cc: Alison Harwood, WSB

November 30, 2018

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

RE: City of Ramsey The COR Alternative Urban Areawide Review Update
Metropolitan Council Review File No. 21119-3
Metropolitan Council District No. 9

Dear Mr. Gladhill:

The Metropolitan Council received the City's The COR Alternative Urban Areawide Review (AUAR) Update on November 15, 2018. The COR (formerly Ramsey Town Center) study area is a 369.50-acre project in the City of Ramsey. The AUAR area consists of a mix of uses, with housing, commercial, and smaller business park developments. Of the 369.50-acre COR AUAR area,146.55 acres have been developed or are approved for development. The area is bounded by the Burlington Northern Santa Fe (BNSF) railroad on the south, Armstrong Boulevard on the west and Ramsey Boulevard (Highway 56) on the east.

Metropolitan Council staff has completed review of the AUAR Update to determine its accuracy and completeness in addressing regional concerns. Staff concludes that the AUAR Update is complete and accurate with respect to regional concerns and does not raise major issues of consistency with Council policies. However, staff offers the following comments for your consideration:

Item 9. Land Use *(Eric Wojchik, 651-602-1330)*
In Item 9.1, the document states that review of the City's 2040 Comprehensive Plan is expected by the Metropolitan Council in December 2018. For accuracy, this text should be amended to acknowledge that the City intends to submit its 2040 Comprehensive Plan to the Metropolitan Council in March of 2019.

Item 9. Land Use *(Todd Graham, 651-602-1322)*
The area is already 40% developed or under construction. Council staff estimates that those parcels account for worksites with 800 jobs; the AUAR also counts 1,280 housing units, either completed or under construction. Buildout numbers will likely be higher.

A preliminary set of TAZ forecasts for 2040 has been prepared by the Council and is available for local governments to review. The Council's forecast scenario assumes the TAZ #63 (bounded by Hwy 10 and Bunker Lake Blvd) will experience modest households and employment growth. In the Council's preliminary forecasts, TAZ #63 is forecasted to gain +792 households, +2,084 population, and +309 jobs (employment) during 2010-40. The City should consider whether a higher forecast allocation is needed.

Also, in the Metropolitan Council's preliminary forecasts, TAZ #59 (a small part of this TAZ is in the COR residential area, north of Bunker Lake Blvd) is forecasted to gain +266

households, +696 population, and no employment during 2010-40. The City should consider whether a different forecast allocation is needed.

Council staff would recommend increasing the TAZ allocation for the COR area by an additional +400 households, +1,100 population, and +500 jobs (in TAZ #63). These households, population and jobs can be balanced with lower forecast allocations for other TAZs with less capacity. These adjustments do not merit a community-wide forecast revision beyond that already proposed by City staff. TAZ forecasts must be submitted with Ramsey's upcoming 2040 comprehensive plan.

The Council will not take formal action on the AUAR. If you have any questions or need further information, please contact Eric Wojchik, Principal Reviewer, at 651-602-1330.

Sincerely,

LisaBeth Barajas, Director
Community Development

CC: Matt Bauman, Minnesota Department of Natural Resources
Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division
Edward Reynoso, Metropolitan Council District No. 9
Eric Wojchik, Principal Reviewer/Sector Representative
Raya Esmaeili, Reviews Coordinator

N:\CommDev\LPA\Communities\Ramsey \Letters\2018 Ramsey_ AUAR_Update_The COR 21119-3.docx

Metropolitan District
1500 West County Road B-2
Roseville, MN 55113

November 30, 2018

Chris Anderson
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

SUBJECT: The COR (formerly Ramsey Town Center) AUAR Update 2, November 2018
MnDOT Review #AUAR18-006
North side of MN10 between Armstrong Blvd (CSAH 83) and Ramsey Blvd (CSAH 56)
Town of Ramsey, Anoka County
Control Section 2750

Dear Mr. Anderson:

The Minnesota Department of Transportation (MnDOT) has reviewed the above referenced Alternative Urban Areawide Review (AUAR) update. Before further development, please address the following:

Permits
Any work within or affecting MnDOT right-of-way will require a permit. Permit forms are available at: https://dotapp7.dot.state.mn.us/OLPA. For questions regarding permit requirements, contact Buck Craig of MnDOT's Metro District Permits Section at 651-234-7911 or Buck.Craig@state.mn.us.

Review Submittal Options
MnDOT's goal is to review proposed development plans and documents within 30 days of receipt. Electronic file submittals are typically processed more rapidly. There are four submittal options:

1. Email documents and plans in PDF format to metrodevreviews.dot@state.mn.us. Attachments may not exceed 20 megabytes per email. If multiple emails are necessary, number each message.
2. Upload PDF file(s) to MnDOT's external shared internet workspace site at: https://mft.dot.state.mn.us. Contact MnDOT Planning development review staff at metrodevreviews.dot@state.mn.us for access instructions and send an email listing the file name(s) after the document(s) has/have been uploaded.
3. Mail, courier, or hand deliver documents and plans in PDF format on a CD-ROM compact disc to:
   MnDOT – Metro District Planning Section
   Development Reviews Coordinator
   1500 West County Road B-2
   Roseville, MN 55113
4. Submit printed documents via U.S. Mail, courier, or hand delivery to the address above. Include one set of full-size plans.

You are welcome to contact me at (651) 234-7795 with questions.

Sincerely,

David Elvin, Senior Planner
MnDOT Metro District

Copy via E-Mail:
Melissa Barnes, Area Engineer
Buck Craig, Permits
Jeff Rones, Design
Brian Kelly, Water Resources
Ashley Roup, Traffic
Russell Owen, Met Council
Alison Harwood, WSB

MINNESOTA POLLUTION CONTROL AGENCY

520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300

800-657-3864 | Use your preferred relay service | info.pca@state.mn.us | Equal Opportunity Employer

December 3, 2018

Chris Anderson
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Alison Harwood
WSB
540 Gateway Boulevard
Burnsville, MN 55337

Re: Ramsey COR Alternative Urban Areawide Review Update

Dear Chris Anderson and Alison Harwood:

Thank you for the opportunity to review and comment on the Alternative Urban Areawide Review (AUAR) Update for Ramsey COR project (Project) in the city of Ramsey, Anoka County, Minnesota. The Project consists of a 369-acre mixed-use development. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility or other interests, the MPCA staff has the following comments for your consideration.

Soil and Groundwater Contamination (Item 19)

The AUAR Update indicates that contaminants were discovered on site 47 in the soil and soil gas at concentrations above established regulatory thresholds. Due to the potential for soil vapor migration and the presence of a residential development on the eastern third of this site, the MPCA recommends the City conduct an investigation to determine the extent and magnitude of the contamination on site 47 in the immediate future, rather than waiting until there is a proposed development as stated in the AUAR Update.

Assistance is available from the MPCA's Brownfields Program to receive necessary technical assistance in managing contamination. For some properties, special construction might be needed to prevent the further spreading of the contamination and/or prevent vapors from entering buildings or utility corridors. Information regarding the Brownfields Program can be found at: https://www.pca.state.mn.us/waste/brownfields. Please note that contamination that is found must be reported immediately to the state duty officer at 651-649-5451 or 800-422-0798.

Dust, Odors, Noise (Item 24)

This development will be subject to the state noise standards. Item 24 of the AUAR Update refers to dust, odors, and noise. Item 24.1 refers back to potential noise mitigation techniques for Blocks 28, 26, 37, and 38. Without being able to reference earlier maps and plans, the assumption is that these Blocks are the residential areas south of Bunker Lake Blvd in the Residential development area now labeled COR-4B.

Development near high-traffic areas has been expanding, along with an increase in noise complaints in residences in which mitigation techniques were not applied. The MPCA recommends that the City, as suggested in the AUAR Update, consider suggested and other ways to mitigate noise impacts in the residential portions of the COR development. For noise related questions, please contact Fawkes Steinwand at 651-757-2327 or Fawkes.Steinwand@state.mn.us.

We appreciate the opportunity to review this Project. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this AUAR Update, please contact me by email at Karen.kromar@state.mn.us or by telephone at 651-757-2508.

Sincerely,

Karen Kromar

Karen Kromar
Project Manager
Environmental Review Unit
Resource Management and Assistance Division

KK:bt

cc: Dan Card, MPCA, St. Paul
Fawkes Steinwand, MPCA, St. Paul
Greg Small, MPCA, St. Paul
Teresa McDill, MPCA, St. Paul

FINAL ALTERNATIVE URBAN AREAWIDE REVIEW UPDATE

RAMSEY COR

FOR THE
CITY OF RAMSEY, MINNESOTA

Original AUAR: June 2003
Update 1: May 2013 (revised July 2013)
Update 2: November 2018 (revised January 2019)

Prepared By:
WSB & Associates, Inc.
540 Gateway Blvd
Burnsville, MN 55337
763-231-4847
aharwood@wsbeng.com

City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303
763-433-9824
canderson@ci.ramsey.mn.us

TABLE OF CONTENTS

I. INTRODUCTION AND PURPOSE 1
II. DEVELOPMENT WITHIN THE STUDY AREA 2
III. AREAS REMAINING TO BE DEVELOPED 3
IV. UPDATE TO THE ENVIRONMENTAL REVIEW 3
A. Traffic and Transportation System 3
B. Regional Sanitary Sewer 3
C. Potential Environmental Hazards 3
D. Stormwater Management 4
E. Ecologically Sensitive Areas 4
IV. MITIGATION SUMMARY AND UPDATE 5
V. AUAR UPDATE REVIEW 5

Appendix A: Figures

Appendix B: Agency Correspondence (DNR)

Appendix C: Mitigation Plan

Appendix D: Comments and Responses to the AUAR Update

I. INTRODUCTION AND PURPOSE

The COR (formerly Ramsey Town Center) study area is a 369.50-acre project in the City of Ramsey. The area is bounded by the Burlington Northern Santa Fe (BNSF) railroad on the south, Armstrong Boulevard on the west and Ramsey Boulevard (Highway 56) on the east (see **Figure 1, Appendix A**).

The City of Ramsey adopted the Ramsey Town Center Alternative Urban Areawide Review and Mitigation Plan on June 24, 2003, (original AUAR, Resolution 2002-104) and completed an update to the AUAR in 2013. This AUAR update incorporates this document by reference. Pursuant to Minnesota Rules 4410.3610 Subp. 7, for the AUAR to remain valid as the environmental review document for the area, the document needs to be updated every five years until all development in the study area has received final approval. Since undeveloped areas still remain in the study area and the AUAR will expire in 2018, the purpose of this document is to update the AUAR pursuant to Minnesota Rules.

The preparation of this AUAR update report has been completed according to guidance prepared by the Environmental Quality Board (EQB) and is based on Minnesota Rules 4410.3610, Subp. 4. The mitigation items in the AUAR update follow the standard Environmental Assessment Worksheet (EAW) environmental review topics. When an environmental review topic item is not applicable to this AUAR, it is so stated. Responses to the environmental review topics are only provided when there has been a change since the 2003 AUAR or 2013 AUAR Update. Whenever "no changes" is indicated, refer to the original document as listed above to review the original response.

The 2003 AUAR, 2013 Update, and 2018 Update included an analysis of existing conditions and the preferred development scenario. The AUAR also included the progression of the conceptual designs to reach the preferred development concept. The 2018 AUAR Update is available for review on the City's website at https://www.ci.ramsey.mn.us/463/The-COR. This report is intended to serve as an update of the AUAR and includes a review of the areas that have and have not developed, an update to the environmental analysis as needed, and a review of the mitigation measures.

The City of Ramsey adopted the 2001 Comprehensive Plan, and subsequently updated the Comprehensive Plan in September 2010 (2030 Comprehensive Plan) and is currently in the process of updating the Plan again (2040 Comprehensive Plan). The Future Land Use element of the Comprehensive Plan shows the AUAR area as primarily "Mixed Use" with smaller areas of "Business Park" and "Commercial". The preferred development scenario is fully compatible with the 2040 Comprehensive Plan.

II. DEVELOPMENT WITHIN THE STUDY AREA

Figure 2 (Appendix A) shows the location of the completed and approved developments in the study area. The developments are listed in **Table 1**. Of the 369.50-acre COR AUAR Area, 146.55 acres have been developed or are approved for development.

Table 1. Summary of Development within Study Area

Development	Activity	Status	Area (ac)	AUAR Update (Year)
Affinity at the COR	174-unit senior housing	Approved	16.61	2018
Cottages at the COR	40units	Approved	4.30	2018
Casey's Addition	Gas Station	Complete	1.62	2018
COR Parkview Addition	121-unit apartment building	Complete	9.01	2018
COR Stone Brook Academy	Child Care	Complete	0.84	2018
COR Three	Residential	Complete	8.56	2018
Greenway Terrace	54-unit apartment building	Under Construction	3.38	2018
Northgate Addition	Public/Quasi-Public	Complete	1.36	2018
Station 2nd Addition Station	77-unit townshomes	Under Construction	4.86	2018
Sunwood Village	47-unit apartment building	Complete	1.85	2018
Vistas at North Commons	12-lot single family residential development	Approved	3.00	2018
The Ramsey Municipal Center and Parking Ramp	Public/Quasi-Public	Complete	5.31	2013
The Veterans Administration Clinic	Medical Facility	Complete	2.34	2013
Allina Clinic	Medical Facility	Complete	3.00	2013
Ramsey Town Center 2nd Addition	103 Units	Complete	7.30	2013
Ramsey Town Center 3rd Addition (Northstar Marketplace Retail)	Retail	Complete	8.92	2013
Ramsey Town Center 7th Addition - Symphony at Town Center	152 Units	Under Construction	9.39	2013
Ramsey Town Center 8th Addition	23 Units	Complete	3.90	2013
Ramsey Town Center 9th Addition	90 Units	Under Construction	7.78	2013
Ramsey Town Center 10th	44 Units	Complete	6.68	2013

Addition				
PACT Charter School	Public/Quasi-Public	Complete	5.34	2013
NAU Country	Commercial	Complete	1.23	2013
COR ONE (Residence at the COR)	326 Units	Complete	3.03	2013
COR TWO (Sunwood Retail)	Retail	Complete	4.09	2013
COR THREE (North Commons)	17 Units	Complete	4.39	2013
Fountains of Ramsey Convention Center/Banquet Facility	Commercial	Complete	3.14	2013
Midwest Medical Examiner's Office	Medical Facility	Complete	1.22	2013
Draw Park	Public Recreation/Park	Complete	7.79	2013
Rhinestone Commons Park	Public Recreation/Park	Complete	6.31	2013

III. AREAS REMAINING TO BE DEVELOPED

Approximately 222.95 acres remain for development. These areas are also shown on **Figure 2 (Appendix A)**.

