City of Ramsey
Agenda
Regular Planning Commission
Thursday, April 4, 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 March 7, 2019 Planning Commission Meeting Minutes.

6. Commission Business

1. Appoint Chairperson and Vice Chairperson of the Planning Commission

7. Public Hearing

1. PUBLIC HEARING: Consider Variance and Minor Plat for 16950 Neon St NW (Project No. 19-105); Case of Jill Arnold

2. PUBLIC HEARING: Consider Multiple Actions for a Proposed Expansion at 6601 McKinley St NW (Project No. 19-106): Case of ACE Solid Waste, Inc.

1. Variance to pavement setback from road right-of-way.
2. Amended Conditional Use Permit.
3. Site Plan Approval.

3. PUBLIC HEARING: Consider Resolution #19-085 Authorizing Submission of the City's 2040 Comprehensive Plan to the Metropolitan Council

8. Commission Business

1. Consider Sketch Plan and Site Plan for The Sapphire (Project No. 18-183); Case of PSD, LLC

2. Review Concept Plan for PSD Retail Pad Site

3. Provide Feedback on Potential Lot Combination at 14671 Sodium St NW

4. Review Concept Plan for Anderson Dahlen

5. Review Concept Plan for an Industrial Building at 8200 Bunker Lake Boulevard; Case of DeltaModTech

6. Review Concept Plan for Zeolite/Bunker Townhomes

7. Review Concept Plan for All Seasons Garage Door Potential Expansion

8. Review Draft Highway 47 Land Use Plan

9. Commission/Staff Input

1. Receive Development/Planning Commission Update

2. Receive Update on River Walk Village (6080 Highway 10); Case of Village Bank

3. Zoning Bulletins

10. Adjournment

Regular Planning Commission **5. 1.**

Meeting Date: 04/04/2019

By: JoAnn Shaw, Community Development

Information

Title:

Approve the March 7, 2019 Planning Commission Meeting Minutes.

Purpose/Background:

n/a

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Action:

Attachments

Planning Minutes 03 07 19

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	03/29/2019 08:09 AM
Form Started By: JoAnn Shaw		Started On: 03/25/2019 03:49 PM
Final Approval Date: 03/29/2019		

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a regular meeting on Thursday, March 7, 2019, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

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

1. CALL TO ORDER

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

2. CITIZEN INPUT

None.

3. APPROVAL OF AGENDA

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

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

4. APPROVE PLANNING COMMISSION MINUTES

4.01: Approve the Following Planning Commission Minutes:

4.01.1: Planning Commission Meeting Minutes Dated February 7, 2019

Commissioner Woestehoff requested a change to the minutes on Page 7 noting his reference to the event time should be 6:00 p.m. to 9:00 p.m.

Motion by Commissioner Woestehoff, seconded by Commissioner Surma, to approve the following minutes as amended: Planning Commission Meeting Minutes dated February 7, 2019.

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

5. PUBLIC HEARINGS

None.

6. COMMISSION BUSINESS

6.01: Review Sketch Plan for Rivenwick Subdivision (Project No. 19-02); Case of Paxmar

Presentation

Community Development Director Gladhill presented the staff report stating the purpose of this case is to review a sketch plan for a subdivision within the Rivenwick neighborhood. City Code states the Planning Commission shall advise the subdivider of the extent to which the plan conforms to the requirements of the community and the ability of the City to provide essential services and may discuss possible modifications necessary to secure approval of the subdivision.

Community Development Director Gladhill explained the developer is Paxmar and the proposed project is located within the Mixed Use Planned Unit Development (MU/PUD) District. It is guided the same in the Comprehensive Plan. He stated the development is proposed to be made up of three main components. The MU/PUD is the guiding, or umbrella district. Within that guidance, staff is applying the appropriate traditional districts for review based on the land use and density types. Staff displayed a map of the subject site to point out the following district:

1. Two-acre Commercial parcel (using the B-2 Business District for review);
2. Two-acre Assisted Living parcel (using the R-3 Residential District [high density residential] for review); and,
3. Detached Townhome Neighborhood (using the R-2 Residential District [medium density residential] for review).

Community Development Director Gladhill noted this is a unique District that is only applied in a couple areas of the community and the Rivenwick Neighborhood is the only existing neighborhood/development where the District actually applies. He explained the main intent of this District is to provide flexibility in final layout versus strict District boundaries. This should not be interpreted to require Urban Mixed-Use buildings. The current version of the MU/PUD District states that any one use may not comprise of more than 75% of the project area. According to staff review for the original subdivision, this remaining parcel was to develop as a

retail/commercial use. However, the maximum coverage per land use type at the time was 70%, which has since been amended to 75%. Staff provided further comment on the Sketch Plan and requested the Commission direct the developer to proceed with the Preliminary Plat.

Commission Business

Commissioner Gengler asked if the properties to the east were R-2 Medium Density Residential.

Community Development Director Gladhill reported this was the case, noting these units were detached townhomes.

Vice Chairperson VanScoy questioned if a variance would be required to address the 75% use concern.

Community Development Director Gladhill explained the assisted living could be classified as a commercial use because it is a quasi-commercial/quasi-residential use. Other options available would be to change the zoning for this area or change the percentage. He noted staff does not have a formal recommendation regarding this matter.

Vice Chairperson VanScoy opened the meeting to public comment.

Terry Dahlstrom, 6902 139th Lane, stated he had reviewed the information he received from the City. He was of the opinion the proposed autobody/paint shop was toxic. He feared how the adjacent senior housing development would be impacted by the proposed autobody shop. He stated the autobody shop and senior housing were not compatible uses. He feared the development would be doomed. He stated he opposed the autobody shop within this development and recommended the City consider a new location for the autobody shop.

Community Development Director Gladhill commented on the health and welfare standards that would have to be followed by the proposed autobody shop.

Joel Lynmeyer, 6912 139th Lane NW, explained he served on the Board of Directors for the adjacent townhome association. He indicated he did not support an autobody shop in the proposed location and encouraged the City to find another use for this property. He stated he supported more townhomes in the area, but noted traffic along 139th Lane would become a concern.

Al Riesler, Paxmar, thanked the Commission for their consideration of the Rivenwick subdivision. He explained he appreciated the Commission's feedback on this project.

Vice Chairperson VanScoy asked if the business use was final and decided on.

Mr. Riesler reported this was not final, but noted he had been approached by a business owner. He noted he was simply requesting a B-2 guiding for the commercial property.

Vice Chairperson VanScoy questioned how close the developer was to selling the commercial parcel.

Mr. Riesler stated the sale of the property was being negotiated.

Vice Chairperson VanScoy inquired if the potential business owner would be willing to attend a public workshop meeting in order to address the concerns that were raised at this meeting.

Mr. Riesler stated he believed this would be possible after a purchase agreement was in place.

Commissioner Surma commented he did not want to see an autobody shop or other auto use within this development. He explained he would rather see a nice restaurant on this corner.

Vice Chairperson VanScoy asked if a PUD would allow for a higher density.

Community Development Director Gladhill commented both residential areas were within the City's acceptable limits.

Commissioner Woestehoff stated ignoring the business aspect of the development, he believed the flow of the remainder of the project made a lot of sense. He explained he liked how this development transitioned into the adjacent neighborhood.

Commissioner Gengler agreed and stated she did not have a strong feeling regarding the attached or detached townhomes.

Commissioner Surma requested the representative from Village Bank address the Commission.

The Village Bank representative stated they had no comments at this time.

Vice Chairperson VanScoy indicated he supported the general approach of the development with respect to the R-2 and R-3, noting there were concerns with the safety of having an autobody shop within this development.

The general consensus of the Commission was to direct the developer to proceed with the Preliminary Plat.

6.02: Review Sketch Plan for 6080 Highway 10; Case of Village Bank (Project #18-163)

Presentation

City Planner McGuire Brigl presented the staff report stating the purpose of this case is to review a sketch plan submitted by Village Bank for 6080 Highway 10 NW for a 14-lot residential subdivision. The applicant proposes 50-foot wide, R-2 Detached Villa lots. He noted the purpose of sketch plan review is to provide the applicant high-level feedback and pertinent information to inform and expedite the preliminary plat process. Staff reported the proposed

project would require a rezoning and Comprehensive Plan amendment, both of which are discretionary actions so the City Council has the right to approve or deny the request.

City Planner McGuire Brigl stated the City saw a similar proposal in the past, which was halted due to the cost of removing the construction debris onsite. The applicant is proposing to remove all the debris with the construction of this project. A debris removal plan will be required with preliminary plat submittal. He explained it is assumed that there are no hazardous materials. However, there is approximately an acre of disturbance as deep as 14 feet. The site was utilized as an unpermitted landfill for construction materials. This material must be mitigated as part of the project. Staff provided further comment on the request and recommended the Commission direct the developer to proceed with preparation of the Preliminary Plat.

Commission Business

Vice Chairperson VanScoy asked if density transitioning was required.

City Planner McGuire Brigl explained this was only required for existing residential.

Commissioner Surma requested further clarification on the location of this project.

City Planner McGuire Brigl reviewed the location of this project with the Commission on a LOGIS map. It was noted the parcel shared a border with the City of Anoka.

Vice Chairperson VanScoy opened the meeting to public comment.

Jen Schumacher, 6150 Rivlyn Avenue, explained this project would impact her property as she lived directly adjacent to the proposed project. She noted she has lived in her home for the past two years. She expressed concern with the proposed project noting all of the trees had been removed from the property. She stated this property had been used as a dumping ground and she believed there was more than construction debris on the site. She expressed concern with the digging that has occurred on this property and feared that Village Bank was digging on the site illegally. She encouraged the City to make sure the digging that was occurring was safe. She was of the opinion 14 houses was too many for the site. She suggested the City reevaluate if this was the proper fit for this property given the fact it was a gateway property into the City. In addition, she was of the opinion a dock would not work in the proposed neighborhood.

Community Development Director Gladhill stated he understood the concerns of the residents. He described the oversight that would occur while this property was being cleaned for redevelopment. He commented further on the digging and soil tests that occurred on the property. He reported it was the developer's intent to remove the waste pit and have this area replaced with clean soil.

Scott Schumacher, 6150 Rivlyn Avenue, stated he was concerned with the location of the proposed road noting it appeared to run through the front of his property. He expressed concern with the fact the new development would have an outlet to Highway 10 and discussed how this

would increase traffic through his neighborhood. He encouraged the City to pursue 12 homes versus 14. He believed the dock was a ridiculous idea. He noted a dock in this area would sit on the ground and would not float.

City Planner McGuire Brigl explained the intent was to extend the cul-de-sac and not run through the front of the Schumacher's property. She reported staff was not recommending an access onto Highway 10 for safety purposes.

Mr. Schumacher asked if it would be better for this development to be accessed off of Highway 10 and running into a cul-de-sac within the development.

City Planner McGuire Brigl stated this has not been considered as the City was trying to reduce access points onto and off of Highway 10.

Mr. Schumacher stated he was very concerned with the cul-de-sac being extended into the new neighborhood.

Ms. Schumacher requested that if an emergency entrance were considered for Highway 10 that this be blocked off for traffic to ensure additional traffic was not flowing into her neighborhood.

Brian Krystofiak, Village Bank representative, thanked staff for their presentation on this request. He noted this was a challenging site. He indicated he was proposing to only have an emergency vehicle access to Highway 10.

Vice Chairperson VanScoy asked if there would be any issues in cleaning the site.

Mr. Krystofiak explained he was applying for grants to assist with the cleanup of the site. He commented further on the oversight that would have to occur in order to properly clean the property.

Commissioner Woestehoff stated he believed the development would be extremely beneficial to the City as it would clean up the property.

Commissioner Gengler agreed.

Vice Chairperson VanScoy stated he also believed this development would benefit the neighborhood. He asked staff how the Commission should proceed.

Community Development Director Gladhill requested the Commission make a motion to direct the developer to proceed with the net loss of two lots.

Motion by Commissioner Gengler, seconded by Commissioner Surma, to direct the developer to proceed with preparation of the preliminary plat after City Council review, per staff's current recommendation.

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

7. COMMISSION / STAFF INPUT

7.01: Zoning Bulletins

Zoning Bulletins were noted.

8. ADJOURNMENT

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

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

The regular meeting of the Planning Commission adjourned at 8:19 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: 04/04/2019

By: JoAnn Shaw, Community Development

Information

Title:

Appoint Chairperson and Vice Chairperson of the Planning Commission

Purpose/Background:

Each year the Planning Commission appoints a chairperson and vice-chairperson. Currently, Commissioner Randy Bauer serves as Chairperson and Commissioner Gary VanScoy serves as the Vice Chairperson. The term of appointment is April 5, 2019 to April 2, 2020.

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Action:

Motion to appoint _____ as Chairperson of the Planning Commission.

-and-

Motion to appoint _____ as Vice Chairperson of the Planning Commission.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	03/29/2019 07:59 AM
Form Started By: JoAnn Shaw		Started On: 03/13/2019 08:38 AM
Final Approval Date: 03/29/2019		

Regular Planning Commission **7. 1.**

Meeting Date: 04/04/2019

By: Chris Anderson, Community Development

Information

Title:

PUBLIC HEARING: Consider Variance and Minor Plat for 16950 Neon St NW (Project No. 19-105); Case of Jill Arnold

Purpose/Background:

On March 1, 2019, the City received an application submittal from Jill Arnold (the "Applicant") for a variance, sketch plan, and final plat for a Minor Subdivision of the property located at 16950 Neon St NW (the "Subject Property"). The Planning Commission reviewed a concept of the proposed Minor Plat back in May of 2018 and generally supported a variance to lot size as it did not appear to alter the essential character of the surrounding neighborhood.

Notification:

Staff has attempted to notify all Property Owners within 700 feet of the Subject Property via Standard US Mail of the Sketch Plan Review and Public Hearing for the Variance and has published a notice in the Anoka Union Herald.

Observations/Alternatives:

The Subject Property is about 3.54 acres in size and within the R-1 Residential (Rural Developing) zoning district. The Subject Property is also guided as Rural Developing in the Comprehensive Plan. The surrounding parcels are all zoned R-1 Residential (Rural Developing) with the exception of the land directly east of the Subject Property (part of the Rum River Hills Golf Course), which is zoned and PUD (Planned Unit Development). The surrounding residential parcels range in size from about 0.66 acres to roughly 7.12 acres.

There is an existing home with three (3) detached accessory buildings on the northern portion of the Subject Property. The Applicant desires to complete a lot split that will result in one new, buildable lot. The Sketch Plan and Final Plat have been designed to ensure that all existing structures would meet the minimum required setbacks. Furthermore, the combined square footage of the existing detached accessory buildings would comply with the standards for properties between 1.5 and 2.49 acres (eligible for up to 2,400 square feet total).

There is sufficient space to locate both a primary and secondary septic system. Soil borings have been provided that show suitable soils for a septic system on what would be the new, buildable lot. Access for the existing home would remain on Neon Street and access to the newly created lot would also be derived from Neon Street. Staff has forwarded the Sketch Plan and Final Plat to MnDOT for review and comment but has not received any feedback as of the writing of this case. Nonetheless, Staff has requested that the Final Plat be revised to include right of access dedicated to the State of Minnesota along the western boundary of Lots 1 & 2 (abutting Trunk Highway 47).

If approved, the new lots would be 1.65 acres (includes the existing home and all three detached accessory buildings) and 1.53 acres in size. Both lots would be deficient of the minimum acreage required for the R-1 Residential (Rural Developing) zoning district. However, the Subject Property abuts public roads on three (3) sides, Trunk Highway 47 to the west, Neon Street to the east, and 169th Avenue to the south. Frontage along three roads, including a Trunk Highway, has greater impacts in terms of required right-of-way, than most other lots.

When considering a variance, there are three factors that must be considered to determine whether practical difficulties exist:

- **Reasonableness:** Splitting the lot to create one new, buildable lot does seem reasonable, especially when considering the majority of the surrounding residential parcels are smaller in size than either resulting lot. Furthermore, just to the east and adjacent to the golf course are six (6), two (2) unit townhome buildings.
- **Uniqueness:** The Subject Property abut public roads on three (3) sides, including a Trunk Highway with greater right-of-way needs than a typical residential street. It is rather uncommon for a lot to have frontage along three (3) different public roads, something that was not caused by the property owner.
- **Essential Character:** When reviewing the lot sizes of the surrounding residential parcels, both proposed lots will be larger than the most in the neighborhood, with the exception of the parcel directly to the north. However, the existing home and detached accessory buildings would be on the northern lot and thus, there really would be no change with respect to this adjoining property.

Alternatives

Alternative 1: Motion to Adopt Resolution #19-075 granting a variance to minimum lot size and recommend City Council adopt Resolution #19-076 granting approval of the Final Plat of Hauck Addition. The proposed Minor Plat would not alter the essential character of the neighborhood and seems reasonable based on the size of the surrounding residential properties. Staff supports this alternative.

Alternative 2: Deny the variance request and recommend denial of the Final Plat. The Planning Commission reviewed a conceptual lot split in May of 2018 and at that time, informed the property owner that the variance seemed reasonable and recommended moving forward with a formal application. There do not appear to be any significant concerns that would warrant denying this request and thus, Staff does not support Alternative 2.

Funding Source:

The Applicant is responsible for all costs related to this request.

Recommendation:

Staff recommends adopting Resolutions #19-075 and #19-076 granting a variance to lot size and approving the Final Plat for Hauck Addition.

Action:

Motion to adopt Resolution #19-075 granting a variance to minimum lot size and recommend City Council adopt Resolution #19-076 granting Final Plat approval for Hauck Addition.

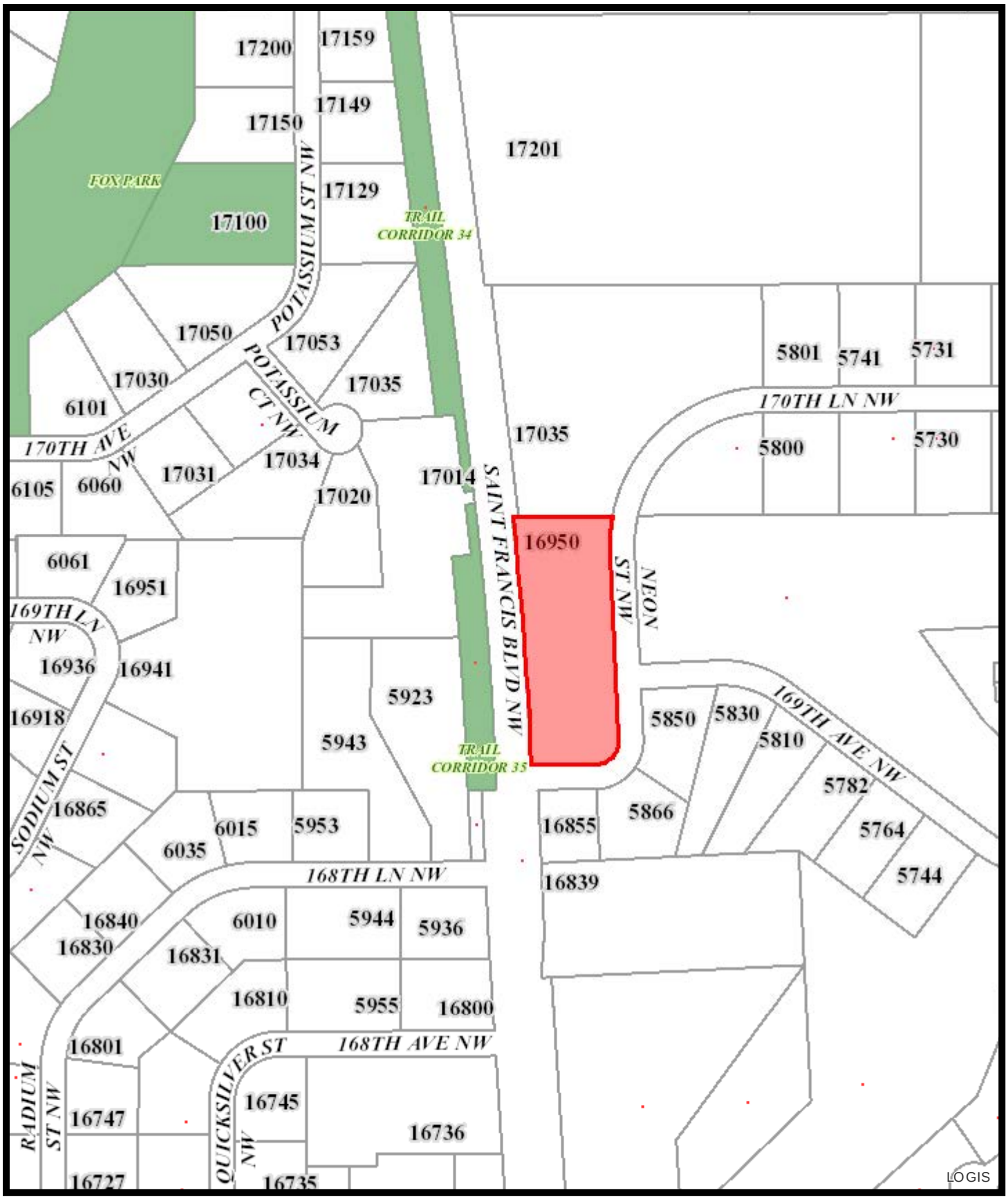
Attachments

Site Location Map
Sketch Plan
Final Plat
Planning Commission Meeting Minutes Dated May 3, 2018
Staff Review Letter
Resolution #19-075: DRAFT Variance
Resolution #19-076: Final Plat

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	03/29/2019 08:14 AM
Form Started By: Chris Anderson		Started On: 03/25/2019 10:59 AM
Final Approval Date: 03/29/2019		

Site Location Map



Print Date: March 15, 2019

APPROXIMATE LOCATION OF EXISTING BUILDING

ZONED: R-1 RURAL DEVELOPING (OUTSIDE MUSA)

BROOK VIEW ESTATES

OUTLOT A

SOUTH LINE OF BROOK VIEW ESTATES AS MONUMENTED

FENCE LIES 0.5 FEET NORTH OF PROPERTY LINE

S89°47'13"W 297.91

60.28 16.00 237.63

R=416.21 99.99 Δ=13°45'55"

R=383.21 98.71 (Δ=14°44'30" 98.60 PLAT) (98.58 DESC.) Δ=14°45'29"

PUD: PLANNED UNIT DEVELOPMENT

R/W VARIES

EXISTING HOUSE

STEPS

DECK

EXISTING BARN

EXISTING GARAGE

SHED

APPROXIMATE LOCATION OF EXISTING SEPTIC AREA

1
71,822 S.F.
(1.65 ACRES)

2
66,462 S.F.
(1.53 ACRES)

R/W
39,092 S.F.
(0.90 ACRES)

BLOCK 1

BLOCK 2

POTENTIAL BUILDING SITE

PROPOSED SEPTIC AREA
PROPOSED SEPTIC AREA
(4,020 S.F.)

S87°22'43"W 211.74

N02°37'17"W 485.57

333.09 Δ=1°34'03"

318.47 Δ=1°29'56"

223.77

261.80

CHORD = 651.43 651.51 C.BRG.=S4°15'06"E

R=12114.35 Δ=3°04'53"

Δ=0°08'22" R=12114.35 29.51

(N02°48'02"W PLAT) (N02°53'43"W DESC.) N2°34'16"W 36.55

33.03

(STATE TRUNK HIGHWAY NO. 47)

ST. FRANCIS BOULEVARD

CENTERLINE PER MNDOT RIGHT OF WAY FOOT PRINT MAPPING

CENTERLINE PER THE RECORDED PLAT OF FOX RIDGE ESTATES

R/W LINE PER MNDOT RIGHT OF WAY FOOT PRINT MAPPING

PROPOSED DRAINAGE AND UTILITY EASEMENT

EXCEPTION

CENTERLINE PER THE RECORDED PLAT OF RUM RIVER HILLS

18+700

18+600

170TH AVENUE N.W.

N89°50'47"E 201.85

N89°50'47"E 200.42

(N89°32'08"E 200 DESC.)
(N89°40'02"E 200.24 PLAT)

(S89°40'02"W 2076.64 PLAT)
(S89°32'08"W 2076.03 DESC.)
2076.85

S89°50'47"W 5266.72

SOUTH LINE OF THE NE1/4 SEC.11-T32N-R25W

W1/4 CORNER OF SEC.11-T32N-R25W

SE CORNER OF THE NE1/4 SEC.11-T32N-R25W

Δ=92°28'04" 101.33 R=62.79

(Δ=92°28'04" 154.59 R=95.79 (Δ=92°27'51" 154.58 DESC.)

N02°37'17"W (N2°55'43"W 485.79 DESC.) (N2°48'02"W PLAT)

ZONED: R-1 RURAL DEVELOPING (OUTSIDE MUSA)

ZONED: P: PUBLIC/QUASI-PUBLIC DISTRCT

PUD: PLANNED UNIT DEVELOPMENT

LOT 1 HAVEN ESTATES

LOT 2 FOX RIDGE ESTATES

PARK 3

LOT 2

LOT 1

LOT 2

LOT 1

RUM RIVER HILLS BLOCK 1

RUM RIVER HILLS BLOCK 2

NORTH

GRAPHIC SCALE
30 0 15 30 60
1 INCH = 30 FEET

LEGEND

- DENOTES ANOKA COUNTY CAST IRON MONUMENT
- DENOTES IRON MONUMENT FOUND AS LABELED
- DENOTES IRON MONUMENT SET, MARKED RLS# 41578 TO BE SET.
- DENOTES CABLE PEDESTAL
- DENOTES ELECTRICAL BOX
- X 952.36 DENOTES EXISTING SPOT ELEVATION
- DENOTES GAS METER
- DENOTES GUY WIRE
- DENOTES POWER POLE
- DENOTES STORM SEWER APRON
- DENOTES WELL
- DENOTES FENCE
- DENOTES EXISTING CONTOURS
- DENOTES LIDAR CONTOURS
- DENOTES TREE LINE
- OHW DENOTES OVERHEAD WIRE
- BLDSB DENOTES BUILDING SETBACK LINE
- DENOTES BITUMINOUS SURFACE
- DENOTES CONCRETE SURFACE
- DENOTES GRAVEL SURFACE
- DENOTES SOIL BORING (BY TRADEWELL SOIL TESTING)
- DENOTES RECORD VALUES PER THE PLAT OF RUM RIVER HILLS
- (PLAT)
- (DESC.) DENOTES RECORD VALUES PER THE PROPERTY QUIT CLAIM DEED ANOKA COUNTY DOC. NO. 1999495.004

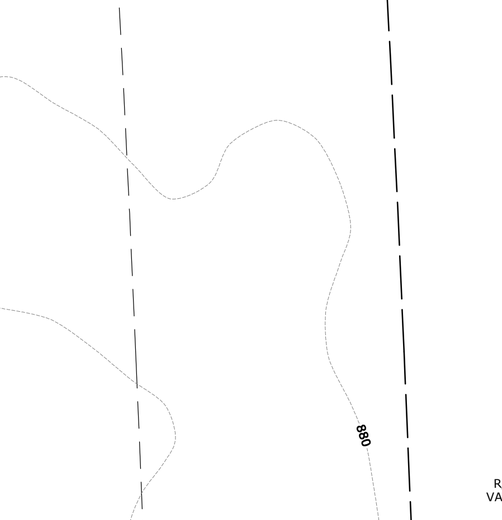
DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:

10 10 10 10

BEING 10 FEET IN WIDTH AND ADJOINING RIGHT OF WAY LINES, SIDE AND REAR LOT LINES, UNLESS OTHERWISE SHOWN ON THIS PLAT.

VICINITY MAP

PART OF SEC. 11, TWP. 32, RNG. 25



ANOKA COUNTY, MINNESOTA

(NO SCALE)

PROPERTY DESCRIPTION

[PER QUIT CLAIM DEED ANOKA COUNTY DOC. NO. 1999495.004.]

That part of the South Half of the Northeast Quarter of of Section 11, Township 32, Range 25, described as commencing at the point of intersection of the South line of said Northeast Quarter with the centerline of State Trunk Highway No. 47, said point being distant 2076.03 feet on said South line bearing South 89 degrees, 32 minutes, 08 seconds West from the Southeast corner of said Northeast Quarter; thence North 2 degrees, 55 minutes, 43 seconds West on said centerline of State Trunk Highway No. 47 a distance of 33.03 feet to the actual point of beginning of the land to be described; thence North 89 degrees, 32 minutes, 08 seconds East 200 feet; thence Northeasterly 154.58 feet along a tangential curve concave to the Northwest having a radius of 95.79 feet and a central angle of 92 degrees, 27 minutes 51 seconds; thence North 2 degrees, 55 minutes, 43 seconds West 485.79 feet; thence Northeasterly along a tangential curve, concave to the East having a radius of 383.21 feet for an arc distance of 98.58 feet more or less to the South line of BROOK VIEW ESTATES; thence Westerly along said South line of BROOK VIEW ESTATES to the centerline of said Trunk Highway No. 47; thence Southerly along said centerline to the point of beginning. EXCEPTING therefrom the East 33 feet; the South 33 feet and the Southeasterly 33 feet thereof, according to the United States Government Survey thereof and situate in Anoka County, Minnesota.

NOTES

- Field survey was completed by E.G. Rud and Sons, Inc. on 02/14/19.
- Address of the surveyed premises: 16950 Neon Street N.W. Ramsey, MN 55303
- Bearings shown are on Anoka County Coordinate System.
- Fee ownership is vested in Jill M. Arnold.
- Parcel ID Number: 11-32-25-13-0002.
- This survey was prepared without the benefit of title work. Additional easements, restrictions and/or encumbrances may exist other than those shown hereon. Survey subject to revision upon receipt of a current title commitment or an attorney's title opinion.
- Due to field work being completed during the winter season there may be improvements in addition to those shown that were not visible due to snow and ice conditions characteristic of Minnesota winters.
- Surveyed premises shown on this survey map is in Flood Zone X (Areas determined to be outside the 0.2% annual chance floodplain.), according to Flood Insurance Rate Map Community No. 27003C Panel No. 0170 Suffix E by the Federal Emergency Management Agency, effective date December 16 , 2015.
- Iron monuments to be set, once city approval has been obtained.

AREA COMPUTATIONS

TOTAL SITE AREA:	4.07 ACRES
PROPOSED NUMBER OF LOTS:	2 LOTS
PROPOSED & EXISTING RIGHT OF WAY:	0.90 ACRES
UPLAND AREA (EXCUDES R/W & WETLAND)	3.16 ACRES
GROSS DENSITY:	0.49 UNITS/ACRE
NET UPLAND DENSITY:	0.63 UNITS /ACRE

ZONING AND SETBACKS

CURRENT ZONING: R-1 RURAL DEVELOPING (OUTSIDE MUSA)

R-1 RESIDENTIAL NON-MUSA SETBACKS & DEVELOPMENTS REQUIREMENTS

FRONT YARD SETBACK:	40 FEET
SIDE YARD SETBACK:	10 FEET
SIDE STREET SETBACK:	40 FEET
REAR YARD SETBACK:	30 FEET
MAJOR/MINOR ARTERIAL SETBACK:	60 FEET FROM CENTERLINE PLUS APPLICABLE SETBACK.
SERVICE ROAD SETBACK:	30 FEET
WETLAND/STORMWATER PONDS:	16.5 FEET
MAXIMUM BUILDING HEIGHT:	35 FEET (MEAN GROUND LEVEL TO MEAN GABLE HEIGHT)
MAXIMUM BUILDING LOT COVERAGE:	35%
MINIMUM LOT SIZE:	*2.5 ACRES
MINIMUM LOT WIDTH:	200 FEET

* VARIANCE REQUIRED FOR LOT AREA.

BENCHMARK

MNDOT STATION NAME 0206 J
ELEVATION = 880.22 (NAVD88)

SHEET V.000

HAUCK ADDITION
CITY OF RAMSEY, MN
SKETCH PLAN

PREPARED FOR: JILL HAUCK

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

JASON E. RUD
Date: 02-19-19 License No. 25343

DRAWN BY: JEN	JOB NO: 18931PP	DATE: 02-19-19	
CHECK BY: JER	SCANNED ☐		
1			
2			
3			
4			
5			
NO.	DATE	DESCRIPTION	BY

E. G. RUD & SONS, INC.
EST. 1977
Professional Land Surveyors
6776 Lake Drive NE, Suite 110
Lino Lakes, MN 55014
Tel. (651) 361-8200 Fax (651) 361-8701
www.egrud.com

18931PP

PRELIMINARY COPY
UNRECORDED AS OF 03-25-19

HAUCK ADDITION

City of Ramsey
County of Anoka
Sec. 11, T32, R25

KNOW ALL PERSONS BY THESE PRESENTS: That Jill M. Arnold and Gary S. Arnold, wife and husband, owners of the following described property:

That part of the South Half of the Northeast Quarter of Section 11, Township 32, Range 25, described as commencing at the point of intersection of the South line of said Northeast Quarter with the centerline of State Trunk Highway No. 47, said point being distant 2076.03 feet on said South line bearing South 89 degrees 32 minutes 08 seconds West from the Southeast corner of said Northeast Quarter; thence North 2 degrees 55 minutes 43 seconds West on said centerline of State Trunk Highway No. 47 a distance of 33.03 feet to the actual point of beginning of the land to be described; thence North 89 degrees 32 minutes 08 seconds East 200 feet; thence Northeasterly 154.58 feet along a tangential curve concave to the Northwest having a radius of 95.79 feet and a central angle of 92 degrees 27 minutes 51 seconds; thence North 2 degrees 55 minutes 43 seconds West 485.79 feet; thence Northeasterly along a tangential curve, concave to the East having a radius of 383.21 feet for an arc distance of 98.58 feet more or less to the South line of BROOK VIEW ESTATES; thence Westerly along said South line of BROOK VIEW ESTATES to the centerline of said Trunk Highway No. 47; thence Southerly along said centerline to the point of beginning. EXCEPTING therefrom the East 33 feet; the South 33 feet and the Southeasterly 33 feet thereof, according to the United States Government Survey thereof and situate in Anoka County, Minnesota.

Have caused the same to be surveyed and platted as HAUCK ADDITION and do hereby dedicate to the public for public use the public way and the drainage and utility easements as shown on this plat.

In witness whereof said Jill M. Arnold and Gary S. Arnold, by Jill M. Arnold his Attorney-in-Fact, wife and husband, have hereunto set their hands this _____ day of _____, 20___ .

_____ Jill M. Arnold

_____ Gary S. Arnold, by Jill M, Arnold, Attorney-in-Fact

STATE OF_____
COUNTY OF_____

This instrument was acknowledged before me this ____ day of_____, 20___ by said Jill M. Arnold and Gary S. Arnold, by Jill M. Arnold his Attorney-in-Fact, wife and husband.

_____ (Signature)

_____ (Print Name)
Notary Public, _____ County, Minnesota
My Commission Expires _____

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

Dated this ___ day of _____, 20___.

_____
Jason E. Rud, Licensed Land Surveyor
Minnesota License No. 41578

STATE OF MINNESOTA
COUNTY OF_____

This instrument was acknowledged before me this ___ day of _____, 20___ by Jason E. Rud.

_____ (Signature)

_____ (Print Name)
Notary Public, _____ County, Minnesota
My Commission Expires _____

CITY COUNCIL, CITY OF RAMSEY, MINNESOTA
This plat of HAUCK ADDITION was approved and accepted by the City Council of the City of Ramsey, Minnesota at a regular meeting thereof held this ____ day of _____, 20___, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

City Council, City of Ramsey, Minnesota

By _____ Mayor By _____Clerk

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

_____
Charles F. Gitzen
Anoka County Surveyor

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

_____
Property Tax Administrator

By _____, Deputy

COUNTY RECORDER/REGISTRAR OF TITLES
COUNTY OF ANOKA, STATE OF MINNESOTA
I hereby certify that this plat of HAUCK ADDITION was filed in the office of the County Recorder/Registrar of Titles for public record on this ____ day of _____, 20___, at ___ o'clock __.M. and was duly recorded as Document Number _____.

_____
County Recorder/Registrar of Titles

By _____, Deputy

E.G. RUD & SONS, INC.
EST. 1977 **Professional Land Surveyors**

NORTH

40 0 20 40 80 160
(SCALE IN FEET)
1 inch = 40 feet

LEGEND

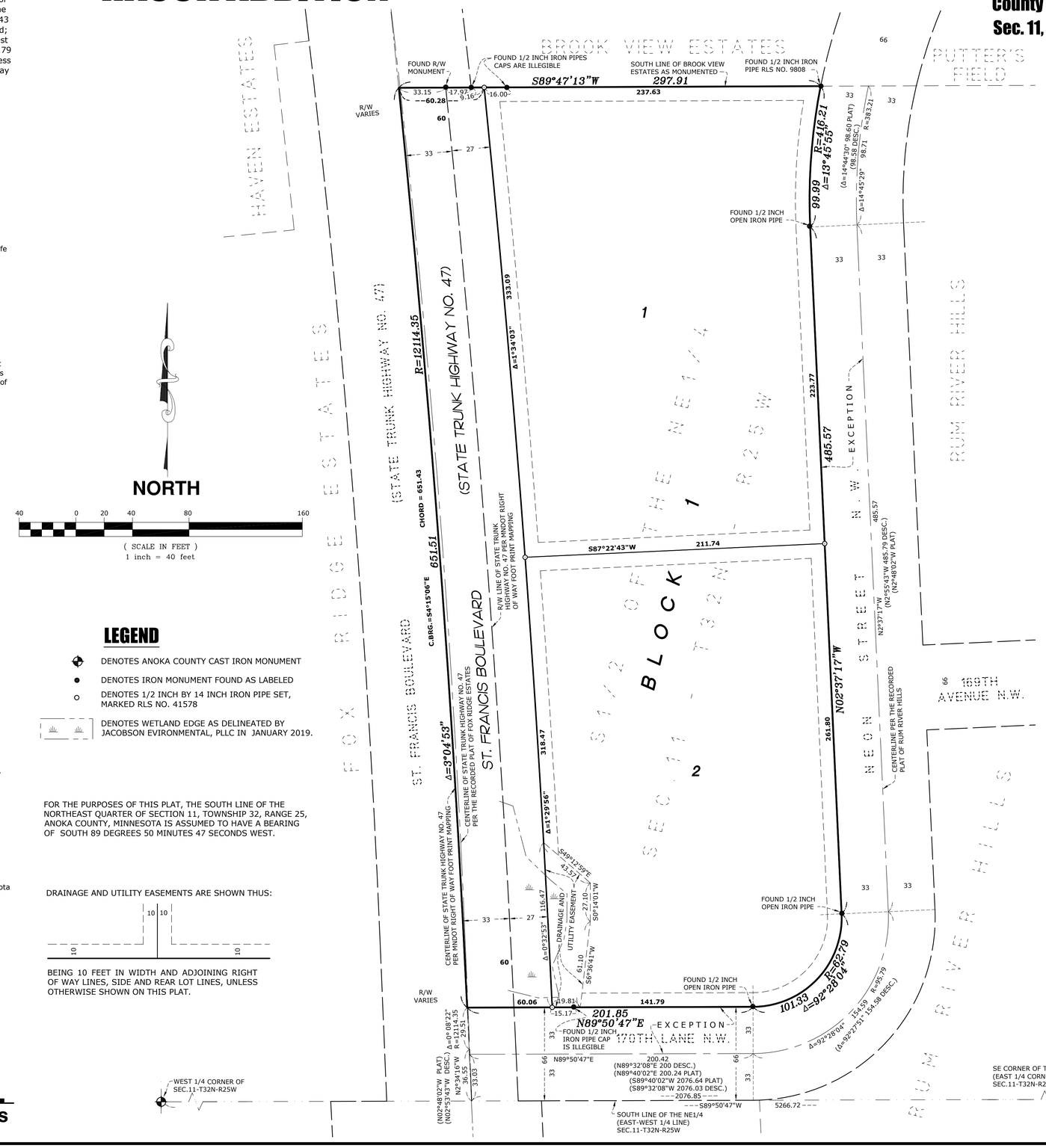
- DENOTES ANOKA COUNTY CAST IRON MONUMENT
- DENOTES IRON MONUMENT FOUND AS LABELED
- DENOTES 1/2 INCH BY 14 INCH IRON PIPE SET, MARKED RLS NO. 41578
- DENOTES WETLAND EDGE AS DELINEATED BY JACOBSON EVIRONMENTAL, PLLC IN JANUARY 2019.

FOR THE PURPOSES OF THIS PLAT, THE SOUTH LINE OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 32, RANGE 25, ANOKA COUNTY, MINNESOTA IS ASSUMED TO HAVE A BEARING OF SOUTH 89 DEGREES 50 MINUTES 47 SECONDS WEST.

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:

10 10 10 10

BEING 10 FEET IN WIDTH AND ADJOINING RIGHT OF WAY LINES, SIDE AND REAR LOT LINES, UNLESS OTHERWISE SHOWN ON THIS PLAT.



6.03: Discussion Item: Feedback on Possible Lot Split at 16950 Neon Street

NW Presentation

City Planner Anderson presented the Staff Report stating City Staff received an inquiry a couple weeks ago from Jill Hauck (the "Property Owner") as to the steps to complete a simple lot split involving the property located at 16950 Neon St NW (the "Subject Property"). As Staff reviewed the information about the Subject Property, it was discovered that it was only 3.54 acres, which is deficient of the minimum required acreage for the Zoning District. Due to the cost associated with survey work that would be necessary for a Minor Plat, Staff thought it may be prudent to bring forth a brief discussion item for the Planning Commission, which may give the Property Owner more insight into the potential of a variance before incurring significant expenses.

Commission Business

Chairperson Bauer asked if this area was all private well and septic.

City Planner Anderson reported this was the case.

Commissioner Anderson stated he supported the request noting this would fit in with the neighbors.

Commissioner VanScoy agreed stating the request would be consistent with the neighborhood.

Jill Hauck, 16950 Neon Street NW, explained she was hoping to split her lot and sell her home so she could move to Michigan and provide a house for her grandson.

The Commission supported Ms. Hauck moving forward with her lot split.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	MARCH 29, 2019	**PROJECT ADDRESS**	16950 NEON ST NW
PROJECT. TITLE	HAUCK ADDITION SKETCH PLAN, FINAL PLAT, AND VARIANCE		
ESCROW #	116814		
DEPARTMENT:	Community Development: Planning Division		
TECHNICAL REVIEWER:	Name: Chris Anderson Phone: 763-433-9817 Email: canderson@cityoframsey.com		

Variance, Sketch Plan, and Final Plat Review

We offer the following comments regarding the Variance, Sketch Plan, and Final Plat submittal for Hauck Addition as it relates to the City's Zoning Code. The plan set consists of two (2) sheets; a Sketch Plan prepared by E.G. Rud & Sons, Inc., dated February 19, 2019 and Final Plat Sheet also prepared by E.G. Rud & Sons, Inc. and dated March 6, 2019.

Staff provides the following comments on the Plan Set that require revision:

Sketch Plan

- Zoning and Setbacks table shall be updated to specify that the rear yard setback in the R-1 Residential (Rural Developing) District is 40 feet. It appears that the Building Setback Line shown on the Sketch Plan is set at 40 feet from the rear boundary, but the table lists it as 30 feet.
- Update street name from 170th Lane to 169th Avenue.
- The drainage and utility easement width along the common boundary line between Lots 1 & 2 can be reduced to a total of ten (10) feet (five [5] feet on each side of the lot line) if desired. All other d/u easements shall remain at a width of ten (10) feet.

Final Plat

- Plat shall be updated to include right of access dedicated to the State of Minnesota along the western boundaries of both Lots 1 & 2.
- The drainage and utility easement width along the common boundary line between Lots 1 & 2 can be reduced to a total of ten (10) feet (five [5] feet on each side of the lot line) if desired. All other d/u easements shall remain at a width of ten (10) feet.
- Update street name from 170th Lane to 169th Avenue.
- Update Final Plat sheet to reflect property owner's legal name.
- Update Final Plat sheet to eliminate reference as 'a single person' as she has stated that she is legally married.

Staff provides the following comments for general review of the applications for Sketch Plan, Variance, and Final Plat

General. The project proposes to subdivide 16950 Neon Street (the "Subject Property") into two (2) lots, one with the existing home and accessory buildings and the other as a new, buildable lot. As part of the request, an application for a Variance has been submitted to address the deficient lot size of both resulting parcels.

Zoning. The Subject Property is zoned R-1 Residential (Rural Developing) and is guided as Rural Developing in the Comprehensive Plan. The Minor Plat will result in two lots that meet all dimensional standards with the exception of lot size. Minimum lot size in this zoning district is 2.5 acres. The two proposed lots will be 1.65 acres and 1.53 acres. An application for a variance to deviate from minimum lot size has been submitted.

Lot Size and Frontage. Within the R-1 Residential (Rural Developing) District, minimum lot size required is 2.5 acres. Furthermore, lots shall have a minimum width of 200 feet along public roads. As previously noted, an application for a variance to lot size was included with the submittal. The parcel abuts three (3) public roads: Trunk Highway 47, Neon Street, and 169th Avenue. The associated right-of-way for these roads impacts this parcel greater than others due to the amount of frontage. Both resulting lots will be larger than most surrounding properties and thus will not alter the essential character of the neighborhood. Staff is supportive of the variance.

Streets and Access. The existing home on the Subject Property will retain its access off Neon Street. It is assumed that access for Lot 2 will also be from Neon Street. Since the Subject Property abuts State Trunk Highway 47, the Final Plat will need to dedicate right of access along the western boundaries of both lots to the State of Minnesota. The Sketch Plan and Final Plat have been forwarded to MnDOT for review and comment as well.

Easements. Drainage and utility easements shall be provided for both lots. Drainage and utility easements shall be ten (10) feet in width adjacent to road right-of-way and unplatted areas, including the outlot to the north, and five (5) feet along all common lot lines being platted. Additionally, drainage and utility easements are required around all wetlands and stormwater ponds. The easement shall be a minimum of sixteen and a half feet (16.5 feet) in width and must be included on the Final Plat.

Development Fees. Development Fees will be due with the Plat including, but not limited to, Park Dedication, Trail Development, and Stormwater Management. These fees are collected prior to the City releasing the Final Plat for recording at Anoka County and are at the rate in effect when the plat is recorded.

Development Agreement: An executed Development Agreement will be required prior to releasing the plat for recording. The primary purpose of the Development Agreement will be to memorialize the development fees due.

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

RESOLUTION #19-075

A RESOLUTION APPROVING THE ISSUANCE OF A VARIANCE TO MINIMUM LOT SIZE IN THE R-1 RESIDENTIAL (RURAL DEVELOPING) DISTRICT AND DECLARING TERMS OF PERMIT

RECITALS

1. The City of Ramsey received an application from Jill M. Arnold (the "Permittee") requesting a Variance to Section 117-111 (R-1 Residential District) of the Ramsey City Code with regard to the minimum lot size requirement to facilitate a lot split of the property generally known as 16950 Neon St NW and legally described as follows:

   That part of the Southwest Quarter of the Northeast Quarter of Section 11, Township 32, range 25 described as follows: Commencing at point of intersection of south line of said Northeast Quarter with center line of CSAH No. 47, thence north 2 degrees 55 minutes 43 seconds west along said center line 33.03 feet to point of beginning, thence north 89 degrees 32 minutes 08 seconds east 220 feet, thence northeasterly 154.58 feet along a tangent curve concave to northwest having a radius of 95.79 feet and a center angle of 90 degrees 27 minutes 51 seconds, thence north 2 degrees 55 minutes 43 seconds west 485.79 feet, thence northeasterly along a tangent curve concave to east radius of 383.21 feet for an arch of 98.58 feet + or – to south line of Brookview Estates, thence westerly along said south line of Brookview Estates to intersect with said center line, thence southerly along said centerline to point of beginning, except road subject to easement of record, Anoka County, Minnesota

   -or upon recording-

   Lots 1 and 2, Block 1 Hauck Addition

   (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 April 4, 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 3.54 acres in size and is zoned R-1 Residential (Rural Developing).

4. That the surrounding parcels range in size from about 0.66 acres to about 7.12 acres and are zoned R-1 Residential (Rural Developing) and PUD (Planned Unit Development).

5. That directly east of the Subject Property (across Neon Street) is a portion of the Rum River Hills Golf Course and six (6), 2-unit attached townhome buildings.

6. That the Subject Property is guided as Rural Developing on the City's Future Land Use Map as are all of the surrounding parcels with the exception of the Rum River Hills Golf Course, which is guided as Park.

7. That the Subject Property is abutted by three (3) public roads, Highway 47 to the west, 169th Avenue to the south, and Neon Street to the east.

8. That portions of the Subject Property on the three sides abutting public roads are encumbered with permanent road easements, and additional right-of-way required along Highway 47 is further reducing the area of both lots.

9. That the Permittee has also applied for a Minor Plat to facilitate a lot split to create one (1) new, buildable lot.

10. That the minimum required lot size in the R-1 Residential (Rural Developing) District is 2.5 acres.

11. That the proposed Minor Subdivision would result in lot sizes of 1.65 acres (includes the existing home) and 1.53 acres (new, buildable lot).

12. That parcels between 1.5 acres and 2.49 acres are allowed up to 2,400 square feet of detached accessory building space.

13. That there are three (3) detached accessory buildings on the Subject Property currently, totaling 2,280 square feet in size, which would be on the proposed Lot 1, along with the existing home.

14. That both lots will be accessed from Neon Street.

15. That City Code Section 117-111 (R-1 Residential District) states that lots shall have a minimum frontage of 200 feet along a road.

16. That both resulting lots would have more than the required 200 feet of frontage along Neon Street.

17. That the Planning Commission reviewed a concept of the proposed Minor Subdivision in May of 2018 and supported the proposal, finding that it was compatible with the surrounding neighborhood.

FINDINGS OF FACT

1. That the reduced area of both resulting lots will not impair an adequate supply of light and air to adjacent property.

2. That the reduced area of both resulting lots will not unreasonably increase the congestion on the public street.

3. That the reduced area of both resulting lots will not have the effect of allowing any use prohibited in the R-1 Residential (Rural Developing) District.

4. That the reduced area of both resulting lots 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 area of both resulting lots will not increase the danger of fire or endanger the public safety.

6. That the reduced area of both resulting lots 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 area of both resulting lots 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 area of both resulting lots will not violate the intent and purpose of the Comprehensive Plan.

9. That the reduced area of both resulting lots will be in accordance with the objectives of the intent of Section 117-53 (Variances) of the Ramsey City Code.

10. That the reduced area of both resulting lots 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 Planning Commission hereby grants approval of a variance (the "Variance") to the minimum lot size requirement on the **Subject Property**, subject to review and approval as to legal form and contingent upon the following conditions:

CONDITIONS

1. That this **Variance** shall allow a lot split of the **Subject Property** with neither resulting lot being less than 1.5 acres in size.

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

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

4. 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.

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

6. That this **Variance** shall automatically expire if the use is not initiated by April 4, 2020, and initiation shall be considered recording of the Final Plat of Hauck Addition with Anoka County.

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 4th day of April, 2019.

_____
Chairperson

ATTEST:

_____
City Clerk

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

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

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

RESOLUTION #19-076

RESOLUTION APPROVING THE FINAL PLAT FOR HAUCK ADDITION

RECITALS

1. Jill M. Arnold, hereafter referred to as "Developer", properly applied for Final Plat approval of the following described property located in the City of Ramsey:

   That part of the Southwest Quarter of the Northeast Quarter of Section 11, Township 32, range 25 described as follows: Commencing at point of intersection of south line of said Northeast Quarter with center line of CSAH No. 47, thence north 2 degrees 55 minutes 43 seconds west along said center line 33.03 feet to point of beginning, thence north 89 degrees 32 minutes 08 seconds east 220 feet, thence northeasterly 154.58 feet along a tangent curve concave to northwest having a radius of 95.79 feet and a center angle of 90 degrees 27 minutes 51 seconds, thence north 2 degrees 55 minutes 43 seconds west 485.79 feet, thence northeasterly along a tangent curve concave to east radius of 383.21 feet for an arch of 98.58 feet + or – to south line of Brookview Estates, thence westerly along said south line of Brookview Estates to intersect with said center line, thence southerly along said centerline to point of beginning, except road subject to easement of record, Anoka County, Minnesota

   (the "Subject Property")

   -Or upon recording-

   Lots 1-2, Block 1, HAUCK ADDITION

   (the 'Subject Property');

2. The City of Ramsey received an application for a Variance, Sketch Plan, and Final Plat for HAUCK ADDITION from the Developer on March 1, 2019; and

3. The Planning Commission reviewed the Sketch Plan and conducted a Public Hearing for the Variance on April 4, 2019; and

4. The Planning Commission approved a Variance to minimum lot on April 4, 2019; and

5. The City Council reviewed the Final Plat on April 23, 2019.

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 approval of the Final Plat for HAUCK ADDITION in accordance with relevant City Codes, subject to the following conditions:

   a) Compliance with City Staff Review Letter dated March 29, 2019.

b) Final Plat subject to review and approval as to legal form by the City Attorney.
c) Developer entering into a Development Agreement with the City of Ramsey.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 23rd day of April, 2019.

_____
Mayor

ATTEST:

_____
City Clerk

Regular Planning Commission **7. 2.**

Meeting Date: 04/04/2019

By: Chris Anderson, Community Development

Information

Title:

PUBLIC HEARING: Consider Multiple Actions for a Proposed Expansion at 6601 McKinley St NW (Project No. 19-106): Case of ACE Solid Waste, Inc.

1. Variance to pavement setback from road right-of-way.
2. Amended Conditional Use Permit.
3. Site Plan Approval.

Purpose/Background:

The City has received an application from ACE Solid Waste, Inc. (the "Applicant") for a proposed expansion of their existing transfer station at 6601 McKinley St NW (the "Subject Property"). The project requires multiple actions by the City, including a variance to off-street parking/maneuvering setbacks, an amendment to an existing Conditional Use Permit, and Site Plan approval.

In 2018, the Applicant received approval of a plat that combined two parcels into one as well as a zoning amendment to secure a single zoning designation for the entire parcel. Those previous actions were completed by the Applicant in anticipation of an expansion of their transfer station, which is now moving forward.

Notification:

Staff has attempted to notify all Property Owners within 350 feet of the Subject Property via Standard US Mail of the Public Hearing for the Variance and amendment to the Conditional Use Permit and has published a notice in the Anoka Union Herald.

Observations/Alternatives:

General Background

The Subject Property is just over ten (10) acres in size and, as previously noted, is located in the E-2 Employment District. The surrounding properties are all industrial in nature and are located in the E-1 Employment District, E-2 Employment District, or Planned Unit Development (PUD) - Industrial. The proposed expansion is 8,066 square feet and would extend the existing transfer station north, toward 141st Avenue NW. East of the proposed expansion is Basalt Street, a dirt/gravel road that provides the sole access to a single business and provides a secondary access to one other business. Basalt Street terminates at the boundary of the Subject Property. The expansion of the transfer station has been prompted due to the recent closing of the Great River Energy Processing Plant that was located in Elk River.

Site Plan

The Applicant is proposing an 8,066 square foot expansion on the north side of the existing transfer station, as well as 11 new parking stalls for refuse trucks and a concrete pad for a year-round opportunity for residents to drop of recyclable materials. The expansion would include a depressed loading dock that allows a semi tractor/trailer to enter the transfer station below the tipping floor. There would also be 3 overhead doors. One door is on the north elevation and two doors are on the east elevation. Materials collected from the route trucks would be tipped (or dumped) onto the floor, and then pushed into a semi trailer for hauling to the final destination. This creates a much more efficient process than sending individual route trucks to dump their loads at a final destination.

Access to the Subject Property would be from 141st Avenue NW. Refuse, including garbage or recycling trucks,

would enter the Subject Property and stop on an in-ground scale before entering the transfer station. Route trucks may exit the Subject Property either back onto 141st Avenue or via McKinley Street to the south. All semi tractor trailers will exit the Subject Property onto McKinley Street.

The exterior finish of the building expansion will match that of the existing finish, which consists of raked precast panels with a smooth, painted band. The building coverage, building height, and building setbacks all comply with the bulk standards of the E-2 Employment District. However, the proposed additional parking stalls for refuse trucks are within the required twenty (20) foot setback. A variance application to address this encroachment has been submitted by the Applicant.

Amended Conditional Use Permit
The Applicant secured a Conditional Use Permit (CUP) for the construction and operation of a mixed solid waste and recycling transfer station in 2000 (approved by Resolution #00-04-104). The existing CUP allowed for up to a 17,100 square foot transfer station. The proposed expansion is 8,066 square feet, for a total building size of 16,137 square feet. This is within the parameters of the existing CUP. However, the proposed expansion differs from the original layout. Staff has carried over all the applicable terms from the original CUP and added an exhibit to identify the location of the transfer station. No other changes are proposed for the CUP. It should be noted that the Applicant has already obtained the necessary approvals from state agencies for this proposed expansion.

Variance
The proposed pavement, which includes curb/gutter and asphalt, for additional refuse truck parking is proposed to be 9.5 feet from the right-of-way boundary along Basalt Street. The Applicant has attempted to reduce the amount of encroachment by reducing the stall depth from 45 feet to 40 feet. The Applicant had noted that the newer refuse trucks are slightly longer than the older versions. The Applicant is attempting to retain a 36 foot wide drive aisle between the stalls and the building expansion for access purposes through the eastern elevation overhead door and to ensure safe two way refuse truck traffic. Additionally, this extra maneuvering area is needed to facilitate the trucks exiting the building from the eastern overhead door. Finally, the Applicant chose this configuration for aesthetic purposes, as it limits or eliminates the view of operations within the building from vehicles traveling along 141st Avenue.

Basalt Street is an gravel public road that terminates at the Subject Property. It provides the only access for a single business on the east side of Basalt Street and a secondary access for another business. This is not a through street, nor will it likely ever be a through street based on the use of the Subject Property. There is very little traffic that utilizes this short road segment. The intention of the setback from the road right of way is to create a 'green space' to enhance the aesthetics of a site from the road. Additional plantings could be included along Basalt Street to create a slight buffer, which in conjunction with the limited use of this minimum design and travelled road.

When considering a variance, there are three factors that must be considered to determine whether practical difficulties exist:

- **Reasonableness:** The Applicant is already lawfully operating a transfer station on the Subject Property.The proposed expansion is reasonable and meets all bulk standards of the E-2 Employment District with the exception of the setback from road right-of-way.
- **Uniqueness:** The Subject Property abuts Basalt Street, which is a gravel road that terminates at the Subject Property. Basalt Street is not a through street. In fact, this segment only provides access for a single business on the east side of the road. There are very few vehicle trips on this segment of road. With additional plantings, a slight buffer could be provided.
- **Essential Character:** The surrounding area is all industrial users. The adjacent property to the west is an asphalt plant that also has pavement within the setback area.

Alternatives

Alternative 1: Adopt Resolution #19-081 granting a variance to setbacks from right-of-way and recommend City Council approve an amended CUP and Site Plan for the proposed building expansion.

Alternative 2: Adopt a modified Resolution #19-081 granting a variance to setbacks from road right-of-way and

recommend City Council approve an amended CUP and Site Plan for the proposed building expansion.

Alternative 3: Deny the requested variance and recommend City Council not approve the amended CUP and Site Plan without modifications to comply with the pavement setback requirement from road right-of-way.

Funding Source:

All costs associated with this request are the responsibility of the Applicant.

Recommendation:

Staff recommends adopting Resolution #19-081 granting a variance to the pavement setback from road right-of-way and recommend City Council approve an amended CUP and Site Plan for the proposed building expansion on the Subject Property.

Action:

Motion to adopt Resolution #19-081 with findings favorable to the Applicant, granting a variance to the pavement setback from road right-of-way on the Subject Property, contingent upon review and approval as to legal form by the City Attorney.

-and-

Motion to recommend City Council approve an amended CUP and Site Plan for the proposed expansion of the transfer station building on the Subject Property.