Development within the AUAR area is dependent on market forces, but the remaining areas could develop within the next 5-15 years.

IV. UPDATE TO THE ENVIRONMENTAL REVIEW

A. Traffic and Transportation System

Several street improvements have occurred within the AUAR area. These improvements were noted in the AUAR as part of the mitigation measures and are noted in this AUAR update under **Item 21**.

B. Sewer and Water Systems

The City updated the Comprehensive Sewer and Water Plans in 2017. The sewer update did not list any flow projects and referenced the 2012 study. The City reviewed the sewer and water systems in relation to the existing conditions, past development and the AUAR. The City's sewer and water systems can accommodate the development proposed within the AUAR area.

C. Potential Environmental Hazards

Item 9 in the original AUAR included a review of past land use in relation to potential environmental hazards. Item 20 in the original AUAR included a description of the types, amounts, and composition of solid/hazardous wastes and storage tanks. As part of this AUAR Update, the City reviewed current Minnesota (MPCA) Pollution Control Agency

and Minnesota Department of Agriculture (MDA) *What's in My Neighborhood* databases for records of potential contamination. The following table summarizes the listings identified within undeveloped parcels of the study area.

Table 2. Summary of MPCA/MDA Listings

Site ID	Name	Address	Activity
5	Senior Housing Parcel	County Road 116	Brownfields, Voluntary Investigation and Cleanup

A map showing the location of the identified site is included as **Figure 3** in **Appendix A.** The listings associated with Site 5 indicate the presence, or likely presence, of soil and/or groundwater contamination. Mitigation recommendations are outlined in the Mitigation Plan.

In addition to the review of the MPCA database, the city completed Phase I Environmental Site Assessments (ESA) on Parcels 28-32-25-41-0002 (Site 50), 28-32-25-23-0011 and 28-32-25-23-0013 (Site 42). In addition to Phase I ESAs, a Phase II ESA was also completed on parcel 28-32-25-23-0010 (Site 47). Investigations at Sites 42 and 50 did not indicate the presence of environmental hazards. Investigations at Site 47 revealed the presence of environmental hazards above regulatory thresholds in the soil and/or soil gas. This site is shown on **Figure 3** in **Appendix A**. Mitigation recommendations for this site are outlined in the Mitigation Plan.

D. Stormwater Management

Development will be required to meet the stormwater management guidelines of the Lower Rum River Watershed Management Organization (LRRWMO). The LRRWMO adopted new rules in the "3rd Generation Watershed Management Plan" on January 19, 2012. A new stormwater management plan was approved by the City of Ramsey in 2015. The 2015 plan addresses the new LRRWMO requirements and reflects the new COR development plan. The LRRWMO issued a permit for The COR (formerly Ramsey Town Center), which is still active. The 3rd Generation Plan added a requirement for infiltration for new development. This requirement is being implemented by the City of Ramsey. LRRWMO updated their Stormwater Standards in March 2018, primarily focusing on the new infiltration requirement, allowable design storm events (MSE Atlas 14) and modified water quality standards. The City is considering implementation of regional infiltration in conjunction with existing and planned regional facilities, including proposed Lake Ramsey (see **Figure 2, Appendix A**).

E. Ecologically Sensitive Areas

The AUAR included review and analysis of the ecologically sensitive areas within the study area. For this update, the DNR Natural Heritage Database information was updated and is included in **Appendix B.** This update contains additional known occurrences of rare species or natural communities within a one-mile radius of the study area as

compared to the data from the original AUAR. The mitigation plan is adequate to address these sensitive ecological areas and the remaining AUAR analysis remains valid for this update.

IV. MITIGATION SUMMARY AND UPDATE

The mitigation plan from the original AUAR and AUAR Update (2013) has been reviewed and updated based on changes since 2013. The mitigation plan is included in **Appendix C.**

V. AUAR UPDATE REVIEW

This AUAR Update has been reviewed pursuant to Minnesota Rules 4410.3610, Subp. 7. The COR (formerly Ramsey Town Center) AUAR will remain valid for an additional five years beyond the City Council adoption date.

APPENDIX A: Figures



Document Path: K:\01\1954-000\GIS\Maps\Figure 1 - Location.mxd Date Saved: 10/19/2018 1:10:05 PM

Figure 1 - AUAR Location

COR AUAR Update
City of Ramsey

N

0

1 inch = 1,253 feet

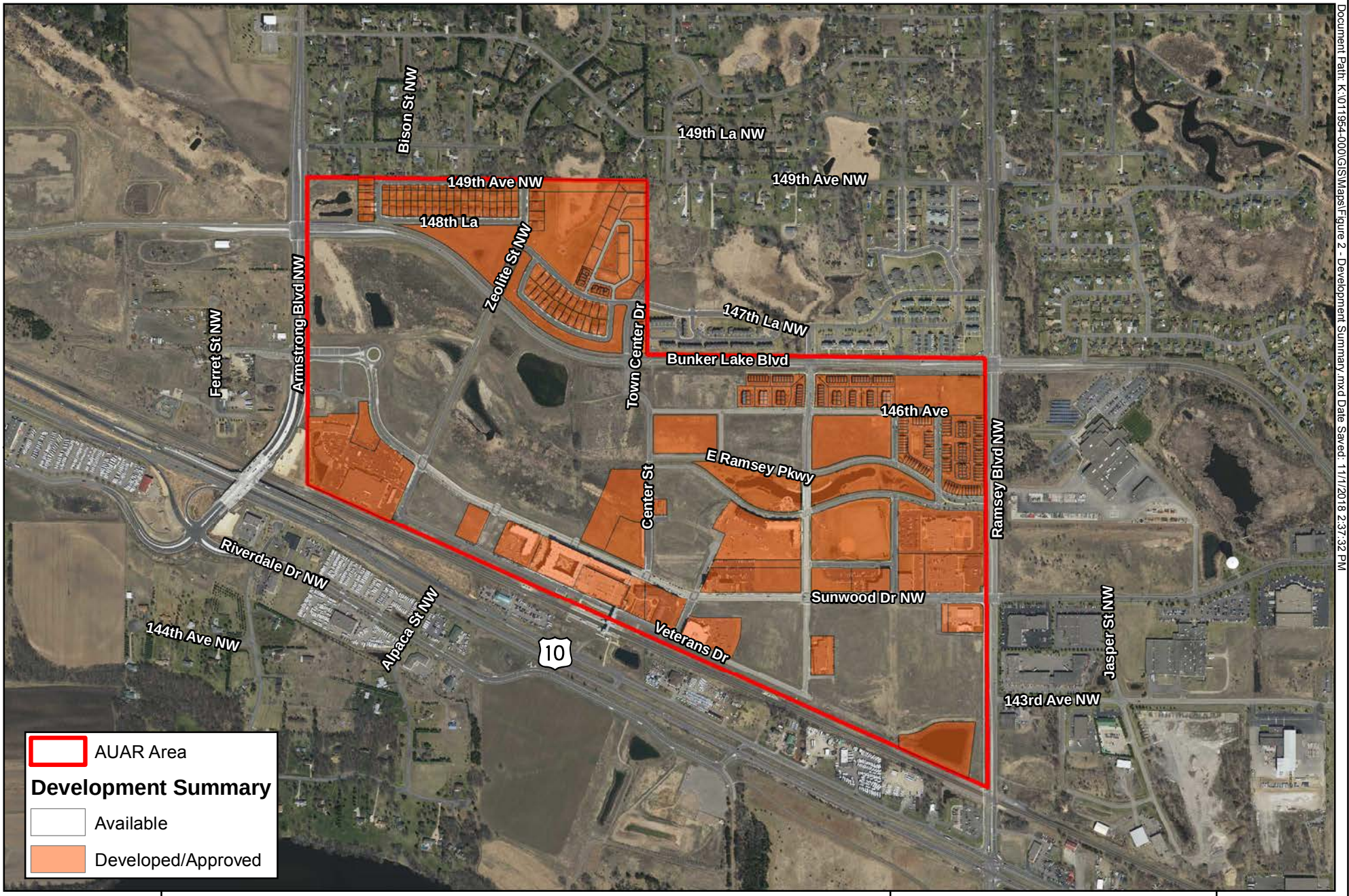


Figure 2 - Development Summary

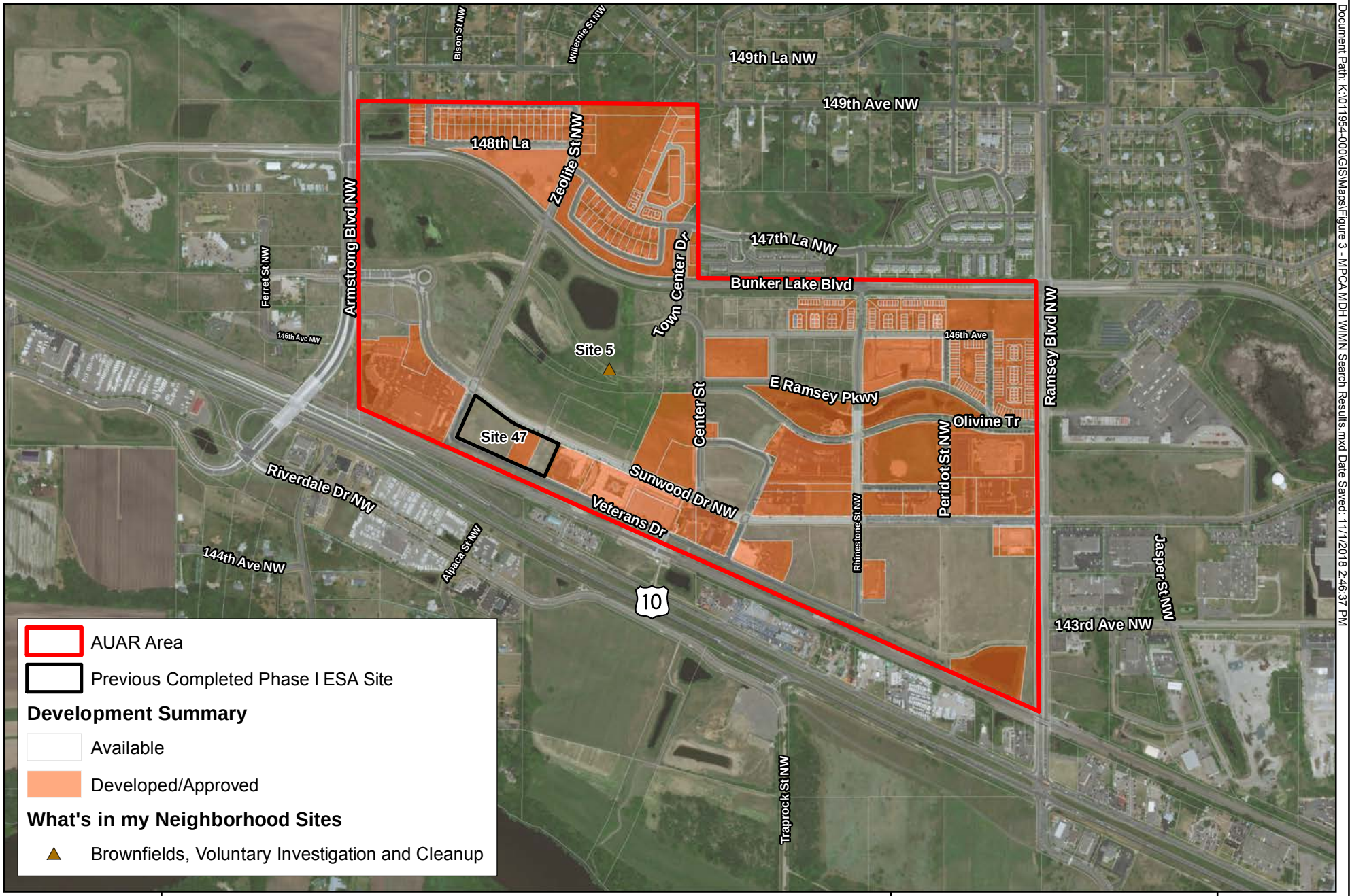
COR AUAR Update
City of Ramsey

N

0 1,000 Feet

1 inch = 1,000 feet

Document Path: K:\011954-000\GIS\Maps\Figure 2 - Development Summary.mxd Date Saved: 11/1/2018 2:37:32 PM



Document Path: K:\011954-000\GIS\Maps\Figure 3 - MPCA MDH WIMN Search Results.mxd Date Saved: 11/1/2018 2:46:37 PM

City of RAMSEY

Figure 3 - MPCA/MDH WIMN Search Results

COR AUAR Update
City of Ramsey

N

0 1,000 Feet

1 inch = 1,000 feet

WSB

APPENDIX B: Agency Correspondence

DNR

Alison Harwood

From: Bump, Samantha (DNR) <samantha.bump@state.mn.us>
Sent: Thursday, September 06, 2018 3:54 PM
To: Alison Harwood
Subject: RE: NHIS Review Request for Ramsey COR AUAR Update
Attachments: 2012.06.29 - Std Eb111.pdf; Ebfactsheet2008.pdf; Ebflyer 2012.pdf; DNR Best Practices Erosion Control and Mesh Netting.pdf

Hi Alison,

I have reviewed the NHIS regarding the above project. There are no new records in the vicinity of the project. As such, the Natural Heritage letter dated June 29, 2012 is valid until September 6, 2019.

Thank you for consulting us on this matter. If you have any further questions, please feel free to contact me.

Have a great day,

Samantha Bump
NHIS Review Specialist | Ecological & Water Resources

Minnesota Department of Natural Resources
500 Lafayette Road
St. Paul, MN 55155
Phone: 651-259-5091
Email: samantha.bump@state.mn.us
mndnr.gov

DEPARTMENT OF NATURAL RESOURCES

From: Alison Harwood <aharwood@wsbeng.com>
Sent: Wednesday, May 30, 2018 11:38 AM
To: MN_NHIS, Review (DNR) <Review.NHIS@state.mn.us>
Subject: NHIS Review Request for Ramsey COR AUAR Update

Good morning,

Attached please find the NHIS review request form for the 2018 AUAR Update for the Ramsey COR.

If you need additional information to complete your review, please contact me.