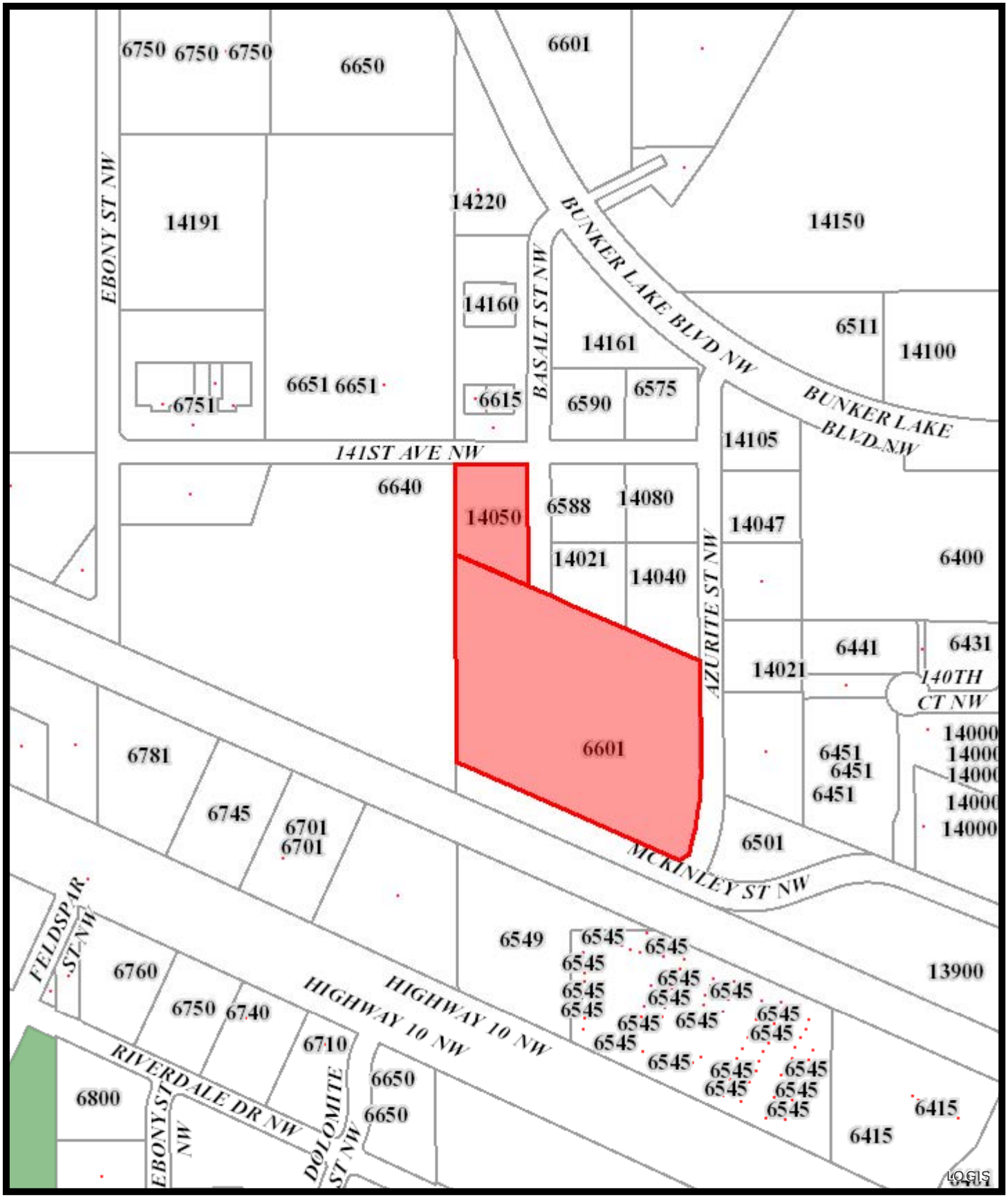
Attachments

Site Location Map
Site Plan
Photos of Existing Transfer Station
Existing CUP (Res. #00-04-104)
Aerial of Subject Property with Expansion
Staff Review Letter
Resolution #19-081: DRAFT Variance
Resolution #19-082: DRAFT Amended Conditional Use Permit

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	03/29/2019 03:24 PM
Form Started By: Chris Anderson		Started On: 03/27/2019 08:49 AM
Final Approval Date: 03/29/2019		

Site Location Map



Print Date: March 13, 2019

3/29/2019 3:30:16 PM

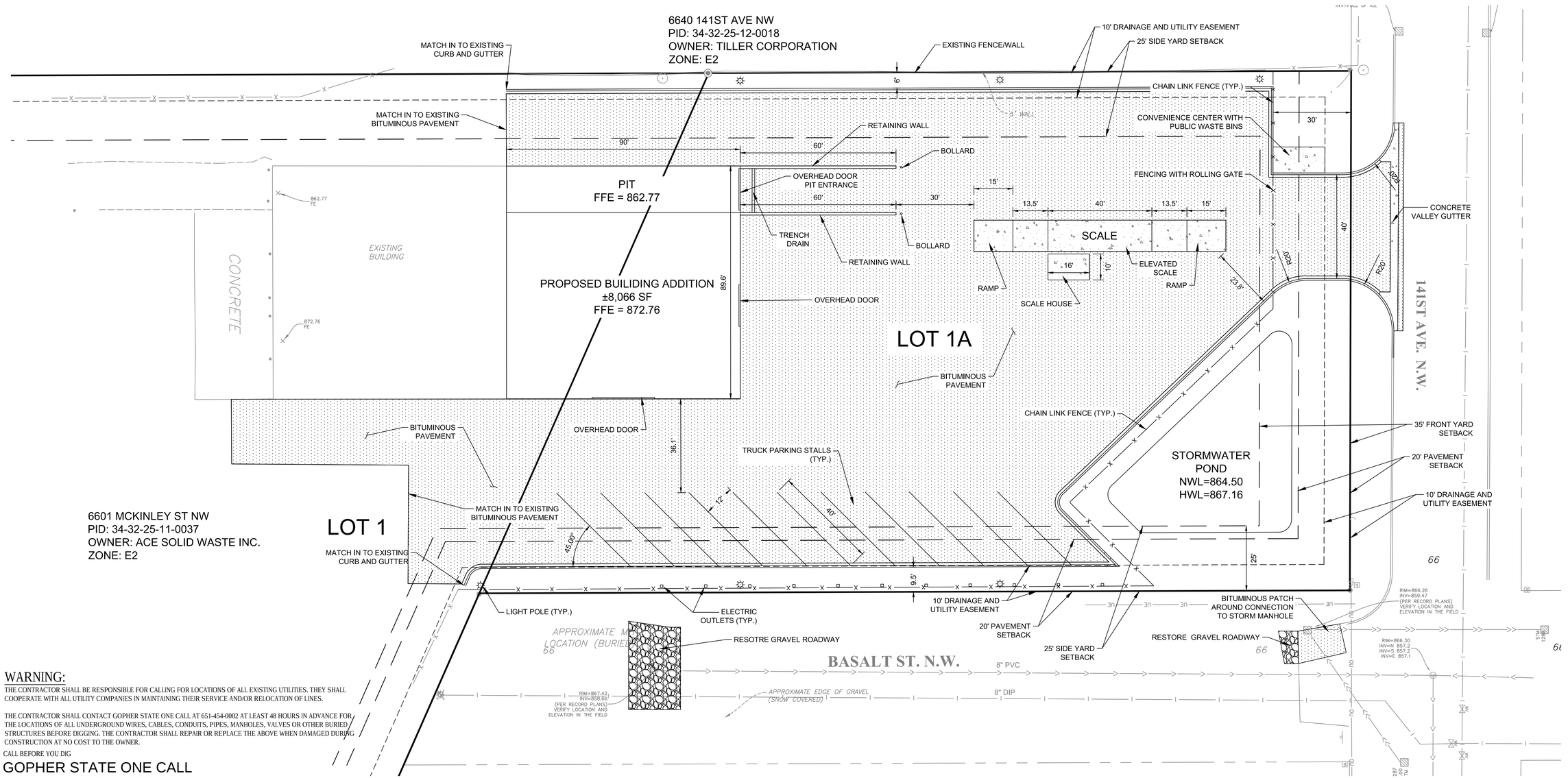
SITE DATA AND ZONING REQUIREMENTS SUMMARY		
LEGAL DESCRIPTION		LOT 1 AND 1A, BLOCK 1, ACE ADDITION
EXISTING ZONING		E-2 EMPLOYMENT ZONE
PROPOSED ZONING		E-2 EMPLOYMENT ZONE
PROPOSED USE		SOLID WASTE TRANSFER FACILITY
LOT AREA		
	LOT 1	384,149 SF (8.82 ACRES)
	LOT 1A	58,254 SF (1.34 ACRES)
	TOTAL	442,403 SF (10.16 ACRES)
SETBACKS - BUILDING		
	FRONT	35 FEET
	REAR	25 FEET
	SIDE	25 FEET
SETBACKS - PARKING/PAVING		
	PARKING AND PAVEMENT FROM STREET RIGHT OF WAY	20 FEET
MAX. BUILDING HEIGHT		65 FEET
MAX. LOT COVERAGE		45 PERCENT

BUILDING AREA		
	BUILDING AREA (SF)	# OF STORIES
EXISTING BUILDING (LOT 1)	19,895	1
EXISTING BUILDING 2 (LOT 1)	8,071	1
PROPOSED ADDITION (LOT 1/LOT 1A)	8,066	1
TOTAL BUILDING AREA	36,032	
NUMBER OF EMPLOYEES (BUILDING 2/NEW ADDITION)		2

PARKING SUMMARY	
PARKING REQUIREMENTS	ONE SPACE FOR EACH 1000 SQUARE FEET OF FLOOR SPACE
PARKING STALLS REQUIRED	37
EXISTING PASSENGER CAR PARKING	120 (ALL LOCATED ON LOT 1)
PROPOSED PASSENGER CAR PARKING	120 (ALL LOCATED ON LOT 1)

IMPERVIOUS AREA CALCULATIONS					
EXISTING	IMPERVIOUS		PERVIOUS		TOTAL AREA (SF)
	AREA (SF)	% OF TOTAL	AREA (SF)	% OF TOTAL	
LOT 1	266,956	69.49%	117,193	30.51%	384,149
LOT 1A	-	0.00%	58,254	100.00%	58,254
TOTAL	266,956	60.34%	175,447	39.66%	442,403
PROPOSED	IMPERVIOUS		PERVIOUS		TOTAL AREA (SF)
	AREA (SF)	% OF TOTAL	AREA (SF)	% OF TOTAL	
LOT 1	273,662	71.24%	110,487	28.76%	384,149
LOT 1A	44,421	76.25%	13,833	23.75%	58,254
TOTAL	318,083	71.90%	124,320	28.10%	442,403

0 20 40
GRAPHIC SCALE IN FEET



WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG

GOPHER STATE ONE CALL

TWIN CITY AREA: 651-454-0002
TOLL FREE 1-800-252-1166

M:\30\53\0151 Ramsey Transfer Station\DESIGN\CAD\PLAN\SHEETS\C-103 Site Plan.dwg

WENCK
Responsive partner. Exceptional outcomes.
7500 OLSON MEMORIAL HWY
SUITE 300
GOLDEN VALLEY, MN 55427
PHONE: 763-252-6800
FAX: 952-831-1268
WWW.WENCK.COM

SUB CONSULTANT:

CLIENT:
WASTE CONNECTIONS

PROJECT TITLE:
ACE SOLID WASTE TRANSFER STATION EXPANSION
6601 MCKINLEY ST NW
RAMSEY, MN 55301

ISSUE NO:	DESCRIPTION:	DATE:
1	LAND USE APPLICATION SUBMITTAL	3/7/2019

CERTIFICATION:

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

NOT FOR CONSTRUCTION

LICENSE NO.:
DATE:

PROJECT NO.: 3053-0151

DWN BY:	CHK'D BY:	APP'D BY:
NPCT	RAG	RAG

ISSUE DATE: 3/7/19
ISSUE NO.: 1
SHEET TITLE: SITE PLAN
SHEET NO.: C-103

ACE

1517499

34-32-25-12-0012

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

RESOLUTION #00-04-104

RESOLUTION APPROVING THE ISSUANCE OF A CONDITIONAL USE PERMIT FOR THE OPERATION OF A TRANSFER STATION FOR MIXED SOLID WASTE AND RECYCLABLE MATERIALS, BASED ON FINDINGS OF FACT #0518, AND DECLARING TERMS OF SAME

WHEREAS, Ace Solid Waste, Inc. (the "Permittee") has properly applied to the City of Ramsey (the "City") for a conditional use permit (the "Permit") on the property legally described as follows:

> Lot 2, AUDITOR'S SUBDIVISON NUMBER 30, except the southwesterly 80 feet thereof, subject to easements of record, Anoka County, Minnesota
>
> (the "Site"); and

WHEREAS, The Planning Commission met on April 10, 2000, conducted a public hearing and recommended City Council approval of the request.

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

A conditional use permit for the construction and operation of a 17, 100 square foot transfer station for mixed solid waste and recyclable materials on the Site is hereby granted to the Permittee.

1. This permit is perpetual in its duration so long as the terms imposed herein are complied with.

2. The Permittee shall provide the City with copies of all applicable government permits and permit renewals as they are granted. The Permittee shall also copy the City on all notices of violations, fines or permit revocations received relating to these permits.

3. The development of the transfer station on the Site shall be in accordance with the following: a) Site Plan Sheet A1 prepared by Lampert Architects dated February 14, 2000, revision dated February 24, 2000; b) Floor Plan Sheet A2 prepared by Lampert Architects dated March 28, 2000; c) Elevations Sheet A3 prepared by Lampert Architects dated March 28, 2000; d) Landscape Plan Sheet L1 prepared by Lampert Architects dated February 25, 2000; e) Preliminary Grading, Drainage, Erosion Control and Utility Plan prepared by Plowe Engineering, Inc. dated February 11, 2000; and f) a written description of the transfer station entitled "Phase II – Ace Solid Waste Recycling And Transfer Facility, Ramsey, MN", dated March 24, 2000.

4. All building plans must be approved by the City of Ramsey Building Official to make this Permit effective.

5. Fire lanes shall be maintained on the Site. The exact location of these items on the Site and any required signing shall be as directed by the City's Fire Chief.

6. The hours of operation shall not exceed 7:00 a.m. to 5:00 p.m. Monday through Friday. Any deviation from these hours of operation shall require prior special approval by the City Administrator or his/her designee. The City Council shall be notified of the temporary change in hours.

7. There shall be no on-site, exposed or contained, exterior overnight storage of solid waste from the tipping floor. Any overnight storage of mixed solid wastes is restricted to semi-trailers parked inside the transfer station. Inside storage of mixed solid wastes shall be prohibited for periods in excess of 24 hours. No mixed solid wastes shall be stored on the tipping floor overnight. No additional exterior storage shall be allowed on the site.

8. On-site storage or handling of hazardous waste materials is prohibited as a planned mode of operation. Hazardous waste materials inadvertently delivered to the facility shall be promptly removed from the site in accordance with County and State requirements.

9. No loading or unloading by reason of tipping or use of other equipment shall occur outside a fully enclosed structure. Cleaning of equipment or containers used as a part of the transfer station operation or the cleaning of the interior of vehicles shall occur inside a fully enclosed structure. All run-offs, wastewater, greywater or other effluent shall be managed in full compliance with all applicable local, state and federal regulations.

10. All stacking of trucks and other equipment shall occur on-site and off of public right-of-way.

11. Run-off shall be contained on the Site and shall be in accordance with the approved grading and drainage plans.

12. Any lighting installed on the structure or in the parking lot is subject to the prior approval of the City Engineer and shall be designed so as to deflect light away from Hwy. #10. 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. The Permittee shall provide the City with a plan for rodent control that shall include, but not be limited to, a contract with a licensed pest control operator for regular service.

14. The Permittee shall be responsible for removing debris beyond the site boundaries determined to be caused by vehicles using the transfer station and wind blown debris. Debris removal activities shall be instituted promptly following information of such accumulation. In the event the Permittee fails to remove debris within 24 hours of notice of accumulation by the City, the City may cause such debris to be removed. The City shall bill the cost of such removal to the Permittee and payment shall be remitted within 30 days of the date of such billing. Visual checks for employees of the Permittee shall make debris accumulation at least once daily.

15. That the operation of the transfer station and the emission of noise, odors, dust, or other particulate matter from the site and operation shall be in compliance with and regulated by the State of Minnesota Pollution Control standards. The Permittee shall annually, or more

frequently as determined by the City, submit noise analysis reports and air quality reports to the City.

16. The emission of noxious matter shall be controlled so that no concentration of such matter, at or beyond the lot line, will be detrimental to or endanger the public health, safety, comfort, or general welfare or cause damage to property. Noxious matter means any solid, liquid or gaseous material including but not limited to gases, vapors, odor, dusts, fumes, mists, or combinations thereof, the emission of which is detrimental to or endangers the public health, safety, comfort or general welfare or causes damage to property.

17. All parking areas, driveways, circulation and stacking lanes and parking areas shall be designed, surfaced and curbed in accordance with City Code.

18. All trucks and equipment destined to or away from the site, except for personal vehicles, shall be restricted to designated routes established by the City. The operator of any transfer station shall be responsible for notifying truck operators of the route designation by the City. The City will not revoke a Conditional Use Permit granted under this subsection for off-site violations beyond the control of the transfer station operator and owner.

19. That all costs incurred by the City in administering and enforcing this permit shall be the responsibility of the Permittee.

20. That the City Administrator or his designee shall have the right to inspect the Site for compliance and safety purposes annually or at any time upon reasonable request.

21. That the failure of the City at any time to require a performance by the Permittee of any provisions herein shall in no way affect the right of the City thereafter to enforce the same. Nor shall waiver by the City of any breach of any of the provisions hereof be taken or held to be a waiver of any succeeding breach of such provision or as a waiver of any provision itself.

22. All applicable City ordinances not specifically covered herein shall become a part of this Permit.

23. That if any provision of this Permit shall be declared void or unenforceable, the other provisions shall not be affected but shall remain in full force and effect.

24. That this Permit shall not be considered modified, altered, changed or amended in any respect unless in writing and signed by the City and the Permittee.

25. That the violation of any of the material terms of this Permit is grounds for suspension or revocation hereof consistent with applicable law. Furthermore, the City specifically reserves the right to amend, suspend, or revoke this Permit consistent with applicable law as reasonably required to protect the public health, safety and welfare and the environment. Specifically, but without limiting the foregoing, the City may amend, suspend, or revoke this Permit, consistent with applicable law, if the City Council reasonably determines that continued operation of the facility places the public health, safety or welfare or the environment in jeopardy or creates a public nuisance due to odors, litter, debris or other nuisance factors.

26. That if the Permittee or its successors or assigns violates any material term or condition imposed by this Permit, it may be revoked and terminated consistent with applicable law. Without limiting the foregoing, the violation of any statute, regulation, ordinance or permit condition imposed by lawful governmental authority and governing operations on the site is grounds for revocation and termination of this Permit, consistent with applicable law. The change, alteration or amendment of any such statute, regulation, ordinance or permit

condition by any governmental authority other than the City, shall not excuse the Permittee from compliance with statutes, regulations, ordinances or Permit conditions in effect on the date of the original issuance of this permit unless compliance is waived or excused by the City.

27. The Permittee shall be responsible for all City costs incurred in administering and enforcing this Permit. Said expenses shall be paid within fifteen (15) days of billing by the City and failure to pay the City's expenses within the fifteen (15) day billing period will permit the City to draw upon any of the escrows required by this agreement for payment. The Permit Holder shall maintain a $2,000.00 balance in an escrow account with the City. This escrow shall be used to reimburse the City for expenses incurred in the administration of this permit in the event the Permit Holder fails to pay the City expenses within the fifteen (15) day billing period. The City reserves the right to use these funds to pay for testing services as necessary.

28. The Permittee agrees that this Permit shall be recorded in the office of the Anoka County Recorder and agrees that the terms and provisions of this Permit shall be a covenant on any and all deeds relative to the property.

29. This Permit is contingent upon a certified wetland delineator reviewing site and verifying that there are no wetlands on the Site.

30. This Permit is contingent upon a determination that there is direct access from the site to Azurite Street N.W. and McKinley Street N.W.

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

Mayor Thomas Gamec
Councilmember Terry Hendriksen
Councilmember Margaret Connolly
Councilmember Susan Anderson
Councilmember Gerald Zimmerman

and the following voted against the same:

None

and the following abstained:

None

and the following were absent:

None

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 25th day of April, 2000.

Ace Solid Waste, Inc. hereby acknowledges receipt of this conditional use permit and acknowledges that they have reviewed the conditions of this permit and have agreed that they will cause compliance with the terms of this permit.

ACE SOLID WASTE, INC.

By: _____

Its: President

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this 17 day of July, 2000, before me a Notary Public, personally appeared Andrew Scheizer, the president of Ace Solid Waste, Inc, a corporation under the laws of the State of Minnesota, on behalf of the Corporation.

MICHELE HANSEN
NOTARY PUBLIC - MINNESOTA
MY COMMISSION EXPIRES JAN. 31, 2005

_____
Notary Public

CITY OF RAMSEY:

By: _____
Mayor Thomas G. Gamec

By: _____
City Administrator James E. Norman

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this 26th day of July, 2000, before me, a Notary Public, personally appeared Thomas G. Gamec and James E. Norman, to me personally known, who, being each by me duly sworn did say that they are respectively the Mayor and City Administrator 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 Thomas G. Gamec and James E. Norman acknowledge said instrument to be the free act and deed of said Municipal Corporation.

JO ANN M. THIELING
Notary Public
Minnesota
My Commission Expires Jan. 31, 2005

_____
Notary Public

This document drafted by:
The City of Ramsey
15153 Nowthen Blvd. N.W.
Ramsey, Mn 55303

This document reviewed by:
Randall, Dehn and Goodrich
2140 Fourth Avenue
Anoka, Mn 55303

CITY OF RAMSEY MUNICIPAL CORP. ANOKA COUNTY, MINN.

ABSTRACT

Receipt # 64980/$29.50

Date/Time: 8/11 / 1700

Doc. Order 1 of 1

✓ by: Pins:

Recordability / Delqs:

Filing Fees: 29.50 US

Well Certificate
Received this Date: _____
Anoka County Recorder

☐ Certified Copy
Date Mailed _____

☐ Tax Liens / Releases

☐ Multi-Co Doc Tax Pd

☐ Transfer ☐ New Desc.

☐ Division ☐ GAC

☐ Status ☐ Def. Spec

☐ Other ☑ No Change

Notes:

Margin

8/2

DOCUMENT NO. 1517499.0 ABSTRACT

ANOKA COUNTY MINNESOTA

I HEREBY CERTIFY THAT THE WITHIN INSTRUMENT WAS FILED IN THIS OFFICE
FOR RECORD ON AUG 11 2000
AT 5:00 PM AND WAS DULY RECORDED.
FEES AND TAXES IN THE AMOUNT OF $29.50 PAID.

RECEIPT NO. 2000064980

EDWARD M. TRESKA
ANOKA COUNTY PROPERTY TAX ADMINISTRATOR/RECORDER/REGISTRAR OF TITLES

BY EIC
DEPUTY PROPERTY TAX ADMINISTRATOR/RECORDER/REGISTRAR OF TITLES

9 Pictometry

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	MARCH 29, 2019	**PROJECT ADDRESS**	6601 MCKINLEY STREET
PROJECT. TITLE	ACE SOLID WASTE SITE PLAN, VARIANCE, AND CUP AMENDMENT		
ESCROW #	116829		
DEPARTMENT:	Community Development: Planning Division		
TECHNICAL REVIEWER:	Name: Chris Anderson Phone: 763-433-9817 Email: canderson@cityoframsey.com		

Site Plan, Variance, and Conditional Use Permit Amendment Review

We offer the following comments regarding the Site Plan, Variance, and Conditional Use Permit Amendment submittal for an expansion of an existing transfer facility as it relates to the City's Zoning Code. The plan set consists of eighteen (18) sheets prepared by Wenck and dated March 7, 2019.

Staff provides the following comments on the Plan Set that require revision:

Sheet C-103

- Details on the proposed chain link fence shall be provided. At a minimum, plan set shall specify fence height and whether there will be any security features (e.g. will there be barbed wire at the top of the fence). Add a detail to the plan set.
- Provide details/information about the proposed Convenience Center pad located along 141st Ave.
    - What sort of containers will be on that pad?
    - Will there be fencing around the containers? If so, provide details.
    - What materials will be collected in that location?
    - How will illegal dumping be monitored/addressed?
- Provide specifications for proposed lighting fixtures.
- Bulbs in excess of 150 watts shall be shielded so the source of light is not visible from off of the property and all lighting shall be arranged to deflect light away from adjoining public roads.
- Can the stall depth along Basalt Street be reduced at all? It appears that the existing stall depth for ACE trucks behind their main building is between 35-40 feet. If depth can be reduced, it lessens the degree of the requested variance.

Sheet C-201

- Reminder that a Lower Rum River Watershed Management Organization (LRRWMO) permit is required before breaking ground with any activity.

Sheet C-901

- Lighting used to illuminate the building, any signage, and/or off-street parking areas shall be arranged to deflect light away from adjoining public streets (Basalt St and 141st Ave). Add note to plan sheet.
- Specifications for the proposed light fixtures shall be provided. Bulbs are in excess of 150 watts and thus must be recessed within the fixture(s) so that the source of light (bulb) is shielded from view from roads and adjacent properties.

Sheet G-102

- Add symbol for proposed light poles.

Sheet L-100

- It appears trees 764, 784, 786, 776, and 903 are being removed due to installation of a storm water pond. If so, those can be excluded from the removal and reforestation calculations.
- Update reforestation calculations as noted above. When excluding removals apparently due to storm water pond, total inches removed is 98 DBH inches. 70% of that is 68.6 DBH inches allowed for removal; 29.4 DBH inches should be retained. 29.4 x 1.25 inches = 36.75 DBH inches to be replanted or 29.4 x $125 = $3,675 in restitution. Proposed landscaping can be applied toward reforestation.

Sheet L-101

- Consider utilizing a deciduous species along the western boundary rather than balsam fir or northern white cedar. There is very limited space between fence and asphalt for evergreens. Possibly shift them to around the storm water pond.
- Update Planting Schedule to identify minimum required sizes for plants. Overstory trees shall be at least 2.5 inches in diameter. Coniferous trees shall be at least 6 feet in height. Ornamental trees shall be at least 1.5 inches in diameter. Shrubs shall be at least 24 inches in height. Minimum sizes are at time of planting.
- Planting requirements are 1 tree for every 1,000 square feet of building expansion and 1 shrub per every 300 square feet of building expansion. Project requires 8 new trees and 27 shrubs. Note though that reforestation is required due to the removal of all existing significant trees on site and thus, plantings above and beyond the landscape requirements will be needed (or payment of restitution per the Tree Preservation Ordinance).
- Use of seed rather than sod requires City Council authorization. Sod shall be used in all boulevard areas (this would include all areas within ten [10] feet of public roads).
- Additional plantings should be included along the boundary with Basalt Street. This would help 'buffer' the proposed pavement encroachment in the required pavement setback from road right-of-way.

Sheet L-102

- Update Deciduous Tree Planting detail to specify removal of twine, cut or fold back burlap, and remove top 1/3 of wire basket.

- Irrigation system must be equipped with a rain sensor and some form of water efficient technology such as a weather-based smart controller. Update Irrigation Notes accordingly.
- City requires a two (2) year maintenance guarantee for all new plantings.

Staff provides the following comments for general review of applications:

General. The project proposes an 8,066 square foot addition to an existing transfer station facility as well as new off-street parking and maneuvering areas to be accessed from 141st Ave. There are also applications to amend the existing Conditional Use Permit (CUP) to account for the expansion of a conditional use and a variance to deviate from the minimum parking and/or maneuvering area from public right-of-way.

Zoning. The property is zoned E-2 Employment R-1 Residential (Rural Developing) and is guided as Business Park in the Comprehensive Plan. Per City Code Section 117-427 (Solid Waste), a Conditional Use Permit is required for storage, collection, and transportation of solid waste. The City approved a Conditional Use Permit (Resolution #00-04-104

Streets and Access. The transfer station will now have access from 141st Ave. Trucks will enter the site traveling south, dump materials within the facility, then continue south and exit onto McKinley Street.

Off-Street Parking and Maneuvering Areas. Off-street parking and maneuvering areas are required to be setback from public rights-of-way at least twenty (20) feet. The project proposes to add another eleven (11) parking stalls for the waste-hauling trucks along the eastern property boundary. The pavement and curb/gutter are proposed to be six (6) feet from the right-of-way boundary along Basalt Street and the concrete pad for the "convenience center" is proposed to be ten (10) feet from the right-of-way boundary along 141st Ave. The submittal does include a request for a variance to the twenty (20) foot greenspace requirement.

Exterior Finish Materials. The building addition is proposed to consist of the same exterior finish as the exiting structure. This includes 'raked' precast panels with a two (2) foot tall smooth, painted bed.

Building Coverage. Building coverage is limited to no more than forty-five percent (45%) in the E-2 Employment District. The total lot area is 442,403 square feet and with the proposed addition of 8,066 square feet, there will be a total of 36,032 square feet of building coverage. This equates to roughly eight percent (8%) of building coverage overall on the property.

Development Agreement: An executed Development Agreement will be required prior to commencing construction. The primary purpose of the Development Agreement will be to memorialize the responsibilities, approved plans, and required surety and inspection fees.

Other Permits. The proposed project will disturb an acre or more of land. A permit from the Lower Rum River Watershed Management Organization will be required and a copy of which must be submitted to the City.

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

RESOLUTION #19-081

A RESOLUTION APPROVING THE ISSUANCE OF A VARIANCE TO SETBACKS FROM PUBLIC RIGHT-OF-WAY FOR OFF-STREET PARKING AND MANEUVERING AREAS ON THE PROPERTY GENERALLY KNOWN AS 6601 MCKINLEY STREET NW AND DECLARING TERMS OF SAME

RECITALS

1. ACE Solid Waste, Inc., hereinafter referred to as the "Permittee", has properly applied for a Variance to setbacks for off-street parking and maneuvering areas from right-of-way located at 6601 McKinley Street NW and legally described as follows:

   Lot 1 and 1A, Block 1, Ace Addition, Anoka County, Minnesota

   ("Subject Property")

2. That the Permittee appeared before the Planning Commission for a public hearing pursuant to Section 117-53 of the Ramsey City Code on April 4, 2019, and that the public hearing was properly advertised and that the minutes of said public hearing are hereby incorporated by reference.

3. That the Subject Property is zoned E-2 Employment and the surrounding parcels are zoned E-2 Employment District, E-1 Employment District, and PUD (Planned Unit Development).

4. That the Permittee currently operates a transfer station (the "Transfer Station") on the Subject Property and is proposing an expansion of the Transfer Station, including additional off-street parking and maneuvering areas for refuse trucks and a small pad for the potential for public drop-off of various recyclable materials.

5. That City Code Section 117-116 (E-2 Employment District) requires parking and pavement (includes maneuvering areas) to be setback from street right-of-way at least twenty (20) feet.

6. That the Permittee is proposing to add eleven (11) new parking stalls for refuse trucks along the eastern boundary of the Subject Property.

7. That the depth of the proposed parking stalls is forty-five (45) feet.

8. That there would be a drive lane width of approximately thirty (30) feet between the parking stalls and the addition to the Transfer Station.

9. That the curb/gutter and pavement for the additional refuse truck parking stalls will be six (6) feet from the right-of-way boundary of Basalt Street.

10. That Basalt Street, while a public road, is unimproved and provides the only access for one (1) property (east side of Basalt Street) and provides a second access for another property (primary access for this property is off of 141st Ave).

11. That Basalt Street does not serve as a through street; it dead ends at the Subject Property, thus eliminating any through traffic.

12. That a 'convenience center' concrete pad is proposed just outside the chain link fence to provide the public an opportunity to drop off various recyclable materials.

13. That the Permittee is attempting to provide an enhanced recycling opportunity by making available to the public a location to drop off recyclable materials year round.

14. That the adjacent property to the west has pavement up to the public road right-of-way.

FINDINGS OF FACT

1. That the location of the off-street parking and maneuvering area will not impair an adequate supply of light and air to adjacent property.

2. That the location of the off-street parking and maneuvering area will not unreasonably increase the congestion on the public street.

3. That the location of the off-street parking and maneuvering area will not have the effect of allowing any use prohibited in the E-2 Employment District.

4. That the location of the off-street parking and maneuvering area 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 location of the off-street parking and maneuvering area will not increase the danger of fire or endanger the public safety.

6. That the location of the off-street parking and maneuvering area 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 location of the off-street parking and maneuvering area 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 location of the off-street parking and maneuvering area will not violate the intent and purpose of the Comprehensive Plan.

9. That the location of the off-street parking and maneuvering area will be in accordance with the objectives of the intent of Section 117-53 (Variances) of the Ramsey City Code.

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

That the Ramsey Planning Commission hereby grants approval of a variance (the "**Variance**") to install off-street parking improvements (the "**Improvements**") within the required setback from road right-of-way on the **Subject Property** contingent upon the following conditions:

CONDITIONS

1. That there shall be no other improvements constructed on the **Subject Property**, unless in full accordance with City Code.

2. That the **Permittee** shall construct the **Improvements** in accordance with all other provisions of City Code Sections 117-116 (E-2 Employment District).

3. That the **Permittee** agrees to construct the **Improvements** as shown in **Exhibit 1**.

4. That this **Variance** 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 **Variance**.

6. That the **Permittee** shall obtain all necessary permits prior to commencing any construction of the **Improvements,** including a Building Permit for the building addition.

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 this **Variance** shall automatically expire if the use is not initiated by April 4, 2020, and issuance of the Building Permit for the building expansion shall constitute initiation.

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 4th day of April, 2019.

CITY OF RAMSEY

By:_____ By:_____
Planning Commission Chair City Clerk

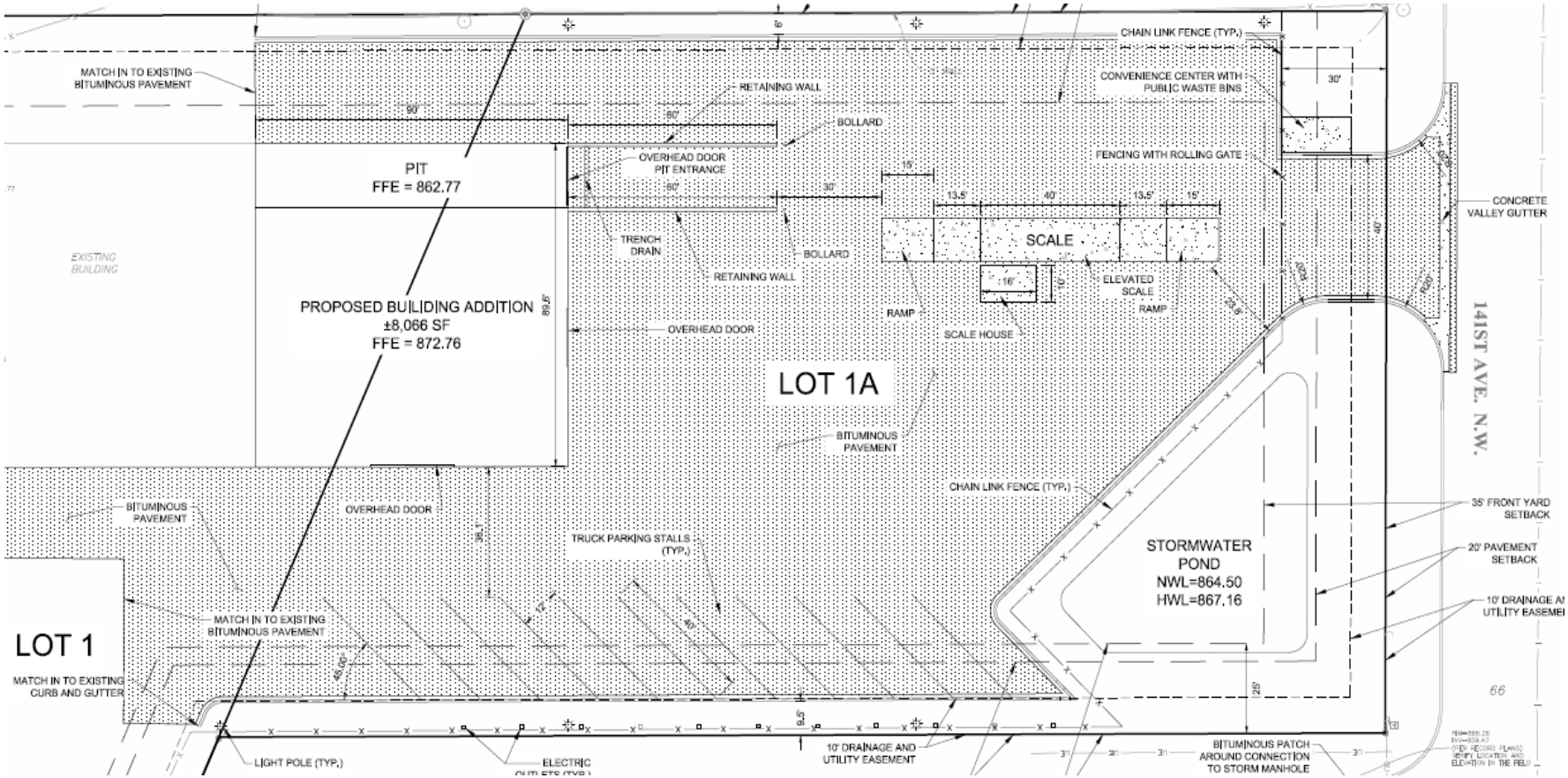
STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

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

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

Exhibit 1
Site Plan



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

RESOLUTION #19-082

RESOLUTION APPROVING THE ISSUANCE OF A CONDITIONAL USE PERMIT FOR THE OPERATION OF A TRANSFER STATION FOR MIXED SOLID WASTE AND RECYCLABLE MATERIALS AND DECLARING TERMS OF SAME

RECITALS

1. Ace Solid Waste, Inc. (the "Permittee") has properly applied to the City of Ramsey (the "City") for a conditional use permit (the "Permit") on the property legally described as follows:

   Lot 1 and 1A, Block 1, Ace Addition, Anoka County, Minnesota

   (the "Subject Property").

2. That the Permittee has also applied for a Site Plan and Variance to accommodate an expansion of their existing transfer station (the "Transfer Station").

3. That the Subject Property was subdivided in 2018 to combine two parcels into one and eliminate a common boundary line to facilitate this expansion.

4. That the Subject Property is zoned E-2 Employment District and is approximately 10.3 acres in size.

5. That the surrounding parcels are zoned E-2 Employment District, E-1 Employment District, and PUD (Planned Unit Development).

6. That the Permittee successfully obtained a Conditional Use Permit in 2000 for the construction and operation of a 17,100 square foot mixed solid waste (MSW) and recycling Transfer Station.

7. That the existing Transfer Station is 8,071 square feet in size and the proposed expansion is 8,066 square feet, for a total size of 16,137 square feet.

8. That trucks will access the Transfer Station from 141st Ave NW, travel south through the facility, and will exit the Subject Property onto McKinley Street.

9. That the addition to the Transfer Station will include one depressed loading dock and two overhead doors on the north elevation and two overhead doors on the east elevation.

10. That the exterior finish of the addition to the Transfer Station will consist of raked, precast panels with a smooth painted band to match the existing finish.

11. That the Permittee has stated the expansion of the Transfer Station is needed after the closing of the Great River Energy Processing Facility.

12. That Section 117-427 (Solid Waste) of the Ramsey City Code requires a conditional use permit for the operation of a mixed solid waste and recycling transfer station.

13. That the Transfer Station is at least 350 feet from any residentially zoned property or any property used for residential or park purposes.

14. That all transfer activities presently occurring and that will occur with the Transfer Station addition will be within an enclosed building.

15. That the Permittee is responsible for complying with all local, state, and federal rules and regulations pertaining to the operation of a transfer station.

16. That the Permittee appeared before the Planning Commission for a public hearing pursuant to Section 117-51 of the Ramsey City Code on April 4, 2019, and that the public hearing was properly advertised and that the minutes of said public hearing are hereby incorporated by reference.

17. That the Planning Commission met on April 4, 2019, conducted a public hearing and recommended City Council approval/denial of the request.

FINDINGS OF FACT

1. That the Transfer Station will not be unduly dangerous or otherwise detrimental to persons residing or working in the vicinity of the use, or to the public welfare.

2. That the Transfer Station will not substantially adversely impair the use, enjoyment, or market value of any surrounding property.

3. That the Transfer Station will be harmonious with and in accordance with the specific objectives of the comprehensive plan.

4. That the Transfer Station will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and will not change the essential character of the area.

5. That the Transfer Station will not be hazardous or disturbing to existing or future neighboring uses.

6. That the Transfer Station will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, and drainage structures.

7. That the Transfer Station will not create excessive additional requirements at the public's cost for public facilities and services and it will not be detrimental to the economic welfare of the community.

8. That the Transfer Station will not involve uses, activities, processes, materials and equipment and conditions of operation 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.

9. That the Transfer Station will be consistent with the intent and purposes of Chapter 117 of the Ramsey City Code.

NOW THEREFORE, BE IT RESOLVED BY THE 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 the **Permittee** for the expansion of an existing transfer station for mixed solid waste and recyclable materials on the **Subject Property** contingent upon the following conditions:

CONDITIONS

1. This **Permit** shall replace the original Conditional Use Permit approved by Resolution #00-04-104 on April 25, 2000, and recorded with Anoka County as Document Number 1517499.

2. This **Permit** shall be perpetual in its duration so long as the terms imposed herein are complied with.

3. The **Permittee** shall provide the **City** with copies of all applicable government permits and permit renewals as they are granted. The **Permittee** shall also copy the **City** on all notices of violations, fines or permit revocations received relating to these permits.

4. The addition to the **Transfer Station** on the **Subject Property** shall be in accordance with the eighteen (18) page plan set prepared by Wenck and dated March 7, 2019, revised _____ and as shown on Exhibit 1 herein attached.

5. All building plans must be approved by the City of Ramsey Building Official to make this **Permit** effective.

6. Fire lanes shall be maintained on the **Subject Property**. The exact location of these items on the **Subject Property** and any required signing shall be as directed by the City's Fire Chief.

7. The hours of operation shall not exceed 7:00 a.m. to 5:00 p.m. Monday through Friday. Any deviation from these hours of operation shall require prior special approval by the City Administrator or his/her designee. The City Council shall be notified of the temporary change in hours.

8. There shall be no on-site, exposed or contained, exterior overnight storage of solid waste from the tipping floor. Any overnight storage of mixed solid wastes is restricted to semi-trailers parked inside the **Transfer Station**. Inside storage of mixed solid wastes shall be prohibited for periods in excess of 24 hours. No mixed solid wastes shall be stored on the tipping floor overnight. No additional exterior storage shall be allowed on the **Subject Property**.

9. On-site storage or handling of hazardous waste materials is prohibited as a planned mode of operation. Hazardous waste materials inadvertently delivered to the **Transfer Station** shall be promptly removed from the **Subject Property** in accordance with County and State requirements.

10. No loading or unloading by reason of tipping or use of other equipment shall occur outside a fully enclosed structure. Cleaning of equipment or containers used as a part of the **Transfer Station** operation or the cleaning of the interior of vehicles shall occur inside a fully enclosed structure. All run-offs, wastewater, greywater or other effluent shall be managed in full compliance with all applicable local, state and federal regulations.

11. All stacking of trucks and other equipment shall occur on the **Subject Property** and off of public right-of-way.

12. Run-off shall be contained on the **Subject Property** and shall be in accordance with the approved grading and drainage plans.

13. Any lighting installed on the **Transfer Station** or within the **Subject Property** is subject to the prior approval of the City Engineer and shall be designed so as to deflect light away from public roads. Bulbs emitting in excess of 3,000 lumens (150 watts) shall be so directed that the bulb is not visible from off of the **Subject Property** where such light source is located.

14. The **Permittee** shall provide the **City** with a plan for rodent control that shall include, but not be limited to, a contract with a licensed pest control operator for regular service.

15. The **Permittee** shall be responsible for removing debris beyond the site boundaries determined to be caused by vehicles using the transfer station and wind blown debris. Debris removal activities shall be instituted promptly following information of such accumulation. In the event the **Permittee** fails to remove debris within 24 hours of notice of accumulation by the **City**, the **City** may cause such debris to be removed. The **City** shall bill the cost of such removal to the **Permittee** and payment shall be remitted within 30 days of the date of such billing. The **Permittee** shall conduct visual checks for debris accumulation at least once daily.

16. That the operation of the **Transfer Station** and the emission of noise, odors, dust, or other particulate matter from the **Subject Property** and operation shall be in compliance with and regulated by Minnesota Pollution Control Agency (MPCA) standards. The **Permittee** shall annually, or more frequently as determined by the **City**, submit noise analysis reports and air quality reports to the **City**.

17. The emission of noxious matter shall be controlled so that no concentration of such matter, at or beyond the lot line of the **Subject Property**, will be detrimental to or endanger the public health, safety, comfort, or general welfare or cause damage to property. Noxious matter means any solid, liquid or gaseous material including but not limited to gases, vapors, odor, dusts, fumes, mists, or combinations thereof, the emission of which is detrimental to or endangers the public health, safety, comfort or general welfare or causes damage to property.

18. All parking areas, driveways, circulation and stacking lanes shall be designed, surfaced and curbed in accordance with City Code.

19. All trucks and equipment destined to or away from the site, except for personal vehicles, shall be restricted to designated routes established by the **City**. The **Permittee** shall be responsible for notifying truck operators of the route designation by the **City**. The **City** will not revoke this **Permit** for off-site violations beyond the control of the **Permittee**.

20. That all costs incurred by the **City** in administering and enforcing this **Permit** shall be the responsibility of the **Permittee**.

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

22. That the failure of the **City** at any time to require a performance by the **Permittee** of any provisions herein shall in no way affect the right of the **City** thereafter to enforce the same. Nor shall waiver by the **City** of any breach of any of the provisions hereof be taken or held to be a waiver of any succeeding breach of such provision or as a waiver of any provision itself.

23. All applicable **City** ordinances not specifically covered herein shall become a part of this **Permit**.

24. That if any provision of this **Permit** shall be declared void or unenforceable, the other provisions shall not be affected and shall remain in full force and effect.

25. That this **Permit** shall not be considered modified, altered, changed or amended in any respect unless in writing and signed by the **City** and the **Permittee**.

26. That the violation of any of the material terms of this **Permit** is grounds for suspension or revocation hereof consistent with applicable law. Furthermore, the **City** specifically reserves the right to amend, suspend, or revoke this **Permit** consistent with applicable law as reasonably required to protect the public health, safety and welfare and the environment. Specifically, but without limiting the foregoing, the **City** may amend, suspend, or revoke this **Permit**, consistent with applicable law, if the City Council reasonably determines that continued operation of the **Transfer Station** places the public health, safety or welfare or the environment in jeopardy or creates a public nuisance due to odors, litter, debris or other nuisance factors.

27. That if the **Permittee** or its successors or assigns violates any material term or condition imposed by this **Permit**, it may be revoked and terminated consistent with applicable law.

Without limiting the foregoing, the violation of any statute, regulation, ordinance or **Permit** condition imposed by lawful governmental authority and governing operations on the **Subject Property** is grounds for revocation and termination of this **Permit**, consistent with applicable law. The change, alteration or amendment of any such statute, regulation, ordinance or **Permit** condition by any governmental authority other than the **City**, shall not excuse the **Permittee** from compliance with statutes, regulations, ordinances or **Permit** conditions in effect on the date of the original issuance of this **Permit** unless compliance is waived or excused by the **City**.

28. The **Permittee** shall be responsible for all **City** costs incurred in administering and enforcing this **Permit**. Said expenses shall be paid within fifteen (15) days of billing by the City and failure to pay the City's expenses within the fifteen (15) day billing period will permit the **City** to draw upon any of the escrows required by this agreement for payment.

29. The **Permittee** agrees that this **Permit** shall be recorded in the office of the Anoka County Recorder and agrees that the terms and provisions of this **Permit** shall be a covenant on any and all deeds relative to the **Subject Property**.

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 23rd day of April, 2019.

CITY OF RAMSEY:

By:_____ By:_____
Mayor City Administrator

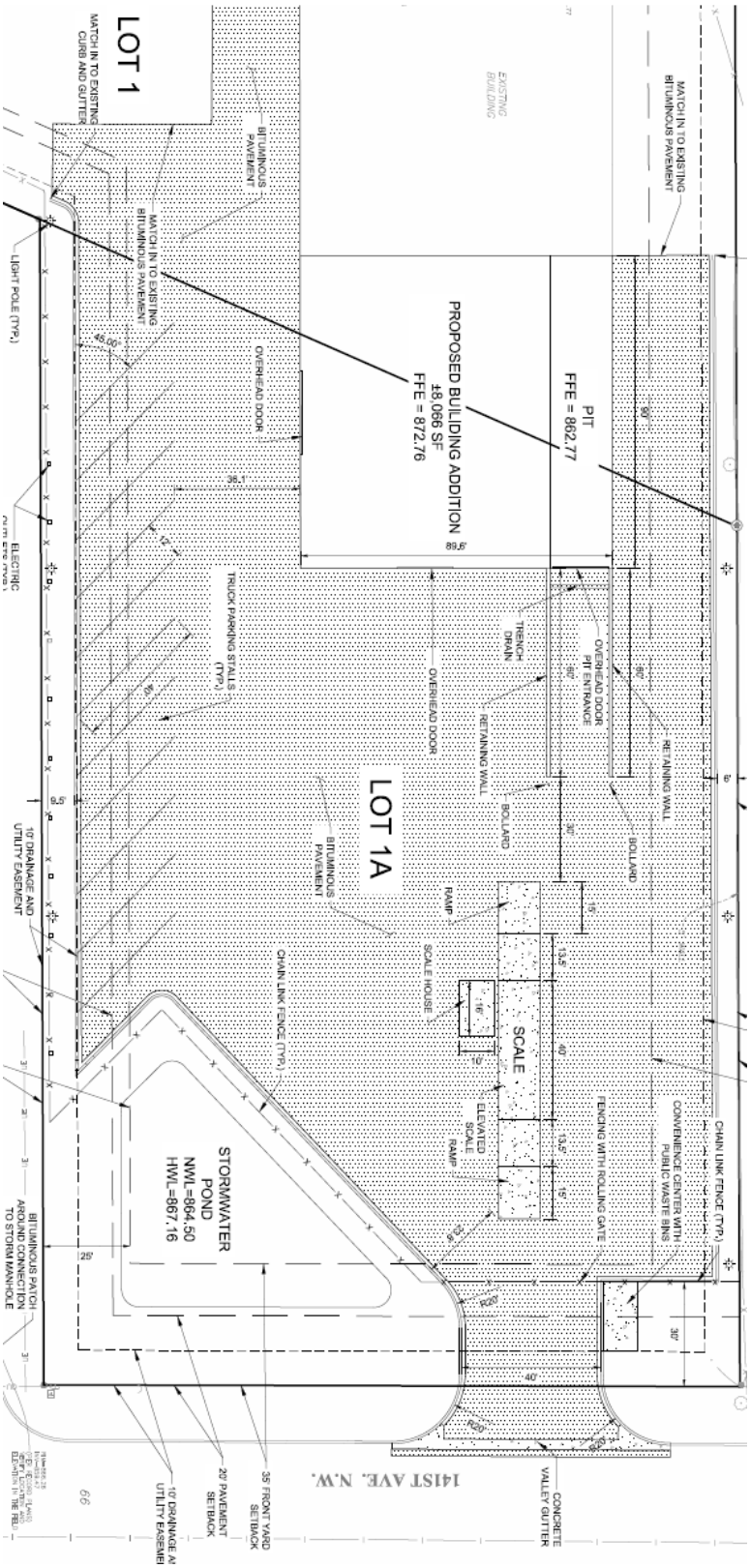
STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this ____ day of _____, 2019, before me, a Notary Public, personally appeared John LeTourneau and Kurtis G. Ulrich, to me personally known, who, being each by me duly sworn did say that they are respectively the Mayor and City Administrator 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 Kurtis G. Ulrich acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

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

Exhibit 1
Site Plan



Regular Planning Commission **7. 3.**

Meeting Date: 04/04/2019

Submitted For: Tim Gladhill, Community Development

By: Eric Maass, Community Development

Information

Title:

PUBLIC HEARING: Consider Resolution #19-085 Authorizing Submission of the City's 2040 Comprehensive Plan to the Metropolitan Council

Purpose/Background:

The purpose of this case is for the Planning Commission to consider the City's proposed 2040 Comprehensive Plan following the required six (6) month adjacent and affected jurisdiction review period. The next steps in the Comprehensive Plan update process is to submit the plan to the Metropolitan Council for their official review. Following Metropolitan Council review and approval the plan would then be brought before the City Council for formal adoption.

Notification:

A Notice of Public Hearing was published in the Anoka County Union Herald.

Observations/Alternatives:

Staff submitted the draft 2040 Comprehensive Plan for review by adjacent and affected jurisdictions as required by State Statutue. Following that review timeline Staff has reviewed the comprehensive plan and provided updates to that plan based on requirements of the Metropolitan Council. Staff is now prepared to officially submit for review the City's 2040 Comprehensive Plan to the Metropolitan Council. Staff at the Metropolitan Council will first review the Comprehensive Plan for completness and if deemed complete will then move forward in its official review. Once deemed complete and ready for consideration, Staff at the Metropolitan Council would bring the plan forward to the full body of the Metropolitan Council for approval. Once approved by the Metropolitan Council the 2040 Comprehensive Plan would come back to the City for it's official adoption.

Alternatives:

Alternative 1: Recommend approval of Resolution #19-085 authorizing staff to submit the City's 2040 Comprehensive Plan update to the Metropolitan Council. Staff supports this alternative.

Alternative 2: Do not recommend approval of Resolution #19-085 authorizing staff to submit the City's 2040 Comprehensive Plan update to the Metropolitan Council. The Planning Commission should indicate specific items or areas of the plan they would like to see revised if Alternative 2 is preffered. Staff does not object to Alternative 2 as the extension approved by the Metropolitan Council to submit the plan provides the City until June to ultimately submit the plan.

Funding Source:

Staff is updating the Comprehensive Plan as part of their normal duties with some assistance from Consultants WSB and Bolton & Menk. The City recieved a grant from the Metropolitan Council to assist in the cost associated with updating the comprehensive plan.

Recommendation:

Staff recommends approval of Resolution #19-085 authorizing submission of the City's 2040 Comprehensive Plan to the Metropolitan Council.

Action:

Motion to recommend that the City Council adopt Resolution #19-085 authorizing Staff to submit the City's 2040 Comprehensive Plan to the Metropolitan Council.

Attachments

2040 Comprehensive Plan

Resolution #19-085 Authorizing Submission of the 2040 Comprehensive Plan to the Metropolitan Council

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Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	03/29/2019 08:12 AM
Form Started By: Eric Maass		Started On: 03/26/2019 11:01 AM
Final Approval Date: 03/29/2019		

City of RAMSEY

2040 Comprehensive Plan Update

Table of Contents

Chapter 1: Community Profile

Chapter 2: Land Use

Chapter 3: Transportation

Chapter 4: Housing

Chapter 5: Natural Resources

Chapter 6: Mississippi River Corridor Critical Area (MRCCA) Plan

Chapter 7: Park and Recreation

Chapter 8: Economic Development

Chapter 9: Water Resources

Chapter 10: Implementation

Our Mission

It is our mission to work together to responsibly grow our community, and to provide quality, cost-effective, and efficient government services.

Our Vision

Ramsey will evolve through citizen-driven, collaborative processes that respect the balance and connectivity between its unique urban, rural, and natural environment for current and future generations.

Strategic Goals

1. A Balance of Rural Character and Urban Growth Balance
2. An Active Community
3. A Connected Community
4. Smart, Citizen Focused Government
5. Financial Stability

Core Values for Land Use

These core values carry equal importance. They are not shown in a prioritized list.

- Encourage new pedestrian friendly neighborhoods and balanced transportation.
- Maintain landowner rights.
- Employ careful foresight that involves all citizens in decisions that affect their lives, property, and neighborhoods through collaborative public engagement.
- Nurture neighborhood and community interactions with flexibility to meet future needs without compromising the needs and interests of current residents.
- Develop and maintain a well-connected park and public space system for all ages.
- Attract and retain businesses that support the whole community.

Components of the Comprehensive Plan

The Land Use Plan serves as the foundation in a series of plans that guides the future of Ramsey. Policy decisions on how the community will change over the next twenty (20) years will have impacts on a variety of systems. This chapter sets the stage and tone for subsequent chapters. The Comprehensive Plan is a compilation of several chapters that are well integrated to form a vision for the community for the next twenty (20) years.

- Land Use
- Transportation
- Wastewater
- Surface Water
- Water Supply
- Parks and Trails
- Housing

- Resilience (Natural Resources)
- Economic Competitiveness
- Implementation (tying it all together in a plan of action)

Key Achievements of the Previous Plan

- Improved Public Engagement in Key Policy Decisions
- Secured the Ramsey Station on the Northstar Commuter Rail.
- Completed the Armstrong Interchange.
- Progressed on Completing The COR according to its Vision.

Chapter 01: Community Profile

Prepared with assistance from WSB ~~Associates~~

Community Profile

The Community

Located in the northwest Twin Cities Metro, the City of Ramsey boasts incredible outdoor recreation opportunities, a growing downtown in Ramsey COR, an impressive manufacturing sector, and a strong local government.

The City of Ramsey has experienced steady growth and development over the past 20 years. This trend is expected to continue as the City has over 1,000 acres of developable land in the COR located near U.S. Highway 10.

Our Neighborhoods

Ramsey's neighborhoods make up the fabric of our community and define the balance of Rural Character and Urban Development. Each neighborhood is uniquely connected to a variety of services.

Ramsey is a great place to live!

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

Ramsey is a great place to locate a business!

Ramsey strives to provide high-quality, cost-effective government services while balancing a low tax rate.

City of RAMSEY

Snapshot of the City 2017

ABOUT OUR CITY

Population Trends[2]

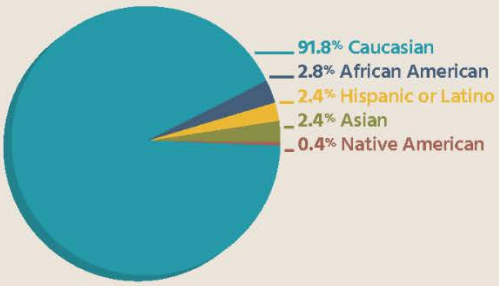
1970	2,360
1980	10,093
1990	12,408
2000	18,510
2010	23,668
2020	26,400[3]

#1 Community priority is to protect the balance of rural character and new development[14]

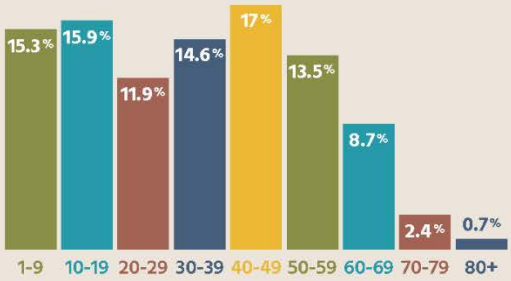
#2 Second fastest growing city in Anoka County[1]

WHO WE ARE

Race and Ethnicity[4]



Population by Age[4]



Additional Demographics

49.7% Female[4]

50.3% Male[4]

34.9 Median age[4]

$86,794 Median household income[5]

4.5% Born outside of US[5]

7.6% Speak a language other than English at home[5]

City of RAMSEY

Snapshot of the City 2017

WHAT WE HAVE

5.6k Acres of undeveloped land[9]

8k Acres of developed land[9]

1k+ Acres of developable land[1]

15+% of land is protected wetland[10]

17+ Miles of shoreline[8]

50+ Miles of trail[7]

32 Parks[6]

HOW WE LIVE AND WORK

9,158 Total Number of Housing Units[4]

6,776 Single family detached

1,438 Townhome

37 Duplex, triple, quad

823 Multifamily (5 units or more)

84 Manufactured home

Septic vs. Sewer

4,000 Housing units on septic[13]

5,158 Housing units on sewer[13]

Employment

470 Places of work[11]

6,334 Number of jobs in Ramsey[12]

1. City of Ramsey Developers Document | 2. Decennial Census (1970, '80, '90, 2000, '10) | 3. Metropolitan Council Population, Households and Employment Forecast | 4. 2010 census
5. 2011 American Community Survey | 6. 2017 Ramsey New Residents Packet | 7. City of Ramsey Parks Department | 8. Google earth
9. Metropolitan Council Generalized Land Use Historical Data Set | 10. City of Ramsey Parks and Recreation webpage | 11. 2012 Economic Census
12. 2016 Quarterly Census of Employment and Wages – second quarter | 13. Rick Jarson, Ramsey Building Official | 14. City Comprehensive Plan Community Engagement

Forecasted Growth

Table 1: Forecasted Growth

	2016	2020	2030	2040
Households	8,973	9,500	11,500	13,500
Population	26,251	27,550	33,350	39,150
Employment	6,334	6,900	7,800	8,400

Ramsey acknowledges that these forecasts deviate from the approved 2040 forecasts for Ramsey. After careful consultation and analysis of recent growth trends, Ramsey requests these modifications to our 2040 Forecasts. For assistance in reviewing requested changes, the series of tables below are offered.

Table 2: Requested Household Forecast Amendment

	2020	2030	2040
Published Forecast	9,400	11,300	13,000
Requested Amendment	9,600	11,500	13,500
Difference	+200	+200	+500

Table 3: Requested Population Forecast Amendment

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

Table 4: Requested Employment Forecast Amendment

	2020	2030	2040
Published Forecast	6,200	7,000	7,600
Requested Amendment	6,900	7,800	8,400
Difference	+700	+800	+800

The People

Population

As of the 2010 US Census, the population of Ramsey was 18,510, and the most recent estimates from the 2015 American Community Survey (ACS) put the population at 25,362. The population has steadily increased since 1990. Although the number of households in the city has increased, the number of persons per household has decreased from 3.43 in 1990 to 2.95 in 2010. According to forecasts by the Metropolitan Council, the 2040 population is projected to nearly 40,000.

Table 5: Historical and Future Population

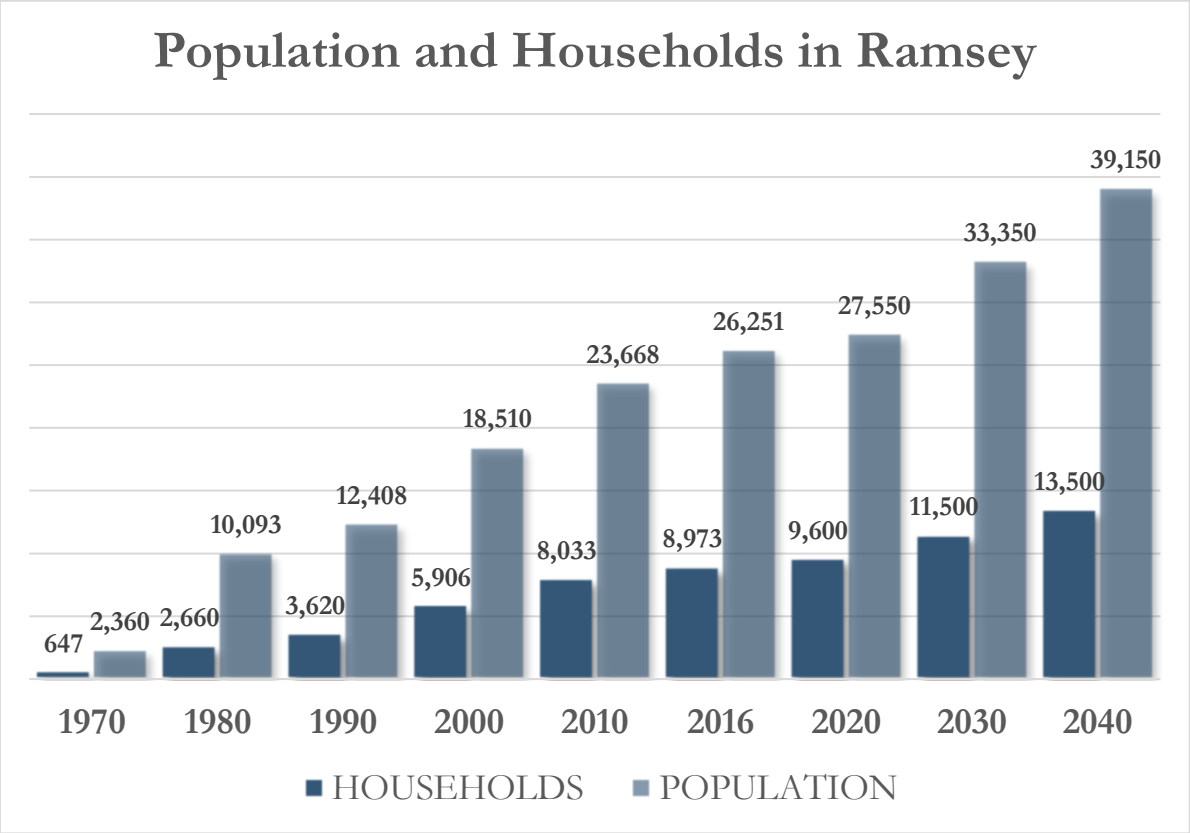
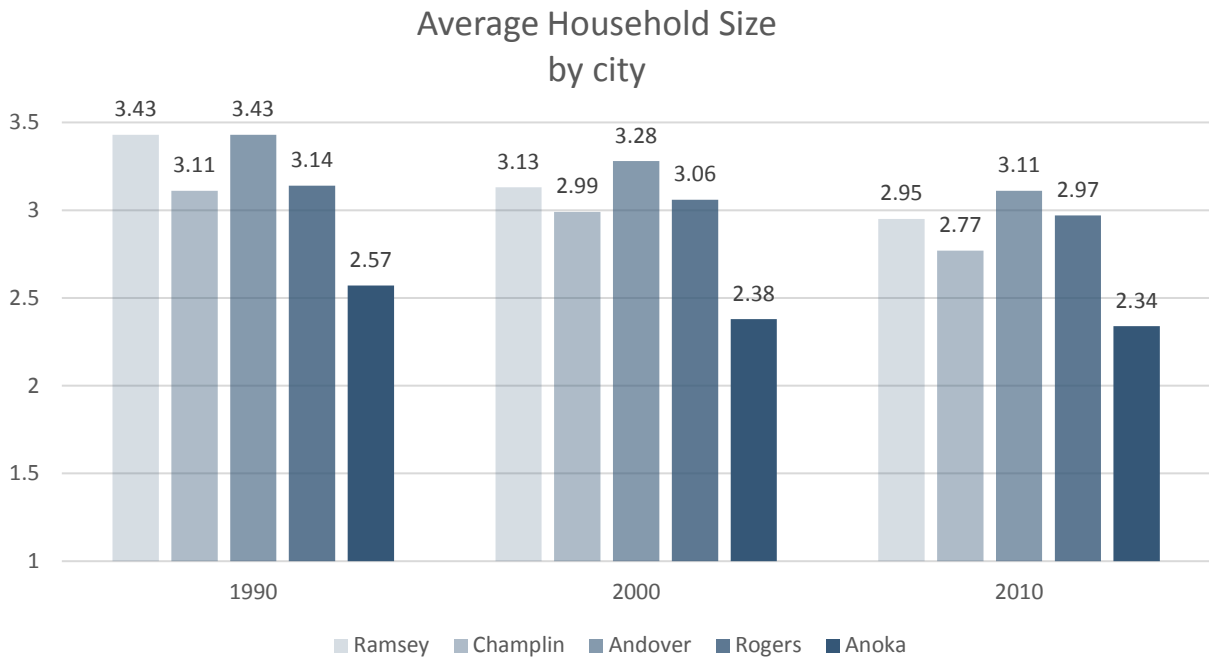


Table 6: Average Household Size



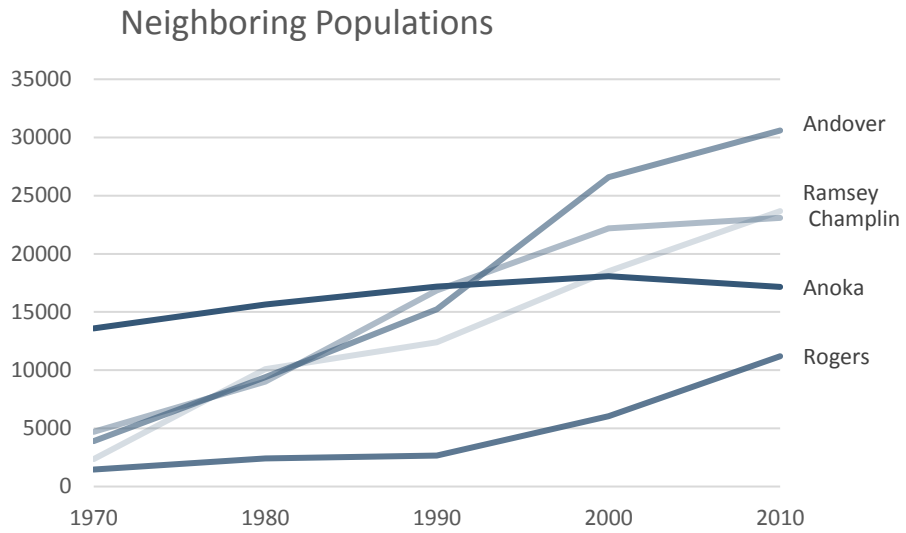
With the number of residents per household likely to continue to decline as the overall population of Ramsey ages, residential housing types will need to be accommodated through development of a variety of housing types including apartments and townhomes.