Minnesota Department of Natural Resources
Division of Ecological and Water Resources, Box 25
500 Lafayette Road
St. Paul, Minnesota 55155-4025
Phone: (651) 259-5109 E-mail: lisa.joyal@state.mn.us

June 29, 2012 **Correspondence # ERDB 20120400**

Ms. Kendra Lindahl
Landform
105 S 5th Ave
Minneapolis, MN 55401

RE: Natural Heritage Review of the proposed The COR AUAR Update;
T32N R25W Section 18; Anoka County

Dear Ms. Lindahl,

As requested, the Minnesota Natural Heritage Information System (NHIS) has been queried to determine if any rare species or other significant natural features are known to occur within an approximate one-mile radius of the proposed project. Based on this query, the following **rare species *may* be adversely affected** by the proposed project:

- Blanding's turtles (*Emydoidea blandingii)*, a state-listed threatened species, have been reported from the vicinity of the proposed project and may be encountered on site. If Blanding's turtles are found on the site, please remember that state law and rules prohibit the destruction of threatened or endangered species, except under certain prescribed conditions. If turtles are in imminent danger they should be moved by hand out of harm's way, otherwise they should be left undisturbed.

  For your information, I have attached a Blanding's turtle fact sheet that describes the habitat use and life history of this species. The fact sheet also provides two lists of recommendations for avoiding and minimizing impacts to this rare turtle. **Please refer to the first list of recommendations for your project.** If greater protection for turtles is desired, the second list of additional recommendations can also be implemented. In addition, if erosion control blankets will be used, we recommend that they be limited to 'bio-netting' or 'natural-netting' types as the plastic mesh netting can be dangerous to reptiles (please see enclosed fact sheet). The attached flyer should be given to all contractors working in the area.

The Natural Heritage Information System, a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological and Water Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area.

For environmental review purposes, the results of this Natural Heritage Review are valid for one year; the results are only valid for the project location (noted above) and project description provided on the NHIS Data Request Form. Please contact me if project details change or if an updated review is needed.

Please note that locations of the gray wolf (*Canis lupus*), federally-listed as threatened and state-listed as special concern, and the Canada lynx (*Lynx canadensis*), federally-listed as threatened, are not currently tracked in the NHIS. As such, the Natural Heritage Review does not address these species.

Furthermore, the Natural Heritage Review does not constitute review or approval by the Department of

Natural Resources as a whole. Instead, it identifies issues regarding known occurrences of rare features and potential effects to these rare features. Additional rare features for which we have no data may be present in the project area, or there may be other natural resource concerns associated with the proposed project. For these concerns, please contact your DNR Regional Environmental Assessment Ecologist (contact information available at http://www.dnr.state.mn.us/eco/ereview/erp_regioncontacts.html). Please be aware that additional site assessments or review may be required.

Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources. An invoice will be mailed to you under separate cover.

Sincerely,

Lisa Joyal

Lisa Joyal
Natural Heritage Review Coordinator

enc. Blanding's Turtle Fact Sheet and Flyer
Erosion Control and Mesh Netting

Environmental Review Fact Sheet Series

Endangered, Threatened, and Special Concern Species of Minnesota

Blanding's Turtle

(*Emydoidea blandingii*)

Minnesota Status:	Threatened	State Rank[1]:	S2
Federal Status:	none	Global Rank[1]:	G4

HABITAT USE

Blanding's turtles need both wetland and upland habitats to complete their life cycle. The types of wetlands used include ponds, marshes, shrub swamps, bogs, and ditches and streams with slow-moving water. In Minnesota, Blanding's turtles are primarily marsh and pond inhabitants. Calm, shallow water bodies (Type 1-3 wetlands) with mud bottoms and abundant aquatic vegetation (e.g., cattails, water lilies) are preferred, and extensive marshes bordering rivers provide excellent habitat. Small temporary wetlands (those that dry up in the late summer or fall) are frequently used in spring and summer -- these fishless pools are amphibian and invertebrate breeding habitat, which provides an important food source for Blanding's turtles. Also, the warmer water of these shallower areas probably aids in the development of eggs within the female turtle. Nesting occurs in open (grassy or brushy) sandy uplands, often some distance from water bodies. Frequently, nesting occurs in traditional nesting grounds on undeveloped land. Blanding's turtles have also been known to nest successfully on residential property (especially in low density housing situations), and to utilize disturbed areas such as farm fields, gardens, under power lines, and road shoulders (especially of dirt roads). Although Blanding's turtles may travel through woodlots during their seasonal movements, shady areas (including forests and lawns with shade trees) are not used for nesting. Wetlands with deeper water are needed in times of drought, and during the winter. Blanding's turtles overwinter in the muddy bottoms of deeper marshes and ponds, or other water bodies where they are protected from freezing.

LIFE HISTORY

Individuals emerge from overwintering and begin basking in late March or early April on warm, sunny days. The increase in body temperature which occurs during basking is necessary for egg development within the female turtle. Nesting in Minnesota typically occurs during June, and females are most active in late afternoon and at dusk. Nesting can occur as much as a mile from wetlands. The nest is dug by the female in an open sandy area and 6-15 eggs are laid. The female turtle returns to the marsh within 24 hours of laying eggs. After a development period of approximately two months, hatchlings leave the nest from mid-August through early-October. Nesting females and hatchlings are often at risk of being killed while crossing roads between wetlands and nesting areas. In addition to movements associated with nesting, all ages and both sexes move between wetlands from April through November. These movements peak in June and July and again in September and October as turtles move to and from overwintering sites. In late autumn (typically November), Blanding′s turtles bury themselves in the substrate (the mud at the bottom) of deeper wetlands to overwinter.

IMPACTS / THREATS / CAUSES OF DECLINE

- loss of wetland habitat through drainage or flooding (converting wetlands into ponds or lakes)
- loss of upland habitat through development or conversion to agriculture
- human disturbance, including collection for the pet trade* and road kills during seasonal movements
- increase in predator populations (skunks, raccoons, etc.) which prey on nests and young

*It is illegal to possess this threatened species.

RECOMMENDATIONS FOR AVOIDING AND MINIMIZING IMPACTS

These recommendations apply to typical construction projects and general land use within Blanding's turtle habitat, and are provided to help local governments, developers, contractors, and homeowners minimize or avoid detrimental impacts to Blanding's turtle populations. **List 1** describes minimum measures which we recommend to prevent harm to Blanding's turtles during construction or other work within Blanding's turtle habitat. **List 2** contains recommendations which offer even greater protection for Blanding's turtles populations; this list should be used *in addition to the first list* in areas which are known to be of state-wide importance to Blanding's turtles (contact the DNR's Natural Heritage and Nongame Research Program if you wish to determine if your project or home is in one of these areas), or in any other area where greater protection for Blanding's turtles is desired.

List 1. Recommendations for all areas inhabited by Blanding's turtles.	**List 2. *Additional* recommendations for areas known to be of state-wide importance to Blanding's turtles.**
GENERAL	
A flyer with an illustration of a Blanding's turtle should be given to all contractors working in the area. Homeowners should also be informed of the presence of Blanding's turtles in the area.	Turtle crossing signs can be installed adjacent to road-crossing areas used by Blanding's turtles to increase public awareness and reduce road kills.
Turtles which are in imminent danger should be moved, by hand, out of harms way. Turtles which are not in imminent danger should be left undisturbed.	Workers in the area should be aware that Blanding's turtles nest in June, generally after 4pm, and should be advised to minimize disturbance if turtles are seen.
If a Blanding's turtle nests in your yard, do not disturb the nest.	If you would like to provide more protection for a Blanding's turtle nest on your property, see "Protecting Blanding's Turtle Nests" on page 3 of this fact sheet.
Silt fencing should be set up to keep turtles out of construction areas. It is critical that silt fencing be removed after the area has been revegetated.	Construction in potential nesting areas should be limited to the period between September 15 and June 1 (this is the time when activity of adults and hatchlings in upland areas is at a minimum).
WETLANDS	
Small, vegetated temporary wetlands (Types 2 & 3) should not be dredged, deepened, filled, or converted to storm water retention basins (these wetlands provide important habitat during spring and summer).	Shallow portions of wetlands should not be disturbed during prime basking time (mid morning to mid- afternoon in May and June). A wide buffer should be left along the shore to minimize human activity near wetlands (basking Blanding's turtles are more easily disturbed than other turtle species).
Wetlands should be protected from pollution; use of fertilizers and pesticides should be avoided, and run-off from lawns and streets should be controlled. Erosion should be prevented to keep sediment from reaching wetlands and lakes.	Wetlands should be protected from road, lawn, and other chemical run-off by a vegetated buffer strip at least 50' wide. This area should be left unmowed and in a natural condition.
ROADS	
Roads should be kept to minimum standards on widths and lanes (this reduces road kills by slowing traffic and reducing the distance turtles need to cross).	Tunnels should be considered in areas with concentrations of turtle crossings (more than 10 turtles per year per 100 meters of road), and in areas of lower density if the level of road use would make a safe crossing impossible for turtles. Contact your DNR Regional Nongame Specialist for further information on wildlife tunnels.
Roads should be ditched, not curbed or below grade. If curbs must be used, 4 inch high curbs at a 3:1 slope are preferred (Blanding's turtles have great difficulty climbing traditional curbs; curbs and below grade roads trap turtles on the road and can cause road kills).	Roads should be ditched, not curbed or below grade.

ROADS cont.	
Culverts between wetland areas, or between wetland areas and nesting areas, should be 36 inches or greater in diameter, and elliptical or flat-bottomed.	Road placement should avoid separating wetlands from adjacent upland nesting sites, or these roads should be fenced to prevent turtles from attempting to cross them (contact your DNR Nongame Specialist for details).
Wetland crossings should be bridged, or include raised roadways with culverts which are 36 in or greater in diameter and flat-bottomed or elliptical (raised roadways discourage turtles from leaving the wetland to bask on roads).	Road placement should avoid bisecting wetlands, or these roads should be fenced to prevent turtles from attempting to cross them (contact your DNR Nongame Specialist for details). This is especially important for roads with more than 2 lanes.
Culverts under roads crossing streams should be oversized (at least twice as wide as the normal width of open water) and flat-bottomed or elliptical.	Roads crossing streams should be bridged.
UTILITIES	
Utility access and maintenance roads should be kept to a minimum (this reduces road-kill potential).	
Because trenches can trap turtles, trenches should be checked for turtles prior to being backfilled and the sites should be returned to original grade.	
LANDSCAPING AND VEGETATION MANAGEMENT	
Terrain should be left with as much natural contour as possible.	As much natural landscape as possible should be preserved (installation of sod or wood chips, paving, and planting of trees within nesting habitat can make that habitat unusable to nesting Blanding's turtles).
Graded areas should be revegetated with native grasses and forbs (some non-natives form dense patches through which it is difficult for turtles to travel).	Open space should include some areas at higher elevations for nesting. These areas should be retained in native vegetation, and should be connected to wetlands by a wide corridor of native vegetation.
Vegetation management in infrequently mowed areas -- such as in ditches, along utility access roads, and under power lines -- should be done mechanically (chemicals should not be used). Work should occur fall through spring (after October 1st and before June 1st).	Ditches and utility access roads should not be mowed or managed through use of chemicals. If vegetation management is required, it should be done mechanically, as infrequently as possible, and fall through spring (mowing can kill turtles present during mowing, and makes it easier for predators to locate turtles crossing roads).

Protecting Blanding's Turtle Nests: Most predation on turtle nests occurs within 48 hours after the eggs are laid. After this time, the scent is gone from the nest and it is more difficult for predators to locate the nest. Nests more than a week old probably do not need additional protection, unless they are in a particularly vulnerable spot, such as a yard where pets may disturb the nest. Turtle nests can be protected from predators and other disturbance by covering them with a piece of wire fencing (such as chicken wire), secured to the ground with stakes or rocks. The piece of fencing should measure at least 2 ft. x 2 ft., and should be of medium sized mesh (openings should be about 2 in. x 2 in.). It is ***very important*** that the fencing be **removed <u>before August 1st</u>** so the young turtles can escape from the nest when they hatch!

REFERENCES

[1]Association for Biodiversity Information. "Heritage Status: Global, National, and Subnational Conservation Status Ranks." NatureServe. Version 1.3 (9 April 2001). http://www.natureserve.org/ranking.htm (15 April 2001).

Coffin, B., and L. Pfannmuller. 1988. Minnesota's Endangered Flora and Fauna. University of Minnesota Press, Minneapolis, 473 pp.

REFERENCES (cont.)

Moriarty, J. J., and M. Linck. 1994. Suggested guidelines for projects occurring in Blanding's turtle habitat. Unpublished report to the Minnesota DNR. 8 pp.

Oldfield, B., and J. J. Moriarty. 1994. Amphibians and Reptiles Native to Minnesota. University of Minnesota Press, Minneapolis, 237 pp.

Sajwaj, T. D., and J. W. Lang. 2000. Thermal ecology of Blanding′s turtle in central Minnesota. Chelonian Conservation and Biology 3(4):626-636.

CAUTION







BLANDING'S TURTLES

MAY BE ENCOUNTERED IN THIS AREA

The unique and rare Blanding's turtle has been found in this area. Blanding's turtles are state-listed as Threatened and are protected under Minnesota Statute 84.095, Protection of Threatened and Endangered Species. Please be careful of turtles on roads and in construction sites. For additional information on turtles, or to report a Blanding's turtle sighting, contact the DNR Nongame Specialist nearest you: Bemidji (218-308-2641); Grand Rapids (218-327-4518); New Ulm (507-359-6033); Rochester (507-280-5070); or St. Paul (651-259-5764).

DESCRIPTION: The Blanding's turtle is a medium to large turtle (5 to 10 inches) with a black or dark blue, dome-shaped shell with muted yellow spots and bars. The bottom of the shell is hinged across the front third, enabling the turtle to pull the front edge of the lower shell firmly against the top shell to provide additional protection when threatened. The head, legs, and tail are dark brown or blue-gray with small dots of light brown or yellow. A distinctive field mark is the bright yellow chin and neck.

BLANDING'S TURTLES DO NOT MAKE GOOD PETS
IT IS ILLEGAL TO KEEP THIS THREATENED SPECIES IN CAPTIVITY

SUMMARY OF RECOMMENDATIONS FOR AVOIDING AND MINIMIZING IMPACTS TO BLANDING'S TURTLE POPULATIONS

(see Blanding's Turtle Fact Sheet for full recommendations)

- This flyer should be given to all contractors working in the area. Homeowners should also be informed of the presence of Blanding's turtles in the area.
- Turtles that are in imminent danger should be moved, by hand, out of harms way. Turtles that are not in imminent danger should be left undisturbed to continue their travel among wetlands and/or nest sites.
- If a Blanding's turtle nests in your yard, do not disturb the nest and do not allow pets near the nest.
- Silt fencing should be set up to keep turtles out of construction areas. It is critical that silt fencing be removed after the area has been revegetated.
- Small, vegetated temporary wetlands should not be dredged, deepened, or filled.
- All wetlands should be protected from pollution; use of fertilizers and pesticides should be avoided, and run-off from lawns and streets should be controlled. Erosion should be prevented to keep sediment from reaching wetlands and lakes.
- Roads should be kept to minimum standards on widths and lanes.
- Roads should be ditched, not curbed or below grade. If curbs must be used, 4" high curbs at a 3:1 slope are preferred.
- Culverts under roads crossing wetland areas, between wetland areas, or between wetland and nesting areas should be at least 36 in. diameter and flat-bottomed or elliptical.
- Culverts under roads crossing streams should be oversized (at least twice as wide as the normal width of open water) and flat-bottomed or elliptical.
- Utility access and maintenance roads should be kept to a minimum.
- Because trenches can trap turtles, trenches should be checked for turtles prior to being backfilled and the sites should be returned to original grade.
- Terrain should be left with as much natural contour as possible.
- Graded areas should be revegetated with native grasses and forbs.
- Vegetation management in infrequently mowed areas -- such as in ditches, along utility access roads, and under power lines -- should be done mechanically (chemicals should not be used). Work should occur fall through spring (after October 1st and before June 1st).

Compiled by the Minnesota Department of Natural Resources Division of Ecological Resources, Updated March 2008
Endangered Species Environmental Review Coordinator, 500 Lafayette Rd., Box 25, St. Paul, MN 55155 / 651-259-5109

Looming Issue with Plastic Mesh/Netting in Erosion Control Products

Plastic mesh netting is a common material in erosion control products. It is utilized to hold loose fibrous materials in place (EG straw) until vegetation is established. These products have been used extensively and are successful for reducing soil erosion, benefitting both soil health and water quality. Unfortunately there is a negative side of this component: It is increasingly being documented that it poses dangers to reptiles, amphibians, and mowing machinery.

Potential Problems:

- Plastic netting lays on the surface long after other components have decomposed.
- Plastic mesh netting can result in entanglement and death of a variety of reptiles (snakes, frogs, toads, and turtles). Ducklings have also been documented entangled in the netting.
- Road maintenance machinery can snag the plastic mesh and pull up long lengths into machinery, thus binding up machinery and causing damage and/or loss of time cleaning it out.

Suggested Alternatives:

- Do not use in known locations of reptiles or amphibians that are listed as Threatened or Endangered species.
- Limit use where reptiles are likely (near wetlands, lakes, watercourses, or rock outcrops).
- Use rapidly degradable material in all components of erosion control blanket, netting or biologs (fiber rolls) that are to be left on site as part of final stabilization.
- Use types with smaller mesh size (smaller that ½") or use types with non-welded netting.



Areas near wetlands, lakes, watercourses are rock outcrops are likely habitat for reptiles and amphibians and may not be suitable for plastic mesh erosion control materials.



Snakes get caught in the plastic mesh

(http://www.dnr.state.mn.us/waters/watermgmt_section/pwpermits/gp_2004_0001_manual.html)

Preventing Entanglement by Erosion Control Blanket

Plastic mesh netting is a common component in erosion control blanket. It is utilized to hold loose fibrous materials in place (EG straw) until vegetation is established. Erosion control blanket is being utilized extensively and is effective for reducing soil erosion, benefitting both soil health and water quality. Unfortunately there is a negative aspect of the plastic mesh component: It is increasingly being documented that its interaction with reptiles and amphibians can be fatal (Barton and Kinkead, 2005; Kapfer and Paloski, 2011). Mowing machinery is also susceptible to damage due to the long lasting plastic mesh.

Potential Problems:

- ≠ Plastic netting remains a hazard long after other components have decomposed.
- ≠ Plastic mesh netting can result in entanglement and death of a variety of small animals. The most vulnerable group of animals are the reptiles and amphibians (snakes, frogs, toads, salamanders, turtles). Ducklings, small mammals, and fish have also been observed entangled in the netting.
- ≠ Road maintenance machinery can snag the plastic mesh and pull up long lengths into machinery, thus binding up machinery and causing damage and/or loss of time cleaning it out.

Suggested Alternatives:

- ≠ Do not use in known locations of reptiles or amphibians that are listed as Threatened or Endangered species.
- ≠ Limit use of blanket containing welded plastic mesh to areas away from where reptiles or amphibians are likely (near wetlands, lakes, watercourses, or rock outcrops) or habitat transition zones (prairie – woodland edges, rocky outcrop – woodland edges, steep rocky slopes, etc.)
- ≠ Select products with biodegradable netting (preferably made from natural fibers, though varieties of biodegradable polyesters also exist on the market). Biodegradable products will degrade under a variety of moisture and light conditions.
- ≠ DO NOT use products that require UV-light to degrade (also called “photodegradable”) as they do not degrade properly when shaded by vegetation.

Solution: Most categories of erosion control blanket and sediment control logs are available in natural net options.

- ≠ Specify ‘Natural Netting’ for rolled erosion control products, per MnDOT Spec 3885. See Table 3885-1.
- ≠ Specify ‘Natural Netting’ for sediment control logs, per MnDOT Spec 3897



The plastic mesh component of erosion control blanket becomes a net for entrapment.

Literature Referenced

Barton, C. and K. Kinkead. 2005. Do erosion control and snakes mesh? Soil and Water Conservation Society 60:33A-35A.
Kapfer, J.M., and R.A. Paloski. 2011. On the threat to snakes of mesh deployed for erosion control and wildlife exclusion. Herpetological Conservation and Biology 6:1-9.

APPENDIX C: Mitigation Plan

MITIGATION PLAN

The AUAR Mitigation Plan is outlined below. If mitigation items have been revised or updated, they are noted as such below. Red text indicates new items that were not included the original AUAR or previous update.

ITEM 8. PERMITS AND APPROVALS REQUIRED

As projects are proposed, the project proposer will be required to obtain permits and approvals. Projects proposed since the original AUAR have obtained proper approvals. Additional permits that may not be listed here may also be required.

Unit of Government	Type of Application	Status
Federal		
Army Corps of Engineers	Section 404 Permit	Determined not to be "waters of the United States"
State		
Minnesota Environmental Quality Board	Environmental Assessment (AUAR)	Completed 2003 Updated 2013 Updated 2018
Minnesota Board of Soil and Water Resources	Erosion and Sediment Control Plan Approval	To be Applied for
Minnesota Pollution Control Agency	Sanitary sewer connection and wastewater routing	To be Applied for
	NPDES Phase II construction and MS4 (4)	MS4 Permit application submitted 3/10/03; construction permits submitted as needed
State Historic Preservation Office	Historic and archeological site preservation	No significant site found

Unit of Government	Type of Application	Status
	Section 106 Review for projects with Federal nexus	To be Completed, if necessary
Minnesota Department of Natural Resources	Water system infrastructure (wells, water mains, storage)	To be Applied for
Minnesota Department of Transportation	State Highway Access and consistency with standards; applies also to work in the Right of Way	Pre-permit review underway
	Right-of-Way permit	To be Applied for, if necessary
Minnesota Department of Health	Watermain Extension Approval	To be Applied for
	Sanitary Sewer Extension Permit Approval	To be Applied for
	Well Location and Construction Approval	To be Applied for
Regional		
Lower Rum River WMO	Grading and Erosion Control	To be Applied for
	Storm sewer	To be Applied for
	Wetland alteration (WCA)	To be Applied for
Metropolitan Council	Sanitary Sewer Service Connection Approval	To be Applied for
County		
Anoka County	County Roadway Access Permits, consistency with County Standards	To be Applied for
Local		
City of Ramsey	Site Plan Approval	To be Applied for

Unit of Government	Type of Application	Status
	Grading and Erosion Control (1)	To be Applied for*
	Preliminary and final plat approval	To be Applied for
	Obstruction Permit (2)	
	Excavation Permit (3)	
	Sewer and water connection	To be Applied for
	Building and occupancy permits (multiple)	To be Applied for
	Tree preservation	To be Applied for
Other		
Burlington Northern Santa Fe Railroad	Access Permit (6)	

ITEM 9. LAND USE

Item No.	Mitigation Description	2003 Update	2018 Update
9.1	Assuring the compatibility of development within Ramsey as growth occurs is the primary goal of the comprehensive planning process. Item 27 contains discussion of plan compatibility for a number of other planning documents that cover land in and adjacent to the site. Continued planning efforts will assure that non-compatible uses do not occur as the site develops.	The City's 2030 Comprehensive Plan update was adopted in 2010 after Metropolitan Council review. The City's 2012 Comprehensive Plan Amendment (The COR) was approved by the Metropolitan Council on December 12, 2012. The City will continue to update plans and ordinances as needed to implement the City's vision and goals in compliance with the AUAR.	The City's 2040 Comprehensive Plan has been drafted. The City intends to submit the Plan to the Metropolitan Council for review in March 2019. Adoption is anticipated in early 2019. The City will continue to update plans and ordinances as needed to implement the City's vision and goals in compliance with the AUAR.

ITEM 11. FISH, WILDLIFE, ECOLOGICALLY SENSITIVE RESOURCES

Item No.	Mitigation Description	2013 Update	2018 Update
11.1	Natural Communities: Item 12 of this report addresses wetland mitigation fully. Mitigation for loss of forest/woodland can be accomplished through additional tree planting within some areas of the site listed in Table 10.1 as containing grassland communities. Additional forest/woodland planting can be incorporated into planting plans for the infiltration/wetland system extending south from the COR site to the Mississippi River. The edges of the wetlands and infiltration areas could be established as an oak savanna/woodland natural community.	This mitigation measure is ongoing	No change.
11.2	Wildlife Habitat: Several strategies are proposed to mitigate impacts to wildlife. These include establishing a greenway corridor through the site, wetland restoration and creation and to the extent possible, all culverts and road crossings will be designed to enable upstream or downstream passage of wildlife as they move through the greenway.	This activity has occurred--the greenway corridor has been developed as The Draw park and wetland restoration/creation has taken place. The City will continue to work to implement these measures.	No change.
11.3	Strategies outlined for Wildlife Mitigation generally apply to Blanding's turtles.	The City will continue to work to implement these measures.	No change.

ITEM 12. WATER RESOURCES: WETLANDS

Item No.	Mitigation Description	2013 Update	2018 Update
12.1	Wetland Sequencing - Minnesota Rules 8420, also known as the Wetland Conservation Act (WCA), requires specific steps (sequencing) be taken when evaluating mitigation for unavoidable wetland impacts.	This activity has occurred and will continue to occur. The wetland mitigation plan has been modified from the original AUAR concept but has been permitted in compliance with WCA and this AUAR update reflects those changes.	No change.
12.2	Stormwater Outfall to the Mississippi River: • *Reduce Frequency of Stormwater Discharge, Lower Magnitude of Peak Flow Rates*: The project incorporates a variety of strategies to lower increases in stormwater rate and volume. While all stormwater conveyance features are designed to accommodate the 100-year runoff event without taking infiltration into consideration, on-site retention and infiltration can be incorporated at multiple scales into the development during the detailed design phase for smaller storm retention. Peak flow rates for the 100-year, 24-hour runoff and 100-year, 10-day snowmelt events are 25.1 cfs and 25.3 cfs respectively.	The City will continue to work to implement this measure	The City will continue to work to implement this measure
	• *Oversize Culvert and Reduced Slope at Outfall*: The last section of culvert will be enlarged from 21inches to 36-inches and include an apron and rip-rap to lower velocities and dissipate the energy at the discharge point. This will minimize the potential for	This item has been completed. The outlet to the Mississippi River was installed in 2009.	N/A

	scour and erosion.		
	• *Directional Boring to Install Culvert*: If possible, the culvert will be placed within the river bank by directional boring rather than an open cut. This will reduce the need to remove shoreline vegetation and will minimize the area of disturbance. Erosion control measures will be implemented where soil is disturbed. All disturbed areas will be replanted to native trees, shrubs, grasses and forbs and if appropriate, a temporary cover crop will be established.	This item was completed by the City in 2009.	N/A

ITEM 13. WATER USE

Item No.	Mitigation Description	2013 Update	2018 Update
13.1	Because the COR site is within a DWSMA, special precautions are needed to protect groundwater resources. To make sure this occurs, any discharge of runoff into an area dedicated to infiltration will be pre-treated through such practices as particulate settling, vegetative filtration, skimming, installation of compact, sub-grade treatment (ex. catch basin inserts, cyclonic separators, filters), and various types of pre-treatment soil filtering systems. These practices will be routinely maintained and inspected to make sure these pre-treatment practices do not provide a pathway for contamination of groundwater. Areas that are potential major sources of contamination ("hot-spots") will be identified during construction and special precautions added. These areas would include any location where pollutant spills are more likely to occur (service stations, public works/police/fire fueling operations, significant chemical storage). The City has completed a Wellhead Protection Plan, which was approved by the Minnesota Department of Health in January 2010.	The city will continue to work to implement these measures.	The city will continue to work to implement these measures.
13.2	Within WHPAs, the use of conventional underground storage tanks to store anything other than water is restricted. If underground tanks are utilized in these areas, they must be double-walled with interstitial sensors and a network of monitoring wells must be installed to assess potential groundwater contamination. In addition, an emergency response plan should be developed for the immediate	The city will continue to work to implement these measures.	Little Dukes (located at the intersection of Sunwood Dr. NW and Zeolite St. NW) is an active gas filling station within the study area. This filling station contains underground storage tanks that are double-walled. Casey's, located southwest of the

	remediation of any spills or leaky tanks.		intersection of Sunwood Dr NW and Ramsey Blvd also has underground storage tanks that are double-walled. The city will continue to work to implement these measures.
13.3	When assembling the issues that were to be addressed as part of this AUAR, it was noted by the Anoka Conservation District and by the DNR that there is a possible connection between the increased demand for municipal groundwater and the observed lowering of wetlands in the vicinity of Municipal Wells 3, 4 and 5. Appendix F was prepared to assess the general magnitude of the problem and the solutions required to address the issue. It is now apparent that the wetlands in question experience natural drying during periods of relative low precipitation. The photographic history included as part of the Wetland Delineation report shows wetlands in the vicinity of the COR site disappearing during the mid to late 1980's which is prior to the development of the municipal wells. This same phenomenon occurs again in the mid to late 1990's and prior to the installation of Wells 4 and 5. The evaluation also found, as stated earlier, that drawdown levels in the FIG (Franconia Ironton-Galesville) unit are minimal and, therefore, could not be influencing the wetlands. To verify these finding, however, it is recommended that long term monitoring be performed.	The city will continue to work to implement these measures.	The city installed two monitoring wells near the intersection of Armstrong Blvd and Bunker Lake Blvd. The wells record water levels every 15 minutes. The city will continue to work to implement these measures. The 10-year update to the Drinking Water Supply Plan contains water level records for the monitoring wells and production wells and long-term trends do not show an influence on the groundwater levels near Lake Itasca.
13.4	There is also some concern that increased pumping in the FIG aquifer could impact private wells that pump from this aquifer. Again, the residual drawdown levels in the FIG average 5- to 10-feet during the peak summer pumping	Permits were secured for previous projects and will be obtained for future projects.	Permits were secured for previous projects and will be obtained for future projects.

	period (Appendix F) and recover fully during the Fall, Winter and Spring. Therefore, the radius of influence of the wells will be very small meaning there could be no impacts to private wells developed in the same unit. Before additional wells are constructed, additional appropriations will be applied for through the DNR. This will most likely require both short- and long-term testing and monitoring to verify the above findings. Through this process, the City can insure that there continue to be no impacts on groundwater and surface resources due to their appropriations from the FIG.		