Ramsey's population experienced steady growth between 1990 and 2010, slowed from 2010 to 2015, and is projected by the Metropolitan Council to steadily increase yet again from 2020 to 2040.

Continued on Next Page

As shown in **Error! Reference source not found.**, Ramsey has been outpaced by only Andover in population growth since 1990 and has risen from to the second most populated City in the area.

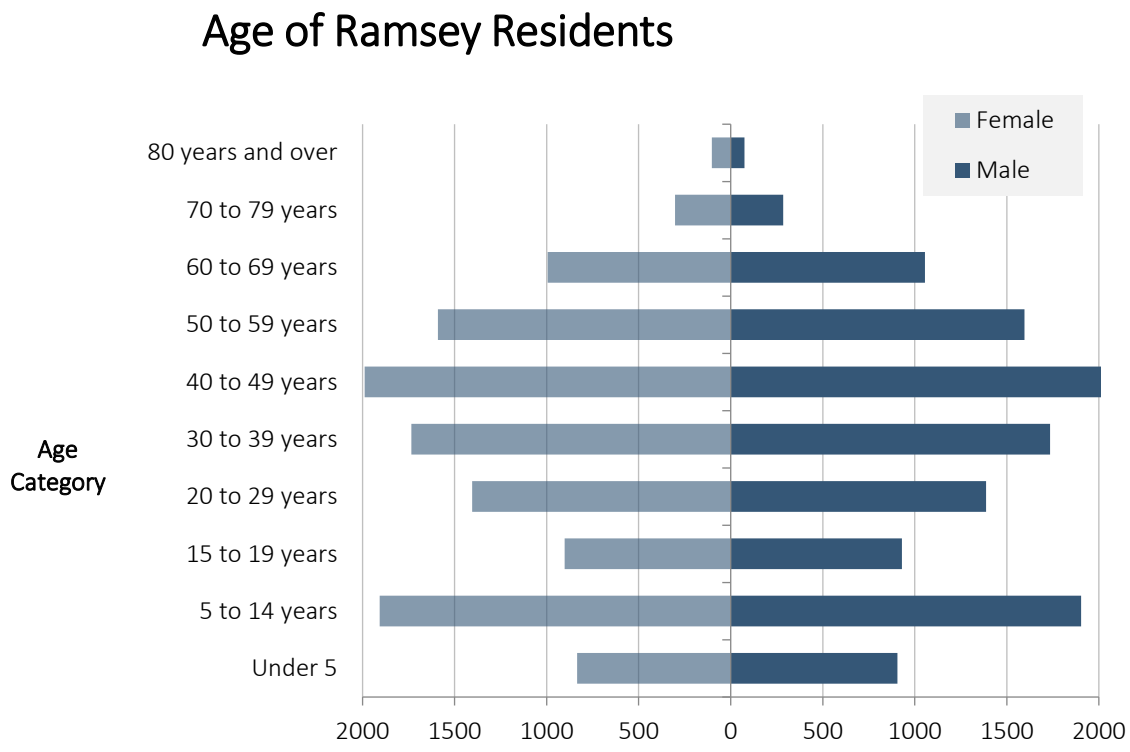
Table 7: Population Comparison



Age demographics

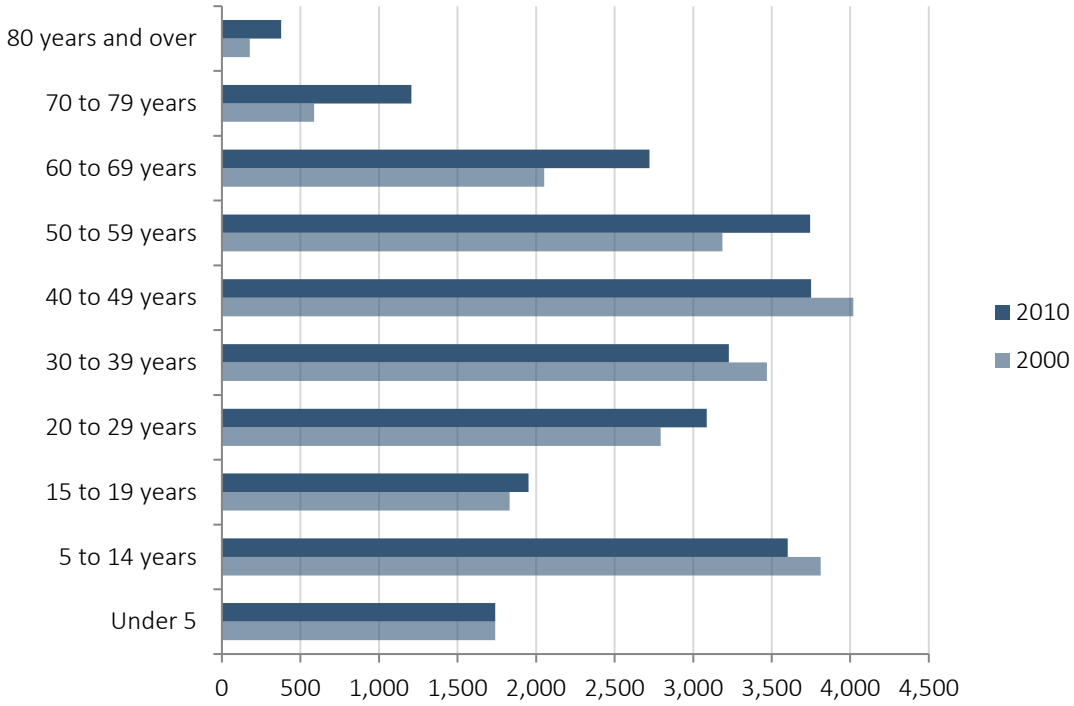
Consistent with most other communities across the region, Ramsey's population is aging. Table 8, shows that the largest segment of the population is in the 40-49 age range which is quite young compared to many other communities in the metropolitan region. It will be important for Ramsey to plan for alternative housing options for these residents as they age so that they can remain in the community. In addition, it will also remain important that Ramsey seek ways to be competitive in retaining younger residents as the data shows the second largest section of residents in the 5-14 age range.

Table 8: Age Distribution



Looking at the changes in age demographics from 2000 to 2010, the greatest gains were in the categories of "empty nester" adults, while there were losses in population amongst 30- to 50-year-olds. This age demographic profile helps explain Ramsey's key themes pertaining to schools, parks, and recreation.

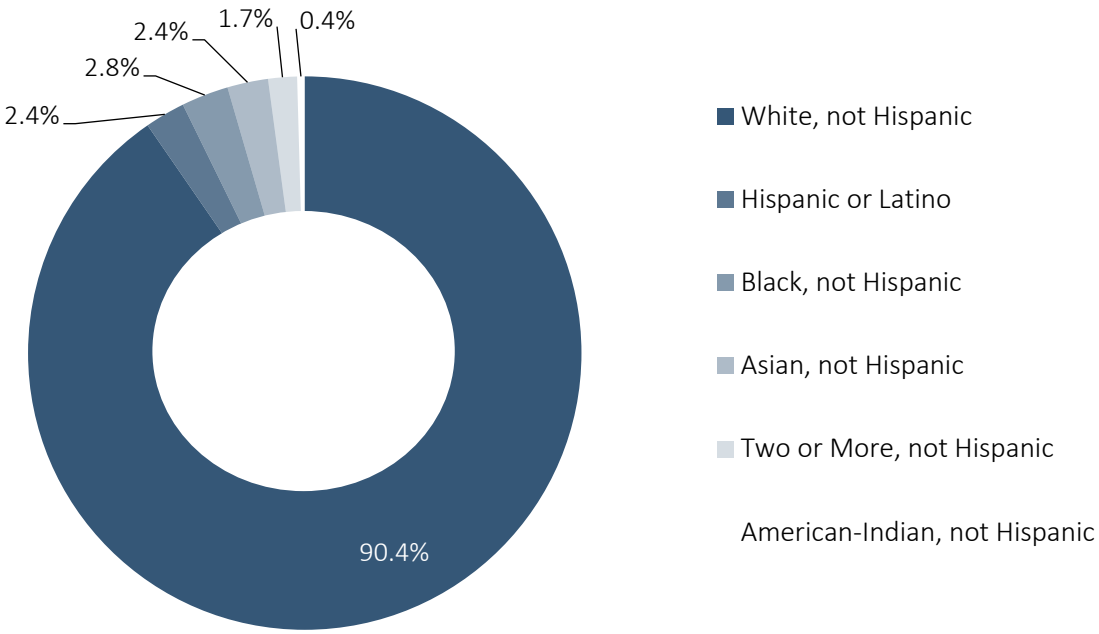
Table 9: Age Cohort



Race

At 90.4 percent, Ramsey residents are primarily white non-Hispanic individuals with the remaining 9.6% of residents being people of color. By comparison, the Twin Cities region is 24.6% residents of color, and Anoka County is 15.6% residents of color. As such, Ramsey is not diversifying at the same rate as Anoka County or the Twin Cities region. Regional trends indicate that in the Twin Cities metro area, residents of color will continue to comprise a greater share of our region's population, increasing from 24% in 2010 to 41% in 2040.

Table 10: Racial Demographics



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The Neighborhoods

Housing Types

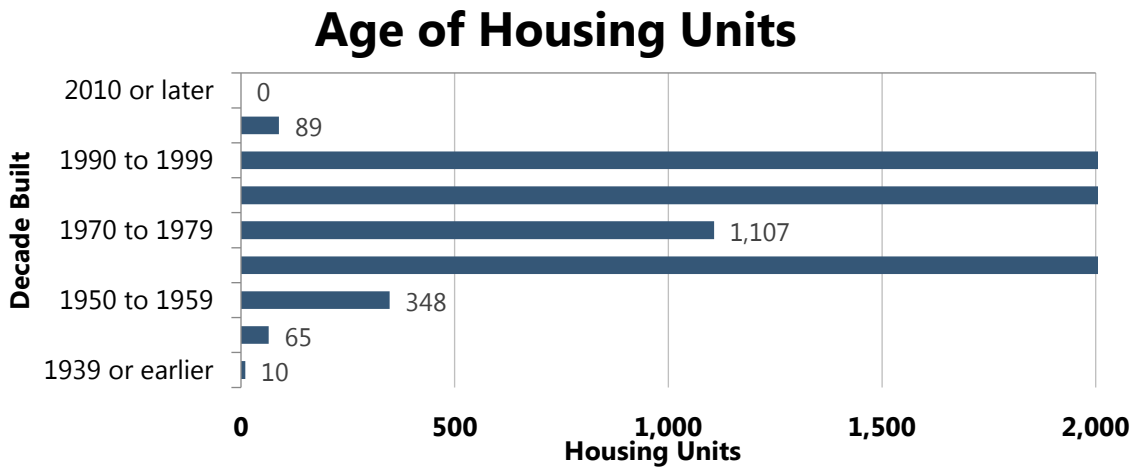
Housing is the predominant land use in Ramsey. Estimates from the Metropolitan Council indicate that there were 8,812 housing units in Ramsey in 2015. Around 75 percent of the housing units in Ramsey are single-family detached homes with townhomes counting for an additional 15 percent of the total housing units.

Table 11: Housing Type

Unit Type	Units	
Single Family Detached	6,692	75.9%
Multifamily (5 units or more)	680	7.7%
Townhomes	1403	15.9%
Duplex, triplex, quad	37	0.5%
Total:	**8,812**	100%

Source: Metropolitan Council Housing Stock Estimates (2015)

Table 12: Age of Housing Stock

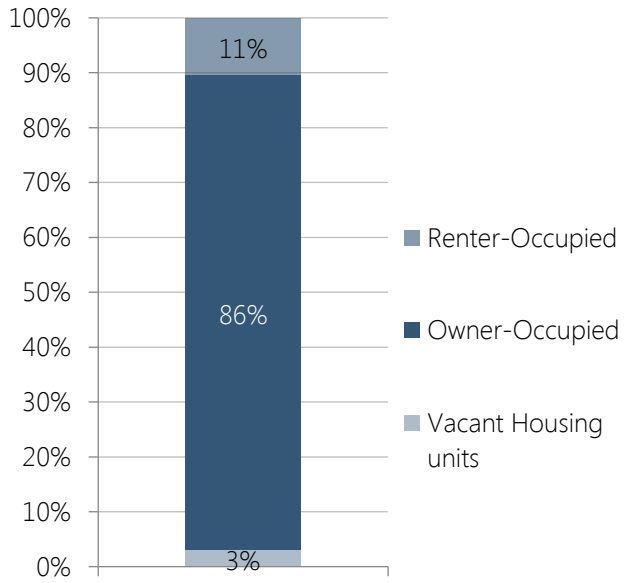


Data source: ACS 2011-2015

Housing Tenure

The City of Ramsey has a historically consistent foundation of owner-occupied housing which remains true today. Approximately 85 percent of Ramsey housing units are owner-occupied, and that percentage has remained largely the same since 1990. That percentage is higher than most of the cities surrounding Ramsey with the lowest percentage of owner-occupied housing of local communities being the City of Anoka at 52 percent.

Table 13: Housing Tenure



The Economy

The Minnesota Department of Employment and Economic Development estimate approximately 6,150 jobs in the City of Ramsey in 2015. Average annual wages for 2015 are estimated at $46,637. A large reason for this average is likely due to the fact that manufacturing represents the largest employment industry in Ramsey at 34 percent, and these are typically living wage jobs. Anoka County as a whole has 16 percent devoted to Manufacturing.

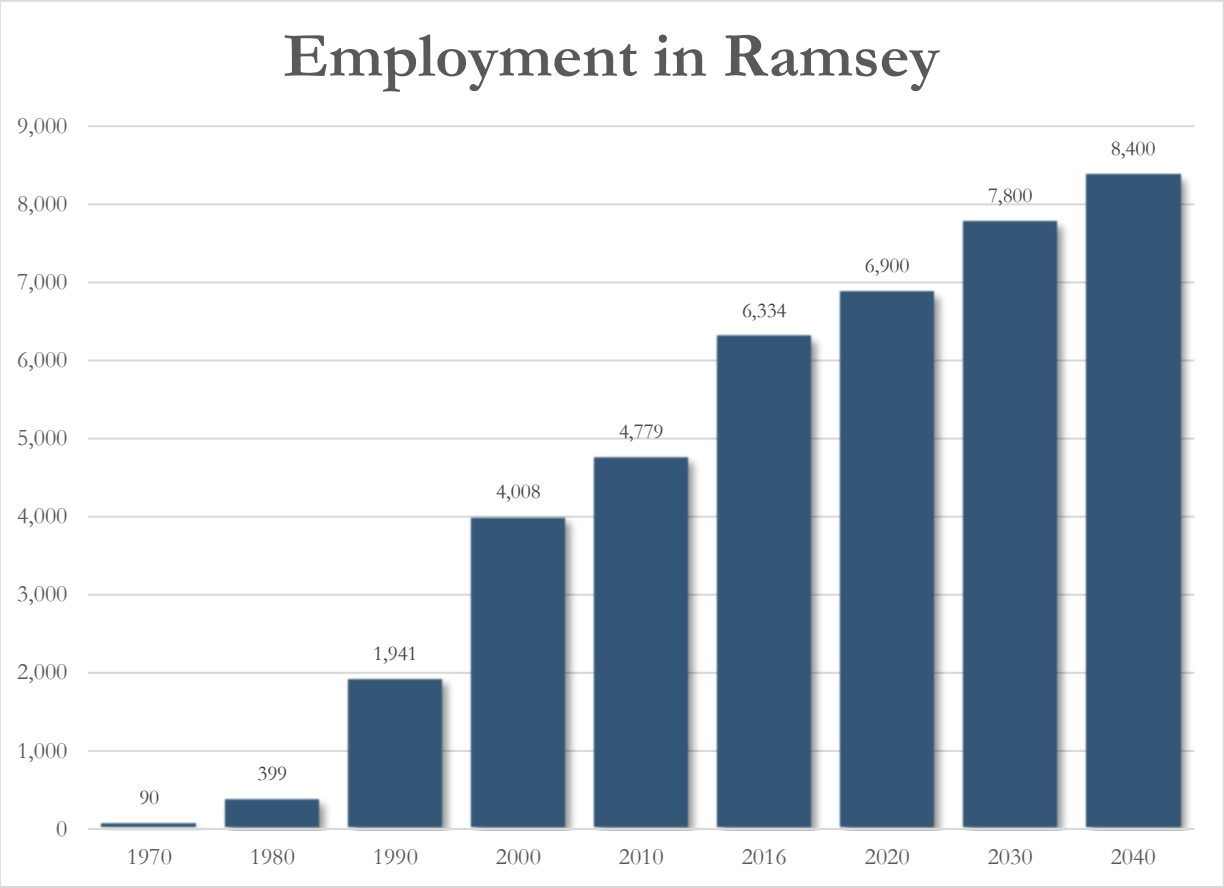
Table 14: Jobs Located in Ramsey

Industry	Employment Total	Percentage
Retail Trade	554	9%
Health Care and Social Assistance	246	4%
Accommodation and Food Services	369	6%
Public Administration	185	3%
Manufacturing	2,091	34%
Other Services, Ex. Public Admin	308	5%
Educational Services	369	6%
Administrative and Waste Services	369	6%
Finance and Insurance	123	2%
Arts, Entertainment, and Recreation	123	2%
Information	62	1%
Wholesale Trade	308	5%
All Other Industries	1,046	17%
Total:	**6,150**	**100%**

The U.S. Highway 10 corridor is the commercial hub of Ramsey, running the length of the City. Ramsey faces the challenge of encouraging updates and redevelopment of its older and more outmoded buildings and businesses along U.S. Highway 10, while also developing greenfield properties within The COR and new business park east of Armstrong Boulevard.

Employment Forecasts

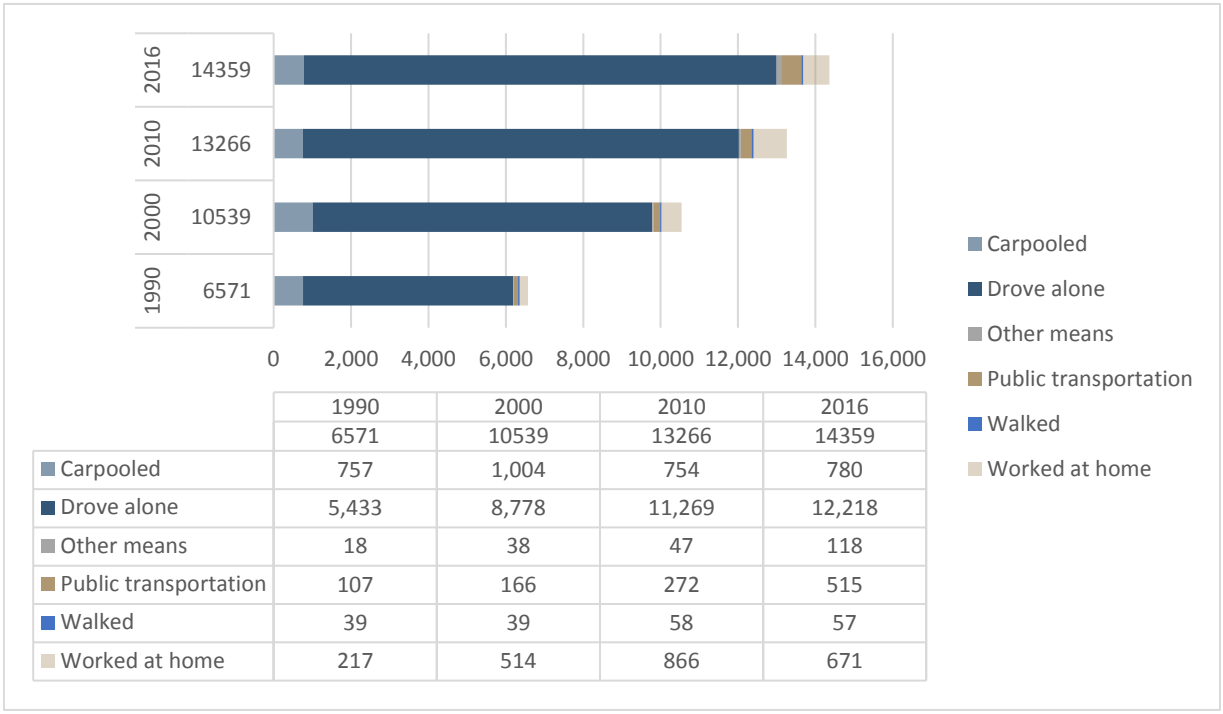
Table 15: Employment Forecasts



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

The Commute

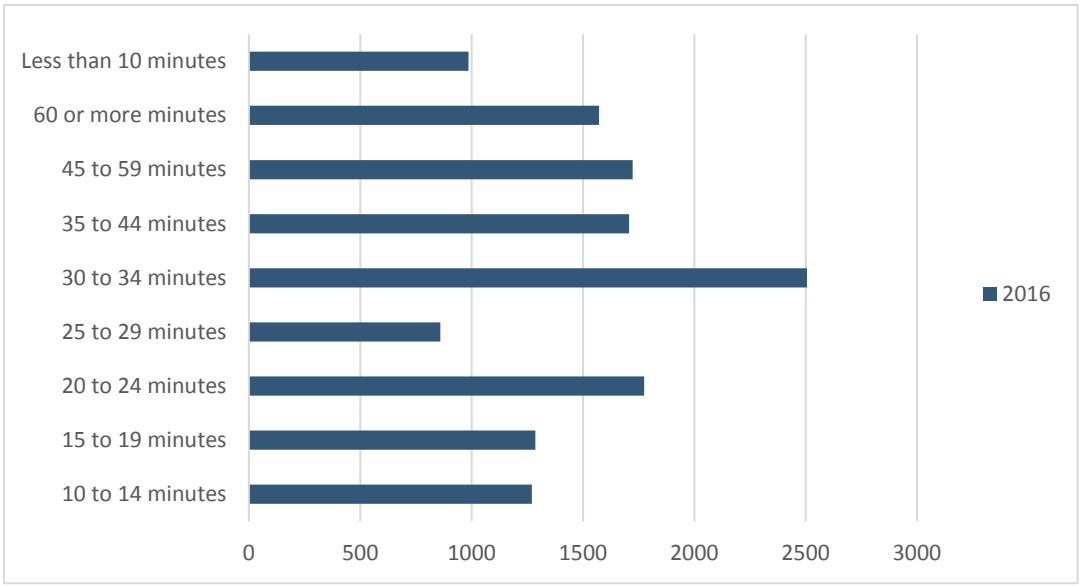
Table 16: Means of Commuting



	1990	2000	2010	2016
	6571	10539	13266	14359
Carpooled	757	1,004	754	780
Drove alone	5,433	8,778	11,269	12,218
Other means	18	38	47	118
Public transportation	107	166	272	515
Walked	39	39	58	57
Worked at home	217	514	866	671

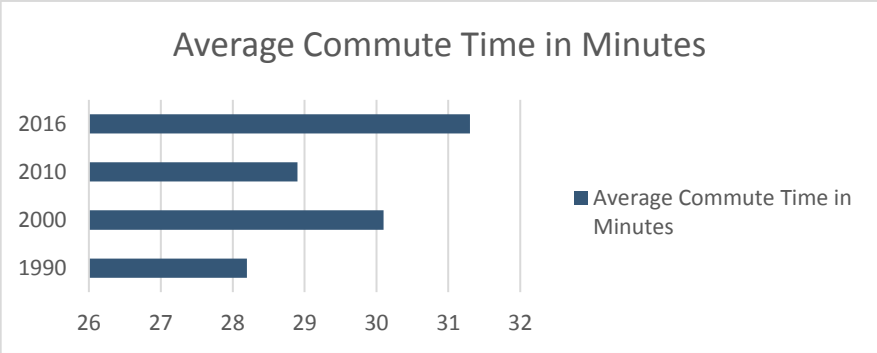
Source: U.S. Census American Communities Survey

Table 17: Travel Time to Work



Source: U.S. Census American Communities Survey

Table 18: Average Time to Work



Source: U.S. Census Decennial Census, U.S. Census American Communities Survey

Table 19: Top Workplaces of Ramsey Residents

Workplace	Workers
Other	4,282
Minneapolis	1,722
Coon Rapids	1,062
Anoka	1,061
Ramsey	952
St. Paul	554
Plymouth	444
Brooklyn Park	433
Blaine	429
Fridley	425
Maple Grove	400

Table 20: Top Residences of Ramsey Workers

Residence	Workers
Other	1,322
Ramsey	952
Coon Rapids	429
Andover	333
Anoka	280
Blaine	206
Nowthen	160
Brooklyn Park	145
Minneapolis	133
Oak Grove	121
Champlin	116

Proximity to jobs and commuting profiles are important to Ramsey's Transportation Goals and Economic Development Goals.

Chapter 02: Land Use Plan

Prepared with assistance from WSB ~~Associates~~

Land Use Goals and Objectives

The following represents goals and strategies for the future land use plan which are consistent with the five key goals of the Comprehensive Plan, as set by the City Council. Subsequent chapters will include their objectives, policies and actions related to these goals. Specific policies and actions for the land use plan goals and strategies appear at the end of this chapter.

A Balance of Rural Character and Urban Growth

- Maintain and Expand the Rural Character of Ramsey
- Balance vision with market forces.
- Ensure a sense of place (public art)

A Connected Community

- Improve the safety and mobility of major corridors

An Active Community

- Create a diverse and robust offering of recreation opportunities
- Create a healthy community

Smart, Citizen-Focused Government

- Plan for future educational needs for youth in Ramsey
- Ensure an Adequate Workforce for Business Community and Economic Development Goals

Financial Stability

- Plan for a balance of desired community amenities with goal of maintaining a low tax rate.

2030 Land Use Plan Accomplishments

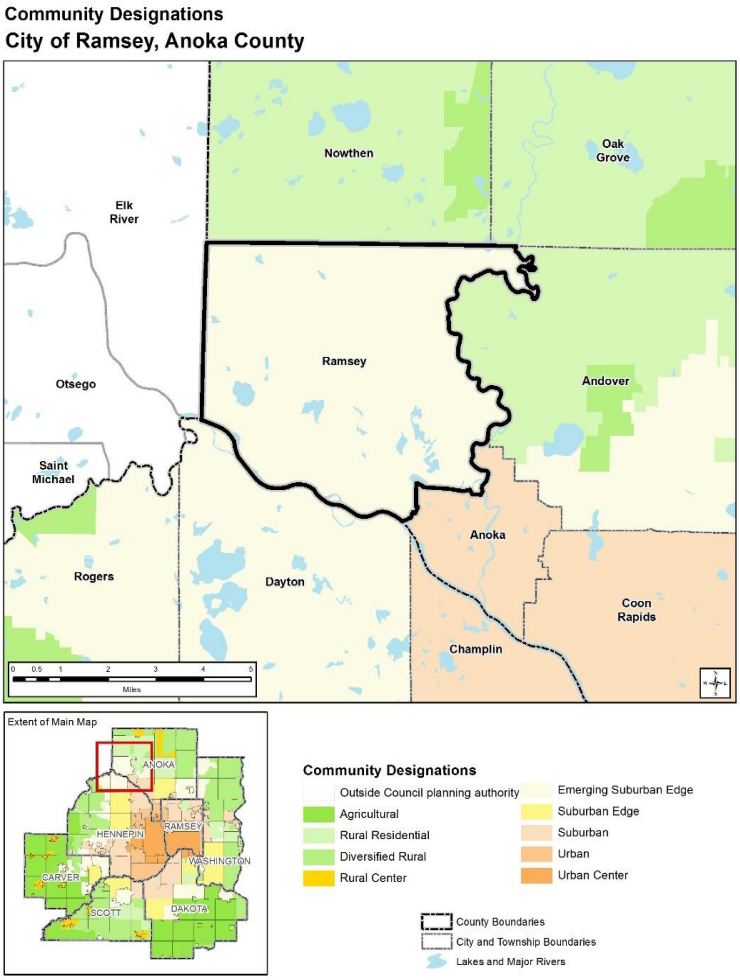
The last plan was adopted in 2010. While a number of factors changed since the last plan, the City can celebrate a number of successes as it relates to our land use vision. Subsequent chapters of the 2040 Comprehensive Plan will celebrate their own successes.

- Created a collaborative development review process for land use plans and project review.
- Implemented meaningful density transition into projects that are located adjacent to existing residential neighborhoods.
- Protected Ramsey's rural character in many areas of the community, representing the largest land area category in the community.
- Responded to changing market conditions to provide a variety of housing types and prices.
- Concentrated more dense developments in or near The COR to protect the City's rural character, create walkability, and create a unique identity for the community.
- Re-assessed the effectiveness of rural reserve and rural preserve practices and policies.
- Implemented design standards for walkable streets into review practices.
- Mitigated City's financial risks associated by new developments by encouraging new development to focus near existing infrastructure.
- Developed incentives for The COR to enhance its marketability.
- Maintained high quality design standards in The COR.
- Planned for adequate retail and commercial services.
- Expanded employment and industrial opportunities by facilitating a new, private business park.
- Ensured new development protected natural resources, made trail connections, and blended in with surrounding development.
- Employed conservation subdivision practices aimed to protect existing neighborhoods and natural resources.
- Struck a balance between land use planning, policy development, natural resource protection, and private property rights.

Community Designation: Balancing Rural Character and Urban Growth

A primary theme from Ramsey public engagement and outreach efforts was the need to better plan for and communicate our vision for a balanced approach of rural preservation and urban growth. Ramsey supports continued urban growth in areas planned for growth, all while preserving some of the Rural Character that makes Ramsey unique. After extensive review, Ramsey believes this balance can be best achieved through our existing designation as Emerging Suburban Edge. Later in the plan, Ramsey will highlight a generalized land use map that better illustrates the balance of rural character and urban growth while providing the flexibility to develop consistent with historical growth patterns.

Figure 1: Ramsey Community Designation



The Metropolitan Council uses community designations to group communities with similar characteristics in order to more effectively target its policies, similar to Ramsey's Future Land Use Categories and Zoning Districts. The Metropolitan Council uses these community designations to:

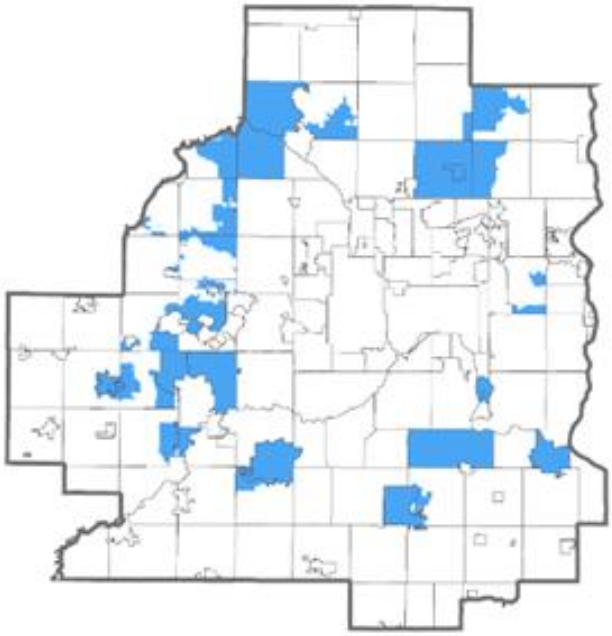
- Guide regional growth and development to areas that have urban infrastructure in place and the capacity to accommodate development and redevelopment.
- Establish land use expectations, including overall densities and development patterns, for different community designations.
- Outline the respective roles of the Metropolitan Council and Ramsey along with strategies for planning for forecasted growth.

Emerging Suburban Edge

An Emerging Suburban Edge Community is characterized as transitioning from rural to developed. It should be noted that although a portion of Ramsey certainly is transition in this manner, a significant portion of the community remains guided for larger-lot, single-family development on private well and septic along with goals to protect a significant amount of exceptional quality ecological resources.

The Emerging Suburban Edge includes cities, townships, and portions of both that are in the early stages of transitioning into urbanized levels of development. Strategically located between Suburban Edge and Rural communities, the Emerging Suburban Edge communities offer both connections to urban amenities and the proximity to open spaces that characterizes a rural lifestyle. Often, the cities and townships in the Emerging Suburban Edge are in more than one Community Designation. In the majority of Emerging Suburban Edge communities, less than 40% of the land has been developed. Communities designated as Emerging Suburban Edge communities are expected to plan for forecasted population and household growth at average densities of at least 3-5 units per acre for new development and redevelopment. In addition, Emerging Suburban Edge communities are expected to target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the 2040 Transportation Policy Plan.

Figure 2: Emerging Suburban Edge Communities



Communities in the Emerging Suburban Edge have a mix of residential, rural, and agricultural areas, often including lower-density single-family neighborhoods and small downtown service centers. The growth patterns in these communities demonstrate the challenges of changing from rural to suburban. New developments are typically built in a traditional suburban pattern, characterized by large curving streets, limited through-roadways, and auto-oriented street design. Emerging Suburban Edge communities have access to regional wastewater services (either municipally owned or regional services), access to the metropolitan highway system, and include existing or planned Regional Parks System facilities.

The Emerging Suburban Edge communities provide a variety of commercial activities along the main transportation corridors, and most encompass historic small downtowns with small town characteristics. These communities benefit from their proximity to more developed areas while retaining their local rural character and protecting natural resources. Commercial areas in the Emerging Suburban Edge tend to be individual large employers and smaller-scale commercial centers serving the local population.

Although these communities have some redevelopment potential in older areas such as historic downtown districts, the focus in the Emerging Suburban Edge is on greenfield development. Greenfields present opportunities to integrate natural resource preservation into site planning prior to development. Some of these communities have land available within their jurisdiction staged for future development, while others are expanding through orderly annexation agreements with neighboring townships. This mix of uses, availability of undeveloped land, and rich access to natural resources is a characteristic unique to Emerging Suburban Edge communities.

As of May 2014, the Metropolitan Council forecasts that the Emerging Suburban Edge area will add 201,000 residents, 93,000 households, and 58,000 jobs between 2010 and 2040. This represents growth of 66% in population, 87% in households, and 66% in employment over the three decades. Because most Emerging Suburban Edge communities also have areas designated as rural, these numbers are approximations. These numbers may change during the current comprehensive planning process, which will more precisely delineate how much community growth belongs inside the Metropolitan Urban Service Area.

Forecasted Growth

Table 21: Forecasted Growth

	2016	2020	2030	2040
Households	8,973	9,500	11,500	13,500
Population	26,251	27,550	33,350	39,150
Employment	6,334	6,900	7,800	8,400

Ramsey acknowledges that these forecasts deviate from the approved 2040 forecasts for Ramsey. After careful consultation and analysis of recent growth trends, Ramsey requests these modifications to our 2040 Forecasts. For assistance in reviewing requested changes, the series of tables below are offered.

Table 22: Requested Household Forecast Amendment

	2020	2030	2040
Published Forecast	9,400	11,300	13,000
Requested Amendment	9,600	11,500	13,500
Difference	+200	+200	+500

Table 23: Requested Population Forecast Amendment

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

Table 24: Requested Employment Forecast Amendment

	2020	2030	2040
Published Forecast	6,200	7,000	7,600
Requested Amendment	6,900	7,800	8,400
Difference	+700	+800	+800

Table 25: Forecasted Household and Population Growth

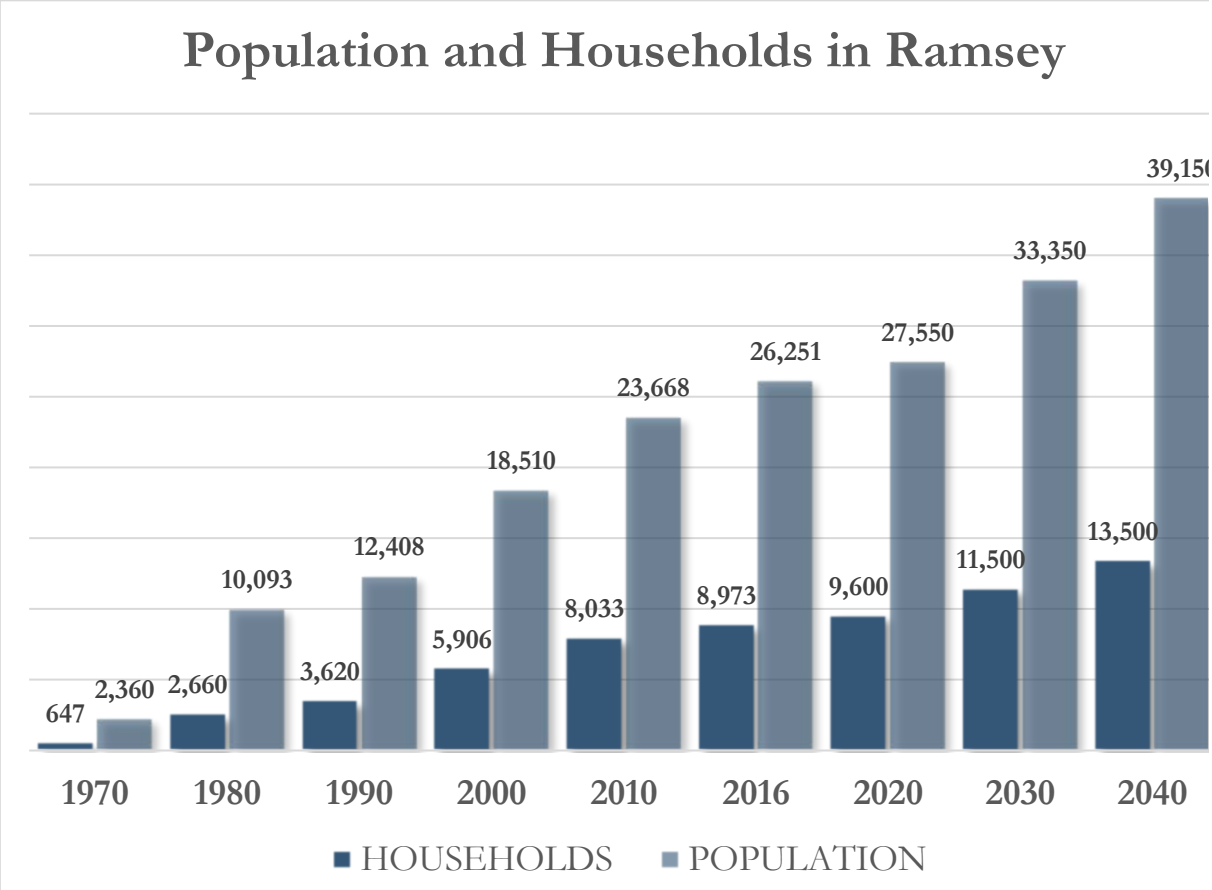
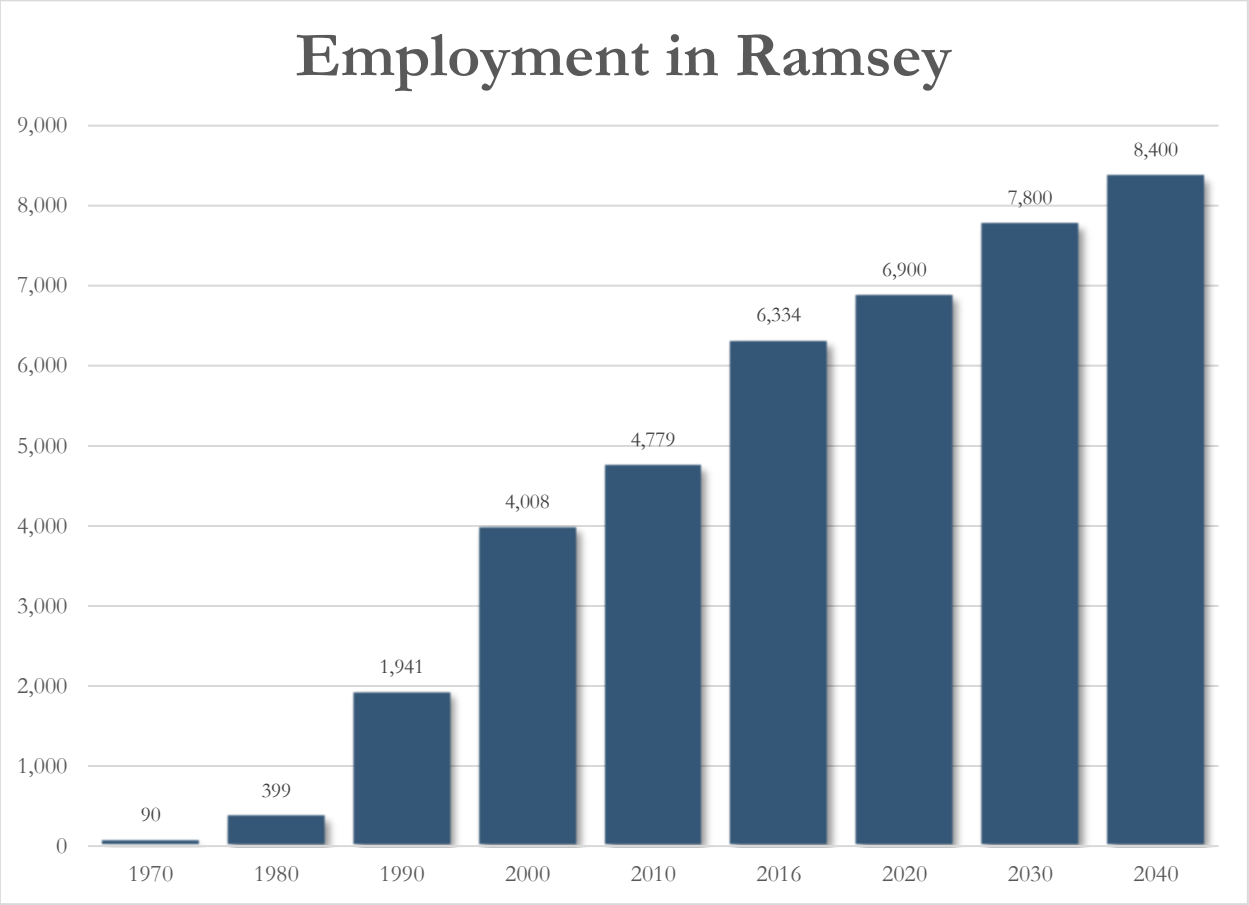


Table 26: Forecasted Employment Growth



Existing Land Uses

Figure 5: Existing Land Use Map

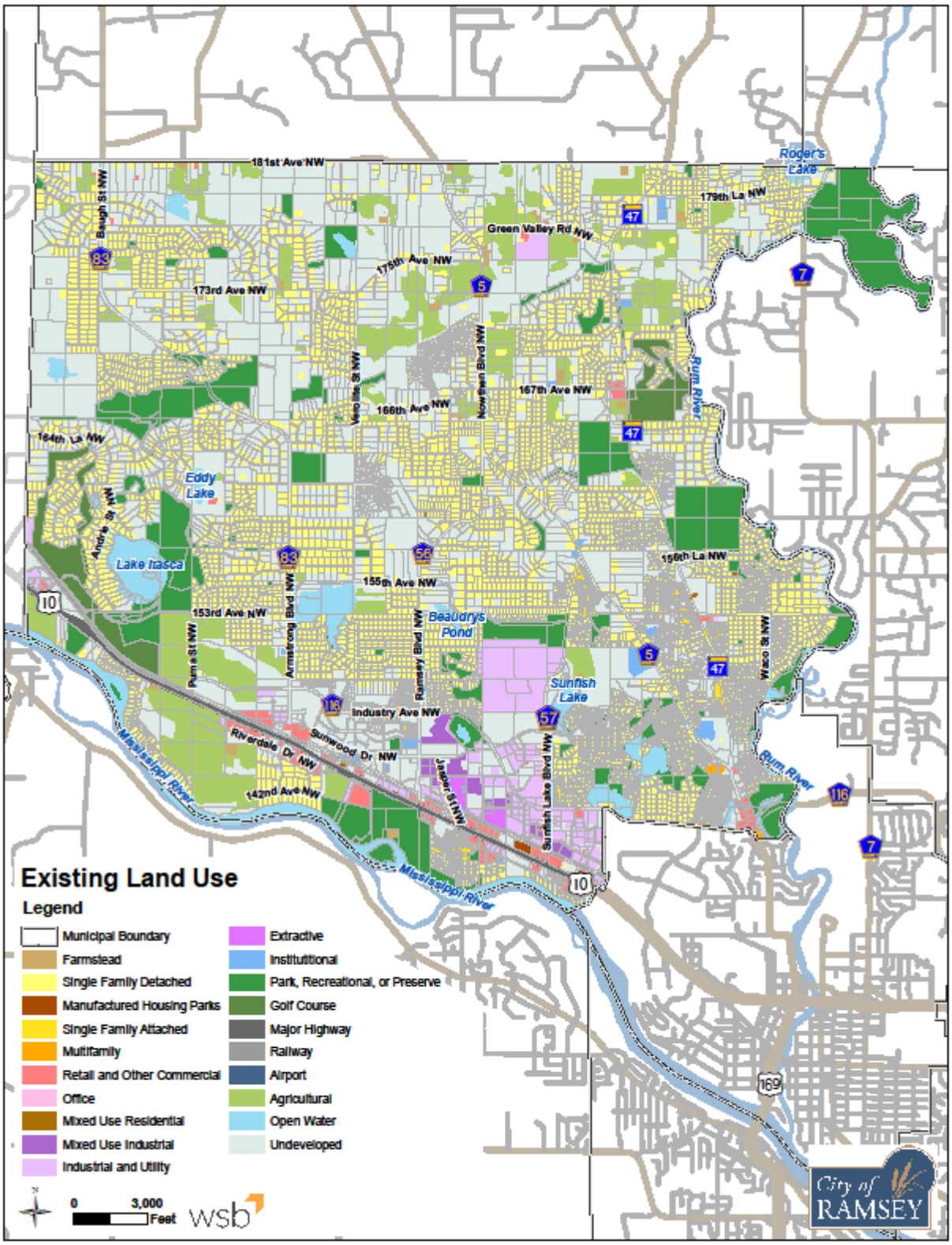


Table 27: ~~2010~~ 2016 Existing Land Use Categories

Land Use	Acres	Percentage of Total
Agriculture	~~1,659~~1,399	~~97~~ %
Airport	0	0 %
Extractive	~~40~~ 16	<~~1~~ %
Farmstead	~~65~~ 55	<~~1~~ %
Golf Course	~~332~~ 335	2 %
Industrial and Utility	~~561~~ 534	3 %
Institutional	~~92~~ 95	~~1~~ %
Major Highway	~~144~~ 149	1 %
Manufactured Housing Park	7	~~0~~ <1 %
Mixed Use Industrial	~~107~~ 122	1 %
Mixed Use Residential	~~8~~ 16	~~0~~ <1 %
Multifamily	~~12~~ 22	~~0~~ <1 %
Office	~~14~~ 25	~~0~~ <1 %
Open Water	~~753~~ 756	4 %
Park, Recreational or Preserve	~~1,960~~1,988	10 %
Railway	~~67~~ 84	~~0~~ <1 %
Retail and Other Commercial	~~254~~ 248	1 %
Single Family Attached	~~227~~ 250	1 %
Single Family Detached	~~6,837~~7,395	~~36~~ 39 %
Undeveloped Land	~~5,957~~5,600	~~31~~ 29 %

Note: over 8,000 acres of Ramsey is already developed.

Future Land Uses

Figure 62: Future Land Use Map

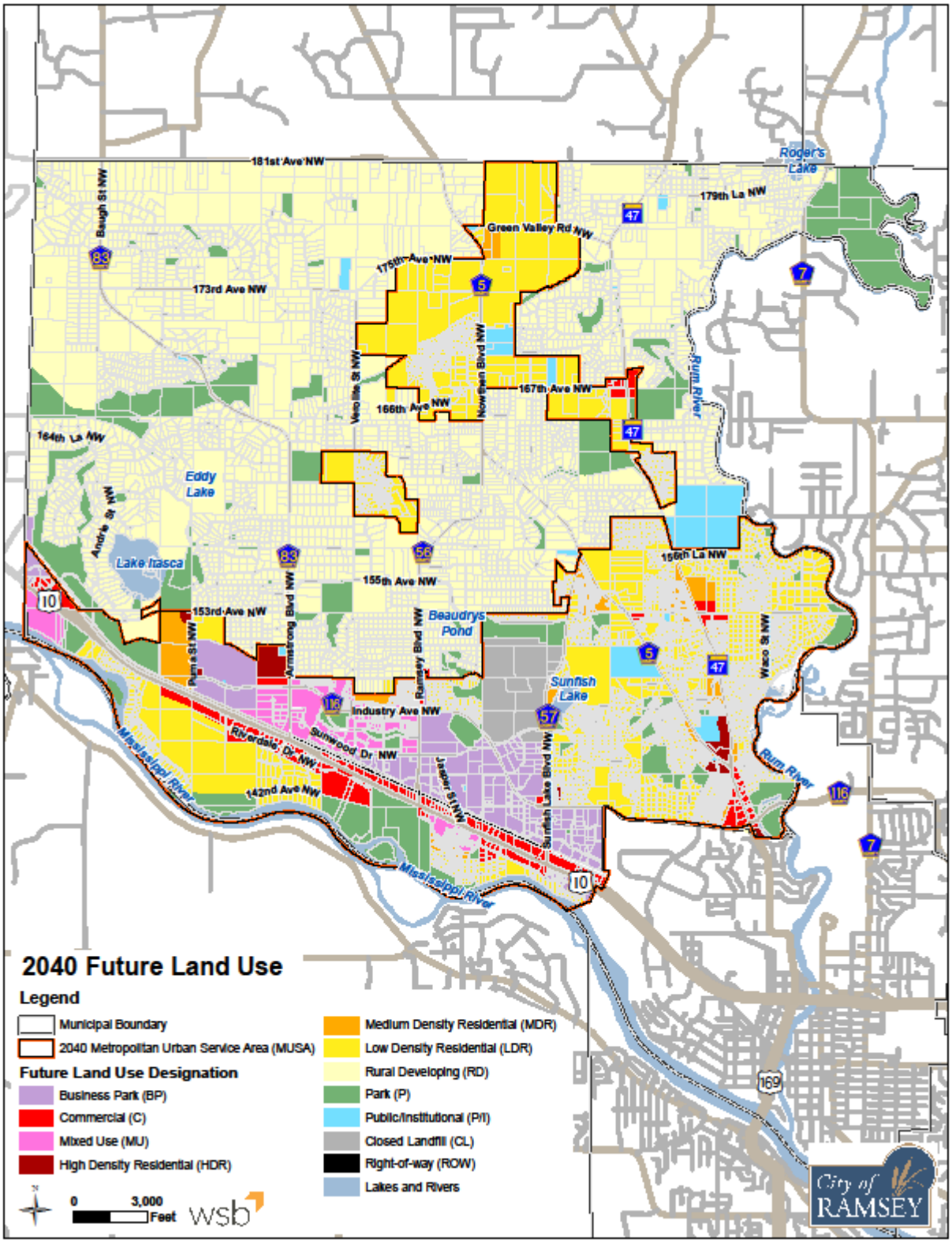


Table 28: Future Land Use Categories By Planning Period

Land Use	2018 – 2020		2021 – 2030		2031 - 2040	
	Acres	Percentage of Total	Acres	Percentage of Total	Acres	Percentage of Total
Business Park (BP)	696.78	3.6	696.78	3.6	696.78	3.6
Commercial (C)	410.68	2.1	410.68	2.1	410.68	2.1
Mixed Use (MU)	326.67	1.7	326.67	1.7	326.67	1.7
High Density Residential (HDR)	83.56	0.4	83.56	0.4	83.56	0.4
Medium Density Residential (MDR)	324.15	1.7	324.15	1.7	324.15	1.7
Low Density Residential (LDR)	3,812.89	20.0	3,812.89	20.0	3,812.89	20.0
Rural Developing (RD)	8,570.18	44.9	8,570.18	44.9	8,570.18	44.9
Park (P)	2,053.29	10.8	2,053.29	10.8	2,053.29	10.8
Public/Institutional (P/I)	375.50	2.0	375.50	2.0	375.50	2.0
Closed Landfill (CL)	261.84	1.4	261.84	1.4	261.84	1.4
Right-of-way (ROW)	35.18	0.2	35.18	0.2	35.18	0.2
Total	16,950	100%	16,950	100%	16,950	100%

Future Land Use Descriptions

Rural Developing (RD)

Areas guided Rural Developing are those areas that may be developed utilizing private utilities. These areas are expected to develop at a minimum of 1 unit per 10 acres and a maximum of 1 unit per 2.5 acres.

Low Density Residential (LDR)

Areas guided Low Density Residential must have urban services before development can take place. These areas are expected to develop at a minimum of 3 units per acre and a maximum of 4 units per acre for an average of 3.5 units per acre and contain single family, detached dwellings.

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

Medium Density Residential (MDR)

These areas are within the MUSA and intended to receive medium density housing including lower density multi-family housing and higher density single-family housing. These areas are expected to develop at a minimum of four (4) units per acre and a maximum of eight (8) units per acre. Average density will be six (6) units per acre. Medium density detached single-family is becoming an increasingly popular development pattern for Ramsey.

High Density Residential (HDR)

These areas are within the MUSA and intended to accommodate multi-family housing such as townhomes and apartment buildings. These areas are expected to develop at a minimum of ten (10) units per acre and a maximum of fifteen (15) units per acre. The average density will be 12.5 units per acre.

Mixed Use (MU)

Mixed Use areas may include a combination of residential, commercial, light industrial, open space, and a transit hub and are broken into the following three categories:

Mixed Use (Low). Areas guided as Mixed Use (Low) are expected to develop at a minimum of five (5) units per acre and a maximum of fifteen (15) units per acre. It is expected that 50% of the land area will be developed as residential.

Mixed Use (Medium). Areas guided as Mixed Use (Medium) are expected to develop at a minimum of eight (8) units per acre and a maximum of twenty-five (25) units per acre. It is expected that 50% of the land area will be developed as residential.

Mixed Use (High). Areas guided as Mixed Use (High) are expected to develop at a minimum of fifteen (15) units per acre and a maximum of seventy-five (75) units per acre. It is expected that 50% of the land area will be developed as residential.

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

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

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

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

Closed Landfill (CL)
The risk to public health and safety associated with the closed landfill in Ramsey is mitigated by implementing land-use controls that minimize public exposure to landfill hazards and protect the state's response action equipment. In other words, future use of land at and around closed landfills needs to be planned carefully and responsibly. The purpose, then, for preparing a Closed Landfill Use Plan (CLUP) for each landfill is to protect the integrity of the landfill's remediation and monitoring systems, protect human health and public safety at each landfill, and accommodate local government needs and desires for land use at the qualified facility with consideration for health and safety requirements.

Right of Way (ROW)
Right of way identifies area designated for public roadways.

Continued on Next Page.

Metropolitan Council Approved Master Plans

The Metropolitan Council has approved Master Plans for Rum River Central Regional Park and Mississippi West Regional Park (future). These Master Plan Boundaries are reflected in the Future Land Use Map and within the Parks and Recreation Plan. Additional information on local park and recreation planning is included in the Parks and Recreation Plan.

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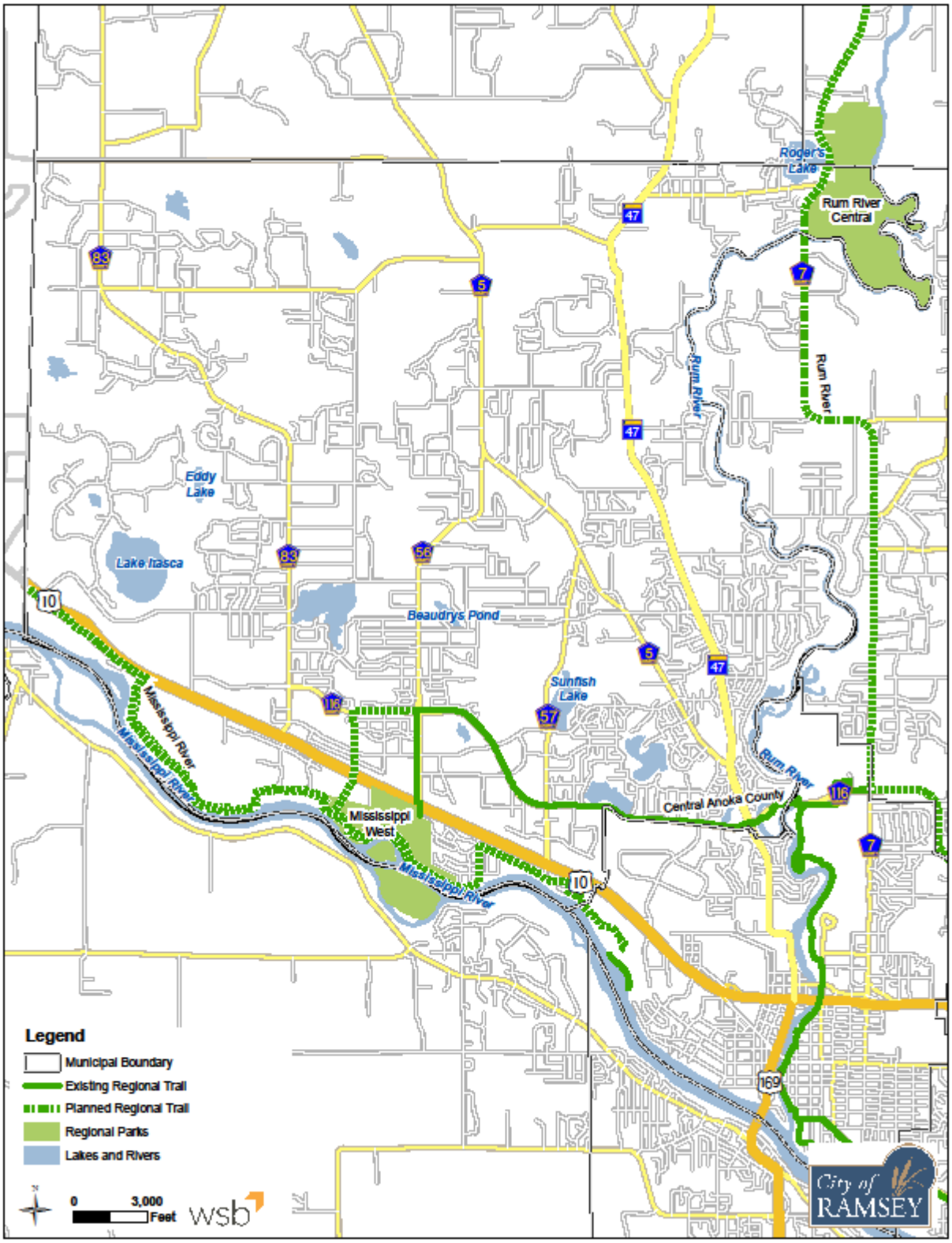
Figure 7: Master Plan Boundaries



Affordable Housing Allocation

The City participates in the Livable Communities Program of the Metropolitan Council, which provides access to a number of funding opportunities. As part of said participation, the City plans for an allocation of affordable housing. The City has confirmed that the Future Land Use Map/Plan is acceptable for anticipated affordable housing need. Additional information and narrative regarding affordable housing within the City is included in the Housing chapter.

Table 29: Affordable Housing Allocation

Affordable Housing Need	
At or Below 30% AMI	292
31% to 50% AMI	167
51% to 80% AMI	40
Total Units	499
AMI = Area Median Income	

Staged Development Plan

Planned Density

Table 30: Density Table

Land Use Category	Minimum Density	Midpoint Density	Maximum Density
Rural Developing	0.1 units/acre	0.25 units/acre	0.4 units/acre
Low Density Residential	3 units/acre	3.25 units/acre	4 units/acre
Medium Density Residential	4 units/acre	6 units/acre	8 units/acre
High Density Residential	10 units/acre	12.5 units/acre	15 units/acre
The COR – Low Density	5 units/acre	10 units/acre	15 units/acre
The COR – Medium Density	8 units/acre	16.5 units/acre	25 units/acre
The COR – High Density	15 units/acre	45 units/acre	75 units/acre

Table 31: Mixed Use Densities

Land Use Category	% Residential	% Commercial	% Office	Residential Density Range
The COR – Low Density	50%	25%	25%	5 - 15 units/acre
The COR – Medium Density	50%	25%	25%	8 – 25 units/acre
The COR – High Density	50%	25%	25%	15 – 75 units/acre

Table 32: Forecasted Growth Allocations

	Guided Land Use Type	Dev. Acres	Density Range			Yield %	Minimum Units (overall density and average)	Midpoint Units (meet forecast)
			Min	Mid	Max			
Guided in 2040 Plan	Low Density Residential (LDR)	1,096.95	3	3.5	4	100%	3,291	3,839
	Medium Density Residential (MDR)	49.62	4	6	8	100%	198	298
	High Density Residential (HDR)	29.50	10	12.5	15	100%	295	369
	Mixed Use (Low Density)	4.30	5	10	15	50%	11	22
	Mixed Use (Medium Density)	45.30	8	16.5	25	50%	181	374
	Mixed Use (High Density	6.90	15	45	75	50%	52	155
	Guided Total	1,204.32					4,028	5,056
Community Designation Density								
Overall Average		3.34	(min. 3 for emerging suburban edge community)					

Staged Development and Redevelopment

Development and Redevelopment is likely to focus on the following areas. Public utilities (water and sewer) were recently extended to the Armstrong West/COR West and Mississippi West areas. Utilities will need to be extended to north of the Trott Brook and to the Rum River Retail Node to assist with future development and redevelopment. The City will work with developers to extend additional utilities as projects require.