ITEM 14. WATER- RELATED LAND USE MANAGEMENT DISTRICT

ITEM NO.	MITIGATION DESCRIPTION	2013 UPDATE	2018 UPDATE
14.1	The Ramsey 2001 Comprehensive Plan was amended in 2002 and contains the measures needed to effectively implement resource protection for all of the resource protection zones adjacent to the COR site. Although Chapter XI of the Ramsey 2001 Comprehensive Plan contains a thorough set of policies and related actions to protect the natural character of the Critical Area, the Chapter does not contain a specific provision addressing control of noise in this area. The next amendments to the City Plan will add a specific provision to address this specific element in Executive Order 79-19.	The 2030 Comprehensive Plan addressed this issue in Chapter 11 (THE MISSISSIPPI RIVER CRITICAL AREA CORRIDOR/MNRRA). This AUAR update reflects these policies from the 2030 Comprehensive Plan.	The DNR adopted new MRCCA rules in 2016. The city of Ramsey is updating their current plan with the 2040 comprehensive plan update**.**

ITEM 15. WATER SURFACE USE

Item No.	Mitigation Description	2013 Update	2018 Update
15.1	Adverse environmental impacts associated with increased small motor and non-motorized boats is not anticipated along the Mississippi River south of the Ramsey Town Center site. In fact, the new Mississippi Regional Park hopes to attract visitors to this portion of the upper River. The use of the park as a formal recreational facility will focus river-related uses to planned areas, and provide resource oversight and supervision of recreational activities.	No Change/No Action Required.	N/A

ITEM 16. EROSION AND SEDIMENTATION

Item No.	Mitigation Description	2013 Update	2018 Update
16.1	Prior to any earth-moving activity on the site, an erosion and sediment control plan will be prepared in accord with the requirements of the City of Ramsey and the LRRWMO. Technical assistance in the preparation of this plan will also be sought from the Anoka Conservation District, the Minnesota Pollution Control Agency and the DNR. The City will be permitted through the Phase II NPDES nonpoint program as a Municipal Separate Storm Sewer System (MS4) operator and will be subject to all of the provisions of that program, including reducing the discharge of pollutants to the maximum extent practicable (MEP) through construction site runoff control. Any construction on the site will also be permitted through MPCA's NPDES general construction permit process.	Permits were secured for past projects and will be obtained for future projects. Future NPDES permits will conform to the LRRWMO 3rd Generation Plan requirements for infiltration for new developments.	Permits were secured for past projects and will be obtained for future projects. Future NPDES permits will conform to the LRRWMO 3rd Generation Plan requirements for infiltration for new developments.

ITEM 17. WATER QUALITY: SURFACE WATER RUNOFF

Item No.	Mitigation Description	2013 Update	2018 Update
17.1	The City will assure that the developer(s) will design and build the final drainage and runoff management system within this overall framework, in compliance with the mandates of the LRRWMO.	*Not addressed.*	The City will continue to work to implement this measure.
17.2	As part of the design process for BMPs, replacement of non-native vegetation with native vegetation will occur whenever practicable and desirable.	*Not addressed.*	The City will continue to work to implement this measure.
17.3	The City of Ramsey has submitted its draft application for a Phase II National Pollutant Discharge Elimination System (NPDES) permit. The unsigned permit was submitted on March 10, 2003 under the MPCA requirements for the program of the U.S. Environmental Protection Agency (EPA). MPCA extended the timeline for receipt of an officially signed permit so that the City could authorize signature through a City Council action. The new deadline for receipt of a signed application is May 9, 2003. After that, the City will need to adopt a Storm Water Pollution Prevention Program (SWPPP). Since the City owns and operates a municipal drainage system, it is subject to the provisions of the Municipal Separate Storm Sewer System (MS4) provisions of the law. Construction activities within the City, and specifically on the Ramsey Town Center site, are also subject to the Phase II General Storm Water Permit for Construction Activity.	This activity has occurred and will continue to occur.	The City of Ramsey applied for the new NPDES permit that is currently under development by the MPCA. The City will fully implement the conditions of the new permit when it is issued.
17.4	The City must identify best management practices (BMPs) and measurable goals associated with each minimum control measure noted above. The City will be given five-	This activity has occurred and will continue to occur.	This activity has occurred and will continue to occur.

	years to develop an effective program after the permit is issued. This period of time coincides with the phased development of the Ramsey Town Center site, which must then include the provisions of the City SWPPP. The City will assure that the provisions of its Program are properly implemented within the Center as development proceeds.		
17.5	Construction within the City of Ramsey is also subject to the provisions of the NPDES Phase II General Storm Water Permit for Construction Activity. This provision is in addition to the construction control measure required under the MS4 permit.	Permits were secured for past projects and will be obtained for future projects.	Permits were secured for past projects and will be obtained for future projects.
17.6	Relationship to Mississippi River TMDL One water quality element of note in the mitigation plan is the need to reduce the negative impact of a discharge to an impaired water under the Total Maximum Daily Load (TMDL) program. The Mississippi River through the City of Ramsey has been listed on the MPCA recommended "303d" list as impaired relative to fecal coliform, PCB and mercury. The PCB and mercury programs are regional in scale and are the subject of regional MPCA and USEPA remediation programs. The discharge of storm water high in fecal coliform, however, is something that the City will need to address. The implementation of nonpoint source pollution control BMPs does not necessarily assure the reduction of fecal coliform. The process for setting a TMDL includes the initiation of a formal study that results in recommendations for control of the pollutant causing the impairment. MPCA has not yet begun this study for the impaired Mississippi River reach; however, once this study begins (currently scheduled for 2004-2006), the City will cooperate to the best of its ability with the MPCA to	The MPCA study is currently underway and it includes the reach in Ramsey. Currently Ramsey is not scheduled to receive a waste load allocation as the reach is classified as a protection watershed. This could change based on future monitoring. The City will continue to cooperate to the best of its ability with the MPCA to reduce the input of fecal coliform to the River.	The Upper Mississippi River Bacteria TMDL Implementation Plan was completed in 2016 and includes the reach in Ramsey. The City of Ramsey did not receive a waste load allocation. The City will continue to cooperate to the best of its ability with the MPCA to reduce the input of fecal coliform to the River.

	reduce the input of fecal coliform to the River.		

ITEM 18. WATER QUALITY: WASTEWATER

Item No.	Mitigation Description	2013 Update	2018 Update
18.1	Both the wastewater flows and the projected loadings from the COR development can be effectively transported and treated by the MCES system. In addition, future development and resulting flows are within the range of those estimated in the City's 2001 Comprehensive Plan, as amended in 2002. Therefore, it does not appear that there is any cause for specific remediation actions. A 30-inch sewer main is recommended to serve the COR. As noted earlier, it will be necessary for the City to update its Comprehensive Sewer Plan, following discussion with MCES on increased allocated capacity. In addition, it will be important to measure and test the wastewater flows from the new development on a periodic basis. This will allow the City and MCES officials to monitor the characteristics of the wastewater generated by the development over time and to address any future unforeseen changes.	The 2030 Comprehensive Plan update includes an update to the Comprehensive Sewer Plan to address these issues. The City has updated the Comprehensive Sewer Plan. Results indicate that there is sufficient capacity in the City's system to accept the wastewater flow from The COR.	The 2040 Comprehensive Plan update includes a Comprehensive Sanitary Sewer Update. Results indicate that there is sufficient capacity in the City's system to accept the wastewater flow from The COR.

ITEM 19. SOIL AND GROUNDWATER CONTAMINATION

Item No.	Mitigation Description	2013 Update	2018 Update
19.1	The high permeability of the soils at the COR are ideal for the implementation of infiltration practices that will manage stormwater runoff, provide flood control and recharge the water table aquifer. However, the high permeability also increases the risk for potential contamination of groundwater resources. In order to mitigate this risk, best management practices (BMPs) and community education programs will be implemented.	This activity has occurred and will continue to occur.	This activity has occurred and will continue to occur.

ITEM 20. SOLID WASTES; HAZARDOUS WASTES; STORAGE TANKS

Item No.	Mitigation Description	2013 Update	2018 Update
20.0	To decrease the amount of solid waste generated within the City, Ramsey maintains the following policies as stated in its 2001 Comprehensive Plan: • Work with the Anoka County Integrated Waste Management Department to develop and implement programs that contribute to waste reduction, resource recovery, recycling and limited landfilling; • Continue to support curbside recycling of reusable waste materials through educational events, promotional events, and volunteer efforts; • Research grants and funding programs through federal, state, and local organizations that support the ―Three R's (reduce, reuse, and recycle); and	The City updated these policies in the 2030 Comprehensive Plan and will continue to work to implement these measures. The City updated the Comprehensive Water Supply and Distribution Plan.	In 2014, State Statute 115A.551 was amended to specify a goal that every metropolitan county recycle 75%, by weight, of the total solid waste generated by 2030. In response, the City has created new and/or additional opportunities for residents to recycle both inorganic and organic materials. The 2040 Comprehensive Plan, Natural Resources Plan chapter, was updated to include this, as well as

	• Continue to pursue and support research efforts in innovative techniques that enhance the environment, provide alternative means of energy, and reduce the waste stream. The implementation of these policies will help to reduce the quantities of solid waste produced at the Town Center		the other previous policies. The City will continue to work to implement these measures.
20.1	Within the WHPA, underground storage tanks and infiltration are not recommended. Should contamination occur due to these or any other practice, alternative water supply sources may be required. Currently the city water towers store an extra amount of water equivalent to meet the supply need for one day. There is also an emergency connection with the City of Anoka for additional water needs. A contingency plan should be developed as part of the next water supply plan update to deal with contamination. These could be coordinated with existing city plans, data, and management procedures, many of which are detailed in the city's Water Supply Plan, WHP Plan, 2001 Comprehensive Plan, and this document. A contingency plan is also required by the State as part of the city's water supply plan (M.S., Section 103G.291, subd.3. As part of its next revision, the City of Ramsey will amend its 1999 Water Supply Plan to include an emergency response element. The amendment will include all of the above components. This will occur prior to applying for a DNR appropriation permit amendment, which would likely trigger the DNR request for emergency plan completion, as well.	These items were completed as part of the Water Element of the 2030 Comprehensive Plan update.	The City is drafting the next generation of the Wellhead Protection Plan and plans to adopt it when it is finished.
20.2	The installation of monitoring wells throughout the WHPA would be appropriate to protect the water quality of the	The City will continue to work on this item.	The City will continue to work on this item.

	upper aquifer. Should contamination occur, a network of monitoring wells would help to quickly identify the contaminant source and aid in the quick remediation and possibly reduce the extent of contamination. A monitoring well network would also help to understand the relationship between the pumping in the Franconia-Ironton-Galesville aquifer and the upper aquifer. The extent of any further monitoring will be determined during wellhead protection plan development and State water appropriation permitting.		
20.3	The City reviewed current Minnesota MPCA/MDA What's in My Neighborhood databases for records of potential contamination within undeveloped parcels. Based on the review, one undeveloped site in the study area was determined to have the presence, or likely presence, of soil and/or groundwater contamination. This site is shown on **Figure 3**.	*New Item - Not Addressed*	Completion of a Phase I Environmental Site Assessment at this site is recommended prior to redevelopment.
20.4	Contaminated soils at the BNSF VIC site must be removed per the plan for the summer of 2003. Removal could potentially occur during construction of the multi-modal facility, Hwy 10 improvements, or COR construction.	*New Item - Not Addressed*	BNSF completed contaminated soil removal in this area in 2012.
20.5	Further investigation may be needed to determine the extent, if any, of contamination at the abandoned farmstead. If there is soil or groundwater contamination due to improper handling and storage of chemicals and hazardous substances at this site, appropriate removal and remediation of the contaminated areas may be required.	*New Item - Not Addressed*	No Change.
20.6	Use of underground storage tanks within the WHPA should be discouraged. If underground storage tanks are used to store anything other than water within the WHPA, the tanks must be double-walled and the groundwater around the tank must be appropriately monitored for contamination.	*New Item - Not Addressed*	No Change.

20.7	Phase I ESA for Site 47 consisting of Anoka County Parcel 28-32-25-23-0010 Phase II ESA for Site 47 consisting of Parcel 28-32-25-23-0010	*New Item – Not Addressed*	The City prepared a Phase I ESA report for the site on August 16, 2016. The assessment identified the following Recognized Environmental Concern (REC) associated with the site: 1. Adjacent gas station – Little Dukes located west of the site Based on the location of the gas station, further environmental investigation was recommended. The City completed a Phase II ESA at the site and summarized the results in a report dated October 18, 2016. The Phase II ESA consisted of three soil borings advanced to 4-16 feet below grade and the collection of soil, groundwater, and soil vapor samples. No soil detections were identified above regulatory thresholds. Diesel Range Organics (DRO) were detected in the soil and 1,3-butadiene in the soil gas above established regulatory thresholds. The east third of this site is developed When development is proposed on the remaining portion of the site, further

			investigation into the extent of contamination should be completed. If necessary, the site must be cleaned up to MPCA standards.

ITEM 21. TRANSPORTATION

Item No.	Mitigation Description	2013 Update	2018 Update
21.1	Analysis of the intersection operations indicates that lane additions and installation of intersection channelization and traffic signals would be adequate to mitigate the project impacts at the intersections in the study area. The following roadway widenings are suggested: • Ramsey Boulevard—widen to five lane cross section south of Industry Avenue to provide two through lanes in each direction and a left turn lane/center median.	This item has been completed.	N/A
	• Bunker Lake Boulevard (formerly Industry Avenue)—widen to five lane cross section west of Ramsey Boulevard to provide two through lanes in each direction and a left turn lane/center median.	This item has been partially completed. Bunker Lake Boulevard has been upgraded between Dysprosium Street and Sunfish Lake Boulevard. In addition, the intersections at Ramsey Boulevard (CSAH 56) and Armstrong Boulevard (CSAH 83) have been upgraded. There are two (2) remaining sections to be upgraded and said Improvement Project is included	Bunker Lake Boulevard east of Puma Street is scheduled for improvements in 2018. The segment of Bunker Lake Boulevard between Armstrong Boulevard and Ramsey Boulevard is included in the City's five (5) year Capital Improvement Program for construction in 2022.

		in the City's five (5) year Capital Improvement Program. This Section of Industry Avenue is now called Bunker Lake Boulevard and is being funded through the existing TIF 14 funds.	
21.2	Turn lanes and lane adjustments would be needed at the following intersections: • TH 10 at Armstrong Boulevard—add an eastbound and a westbound through lane on the intersection approaches; add an eastbound and a southbound left turn lane and a southbound right turn lane.	The City will continue to work with MnDOT and Anoka County on this item, including improvement discussed for the Armstrong Interchange. It is the City's understanding that the Metropolitan Council does not support a third lane on Highway 10.	In 2014, MnDOT and Anoka County, in cooperation with the City of Ramsey and City of Anoka completed the Hwy 10 Access Planning Study to re-examine and indentify the ultimate amount of access, types of access, and locations of access to Hwy 10 between the Anoka/Sherburne County Line and the Rum River. The City was also involved in the Greater Minnesota Gateway Initiative, which developed a plan that included replacement of the signals at Sunfish Lake Boulevard and Ramsey Boulevard with hybrid interchanges, and construction of frontage and backage road connections between Sunfish Lake Boulevard and Armstrong Boulevard.
	• TH 10 at Ramsey Boulevard—add an eastbound and a westbound through lane on the intersection approaches; add an eastbound and a southbound left	The City will continue to work with MnDOT and Anoka County on this item, including	No Change.

	turn lane and a westbound right turn lane. A southbound through lane and a northbound left turn lane and northbound through/right lane would need to be added to serve the Rivenwick 3rd Subdivision traffic independent of the project traffic.	improvement discussed for the Armstrong Interchange. It is the City's understanding that the Metropolitan Council does not support a third lane on Highway 10.	
	• TH 10 at Sunfish Lake Boulevard—add an eastbound and a westbound through lane on the intersection approaches; convert the southbound approach from a through/left turn lane and a right turn lane to through/right turn lane and two left turn lanes (this adds one lane to the approach).	The City will continue to work with MnDOT and Anoka County on this item, including improvement discussed for the Armstrong Interchange. It is the City's understanding that the Metropolitan Council does not support a third lane on Highway 10.	No Change.
	• Bunker Lake Boulevard (formerly Industry Avenue) at Ramsey Boulevard—add a southbound right turn lane; eastbound and northbound approaches would be widened by the above recommendations.	This item has been completed.	N/A
	• Sunwood Drive at Bunker Lake Boulevard (formerly Industry Avenue)—modify the shared lanes on the northbound, eastbound and westbound approaches to provide left turn lanes and shared through/right turn lanes	The City will continue to work on this item.	Northbound Bunker Lake Boulevard at Sunwood Drive has been modified to include left and right turn lanes. The City's five (5) year Capital Improvement Program includes a placeholder for a signalization project for the Bunker Lake Boulevard/Sunwood Drive intersection in 2021, but the project is currently unfunded.
21.3	The following stop-controlled intersections would need to be signalized:	This item has been completed (Ramsey Boulevard at Bunker Lake Boulevard).	N/A

	• Ramsey Boulevard at Bunker Lake Boulevard (formerly Industry Avenue).		
	• Armstrong Boulevard at Bunker Lake Boulevard (formerly Industry Avenue).	This item has been completed (Armstrong at Bunker Lake Boulevard).	N/A
	• Bunker Lake Boulevard (formerly Industry Avenue) at Sunfish Lake Boulevard.	This item has been completed.	N/A
	• Ramsey Boulevard at Sunwood Drive.	This item has been completed.	N/A
	• Sunwood Drive at Bunker Lake Boulevard (Industry Avenue).	The City will continue to work on this item. It has been included in the City's capital improvement program (CIP).	The City's five (5) year Capital Improvement Program includes a placeholder for a signalization project for the Bunker Lake Boulevard/Sunwood Drive intersection in 2021, but the project is currently unfunded.
	• Sunwood Drive at Armstrong Boulevard.	This item has been completed, subject to final signal installation.	This item has been completed.
	• NS3 Street at Bunker Lake Boulevard (formerly Industry Avenue).	NS3 Street is proposed to be changed to Center Street and this portion of Industry Avenue has been renamed Bunker Lake Boulevard. The City will continue to work on this item.	NS3 Street has been changed to Center Street. The City will continue to work on this item.
21.4	The left turn volumes from the EW1 parkway (proposed to be renamed Ramsey Parkway) onto both Armstrong and Ramsey Boulevard cannot be accommodated at an acceptable LOS under stop control and require signalization to achieve acceptable operations. However, the close	The City completed the Preliminary Engineering Report for Sunwood Drive (December 6, 2011) for realignment of the western portion of Sunwood	These improvements have been completed.

	spacing between the intersections of the EW1 parkway and the intersections of Armstrong and Ramsey Boulevard with Industry Avenue limits the potential for the two parkway intersections to be signalized. Accordingly, the parkway intersections should be channelized to provide right-in/right-out and left-in access (¾ access). Left out from the parkway would be prohibited and would redistribute to the north-south streets and to Industry Avenue (these volumes have been included in the mitigated calculations for the other intersections).	Drive. The revisioning of The COR and the creation of Development Plan 5.03 (adopted as part of the Comprehensive Plan 2011 Major Update) resulted in some of the residential land in the western portion of the project area being converted to commercial/retail in order to provide a better balance of land uses and respond to the current marketplace. Other changes were made in the undeveloped areas, including the creation of Lake Ramsey in the greenway Corridor. This study showed that traffic would increase under this revised scenario by 12.8%. The increased traffic can be accommodated by the improvements previously completed and the improvements planned in the 2011 feasibility study. This work was coordinated with the Armstrong Boulevard and Relocated Sunwood Drive Intersection Improvements Feasibility Report (December 2, 2011). These improvements have been completed. The project combined the Sunwood and EW1 Parkway intersections with Armstrong Boulevard into one	

		fully signalized intersection.	

ITEM 22. VEHICLE RELATED EMISSIONS

Item No.	Mitigation Description	2013 Update	2018 Update
22.1	There are no specific air quality mitigation measures proposed for the Ramsey Town Center Development, because implementation of the project does not result in violation of State or National Air Quality Standards. Carbon monoxide concentrations were modeled along the Highway 10 corridor assuming no road improvements in the project vicinity. The road improvements discussed in Section 21 would help to reduce carbon monoxide emissions, although they are not required as a result of the air quality analysis.	No change.	No change.

ITEM 24. DUST, ODORS, NOISE

Item No.	Mitigation Description	2013 Update	2018 Update
24.1	Noise wall mitigation would not be practical along Bunker Lake Boulevard (formerly Industry Avenue). Driveways and street intersections would create gaps in the wall, defeating its purpose. It is suggested that the proposed residential units in Blocks 28, 36, 37, and 38 be designed to minimize noise impacts. The noise around the homes and surrounding areas can be reduced by providing climate-controlled units, increasing wall insulation, and providing common areas on the side of the buildings furthest from Bunker Lake	The City will continue to work to implement this measure along Bunker Lake Boulevard (formerly Industry Avenue).	The City will continue to work to implement this measure along Bunker Lake Boulevard (formerly Industry Avenue).

	Boulevard.		

ITEM 25. SENSITIVE RESOURCES

Item No.	Mitigation Description	2013 Update	2018 Update
25.1	*Unidentified Resources*. Various circumstances may lead to the discovery of unidentified historic or archeological resources within the project boundaries. When any such new discovery is brought to the attention of the developer or the City, an evaluation of the significance will be conducted, and appropriate management measures will be devised in consultation with SHPO.	This measure will continue to apply.	This measure will continue to apply.
25.2	Although the COR site is not within the geographic area covered by MNRRA, every effort will be made by COR LLC to work with Anoka County Parks, Ramsey Parks and the National Park Service to comply with the policies of these agencies and to minimize or avoid any adverse impacts from development of the COR site.	This measure will continue to apply.	This measure will continue to apply.

ITEM 26. ADVERSE VISUAL IMPACTS

Item No.	Mitigation Description	2013 Update	2018 Update
26.1	Light emissions from commercial and residential areas cannot be avoided because of safety issues and the need for residences and businesses to see clearly at night. City Ordinance 9.11.07 describes any lighting used to illuminate	The City will continue to enforce the adopted lighting ordinance.	The City will continue to enforce the adopted lighting ordinance.

	an off-street parking area, sign, or other structure, must be arranged so that the light is deflected away from residential districts and public streets. Bulbs emitting in excess of 3,000 lumens (150 watts) must be arranged so that the light is not visible outside of the property where the light is located. There are several methodologies of acceptable screening methods for these nuisances that can also be used for transitioning from high- to low-density residential or from residential to commercial areas. Screening methods typically include a vegetative barrier no less than five feet high or other natural materials. Applying shields to street and parking lot lamps directs the light to the ground surface where it's wanted, not into the adjacent neighborhood. All of these practices should minimize the impact of the light at the River but will not eliminate it.		
26.2	The visual impacts of construction on a scale that will occur at COR over several years will be difficult to mitigate, but several measures to minimize the impact will be followed. The most offensive visual characteristics of construction, and possible mitigating actions are: • Soil erosion leading to sediment movement off-site - Item 16 spelled-out a mitigation element to control on-site erosion and off-site sedimentation. • Access streets and roads covered with dirt and gravel/rocks - The erosion and sediment control program will include egress gravel wash pads and will contain a daily sweeping plan for roads affected by construction traffic. • Swirling dust caused by earth-moving activity on dry soil - A water truck will be available on site to spray areas experiencing dust movement. This will be especially critical on the sandy soils prevalent on	This measure has been followed and will continue to apply.	This measure has been followed and will continue to apply.

	site. • Construction equipment and temporary trailers - Every effort will be made to screen immobile equipment and to park mobile equipment in a visually sheltered location at the end of the working day. • Exposed soil - One of the essential elements in the erosion and sediment control plan will be rapid stabilization, covering and re-vegetation of exposed soils. Although some exposed soil will be impossible to avoid, every attempt will be made to minimize exposure.		

ITEM 27. COMPATIBILITY WITH PLANS

Item No.	Mitigation Description	2013 Update	2018 Update
27.1	At this time, the Ramsey 2001 Comprehensive Plan, as amended in 2002, fully addresses the development of the COR site and adequately relates this development to the various other agency plans with which it must comply. However, any change in the project that would lead to deviation in one or more of the plans must be corrected by a plan amendment.	This measure has been followed and will continue to apply. The City adopted the 2030 Comprehensive Plan update in 2010. The City approved a Comprehensive Plan Amendment in 2012, which and approved by the Metropolitan Council. The City has also adopted a Zoning Ordinance Amendment and COR Design Framework (February 28, 2012, amended November 27, 2012) to implement the 2030 Comprehensive Plan Amendment (including the 2012 amendment) and the revised development plan for the AUAR area ("The COR").	This measure has been followed and will continue to apply. The City plans to update its zoning ordinance in 2019 to include the Design Framework for the COR.

ITEM 28. IMPACT OF INFRASTRUCTURE AND PUBLIC SERVICES

Item No.	Mitigation Description	2013 Update	2018 Update
28.1	The major physical infrastructure elements of roads and streets, sanitary sewer, municipal water and storm sewer have all previously been addressed within this AUAR. An evaluation of the social services needed for the COR development indicates that the planning done for the City	No change.	No change.

	has accounted for the growth related to the COR. Police, fire, public works, schools, and related City and postal services will all be impacted by the development. Additional equipment to perform City public works services will be needed. No additional mitigation is needed to meet the expected growth.		

ITEM 30. OTHER POTENTIAL ENVIRONMENTAL IMPACTS

Item No.	Mitigation Description	2013 Update	2018 Update
30.1	No need for mitigation anticipated from the two items identified in the original AUAR (impact of Anoka-Ramsey Landfill to COR and COR land use change from agriculture to urban), but if the need arises during the AUAR review, necessary mitigation will be included here.	No change.	No change.

APPENDIX D: Response to Comments

Memorandum

To: Brian Yagle, US Army Corps of Engineers
David Elvin, MN Department of Transportation
Sarah Beimers, State Historic Preservation Office
LisaBeth Barajas, Metropolitan Council
Karen Kromar, MN Pollution Control Agency

Copy: Chris Anderson, City of Ramsey

From: Alison Harwood, WSB

Date: January 15, 2019

Re: Ramsey COR AUAR Update – Responses to Comments
WSB Project No. 11954-000

The City of Ramsey received comments from the US Army Corps of Engineers (USACE), Minnesota Department of Transportation (MnDOT), State Historic Preservation Office (SHPO), Metropolitan Council, and Minnesota Pollution Control Agency (MPCA) regarding the Ramsey COR AUAR Update. The comment period ended on December 3, 2018. Comments are generally paraphrased below with responses provided.

USACE

Comment 1: USACE indicated that Department of the Army permit may be required for proposed activities within the AUAR Update area.

Response: The City of Ramsey received an Approved Jurisdictional Determination from the USACE (Project No. 03 - 03448 – TJF) that indicated no Waters of the US existed within the AUAR study area.

MnDOT

Comment 1: MnDOT indicated that any work performed within MnDOT right-of-way would require a permit.

Response: A MnDOT right-of-way permit was added to the table in Item 8.

SHPO

Comment 1: There are no properties listed in the National or State Registers of Historic Places, and no known or suspected archaeological properties in the area covered by the AUAR.

Response: Comment noted.

Comment 2: Any project receiving federal assistance or requiring a federal permit will require review under Section 106 and should be submitted to SHPO's office.

Response: Section 106 coordination was added to the table in Item 8.