- Armstrong West/COR West
  - Bunker Lake Industrial Park
  - Future Business Park
  - Riverstone
- Mississippi West
  - Pearson Agricultural Area
  - Riverside Farms
- Rum River Retail Node
  - Rum River Hills
  - Retail Node Revitalization
- The COR
- Trott Brook

Figure 8: Development Staging by Planning Period

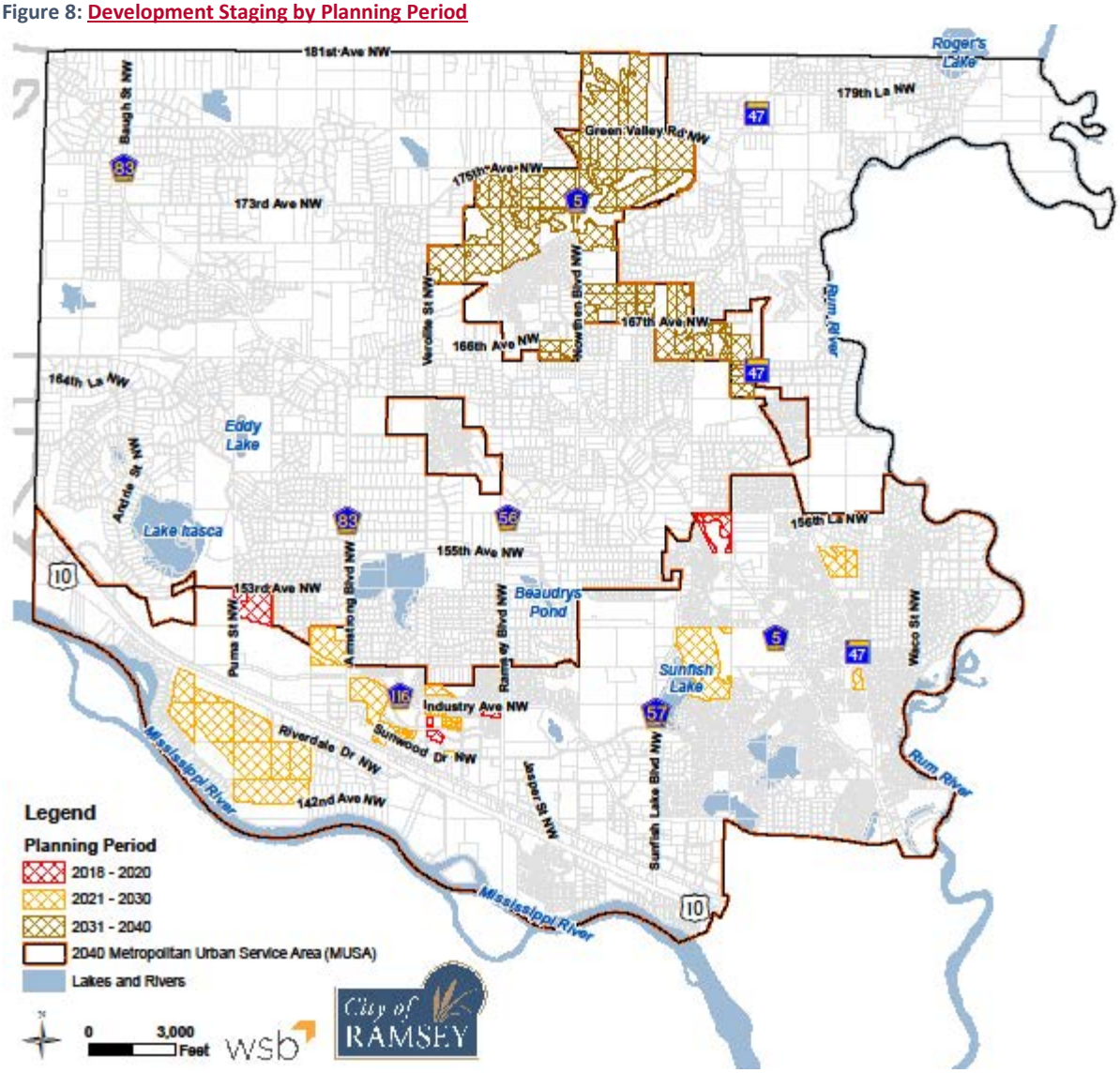
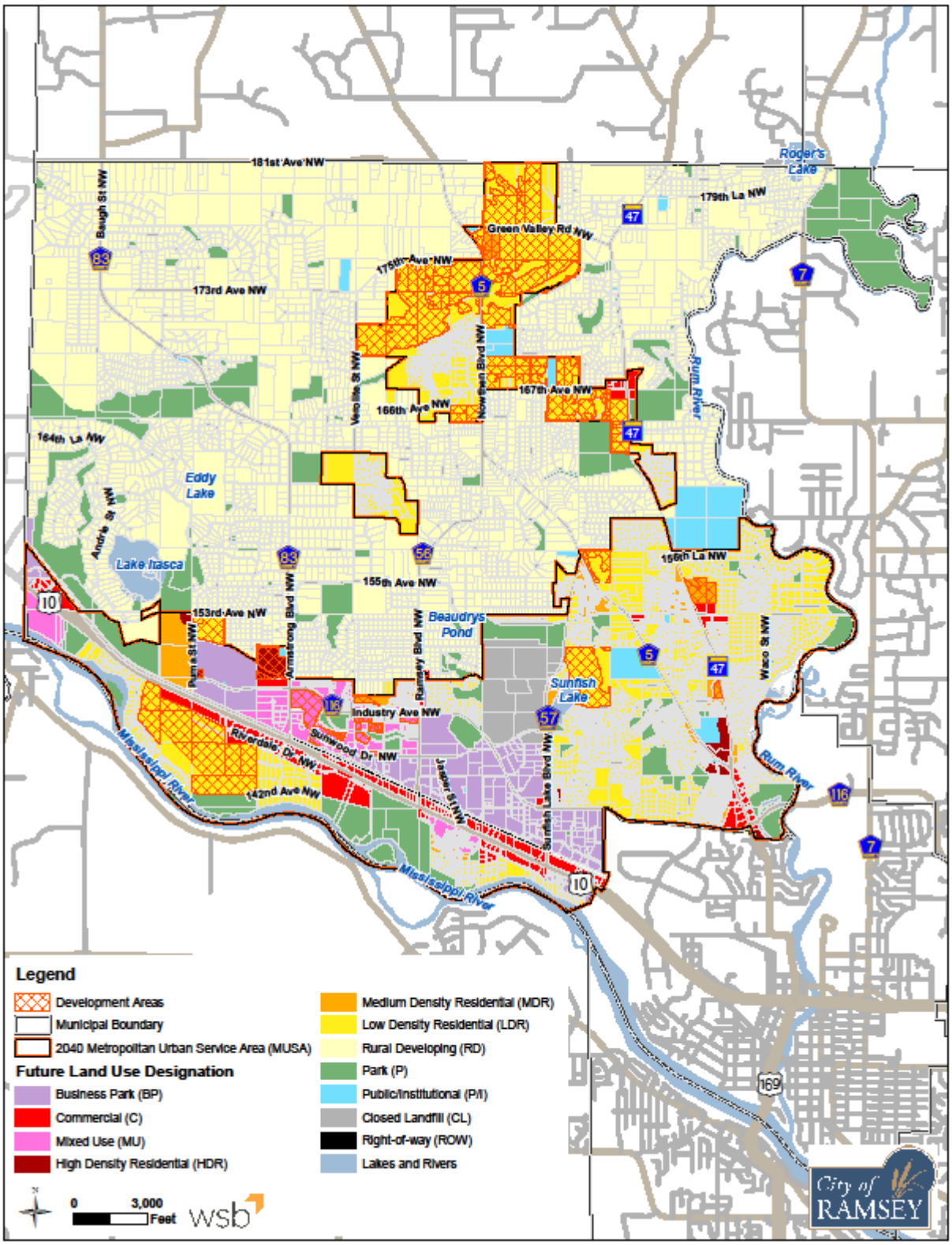


Table 33: Development Staging by Planning Period

Land Use	Dev. Acres	2018 - 2020	2021 - 2030	2031 - 2040	Density Range			Planning Period Units					
					Min	Mid	Yield %	2020		2030		2040	
								Min	Mid	Min	Mid	Min	Mid
LDR	1096.95	47.78	311.11	738.06	3	3.5	100%	143	167	933	1089	2214	1279
MDR	49.62	0	31.52	18.1	4	6	100%	0	0	126	189	72	100
HDR	29.50	0	29.50	0	10	12.5	100%	0	0	295	369	0	0
MU-Low	4.29	4.30	0	0	5	10	50%	11	22	0	0	0	0
MU-Med	45.27	0	45.3	0	8	16.5	50%	0	0	181	374	0	0
MU-High	16.39	5.26	11.13	0	15	45	50%	39	118	83	250	0	0

Figure 93: Development Potential to meet Metropolitan Council Forecast



Small Area Plans

Over the next five (5) years, Ramsey will be taking a deeper dive into several smaller areas to do more detailed planning analysis.

Armstrong West

Armstrong West is a planning area generally north of Highway 10 and west of Armstrong Boulevard. This area is approximately 350 acres and is current a mix of agricultural land, vacant land, and industrial land. Planned future land uses include a retail redevelopment area of the current industrial park, Business Park, low density residential, medium density residential, high density residential, and rural developing. Development is expected to commence in 2018. Full build out is expected in the next ten (10) to fifteen (15) years.

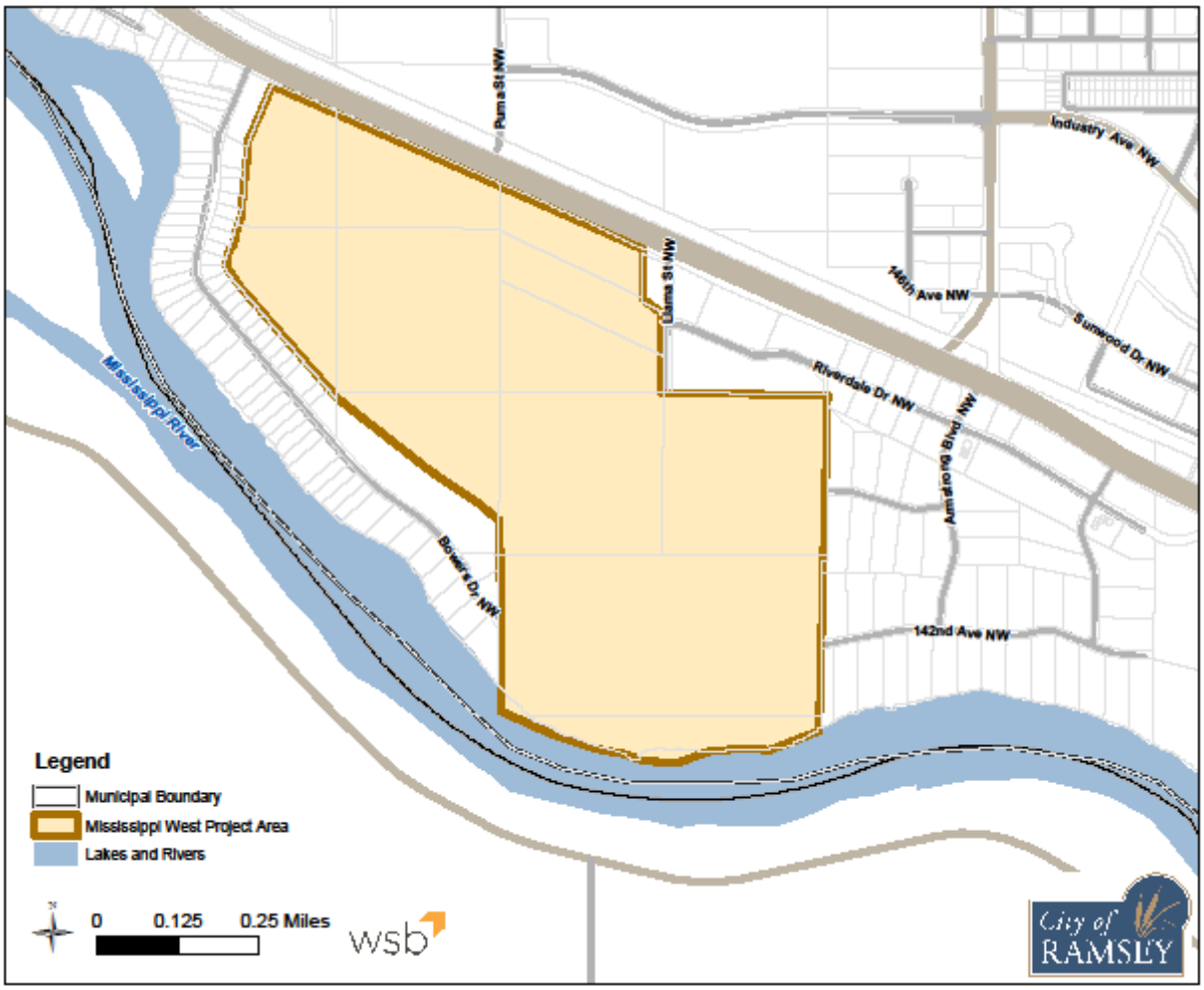
Figure 10: Armstrong West Project Area

Mississippi West

Mississippi West is a planning area generally south of Highway 10 between Armstrong Boulevard and Bowers Drive. This area is predominantly agricultural and is the location of a potential future river crossing in the form of an extension of Armstrong Boulevard to the City of Dayton. This improvement is not currently in official regional planning documents and is likely at least twenty (20) years away, if not longer. The cities of Dayton and Ramsey choose to plan for this long-term improvement to protect the necessary corridor.

Planned land use within this area is predominantly low density residential with a stretch of commercial land use along Highway 10 and an area of natural resource protection along the Mississippi River. Development of this area is likely ten (10) to fifteen (years) in the future due to availability of infrastructure (2015 to 2025 timeframe). Connexus Energy constructed a nineteen (19) acre solar farm within this planning district in 2018.

Figure 11: Mississippi West Project Area



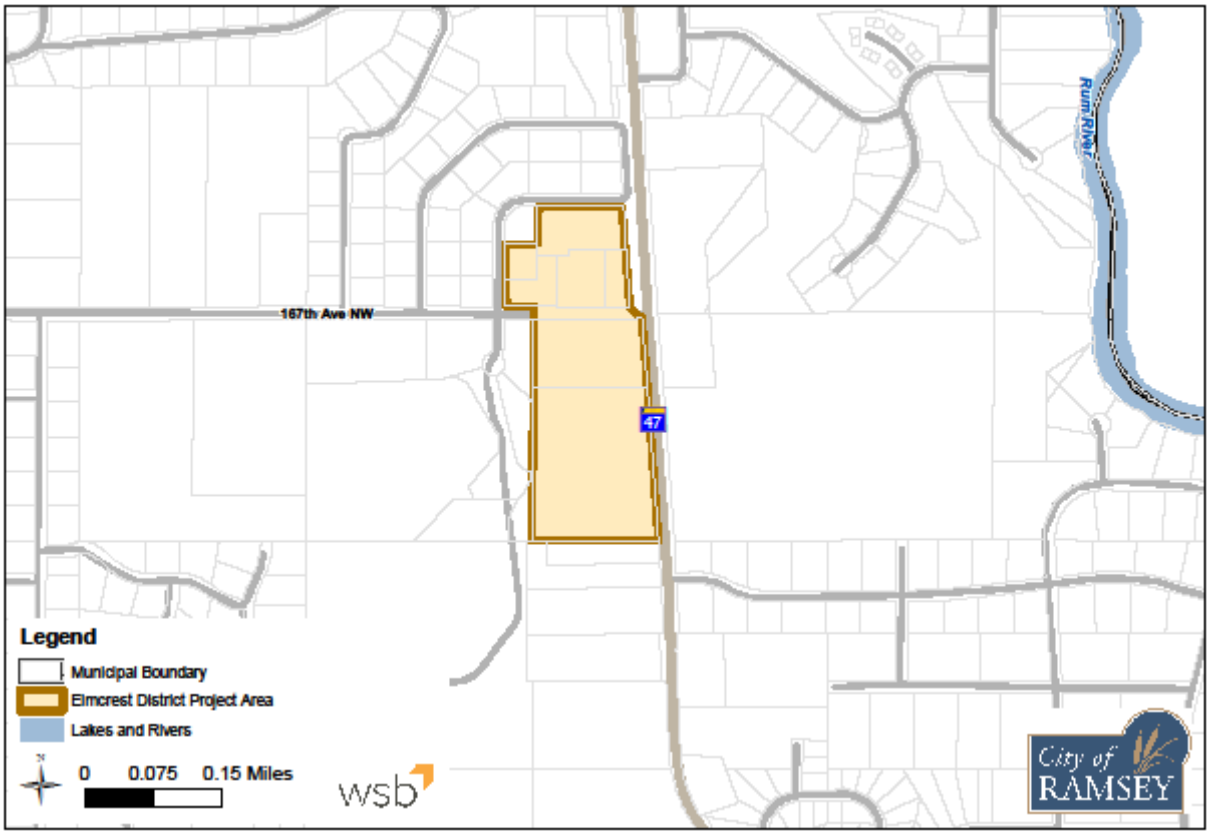
Elmcrest District Small Area Plan

The Elmcrest District is a planning area anchored by a 1970s area rural commercial node. This node has shown evidence of blight and vacancy, with some recent renovations of existing structures. The City has excess land for sale, remnant from the construction of Water Tower #3. Rum River Hills Golf Course desires to redevelop a portion of their property (two holes only) and reconfigure the two (2) holes displaced by redevelopment.

The retail node located at 167th Avenue and Trunk Highway 47 has been a topic of discussion with City Councils and EDA boards for several years. The Elmcrest District has struggled to become economically viable for some time, is experiencing high vacancy rates, an increase of blighted building conditions, and escalating crime.

Ramsey's goal is to improve and/or remove blight from properties-of-concern and encourage sustainable market-driven redevelopment of the Elmcrest District that will benefit the entire City of Ramsey. Our vision is a mixture of residential and retail uses. Residential users may include single family residential, townhomes, or senior living units as directed by the market. Retail will include a market driven neighborhood commercial node. Redevelopment of the Elmcrest District should include a connection to Elmcrest Park and/or nearby trails where feasible.

Figure 12: Elmcrest District Project Area



The COR

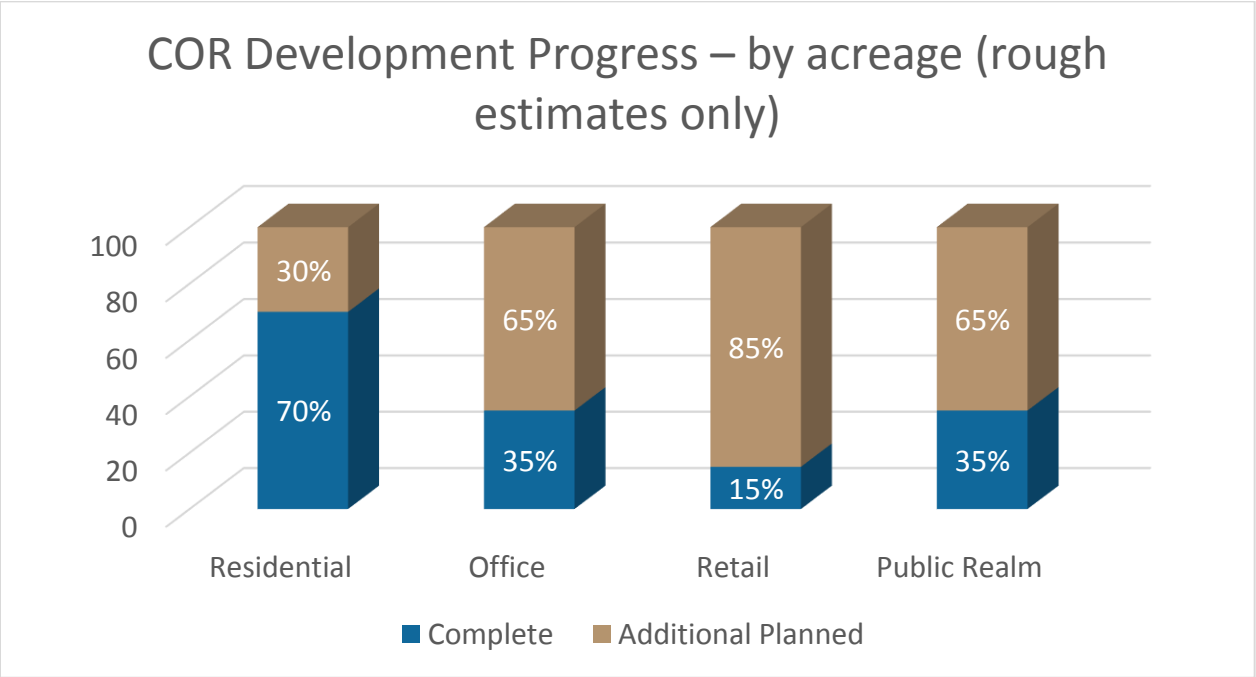
The COR is a 320-acre master-planned community located adjacent to the Northstar Commuter Rail – Ramsey Station (The COR plus surrounding developable area is over 400 acres). Together with adjacent developed and developable area, there are approximately 400 acres of development of a mix of uses. Goals for this development include an identity for the community, a destination for retail to support the local community, walkability, and supportive of commuter-rail transit.

As an implementation strategy of this Comprehensive Plan Update, Ramsey will be updating the land use plans for The COR. To frame said update, the vision of the COR is as follows.

The COR will serve as a City Center primarily to bring people of Ramsey together that embraces natural market opportunities. The COR will also attract energy from the surrounding region. It will be a unique destination, technology-accessible, and serve as a gathering place. It will feature unique architecture stressing historical feel and function.

Approximately 50% of the available land in The COR has been developed. Based on existing market trends the City anticipates The COR to experience substantial additional development over the next ten (10) years. Ramsey is updating the COR Development Plan as a separate planning document known as The COR Development Plan Update.

Table 34: Development Progress in The COR

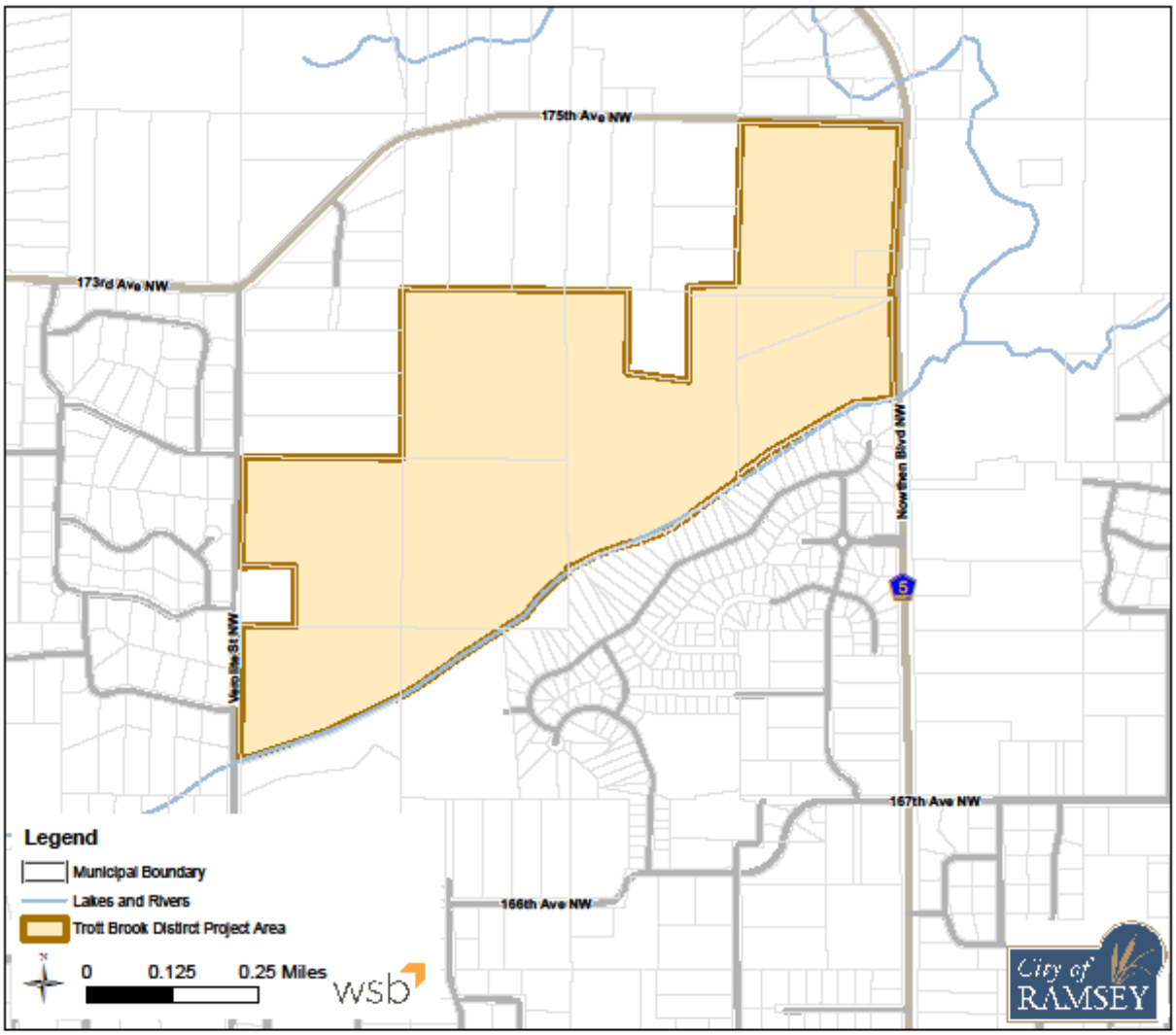


Trott Brook

A significant area for future development of primarily Low Density Residential uses is planned for north of Trott Brook. Trott Brook is a significant ecological resource for the City to protect, and also serves as an important recreational corridor. This development area will represent the first area in the community north of Trott Brook to receive municipal services (water and sanitary sewer).

Immediately adjacent to this area is the site of a ~~planned~~ second elementary school that is currently under construction and once open will be operated by Anoka Hennepin School District #11.

Figure 13: Trott Brook Project Area



Natural Resources

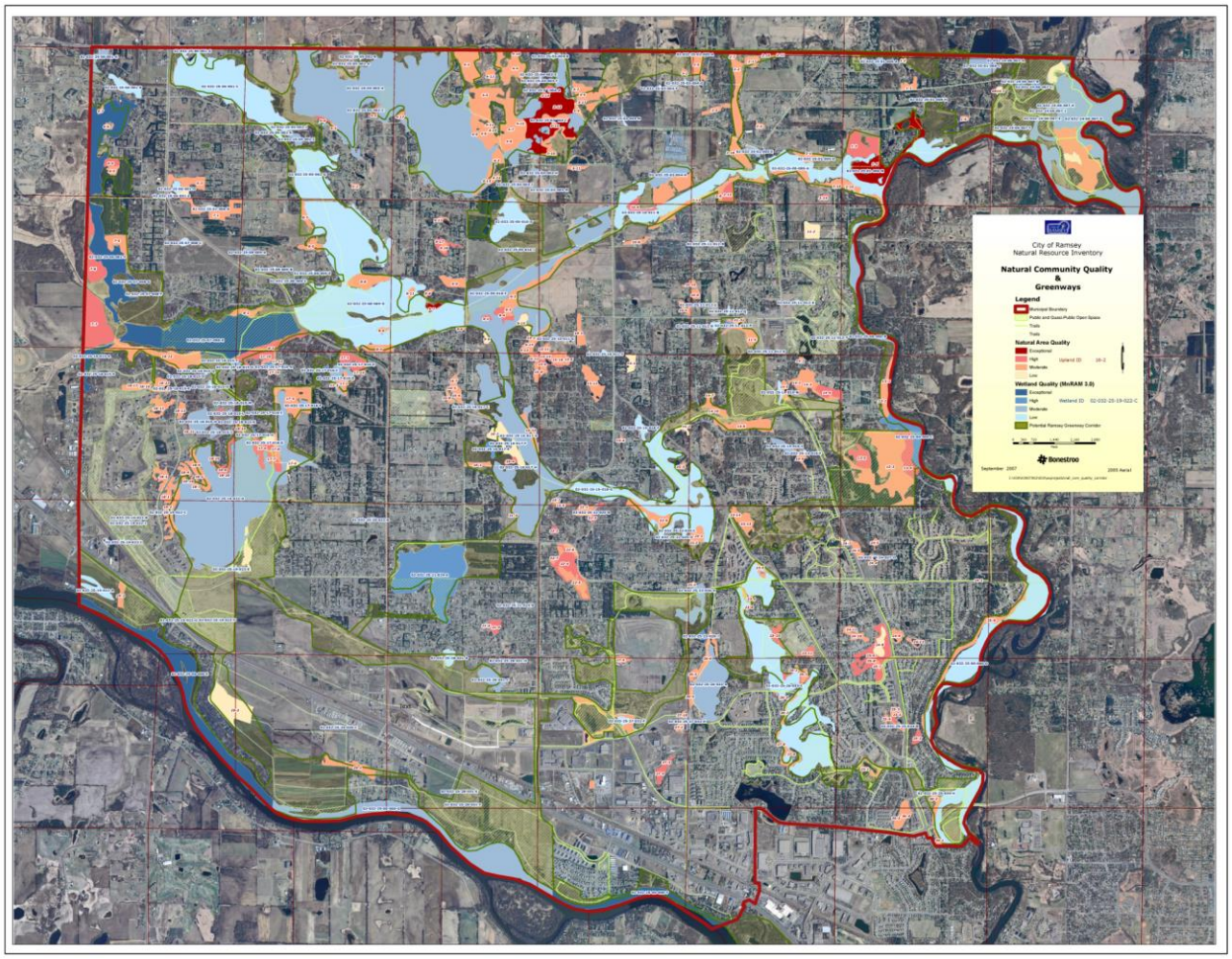
Ramsey has established a number of land use goals focused on natural resources.

- Enhanced Protection of Natural Resources
- Enhanced Recreation Opportunities in Natural Resource Areas
- Clean Water and Clean Air
- Reduced Waste Stream in Landfills

These goals are defined within the Natural Resources Plan

There are no known aggregate resources within the community.

Figure 14: Natural Resources



Special Resources Plan

Ramsey has two (2) special resources within the community.

1. Mississippi River Corridor Critical Area
2. Old Town Hall

Mississippi River Corridor Critical Area

The Minnesota Department of Natural Resources has adopted new rules for the Mississippi River Corridor Critical Area. Ramsey is awaiting guidance from the DNR before updating our Comprehensive Plan for this section. The City will prepare this plan as a separate chapter.

Old Town Hall

The former Ramsey Township Town Hall is the only structure within Ramsey on the National Historic Database. Ramsey is working with the Anoka County Historical Society to develop a long-term plan for this facility.

Other Opportunities

The City has partnered with the University of Minnesota through its Resilient Communities Project (RCP). One of these projects is evaluating other cultural and historical resources that may exist within the community.

Mississippi River Corridor Critical Area

Portions of Ramsey are located within the Mississippi River Corridor Critical Area (MRCCA). Ramsey acknowledges the requirement to update MRCCA Plans based on new State of Minnesota Rules. a separate chapter of the Comprehensive Plan.

Land Use Goals, Strategies, and Actions

A Balance of Rural Character and Urban Growth

Strategy: Objective: Maintain and Expand the Rural Character of Ramsey

Policies and Actions:

1. Establish a Policy for Urban Service Boundary Extensions
2. Update the Density Transitioning Ordinance

Strategy: Balance Land Use Vision with Market Realities

Policies and Actions:

1. Complete the Development Plan Update for The COR
2. Create a Neighborhood Plan for Green Valley Greenhouse Area
3. Create a Neighborhood Plan for Mississippi West Neighborhood
4. Create a Neighborhood Plan for the Elmcrest District

Strategy: Ensure a Sense of Place

Policies and Actions:

1. Create a Public Art Plan
2. Complete the Community Identity and Streetscape Plan

An Active Community

Strategy: Create a Diverse and Robust Offering of Recreation Opportunities

Policies and Actions:

1. Complete the Master Park and Recreation Plan

Strategy: Ensure a Healthy Community

Policies and Actions:

1. Ensure all Comprehensive Plan Chapters are reviewed through the lens of Healthy Communities

A Connected Community

Policies and Actions

Strategy: Improve the Safety and Mobility of Major Corridors

1. Create a Corridor Plan for Highway 10
2. Create a Corridor Plan for Highway 47
3. Create a Corridor Plan for Highway 5
4. Create a Corridor Plan for Green Valley Road
5. Create a Corridor Plan for Mississippi River Crossing

Smart, Citizen-Focused Government

Strategy: Plan for Future Educational Needs

Policies and Actions:

1. Advocate for a new Middle School and third Elementary School
2. Create a Workforce Development Plan
3. Encourage updates to district boundaries to reflect neighborhood boundaries

4. Ensure an Adequate Workforce for Business Community and Economic Development Goals

Financial Stability

Strategy: Plan for a balance of desired community amenities with goal of maintaining a low tax rate.

1. Prioritize desired amenities and basic infrastructure needs through the annual Capital Improvement Program (CIP) process.

Land Use Implementation

Ramsey will achieve our land use goals and strategies through the following specific action items.

Table 35: Land Use Implementation Table

Action	Priority	Timeframe
Amend Official Zoning Map	Required	June 1, 2019
Amend Zoning Code	Required	December 31, 2019
Update The COR Development Plan	Immediate	December 31, 2018
Complete the Mississippi West Small Area Plan	Opportunity Driven	Prior to 2023
Complete the Elmcrest District Small Area Plan	Opportunity Driven	Prior to 2023
Complete the Green Valley District Small Area Plan	Opportunity Driven	Prior to 2023
Complete Corridor Plans	See Transportation Plan	

Chapter 03: Transportation Plan

Prepared with assistance from WSB

Transportation Background

The City of engaged the services of WSB to complete a Transportation Plan on behalf of the City. The Transportation Plan is included in the Comprehensive Plan Update by reference.

This transportation plan includes the following information:

1. Summary of Regional Strategies
2. Existing Roadway System
3. 2040 Traffic Forecasts and Roadway Network Planning
4. Existing and Planned Non-Motorized Transportation Network
5. Freight Network
6. Transit
7. Aviation
8. Goals and Multimodal Strategies
9. Proposed Short and Long Range Roadway Projects
10. Public Comments
11. Conclusion and Next Steps

Transportation Priorities

Ramsey has several transportation priorities highlighted in the Transportation Plan. Detailed planning efforts are planned for each of these main corridors.

- Highway 10
- Highway 47
- Mississippi River Crossing
- Nowthen Boulevard
- Armstrong Boulevard
- Green Valley Road
- 181st Avenue

Ramsey hopes to have Corridor Plans completed for each of these corridors by 2023.

Introduction

The transportation system in Ramsey generally operates well today. The city's multimodal transportation system includes facilities for vehicles, freight, walking, bicycling and transit. Facilities are operated by a number of agencies, including the City of Ramsey, Anoka County, the Minnesota Department of Transportation (MnDOT), Metro Transit, and the Burlington Northern Santa Fe (BNSF) Railway.

This transportation chapter has been prepared in compliance with State of Minnesota Statutes and applicable Metropolitan Council guidelines. As part of this Plan, the city has reviewed existing and

future conditions for each mode and identified safety, operations, and network improvements that will be important to address over the 2040 planning horizon. The city has also developed goals and strategies to preserve and improve the transportation system.

This transportation plan includes the following information:

1. Summary of Regional Strategies
2. Existing Roadway System
3. 2040 Traffic Forecasts and Roadway Network Planning
4. Existing and Planned Non-Motorized Transportation Network
5. Freight Network
6. Transit
7. Aviation
8. Goals and Multimodal Strategies
9. Proposed Short and Long Range Roadway Projects
10. Public Comments
11. Conclusion and Next Steps

Transportation Glossary

CIP: Capital Improvement Plan – five year plan for capital investments in the transportation system and in other capital assets owned by the city (equipment, buildings, etc.).

CR: County Road – county-owned roadway that does not receive State funding.

Critical Crash Rate: Statistical indicator of a safety problem at a location. If crash rates at a location are above the critical crash rate, it indicates that the location has a crash rate that is statistically significant compared to similar roadways.

CSAH: County State Aid Highway – county-owned roadway that receives State Aid funding.

MnDOT: Minnesota Department of Transportation.

RBTN: Regional Bicycle Transportation Network – existing and planned regional bicycle network established by the Metropolitan Council.

TH: Trunk Highway – State highway owned and operated by MnDOT.

TPP: Transportation Policy Plan – Regional transportation plan for the Twin Cities metropolitan region, developed by the Metropolitan Council.

Summary of Regional Strategies

This Plan has been prepared to be consistent with the regional transportation strategies outlined in the Metropolitan Council 2040 Transportation Policy Plan (TPP). Similar to this Plan, the TPP evaluates the existing transportation system, identifies transportation challenges to the region, and sets regional goals, objectives, and priorities to meet the transportation needs of current residents while accommodating the region's anticipated growth. The TPP also guides local agencies in coordinating land use and transportation and establishes regional performance measures and targets.

The TPP is guided by the following goals:

- **Transportation system stewardship:** Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.
- **Safety and Security:** The regional transportation system is safe and secure for all users.
- **Access to Destinations:** People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.
- **Competitive Economy:** The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and State.
- **Healthy Environment:** The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.
- **Leveraging Transportation Investment to Guide Land Use:** The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Funding is a key constraint that is acknowledged in the TPP. Current transportation revenue will not meet the region's transportation needs through 2040. As a result, the TPP includes two long-term investment scenarios: a fiscally-constrained scenario that identifies projects anticipated to be funded based on current revenue projections, and an increased revenue scenario that identifies project priorities should additional transportation funding become available.

Under the current revenue scenario, the TPP is focused on operations and maintenance of the existing transportation system. Investments in highway mobility and access are limited to those projects that address multiple TPP goals and objectives. The increased revenue scenario would allow additional investments in operations and maintenance, as well as regional mobility, access, safety, and bicycle/pedestrian improvements. However, congestion cannot be greatly reduced under even the increased revenue scenario. Under both scenarios, proposed investments are focused on areas of the metro with the greatest existing and future challenges and anticipated growth.

The Metropolitan Council classifies Ramsey under the Emerging Suburban Edge Community Designation. Based on *Thrive MSP 2040*, Emerging Suburban Edge areas are expected to plan for forecasted population and household growth at average densities of at least three to five units per acre for new development and redevelopment. These communities are also expected to target opportunities for more intensive development near regional transit investments.

Existing Roadway System

The sections below provide information about the existing roadway system in Ramsey, including existing number of lanes, existing roadway jurisdiction, existing functional classification, existing traffic, existing safety, and access management. This chapter also includes summary recommendations from recent plans and corridor studies.

Functional Classification

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

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

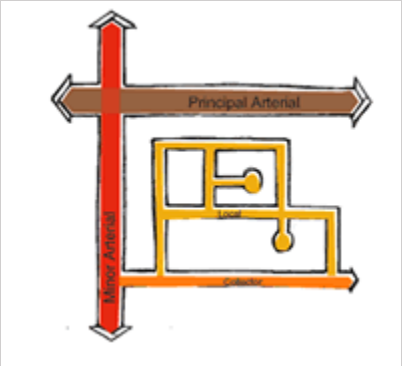


Image: MnDOT

Four classes of roadways are included in the seven-county metropolitan area functional classification system: principal arterials, minor arterials, collector streets, and local streets. Figure 31 shows the existing functional classification of each road in the City of Ramsey and Figure 32 shows the existing roadway jurisdiction. The following sections describe each functional class in greater detail and indicate which roadways fall into each classification.

Figure 15: Existing Functional Classification

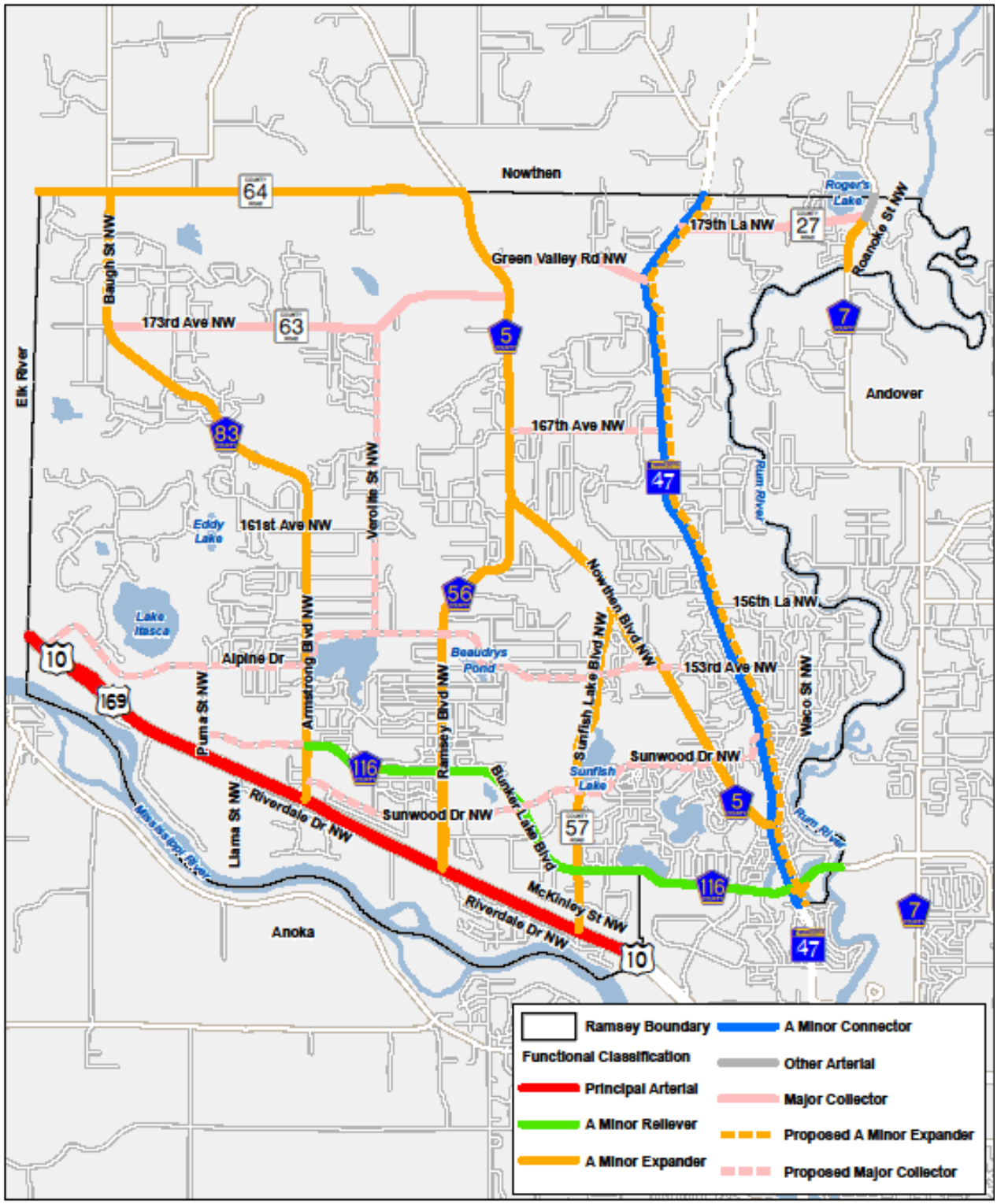
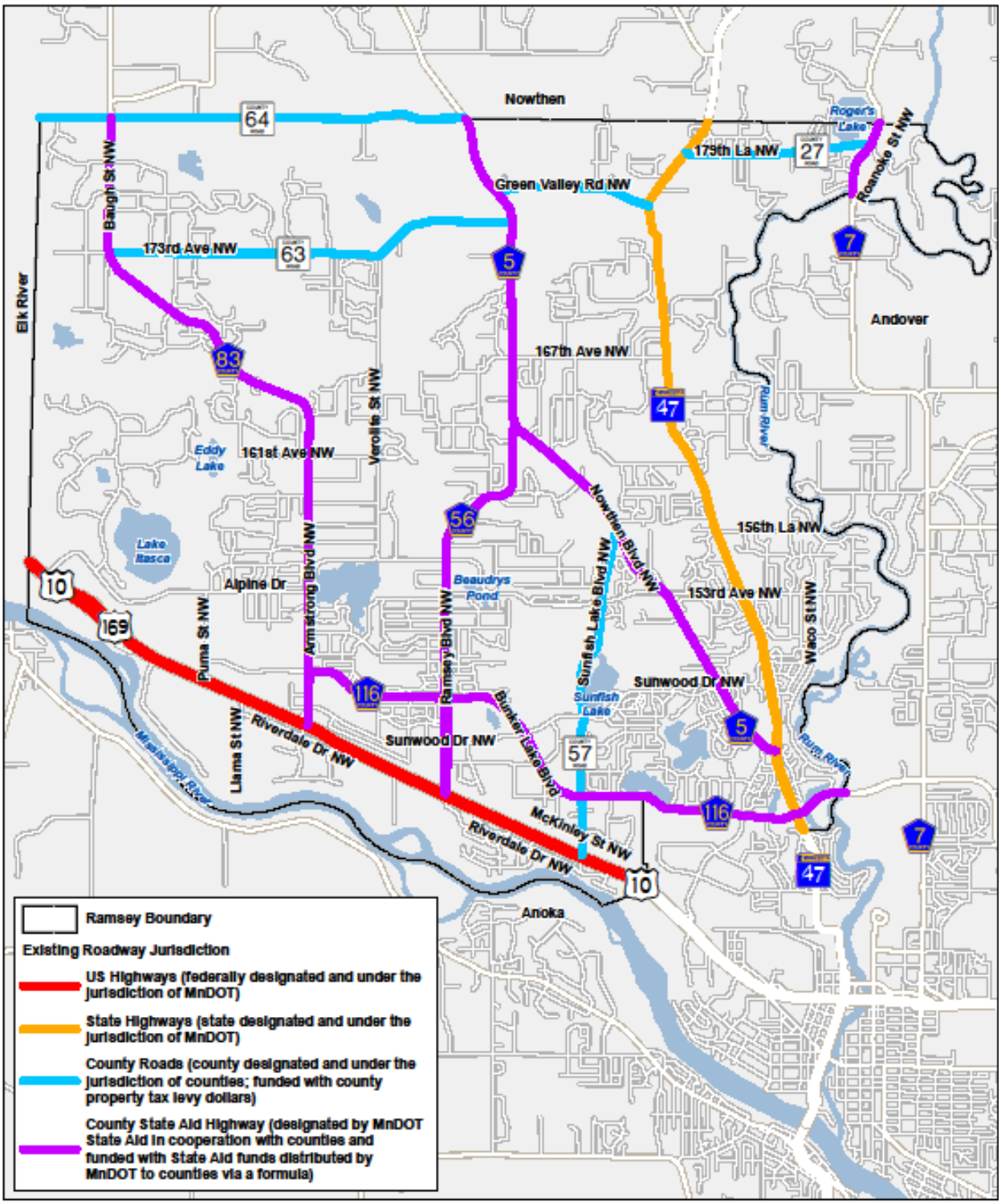


Figure 16: Existing Roadway Jurisdiction



Principal Arterials

Principal arterials are roadways that provide the greatest level of mobility and access control. Within the metropolitan area, the great majority of principal arterials are under MnDOT jurisdiction. Principal arterials are typically Interstate highways or other state or US freeways or expressways. These facilities are intended to serve trips greater than eight miles and express transit trips. Spacing of principal arterials varies within developing areas of the metropolitan area. Typically these facilities are spaced between two and six miles apart. These facilities connect regional business and commercial concentrations, transportation terminals, and large institutions within the metropolitan area. Principal arterials also connect to other cities, regions, and states outside of the metropolitan area.

Principal arterials are intended to maintain average speeds of 40 mph during peak traffic periods. To maintain mobility and speeds on principal arterials, land access and transportation system connections are limited. There is little to no direct land access from principal arterials. Intersections are limited to interstate freeways, other principal arterials, and "A" Minor arterials. Access points are typically grade-separated or controlled with a signal and are spaced one to two miles apart.

One existing principal arterial is located within Ramsey. US Highway (US) 169/US Highway 10 crosses the southern portion of the city in a northwest-southeast direction parallel to the Mississippi River. US 169 and US 10 join in the City of Elk River to the west of Ramsey and diverge again in the City of Anoka, just east of Ramsey. US 169 connects northern Minnesota with the Twin Cities metropolitan area, Mankato, and areas further south. US 10 provides a connection between the western portion of the state and the Twin Cities metropolitan area and Wisconsin. These roadways are also trunk highways (THs) on the MnDOT system, and these combined highways in Ramsey are hereafter referred to as "US 10" in this Plan. The 2040 Transportation Policy Plan does not propose any additional principal arterials within the city.

Minor Arterials

Minor arterials maintain a focus on mobility, but provide more land access than principal arterials. Within Ramsey, all minor arterials are under the jurisdiction of MnDOT or Anoka County. Minor arterials are intended to serve trips of four to eight miles in length. Within developing areas of the metro, these facilities are spaced between one and two miles apart. Minor arterials connect cities and towns within the region and link to regional business and commercial concentrations. Access points along minor arterials are generally at-grade and typically controlled with signals or stop signs.

During peak traffic, minor arterials in developing areas are intended to maintain 30 mph average speeds. As a result, transportation system connections are limited to interstate freeways, other principal arterials, other minor arterials, collectors, and some local streets. Land access is limited to concentrations of commercial and industrial land uses. The Metropolitan Council has established a system of "A" Minor and "B" Minor arterials. "A" Minor arterials are eligible for federal funding administered by the Metropolitan Council.

The Metropolitan Council has further split "A" Minor arterials into four types, described below:

- Relievers: Arterials located parallel to congested principal arterials. The purpose of "A" Minor Relievers is to provide additional capacity in congested corridors.

- Augmenters: Arterials that supplement the principal arterials system within urban centers and urban communities.
- Expanders: Arterials that supplement principal arterials in less-densely developed areas of the metro area.
- Connectors: Arterials that provide connections between rural towns and connect rural areas with the principal arterial system.

There are seven "A" Minor Expanders, one "A" Minor Reliever, and one "A" Minor Connector within the city:

"A" Minor Expanders:

- Anoka County State Aid Highway (CSAH) 5 (Nowthen Boulevard)
- CSAH 7 (Rum River Boulevard) south of 179th Lane
- CSAH 22 (181st Avenue)
- CSAH 56 (Ramsey Boulevard)
- CSAH/County Road 57 (Sunfish Lake Boulevard)
- County Road 64 (181st Avenue)
- CSAH 83 (Armstrong Boulevard/Baugh Street)

"A" Minor Reliever:

- CSAH 116 (Bunker Lake Boulevard)

"A" Minor Connector:

- Trunk Highway (TH) 47 (St. Francis Boulevard)

"B" Minor arterials have a similar focus on mobility above land access. These roadways connect major traffic generators in the region. "B" Minor arterials are not eligible for federal funding. "B" Minor arterials within the city include the following:

- CSAH 7 (Rum River Boulevard) north of 179th Lane

An additional B minor arterial connecting CSAH 5 with TH 47 in the northern section of the city is identified as a planned arterial in the 2040 Transportation Policy Plan.

Major and Minor Collectors

Major and minor collector roadways provide linkages to larger developments and community amenities. They generally do not link communities to one another. Collector roadways generally favor access to the system over mobility, but try to balance the two competing needs. Collector roadways are generally lower speed than the principal or minor arterial routes. Collector roadways are often owned and operated by cities, although counties operate some of these facilities. Within Ramsey, two collector roadways are owned and operated by the city, and Anoka County operates two. Collectors are intended to serve trips of one to four miles in length. Collectors link minor arterials, other collectors, and local streets.

Major collectors typically serve higher density residential areas and concentrations of commercial and industrial land uses. These facilities tend to serve longer trips than minor collectors. Major collectors within the city include the following:

- 173rd Avenue Northwest
- 175th Avenue Northwest
- County Road 63 (Green Valley Road)
- County Road 27 (179th Lane Northwest)

There are no minor collectors within the city, and the 2040 Transportation Policy Plan does not propose any additional collector roadways within the city.

Local Roadways

The primary function of local roadways is land access. Local roadways connect individual land parcels with other local roadways and collectors. Trips on local roadways are typically under two miles. Speeds on local roadways are typically low. Longer trips are facilitated by local roadway connections to the collector and arterial systems. Local roadways are under the jurisdiction of the City of Ramsey. Local roadways are all roadways that are not arterials or collectors.

Planned Functional Classification

Aside from new proposed roadways, no functional classification changes are currently recommended in the city.

> **A note on transportation plan strategies:**
>
> Throughout this Plan, locations associated with numbered mode-specific strategies are identified on corresponding maps. These strategies are listed and described in further detail in **Table 42.**

Existing Roadway Capacity and Safety

Roadway capacity and roadway safety are two key indicators of how well the roadway system is meeting the city's transportation needs. The sections below provide information to better understand capacity and safety issues within Ramsey.

Existing Roadway Capacity

A roadway's capacity indicates how many vehicles may use a roadway before it experiences congestion. Capacity is largely dependent upon the number of lanes. **Table 36** below lists planning-level thresholds that indicate a roadway's capacity for different facility types based on the Anoka County travel demand model. Additional variation (more or less capacity) on an individual segment is influenced by a number of factors including: amount of access, type of access, peak hour percent of traffic, directional split of traffic, truck percent, opportunities to pass, and amount of turning traffic, the availability of dedicated turn lanes, parking availability, intersection spacing, signal timing and a variety of other factors.

Table 36: Planning-level Roadway Capacities

Facility Type	Number of Lanes	Daily Capacity
Metered Freeway	8	147,000
	6	110,000
	4	73,000
Un-Metered Freeway	6	99,000
	4	66,000
Expressway	6	62,000
	4	41,000
Divided Arterial (Rural)	6	56,000
	4	36,000
	2	19,000
Divided Arterial (Developing)	6	54,000
	4	34,000
	2	18,000
Divided Arterial (Developed)	6	48,000
	4	30,000
	2	16,000
Un-Divided Arterial (Rural)	6	45,000
	4	28,000
	2	15,000
Un-Divided Arterial (Developing)	6	42,000
	4	26,000
	2	14,000
Undivided Arterial (Developed)	6	36,000
	4	22,000
	2	12,000
Collector (Rural)	4	23,000
	2	11,000
Collector (Developing)	4	21,000
	2	10,000
Collector (Developed)	4	19,000
	2	9,000

Existing Capacity Problems on Arterial Roads

At the planning level, capacity problems are identified by comparing the existing number of lanes with current traffic volumes. **Table 13** and **Figure 33** illustrate the existing number of lanes on collector and arterial roadways within the city. **Figure 18** illustrates existing traffic volumes on Principal Arterial, A-Minor Arterials and other significant roadways within the city.

As shown in the table, US 10 has four lanes throughout the city, as do portions of CSAH 56 (Ramsey Boulevard), CSAH 57 (Sunfish Lake Boulevard), CSAH 83 (Armstrong Boulevard), and CSAH 116

(Bunker Lake Boulevard). All other arterial roadways have two lanes. Most of the arterials in Ramsey currently exhibit traffic volumes below or within the range of the planning level capacity thresholds shown in **Table 36**; however, existing volumes on TH 47 (St. Francis Boulevard) exceed these thresholds in the southeastern area of the city. This indicates that this roadway may be experiencing some levels of congestion during peak travel periods.

Figure 17: Existing Roadway Lanes

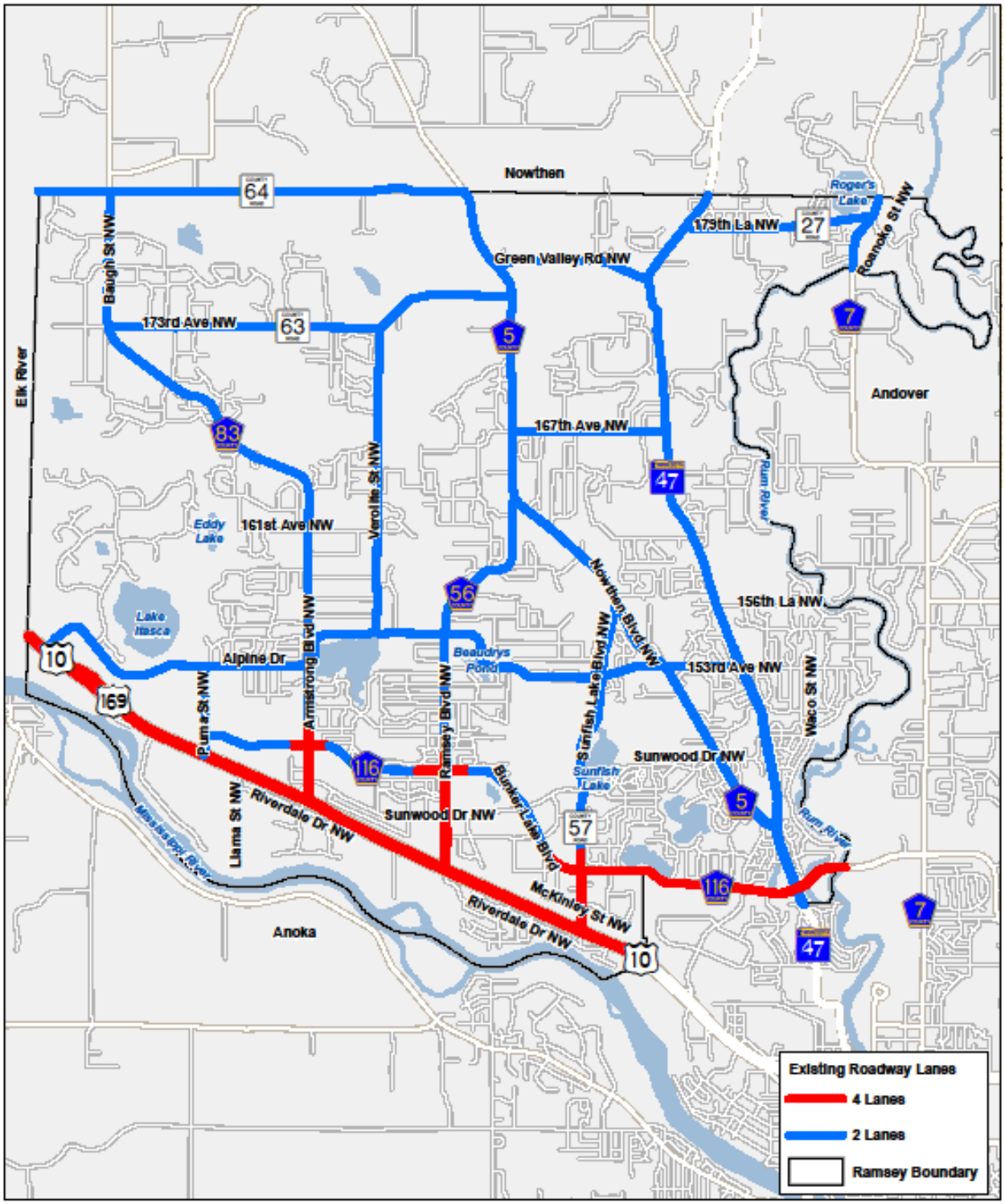


Figure 18: Existing Traffic Volumes

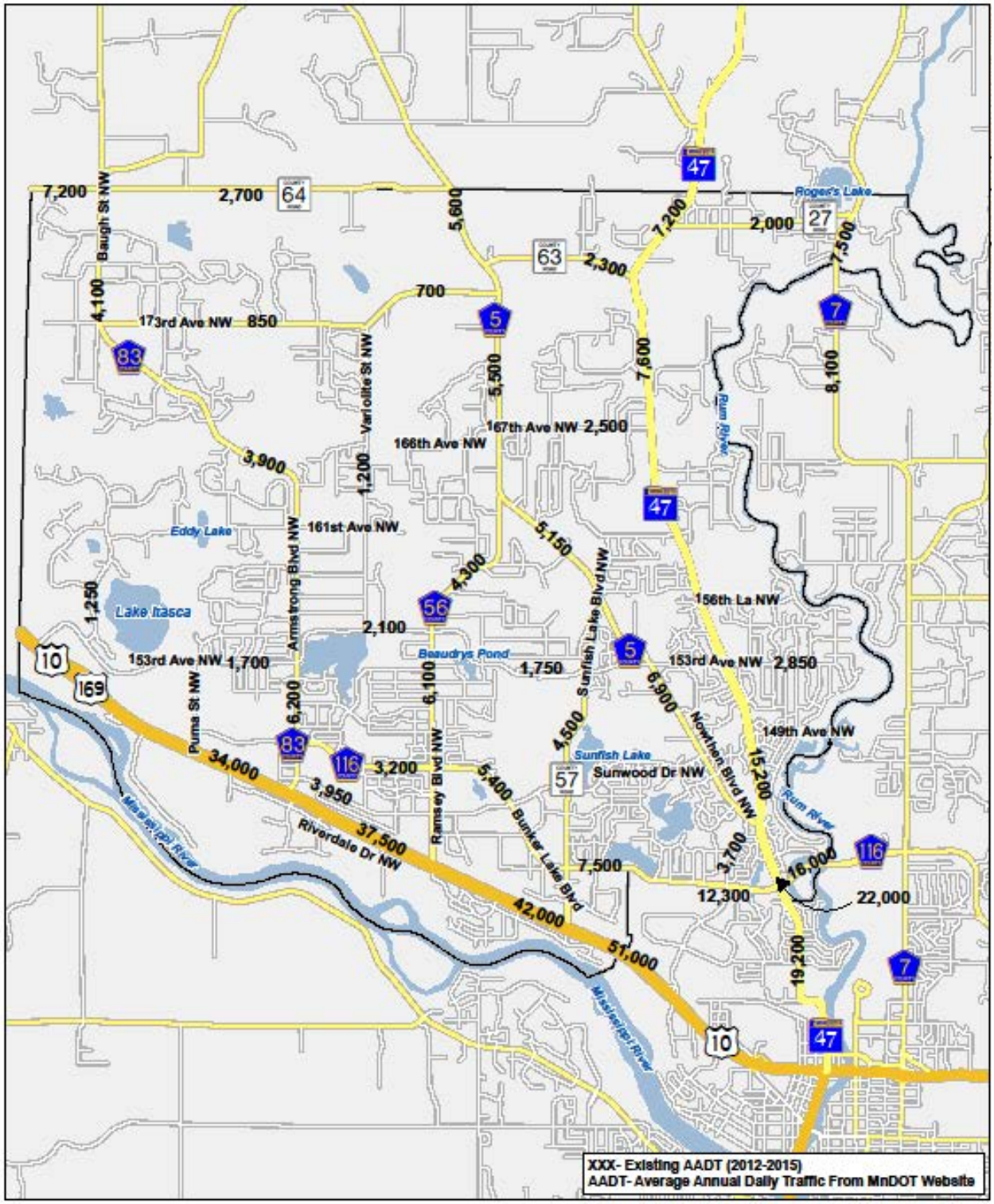


Table 37: Existing number of lanes on arterial roads

Functional Classification	Roadway Name	Location	Number of Lanes
Principal Arterial	US 10	Ramsey-Elk River border to Ramsey-Anoka border	4
"A" Minor Expander	CSAH 5 (Nowthen Boulevard)	TH 47 to Ramsey-Nowthen border	2
	CSAH 7 (Rum River Boulevard)	Ramsey-Andover border to 179th Lane	2
	CSAH 22 (181st Avenue)	Ramsey-Elk River border to CSAH 83	2
	CSAH 56 (Ramsey Boulevard)	US 10 to CSAH 5	2–4
	CSAH/County Road 57 (Sunfish Lake Boulevard)	US 10 to CSAH 5	2–4
	County Road 64 (181st Avenue)	CSAH 83 to CSAH 5	2
	CSAH 83 (Armstrong Boulevard/Baugh Street)	US 10 to Ramsey-Nowthen border	2–4
"A" Minor Reliever	CSAH 116 (Bunker Lake Boulevard)	CSAH 83 to Ramsey-Anoka border	2–4
"A" **Minor** Connector	TH 47 (St. Francis Boulevard)	Ramsey-Anoka border to Ramsey-Nowthen border	2
"B" Minor	CSAH 7	179th Lane to Ramsey-Oak Grove border	2

Existing Safety and Operational Issues

There are a number of intersection locations within Ramsey where safety, geometric, or operational issues have been identified for motorists and pedestrians. These locations include:

- TH 47 and Bunker Lake Boulevard (CSAH 116)
- TH 47 and Nowthen Boulevard (CSAH 5)
- Armstrong Boulevard (CSAH 83) and Alpine Drive
- Armstrong Boulevard (CSAH 83) and 161st Avenue
- Ramsey Boulevard (CSAH 56) and Alpine Drive
- Ramsey Boulevard (CSAH 56) and Nowthen Boulevard (CSAH 5)
- Nowthen Boulevard (CSAH 5) and Sunfish Lake Boulevard (CSAH 57)
- Nowthen Boulevard (CSAH 5) and 167th Avenue
- Nowthen Boulevard (CSAH 5) and 175th Avenue
- Nowthen Boulevard (CSAH 5) and Green Valley Road

Access Management

The purpose of access management is to provide adequate access to adjacent land development while maintaining acceptable and safe traffic flow on higher level roadways. Access management consists of carefully controlling the spacing and design of public street intersections and private access points to the public roadway system. Because they are designed for higher speed, longer distance trips, arterials generally have restricted access, while local streets can accommodate much greater access. Collector roadways fall in between arterials and local roadways regarding the amount of access that is permitted.

The agency with jurisdiction over a roadway sets access management guidelines. Access to US 10 must meet MnDOT access management guidelines. See **Tables 38** and **39** for MnDOT Access Management Guidelines.

Anoka County has established access management guidelines for county roadways, as displayed in **Table 40**.

MnDOT Access Management Manual

Table 38 – Summary of Recommended Street Spacing for IRCs

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
1	**High Priority Interregional Corridors & Interstate System (IRCs)**				
1F	Interstate Freeway	Principal Arterials	Interchange Access Only		⊘
1AF	Non-Interstate Freeway		Interchange Access Only (see Section 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
1A	Rural		1 mile	1/2 mile	
1B	Urban/Urbanizing		1/2 mile	1/4 mile	
1C	Urban Core		300-660 feet dependent upon block length		
2	**Medium Priority Interregional Corridors**				
2AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (See Section 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
2A	Rural		1 mile	1/2 mile	
2B	Urban/Urbanizing		1/2 mile	1/4 mile	
2C	Urban Core		300-660 feet, dependent upon block length		¼ mile
3	**Regional Corridors**				
3AF	Non-Interstate Freeway	Principal and Minor Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
3A	Rural		1 mile	1/2 mile	See Section 3.2.5
3B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile
3C	Urban Core		300-660 feet, dependent upon block length		1/4 mile

MnDOT Access Management Manual

Table 39 – Summary of Recommended Street Spacing for Non-IRCs

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
4	**Principal Arterials in the Twin Cities Metropolitan Area and Primary Regional Trade Centers (Non-IRCs)**				
4AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
4A	Rural		1 mile	1/2 mile	See Section 3.2.5
4B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile
4C	Urban Core		300-660 feet dependent upon block length		1/4 mile
5	**Minor Arterials**				
5A	Rural	Minor Arterials	1/2 mile	1/4 mile	See Section 3.2.5
5B	Urban/Urbanizing		1/4 mile	1/8 mile	1/4 mile
5C	Urban Core		300-660 feet, dependent upon block length		1/4 mile
6	**Collectors**				
6A	Rural	Collectors	1/2 mile	1/4 mile	See Section 3.2.5
6B	Urban/Urbanizing		1/8 mile	Not Applicable	1/4 mile
6C	Urban Core		300-660 feet, dependent upon block length		1/8 mile
7	**Specific Area Access Management Plans**				
7	All	All	By adopted plan		

Table 40: Anoka County Access Spacing Guidelines

	Roadway Type	Principal Arterial			Arterial Expressway	Minor Arterial			Collector and Local			Specific Access Plan
	Route Speed (miles per hour)	50 – 55	40 – 45	< 40	50 – 55	50 – 55	40 – 45	< 40	50 – 55	40 – 45	< 40	By adopted plan/agreement/covenant on land
Intersection Spacing	Full Movement Intersection	1 mi.	1/2 mi.	1/8 mi.	1 mi.	1/2 mi.	1/4 mi.	1/8 mi.	1/2 mi.	1/8 mi.	1/8 mi.	
	Conditional Secondary Intersection	1/2 mi.	1/4 mi.	300 – 660 ft.	1/2 mi.	1/4 mi.	1/8 mi.	300 – 660 ft.	1/4 mi.	NA	300 – 660 ft.	
Signal Spacing		1 mi.	1/2 mi.	1/4 mi.	1 mi.	1/2 mi.	1/4 mi.	1/4 mi.	1/2 mi.	1/4 mi.	1/8 mi.	
Private Access		Subject to conditions for all roadway types and speeds										

Recommendations from Recent Plans and Studies

A number of recent planning efforts have been completed that identify potential improvements to the City of Ramsey's transportation system. This section describes these studies and summarizes their recommendations.

Highway 10 Access Planning Study

In 2014, MnDOT completed the Highway 10 Access Planning Study to identify safety and mobility along the US 10 corridor between the Anoka/Sherburne County line and the Rum River. Specifically, the purpose of the study was to identify high-benefit improvements that are fiscally responsible so that improvements can be funded, programmed, and implemented incrementally. The study area was divided into subareas and concepts were developed and evaluated, and recommendations for individual projects were broken into immediate priority, short-term priority projects, mid-term priority projects, and opportunity/development/safety-driven projects. The recommended projects specific to the City of Ramsey include the following:

- Immediate Priority projects
  - Construct North Frontage Road from Sunfish Lake Boulevard to Anoka Technical College
  - Construct North Frontage Road from Ramsey Boulevard to Sunfish Lake Boulevard
  - Construct South Frontage Road from Traprock Street to Ramsey Boulevard
- Short-Term Priority projects
  - Extend Riverdale Drive east of Tungsten Street (two alignment options)
- Mid-Term Priority projects
  - Grade separation at Sunfish Lake Boulevard – Highway 10 flyover with access or overpass with right-turn access
  - Grade separation at Ramsey Boulevard – Highway 10 flyover with access or overpass with right-turn access
- Opportunity/Development/Safety Driven Priority projects
  - Purchase ROW north of US 10 and west of Ramsey Boulevard
  - Extend Civic Center Drive to Ramsey Boulevard
  - Railroad grade separation at Sunfish Lake Boulevard
  - Railroad grade separation at Ramsey Blvd
  - Extend 156th Street from Jarvis Street to Alpine Drive
  - Construct a Reduced Conflict U-Turn (RCUT) intersection at US 10 and Alpine Drive
  - Construct a Reduced Conflict U-Turn (RCUT) intersection at US 10 and Bowers Drive
  - Extend Riverdale Drive from Bowers Drive to Llama Street

Mississippi Skyway Preliminary Engineering Report

In 2014, the City of Ramsey completed the Mississippi Skyway Preliminary Engineering Report to identify potential alignments for a new pedestrian bridge crossing of US 10 near Riverdale Drive. This study also produced a preliminary analysis of alternative profiles and aesthetic design options, along with impacts associated with various alternatives. This study recommended an open air bridge with a helix approach ramp located just south of Riverdale Drive. A preferred bridge concept was also identified, with a prefabricated steel truss including dual modified bowstring arches.

Future Roadway System

This section addresses future roadway improvement needs and roadway design guidelines.

Roadway Capacity – Traffic Forecasting

To determine future roadway capacity needs, year 2040 traffic forecasts were prepared using the Metropolitan Council travel demand model. The 2040 projections were compared against the assumed 2040 roadway network to see where roadway segment capacity deficiencies may result. The 2040 roadway network assumed for this analysis is the same as the current roadway network, as the City and County Capital Improvement Plans (CIPs) do not include any projects that add significant capacity to the roadway network.

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

A central concept of travel demand forecasting is the use of Transportation Analysis Zones (TAZs). Each forecast study area, in this case, the City of Ramsey, is divided into a series of TAZs. Each TAZ has population, employment, and household data that is used by the model to assign trips to the various network roadways. **Figure 19** displays Metropolitan Council TAZs within Ramsey.

The results of the Ramsey modeling process are summarized in **Figure 20**, which displays Metropolitan Council 2040 projected average daily traffic volumes compared to the existing (2012–2015) traffic volumes.

Tables 41 provides a summary of existing and forecasted demographic growth by TAZ for Ramsey through the year 2040. The Ramsey population is forecasted to reach 39,150 by the year 2040, with households and employment increasing by approximately 5,500 and 3,600 respectively. Allocated demographic growth and associated land use was located throughout the community. Higher density residential was generally allocated to the southern portion of the city, with commercial and multi-optional development areas also generally identified within the southern portion of the city, consistent with the Center of Ramsey (COR) land use plan. For more information about the demographic allocation and associated land use forecast, please refer to the Ramsey Land Use Plan in Chapter 2 of the Ramsey Comprehensive Plan.

Figure 19: Transportation Analysis Zones

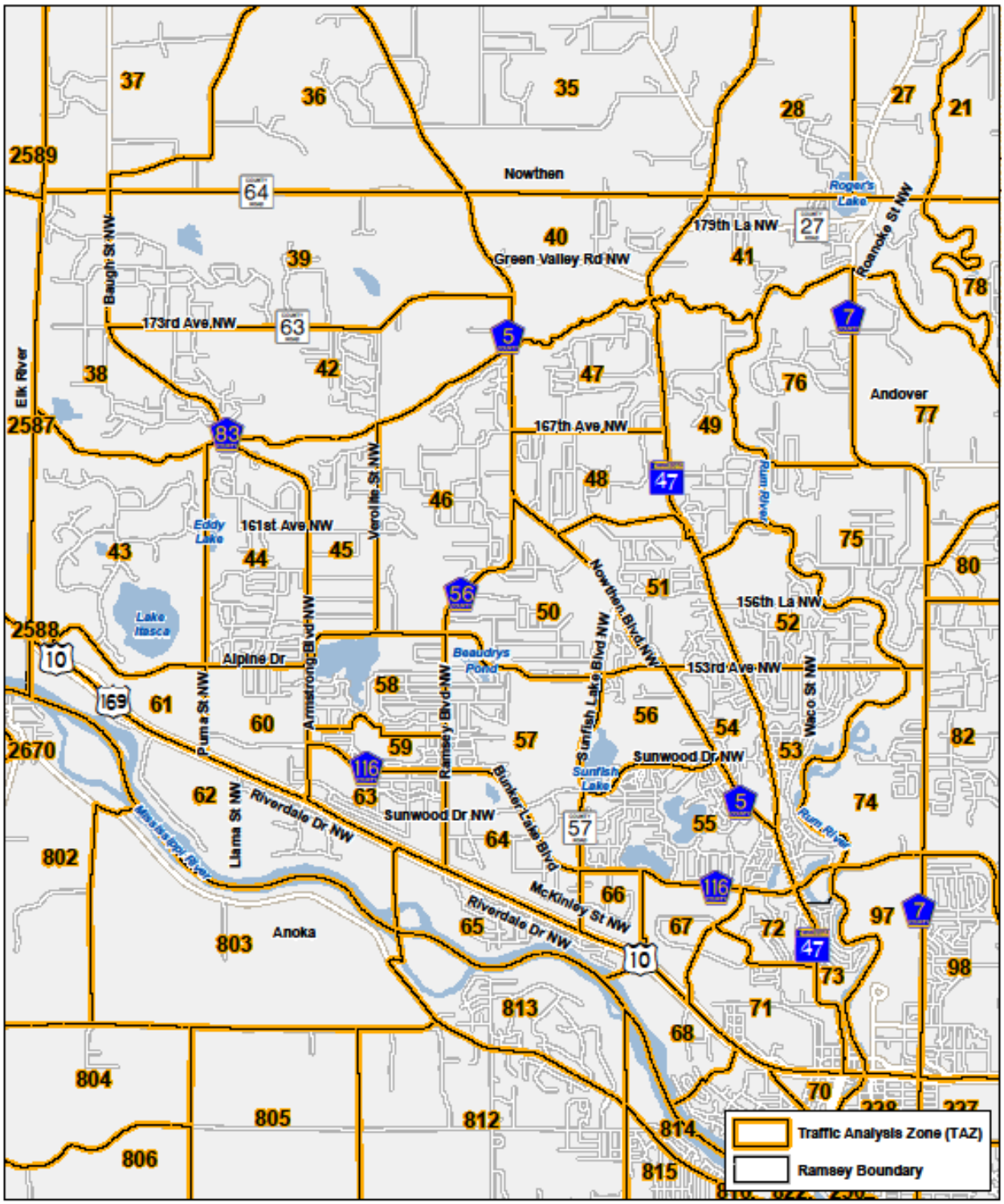


Figure 20: Transportation Analysis Zones

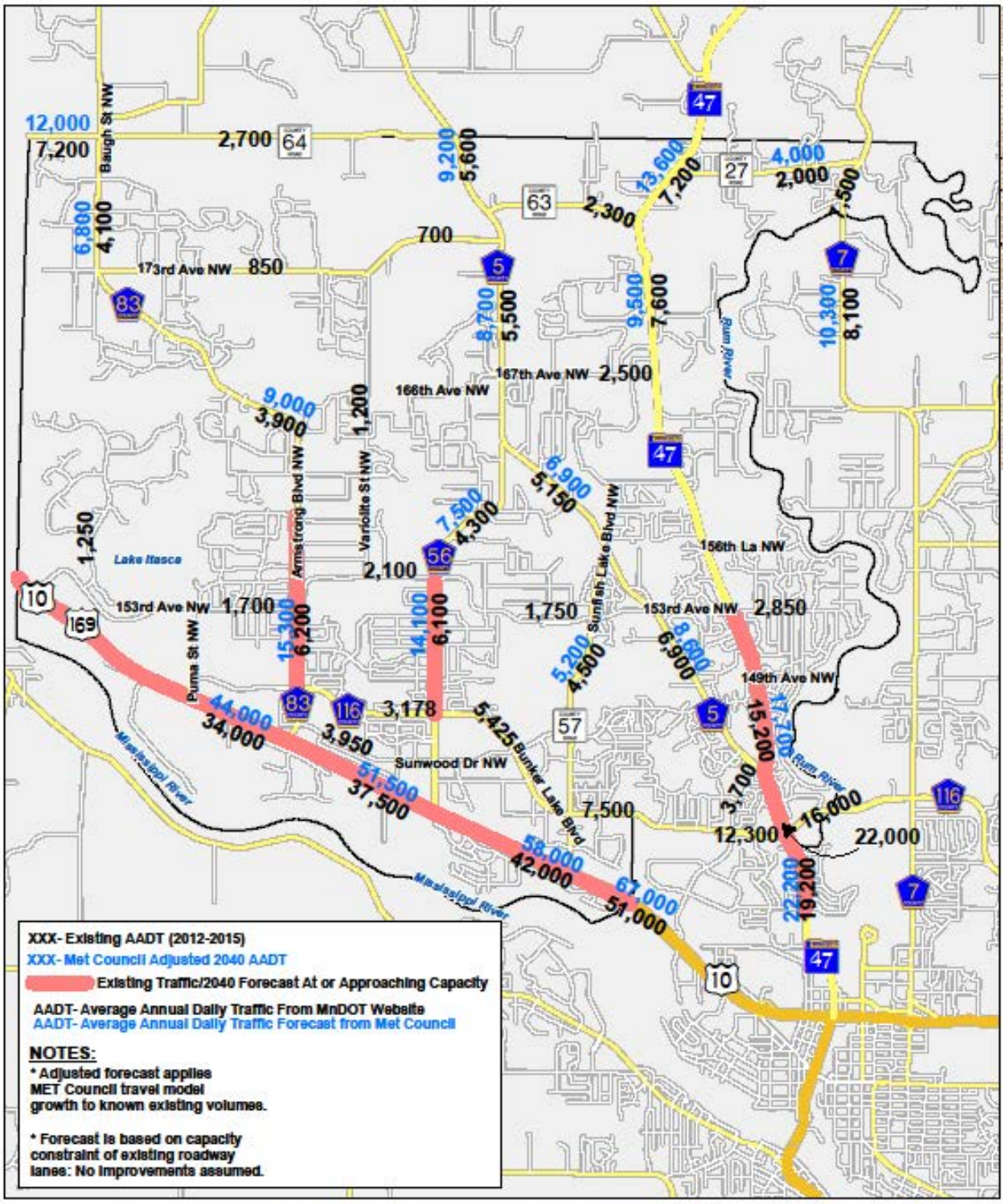


Table 41: Ramsey 2040 Land Use Plan TAZ Growth Allocation

TAZ	POP2010	HH2010	EMP2010	POP2020	HH2020	EMP2020	Change from 2010-2020			POP2030	HH2030	EMP2030	Change from 2020-2030			POP2040	HH2040	EMP2040	Change from 2030-2040		
							EMP	HH	POP				EMP	HH	POP				EMP	HH	POP
38	700	234	6	788	281	11	5	47	88	986	367	11	0	86	198	1145	434	11	0	67	159
39	750	266	20	900	321	10	-10	55	150	1143	426	13	3	105	243	1355	515	16	3	89	212
40	322	102	126	340	121	180	18	19	18	538	197	189	9	76	198	831	309	192	9	112	293
41	531	207	15	607	207	3	76	0	-12	601	209	8	5	2	-6	600	211	12	5	2	-1
42	597	195	16	686	240	50	89	45	34	1918	336	52	2	96	1,232	3161	734	53	2	398	1,243
43	1,052	325	160	1207	421	179	155	96	19	1488	537	220	41	116	281	1558	574	224	41	37	70
44	742	265	23	999	349	53	257	84	30	1290	466	62	9	117	291	1443	532	64	9	66	153
45	456	160	5	675	245	9	219	85	4	788	295	9	0	50	113	847	323	9	0	28	59
46	1,034	358	21	1503	544	31	469	186	10	1729	648	32	1	104	226	1824	696	33	1	48	95
47	647	207	41	637	228	33	-10	21	-8	769	282	35	2	54	132	919	342	36	1	60	150
48	577	198	13	601	215	189	24	17	176	688	253	196	7	38	87	766	285	198	2	32	78
49	665	215	57	642	219	66	-23	4	9	655	228	76	10	9	13	672	237	81	5	9	17
50	1,351	496	19	1496	535	19	145	39	0	1661	612	20	1	77	165	1770	662	20	0	50	109
51	1,864	600	89	1797	644	84	-67	44	-5	1942	719	89	5	75	145	1988	749	90	1	30	46
52	1,038	315	3	923	315	7	-115	0	4	908	318	12	5	3	-15	898	321	20	8	3	-10
53	1,792	577	199	1648	570	195	-144	-7	-4	1611	579	218	23	9	-37	1588	588	233	15	9	-23
54	1,075	358	109	1096	389	174	21	31	65	1080	396	249	75	7	-16	1078	401	310	61	5	-2
55	3,785	1,269	126	3512	1264	148	-273	-5	22	3450	1286	154	6	22	-62	3438	1304	156	2	18	-12
56	489	158	121	436	157	96	-53	-1	-25	427	160	114	18	3	-9	430	165	129	15	5	3
57	715	241	498	683	234	753	-32	-7	255	682	238	779	26	4	-1	694	240	805	26	2	12
58	725	253	1	1016	368	3	291	115	2	1066	400	3	0	32	50	1018	389	3	0	-11	-48
59	522	200	134	866	314	93	344	114	-41	1061	399	101	8	85	195	1215	466	106	8	67	154
60	179	60	51	654	106	467	475	46	416	708	255	643	176	149	54	1290	473	639	176	218	582
61	0	0	12	416	72	31	416	72	19	99	36	44	13	-36	-317	227	86	56	13	50	128
62	313	123	82	500	185	178	187	62	96	1944	576	611	433	391	1,444	3546	809	776	233	233	1,602
63	447	175	426	1364	384	835	917	209	409	2339	617	868	33	233	975	3015	967	982	114	350	676
64	246	81	1,579	228	79	1745	-18	-2	166	226	80	1614	102	1	-2	227	82	1756	142	2	1
65	1,022	375	150	1279	473	324	257	98	174	1552	585	426	112	112	273	1606	606	428	2	21	54
66	0	0	665	1	0	917	1	0	252	1	0	952	35	0	0	1	0	962	10	0	0
73	32	20	13	50	20	17	18	0	4	48	21	18	1	1	-2	49	21	20	2	0	1
2040	23,668	8,033	4,780	27,550	9,500	6,900	3,882	1,467	2,120	33,350	11,500	7,800	5,800	2,000	900	39,150	13,500	8,400	5,800	2,000	600
Land Use Plan																					
Totals																					

2040 Future Roadway Capacity Improvement Needs

To identify the need for potential future capacity improvements, Metropolitan Council 2040 forecasts were compared to planning-level roadway capacities for Principal and A-Minor Arterial Roadways. Planning-level roadway capacities used for this analysis are illustrated in **Table 36** of this chapter. Based on this comparison, most roadways in the city have adequate capacity to accommodate forecasted Metropolitan Council 2040 travel volumes with little to minimal congestion. These roadways are expected to function well through the 2040 planning horizon.

Based on these planning level roadway capacities, portions of TH 47, US 10, Armstrong Boulevard (CSAH 83), and Ramsey Boulevard (CSAH 56) are expected to exceed capacity in 2040. TH 47 is currently a rural two-lane roadway with a planning-level capacity of 10,000–12,000 and a forecasted 2040 volume of 9,500–22,200. US 10 is a four-lane divided roadway with a planning-level capacity of 28,000–32,000 and a forecasted 2040 volume of 44,000–67,000. Armstrong Boulevard (CSAH 83) and Ramsey Boulevard (CSAH 56) each vary between two and four lanes within Ramsey, but each roadway includes a segment where the forecasted 2040 volume would surpass the associated planning-level capacity for a two-lane undivided roadway of 10,000–12,000 (15,300 for Armstrong Boulevard and 14,100 for Ramsey Boulevard). US Highway 10 also has forecasted 2040 volumes that exceed its capacity through Ramsey. Accordingly, motorists will likely experience some congestion along these roadways during the 2040 planning horizon.

Existing and Planned Non-Motorized Transportation Network

This section addresses network needs for walking and bicycling within Ramsey. This section also addresses the needs of people using wheelchairs and assistive mobility devices such as mobility scooters, as they are considered pedestrians.

Enhancing the non-motorized elements of the Ramsey transportation system is a key goal in terms of improving transportation sustainability in the city and in the region. This approach gives residents an alternative to driving, supports transportation options for people who do not have consistent access to a personal vehicle, and encourages healthy activities and lifestyles.

This section includes information on the existing non-motorized transportation network within Ramsey, connections to land use planning, the planned local non-motorized transportation network, and the planned regional non-motorized transportation network. This section also includes recommendations for intersection improvements and design best practices.

Existing Non-Motorized Transportation Network

The non-motorized transportation network in Ramsey is comprised of sidewalks, on-street bicycle lanes/shoulders, local multi-use trail, and regional trail. As shown in **Figure 21**, there is existing sidewalk on many of the streets in the COR and on some residential streets in other areas of the city. There are also approximately 38 miles of city trails, which are largely paved with asphalt and primarily adjacent to roadways, connecting parks, schools, and other destinations within the city.

Additionally, there are two regional multi-use trails located in the City of Ramsey. The Central Anoka Regional Trail is an existing Anoka County regional trail that, when complete, will be 26 miles long, beginning at the Mississippi West Regional Park in Ramsey and ending at the Anoka-Washington County line. The completed portions of the trail within Ramsey are located along Bunker Lake Boulevard and Ramsey Boulevard. A route for the Mississippi River Regional Trail (which is also part of a national bikeway) crosses the southern portion of the city using a combination of on-street and off-street facilities.

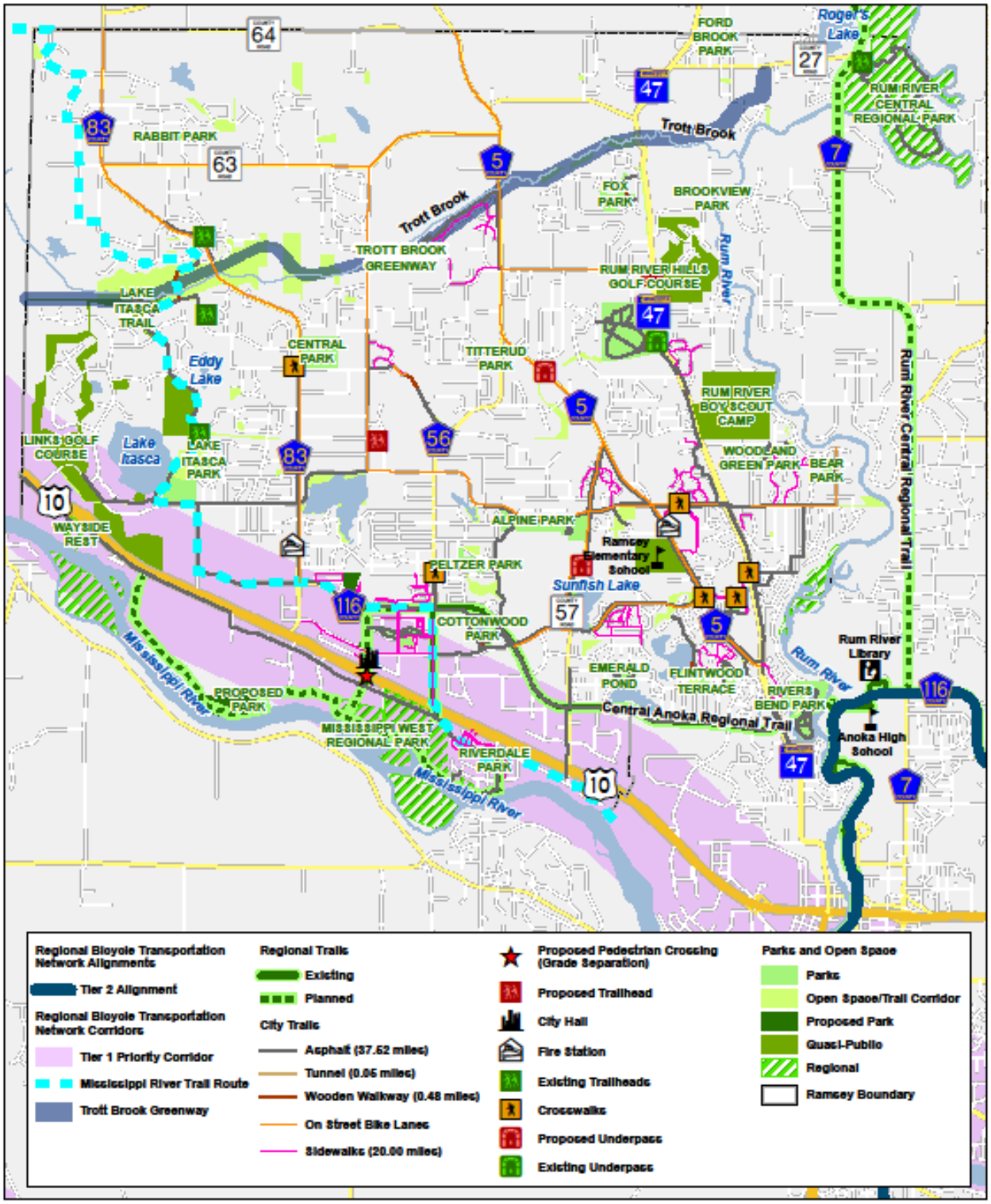
Connections to Land Use Planning

Ramsey has development patterns largely consistent with its designation as an Emerging Suburban Edge community. In many areas of the city, existing residential development is lower in density compared with many urban and suburban areas, reflecting a community that has developed relatively recently. As a result, most commercial land uses are separated from largely single-family residential land uses. This means that people walking and bicycling must cover greater distances to reach commercial areas from their homes. In these areas of the city, development patterns are likely better suited to bicycling than walking for transportation for most trips due to the distance between residential and commercial areas of the city. However, the COR area demonstrates existing and planned land use patterns that are more similar to urban or suburban areas, including transit facilities and a mix of land uses at higher densities, along with a more regular street grid. In this area, development patterns are better-suited to bicycling and walking.

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

city can require pedestrian and bicycle connections in areas where the roadway network does not connect, such as cul-de-sac connector trails that provide shortcuts for people walking and bicycling.

Figure 21: Non-Motorized Transportation Network



Planned Local Non-Motorized Transportation Network

The city's planned local non-motorized transportation network includes sidewalk, paved multi-use trails, and on-street bicycle lanes or shoulders. The existing and proposed network is shown in **Figure 21**. When the network is complete, it will provide safe, convenient linkages between residential areas and commercial, institutional, and recreational areas within the city. This includes filling existing network gaps and adding facilities adjacent to developing areas. The planned network also includes completion of the Trott Brook Trail Corridor, which would generally follow Trott Brook from the city's border with Elk River to Rum River Regional Park. The network will improve options for people to walk and bicycle for transportation within the city, and facilitate regional connections (described in greater detail in the following section).

The planned non-motorized transportation network also includes construction of the planned Mississippi Skyway, a bicycle and pedestrian bridge that would cross US 10, providing a dedicated crossing between the COR and Mississippi West Regional Park for non-motorized users. While the project is being led by the City of Ramsey and is important in providing a local connection between the COR and the Mississippi River area, the Mississippi Skyway would be a key regional connection, likely becoming part of the Central Anoka Regional Trail and providing a key connection to the Mississippi River Regional Trail (MRRT).

Planned Regional Non-Motorized Transportation Network

The Metropolitan Council 2040 TPP encourages the use of bicycles as a mode of transportation and establishes a Regional Bicycle Transportation Network (RBTN) to establish an integrated network of on-street bikeways and off-road trails that complement each other to improve conditions for bicycle transportation at the regional level. The RBTN identifies Tier 1 and Tier 2 alignments where existing regional or other trails exist or where a specific alignment has been identified. The RBTN also identifies Tier 1 and Tier 2 corridors where specific alignments have not yet been defined.

Within Ramsey, the RBTN identifies one Tier 1 RBTN corridor. The corridor follows the alignment of US 10 west–east along the Mississippi River and the southern border of the city. This corridor substantially contains completed or planned off-street segments of the MRRT. In 2017, a segment of the MRRT was constructed within the US 10 right of way between Mississippi West Regional Park and the city's border with Elk River. The county's planned ultimate alignment for MRRT will include a segment closer to the river. The timing for construction of this portion of the MRRT is dependent on the pace of development in the area and available funding. The city proposes the ultimate MRRT alignment as the RBTN alignment.

The Rum River Regional Trail is a planned Anoka County trail that, when completed, would be 20 miles long stretching north to south through the county along the east side of the Rum River. A short segment of this trail is planned to pass through the City of Ramsey along CSAH 7 and connecting to Rum River Central Regional Park in the northeastern portion of the city. Anoka County also plans to complete the Central Anoka Regional Trail through the city, completing existing gaps in the trail. The city and county plan to realign Central Anoka Regional Trail to pass through the COR and over the Mississippi Skyway. This would provide an off-road connection to Mississippi West Regional Park.

The existing and proposed regional network is shown in **Figure 21**.

Roadway Crossing Improvements for Bicycling and Walking

Through public outreach, a number of intersections and other locations throughout the city have been identified for potential improvements based on safety issues for crossing pedestrians and bicyclists. In these locations, potential improvements could be made by adding or improving pavement markings or signals, constructing traffic calming elements, shortening crossing distances, and/or providing pedestrian refuges. In most cases, addition of these features would be evaluated and conducted as opportunities arise. For example, crossing improvements would be considered in concert with adjacent roadway improvements or as development/redevelopment occurs in an area.

Non-Motorized Transportation Design Considerations

Design dimensions for sidewalks are recommended to be five-feet or wider, with a minimum of a four-foot-wide boulevard between the sidewalk and the curb. Increased separation improves pedestrian comfort and provides space for street signs and snow storage.

Design considerations for bicycle facilities are somewhat more complicated due to the hierarchy of facility types. In order of their ability to provide a comfortable bicycling environment from largest improvement to smallest, facilities include: off-street facilities, protected bikeways, buffered bicycle lanes, conventional bicycle lanes, bicycle boulevards, and wide paved shoulders. **Figure 8** shows examples of these facility types.

Multi-use trails are recommended to be a minimum of eight-feet wide. Regional trails are recommended to be a minimum of ten-feet wide due to higher use and the design requirements to comply with federal funding. Trails must have a two-foot wide clear zone on either side to reduce hazards for bicyclists and provide a recovery zone if a bicyclist leaves the edge of the trail. The clear zone can be paved or turf surface. No signs, furnishings, trees, or other obstructions can be in the clear zone.

Paved shoulders should be a minimum of four-feet wide if intended for bicycle and pedestrian use. Four-foot wide shoulders are adequate on streets with traffic volumes below 1,000 vehicles per day. Six- to eight-foot shoulders are recommended when traffic volumes exceed 1,000 vehicles per day. A wider shoulder improves pedestrian and bicyclist safety and comfort when vehicle traffic speeds and volumes are higher.

As non-motorized facilities are planned and designed, the city should consult additional planning and design resources, including:

- Minnesota's Best Practices for Pedestrian/Bicycle Safety, MnDOT
- Bikeway Facility Design Manual, MnDOT
- Minnesota Manual on Uniform Traffic Control Devices, MnDOT
- NACTO Urban Bikeway Design Guide, Second Edition, National Association of City Transportation Officials
- Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, American Association of State Highway and Transportation Officials
- Complete Streets Implementation Resource Guide for Minnesota Local Agencies, MnDOT
- Public Rights of Way Accessibility Guidelines (PROWAG), US Access Board

A Complete Streets approach to planning and implementing non-motorized facilities, as described in the MnDOT Complete Streets Implementation Resource Guide, can provide a helpful framework for creating a community-supported, safe, comfortable, and convenient transportation network that serves all modes. A Complete Streets policy or process is intended to provide design guidance and implementation clarity, allowing the community and project designers to advance individual projects in a collaborative and cost-efficient manner.

Accessibility is a very important consideration for non-motorized design. All new pedestrian and bicycle facilities must meet the ADA accessibility guidelines established in PROWAG. The guidelines in PROWAG address the design needs of people with physical and/or visual impairments. Accessibility will become increasingly important over the next 20 years due to demographic changes. Baby boomers are aging and the population over age 65 is increasing. People over 65 are more likely to have physical and/or visual impairments that affect their ability to get around.

Off-street Facility
Source: www.pedbikeimages.org / Laura Sandt

Conventional Bicycle Lane
Source: www.pedbikeimages.org / Jennifer Compos

Protected Bikeway
Source: NACTO Urban Bikeway Design Guide

Bicycle Boulevard
Source: NACTO Urban Bikeway Design Guide

Buffered Bicycle Lane
Source: www.pedbikeimages.org / Lyubov Zuyeva

Wide Paved Shoulder
Source: www.pedbikeimages.org / Laura Sandt

Freight

Freight transportation in Ramsey is primarily served by one rail line and arterial roadways. **Figure 22** shows the city's freight system and potential freight generators. A Burlington Northern Santa Fe (BNSF) rail line passes through the southern portion of the city, adjacent to TH 10.

There are no large freight traffic generators or intermodal facilities within the city. Most truck and rail traffic are passing through Ramsey on trips to, from, and through the Twin Cities. Freight traffic generators within Ramsey are located along the BNSF rail line and TH 10. Freight generators include concentrations of industrial and commercial land uses along the TH 10 corridor.

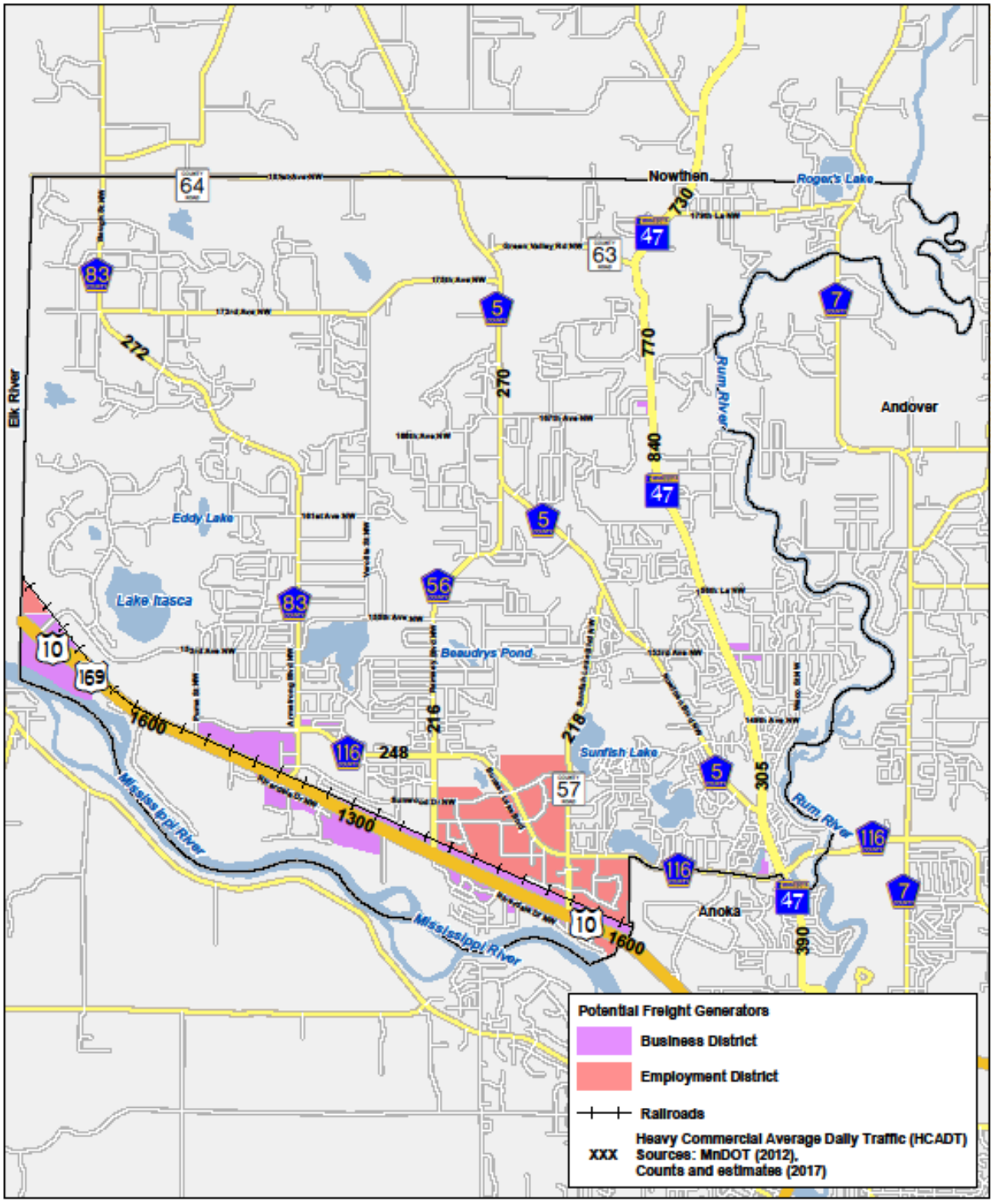
Figure 22 also shows Heavy Commercial Average Annual Daily Traffic (HCAADT) within the City of Ramsey. TH 10 carries the greatest number of heavy commercial vehicles (1,600 vehicles per day). TH 47 also carries a substantial amount of heavy commercial traffic within the city. The 2017 Regional Truck Highway Corridor study identifies TH 10 as a Tier 2 Corridor on the regional freight network.

The BNSF rail line carries 40–80 trains per day through Ramsey, depending on market conditions, which includes 12 Northstar Commuter Rail trains and 2 Amtrak trains. The Metropolitan Council 2040 TPP notes that freight rail traffic has increased substantially since 2010. Throughout the region, freight rail traffic is expected to increase, especially as the regional population continues to grow.

With the recent construction of a grade separation at Armstrong Boulevard, there are three remaining locations in the city where the BNSF rail line crosses public roadways at grade: Alpine Drive, Ramsey Boulevard, and Sunfish Lake Boulevard. Each of these crossings is controlled by flashing lights and gates. The Ramsey Boulevard crossing includes sidewalk and the Sunfish Lake Boulevard crossing includes multi-use trail.

The Metropolitan Council 2040 TPP acknowledges several freight challenges that impact the city and the region. As mentioned above, freight traffic is expected to increase and place pressure on the region's highway and rail systems. East-west traffic on the BNSF lines has increased in recent years in part due to growth in the Bakken oil fields of North Dakota and Montana. Safety is also an increasing concern, particularly rail safety as related to Bakken crude oil being transported through the region on the BNSF lines. The volume of rail traffic has therefore raised concerns about compatibility between freight traffic and adjacent land uses. While land use adjacent to the city's primary freight routes is generally compatible with these uses (industrial, commercial, etc.), there are several areas of existing and planned multi-family residential housing or mixed use that lie adjacent to the rail lines, particularly in the COR area.

Figure 22: Freight Facilities and HCADT



Transit

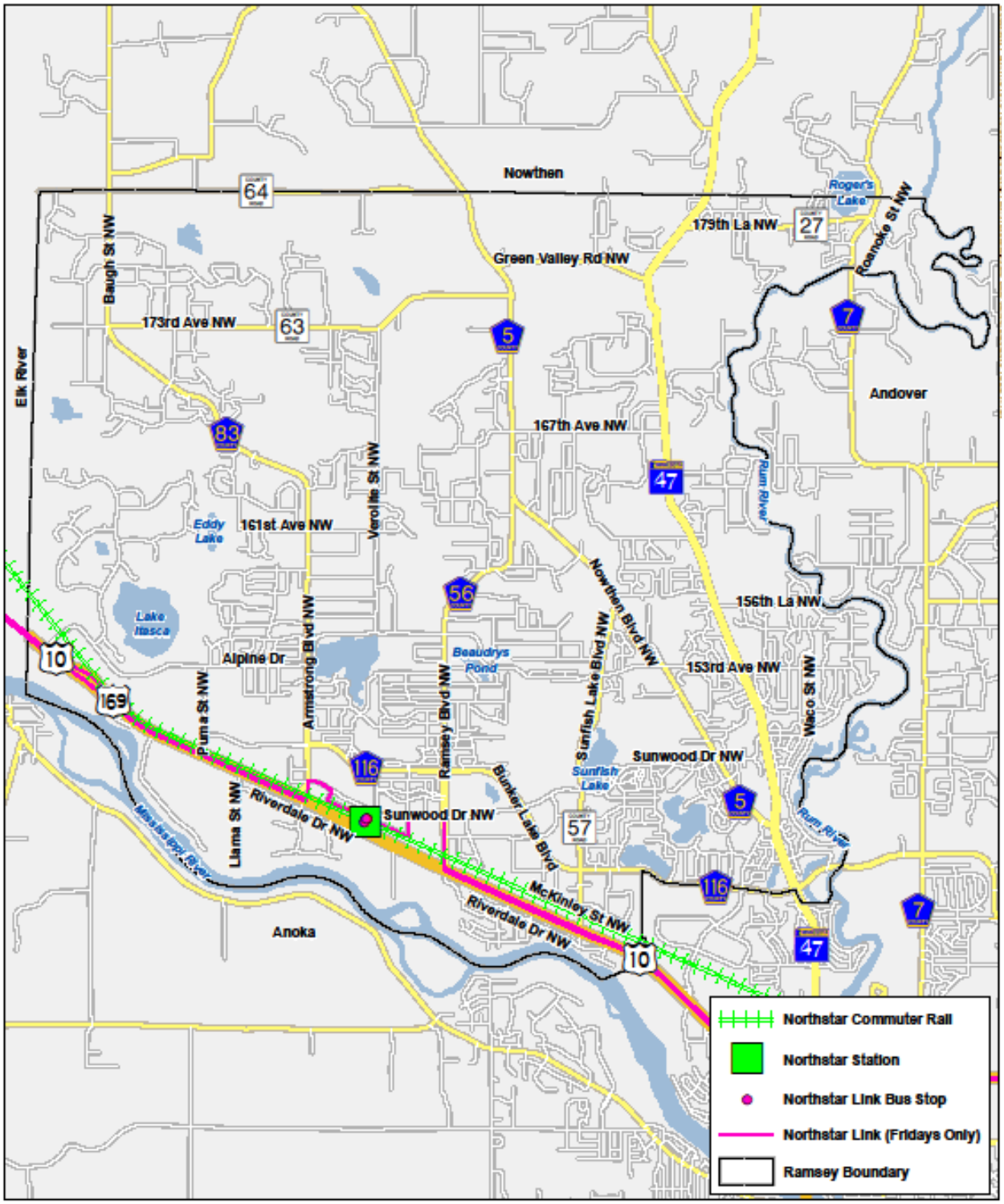
Ramsey is located within the Transit Capital Levy District as shown in the Metropolitan Council 2040 TPP. The TPP further classifies the metropolitan area into transit markets based on demographic and urban design factors. Ramsey is located in Market Area IV. Market Area IV generally supports public dial-a-ride services and can support peak-period express bus services if a sufficient concentration of commuters likely to use transit service is located along a corridor. However, with the presence of the Northstar transitway, Ramsey has a unique level of transit service for a city in Market Area IV.

The Northstar transitway is a commuter rail line that runs six daily round trips between Big Lake and downtown Minneapolis, with stations in Elk River, Ramsey, Anoka, Coon Rapids, and Fridley. It uses the BNSF rail corridor, and the Ramsey station is located within the COR area, supporting transit-oriented development and providing an alternative for Ramsey residents commuting to Minneapolis. The station includes a park-and-ride lot with 350 free parking spaces as well as ticket machines, seating, and covered and enclosed waiting areas. The Northstar Link also provides commuter bus service to Ramsey on Fridays. Transit facilities in Ramsey are shown on **Figure 23**.

In addition to the fixed-route transit options, the city is also served by Anoka County Transit Link, a dial-a-ride service for the general public. Transit Link provides connections to destinations within Anoka County. Transit Link also connects to regular route transit for trips within the metro area, including outside of Anoka. Ramsey residents also have opportunities to participate in the Metro Vanpool program. This program provides financial assistance for vanpools to serve areas with limited regular-route transit service.

The TPP's transit investment plan does not show any additional regional transitway investments planned for Ramsey in the current revenue scenario. The city is interested in exploring the feasibility of future bus service between Ramsey Station and Anoka Technical College. Following additional growth in the COR, demand may be sufficient in the future to provide this service. There is also interest in partnering with Anoka Commuter Solutions in the future to provide circulator-type service between the city and Anoka and Coon Rapids, connecting the Northstar station and the COR with employment areas in neighboring communities.

Figure 23: Transit Facilities



Aviation

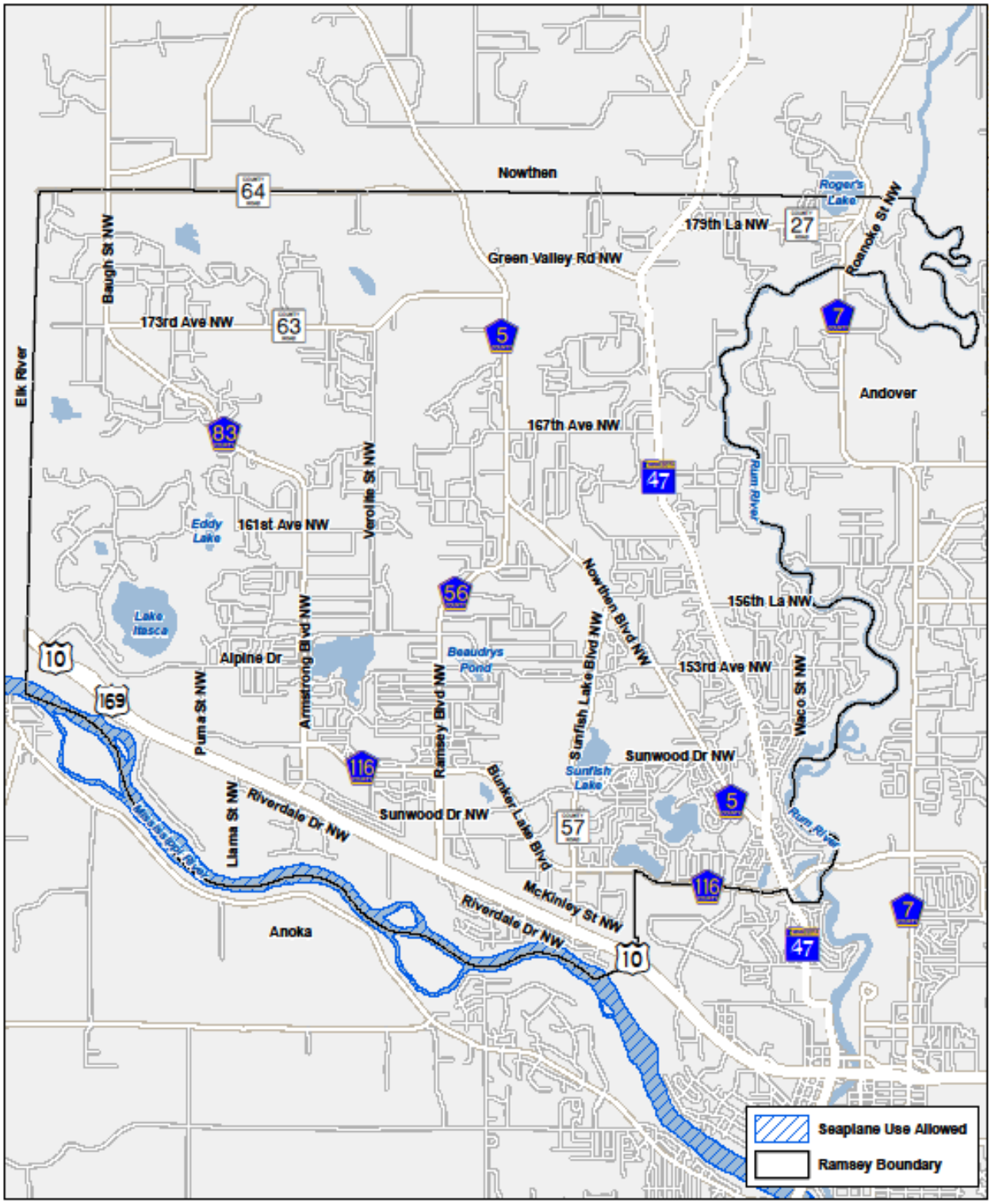
There are currently no existing or planned aviation facilities within Ramsey. However, the city is responsible for airspace protection in order to reduce hazards to air travel within the region. The closest airport is the Anoka County-Blaine Airport, approximately 10 miles southeast of Ramsey.

Due to the distance to the nearest airport, there are no radio beacons or other air navigation aids located in off-airport locations in Ramsey. The city is not within an area of influence, and is therefore not subject to associated land use restrictions.

Any person or organization who intends to sponsor the construction or alteration of a structure affecting navigable airspace as defined in Federal Regulation Title 14; Part 77 needs to inform the Federal Aviation Agency (FAA) of the project. This notification is accomplished through the completion and submittal to FAA of Form 7460-1, Notice of Proposed Construction or Alteration. In Ramsey, this requirement applies to any construction or alteration exceeding 200 feet above ground level. The city's zoning code also requires the zoning administrator to provide notification to MnDOT when an applicant proposes construction or alteration of a structure that would exceed 200 feet.

There are currently no heliports in Ramsey or any known plans to construct one. As shown on **Figure 24**, the Mississippi River within the city is identified by MnDOT as an authorized landing site for seaplanes.

Figure 24: Surface Waters Allowed for Seaplane Use



Transportation Strategies and Actions

This Plan, and the city's actions over the next 20 years, will be guided by the following transportation goals, objectives, and strategies.

Strategies and Actions

Table 42 below displays the goals and of the Ramsey Transportation Plan. These goals represent the city's overall vision for transportation over the next 20 years. The strategies listed in the following section provide guidance that the city can use to reach the transportation objectives.

Table 42: Transportation Plan Goals and Objectives

Strategies	Actions
1. Facilitate efficient movement of people within and through the city	1.1. Improve local roadway system connectivity to county roadways and state highways.
	1.2. Provide safe and efficient routes for emergency and public safety vehicles.
	1.3. Provide adequate capacity to relieve congestion.
	1.4. Encourage sound access management.
	1.5. Preserve necessary rights-of-way for the 20-year planning horizon and beyond.
2. Facilitate efficient movements of goods within and through the city	2.1. Maintain a safe and effective network of roadways for freight movement.
	2.2. Coordinate with MnDOT and Anoka County to proactively address freight safety.
3. Provide a transportation system that is integrated with land use and development	3.1. Coordinate transportation system investments with the City of Ramsey Land Use Plan.
	3.2. Connect land use districts and provide safe access to major activity areas.
	3.3. Design, construct, and maintain roadways that fit the character of the adjacent land use (rural vs. urban development areas).
	3.4. Require private residential streets be designed to city standards.
4. Improve transportation safety for all users and modes of transportation	4.1. Implement safety improvements to address high crash locations.
	4.2. Proactively address bicycle and pedestrian safety concerns along roadways and at crossings.

	4.3. Bring sidewalks, trails, and intersections into compliance with ADA.
	4.4. Support traffic calming and design to minimize speed on minor city collectors and local roadways.
5. Develop a safe and convenient multimodal transportation system	5.1. Invest in multi-modal transportation solutions including bicycle and pedestrian infrastructure.
	5.2 Consider a "complete streets" approach to designing and constructing roadways in high pedestrian and bicycle traffic corridors.
	5.2. Preserve adequate right of way for sidewalk and trail construction.
6. Conserve and enhance environmental resources	6.1. Support investments in bicycle, pedestrian, and transit infrastructure to reduce environmental impacts of transportation.
	6.2. Manage storm water effectively and minimize the construction of new impervious surfaces.
	6.3. Support native plant landscapes along roadways.
	6.4. Design new roadways to preserve natural features.
7. Maintain the Existing Transportation System	7.1. Regularly assess transportation maintenance needs and include roadway, trail pavement, and other transportation infrastructure maintenance in the City of Ramsey Capital Improvement Program.

Multimodal Strategies

The multimodal strategies listed in this section are specific, actionable steps that the city can take in support of the goals of this Plan. These strategies are based upon existing and future transportation needs as described in detail in the previous sections of this Plan.

Each strategy is tied to one or multiple goals; however, not all goals are associated with a specific strategy. In these cases, the city's goals apply across individual projects, and the city will identify opportunities to achieve them throughout its existing project and policy development processes. **Table 43** on the following pages describes each strategy, notes which goal(s) is/are related to each strategy, and identifies the lead agency for the strategy. **Figures 25–27** following the tables illustrate the location-specific strategies geographically.