540 GATEWAY BLVD | BURNSVILLE, MN | 55337 | 952.737.4660 | WSBENG.COM

Metropolitan Council

Comment 1: The text indicating that the Council will be reviewing the City's 2040 Comprehensive Plan should be updated to indicate that the City of Ramsey intends to submit its 2040 Comprehensive Plan in March 2019.

Response: Text revised in Item 9.

Comment 2: Given preliminary TAZ forecasts for 2040, the City should consider whether a different forecast allocation is needed. TAZ forecasts must be submitted with the City's upcoming 2040 Comprehensive Plan.

Response: The city will incorporate the recommended revisions for population, households, and employment to TAZ 63 with the City's 2040 Comprehensive Plan submittal.

MPCA

Comment 1: Due to the potential for soil vapor migration and the presence of a residential development on the eastern third of Site 47, MPCA recommends the City investigate the extent and magnitude of the contamination on site in the immediate future, rather than waiting until there is a proposed development.

Response: Site 47 was reported to the MPCA (DO Report No. 179934). The MPCA Duty Officer reviewed the data and determined to not assign the site a Leak Site Number and not require additional environmental investigation. Therefore, at this time the City will not further investigate the extent and magnitude of the contamination site. No updates were made to the Mitigation Plan.

Comment 2: This development will be subject to state noise standards. The MPCA recommends that the City consider the already suggested, and other ways, to mitigate noise impacts in the residential portions of the COR development.

Response: As noted in Item 24 of the mitigation plan, the City intends to continue to implement noise mitigation measures along Bunker Lake Boulevard.

This concludes the responses to comments on the AUAR Update. If you have questions, please contact me at 763-231-4847 or aharwood@wsbeng.com.

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

RESOLUTION #19-041

RESOLUTION ADOPTING THE COR AUAR UPDATE

WHEREAS, an Alternative Urban Areawide Review (AUAR) was completed for the Ramsey Town Center in 2003; and

WHEREAS, AUARs are valid for five (5) years; and

WHEREAS, the City of Ramsey completed an update to the AUAR in 2013 and said update will expire in July of 2018; and

WHEREAS, in April of 2018 the City Council authorized WSB & Associates to complete an update to the AUAR; and

WHEREAS, an AUAR Update has now been completed for the project pursuant to Minnesota Rules 4410, which identifies and assesses the environmental impacts and mitigation measures associated with The COR; and

WHEREAS, the AUAR was updated pursuant to Minnesota Rule 4410.3610; and

WHEREAS, the AUAR Update was distributed for the required 10-day comment period; and

WHEREAS, comments received on The COR AUAR Update have generated information adequate to determine mitigation measures associated with the potential development in this area; and

WHEREAS, the comments received and the City's responses to these comments are included in the public record for the AUAR.

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 adopts The COR AUAR Update dated November, 2018 with revision date of January, 2019.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 26th day of February, 2019.

_____
Mayor

ATTEST:

_____
City Clerk

Regular Planning Commission **8. 1.**

Meeting Date: 02/07/2019

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 Bulletin

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	02/01/2019 01:10 PM
Form Started By: JoAnn Shaw		Started On: 01/29/2019 02:25 PM
Final Approval Date: 02/01/2019		

QUINLAN™ December 25, 2018 | Volume 12 | Issue 24

Zoning Bulletin

in this issue:

Special Exception/Variance/Public Interest—Area residents challenge zoning board's grant of special exception and area variances for construction of large homeless shelter 2

Decisions of boards or officers—Planning board denies site plan application, opining that proposed facility would not be a good fit for the area 5

Time for proceedings—Environmental group challenges tree removal agreement between city and utility 7

Standing—In judicial action, special use permit applicant contends that group challenging its permit lacked standing 10

Zoning News from Around the Nation 12

THOMSON REUTERS®

Mat #42078548

Special Exception/Variance/Public Interest—Area residents challenge zoning board's grant of special exception and area variances for construction of large homeless shelter

Residents argue that zoning board erroneously applied a "flexible" public interest standard in evaluating the non-profit

Contributors

Corey E. Burnham-Howard

For authorization to photocopy, please contact the **West's Copyright Clearance Center** at 222 Rosewood Drive, Danvers, MA 01923, USA (978) 750-8400; fax (978) 646-8600 or **West's Copyright Services** at 610 Opperman Drive, Eagan, MN 55123, fax (651) 687-7551. Please outline the specific material involved, the number of copies you wish to distribute and the purpose or format of the use.

This publication was created to provide you with accurate and authoritative information concerning the subject matter covered; however, this publication was not necessarily prepared by persons licensed to practice law in a particular jurisdiction. The publisher is not engaged in rendering legal or other professional advice and this publication is not a substitute for the advice of an attorney. If you require legal or other expert advice, you should seek the services of a competent attorney or other professional.

Zoning Bulletin is published and copyrighted by Thomson Reuters, 610 Opperman Drive, P.O. Box 64526, St. Paul, MN 55164-0526. For subscription information: call (800) 229-2084, or write to West, Credit Order Processing, 620 Opperman Drive, PO Box 64833, St. Paul, MN 55164-9753.

POSTMASTER: Send address changes to Zoning Bulletin, 610 Opperman Drive, P.O. Box 64526, St. Paul, MN 55164-0526.

THOMSON REUTERS®

610 Opperman Drive
P.O. Box 64526
St. Paul, MN 55164-0526
1-800-229-2084
email: west.customerservice@thomsonreuters.com
ISSN 0514-7905
©2018 Thomson Reuters
All Rights Reserved
Quinlan™ is a Thomson Reuters brand

applicants' variance requests

Citation: *Neighbors for Responsive Government, LLC v. District of Columbia Board of Zoning Adjustment, 2018 WL 5068814 (D.C. 2018)*

DISTRICT OF COLUMBIA (10/18/18)—This case addressed the issue of whether a zoning board's grant of zoning relief (in the form of a special exception and area variances) for construction of a large homeless shelter in a "residential apartment" zoning district was proper. Among other things, the case addressed the issue of a zoning board's application of a "flexible" public interest standard where the zoning relief applicant is a non-profit entity.

The Background/Facts: In 2016, the Council of the District of Columbia (the "Council") enacted the Homeless Shelter Replacement Act of 2016 (the "Act"). The Act authorized the construction of new emergency homeless shelters in the District of Columbia (the "City"), including one 50-family shelter on a large, City-owned tract in Ward 3 (the "Site"). That Site was located in a Residential Apartment ("RA") zoning classification, which permitted all types of urban residential development, including emergency homeless shelters. A shelter for more than four persons in an RA zone, however, required the City's Board of Zoning Adjustment ("BZA") to approve the shelter as a special exception. The RA zone restricted lots to one primary structure per lot, and imposed a maximum building height permitted as of right at 40-feet and three stories.

In order to fulfill the vision of the City government and the purpose of the Act, the City's Department of General Services ("DGS") proposed a plan to construct on the Site, a 50-family residential unit in a six-story, 69-foot tall building. The DGS applied to the BZA for a special exception and variance relief. In August 2017, the BZA granted DGS' requests for zoning relief. In granting that zoning relief, the BZA found that DGS had satisfied the applicable conditions for approval of the proposed shelter use as a special exception and for area variances allowing the shelter to be the second primary structure on the lot and to exceed the height permitted in an RA-1 zone as of right.

A group of area residents led by Neighbors for Responsive Government (collectively, "NRG") filed a timely petition to the District of Columbia Court of Appeals to review the BZA's decisions. The NRG challenged the grant of the special exception, contending that the proposed shelter was so large that it could not be found to be "in harmony with the general purpose and intent" of an RA-1 Zone, as required by City code. The NRG challenged the grant of the variances. The NRG argued that the BZA erred in applying a principle that it could be more flexible in evaluating a request for a variance and finding an exceptional condition when the applicant is a non-profit organization seeking the variance to enable it to serve a public need. The NRG contended that such flexibility was only available when the non-profit was seeking to expand or continue an existing, previously authorized use on its property—which was not the case here. The NRG also argued that the BZA erred in relying on the Act's designation of the Site because the Act did not override zoning requirements or mandate the use of the Site for that purpose. Finally, the NRG argued that the BZA should have denied the variances because the exceptional condition necessitating relief was self-imposed in that, instead of choosing other possible locations, DGS chose the Site, knowing a variance would be needed.

© 2018 Thomson Reuters

DECISION: Judgment of Board of Zoning Adjustment affirmed.

The District of Columbia Court of Appeals rejected all of the NRG's arguments, concluding that the BZA properly granted the zoning relief requested by DGS.

Responding to NRG's challenge to the special exception, the court noted that City requirements for special exception approval imposed "no *per se* limit on the maximum size of an emergency shelter in an RA-1 Zone." The court further noted that "an increase in population density [such as with a 50-family homeless shelter] [was] not 'necessarily incompatible' with a residential neighborhood." Rather, the court said that compatibility depended on whether the proposed shelter would have an "adverse impact on the neighborhood in terms of traffic, noise, or other effects." The court found there was "sufficient evidentiary support" for the BZA's findings that the proposed shelter would not have an adverse impact on the neighborhood's residential neighbors.

Responding to NRG's challenge to the variances, the court first rejected NRG's proposed limitation of the BZA's flexibility in evaluating requests for variance relief to enable non-profit entities to serve an important public need or purpose. The court noted that the rationale for such flexibility was that the "public need for the use is an important factor in granting or denying the variance." The court held that "when a nonprofit organization applies for a variance as being necessary to enable it to meet a public need or serve the public interest without undue burden, the BZA has discretion to take the public benefit into account in assessing whether the requirements for a variance are met (including the existence of an exceptional condition affecting the property), regardless of whether the applicant seeks to expand or continue an existing, authorized use, or to add or substitute a new use of the property in question." Accordingly, the court found no legal error in the Board's decision to apply the "flexible" public interest standard in this case in which the applicant, a non-profit (governmental) entity, sought to add a new use to its property to meet a substantial public need for an emergency homeless shelter in the ward.

The court also rejected the NRG's argument that the BZA had erred in relying on the Act's designation of the Site. NRG argued that the Act did not override zoning requirements or mandate the use of the Site for that purpose. The court found that the BZA was not under the impression that the Act overrode zoning requirements or compelled it to grant the variances DGS sought. Still, the court said that did not mean that the Council's designation of the Site was immaterial to the question of whether the Site was subject to an exceptional condition for purposes of granting the requested variances. The court noted that the Council had made a legislative determination of a critical public need to utilize the Site for the homeless shelter because it was "uniquely valuable" and "uniquely suitable" for that purpose. The court determined that the BZA "properly considered that determination, not as overriding applicable zoning requirements, but in applying those requirements to the application at hand."

Finally, the court agreed with NRG that it was "fair" to characterize DGS' need for variance relief as self-imposed or self-inflicted since DGS chose the Site knowing it would need the variances. Still, the court noted that such a self-imposed difficulty "is not a bar to an area variance." The court found substantial evidence supported the conclusion that the Site was the only property in Ward 3 that could feasibly be used for the shelter needed there. Thus, the court found

 © 2018 Thomson Reuters

that DGS could not be said to have deliberately preferred a site requiring variance relief over an acceptable alternative location that would not have needed such relief. Accordingly, the court concluded that the BZA did not abuse its discretion in granting the area variance despite DGS having chosen the property knowing it would need a variance.

See also: *Gilmartin v. District of Columbia Bd. of Zoning Adjustment, 579 A.2d 1164 (D.C. 1990).*

Case Note:

NRG had also argued that the variances being sought were actually use variances and not area variances. The court rejected that claim.

Decisions of boards or officers—Planning board denies site plan application, opining that proposed facility would not be a good fit for the area

Noting the site plan application met all zoning requirements, applicant challenges denial as illegally subjective despite all objective criteria being met

Citation: *Trustees of Dartmouth College v. Town of Hanover, 2018 WL 5796932 (N.H. 2018)*

NEW HAMPSHIRE (11/06/18)—This case addressed the issue of whether a planning board unreasonably denied a site plan application. More specifically, it addressed whether a planning board had the authority to deny a site application despite the application meeting all zoning requirements.

The Background/Facts: In March 2016, the Trustees of Dartmouth College ("Dartmouth") submitted to the Town of Hanover's Planning Board ("the Board") a site plan application for the construction of an Indoor Practice Facility ("IPF"). The proposed IPF was to be a 69,860 square foot facility within the college's 41-acre athletic complex located in the Institutional Zoning District ("I-District") in the Town of Hanover (the "Town"). The proposed IPF site abutted a neighborhood of single-family homes in a Single Residence zoning district. Pursuant to the Town zoning ordinance, the I-District allowed for large facilities for educational and recreational purposes but set stringent height limitations and setback requirements on buildings in close proximity to residential districts.

Abutters of the proposed IPF site "vigorously opposed" the IPF. Among other things, they voiced concerns that the building's height would "block an unreasonable amount of sunlight and cast shadows on their homes."

The Town's Zoning Administrator informed the Board that the IPF would be

fully compliant with the Town's zoning ordinances, including ordinances regulating height restrictions, setback requirements and building-to-lot size ratio limitations. Board staff recommended approval of Dartmouth's site plan application for the IPF with 21 conditions. Dartmouth agreed to comply with all 21 conditions. Nevertheless, the Board ultimately voted to deny the application. Citing the Town's Site Plan Review Regulations, the Board based its denial on three enumerated reasons: (1) the application did not conform with the Town's Master Plan; (2) the application would have negative impacts on "the abutters, neighborhood and others, town services and fiscal health"; and (3) the application did not "relate to the harmonious and aesthetically pleasing development of the [T]own and its environs."

Dartmouth appealed the Board's denial of its site plan application for the IPF to the trial court. The trial court concluded that the Board's decision was "lawful and reasonably based upon a particular concern that the IPF 'would block an unreasonable amount of sunlight from reaching abutting homes.' "

Dartmouth again appealed. Among other things, Dartmouth argued that the trial court's decision was unreasonable and legally erroneous because the court: "(1) relied upon factual claims and a rationale, not supported by the evidence or the [B]oard's deliberations; and (2) upheld a planning board decision that was based upon ad hoc decision-making and personal feelings, rather than objective or discernible facts, to find that the application failed to meet the general considerations."

DECISION: Judgment of trial court reversed, and matter remanded.

Agreeing with Dartmouth, the Supreme Court of New Hampshire held that, since Dartmouth's site plan application complied with the Town's specific zoning ordinances and site plan regulations, the Board unreasonably and erroneously denied Dartmouth's site plan application.