Table 43: Transportation Implementation Strategies

Location	Type of Improvement	Action	Lead Agency(ies)
CR 63/TH 47/179th Avenue NW (CR 27 from CSAH 83 to Roanoke Street NW	Corridor Study	Conduct a multimodal safety/operations corridor study to evaluate potential elimination of intersection jog at Green Valley Road NW/County Road 5/175th Avenue NW. Also evaluate overall safety operations along entire corridor to evaluate speed, shoulder adequacy, signing, bicycling and pedestrian safety, traffic enforcement etc.	Anoka County/ City of Ramsey
East/West Collector between CR 63 (Green Valley Road) and Bunker Lake Boulevard (CSAH 116)	Corridor Study	Conduct a multimodal corridor feasibility study to evaluate purpose and need and potential alignment alternatives for a new east/west collector roadway connecting Armstrong Boulevard (CSAH 83) to TH 47.	City of Ramsey
Mississippi River Crossing	River Crossing Study	Conduct a feasibility study to evaluate purpose and need and potential alignment alternatives for a new Mississippi River crossing connecting the City of Ramsey to the City of Dayton	City of Ramsey/ City of Dayton/ Anoka County/ Hennepin County
Bunker Lake Boulevard (CSAH 116) and Puma Street NW from Alpine Drive to CSAH 7	Corridor Study	Conduct a multimodal corridor study to evaluate safety, operations, and capacity deficiencies. As part of this study, the segment between Ramsey Boulevard (CSAH 56) and Sunfish Lake Boulevard (CSAH 57) should specifically be considered for a four-lane divided expansion and signals at Sunwood Drive NW	Anoka County/ City of Ramsey
Armstrong Boulevard (CSAH 83) from Sunwood Drive to 161st Avenue NW	Corridor Study	Conduct a multimodal corridor study to evaluate safety, operations, and capacity deficiencies. As part of this study, a four-way stop, or other intersection control options should be considered at Alpine Drive and updates/enhancements to the pedestrian crossing and associated signage will be considered at 161st Avenue NW.	Anoka County/ City of Ramsey

TH 47 from north city limits to south city limits	Corridor Study	Conduct a multimodal corridor study to evaluate safety, operations, and capacity deficiencies.	MnDOT/ City of Ramsey
TH 10/Ramsey Boulevard (CSAH 56)	Interchange and Railroad Grade Separation	Construct full access grade-separated interchange including railroad grade separation of BNSF mainline railroad per Highway 10 Access Planning Study Report (September 2014) and Metropolitan Council Principal Arteria Intersection Conversion Study (January 2017) – "low priority" in Metropolitan Council Study	MnDOT/ City of Ramsey/ Anoka County
TH 10/ Sunfish Lake Boulevard (CSAH 57)	Interchange and Railroad Grade Separation	Construct full access grade-separated interchange including railroad grade separation of BNSF mainline railroad per Highway 10 Access Planning Study Report (September 2014) and Metropolitan Council Principal Arterial Intersection Conversion Study (January 2017) – "high priority" in Metropolitan Council Study	MnDOT/ City of Ramsey/ Anoka County
TH 10	Frontage Roads	Construct north and south frontage roads through the City of Ramsey consistent with the Highway 10 Access Planning Study Report (September 2014)	City of Ramsey/ MnDOT/ Anoka County
Alpine Drive and Armstrong Boulevard (CSAH 83)	Intersection Control	Explore need for intersection control and/or geometric improvements	City of Ramsey
Sunfish Lake Blvd/157th Lane and Nowthen Boulevard	Safety/ Operations	Evaluate intersection for potential left-turn lane or other geometric improvements	City of Ramsey
Bunker Lake Boulevard (CSAH 116)	Freight – Intelligent Transportation Systems (ITS)	Evaluate feasibility of installing advanced warning system to notify drivers of approaching trains along BNSF mainline to allow drivers time to consider alternate routes	Anoka County/City of Ramsey

TH 10/Tungsten Street NW	Freight – Truck Ingress and Egress	Coordinate with MnDOT to explore solution to truck ingress/egress	City of Ramsey/MnDOT
Ramsey Northstar Station	Transit Improvement	Consider long-term improvement of circulator shuttle bus service by Anoka Commute Solutions between Anoka businesses and the Ramsey Northstar Station	Anoka County/ Metro Transit
Ramsey Northstar Station	Transit Improvement	Consider long-term improvement of adding shuttle bus service between Anoka Technical College and the Ramsey Northstar Station	Anoka County/ Metro Transit
COR Area	Transit-Oriented Development	Continue to implement urban design and land use policies (including the Design Framework for the COR) supportive of transit use within the COR area, including compacted, mixed use development patterns and convenient multimodal connections to Ramsey Northstar Station	City of Ramsey
TH 10/Ramsey Northstar Station	Bicycle and Pedestrian Bridge	Construct Trunk Highway 10 pedestrian bridge extension of existing Ramsey Northstar Station pedestrian bridge between Ramsey Boulevard (CSAH 56) and Armstrong Boulevard (CSAH 83) consistent with the Mississippi Skyway Preliminary Engineering Report (December 2014)	City of Ramsey/MnDOT
Rum River Regional Trail Corridor	Bicycle and Pedestrian Improvements	Construct trail between Ramsey–Anoka border and Ramsey–Oak Grove border as opportunities arise	Anoka County
Mississippi River Regional Trail Corridor	Bicycle and Pedestrian Improvements	Construct final trail alignment along river as opportunities arise. Designate as Tier 1 RBTN alignment.	Anoka County/ City of Ramsey
Central Anoka Regional Trail Corridor	Bicycle and Pedestrian Improvements	Realign regional trail along Bunker Lake Blvd. and E. Town Center Dr. through COR and over Mississippi Skyway to Mississippi West Regional Park	Anoka County

Various Locations	Bicycle and Pedestrian Improvements	Sidewalks shall be installed with any street reconstruction project occurring within the City's urban service area	City of Ramsey
Various Locations	Bicycle and Pedestrian Improvements	Continue to proactively pursue opportunities to make off-road multiuse trails and on-road bicycle lane and wide shoulder network connections to existing trails, schools, parks, commercial nodes, and residential areas	City of Ramsey
Various Locations	Bicycle and Pedestrian Safety	Evaluate intersections for potential safety improvements such as intersection controls, crosswalks, etc.	City of Ramsey
Various locations	Bicycle and Pedestrian Maintenance	Continue to monitor and maintain bicycle and pedestrian facilities to provide safe and convenient conditions for users	City of Ramsey/ Anoka County

Figure 25: Roadway and Freight Strategies

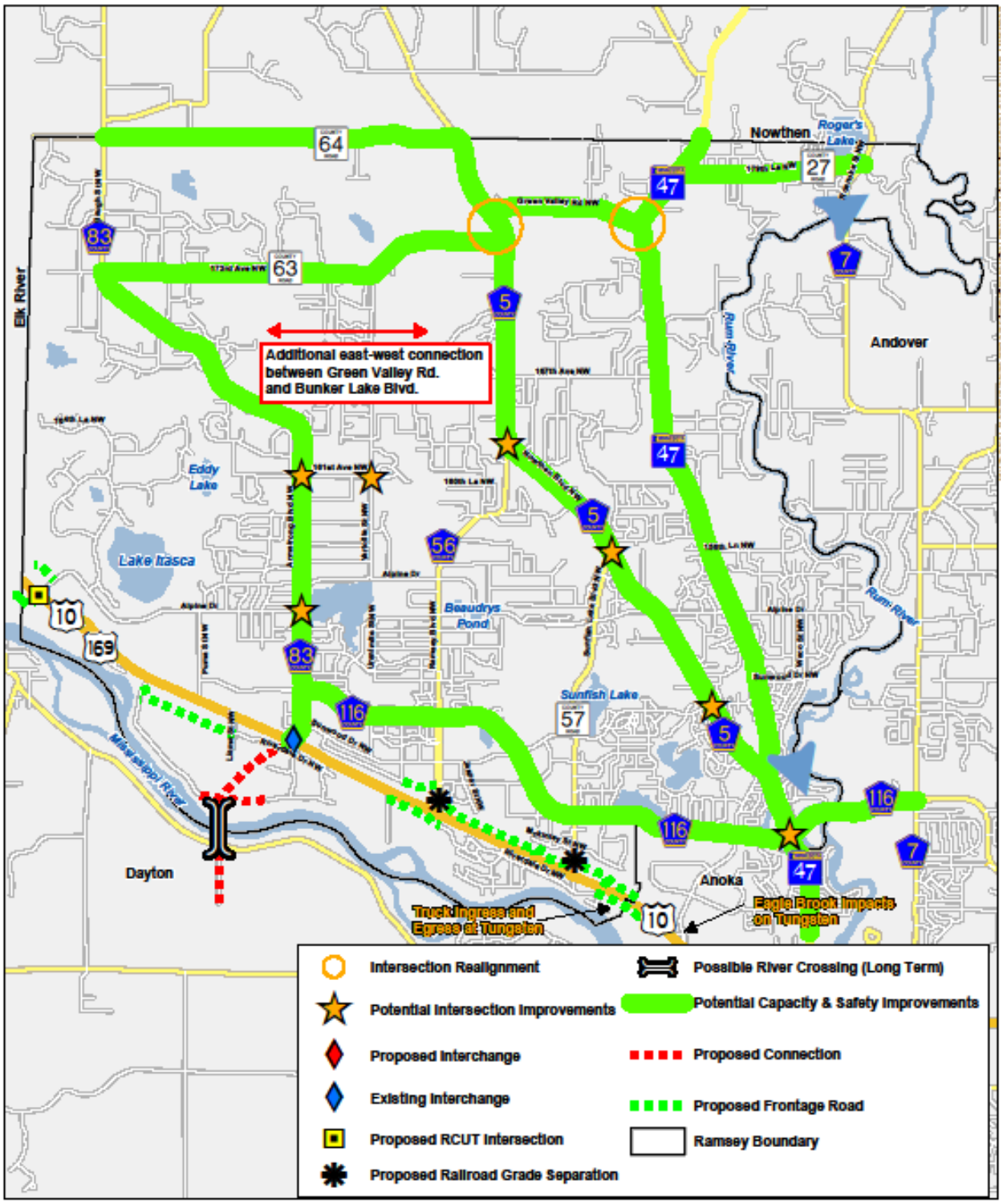


Figure 26: Proposed Non-Motorized and Transit Strategies

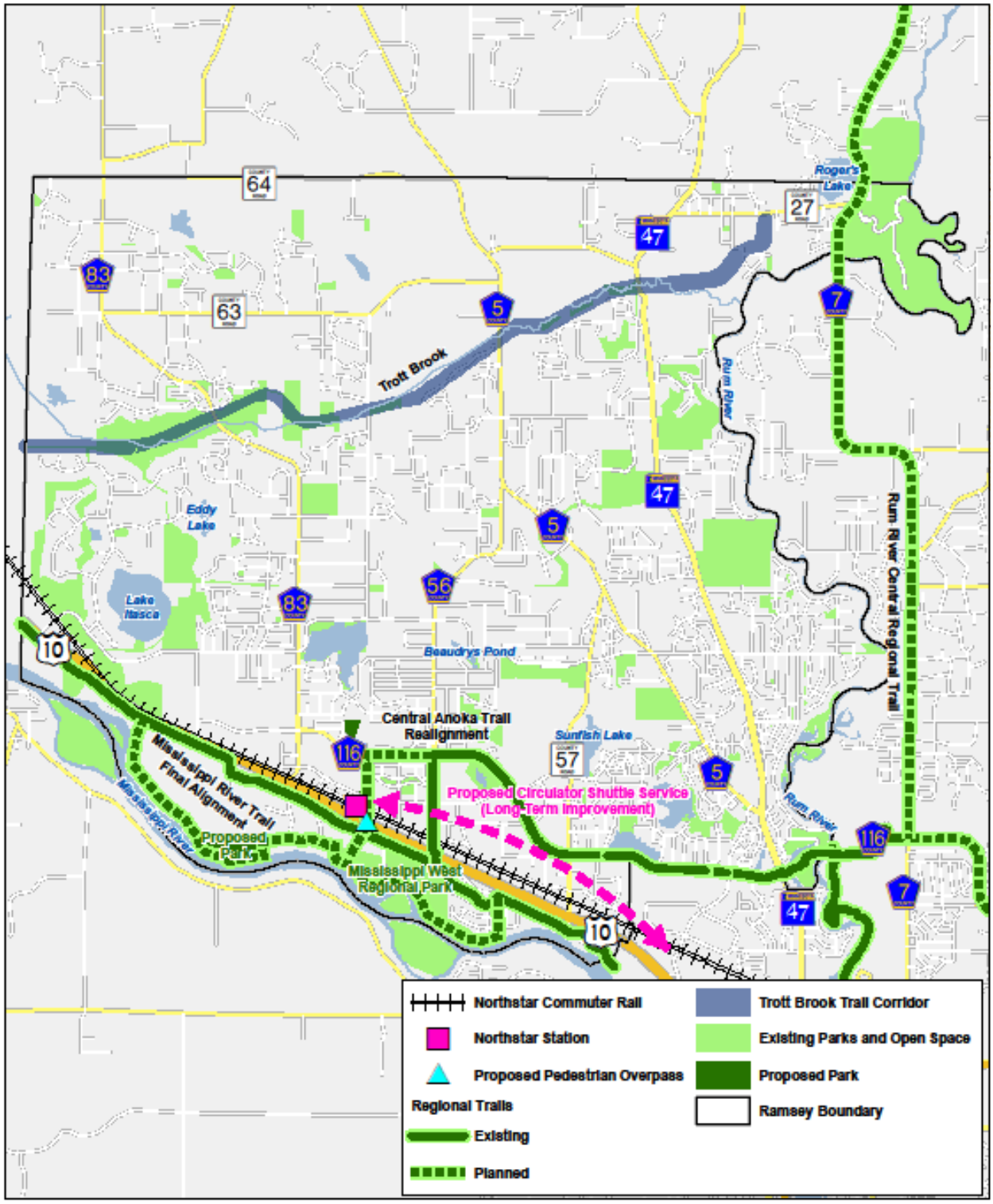
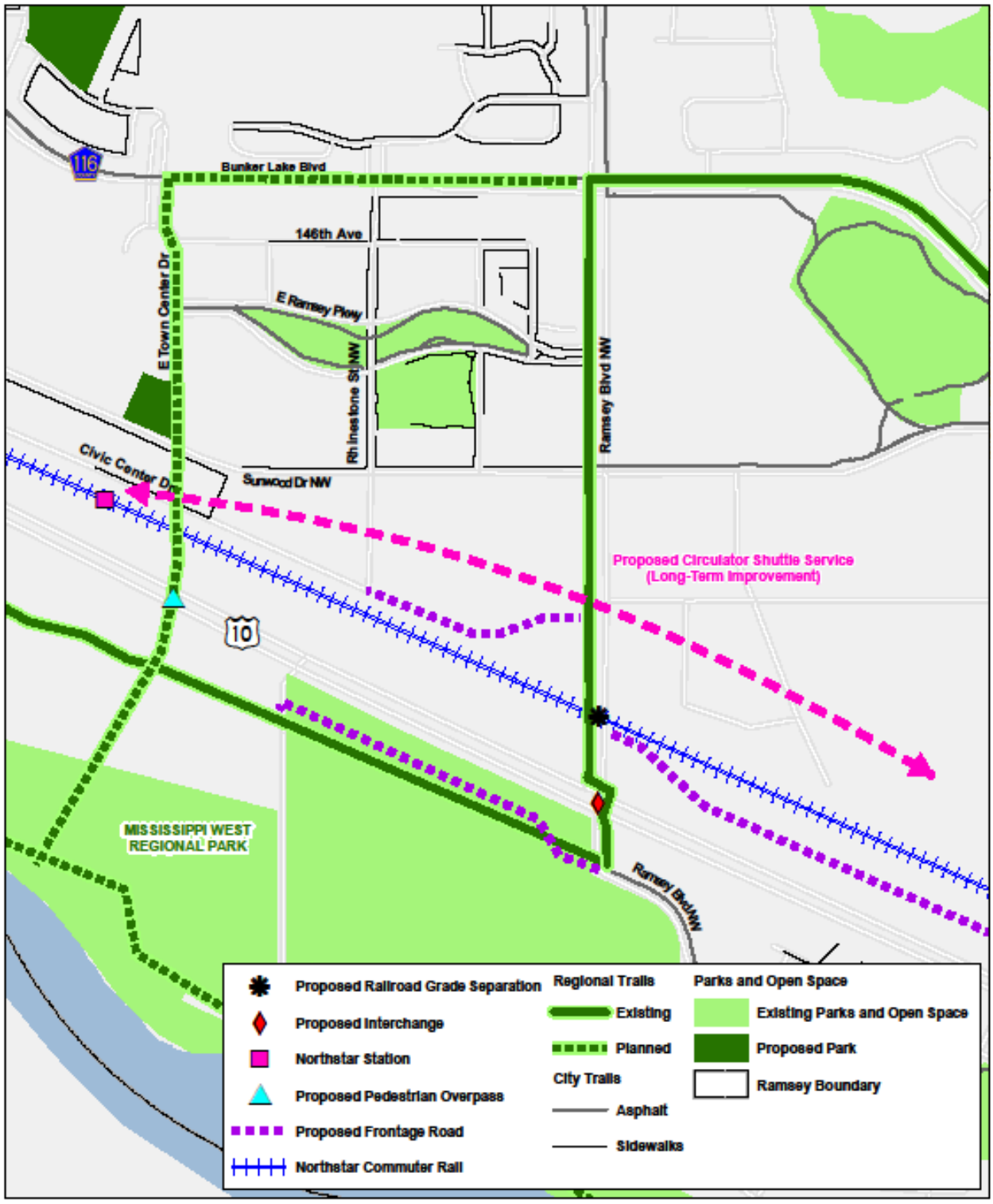


Figure 27: Proposed COR Area Multimodal Strategies



Proposed Short and Long Range Roadway Projects

The sections below identify proposed short and long range roadway projects identified in the city's CIP and based on the proposed land use and redevelopment activities described in previous sections of this Plan. This section does not include information on proposed projects from the Metropolitan Council 2040 TPP, as the TPP does not include any planned improvements to principal arterials in Ramsey (aside from the completed interchange at TH 10 and Armstrong Boulevard (CSAH 83). No additional interchanges, MnPASS lanes, dedicated busways, or bus-only shoulders are proposed in the Current Revenue Scenario of the 2040 TPP.

Proposed Projects from CIPs

The city's CIP identifies a number of roadway projects. These projects are primarily reconstruction and overlay projects intended to improve and maintain the roadway surface. However, there are also several projects that will extend or expand the operational capacity of the roadway network within the COR area, including improvements along Zeolite Street and Bunker Lake Boulevard. A number of projects identified in the Highway 10 Access Planning Study are also included in the CIP, including extension of Riverdale Drive, construction of a BNSF railroad underpass on Ramsey Boulevard, construction of north and south frontage roads along TH 10. Other road improvement projects included in the CIP include projects for striping, lighting, and landscaping.

There are also a number of non-motorized transportation projects identified in the city's CIP. These include completion of the off-road Mississippi River Regional Trail within the city, construction of a trail connection to McKinley Street in the City of Anoka, a number of other high-priority trail connections, and a pedestrian underpass at Alpine Drive.

Proposed Projects based on Land Use and Development

Transportation needs in the city will shift as development occurs. Narrow rural roadways may no longer be suitable in certain areas. Additionally, there may be areas where development occurs and requires new connecting roadways to ensure that roadways and intersections can accommodate additional traffic volumes. Similarly, areas with new development may require non-motorized transportation facilities to provide safe access to the transportation system for pedestrians and bicyclists. Consideration of roadway modifications, intersection traffic control improvements, and non-motorized facilities will continue as individual proposals for development move forward.

Public Comments

The city held a workshop to gather public input on the transportation plan. At this workshop, members of the public identified issues and opportunities related to transportation as well was parks, trails, and recreation. A wide range of topics was raised, including roadway speeds, pedestrian safety, congestion, enforcement of speeding/stop signs, general support for trails, support for an additional river crossing, and a request for a new east/west road connection in the community. These comments were compiled and used to inform the strategies identified in **Table 43**.

Conclusion and Next Steps

The purpose of this Transportation Plan is to set a multimodal transportation vision for the City of Ramsey through the year 2040. Goals and specific strategies have been identified collaboratively by the city, Anoka County, MnDOT, and members of the public within the framework of Metropolitan Council requirements. The vision and associated strategies outlined in this Plan were established by considering existing and forecasted conditions, City of Ramsey priorities, regional travel patterns and a variety of other factors.

As the owners of the transportation network in Ramsey (i.e. City of Ramsey, Anoka County, MnDOT, Metro Transit, and the BNSF railway) advance their respective Capital Improvement Programs (CIPs), this Plan is intended to serve as an important resource and reference in establishing priorities and advancing transportation projects for implementation. Advancing these projects from a planning to implementation phase will require collaborative discussions among facility owners, adjacent communities, the Metropolitan Council, residents and others to conduct traffic studies, finalize designs, preserve rights-of-way, obtain environmental clearances and leverage necessary financial resources.

Chapter 04: Housing Plan

Housing Plan Background

Through the City of Ramsey's Open Houses, Workshops, and updates to the Planning Commission and City Council regarding the 2040 Comprehensive Plan Update, as well as working directly with the Housing Committee, the City of Ramsey has created the following vision statement:

"We envision a community with a variety of housing options, with options for residents of all socioeconomic statuses, races, income levels, preferences, and ages. We envision a community where residents can age in place, but also one where young families want to live. Our community provides homes with rural character, homes for those who prefer a more urban environment, and amenities for homeowners and renters."

Housing Goals and Strategies

The following represents goals and strategies for the housing plan which are consistent with the five key goals of the Comprehensive Plan, as set by the City Council. Subsequent chapters will include their objectives, policies and actions related to these goals. Specific policies and actions for the housing plan goals and strategies appear at the end of this chapter.

A Balance of Rural Character and Urban Growth

- Rehabilitate and improve housing stock to preserve rural character and enhance existing neighborhoods
- Provide sufficient housing options for all types of residents; provide lifecycle housing options
- Promote development that preserves the natural environment and respects residential health
- Support affordable housing development
- Increase community knowledge of affordable housing

A Connected Community

- Ensure that discrimination does not occur against persons seeking housing in Ramsey based on age, religion, race, ethnic origin, sexual preference, gender, status with regard to public assistance, marital or familial status, or disability
- Ensure that individuals of similar income levels have equal access to Minnesota Housing programs, regardless of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, disability, familial status, gender identity, or sexual orientation

An Active Community

- Plan for multi-family and senior residential developments near transit, bicycle routes, trails, sidewalks, etc. in order to reduce building footprints, energy consumption, and reliance on automobiles
- Ensure new development projects support an active lifestyle

Smart, Citizen-Focused Government

- Expand community engagement efforts to create lasting relationships and educated residents

- Employ innovative engagement strategies to keep residents informed

Financial Stability

- Create low-cost solutions to improve housing stock
- Support county-wide, regional, state-wide, and national funding sources for new development projects

2030 Housing Plan Accomplishments

The last plan was adopted in 2010. While a number of factors changed since the last plan was adopted, the City can celebrate a number of successes as it relates to our housing plan vision. Subsequent chapters of the 2040 Comprehensive Plan will celebrate their own successes.

- Exceeded the 2030 goal of renters within the City of Ramsey
- Provided an increased variety of housing options including difference lot sizes maintenance levels and affordability
- Increased the overall number of available housing units
- Developed strong, positive relationships with developers
- Increased customer service and efficiency in the development process
- Established a right-sized Rental License Program

Housing Definitions

Affordable Housing:

In general, housing for which occupants are paying no more than 30 percent of their income for gross housing costs, including utilities. This type of housing can be an apartment, single family home, townhome, duplex, etc. This type of housing does not need to be subsidized by the government, but instead is only based on monthly housing costs as related to the area median income.

Multifamily Housing:

Also known as multi-unit dwellings, multifamily building contain multiple housing units within one building or complex, such as an apartment building, quad-plex, or duplex.

Publicly Subsidized Housing:

Government-sponsored assistance program aimed towards alleviating housing costs and expenses. Often referred to as “affordable housing.”

Single Family Housing:

A stand-alone housing unit, such a detached home, detached townhouse, or attached townhouse.

Existing Housing Supply

The following tables and figures represent the current context of the City of Ramsey. The data for the following tables, graphics, and narratives were provided by the Metropolitan Council or the American Community Survey 2016 5-Year Estimates. The City of Ramsey had approximately 8,776 units in 2016, as estimated by the American Community Survey 2016 5-Year Estimates. The Metropolitan Council estimated a slightly higher number for housing units in Ramsey – 8,896.

Total Housing Units

According to the American Community Survey (ACS) 2016 5-Year Estimates, the City of Ramsey has 8,776 units. The majority of these, 97 percent, are occupied housing units. Total housing vacancy was approximately 2.6% in 2016. This low vacancy rates shows a demand for existing housing units. Due to movement in and out of units, housing vacancy cannot reach zero percent. 2.6% vacancy is an extremely healthy vacancy rate for the City of Ramsey and is on par with other cities in the region.

Table 44: Total Housing Units

Unit Type	Total Units
Occupied Housing Units	8,544
Vacant Housing Units	232
Total Housing Units	8,776

Source: ACS 2016 Estimates

Total Existing Affordable Housing Units

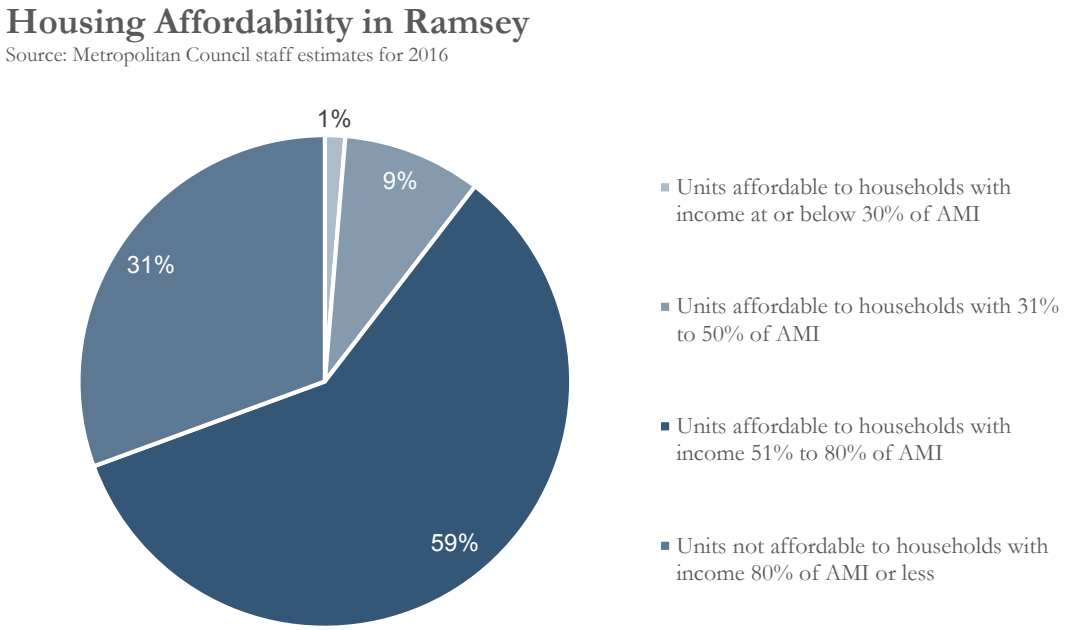
Affordable housing is based upon the Area Median Income (AMI) of the region. Half of those in the region earn more than the AMI, and half earn less than the AMI. Housing policies for affordable housing are based upon income thresholds related to this AMI.

In the Twin Cities Metropolitan Region, the U.S. Department of Housing and Urban Development (HUD) has defined the following affordability levels for a family of four.

Table 45: Housing Affordability Level

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

Source: Metropolitan Council Existing Housing Assessment



Owner vs. Renter Occupied Housing Units

The majority of Ramsey units, around 87%, are owner-occupied housing units. In these owner-occupied housing units, the average household size is approximately 3.01. Renter-occupied housing units are approximately 11% of the total housing units in Ramsey. These renter-occupied housing units have an average household size of approximately 2.58. On average, gross rent in 2016 was $1,313 per month.

Vacancy rates are extremely low in Ramsey, which shows a demand for housing and a quick movement of people in and out of units. Although there is no agreed upon number, a vacancy rate of 5% is typically considered "a healthy vacancy rate" within the planning community. The rental vacancy rate is less than half a percent, which shows there is a need for this type of housing, because essentially all rental units are rented. The City of Ramsey should look into the opportunity to provide additional housing units, because there clearly is a demand for housing within the community.

The number of owner-occupied units (according to the US Census estimates) increased from 3,493 in 1990 to 7,593 in 2016, while the number of renter-occupied units increased from 127 to 951. The rate of increase in rental housing units was over 6% in the last 26 years, significantly higher than the rate of owner-occupied units at just over 1%.

Table 46: Housing Units by Renter, Owner, or Vacant

Unit Type	Number of Units
Renter-Occupied Housing Units	951
Owner-Occupied Housing Units	7,593
Vacant Housing Units	232
Total Housing Units	8,776

Source: ACS 2016 Estimates

Table 47: Owner vs Rental Units

Unit Type	Vacancy Rate
Owned Housing Units	1.5%
Rental Housing Units	0.3%

Source: ACS 2016 Estimates

Table 48: Housing Tenure

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

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

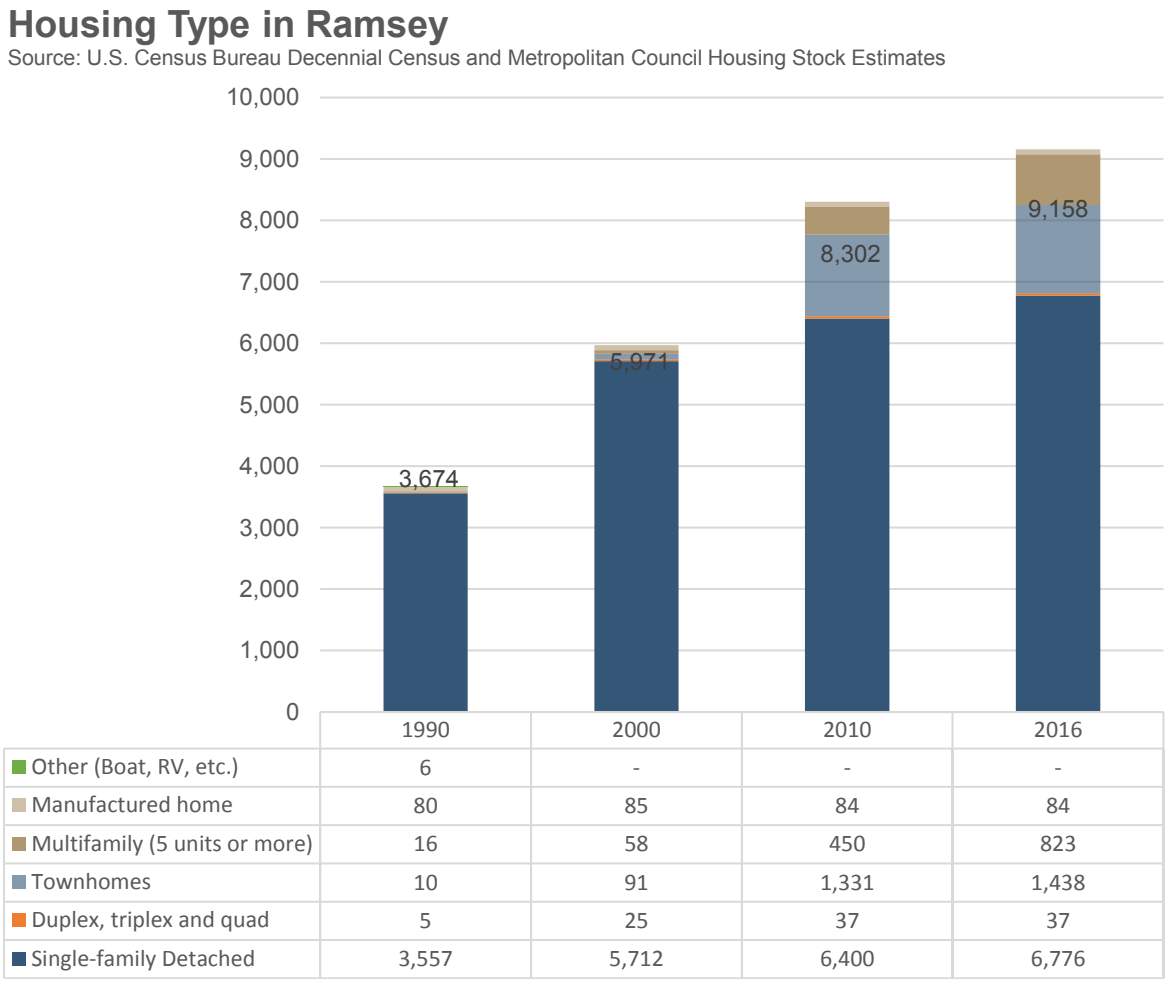
Housing Types

The vast majority of Ramsey residents, almost 75%, live in single-family detached housing, while only 9 percent of residents live within multi-family housing. Approximately 16% of residents live in townhomes, and only 1% in manufactured homes.

Table 49:

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

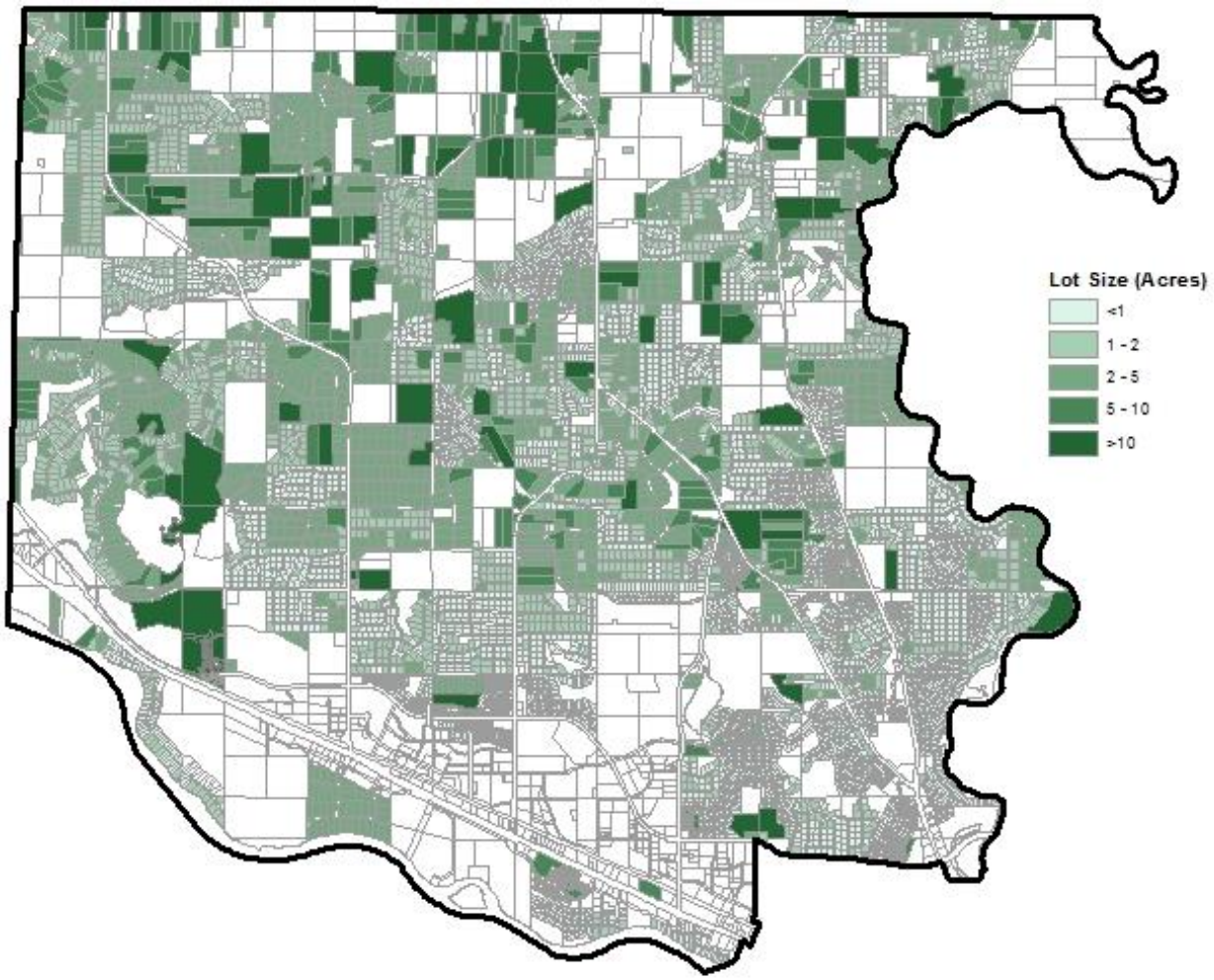
Source: Metropolitan Council, Ramsey Community Profile



Lot Sizes

Of the residential lots with one unit (detached townhomes, single family homes, etc.), the majority are on lots less than one acre according to 2016 Metropolitan Council data. The map below shows the geographic distribution of different sized single-family residential lots. The larger lots are generally not near The COR, but are instead in the west, north, and northeast portions of the City. Lots in residential subdivisions are generally less than 5 acres, and usually less than 2 acres. Lot sizes tend to increase in the northern portion of the City, and are smaller in the central and southern portions of the City. This shift in lot size reflects the shift from rural character in the north into a more urban growth pattern in the central and southern parts of the City.

Figure 28: Area Lot Sizes



Though it may seem like the larger lots identified on the map represent an opportunity for future subdivisions and absorption of residential growth, many of the larger lots contain wetlands, which are protected in the City.

Table 50: Lot Sizes

Lot Size	Count
Less than 1 acre	6,456
1 acre – 2 acres	1,417
2 acre – 5 acres	1,037
5 acre – 10 acres	181
10 acres or greater	111
Total	9,202

Source: Metropolitan Council GIS data, 2016

Publicly Subsidized Housing Units

Publicly subsidized housing units represent housing projects that receive funding to keep rents low. Often, this type of funding subsidizes the mortgage, allowing the building owner to keep rents low, and is not a direct subsidy to renters. These buildings have income restrictions and limits. As of 2016, the City of Ramsey only has general units, none specifically for seniors or people with disabilities. The City of Ramsey has a goal of having lifecycle housing options and housing options for all types of residents. In order to reach this goal, the City of Ramsey should support housing for differently-abled types of residents, as well as senior residents with fixed incomes, who are not currently served by public housing.

Table 51: Subsidized Housing by Type

Housing Type	Number of Units
Senior Housing	0
Housing for People with Disabilities	0
All other Publicly Subsidized Units	102
Total Publicly Subsidized Housing Units	102

Source: Metropolitan Council Existing Housing Assessment and HousingLink Streams Data, total housing units 8,896

Information on Publicly Subsidized Buildings:

The Seasons

Funding: LIHTC 9% Tax Credit		Funding Dates & Programs	
7436-7600 147th Cir NW		First known closing:	07/01/2013
Year Built:	2013	Most recent closing:	07/01/2013
Total Units:	50	Earliest expiration:	07/01/2043
Affordable Units:	49	Last Activity:	New construction
Affordability by Bedroom		MHFA: Housing Tax Credits 9%	
2 BR:	22	Close Date:	07/01/2013
3 BR:	27	Est. Expiration:	07/01/2043
Affordability by AMI		Property Identifiers	
60%:	49	HousingLink	10893
		MHFA	D7574
		HUDLIHTC	MNA2013019

Sunwood Village

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

Sunwood Townhomes

Funding: LIHTC 9% Tax Credit		Funding Dates & Programs	
5350 – 5444 Sunwood Dr NW*		First known closing:	07/01/2002
Year Built:	2003	Most recent closing:	07/01/2003
Total Units:	34	Earliest expiration:	05/16/2023
Affordable Units:	27	Last Activity:	New construction
Affordability by Bedroom		County: County	
1 BR:	2	Close Date:	05/16/2003
2 BR:	12	Est. Expiration:	05/16/2023
3 BR:	12		
4 BR:	1	MHFA: LHIA	
		Close Date:	05/16/2003
Affordability by AMI		Est. Expiration:	05/16/2023
60%:	49		
		MHFA: ARIF	
Property Identifiers		Close Date:	05/16/2003
HousingLink	4521	Est. Expiration:	05/16/2023
MHFA	D2743		
TC9:	D2743, MNA2002095	MHFA: Housing Tax Credits 9%	
		Close Date:	07/01/2002
		Est. Expiration:	07/01/2021
*Some addresses within City of Anoka Source: HousingLink – Streams Search, data through 12/31/2016			

Housing Cost Burden

According to the Metropolitan Council in 2018, 1,537 households in Ramsey are cost-burdened. Being cost-burdened is defined as spending more than 30% of your annual income on housing costs. Being cost-burdened by housing costs affects lower income residents at a higher rate than higher income residents.

In 2016, the ACS data showed that of those households making less than $35,000 annually (which is almost one third of Ramsey households), around 22% of those households spend more than 30% of their annual income on housing costs. The percent of households who spend more than 30% of their annual income on housing costs is much higher for lower income residents. Households that make more than $75,000 per year rarely pay more than 30% of their income to housing costs – less than 2%.

Approximately 17% of all households in Ramsey are cost-burdened to some extent. Ideally, no residents in Ramsey would be cost-burdened. While this goal is not realistic or likely even achievable, the City of Ramsey should strive to support housing options at all affordability levels to decrease the burden on its residents. As the City tries to provide housing for all types of residents, at all stages of life, maintaining low costs for residents with lower incomes is extremely important. These types of residents could be seniors with fixed incomes, residents with disabilities, or

firefighters, teachers, non-profit workers, etc. The City of Ramsey is proactively working on their "Could I Be Your Neighbor?" campaign to remove the stigma around low-income housing, as providing low-income housing options reduces the cost-burden for those individuals and families.

While there are only 122 housing units affordable to households with income at or below 30% of AMI, there are 272 households that are cost-burdened and have income at or below the 30% AMI threshold. The 150 units differential between available units to cost burdened households means that Ramsey simply does not have the necessary number of units at that affordability level to meet the City's existing need. Comparatively, while there are households that have cost-burden at higher income levels, Ramsey already has a surplus of units deemed affordable at those income levels.

Table 52: Household Income Levels

Income Levels	Number of Households	Discrepancy
< 30% AMI	272	-150
31 – 50% AMI	411	423
51 – 80% AMI	674	4,726
Total	1,357	

Source: US Department of Housing and Urban Development, 2010 – 2014 Comprehensive Housing Affordability Strategy (CHAS) Data

Assessed Values of Owner-Occupied Housing Units

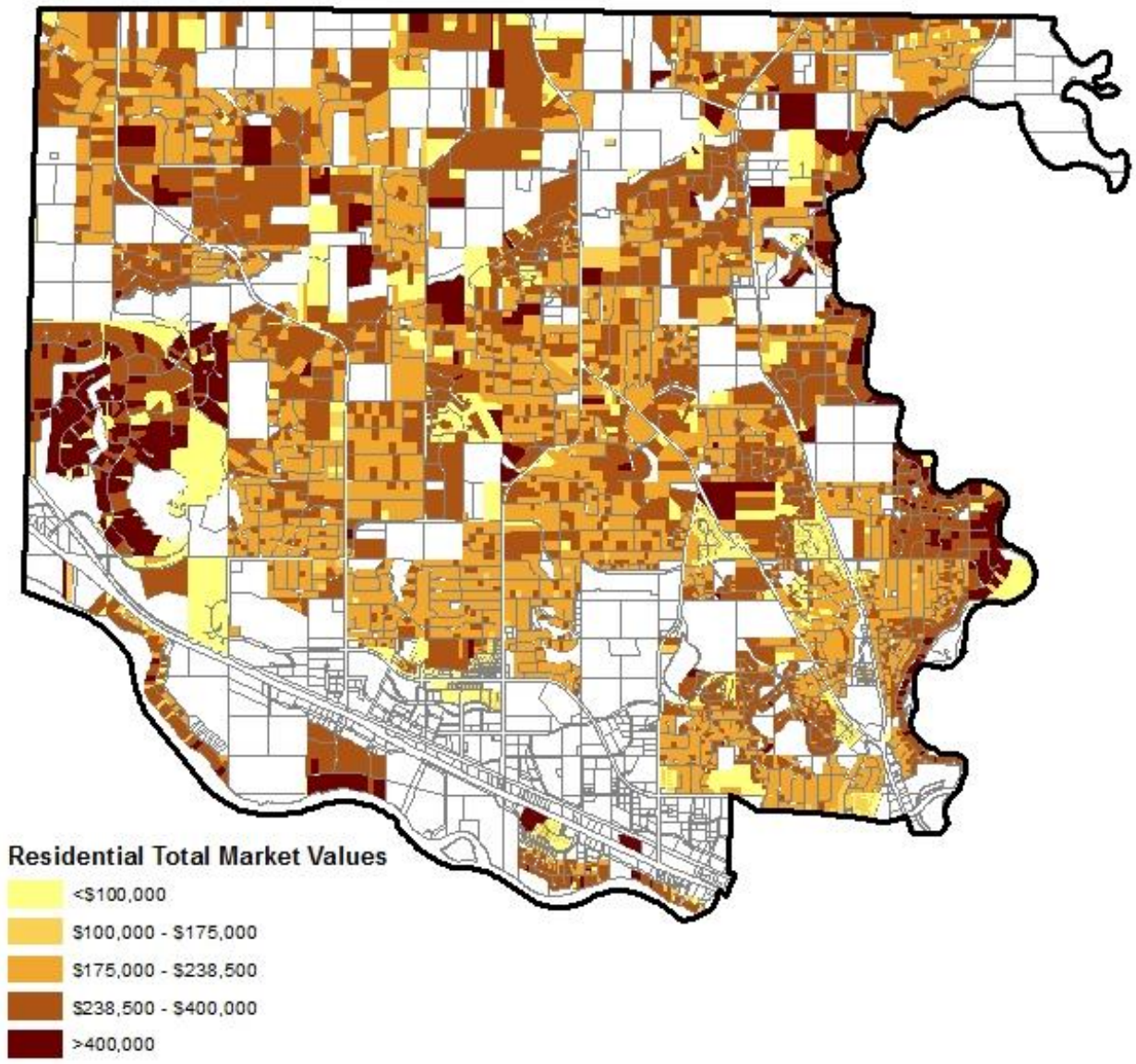
Values above and below $238,500 are shown in the figure below. $238,500 represents the affordable purchase prize for a housing unit in 2015 for those at 80% of AMI. 2015 AMI was $86,600 for a family of four in the Minneapolis-Saint Paul-Bloomington Metropolitan Area. The median value for a home in Ramsey was approximately $210,200 in 2016. Assessed values are typically lower than sale values, especially when homes are selling for above asking price during a busy housing market. The map below shows total market values for housing units across Ramsey, as reported by the Metropolitan Council, in order to attempt to show residential market values more accurately.

Table 53: Household Assessed Value

Assessed Value	Number	Percent of Total
Less than $50,000	329	4%
$50,000 - $99,999	141	2%
$100,000 - $149,999	851	11%
$150,000 - $199,999	2,109	28%
$200,000 - $299,999	2,965	39%
$300,000 - $499,999	1,067	14%
$500,000 - $999,999	131	2%
$1,000,000 or more	0	-
Total Units:	7,593	
Median Value:	$210,200	

Source: ACS 2016 Estimates

Figure 29: Residential Total Market Values



Building Permit Data

Buildings permits for 2013, 2014, and 2015 show 247 permits issued for new residential dwellings. The total value for all new homes in this period was almost $56,000,000. This data was pulled to supplement the American Community Survey data shown below, which is an estimate created by the Census every year. This estimate shows that very few homes were built after 2013, which is not realistic. In reality, the number of houses built in the 2010s will likely compete with the numbers shown during the housing booms in the 1990s and 2000s, as Ramsey continues to grow.

Housing Age (Single Family Homes)

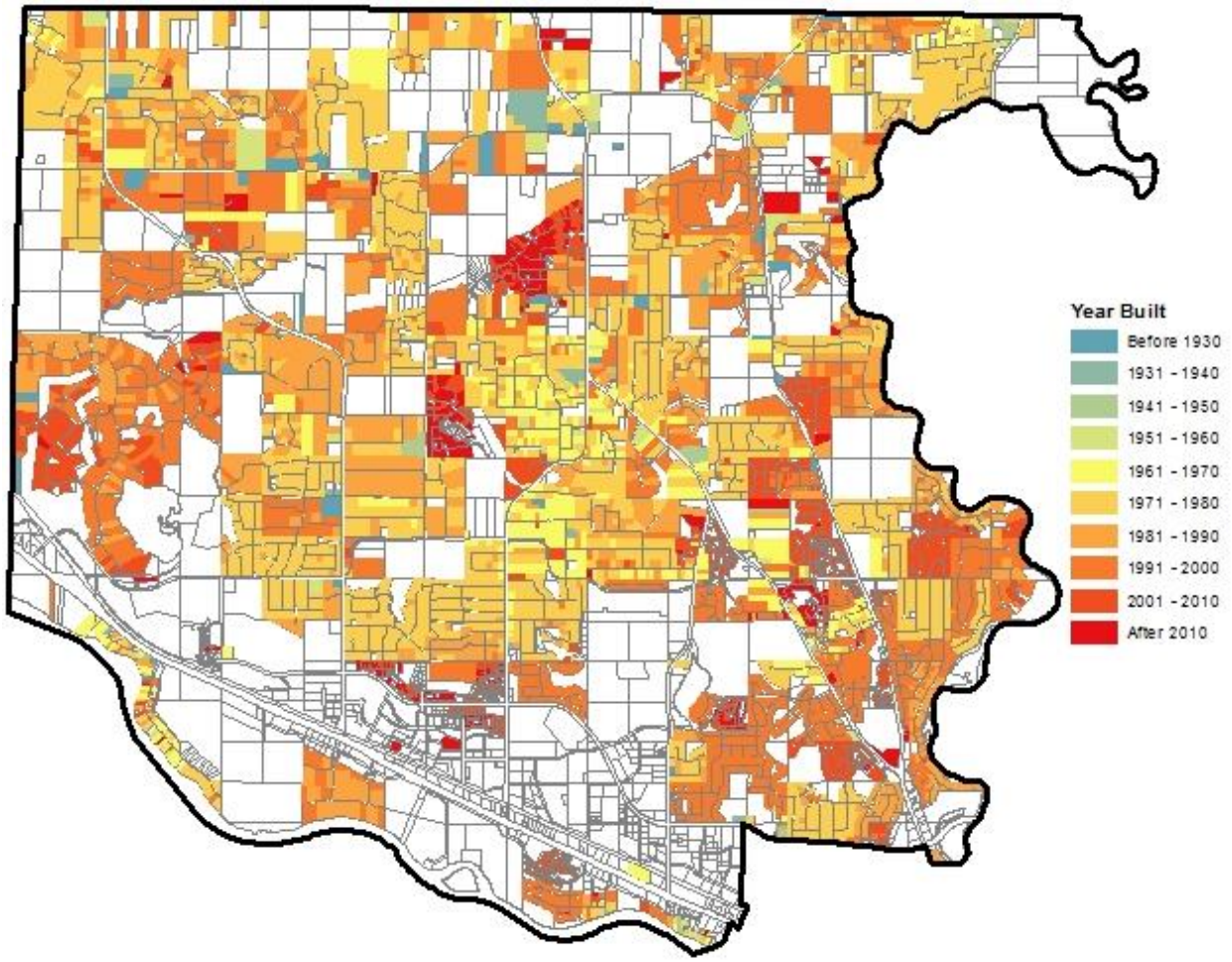
The majority of single-family homes were built between 1970 and 2009. Less than 10% of all single-family homes in Ramsey were built outside this period.

Table 54: Year Principal Structure was Built

Year Built	Number of Houses	Percent of Total
Before 1939	53	<1%
1940s	16	<1%
1950s	56	<1%
1960s	375	4%
1970s	2,017	23%
1980s	1,322	15%
1990s	2,381	27%
2000s	2,397	27%
2010 to 2013	134	2%
2013 or Later	23	<1%
Total Housing Units	8,776	

Source: ACS 2016 Estimates

Figure 30: Year Principal Structure was Built



Summary of Existing Housing

Within Ramsey, most of the homes are owner-occupied, and rentals are approximately 11% of the total housing units. Ramsey has a healthy vacancy rate, less than 3%, showing the high demand for housing units within Ramsey.

Approximately 96% of all housing units in Ramsey are single-family homes, both attached and detached. Only 4% of all housing units are multi-family units. Likely, future housing growth will be single family in the northern portions of the City, which represent and maintain Ramsey's rural character. Areas near The COR represent areas where multi-family housing is more likely to occur in the future, this area represents the urban, transit-oriented growth around the Northstar Commuter Rail Station.

The Future Land Use Map and Development Maps show future areas that are likely to change in land uses. There are areas in the northern half of the City that will likely accommodate future single-family housing development projects.

Seventeen percent of all Ramsey households are cost-burdened, and the percent of lower income residents who are cost-burdened (spending more than 30% of their income on housing) is much higher than higher income residents. Creating and maintaining affordable housing options is a key priority for the City of Ramsey, in order to support these residents.

In summary, the existing housing assessment shows that there are residents who could use assistance from the City in order to reduce their housing costs. One route to reduce the number of cost-burdened residents is to provide additional housing options, including affordable housing options, across the City. The existing housing assessment also shows that housing in Ramsey is sought-after. There is a low vacancy rate, and a low rental rate, which means that those who want to move to Ramsey likely have to buy a single family home in order to move to the community. In order to provide options for all types of residents, at all stages of life, different housing options, including multi-family options and single-family rentals, the City should support these types of projects.

Most of the homes in Ramsey were built in 1970 or after, with very few built after 2010. Many of these homes will likely need reinvestment in coming years, such as putting in a new roof, updating well and septic, or upgrading the interior finishes in the home. The City could consider options to providing incentives for homeowners to make these improvements.

Land Supply

The Future Land Use Map guides the future land uses for the entire City of Ramsey. The areas designated low density, medium density, and high density residential are sufficient to absorb the City's necessary growth in housing and affordable housing allocations. The mass of the affordable housing allocation will likely be in The COR area, which provides flexibility and density bonuses for projects near the Northstar Commuter Rail Station.

With the City of Ramsey's knowledge of the area and land that is likely to develop, or projects that have been started on vacant land, the City does not expect to have any issues meeting the projected growth or affordable housing allocation.

Existing Housing Programs

Anoka County Programs

When we would use these: The City of Ramsey cannot actively maintain or manage these programs; however, they are important to note as the City of Ramsey actively supports these programs and will lend their support to maintaining these programs in any way possible. Additionally, these tools are included in this section to provide additional resources for residents, and potential residents, of the City.

1. Anoka County Community Action Program (ACCAP) for Affordable Housing

Affordable Housing is a partnership between ACCAP and Anoka County Corrections to construct affordable housing in Anoka County. The goal of the program is to build two new homes each year using inmate labor to reduce construction costs making homeownership for eligible buyers very affordable. These homes are available to buyers who have completed the Home Ownership Program offered by ACCAP.

2. Anoka County – Housing & Redevelopment Authority

Anoka County Housing and Redevelopment Authority (ACHRA) was created in December 1994 and is responsible for the administration of federal, state, and Anoka County programs. They provide housing and redevelopment services to many communities in Anoka County, including Ramsey.

3. Anoka County – Senior Housing

Anoka County owns four properties, managed by Great Lakes Management Company, with market rate rental units for residents 55 years and older.

4. Anoka County – MN Housing Rehabilitation Loan Program (MNRLP)

Owner-occupied properties in Anoka County that are either single-family detached home, townhome, duplex, or condominium, or manufactured homes that are taxed as real or personal property can apply for eligible improvements including: Roof, furnace/boiler, insulation, radon mitigation, lead paint hazards, siding, handrails, plumbing, smoke/CO detectors, well and septic systems, electrical wiring, windows/doors. Applicants must meet the income requirements based on household size and other borrower requirements.

Regional Programs

Livable Communities Demonstration Account – Metropolitan Council Grant Fund

The Livable Communities Demonstration Account (LCDA) funds innovative projects that efficiently link housing, jobs, services, and transit.

When we would use this: The City of Ramsey is actively seeking projects that align with the mission of the LCDA. Due to the funding schedule and timeline, partners in these types of applications must be able to wait approximately 6 months from application to award letters. Because of this timeline, City-initiated projects, affordable housing projects (likely for those less than 50% AMI), and senior living projects are likely the prime candidates for this program.

Section 8 Housing

Section 8 programs for Anoka County are administered by the Metropolitan Housing and Redevelopment Authority (HRA), located in Saint Paul, MN.

When we would use this: The City of Ramsey ~~attempts to support affordable housing projects that utilize the Section 8 Program by writing letters of support in their applications. In addition, the City of Ramsey will advocate for continuing this program to ensure its continuity~~does not administer Section 8 housing. Ramsey residents apply through the Metropolitan Council.

Home Energy Loan Program

Center for Energy and Environment (CEE) offers low-interest home energy loans for homeowners to make improvements to their homes. Examples of eligible projects include: heating system upgrades, central air conditioning, light fixtures, window and exterior door replacement, attic air sealing and insulation, wall insulation and heater, and geothermal and heat pumps. Loans are typically from $1,000 - $2,000 dollars. There is no maximum income limit for these loans.

When we would use this: The City of Ramsey does not manage this program, but they do support this program. The City has resources available to residents of all income levels, and is able to point

residents to Center for Energy and the Environment for additional information on which they are not experts (such as insulating attics). Specially, the City is able to direct residents whose homes have code enforcement issues to this type of program to help increase the safety, value, and appearance of the home. Because these loans do not have income limits, these are options for all residents, developers, and others throughout the City. This type of program supports small upgrades to homes that long-term increase cost savings and environmental savings. This program not only represents the City of Ramey's commitment to maintaining existing properties, but also our commitment to environmentally sensitive housing and design.

Statewide Programs

1. Minnesota Housing – Coordinated Entry

Coordinated Entry is a HUD initiative to those who may be at-risk of losing their housing, or who are homeless. The Coordinated Entry initiative supports people in connecting their housing needs with the appropriate resources. Anoka County has a separate resource line to assist residents.

When we would use this: The City of Ramsey does not maintain this program, but does believe this program is an important tool they are able to point residents towards. The City of Ramsey provides a connection to this resource for residents who are at risk, or afraid of, losing their housing. They can also direct homeless individuals towards this program. The City of Ramsey will continue to support this program as they believe it is an important part of supporting their residents and maintaining their mission of equity.

Minnesota Housing – Start Up Program

This first-time homebuyer program is meant to promote affordable interest rates and help homeowners' better tackle their down payments and closing costs. Qualified first-time homebuyers must have a credit score of at least 640, they must meet certain income limits and must be able to obtain a mortgage from a lender. Borrowers must also attend a homebuyer education course.

In order to be eligible for this program, residents must be first-time homebuyers, have a credit score of at least 640, and meet the income requirements.

When we would use this: The City of Ramsey does not maintain this program, but believes it to be a great opportunity for potential homebuyers. Because so much of the City has naturally-occurring affordable housing, the City expects to see first time homebuyers purchasing properties in Ramsey. This type of program is an excellent tool to point those types of residents towards. Additionally, this type of program supports low-income individuals, and supports the City of Ramsey's goal and mission to provide lifecycle housing options and affordable housing options.

Minnesota Housing - Step Up

This is a loan can be used for home purchase or to help homeowners refinance. The loan is meant to promote affordable interest rates in the state of Minnesota. The monthly payment portion of this Minnesota Housing program is available to help buyers afford closing costs and the down payment of a home purchase. The loan allows borrowers to reduce or eliminate mortgage insurance costs. Qualified borrowers need to have a credit score of at least 640, they must meet program income limits and, in some cases, borrowers must attend homebuyer education courses.

Summary:

- Loan can be used for home purchase or refinancing.
- Must have a credit score of at least 640.
- Must meet income limits.

When we would use this: The City of Ramsey does not maintain this program, but does make interested parties aware of the opportunity.

Minnesota Housing - Deferred Payment Loan

This loan is meant for first-time homebuyers to help ease the cost of home ownership. There are two loan options, a deferred payment loan and a plus loan. The deferred payment loan starts at $5,000 and up to $7,500. The maximum for the plus loan is higher, up to $10,000 for those borrowers who fit target criteria. Minimum credit score for qualified borrowers is 640. The borrowers must also attend a homebuyer education course. The loan term is equal to the first mortgage and has 0% interest - the loan is repaid when the property is sold, no longer the homestead of the homeowners, or the loan is refinanced.

Summary:

- Must be first-time homebuyers
- Two loan options — can borrow from $5,000 to $10,000
- Minimum credit score of 640

Minnesota Housing - Monthly Payment Loan

This program is designed to help Minnesota homebuyers afford the costs of purchasing a home. Minnesota Housing has a monthly payment loan to help with 5% of the purchase price or $5,000, whichever is greater, to be put towards closing costs and the down payment. Borrowers need to get a Minnesota Housing first mortgage loan as well, which is either a Start Up (first-time homebuyers), Step Up (refinancing), or MCC (mortgage credit certificate). The ten-year loan term comes with monthly payments with an interest rate equal to first mortgage rate. Qualified borrowers need a minimum 640 credit score and must meet program income limits. Borrowers also need to attend a homebuyer education course.

Summary:

- Loan towards closing costs and home down payment
- Ten-year loan term with monthly payments
- Minimum 640 credit score
- Qualified borrowers must attend homebuyer education course

When we would use this: The City of Ramsey does not maintain this program.

Minnesota Housing - Mortgage Credit Certificate

This program was designed to help Minnesota homeowners better afford their mortgages. This Mortgage Credit Certificate allows homeowners to claim 35% of their mortgage interest paid every

year as a federal income tax credit — this can provide households with up to $2,000 in tax savings. This certificate can used in conjunction with a Minnesota Housing mortgage, as well as the Monthly Payment Loan which helps with the home down payment and closing costs. This program is geared towards first-time homebuyers (not owned a home in at least three years and not displaced by divorce). The certificate has many qualifications like: borrowers must qualify for a mortgage on a house, meet the income limits of the program, plan to have the property as their primary residence and hold a federal income tax liability. In order to be eligible for this program, residents must be first-time homebuyers, qualify for a home mortgage, and meet the income restrictions

When we would use this: The City of Ramsey does not maintain this program.

Minnesota GreenStar Certification

In order to be eligible for this program, residents must be first-time homebuyers, qualify for a home mortgage, and meet the income restrictions

When we would use this: The City of Ramsey does not maintain this program.

Weatherization Program

The Weatherization Assistance Program through the Minnesota Department of Commerce provides free home energy upgrades to income-eligible homeowners and renters. The goal of this program is to allow homeowners to save energy and ensure their homes are healthy and safe. Weatherization services include: exterior wall and attic insulation, air leakage reduction, furnace, boiler, and hot water heater repair or replacement, and can help decrease energy costs by 30% annually. The 2017 income limit for a household of 4 to be eligible for this program was an annual income of $49,200.

When we would use this: The City of Ramsey does not maintain this program.

Low Income Energy Assistance Program

The Low Income Energy Assistance Program (EAP) helps pay for heating costs and furnace repairs for low-income households. In order to be eligible, households must be at or below 50% AMI for the state. This program is eligible to homeowners and renters. Services may include: payment of energy bills, education on safe energy use, repair or replacement of broken heating systems, and help with utility disconnections or fuel deliveries. The 2017 income limit for a household of 4 to be eligible for this program is $48,077.

When we would use this: The City of Ramsey does not maintain this program, but believes it to be a great opportunity for potential homebuyers. Because so much of the City has naturally-occurring affordable housing, the City expects to see first time homebuyers purchasing properties in Ramsey. This type of program is an excellent tool to point those types of residents towards. Additionally, this type of program supports low-income individuals, and supports the City of Ramsey's goal and mission to provide lifecycle housing options and affordable housing options.

When we would use this: The City of Ramsey does not maintain this program.

Federal Programs

When we would use this: Federal program are managed by the Federal Government; however, they are noted in this section of the Comprehensive Plan Update to provide additional information

to residents seeking guidance or specific tools to increase homeownership. The City of Ramsey is supportive of these types of programs and will guide residents towards these programs in order to increase homeownership rates within the City, and provide opportunities for residents who many not have the option to purchase a home without these types of programs, specifically low-income residents and people of color. These programs have income limits, and therefore would be helpful for residents with lower incomes.

FHA Loans

Federal Housing Administration (FHA) loans typically have lower interest rates and smaller down payments than other loans. They also have low closing costs and are typically available to first-time homebuyers and those who are trying to make their homes more energy efficient (FHA Energy-Efficient Mortgage).

FHA Down Payment Assistance

Federal Housing Administration (FHA) loans typically have lower interest rates and smaller down payments than other loans. They also have low closing costs and are typically available to first-time homebuyers and those who are trying to make their homes more energy efficient (FHA Energy-Efficient Mortgage).

Other Tools

Public-Private Partnerships

The City of Ramsey is actively creating relationships with local businesses, developers, and potential partners. The Economic Development Department works diligently to find opportunities for public-private partnerships, when private dollars can assist a public project with a mutually beneficial outcome.

When we would use this: Public-private partnerships work best when the City and the partner have similar goals and desired outcomes for a project. Potential projects that the City is actively looking at are new park spaces around affordable housing projects, a new parking ramp near affordable, multi-family housing, park spaces, and The COR, as well as roadway improvements. For new single-family housing development projects proposed through the PUD process, the City will attempt to suggest the cost-sharing of public amenities and improvements to adjacent spaces – such as parks, trails, open spaces, roadway improvements, or pedestrian crossings.

Projected Housing Need

Ramsey's population is anticipated to steadily increase through 2040. In order to accommodate the future growth, there will need to be additional housing units within Ramsey. A variety of housing types will need to be provided in order to house residents of all income levels, stages of life, and housing preferences. For instance, young families may prefer single family homes or townhomes, while seniors may prefer a denser living environment near The COR.

By 2040, the City of Ramsey will need to provide almost 4,000 additional housing units for almost 8,000 additional residents. Population and housing projections through 2040 are shown below.

Table 55: Population and Households by Decade

	2010	2020	2030	2040
Population	23,668	26,400	30,700	34,700
Households	8,033	9,400	11,300	13,000

Source: Metropolitan Council

Affordable Housing Allocation

The City participates in the Livable Communities Program of the Metropolitan Council, which provides access to a number of funding opportunities. As part of said participation, the City plans for an allocation of affordable housing. The total need for affordable housing in the region from 2021 – 2030 is 37,900 units. In order to reach this total need, the City of Ramsey will need to provide an additional 499 units by 2030. The breakdown of unit types is shown below.

Affordable housing is defined by different affordability levels depending on tenant income. Affordability levels for necessary affordable housing in Ramsey is shown at three different levels below. 292 units will be required for those who make less than 30% Area Median Income (AMI). In 2015, annual income for those in this type of housing would need to be less than $25,980 as the 2015 AMI was $86,600 for a family of four in the region.

The need for affordable housing is shown below. As the City of Ramsey meets its affordable housing need, less Ramsey residents will experience a housing cost-burden. These residents, many of whom are members of the workforce in Ramsey and surrounding communities, can reside in our community without fear of homelessness.

Table 56: Housing Affordability Need

Affordability Level	Number of Units
At or Below 30% AMI	292
31% to 50% AMI	167
51% to 80% AMI	40
Total Units	499

Source: Metropolitan Council Existing Housing Assessment, total housing units 8,896

Guided Land Use

The Future Land Use Map shows the areas guided for low density, medium density, and high density residential. The areas included in The COR are estimated to be approximately 50% residential, as The COR is a fully mixed-use area. As shown in Table 7: Forecasted

Growth Allocations in the Land Use Chapter, based on planned densities and associated acreages available for development, the City can expect a minimum of 528 housing units. This meets the minimum requirements.

Implementation Plan

A Balance of Rural Character and Urban Growth

The existing housing stock in Ramsey is an asset for the entire City, not just its current owners as ownership changes throughout time. The safety, maintenance, and care of Ramsey's current housing stock will ensure its longevity, sustain our older neighborhoods, and allow the housing stock to evolve as our residents evolve.

Strategy: Rehabilitate and improve housing stock to preserve rural character and enhance existing neighborhoods

Policies and Actions:

1. Provide incentive-based approaches for individual improvements to private properties
2. Eliminate blighting influences such as unkempt yards, glaring lights, unscreened storage, noise, inappropriate vehicle storage, etc.
3. Identify and remove substandard housing units that are economically unfeasible to rehabilitate.
4. Create a simple webpage/portal that allows residents to voice anonymously code enforcement concerns
5. Create relationships with neighborhood leaders and Community Development Staff
6. Create and implement a strategy for targeted outreach to homeowners of aging housing
7. Monitor the City's housing supply to ensure quality, low-income options
8. Create Eliminate blighting influences such as unkempt yards, glaring lights, unscreened storage, noise, inappropriate vehicle storage, etc.

Strategy: Provide sufficient housing options for all types of residents; provide lifecycle housing options

Policies and Actions:

1. Complete a housing needs assessment and analysis in the immediate future
2. Create a policy (allow, not allow, and under what conditions) accessory dwelling units (ADUs) on single family lots in order to maintain rural character while increasing lifecycle housing options and increasing affordability levels
3. Create policy allowing flexibility for senior projects to convert to affordable housing when the demand for senior housing changes
4. Encourage developers to consider all aspects of resident needs, such as one level living for seniors, shared workspaces in multifamily buildings, and wheel-chair accessible doorway widths in senior housing

5. Allow higher density housing options near The COR and the Northstar Commuter Rail Station; in neighborhoods furthest from The COR, allow new housing within existing range of housing densities

Strategy: Promote development that preserves the natural environment and respects residential health

Policies and Actions:

1. Promote improvements to existing housing that meet or exceed energy efficiency standards and implement sustainable design features
2. Maintain, and update if needed, conservation subdivision ordinances.
3. Provide incentives for innovative water-saving solutions for stormwater management, water conservation, and rainwater reuse
4. Create a policy regarding sprinkler gauging for single family homes, townhomes, and homeowners associations in order to save water
5. Encourage multifamily buildings and homeowners associations to require individual tenants to pay utilities, which typically reduces the amount of water, electricity, and heat used, creating responsibility for own actions
6. Require environmentally-sensitive site planning, green building design, and indoor environmental quality best practices. Continue to require stormwater management, strict wetland setbacks, tree preservation standards, and environmental review on development projects.

Strategy: Support affordable housing development

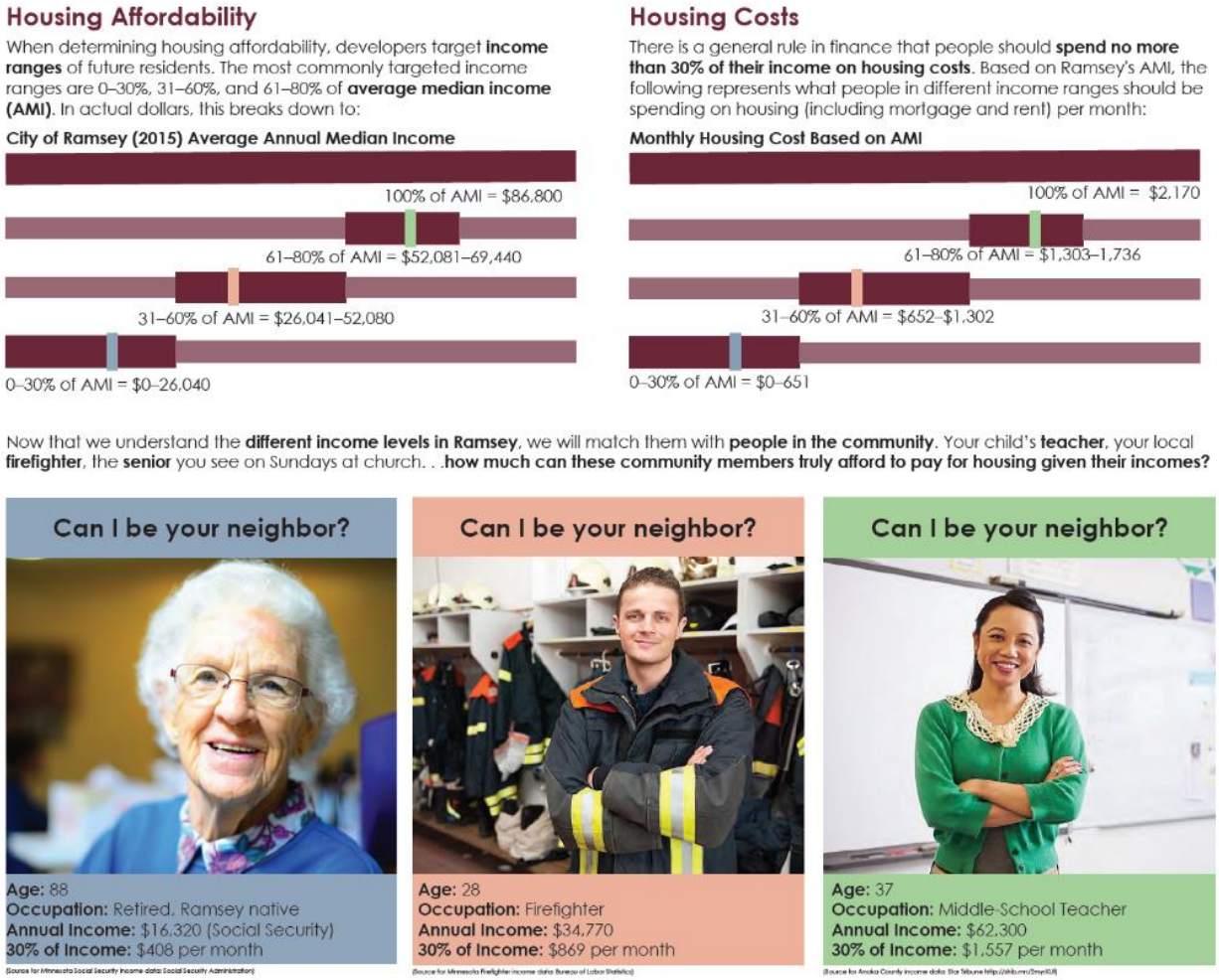
Policies and Actions:

1. Monitor the City's housing supply to ensure quality, low-income options
2. Create relationships with affordable housing developers to determine working styles, possible grants, and quickly take advantage of opportunities
3. Ensure development fees are appropriate but don't restrict affordable housing development
4. Create an inclusionary housing policy and toolkit

Strategy: Increase community knowledge of affordable housing

Policies and Actions:

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



A Connected Community

The City will attempt to eliminate barriers in fair housing through ongoing policy development and evaluation informed by community engagement and fair housing evaluations and data. Because many fair housing barriers are regional in nature, the City will participate in regional efforts to eliminate racial disparities and fair housing barriers.

As Ramsey attempts to utilize HUD grants for future projects, we have the responsibility to take meaningful action to eliminate discrimination and remove barriers that restrict access based on protected characteristics, such as race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, disability, gender identity, sexual orientation, and family status. The City will examine policies, regulations, programs and actions that both the City and its partners take to assess their impact on affordable housing

and the ability of people to make housing choices in an environment free from discriminatory practices, referred to as "fair housing choice."

Strategy: Ensure that discrimination does not occur against persons seeking housing in Ramsey based on age, religion, race, ethnic origin, sexual preference, gender, status with regard to public assistance, marital or familial status, or disability.

Policies and Actions:

- Create a Fair Housing Policy for the City

Strategy: Expand fair housing choice and access throughout the City

Policies and Actions:

1. Direct developers to the Affirmative Marketing Toolkit from the Fair Housing MN Resource Guide to make it easier for providers to meet federal requirements for planning fair housing
2. Direct those seeking assistance with housing programs to Minnesota Housing programs
3. Provide clear, concise, and easy to access fair housing information and resources
4. Support and collaborate on the expansion of fair housing work throughout the region, including the 7 county metropolitan area, and those outside the metropolitan area
5. Participate in regional collaboration to eliminate fair housing barriers, including completing a fair housing assessment every five years (at minimum) which is informed by resident and stakeholder engagement

An Active Community

Strategy: Plan for multi-family and senior residential developments near transit, bicycle routes, trails, sidewalks, etc. in order to reduce building footprints, energy consumption, and reliance on automobiles.

Policies and Actions:

1. Allow flexibility in regulations for multi-family or senior housing projects near Northstar Commuter Rail Station
2. Create and maintain a policy that allows for density bonuses for new projects in The COR that provide additional public amenities, such as open space dedication or affordable housing, in exchange for densities greater than the Zoning Ordinance typically would allow

Strategy: Ensure new development projects support an active lifestyle.

Policies and Actions:

1. Continue to require internal trails and sidewalks on adjacent roads for new residential development projects

2. Continue to require sidewalks on adjacent roads for all non-residential development projects
3. Encourage new residential development projects to include items such as bike racks, bike storage, workout centers, and showers

Strategy: Support all types of active lifestyles, including children, seniors, differently-abled, disabled and families.

Policies and Actions:

1. Require strict accessibility standards on new development projects that comply with updated ADA standards
2. Ensure new housing developments have sidewalks and trails wide enough for strollers, wheelchairs, and other mobility devices

Smart, Citizen-Focused Government

Strategy: Expand community engagement efforts to create lasting relationships and educated residents

Policies and Actions:

1. Educate residents on tools available for rehabilitation and upgrading of residences
2. Encourage multifamily buildings and homeowners associations to provide spaces for community gathering and learning, such as libraries, incubator spaces, and computer labs
3. Create informational packet of first time homebuyer programs to provide to prospective homebuyers

Strategy: Employ innovative engagement strategies to keep residents informed

Policies and Actions:

~~1. Have interactive dot maps at community engagement sessions and workshops~~

~~2.~~1. Invite community members on housing tours to show different types of housing first-hand

~~3.~~2. Host living room meetings, understanding that some community members may not be comfortable or able to attend meetings at City Hall

Financial Stability

Strategy: Create low-cost solutions to improve housing stock

Policies and Actions:

1. Provide Incentive-Based Approaches for Individual Improvements to Private Properties

Strategy: Support county-wide, regional, state-wide, and national funding sources for new development projects

Policies and Actions:

1. Provide letters of support for new development projects for funding applications

Chapter 05: Natural Resources Plan

Natural Resources Goals and Strategies

The following represents goals and strategies for Natural Resources Plan, which are consistent with the five key goals of the Comprehensive Plan, as set by the City Council. Subsequent chapters will include their objectives, policies and actions related to these goals. Specific policies and actions for the land use plan goals and strategies appear at the end of this chapter.

A Balance of Rural Character and Urban Growth

- Ensure sustainability of food supply and food web
- Maintain and enhance the public community forest (boulevard tree program)
- Reduce erosion along both the Mississippi and Rum Rivers
- Preserve significant ecological resources through conservation design.
- Improve sustainability and resilience

A Connected Community

- Improve connections to significant ecological resources

An Active Community

- Improve recreation opportunities along the City's Priority Greenway Plan
- Improve water quality of Mississippi River

Smart, Citizen-Focused Government

- Improve awareness for groundwater planning
- Improve awareness for solid waste reduction

Financial Stability

- Prioritize areas of preservation to identify key areas of preservation
- Utilize staff and local knowledge to reduce consulting costs
- Utilize Planned Unit Development (PUD) process where applicable to acquire high-priority natural resource areas and provide flexibility in development design

2030 Plan Accomplishments

Before looking forward to what Ramsey will strive to accomplish within the timeframe of this Comprehensive Plan, it is always good to pause and look back to what it was able to accomplish over during the course of the 2030 Comprehensive Plan. The last plan was adopted in 2010. While a number of factors have changed since the adoption of the last plan, the City can celebrate a number of successes as it relates to natural resources. Subsequent chapters of the 2040 Comprehensive Plan will celebrate their own successes.

- Relied on the Natural Resources Inventory (NRI) to inform recommendations on subdivision design and areas of focused protection/preservation where feasible.
- Purchased two (2) Weed Wrenches to assist property owners with managing and eradicating certain invasive species, specifically Buckthorn.
- Protected Ramsey's rural character in many areas of the community, representing the largest land area category in the community.

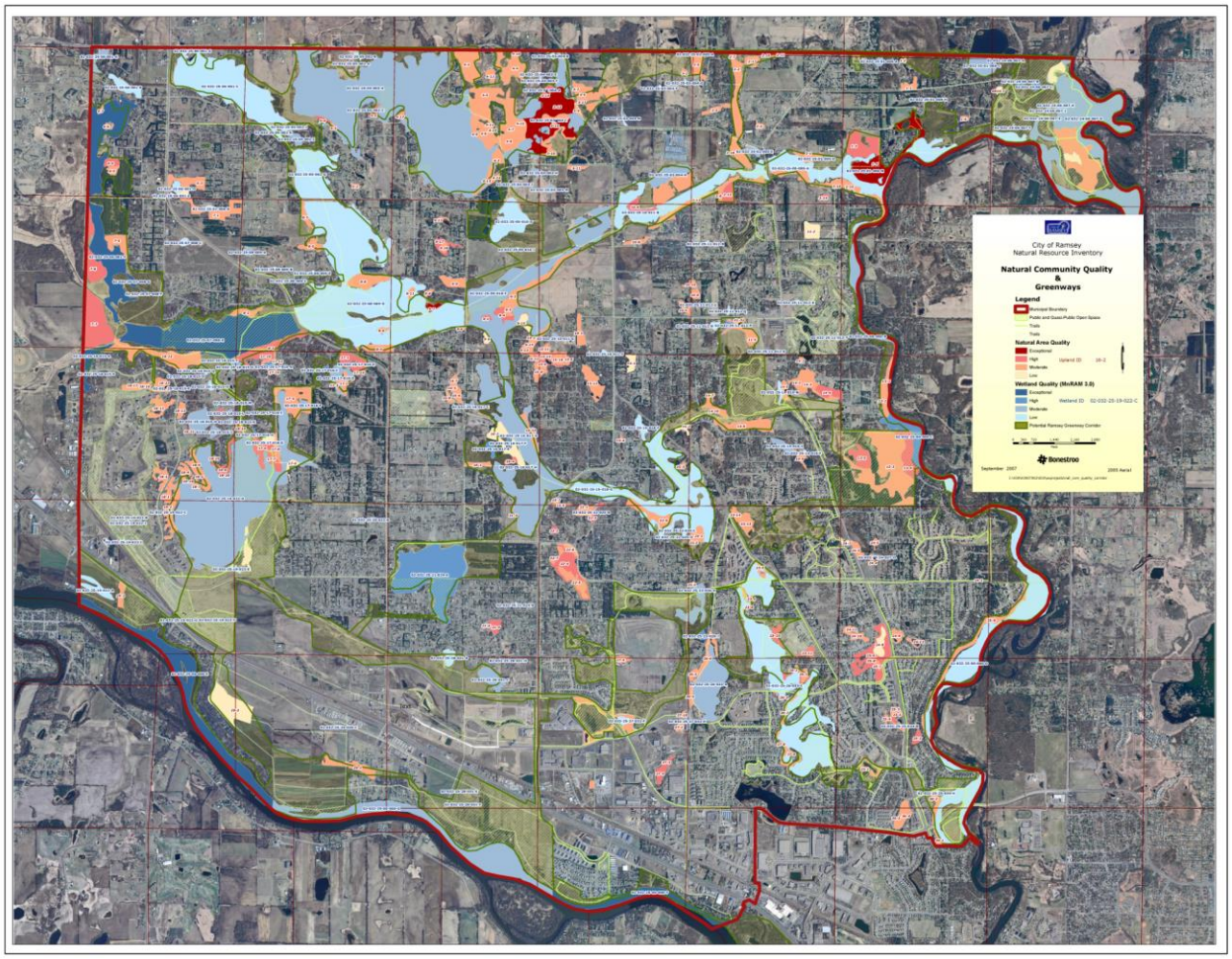
- Mitigated City's financial risks associated by new developments by encouraging new development to focus near existing infrastructure.
- Ensured new development protected natural resources, made trail connections, and blended in with surrounding development.
- Employed conservation subdivision practices intended to protect existing neighborhoods and natural resources.
- Struck a balance between land use planning, policy development, natural resource protection, and private property rights.
- Refined the Tree Preservation Ordinance to establish a reforestation standard and proactively began working with developers to establish street trees rather than just front yard trees.
- Encouraged stormwater management systems/plans that incorporate rain harvesting techniques (reducing the demand on and use of groundwater for irrigation) and rain gardens (to promote infiltration and groundwater recharge).
- Employed new strategies to help residents recycle additional materials and divert more materials from landfills.
- Implemented an organics recycling drop-off program for residents.
- Secured grant funds to establish a 'mini-arboretum' of tree species native to Minnesota in North Commons.
- Continued to maintain the Tree City USA designation (twenty-five [25] years and counting).
- Updated the Floodplain Ordinance and adopted new Flood Insurance Rate Maps to remain compliant with the National Flood Insurance Program.
- Adopted an Emerald Ash Borer (EAB) Management Plan.

Existing Natural Resources

Ramsey undertook two (2) comprehensive inventories in the mid-2000s; a Natural Resources Inventory (NRI) and a Wetland Inventory. Both of these data sets are referenced any time a new development is proposed. These data sets help inform Ramsey if there are significant and/or high value natural resources within a development site that may warrant greater protections. While both provide valuable insight, Ramsey acknowledges that both require periodic updates to ensure that the data is accurate and relevant. There has been no specific timeframe identified for updates to either, but for this data to remain useful, they should be revisited no less than every ten (10) to fifteen (15) years.

Existing Natural Resource Quality

Figure 31: Natural Resource Inventory

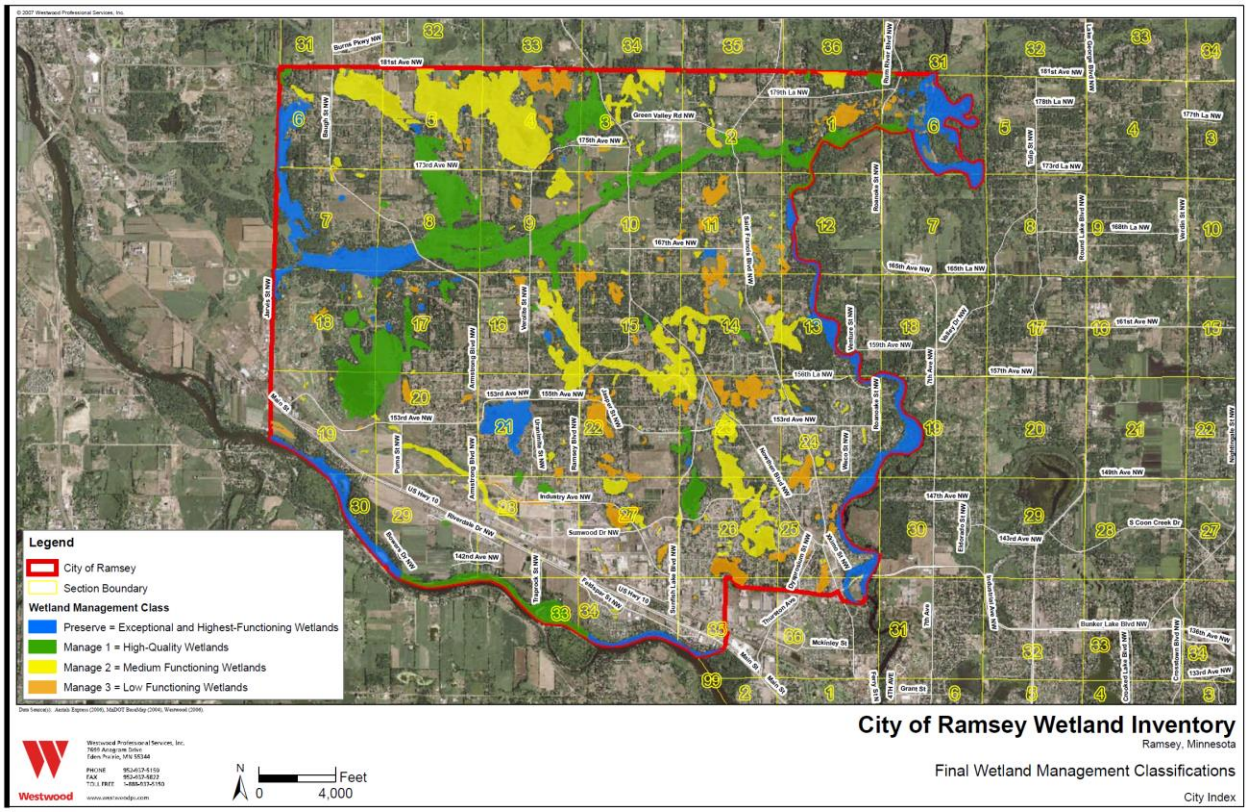


As part of the NRI, potential greenway corridors were identified. Thus, in addition to providing insight to the potential presence of higher value natural areas, the NRI can also be utilized as a reference and guide for critical corridor connections. As Ramsey continues to experience

development pressures, the NRI will eventually need to be 'recalibrated' to ensure that it is still a meaningful and reliable data source.

Existing Wetland Quality

Figure 32: Wetland Inventory



In 2006, Ramsey completed a Wetland Inventory utilizing the Minnesota Routine Assessment Method (MnRAM) to accompany a now repealed wetland buffer ordinance. While the wetland buffer standards are no longer codified, the Wetland Inventory is still relied upon to understand what, if any, impacts proposed development may have, especially regarding wetlands classified as high and exceptional.

Natural Resource Initiatives and Pilot Projects

Ramsey has completed a number of natural resource initiatives and pilot projects in recent years. Key programs include, but are not limited to the following.

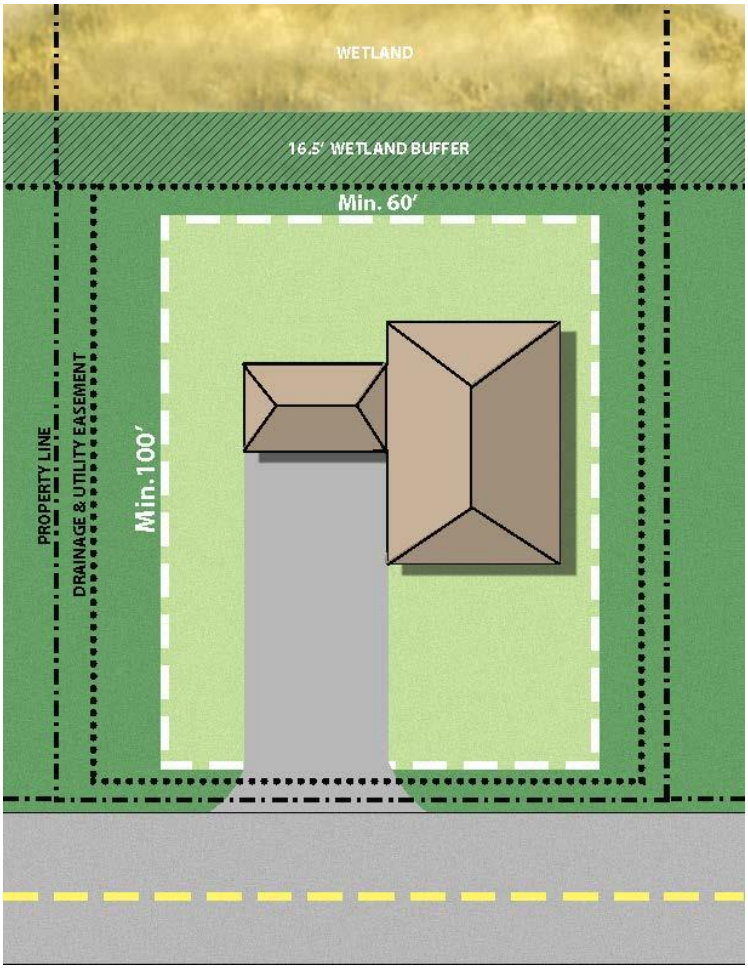
- Buildable Area Standards
- Pollinator Friendly Habitat
- Shoreline Protection

Buildable Area Standards

In 2016, the City adopted new standards related to lot depth as well as instituted a wetland setback. The purpose of both of these standards was to ensure that newly created lots would actually have

sufficient buildable and usable area to accommodate typical homeowner additions, such as a deck, small shed, a yard to play in, etc. Too often, homeowners attempting to make improvements to their property were discovering that there was not sufficient space to accommodate a new deck, a detached accessory building, or even to establish what they viewed as a usable backyard. This was creating a lot of frustration on their part and was also resulting in code violations as well. By implementing these new standards, it not only assured that each newly created lot would have buildable and/or usable space beyond the footprint of their home, but also helped to protect wetlands both from being filled in as well as from a water quality stand point (more filtration of runoff before entering the wetland).

Buildable Area and Wetland Setback Example



Pollinator Friendly Habitat

The City desires to encourage more pollinator friendly habitat for a multitude of reasons. First and foremost, Ramsey desires to ensure the sustainability of food supply and the food web, which relies heavily on pollinators. By promoting pollinator friendly practices and initiatives, the City not only helps foster the concept of local food through opportunities such as a local farmer's market, but also encourages the protection, restoration, and/or establishment of pollinator habitat.

Broadly speaking, pollinator habitat generally consists of native plants, shrubs and trees. Native species are generally more drought tolerant and require fewer inputs, such as water (irrigation) and chemicals (fertilizers and herbicides). Thus, by establishing more pollinator friendly habitat, the demand on groundwater for irrigation purposes should decrease. Furthermore, the reduced need for chemical applications should lower the potential of groundwater and/or surface water contamination from inappropriate application of these products on the landscape.

Protecting, restoring, and/or establishing pollinator habitat also creates habitat for a variety of wildlife. Where feasible, conglomerations of pollinator friendly landscapes can become the basis for wildlife corridors and potentially even a greenway corridor. Even small patches, such as a backyard butterfly garden, of pollinator friendly habitat can be beneficial for many pollinators whose populations are declining as habitat loss continues to increase.

Mayors for Monarchs

The City has taken the Mayors for Monarchs Pledge to affirm its support not only for the iconic monarch butterfly, but also for pollinators in general, whose habitat continues to be fragmented and/or destroyed.

Mayors for Monarchs

Many people may not realize that Monarch butterflies play an important role in pollinating various plants, including many of our food crops. But their population has declined by more than 90% in the last two decades. That is why it is important to create special habitats for these pollinators in our yards and gardens. Recently, the City of Ramsey adopted a resolution to support pollinator initiatives throughout our community.

Ramsey Mayor, Sarah Strommen, launched the initiative by signing the Mayors for Monarchs Pledge to support Monarch butterflies in our community by implementing efforts to create, restore, and protect pollinator habitat and encouraging our citizens to do the same in their own backyards. The Mayors for Monarchs Pledge Signing event took place on June 6, 2017 at the Lake Itasca Trailhead in Ramsey.

At the pledge signing event Mayor Strommen designated a new "Monarch Trail" along the Lake Itasca Trail corridor. Together with the U.S. Fish and Wildlife Service, the City of Ramsey will be restoring six and a half acres of land along this trail to a natural habitat designed to support Monarch butterflies and other important pollinators.

Students from Youth First Community of Promise were there to jump-start the project by planting a small section of native plant plugs at this event, which was representative of the larger-scale planting that will happen this fall.

Fourth grade students from Ramsey Elementary also contributed to the event by creating 150 colorful butterflies, which served as the backdrop for this event and will also be on display in the Ramsey City Hall in honor of National Pollinator Week, June 19 - 25, 2017.

If you are interested in learning more about the Monarch butterfly, be sure to check out Ramsey Parks & Recreation's Monarch Lab on July 25. Visit www.cityoframsey.com/ParkEvents for more information on how to register.

City of RAMSEY

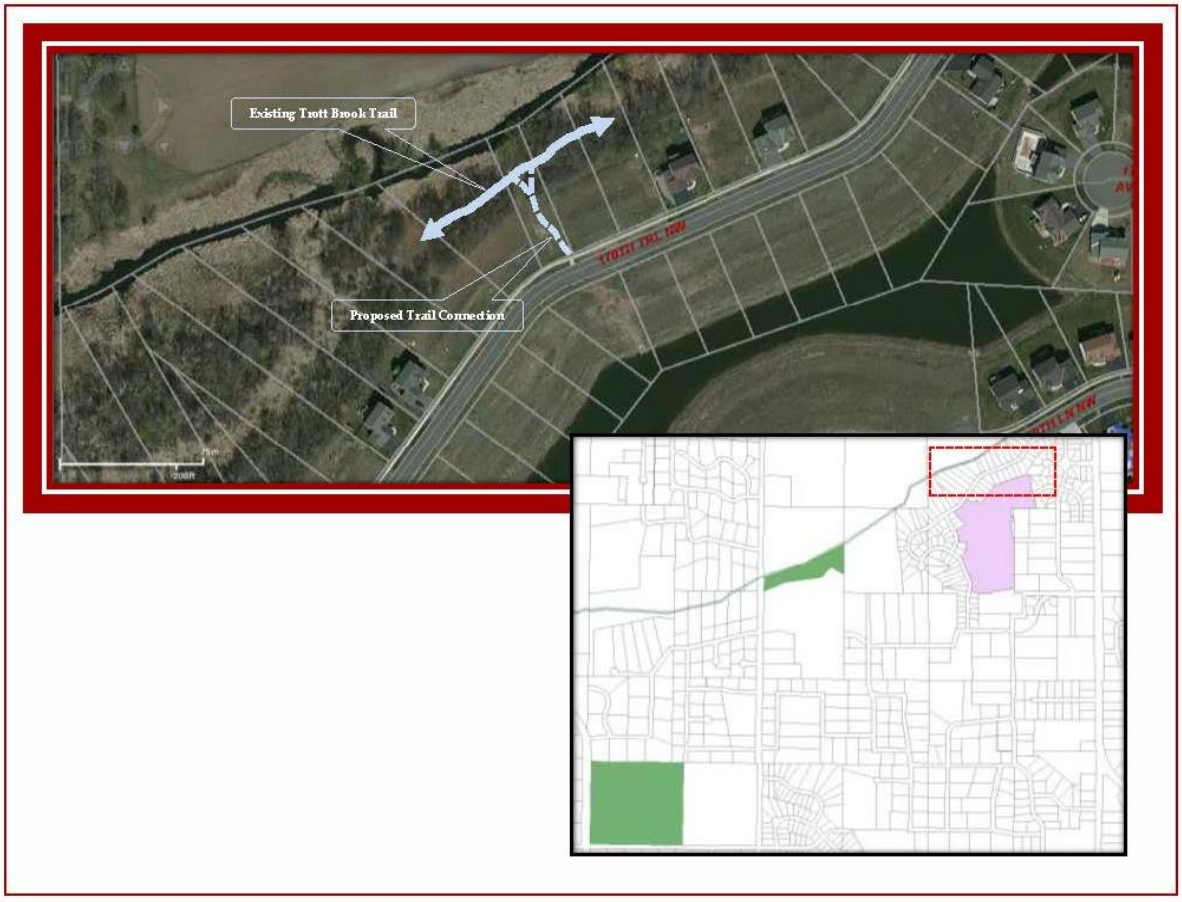
Lake Itasca Monarch Trail

In the summer of 2017, the City designated a portion of the Lake Itasca Trail as a Monarch Trail. This was in conjunction with the Mayor's Monarch Pledge proclamation. The Monarch Trail includes roughly seven (7) acres of land on both sides of an existing, well used trail segment along Lake Itasca. A ceremonial planting of a mixture of plugs was completed in the summer of 2017. Site preparations occurred over the following fall, winter and spring seasons. This included a prescribed burn to eliminate non-native and undesirable vegetation (forbs/grasses) and removal of red cedar and Siberian elms within approximately 100 feet of the trail. The site was then seeded with species favored by monarch butterflies and other pollinators. This project converted fallow land into a native, pollinator friendly landscape that abuts a heavily used walking/biking trail in the community. Thus, it not only created new habitat but also did so in a location that would is highly visible to the community.

Brookfield Trail Connection

In 2016, Ramsey identified an opportunity to create a new trail connection to the Trott Brook Trail, a very popular walking/biking trail that parallels Trott Brook. There were multiple facets to this project that, in concert, would improve mobility, create pollinator friendly habitat, promote infiltration and improve water quality. The new trail segment provided a 'mid-block' connection to the existing Trott Brook Trail. Since the existing pedestrian ramp was at the low spot in the road, an opportunity existed to incorporate a rain garden into this project to promote infiltration and groundwater recharge while also improving the water quality of a large stormwater pond that serves as a 'water feature amenity' for this neighborhood also. Finally, rather than installing a typically turf grass landscape that would require irrigation and regular, routine maintenance (mowing), a native, pollinator friendly landscape was established on both sides of the trail. This creates not only additional habitat for pollinators, but also will result in year round interest and variability in the view shed.

Figure 4: Brookfield Trail Connection



Shoreline Protection

The Mississippi River and Rum River experience significant erosion that poses a threat to individual properties and water quality as well. The Anoka Conservation District completed an inventory of the Mississippi River shoreline in December of 2015 to assess the severity of erosion. While a

formal shoreline erosion inventory has not been completed on the Rum River, the Lower Rum River Watershed Management Organization (LRRWMO), along with City Staff, do conduct annual inspections to identify potential erosion concerns (as well as potential violations of the Wild and Scenic River Overlay District).

One of the primary impetuses for the formal inventory of the Mississippi River shoreline was to identify the most problematic properties and to use that data to solicit funding assistance.

Acceptable Shoreline Stabilization Techniques

There are a number of potential acceptable stabilization techniques that can be employed. While Ramsey would look for guidance from other, more technically specialized agencies, such as the Anoka Conservation District and the Department of Natural Resources, some potentially acceptable techniques may include:

- Vegetation
- Natural Barriers
- Rip Rap
- Wing Dams
- Other

Oftentimes, a combination of techniques may be necessary. However, each site likely will have specific conditions or circumstances that will, at least in part, determine which method(s) will be most effective.

New Preservation Efforts

Moving forward, Ramsey desires to enhance efforts in two (2) main categories.

1. Groundwater Supply Preservation
2. Solid Waste Reduction
3. Access to Solar
4. Alternative Energy
5. Greenway Planning
6. Water Quality
7. Public Realm Landscaping

Groundwater Supply Preservation

Ramsey desires to protect the quantity and quality of our groundwater supply and aquifers. The City will accomplish this goal with two (2) broad strategies.

1. Programs, Incentives, and Rebates
2. Educational Initiatives

In the summer months, Ramsey's water usage typically doubles or almost triples that of winter months. This is not due to a lack of concern by Ramsey residents regarding water supply, but rather it is the result of the predominantly sandy nature of sandy soils. This previously prompted Ramsey to adopt a topsoil requirement applicable to any property with a Building Permit for a new

principal building. However, this is not necessarily addressing the water usage as many property owners have not altered the programming of their irrigation system to account for the higher organic content of the topsoil.

The Environmental Policy Board (EPB) recommended a change to City Code that required any new in-ground irrigation system to be equipped with some form of water efficient technology (e.g. smart controller, soil moisture sensors, evapotranspiration sensors, etc.). But, beyond that, the EPB also expressed an interest in incentives and/or rebates to encourage existing property owners with in-ground irrigation systems to consider retrofitting their irrigation system with water efficient technologies. Due to the greater financial impact of retrofitting, the EPB felt that a carrot, rather than a stick, approach would be better.

There continues to be a need for public education on the current status of groundwater availability and conservation techniques and measures that could be implemented by individual property owners to help reduce the demand on aquifers. Ramsey has a keen interest in this subject as it had previously explored utilizing surface water from the Mississippi River as a source of drinking water. However, this is truly a regional issue and one that Ramsey believes needs a regional solution. Thus, instituting an education and awareness campaign around groundwater has the distinct ability to help delay and defer any significant capital expenses that Ramsey may incur.

Solid Waste Reduction

Ramsey contracts with a single hauler for curbside service for single-family residential . This not only helps with participation rates and education, but also helps reduce the number of trucks traversing local streets (less wear and tear and likely reduces air pollutants as well). The curbside program provides collection of recyclables on an every other week (EOW) schedule. Ramsey is divided into an east side and west side for collection purposes, generally along Sunfish Lake Blvd and Nowthen Blvd (with all residential properties south of Highway 10 being considered west).

In 2014, State Statute 115A.551 (Recycling) was amending to specify that by December 31, 2030, each metropolitan county will have a goal to recycle seventy-five percent (75%), by weight, of the total solid waste generated. Furthermore, it states that counties will develop or require political subdivisions within the county to develop and implement programs, practices, and/or methods designed to achieve this goal.

In recognition of this aggressive goal, Ramsey has created new and/or additional opportunities for residents to properly dispose of recyclable materials. This includes expanding the list of acceptable materials collected during Ramsey's Recycling Day events, which now accepts carpet, carpet padding, textiles, motor oil, oil filters, and antifreeze. Additionally, Ramsey has added a third Recycling Day (summer) event to provide an additional opportunity for residents to properly dispose of materials generally not accepted through the curbside program.

After review of a recent metropolitan waste sort (completed for Hennepin County in 2016), it is clear that organic materials represent the largest component remaining in trash. This represents a potential opportunity to boost Ramsey's recycling tonnage, which led the city to implement an organics recycling drop-off program.

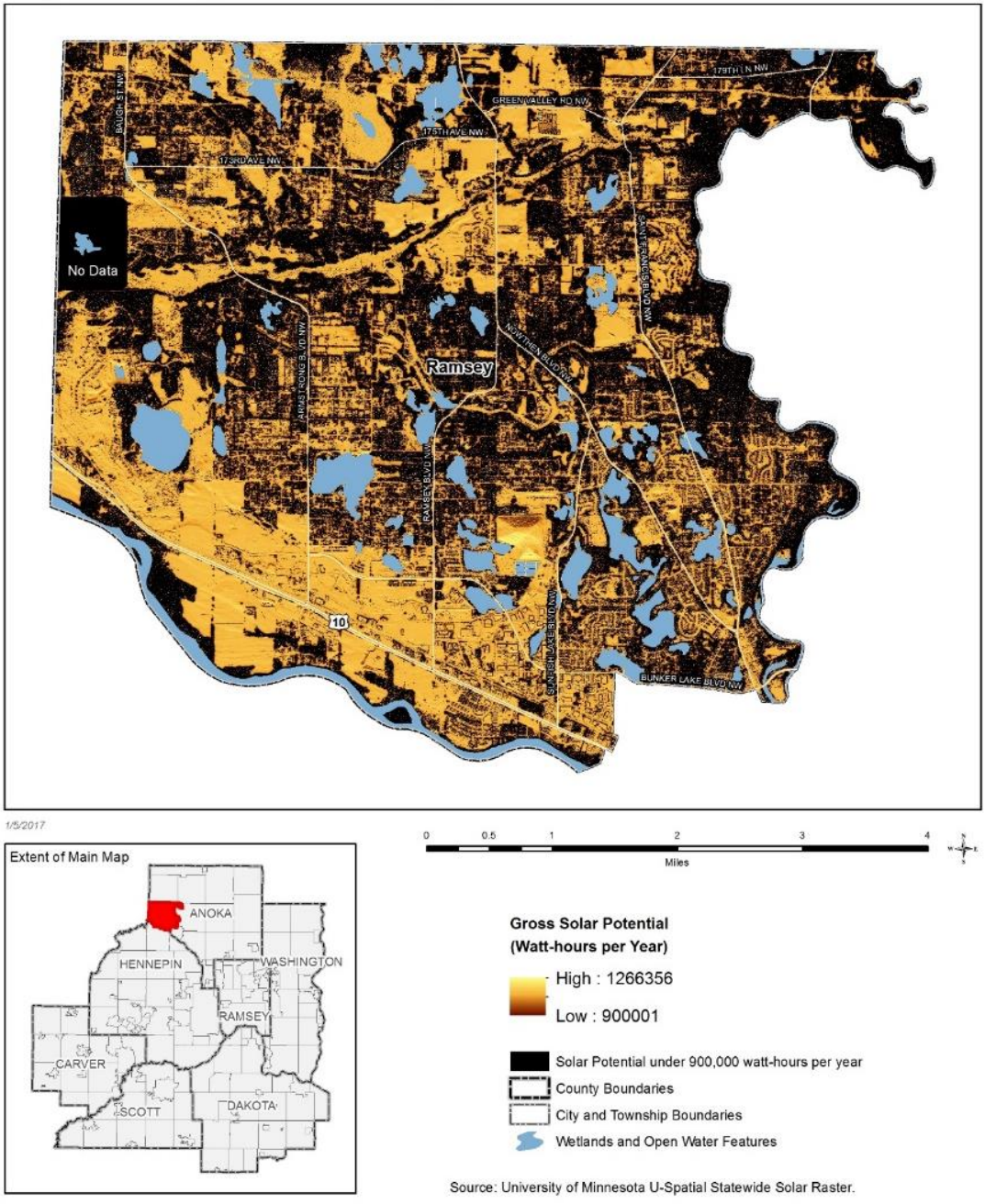
Ramsey is providing 'starter kits' at no cost to encourage residents to participate in this program. There are carts located at the Public Works Campus for participants to drop off their organics. Ramsey is continuing to explore various options to expand and improve the organics program. This could include a larger scale drop-off site and/or a curbside program is yet another attempt to increase the amount of material diverted from the trash to the recycling stream.

The greatest opportunity to realize significant gains in recycling, however, will likely come from the commercial sector. While Ramsey's recycling program is focused on the residential sector, primarily based on how the program is funded (Select Committee on Recycling and the Environment, aka SCORE), Anoka County does work with the commercial sector. They have partnered with Minnesota Waste Wise to conduct waste audits for interested commercial entities and guidance on how to increase recycling and reduce waste (and possibly costs too). Ramsey supports this work and will continue to explore opportunities to educate and assist the commercial sector with waste reduction measures where feasible.

Access to Solar

In the mid-2010s, Ramsey amended its Zoning Code to permit both ground mounted and building mounted solar arrays as an accessory use in any zoning district. This created the possibility for both the residential and commercial/industrial sectors to lawfully install solar energy systems if they so desired. In 2017, Ramsey amended its Zoning Code again to identify solar energy systems as a principal use with the issuance of a Conditional Use Permit within the Public/Quasi-Public zoning district.

Figure 5: Gross Solar Potential



Alternative Energy

Ramsey recognizes the growing field of renewable energy sources and has taken steps over the past decade to include provisions in the Zoning Code that govern their installation. In addition to solar energy systems (as addressed above), Ramsey also permits, under certain conditions, Wind Energy Conversion Systems (WECS) and Ground Source Heat Pumps. Ramsey will continue to monitor the evolution of alternative energies and, where appropriate and supported by the community, will contemplate zoning amendments to avoid unintentionally prohibiting their installation.

Greenway Planning

Ramsey has developed a robust system of parks and trails. Trail connectivity is a key metric of success for our community. Ramsey desires to continue our tradition of prudent trail planning, connecting important recreational and ecological resources. In order prioritize limited resources to accomplish this goal, Ramsey has prioritized important trail connections around the 'Circle of Ramsey' connecting our system of Community Parks. More information on this topic is found in the parks section of this plan.

Water Quality

Chlorides (de-icing salts) are a growing concern, not only in Ramsey but across the state, due to their likely impact on water quality. Ramsey is committed to exploring opportunities to reduce the quantities of de-icing salts used on roadways as long as it does not negatively impact safety. Options that could be considered or further investigated include an outright reduction in salt applied to roadways and parking lots, installation of pervious pavement and/or pervious concrete roads, alternative road surfaces (e.g. 'solar' roads that aid in melting snow), etc.

Public Realm Landscaping

Ramsey is committed to growing its boulevard/street tree program. A well designed urban forest addresses several of the key imperatives that were identified throughout the public engagement process. Boulevard trees aid with reducing stormwater runoff (improved water quality and increased infiltration). As Ramsey continues to develop, it will inevitably result in a greater number of vehicles on the roads. Boulevard trees will help filter out pollutants and other particulates from the air while also having a traffic calming effect. Boulevard trees also add economic and aesthetic value to neighborhoods and commercial districts.

University of Minnesota Resilient Communities Project

During the 2017-2018 Academic School Year, Ramsey partnered with the University of Minnesota's Resilient Communities Project (RCP) to advance resilience planning and goals. A summary of the projects evaluated during the academic year is found below. Project reports are available upon requests. Many of the recommendations from the RCP partnership are integrated into this document's goals and implementation strategies.

RESILIENT COMMUNITIES PROJECT

What is the Resilient Communities Project?

The Resilient Communities Project (RCP) is a cross disciplinary program at the University of Minnesota whose mission is to connect communities in Minnesota with University faculty and students to advance local sustainability and resilience through collaborative, course-based projects. Ultimately, RCP strives to

- build local capacity to address community sustainability and resilience issues
- train students to be future sustainability practitioners in their fields
- produce case studies, tool kits, and other resources that advance sustainability and resilience practice at the community scale

How does RCP work?

Each academic year, RCP selects a partner community (typically a city, county, or tribal government) through a competitive process. RCP collaborates with the selected community to identify between 5 and 30 projects— based on community identified environmental, social, and economic issues and needs—that will advance local sustainability and resilience. Then, RCP serves as a matchmaker, strategically connecting the community's projects with existing U of MN courses that can provide appropriate research or technical assistance.

Staff and stakeholders from our partner communities work closely with faculty and students to provide local knowledge and deeper insight into the issues, ensuring the work students undertake is relevant to the community context. Outcomes from each University course are documented in a final report and presentation at the conclusion of the semester. Project results are shared with the community, and disseminated through RCP's website for use by other communities.

What are the benefits to students of collaborating with RCP?

- Efficient access to high-quality and well-organized community projects
- Experience applying your knowledge and skills to real-world issues
- Opportunities to build your resume or portfolio for future job interviews
- Potential to meaningfully advance local sustainability and resilience
- Local and regional visibility and recognition for your work
- Opportunities to network with local government and industry professionals

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Resilient Communities Project
UNIVERSITY OF MINNESOTA
Driven to Discover℠

RCP–RAMSEY PROJECTS, 2017–2018

City of RAMSEY

For the 2017–2018 academic year, RCP is collaborating with the City of Ramsey on 20 projects that will engage dozens of U of MN courses and hundreds of students to provide information, ideas, and new perspectives on locally identified sustainability and resilience issues.

Community Identity and Engagement

Every Voice Matters
Resident Engagement and Volunteerism Plan

A Gathering Place for Community
Community Center Plan

Sustaining Our Legacy
Historic Town Hall Plan

Creating Community Identify
Branding and Marketing Plan

Land Use and Transportation

Highway 10: A Community and Regional Focal Point
U.S. Highway 10 Corridor Plan

Connecting Ramsey
City-Wide Greenway Plan

A Gathering Within: An Attraction Beyond
The CDR Development Plan Update

Paying for Future Infrastructure Needs
Development Fee Study

Environmental Stewardship

Integrating Resources into Our Future
Natural Resources Management and Outreach Plan

Preventing Flood Damage and Disaster
Floodplain Communications Plan

Reduce Waste, Reuse Resources
Organics Recycling Plan

Clean Water, Clean Soil
Septic System Communications Plan

Will the Faucet Turn On?
Water Conservation Toolkit

Restoring Our Edge
Mississippi Shoreline Plan

Housing and Economic Development

Encouraging Small Business Growth and Expansion
Business Incubator Plan

Creating Housing Opportunities for All Generations
Housing Plan

Creating Destination
Retail Market Analysis

Administration

Protecting Our Investments
Asset Management Plan

Sustaining Our Team
Employee Development Plan

Employee Benefits for the Next Generation
Employee Benefits Plan

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

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Printed on recycled and recyclable paper with at least 10 percent postconsumer waste material.

Natural Resources Implementation Plan

A Balance of Rural Character and Urban Growth

Strategy: Ensure sustainability of food supply and food web

Policies and Actions:

1. Promote pollinator-friendly landscape practices

Strategy: Maintain and enhance the community forest

Policies and Actions:

1. Develop a boulevard tree program

Strategy: Reduce erosion along shorelines

Policies and Actions:

1. Create a Shoreline Protection Plan for the Mississippi River
2. Create a Shoreline Protection Plan for the Rum River

Strategy: Preserve significant ecological resources during development

Policies and Actions

1. Create a Conservation Subdivision Design policy
2. Create and overlay district for Trott Brook
3. Implement the Mississippi River Corridor Critical Area Plan

Strategy: Improve Sustainability and Resilience

Policies and Actions

1. Create a Community Resilience Plan

An Active Community

Strategy: Improve recreation opportunities along the City's Priority Greenway Plan

Policies and Actions

1. Complete the priority greenway plan

A Connected Community

Strategy: Improve connections to significant ecological resources

Policies and Actions

1. Inventory potential access points to significant ecological resources

Smart, Citizen –Focused Government

Strategy: Improve awareness for groundwater planning

Policies and Actions

1. Create an outreach plan for groundwater planning

Strategy: Improve awareness for solid waste reduction

Policies and Actions

1. Create an outreach plan for organics recycling

Financial Stability

Objective 1: Utilize staff and local knowledge to reduce consulting costs

Policies and Actions

Chapter 06: Mississippi River Corridor Critical Area Plan (MRCCA)

Introduction

Designated by Governor's Executive Order in the 1970s, the Mississippi River Corridor Critical Area (MRCCA) is a land corridor along the Mississippi River in the Twin Cities Metropolitan Area governed by special land planning requirements and land development regulations. These regulations, which are implemented through local MRCCA plans and ordinances, protect and preserve the natural, scenic, recreational, and transportation resources of this section of the Mississippi River. The MRCCA comprises 72 miles of river and 54,000 acres of surrounding land in 30 local jurisdictions.

Ramsey adopted its first Critical Area Plan in 1980. Ramsey adopted its first Critical Area Ordinance in 1985, and has processed several amendments since that date.

Ramsey has ensured that plan preparation has included extensive public engagement. In 2013, Ramsey hosted a series of public workshops on the topic, and maintains a contact database. In addition, Ramsey's overall Comprehensive Plan Update has included the most extensive public engagement process Ramsey has hosted for any of its Comprehensive Plan Updates.

Comprehensive Plan Strategic Imperatives

- A Balance of Rural Character and Urban Growth
- An Active Community (Parks, Recreation, and Open Space)
- A Connected Community (Transportation)
- A Positive Learning Environment

Initiatives for the Critical Area

A Balance of Rural Character and Urban Growth

- Protect and Restore Significant Ecological Resources
- Improve Water Quality

An Active Community

- Maintain and Improve Recreation Opportunities along and adjacent to the Mississippi River

A Connected Community

- Improve Access to the Mississippi River

A Positive Learning Environment

- Communicate the Benefits of Protection of Ecological Resources

Mississippi River Corridor Critical Area Districts

River Neighborhood (CA-RN)

The river neighborhood district is characterized by primarily residential neighborhoods that are riparian or readily visible from the river or that abut riparian parkland. The district includes parks and open space, limited commercial development, marinas, and related land uses.

The river neighborhood district must be managed to maintain the character of the river corridor within the context of existing residential and related neighborhood development, and to protect and enhance habitat, parks and open space, public river corridor views, and scenic, natural, and historic areas. Minimizing erosion and the flow of untreated storm water into the river and enhancing habitat and shoreline habitat vegetation are priorities in the district.

Rural Open Space (CA-ROS)

The rural and open space district is characterized by rural and low-density development patterns and land uses, and includes land that is riparian or visible from the river, as well as large, undeveloped tracts of high ecological and scenic value, floodplain, and undeveloped islands. Many primary conservation areas exist in the district.

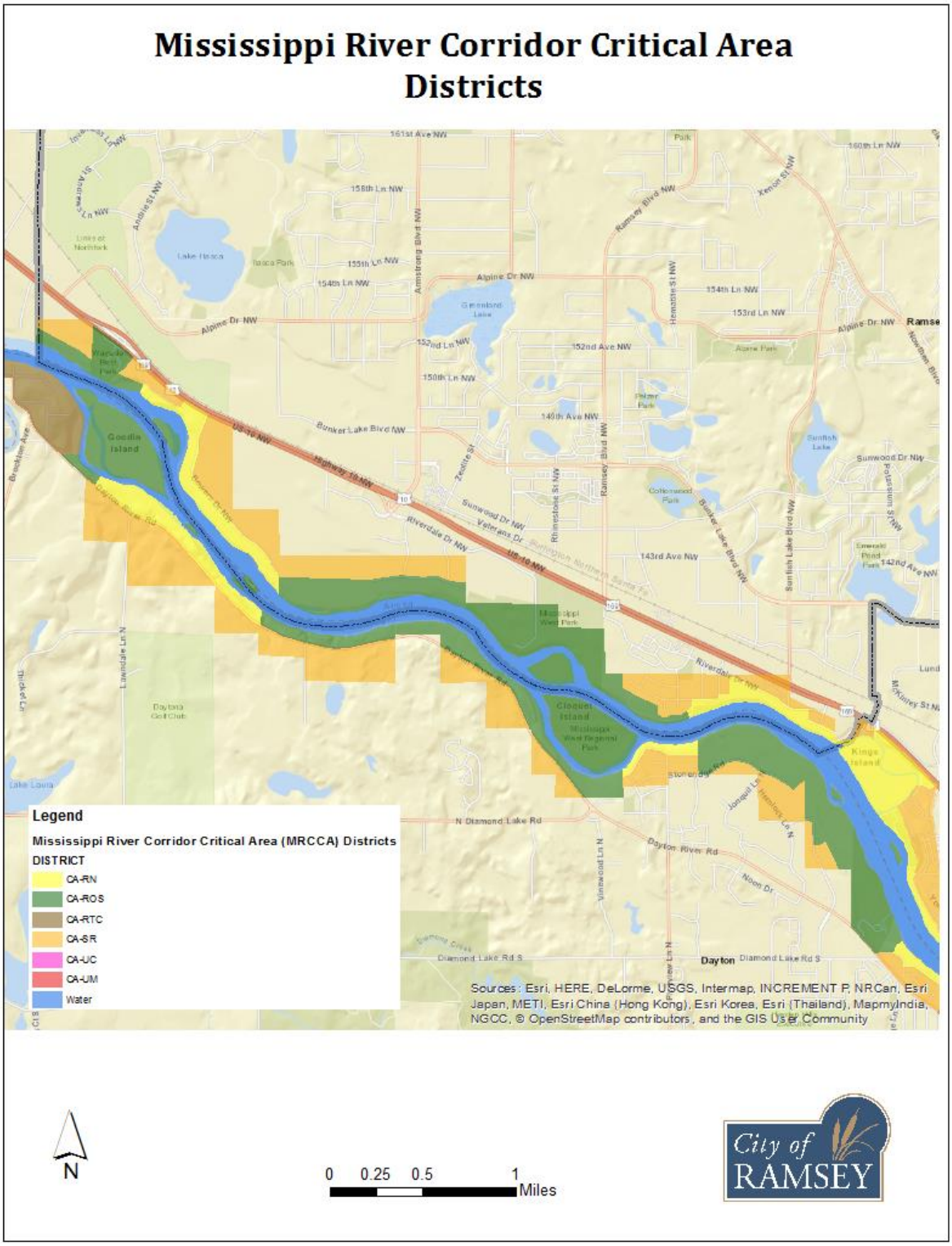
The rural open space district must be managed to sustain and restore the rural and natural character of the corridor and to protect and enhance habitat, parks and open space, public river corridor views, and scenic, natural, and historic areas.

Separated From River (CA-SR)

The separated from river district is characterized by its physical and visual distance from the Mississippi River. The district includes land separated from the river by distance, topography, development, or a transportation corridor. The land in this district is not readily visible from the Mississippi River.

The CA-SR district provides flexibility in managing development without negatively affecting the key resources and features of the river corridor. Minimizing negative impacts to primary conservation areas and minimizing erosion and flow of untreated storm water into the Mississippi River are priorities in the district.

Figure 6: Mississippi River Corridor Critical Area Districts



Primary Conservation Areas

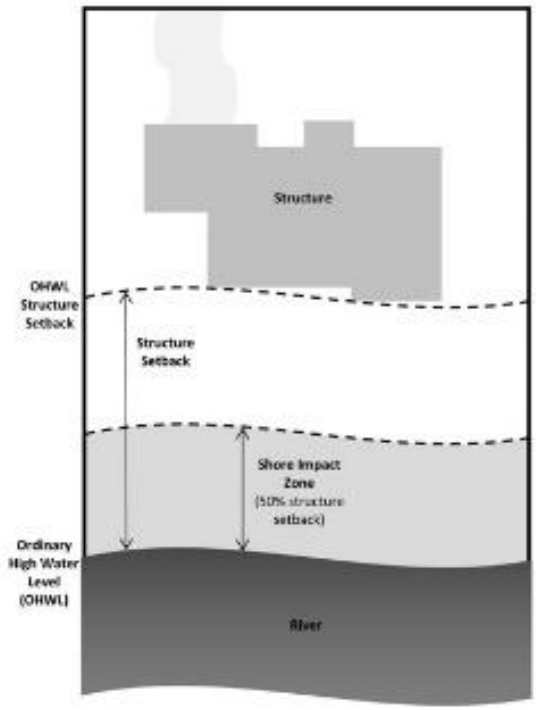
"Primary conservation areas" means key resources and features, including shore impact zones, bluff impact zones, floodplains, wetlands, gorges, areas of confluence with tributaries, natural drainage routes, unstable soils and bedrock, native plant communities, cultural and historic properties, significant existing vegetative stands, tree canopies, and other resources identified in local government plans.

General Overview and Description

Generalized maps of the Primary Conservation Areas below are included in the text below. Larger, more detailed maps are included as an appendix. Detailed maps will be available upon request.

Shore Impact Zones

"Shore impact zone" means land located between the ordinary high water level of public waters and a line parallel to it at a setback of 50 percent of the required structure setback or, for areas in agricultural use, 50 feet landward of the ordinary high water level.



Floodplains and Wetlands

"Floodplain" means the areas adjoining a watercourse which has been or hereafter may be covered by the regional flood.

Confluence with Key Tributaries

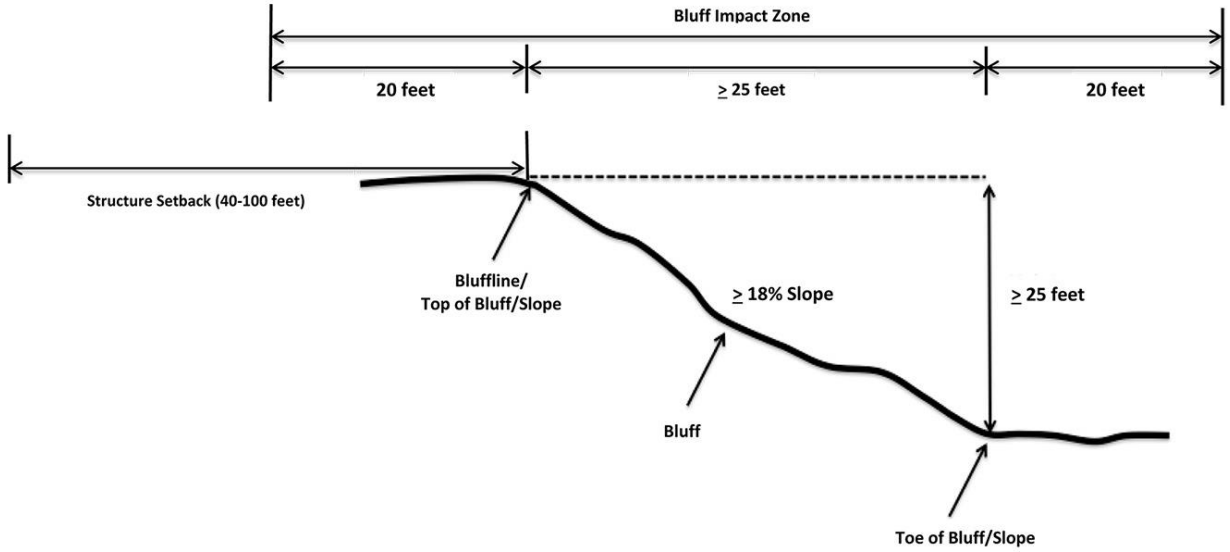
There are no confluences with key tributaries within Ramsey.

Natural Drainage Areas

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

Bluff Impact Zone

"Bluff impact zone" means the bluff and land within 20 feet of the bluff.



Native Plant Communities and Significant Existing Vegetative Stands

"Native plant community" means a plant community that has been identified as part of the Minnesota biological survey or biological survey issued or adopted by a local, state, or federal agency.

Cultural & Historic Properties

Historic property" means an archaeological site, standing structure, site, district, or other property that is:

- Listed in the National Register of Historic Places or the State Register of Historic Places or locally designated as a historic site under Minnesota Statutes, chapter 471;
- Determined to meet the criteria for eligibility to the National Register of Historic Places or the State Register of Historic Places; or
- An unplatted cemetery that falls under the provisions of Minnesota Statutes, chapter 307, in consultation with the Office of the State Archeologist.

One area of cultural and historic significance is located in the corridor. It does not meet the definition above. The location of the first settlement in Ramsey is located within the corridor, originally known as Itasca Village. There are no remaining structures or assets from this original settlement.

Gorges

There are no gorges located in Ramsey.

Unstable Soils and Bedrock

There are significant areas of shoreline erosion located along Ramsey's Mississippi River Shoreline. This erosion is documented through a 2016 Anoka Conservation District Survey. The results of said

survey are incorporated into this document by reference. Ramsey will be utilizing this information for education, outreach, and funding purposes to restore priority areas from further erosion.