In so holding, the court explained that a planning board's site plan review is intended to ensure "that sites will be developed in a safe and attractive manner and in a way that will not involve danger or injury to the health, safety, or prosperity of abutting property owners or the general public." In performing its review, the court noted that a planning board does not have the authority to deny a particular use "simply because it does not feel that the proposed use is an appropriate use of the land."

Here, the court concluded that the Board exceeded its authority because, although the site plan application met all zoning requirements, the Board "essentially decided" that the IPF was: "(1) too large and imposing, despite the project's compliance with Hanover's I-District zoning ordinances regulating a structure's height and size; (2) too close to the abutting neighborhood, despite the project's compliance with the unique setback and height restrictions imposed by its proximity to a residential neighborhood; and (3) not a harmonious or aesthetically pleasing fit with the development of the [T]own and its environs, despite the fact that the IPF constitute[d] a permitted use within a 'special district' that not only contemplate[d] large warehouse and recreational facilities, . . . [but included] two indoor sports facilities of similar sizes." The court held that "a planning board cannot supersede the specific regulations and ordinances that control the site plan review process with their own personal feelings and then justify their reasoning through the application of general considerations." While a planning board may rely on its own judgment and experience, it must

 © 2018 Thomson Reuters

base its decision on more than the mere personal opinions of its members, said the court.

See also: *Town of Deering ex rel. Bittenbender v. Tibbetts, 105 N.H. 481, 202 A.2d 232 (1964).*

See also: *Condos East Corp. v. Town of Conway, 132 N.H. 431, 566 A.2d 1136 (1989).*

Case Note:

In overturning the trial court, the Supreme Court of New Hampshire also held that the evidence did not reasonably support the trial court's findings. Specifically, the court found that, contrary to the trial court's findings, the Board had not denied Dartmouth's application because the IPF would deprive abutting homes of sunlight. In fact, the Supreme Court of New Hampshire found that the Board members only briefly touched on that issue, and, in actuality, based their denial on their "feelings" that the proposed IPF did not meet the standard of being a harmonious and aesthetically pleasing development.

Case Note:

In its decision, the Supreme Court of New Hampshire emphasized that it was not suggesting that site plan reviews should be "reduced to the mechanical process of determining conformity with specific zoning and site plan regulations." However, the court also made clear that a planning board cannot solely base its decision upon general considerations that, in doing so, override the site plan's conformity with specific regulations and ordinances.

Time for proceedings—Environmental group challenges tree removal agreement between city and utility

Utility argues that group's challenge must be dismissed as untimely for failing to meet statute of limitations

Citation: *Save Lafayette Trees v. City of Lafayette, 293 Cal. Rptr. 3d 222 (Cal. App. 1st, Oct. 23, 2018)*

CALIFORNIA (10/23/18)—This case addressed the issue of whether causes of action based on violations of planning and zoning law were timely served.

The Background/Facts: On March 27, 2017, the City of Lafayette (the "City") approved a tree removal agreement (the "Agreement") with Pacific Gas and Electric Company ("PG&E") which authorized and imposed conditions on the removal of up to 272 trees within PG&E's local natural gas pipeline rights-

of-way. On June 26, 2017, Save Lafayette Trees, Michael Dawson, and David Kosters (collectively, "Save Lafayette Trees") filed a petition challenging the Agreement. The petition was served the following day. Among other things, the petition alleged that the City: (1) failed to comply with the California Environmental Quality Act ("CEQA") before approving the Agreement; and (2) approved the Agreement in violation of the substantive and procedural requirements of the planning and zoning law, the City's general plan, and the tree ordinance (collectively, "planning and zoning law claims").

PG&E filed a demurrer to the petition. PG&E contended that the petition was time barred by California statutory law—Government Code section 65009, subdivision(c)(1)(E). That statute requires that an action challenging a decision regarding a zoning permit be filed and served within 90 days of the decision. Specifically, section 65009, subdivision (c)(1), provides that:

> no action or proceeding shall be maintained in any of the following cases by any person unless the action or proceeding is commenced and service is made on the legislative body within 90 days after the legislative body's decision: . . . (E) To attack, review, set aside, void, or annul any decision on the matters listed in Sections 65901 and 65903, or to determine the reasonableness, legality, or validity of any condition attached to a variance, conditional use permit, or any other permit.

The "matters listed" in sections 65901 and 65903 include "conditional uses or other permits when the zoning ordinance provides therefor" and "variances from the terms of the zoning ordinance." (§ 65901, subd. (a).)

PG&E explained that while Save Lafayette Trees' petition was timely filed on June 26, 2017, it was not served until the next day, which was after the 90-day deadline.

Save Lafayette Trees maintained that its claims fell outside the scope of section 65009. Alternatively, it maintained that even if section 65009 applied to its planning and zoning law claims, its CEQA claim was timely filed and served under the statute of limitations provided under the state's Public Resources Code. Public Resources Code section 21167, subdivision (a), allows 180 days from an agency's decision to challenge that decision as having a significant effect on the environment.

Finding for PG&E, the trial court sustained the demurrer. The court found that Save Lafayette Trees failed to serve the action within the 90-day period for service set forth in section 65009(c)(1)(E).

Save Lafayette Trees ultimately appealed. On appeal, it argued that its planning and zoning law claims were subject to the 180-day statute of limitations for challenging City Council decisions found in section 6-236 of the City's Municipal Code rather than the 90-day statute of limitations in section 65009 of the state's Government Code. Save Lafayette Trees pointed to the fact that the Agreement for tree removal was not an issuing "permit" regulated under the Government Code, but rather was an agreement making exceptions to the requirements of the City's tree ordinance subject to the City's Municipal Code section 6-1705. Save Lafayette also argued that section 65009 did not apply because, in entering the Agreement with PG&E, the City was not acting in one of the roles specified in sections 65901 and 65903—namely as a board of zoning adjustment, zoning administrator, or a board of appeals. Finally, and alternatively, Save Lafayette Trees argued that section 65009 was not applicable to its CEQA cause of action because the statute of limitations in section 65009

 © 2018 Thomson Reuters

conflicted with the more specific CEQA statute of limitations found in the Public Resources Code.

DECISION: Judgment of superior court affirmed in part and reversed in part.

The Court of Appeal, First District, Division 3, California, held that Save Lafayette Trees' planning and zoning law claims were untimely and thus properly dismissed. The court, however, also found that the CEQA cause of action was timely filed and served.

In so holding, the court rejected Save Lafayette Trees' arguments that the 90-day statute of limitations in section 65009 did not apply. The court found it irrelevant that the City had entered into an agreement approving the removal of trees under the section 6-1705 of the City's Municipal Code, rather than issuing a permit for their removal. The court found no difference between such an agreement and a permit in this instance. Accordingly, the court found that since section 65009 applied to an action challenging "any decision" of a "legislative body" regarding a permit provided for by a local zoning ordinance, section 65009's 90-day statute of limitations applied here.

The court also rejected Save Lafayette Trees' argument that the City Municipal Code's 180-day statute of limitations for actions challenging City Council decisions applied. The court found that section 65009 expressly conflicted with the local ordinance, and thus preempted it.

The court also found, with regard to the application of section 65009, that it was irrelevant that the City was not acting as a zoning board when it approved the tree removal Agreement. The court found that section 65009 applied to "matters listed" in sections 65901 and 65903 (including zoning permits), "regardless of the legislative body charged with making the decision."

Still, the court agreed with Save Lafayette Trees that section 65009 did not apply to its CEQA action. The court found that section 65009, subdivision (c)(1)(E) and Public Resources Code sections 21167 and 21167.6 both related to the same subject: "the time period within which service of a petition challenging approval of a zoning permit must be made." The court explained that, in cases such as this—where the statutes cannot be harmonized—the more specific applies. Thus, in the case, the court concluded that the more specific Public Resources Code provisions governed. Applying the Public Resources Code's 180-day statute of limitations, the court concluded that Save Lafayette Trees' CEQA action was timely filed and served.

See also: *Royalty Carpet Mills, Inc. v. City of Irvine, 125 Cal. App. 4th 1110, 1119, fn 6, 23 Cal. Rptr. 3d 282, 35 Envtl. L. Rep. 20017 (4th Dist. 2005).*

© 2018 Thomson Reuters

Standing—In judicial action, special use permit applicant contends that group challenging its permit lacked standing

Challengers argue applicant waived that standing argument by not raising it at administrative level

Citation: *York v. Athens College of Ministry, Inc., 2018 WL 5729088 (Ga. Ct. App. 2018)*

GEORGIA (11/02/18)—This case addressed the issue of whether the grant of a special use permit was a legislative or quasi-judicial action—thus impacting when a challenge to a party's standing must first be made—at the administrative or judicial level.

The Background/Facts: Athens College of Ministry, Inc. ("ACM") sought to build a college campus in Oconee County (the "County"). In furtherance of the proposed development, ACM applied to the County Board of Commissioners (the "Board") for a special use permit. Property owners in the area—Kevin York and Icy Forest, LLC (collectively, the "Objectors")—sent a letter to the Board, objecting to ACM's special use permit application. Eventually, following a public hearing, the Board granted ACM the special use permit, subject to specific conditions.

The Objectors then filed in the County Superior Court a petition for writ of certiorari, challenging the grant of the special use permit. ACM and the County moved to dismiss the Objectors' petition. They argued that the Objectors lacked the required legal standing to challenge the Board's decision. Specifically, they argued that the Objectors had failed to show that they would be damaged in a way that was uncommon to similarly situated property owners.

The Objectors argued that ACM and the County could not now challenge the Objectors' standing because they waived that challenge by failing to raise the issue of standing before the Board. Specifically, they contended that the decision to grant the special use permit to ACM was quasi-judicial, and, therefore, ACM and the County were required to raise any standing issue before the Board. The Objectors argued that the failure to raise the standing issue before the Board resulted in a waiver of any standing challenge since the trial court's review was limited to the arguments raised before the Board.

ACM and the County countered, arguing that the Board's decision to issue the special use permit was legislative. As such, they maintained that the trial court could therefore review the issue of standing in the first instance.

The trial court agreed with ACM and the County, concluding that the Board's issuance of the special use permit was legislative and that therefore the standing issue could be raised in the first instance before the trial court. The trial court then ruled that the Objectors lacked standing to challenge the Board's decision because they failed to show special damage or injury.

The Objectors appealed. On appeal, they argued that the trial court erred in addressing the standing issue and dismissing their petition.

 © 2018 Thomson Reuters

DECISION: Judgment of superior court reversed.

Agreeing with the Objectors, the Court of Appeals of Georgia held that the decision by the Board to issue the special use permit was quasi-judicial, not legislative, and, thus that the County and ACM had waived their challenge to the Objectors' standing by not raising the issue of standing before the Board.

In so holding, the court explained that "[w]hen a party seeks certiorari review in the trial court of a decision of an administrative body acting in a quasi-judicial capacity, the trial court is bound by the facts and evidence presented to the administrative body, and the issue of standing is waived if it was not raised before the administrative body." On the other hand, explained the court, when a party seeks review of a local government's legislative decision, the trial court may hear newly introduced evidence, including with regard to the question of standing.

In determining whether the Board's decision to issue the special use permit to ACM was quasi-judicial or legislative, the court detailed the following test:

> Generally, [a quasi-judicial] decision operates to address a specific dispute or determine rights and obligations of a particular party or parties. The resulting decision seeks to establish those rights and obligations or otherwise resolve the dispute, and is immediate in application. A legislative decision, on the other hand, is usually marked by a general inquiry, often not limited to the facts and circumstances of specific people or properties, which results in a rule of law or course of policy that will apply in the future.

The court noted that the decision making process "for applying preexisting standards to individual circumstances"—such as where a special permit is sought under terms set out in the local ordinance—is adjudicatory with the governing body (i.e., here, the Board) acting in "a quasi-judicial capacity to determine the facts and apply the law."

Here, the court found that the Board, in assessing ACM's special use permit application, analyzed the application against 10 objective "standards for special use consideration" set forth in the County ordinance. The court concluded that this process used for the Board's decision—involving the determination of facts and application of the facts to the ordinance's legal standards—was a decision-making process akin to a judicial act. Thus, the court concluded that the Board's determination to grant the special use permit was quasi-judicial. Accordingly, the court also concluded that ACM and the County waived their challenge to the Objectors' standing since they failed to raise the issue before the Board.

See also: *Druid Hills Civic Ass'n, Inc. v. Buckler, 328 Ga. App. 485, 760 S.E.2d 194 (2014) (disapproved of by, Hourin v. State, 301 Ga. 835, 804 S.E.2d 388 (2017)).*

See also: *City of Cumming v. Flowers, 300 Ga. 820, 797 S.E.2d 846 (2017).*

Case Note:

The trial court, in deciding that the Board's decision was legislative, had interpreted Georgia statutory law—OCGA § 36-66-3 (4) as governing this dispute. That statute defines a "zoning decision" as a "final legislative action by a local government," including "[t]he grant of a permit relating to a special use of property." But the appellate court disagreed with this interpretation, noting that the statute defined a "zoning decision," not a "special use permit" or "special use approval" decision. In other words,

the appellate court concluded that the statute did not, on its face, "make a local government's issuance of any and all 'permit[s] relating to a special use of property' 'legislative action[s],' regardless of the process that was used to make any such decision." The court emphasized it was the decision-making process used by the local entity that determined whether the entity's decision was quasi-judicial or legislative. Here, the court concluded that the Board's decision was a "quasi-judicial" (not legislative) action by a local government resulting in "[t]he grant of a permit relating to a special use of property." (See OCGA § 36-66-3(4)(E).) Thus, the court concluded that OCGA § 36-66-3(4)(E) did "not apply or compel the conclusion that the Board's decision was legislative."

Zoning News from Around the Nation

MASSACHUETTS

The City of Lowell is considering a zoning law change that would limit the number of unrelated tenants to three people per apartment unit.

Source: *Boston 25 News; www.boston25news.com*

MICHIGAN

In November, Michigan voters approved Ballot Proposal 1, legalizing recreational use of marijuana in the state. Under the measure, possession of recreational marijuana is illegal "at K-12 schools or lands owned by the federal government, such as national forests or parks." Local governments must now establish regulations related to the commercial sale of recreational marijuana, and can, among other things, adopt an ordinance to ban marijuana sales or adopt local zoning laws to regulate marijuana businesses.

Source: *Cadillac News; www.cadillacnews.com*

WASHINGTON

The City of Olympia has adopted new regulations that "relax restrictions and legalize more types of modest multifamily dwellings citywide." Among other things, the new regulations allow more housing types in zoning districts, and loosen restrictions such as building size limits.

Source: *Sightline Institute; www.sightline.org*

 © 2018 Thomson Reuters