Figure 7: Shore Impact Zone Map

Figure 8: Floodplains and Wetlands

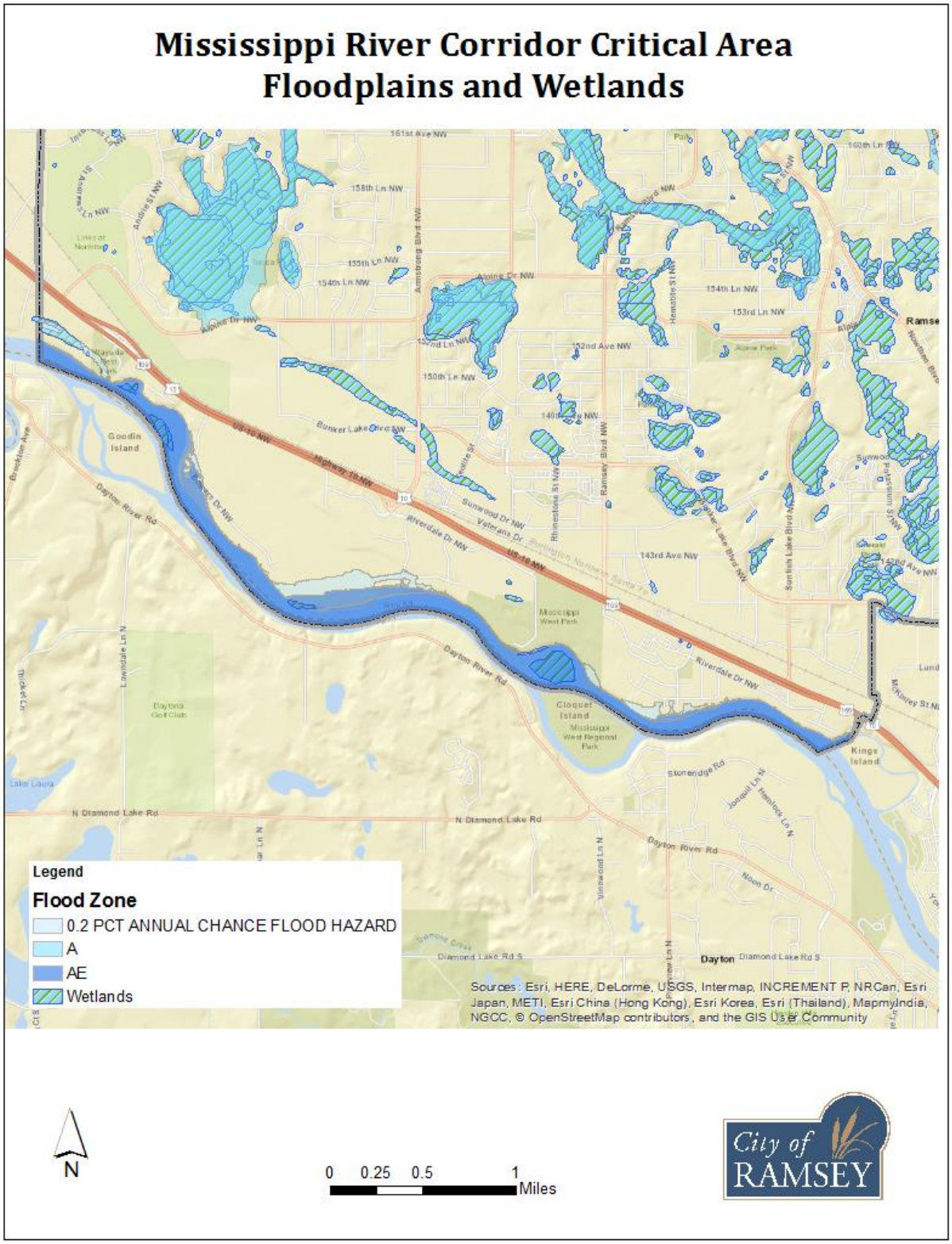


Figure 9: Confluence with Key Tributaries

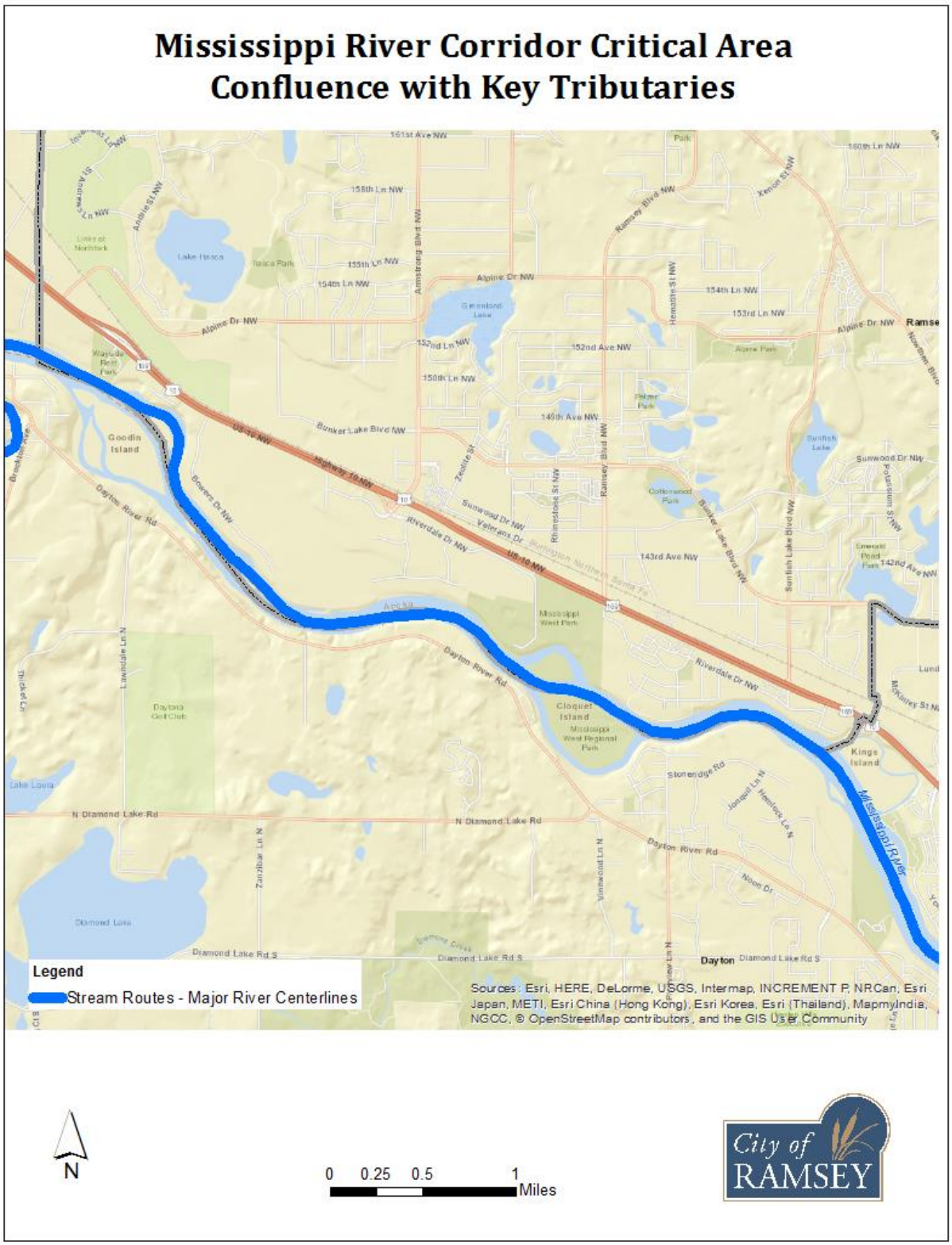


Figure 10: Natural Drainage Areas

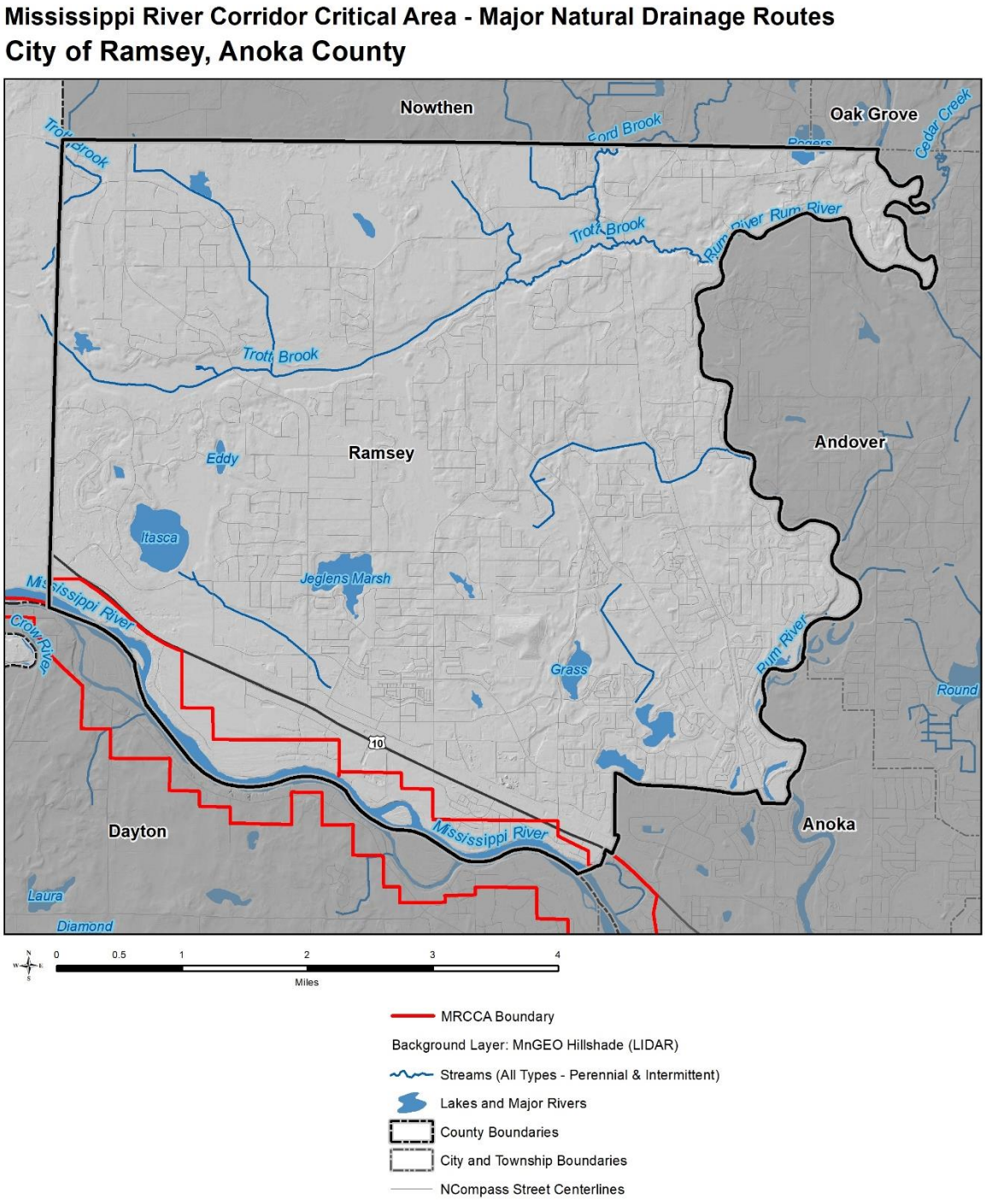


Figure 11: Bluffs and Bluff Impact Zones

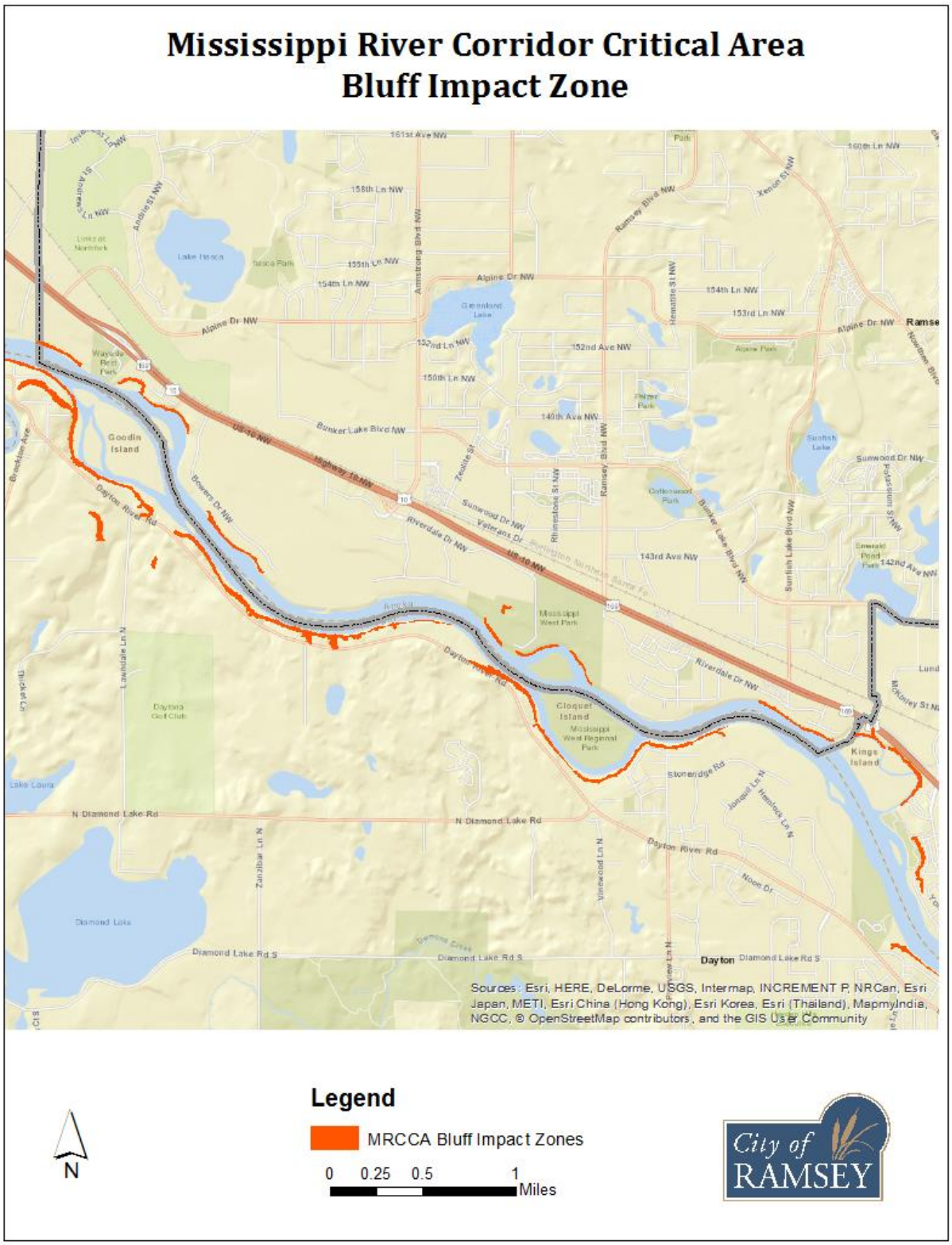
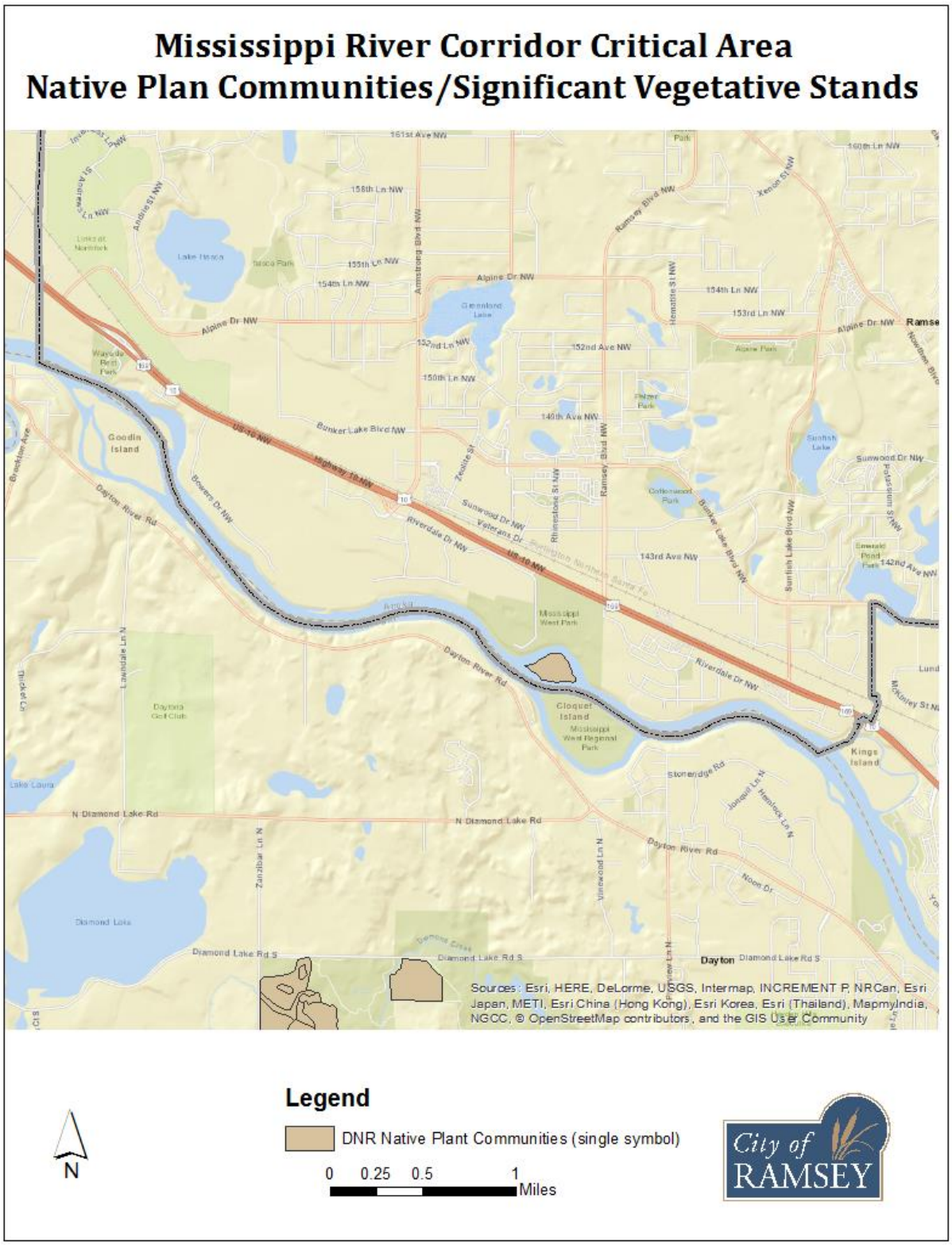


Figure 12: Native Plan Communities & Significant Existing Vegetative Stands



Public River Corridor Views

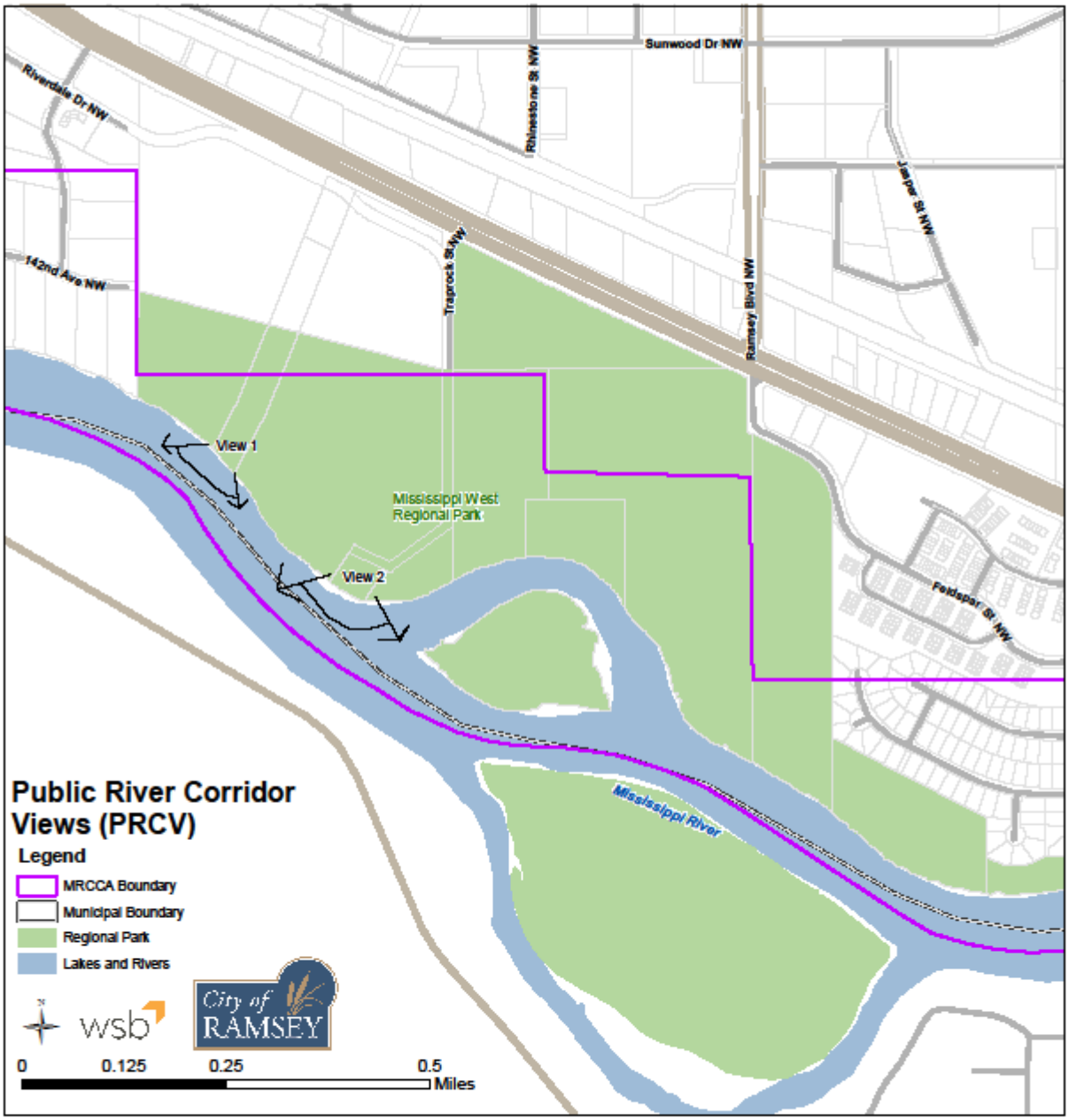
General Overview

A key component of the Critical Area Plan is to improve access to public river views and protect the views of bluffs from the river.

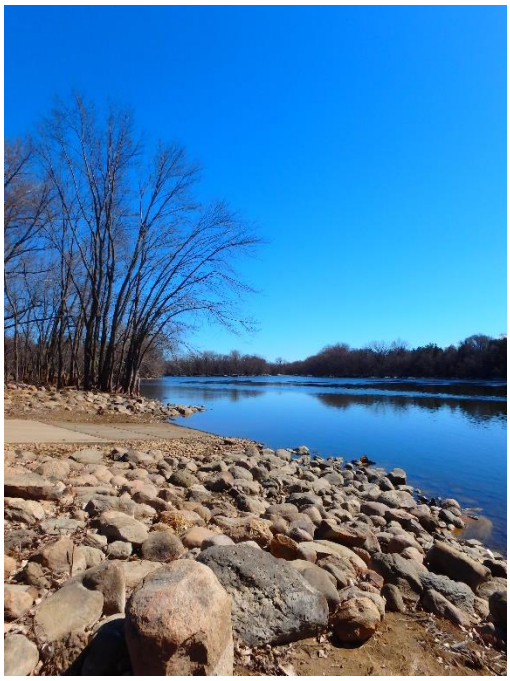
Views Toward River from Public Places (PRCV)

Two views were identified by Staff as being key public river corridor views (PRCVs) which are showing below as well as the location of the PRCV mapped with the direction of the view included.

Figure 42: Public River Corridor View Location



PRCV View 1



PRCV View 2

View 1 and 2 are deemed important PRCV's due to their direct pedestrian (view 1) and vehicular (view 2) access to the waterfront as well as existing dense vegetation at both sites. Loss of vegetation at either site may result in erosion that could reduce water quality in the area and thus degrade the overall aesthetic of the area.

Priorities for Restoration

Ramsey's priority for restoration within the Corridor is protecting the Corridor from significant erosion as identified by the 2017 Anoka Conservation District Mississippi River Shoreline Inventory for Ramsey.

Figure 43: Vegetation Restoration Priorities

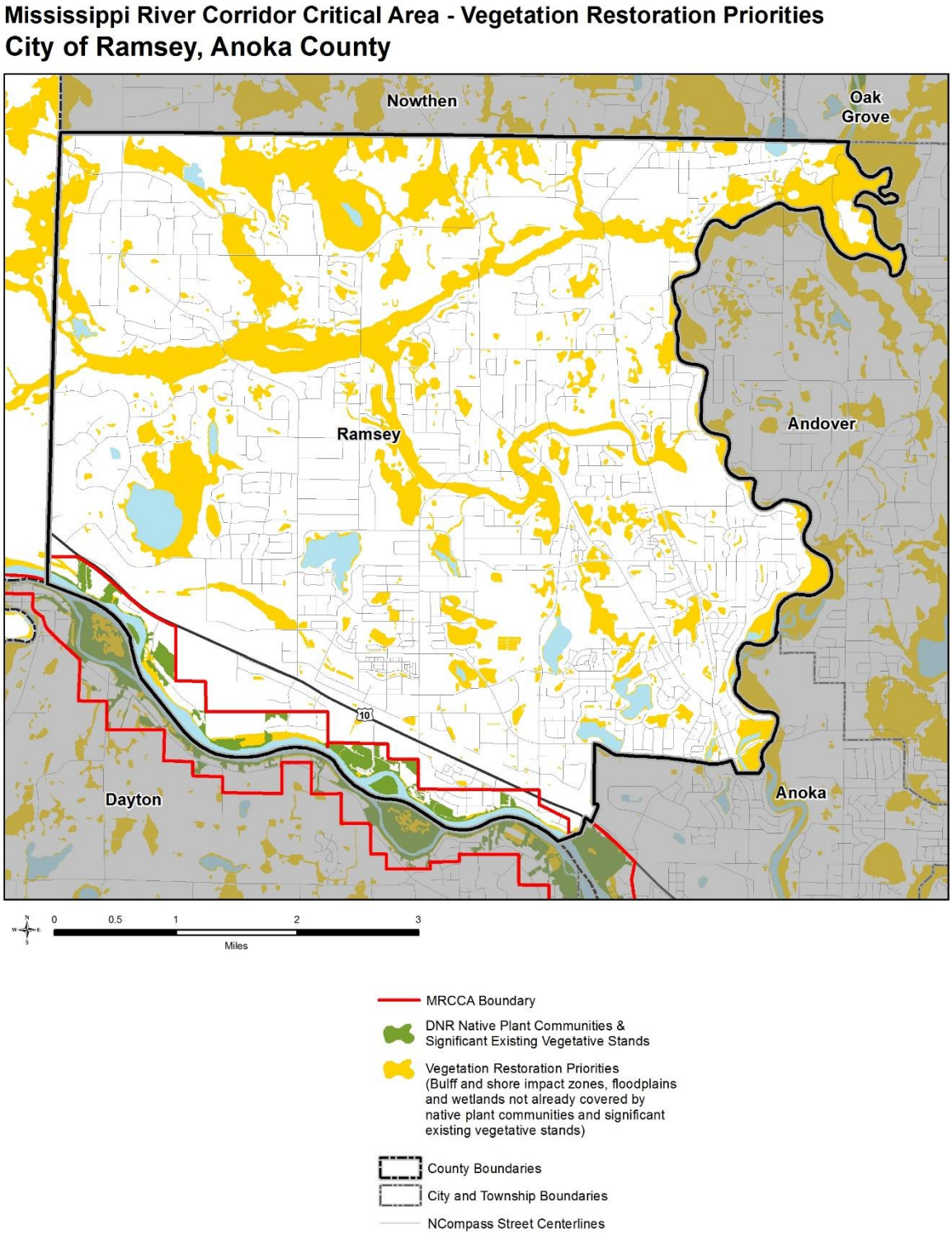
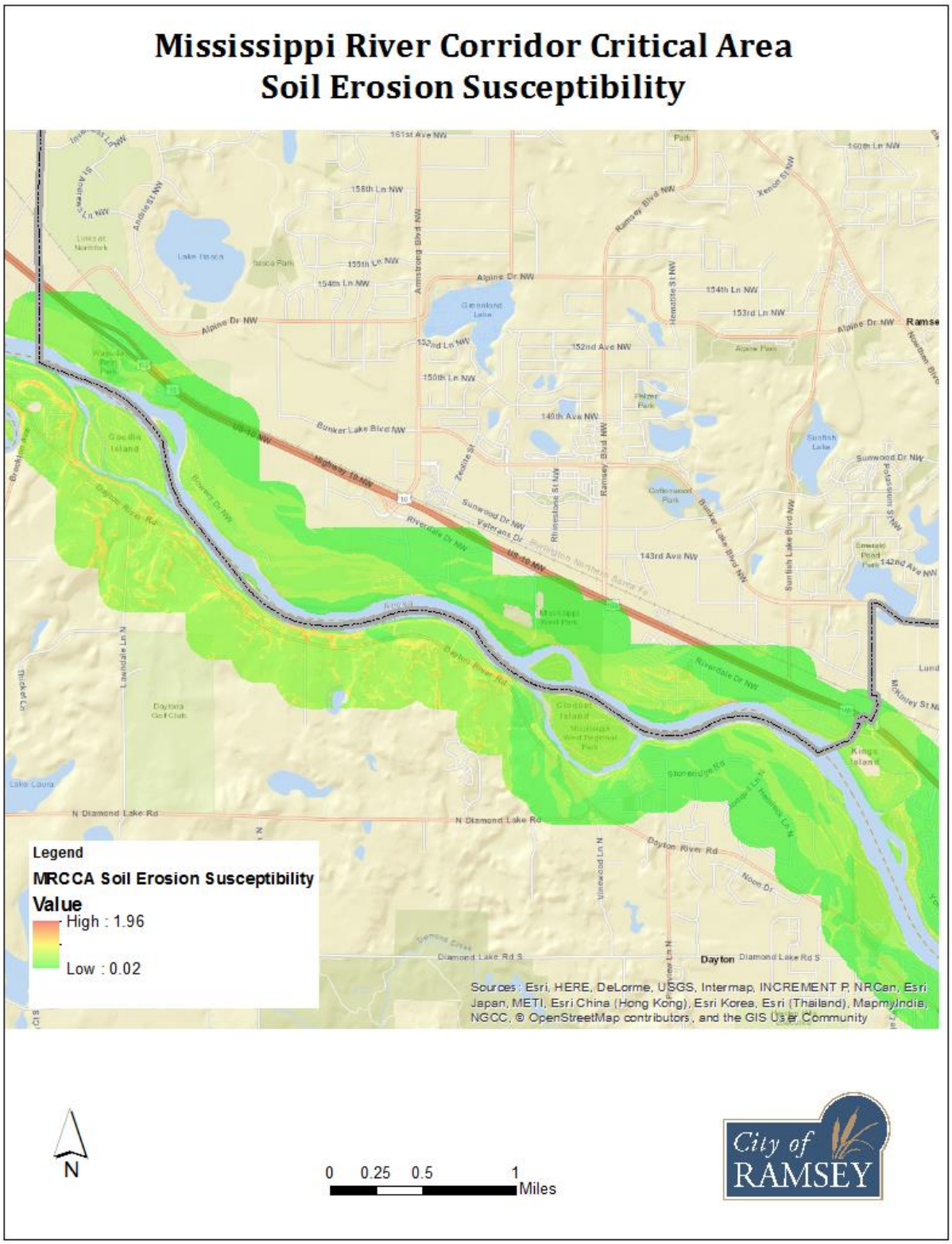


Figure 134: Soil Erosion Susceptibility



Surface Water Uses

Water-Oriented Uses

Open Space & Recreational Facilities

Existing Recreation Facilities

The Mississippi River Trail and Riverdale Park are currently located within the Corridor.

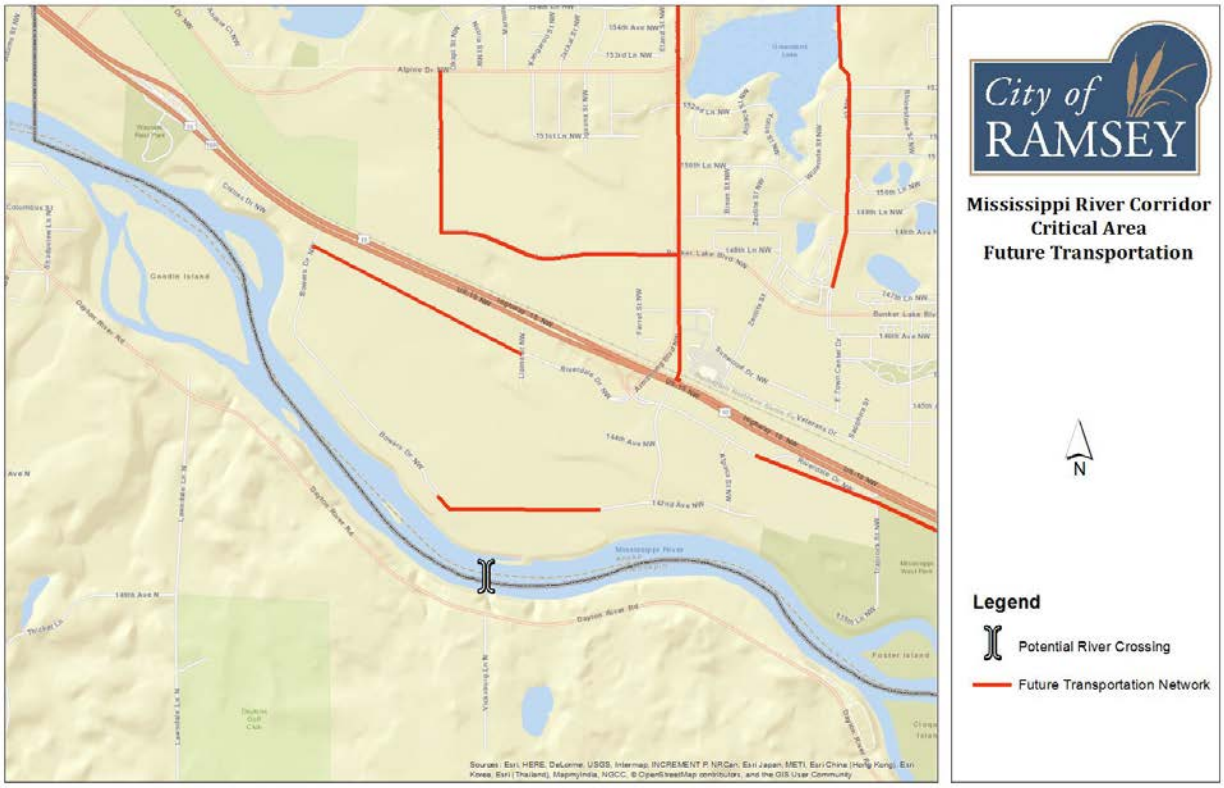
Future Recreation Facilities

The future Mississippi West Regional Park is located within the Corridor. In addition, the future alignment of Central Anoka County Regional Trail connects to the Corridor. A future component of the Central Anoka County Regional Trail is a grade-separated pedestrian crossing over the BNSF/Northstar Commuter Rail Corridor and U.S. Highway 10, known as the Mississippi Skyway.

Transportation & Public Utilities

An existing Connexus Energy Electric Transmission Line current crosses the Mississippi River connecting Ramsey and Dayton. Ramsey continues to plan for a future River Crossing between Ramsey and Dayton.

Figure 4514: Mississippi River Bridge/Crossing



There are currently no electric power generating facilities installed within the MRCCA boundary. There is however a solar garden owned and operated by Connexus Energy just outside of the boundary. Solar power generating facilities are allowed as an accessory use is all city zoning districts. Ground mounted solar energy systems are required to comply with all building setbacks

in the applicable zoning district. The height of ground mounted solar energy systems at maximum designed tilt shall not exceed the distance from the nearest property boundary or the maximum allowable building height for the applicable zoning district, whichever is more restrictive. Building mounted solar energy systems shall comply with the maximum allowable building height for the applicable zoning district. The limitations on height to be in conformance with height of other structures in the zoning district will limit the amount of impact a solar energy system could have on area PRCV's.

MRCCA Policies

Districts/Land Use

Policy 1: The City will implement the policies of the Critical Area by adopting the new districts within our Zoning Code.

Policy 2: The City will protect native and existing vegetation during the development process and require restoration if any is removed by development. Priorities for restoration shall include stabilization of erodible soils, riparian buffers and bluffs or steep slopes visible from the river.

Policy 3: Identify and encourage connection of CA-SR district land to existing and planned parks and trails for Local Governing Units (LGUs) with developable land in CA-SR districts.

Policy 4: Encourage that land dedication requirements be used to acquire land suitable for public river access.

Primary Conservation Areas

Policy 3: The City will encourage conservation subdivision design to protect Primary Conservation Areas.

Policy 4: Conservation Subdivision Design will be utilized to allow the clustering of lots in exchange for permanent protection of Primary Conservation Areas.

Policy 5: The City will continue its proactive approach to subdivision design by encouraging setbacks and adequate lot depth to preserve Primary Conservation Areas.

Policy 6: The City will support mitigation of impacts to PCAs through subdivisions/PUDs, variances, CUPs, and other permits.

Policy 7: The City will where possible and feasible restore previously removed native plant communities and natural vegetation in riparian areas a high priority during development.

Policy 8: The City will seek to establish permanent protection of PCAs through either public acquisition, conservation easement, or deed restrictions.

Public River Corridor Views

Policy 9: The City will strive to work with applicable partners, especially Anoka County Parks, to improve access to Public River Corridor Views.

Policy 10: When feasible, the City will protect and minimize impacts to PRCVs from public and private development activities.

Policy 11: The City will protect and minimize impacts to PRCVs from public and private vegetation management activities.

Policy 12: The City will protect PRCVs located within the community and identified by other communities adjacent or across the river.

Restoration Priorities

Policy 13: The City will continue to implement pilot demonstration projects and incentives to encourage restoration of priority areas.

Policy 14: The City will seek opportunities to restore vegetation to protect and enhance PRCVs identified in this plan.

Policy 15: The City will seek opportunities to restore vegetation in restoration priority areas identified in this plan through the CUP, variance, vegetation permit and subdivision/PUD processes.

Policy 16: The City will work to sustain and enhance ecological functions (habitat value) during vegetation restorations.

Policy 17: The City will require that proposed development sites be evaluated for erosion prevention and bank and slope stabilization issues and require restoration as part of the development process.

Surface Water Uses

Policy 18: The City will continue to support Anoka County's operation of a Boat Launch along Traprock Street.

Policy 19: The City recognizes the Mississippi River as a "working river" that is important to the economy of the Twin Cities metropolitan area and the Midwest.

Policy 20: The City does not currently regulate surface water use under Minn. Statute, Chapter 86B and does not intend to assume that responsibility.

Policy 21: Where applicable, the City will seek to balance commercial and recreational surface water uses.

Water-Oriented Use

There are no private Water-Oriented Uses planned along the shoreline of the Mississippi River. However, the Mississippi West Regional Park will be a primary access to encourage interaction with the Mississippi River. There is also a future local park planned west of Mississippi West Regional park. The location of this water-oriented use is identified as "view 2" on the Public River Corridor View figure.

Open Space & Recreation Facilities

Ramsey will continue to support planning and implementation for Mississippi West. Ramsey will continue to own and maintain Riverdale Park. Ramsey will continue to plan for a new municipal park along the Mississippi River between the Alpaca Estates and Bowers neighborhoods.

Transportation & Public Utilities

Ramsey will continue to support future planning for the future Mississippi River Crossing to the City of Dayton in Hennepin County.

Ramsey will continue to support Connexus Energy's electric transmission line across the Mississippi River to the City of Dayton.

Natural Resources Planning

Ramsey undertook two (2) comprehensive inventories in the mid-2000s; a Natural Resources Inventory (NRI) and a Wetland Inventory. Both of these data sets are referenced any time a new development is proposed. These data sets help inform Ramsey if there are significant and/or high value natural resources within a development site that may warrant greater protections. While both provide valuable insight, Ramsey acknowledges that both require periodic updates to ensure that the data is accurate and relevant. There has been no specific timeframe identified for updates to either, but for this data to remain useful, they should be revisited no less than every ten (10) to fifteen (15) years. This may be useful as Ramsey continues to consider partnering with other agencies, especially as it relates to shoreline stabilization efforts.

City Code Amendments

In order to properly administer this amended plan, the City will need to make certain amendments to City Code. These amendments include but are not necessarily limited to the following.

- Establish General Land Use Review Procedures.
- Develop administrative procedures for shoreline stabilization.
- Actively communicate with other communities to protect views they have identified in your community that are valuable, and vice versa.
- Establish a vegetation permitting process that includes permit review procedures to ensure consideration of restoration priorities identified in this plan in permit issuance, as well as standard conditions requiring vegetation restoration for those priority areas.
- Establish process for evaluating priorities for natural vegetation restoration, erosion prevention and bank and slope stabilization, or other restoration priorities identified in this plan in CUP, variances and subdivision/PUD processes.
- Develop visual analysis approach for CUPs for additional height in the RTC and UM districts (if applicable), as well as for proposed PUDs and variances.
- Develop a system for reviewing, tracking, and monitoring open space required as part of the subdivision process.

Critical Area Implementation Plan

A Balance of Rural Character and Urban Growth

Strategy: Protect and Restore Significant Ecological Resources

- Update Zoning Code to reflect Amended Plan
- Establish a plan to reduce erosion, protect canopy coverage, protect significant vegetative areas, and encourage pollinator-friendly landscapes.
- Ensure that information on the location of PRCVs is readily available to property owners to understand how PRCV-relevant ordinance requirements, such as vegetation management and land alteration permits, apply to their property for project planning and permitting.
- Establish procedures for processing applications with potential impacts to PRCVs including
    - Identifying the information that must be submitted and how it will be evaluated
    - Determining appropriate mitigation procedures/methods for variances and CUPs

Strategy: Improve Water Quality

- Establish a plan to reduce the amount of sediment and phosphorus entering the river.

An Active Community

Strategy: Maintain and Improve Recreation Opportunities along and adjacent to the Mississippi River

- Prioritize areas for acquisition to increase opportunities to access the river.
- Coordinate jurisdictional planning efforts.

A Connected Community

Initiative #3.1: Improve Access to the Mississippi River

- Encourage creation, connection, and maintenance of open space, recreational facilities, including public access to the river.
- Complete the Central Anoka County Regional Trail Connection
- Update the Capital Improvement Program (CIP) to reflect the amended Plan.
- Update Surface Water Use Regulations.
- Provide Guidance to Private Property Owners for Private Accesses.

Smart, Citizen Focused Government

Strategy: Communicate the Benefits of Protection of Ecological Resources

- Create Informational Packets that provide the location of PCAs and information for property owners to understand how PCA-relevant ordinance requirements, such as vegetation management and land alternation permits apply to their property for project planning and permitting.
- Establish procedures and criteria for processing applications with potential impacts to PCA's including:
    - Identify what information must be submitted for projects within the MRCCA boundary and the way in which it will be evaluated.
    - Determine appropriate mitigation procedures/methods for variances and CUPs

  - Establish evaluation criteria for protecting PCAs when a development site contains multiple types of PCAs and the total area of PCAs exceed the required set aside percentages.
  - Develop administrative procedures for integrating DNR and local permitting of riprap, walls and other hard armoring.
- Develop a Communications Plan
- Create a new Critical Area Webpage
- Create a Signage Package for Public Spaces
- Provide information on the location of natural vegetation restoration priorities to property owners to help them understand how relevant ordinance requirements apply to their property for project planning and permitting.

Financial Stability

Strategy: Prioritize Areas of Preservation

- Focus efforts on stabilizing erosion at Mississippi West Regional Park
- Work collaboratively with owners of undeveloped land with shoreline to partner of preservation and flexibility in subdivision design

Chapter 07: Parks and Recreation Plan

Parks and Recreation Goals and Strategies

A Balance of Rural and Urban Character

- Preserve and enhance continuous open space corridors.
- Balance a variety of smaller neighborhood parks and larger community parks.

An Active Community

- Expand opportunities for community recreation programming.
- Expand recreation opportunities for aging population.
- Ensure equitable access to recreation programs and facilities.

A Connected Community

- Ensure connected regional and local parks and open spaces.
- Coordinated planning efforts across multiple jurisdictions.

Smart, Citizen-Focused Government

- Maximize joint use facilities and recreation opportunities.
- Strengthen relationships with local youth organizations.

Financial Stability

- Prioritize desired recreation amenities with goal for financial stability in complete the Master Park and Recreation Plan.

Parks and Recreation Introduction

Ramsey recognizes parks, trails, and natural open spaces as vital to the quality of life and in many ways define the community. In some ways, Ramsey's park system emerged from the conversion of agricultural land to suburban in the 1970's with small park areas—often just open space, dedicated with these subdivisions. Ramsey created its first prominent park in the early 1980's, largely to meet the demand for youth athletics' play fields. Originally envisioned as a community park, Central Park serves as our flagship park. In the 1990's trails were added to Ramsey's landscape—and these were embraced every bit as much as parks. Citywide, the *value* of parks, trails and open space continues to grow, mirroring the increasing population, and corresponding with the conversion of open space to residential uses.

Taking advantage of its unique geography, cherished natural resources, and a diversity of recreational venues, while responding to its history and recognized rural character, are both determinants and opportunities for future public realm investments in the community. The Public Realm is what gives cities and neighborhoods their identity—typically including streets, parks, plazas, trails and other amenities. This network of connected spaces supports a host of broader city goals, sets the stage for ongoing quality development, and at the same time; promotes Community Parks and Trails, Regional Parks and The COR, to become a vibrant, dynamic, must-experience destinations.

Remaking infrastructure (including public space), as Ramsey develops a stewardship plan for a three decade-old 'built' park system, invites an opportunity to promote innovative design

strategies that embrace the challenges of a growing city. Ramsey also has a bounty of natural resources to build upon, as in the instance of one of the most renowned rivers in the world. Indeed, both the Mississippi River and Rum River are significant water resources, and both part of the State's Wild and Scenic Rivers system that literally define the borders of the community. These two rivers are also state designated canoe routes, or recreational water trails—reconnecting residents through parks and trails, connects us to our past—as well as our future.

Another relevant stream is Trott Brook with its associated wetlands and uplands, representing a natural greenway spanning the northern 1/3rd of the city. Ramsey by area is also more than 17% wetlands of varying types and classes. Of the many wetland complexes, some have valuable oak and other forested areas in association, providing people opportunities to both live and recreate in these natural settings. These layers of habitat are valuable vestiges for the wildlife that residents embrace and enjoy. The greenway system referred to as the Circle of Ramsey. Trott Brook is the primary element and will inspire people to move within their community and will help restore ecological connectivity at the same time.

Exploring opportunities to reconnect all these valuable resources, to re-establish the continuity, functionality and beauty of these systems through a citywide greenway will serve as an expression of Ramsey's history, physical character and community identity.

People also want safe and enjoyable places that meet a range of recreational needs, providing both indoor/outdoor venues, supporting programmed or spontaneous activities. However, Ramsey will not be 'locked in' to an auto-centric environment as the only means to access parks and destinations, but rather, view the opportunity when thinking about parks and the public realm to creating a community that invites bicycling and pedestrians, to experience the city via greenways that connect neighborhoods, amenities and destinations.

Healthy, thriving cities invariably contain significant civic components that celebrate the "publicness" of place—yielding measurable returns; economic, environmental, and social—this Comprehensive Plan highlights the investments in the Park, Trail, and Recreation and Open Space system that will pay dividends for generations to come.

2030 Plan Accomplishments

The Comprehensive Plan is an important document that establishes a vision for the community that stakeholders can rely upon. The Comprehensive Plan is the result of commitment policy makers as well as engagement and participation by the community. Only true priorities make it into the Plan. The goals and strategies identified become the City's work plan and focus for the coming years. The following are a sampling of completed goals and strategies from the Parks, Recreation, Trails and Open Space Chapter of the 2030 Plan.

'Establish a regional trail along the Mississippi River'

Status: The City of Ramsey has completed construction of the Mississippi River Trail from King's Island in the City of Anoka to city limits at the border with Elk River.

'Improve coordination of park and trail planning within City and adjacent communities'

Status: Ramsey's Council meets with neighboring Councils regularly, which has resulted in collaboration on the above trail project with the City of Anoka.

'Design for connectivity with local and regional parks'

Status: The concept for the Circle of Ramsey emerged to address this goal with much of the greenway that encircles the community, now in place today.

'Develop a Trott Brook Trail Corridor'

Status: A quarter mile long boardwalk that will be constructed in the Spring of 2018, will complete the Trott Brook Trail between Variolite Street and Nowthen Boulevard.

'Explore providing pedestrian access from the Mississippi River to the north side of Highway 10'

Status: The skyway over Veteran's Drive was completed with the 2012 construction of the Northstar Rail Station. More recently a private landowner granted the 'touchdown' location (valued at $100,000) for the proposed pedestrian bridge referred to as the Mississippi Skyway. In 2014, the City secured $490,000 from the National Park Service, and completed the Final Plans and Specifications—for a project that is shovel ready.

'Minimize at-grade crossings of trails and roads and other interactions between trail users and automobiles, with underpasses or overpasses'

Status: See above. In addition to the underpass constructed below T.H #47 with the second phase of Elmcrest Park's development—a realignment of the Central Anoka County Regional Trail is underway to be routed from Ramsey Boulevard, through The COR and over both the railroad tracks and Hwy #10.

'Seek out alliances and partnerships with non-profit and governmental agencies to assist in securing funding and other resources that will assist in implementing the park and trail plan'

Status: Ramsey has secured well in excess of $2 million dollars from governmental agencies for park and trail construction in recent years. In 2017, an alliance with the Mississippi River Park Connection (a non-profit) and Recreational Equipment Incorporated (REI) funded a new recreational opportunity for Ramsey, canoe campsites on the Mississippi River. A partnership with Anoka County and Ramsey Parks, MN DNR and Conservation Corps Minnesota implemented this unique amenity.

'Work with the schools and community organizations to plan for athletic fields and facilities that will accommodate the growing community'

Status: The City is working closely with the School District #11 on the new elementary school (2018-19 construction) which will have several outdoor facilities, as well as trail connections to the adjoining neighborhoods. Additionally, the City and the Anoka Ramsey Athletic Association have a

strong partnership in both planning for and renovating and developing fields and facilities to meet increasing demands.

'Study the need for a Community Center that offers a variety of recreational uses for all age groups'

Status: Through the Resilient Communities Program partnership with the University of Minnesota, the City is organizing a number of different evaluations on how a Community Center may be structured to meet the future needs of residents. These studies will inform City Council on the way forward, with this discussion expected to occur later in 2018.

Public Engagement

Since the early 1990s, Ramsey has engaged residents purposely and consciously in their neighborhood park planning with good success. This approach creates ownership in their public spaces. More recently, the City of Ramsey has undertaken a variety of engagement efforts, citywide that directly and indirectly affect decision making about the park system. The responses to all those efforts have highlighted the importance of parks, recreation, trails, and open space on the quality of life in Ramsey. Access to parks and trails, coupled with high-quality open space—even if only visually, evokes a sense of rural character and is a significant reason that people choose to live and invest in the community and thus, parks, trails greenways should remain a priority for on-going municipal investment.

As part of the specific engagement effort for this Comprehensive Plan Update, the City of Ramsey has held several meetings and workshops, along with other engagement tools. Specifically, we have heard Ramsey should:

- Prioritize preservation along Trott Brook.
- Begin addressing reconstruction of aging/existing parks.
- Develop a plan for filling in trail gaps in the community—especially in the northern tier of the community, and along arterial roadways.
- Find a balance in investment between larger Community Parks and Neighborhood Parks.
    - A few of our newer subdivisions are asking for parks to be included within their new neighborhood.
    - Many existing neighborhoods desire updating of play structures—some less than 15 years old, some exceedingly beyond their useful life.
- Preserve open space along the Mississippi River as a priority.
- Focus new park efforts on
    - Future Community Park #6 (north central portions of the city)
    - The COR (at the top of the list is a splash pad/water recreation)
    - Lake Itasca Park (natural resource-based development, lake access and the proposed Lake Itasca Greenway—connecting The COR)

There were related comments with more of a focus on Ramsey's ecological resources, such as "Protect Mississippi River and Rum River from shoreline erosion," and those comments are included in Ramsey's Natural Resources Plan.

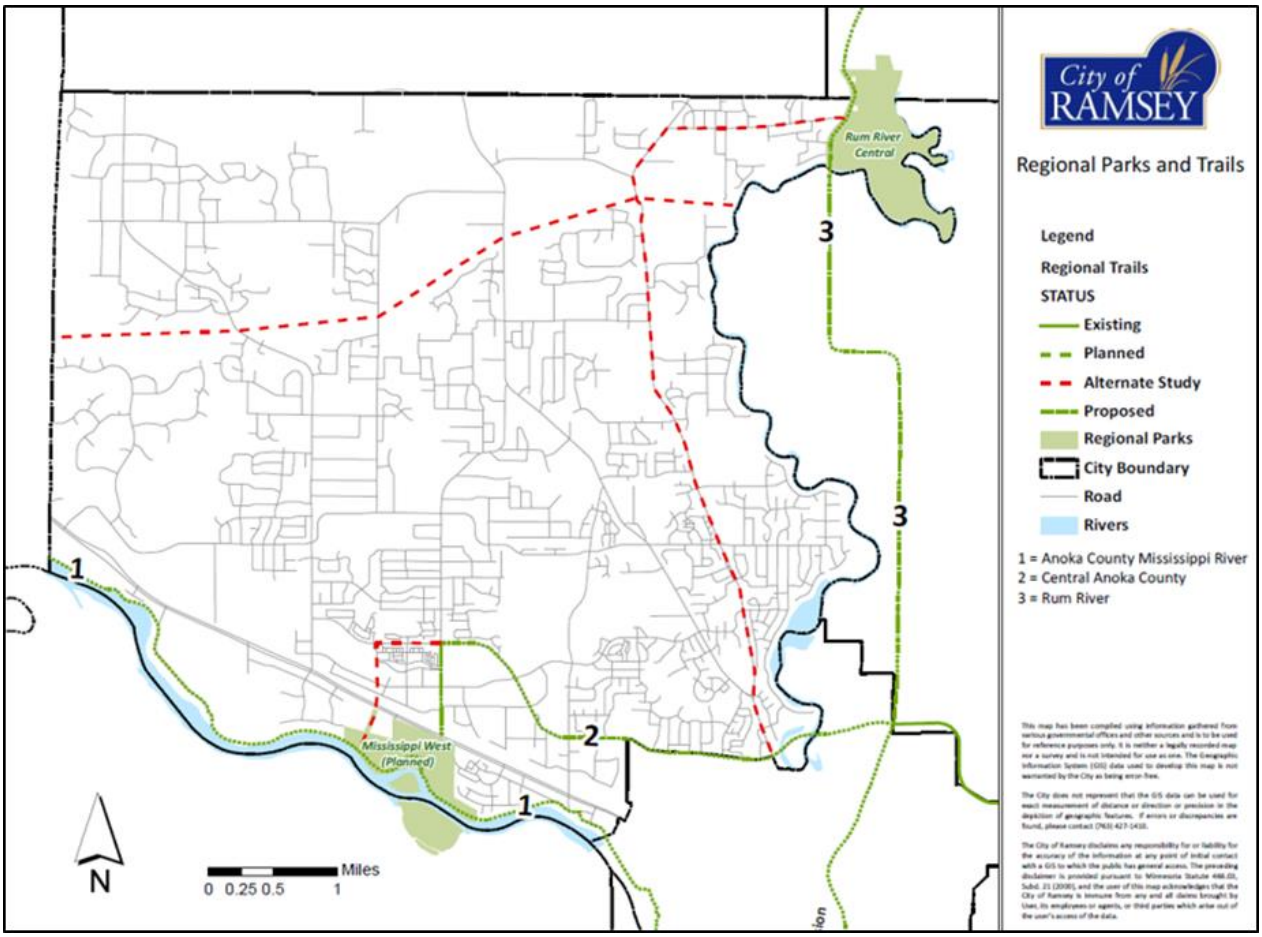
Existing Parks System

Regional Parks

There are two (2) Regional Parks and two (2) Regional Trails in Ramsey.

- Central Anoka County Regional Trail
- Mississippi River Regional Trail
- Mississippi West Regional Park
- Rum River Central Regional Park

Figure 46: Regional Parks and trails



The City of Ramsey is unique and fortunate in that it has two county parks within its boundaries that are a part of the Metropolitan Council's regional system. Rum River Central Park is 434 acres, 304 acres of which are in the City of Ramsey (the remaining is in the City of Oak Grove) and occupies the northeast corner of the city.

Mississippi West Regional Park

Mississippi West Park includes bluffs, wooded areas and two islands on the Mississippi River. The 273-acre park includes a small boat landing and shore fishing, and, in the Fall of 2017, canoe

campsites were established on the islands—an amenity that is rare in the Metropolitan area— and one that provides additional recreational access to the most renown river in the nation. The campsites required close coordination between the City, County and the MN DNR, and are an example of the success of inter-jurisdictional cooperation and planning.

Mississippi River Regional Trail

Coursing along America's most renowned river, the Mississippi River Trail winds its way from the headwaters within Lake Itasca State Park in Minnesota to the Gulf of Mexico. A 3,000-mile system of bicycle-friendly roads and multi-use pathways, the Mississippi River Trail is referred to as a "string of pearls" connecting ten states, the cities of Ramsey, Minneapolis, St. Louis, Memphis, New Orleans, and myriad towns between.

In addition to being a Regional Trail within the Twin Cities metro, this trail is also United States Bikeway #45 within the entirety of Minnesota—connecting 700 miles of existing shouldered highways, low-use roads and off-road paths for bicyclists. While in place in Minnesota, southern states are actively constructing and identifying additional routes. Once complete, USBR 45 will continue south along the Mississippi River to Louisiana—then the U.S. Bicycle Route System will encompass more than 50,000 miles of riding connected to Ramsey.

A key improvement benefitting the utility and safe access to the Mississippi River Regional Trail in Ramsey, will be the completion of the pedestrian bridge over Hwy #10 discussed below.

Wayside Rest

In addition, the aforementioned county facilities, Ramsey also benefits from the Mn/DOT Wayside Rest between Highway 10 and the Mississippi River in western Ramsey that has visitor contact building with restrooms, canoe access and picnic facilities. This site serves as a trailhead for the Mississippi River Trail that traverses from the Headwaters in Minnesota, through 10 states to New Orleans.

Local Parks

The City of Ramsey is approximately 29 square miles in area, has a population of approximately 23,500, and is fortunate to be known for its natural resources. More than half of the City borders the Rum and Mississippi Rivers, and over 15% of its area is protected wetlands.

Establishing parks and creating quality recreational and open space opportunities remains a high priority for the City. There are approximately 500 acres of existing municipal parkland and two regional parks with varying amenities, creating a comprehensive system with many diverse opportunities to recreate and enjoy the natural environment.

Other Recreation Opportunities

Ramsey is also home to a variety of other unique recreation amenities.

- Game Fair
- Rum River Hills Golf Course
- Rum River Scout Camp (Boy Scouts of America)
- The Links at Northfork Golf Course
- Wayside Rest (State of Minnesota)

Planned Park System

Recreation Districts

Most residents cherish their park system. Given the choice, most would like more parks, especially near their homes. However, financial priorities continue to challenge city leadership to build and manage a park system that meets those desires yet meet the financial obligations to build and maintain these improvements. Currently, the overall amount of acreage devoted to Ramsey's park and open space system is over 1,800 acres, or approximately 10% of the of the City's 28 square miles. Given this large available area, the focus is on using these spaces wisely and connecting them effectively.

The gap between the desire for more parks and the stark reality of limited annual maintenance funding calls for a strategy to plan a system of interconnected parks and trails distributed reasonably and equitably throughout the community. Ramsey can achieve this goal by viewing Ramsey's park system as divided into ten 'Recreation Districts.' These districts are delineated by major roadways or other barriers and provide a means for more effective planning in determining future park needs at the scale of larger groups of neighborhoods (see map below).

A broad overview of the existing park system in Ramsey reveals a number of small, underutilized park spaces scattered throughout rural areas of the community. These low-density (or large lot) developments do not support high use of a neighborhood park system and thus can lead to inefficiencies. Larger scale community parks, which would provide park and recreation opportunities not available within private yards or large lots, would prove a more effective and efficient use of a park and recreation system for these areas, and at the same time serve both rural and urban areas of Ramsey—especially if well connected by trails or greenways.

It should be clarified that these Recreation Districts are not only a planning tool, but are an organizing structure of aggregating neighborhoods in order to interconnect them with the 'Circle of Ramsey' greenway. This greenway encircles the community, while connecting each Recreation District to each other, as well as to destinations like retail areas, schools, and workplaces.

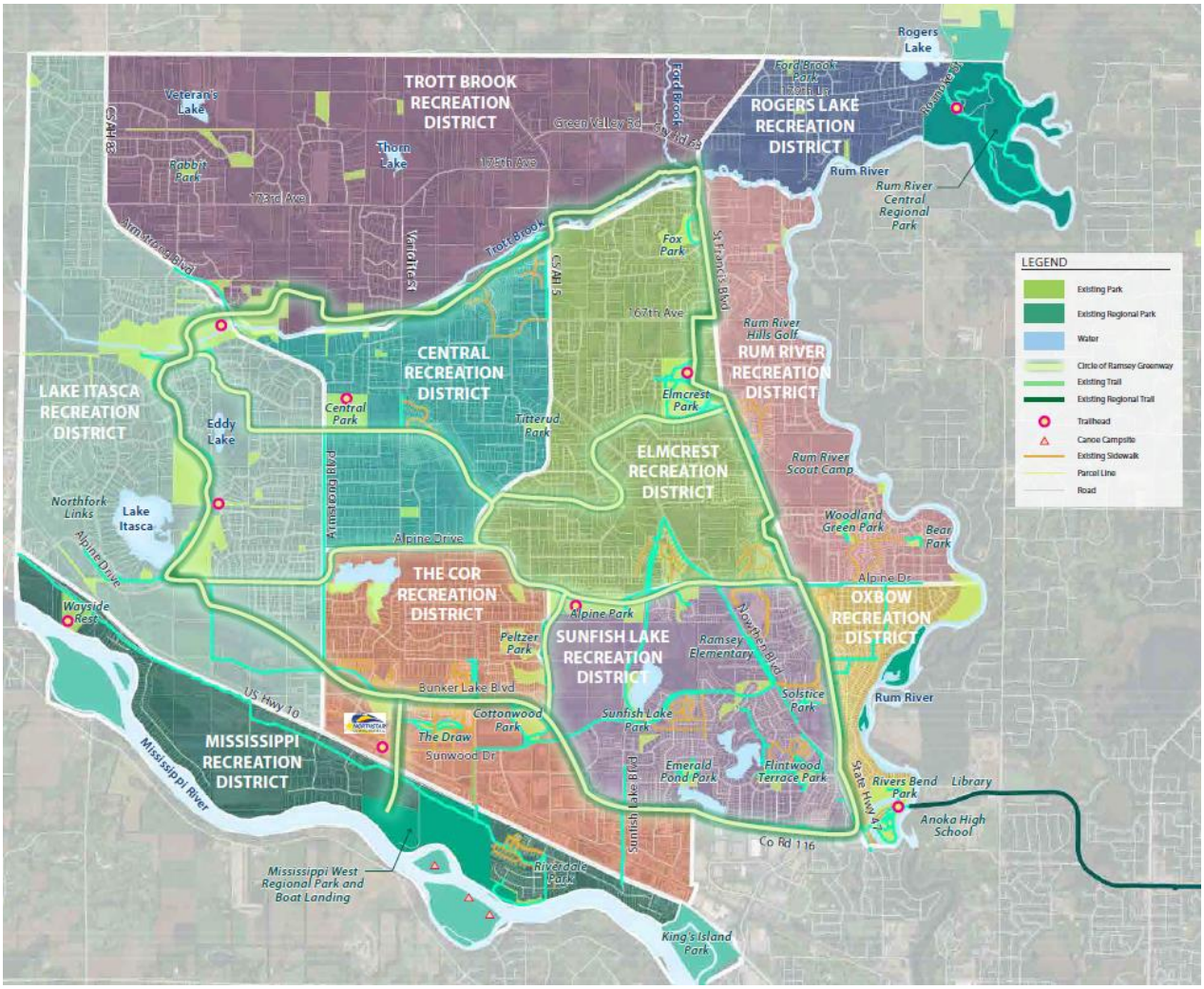
Using the structure of the Recreation Districts, it is evident that there are relatively few developed neighborhood parks in the northern third of the city. This, coupled with the need for additional spaces for a growing youth athletic program, suggests the need for a sixth community park in the north central part of the city. The remaining major emphases in the rural area of Ramsey should be, first, to provide trail connections to connect people to larger park facilities and destinations such as Central Park, Elmcrest, and Rum River Central Regional Park and, second, to preserve open space corridors consistent with a more rural land use. This approach is also consistent with the refrain heard throughout the public engagement process of the Comprehensive Plan: strive to find the "balance of rural and urban character."

In urban districts, this same approach is not effective. Higher density development demands more parks that are within walking distance of homes and provide a greater variety of activities. It would be prudent to start more detailed planning for the provision of neighborhood parks in future urban areas as well as looking to fill gaps in existing urban developed areas. As traffic patterns become denser within the urban areas, more neighborhood barriers may occur and further accentuate the need for more neighborhood park facilities. Trail, sidewalk, and greenway development is a

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

In terms of significant outdoor recreation available from the private sector, Ramsey has two 18-hole golf courses open to the public; the Links at Northfork located in northwest of Lake Itasca and Rum River Hills Golf Course to the east, adjacent to the river at the 167th Avenue alignment. An additional privately-owned outdoor recreation facility is the 160-acre Boy Scouts of America site along the Rum River. Upon request, this site is open to the public. Recreational camping and outdoor activities for scouts are available, and the site serves as an area of important wildlife habitat along the river. If the Owner ever proposes this site for development, Ramsey proposes that a portion of the Scout camp along the Rum River to become a municipal park with access to the river.

Figure 47: Recreation Districts



Park Types and Classifications

Community Park

A Community Park is generally defined as a larger park (usually more than 40 acres) serving multiple neighborhoods, enhanced amenities, and with trail connections to the large area. Examples include Alpine Park, Central Park, Rivers' Bend, and Elmcrest Park.

Neighborhood Park

A Neighborhood Park is generally defined as a smaller park serving mainly an individual neighborhood, or a group of neighborhoods. Neighborhood Parks generally have less amenities.

Future Improvements

Existing Park Replacement Plan

Ramsey heard throughout the Comprehensive Plan public engagement process a desire to reinvest in existing park spaces. Through the Parks System Plan, and the associated Capital Improvements Plan, Ramsey will identify and prioritize park, trails, and open spaces in need of reinvestment.

New Park Improvements

A number of areas are planned for future expansion and improvements. The key improvements in the current plan include.

- Circle of Ramsey
- Community Center
- Community Park #6
- Lake Itasca Park
- The COR

Potential Regional Trail and Regional Trail Search Corridor Realignments.

Ramsey requests an analysis of multiple regional trail corridors for alternate alignment as part of the next regional planning cycle. These corridors include the following.

- Central Anoka County Regional Trail
- Rum River Regional Trail
- Regional Trail Search Corridor (Trott Brook Greenway)

Rum River Regional Trail

Rum River Regional Trail - Existing Planned Alignment

The exhibit below identifies the proposed Rum River Regional Trail as number 3 between the Central Anoka County Trail (at Bunker Lake Boulevard) and Rum River Central Park. None of the trail is currently in place. Ramsey assumes that construction of the trail would occur in existing right-of-way.

Figure 47: Destinations along a Potential Realigned Rum River Regional Trail

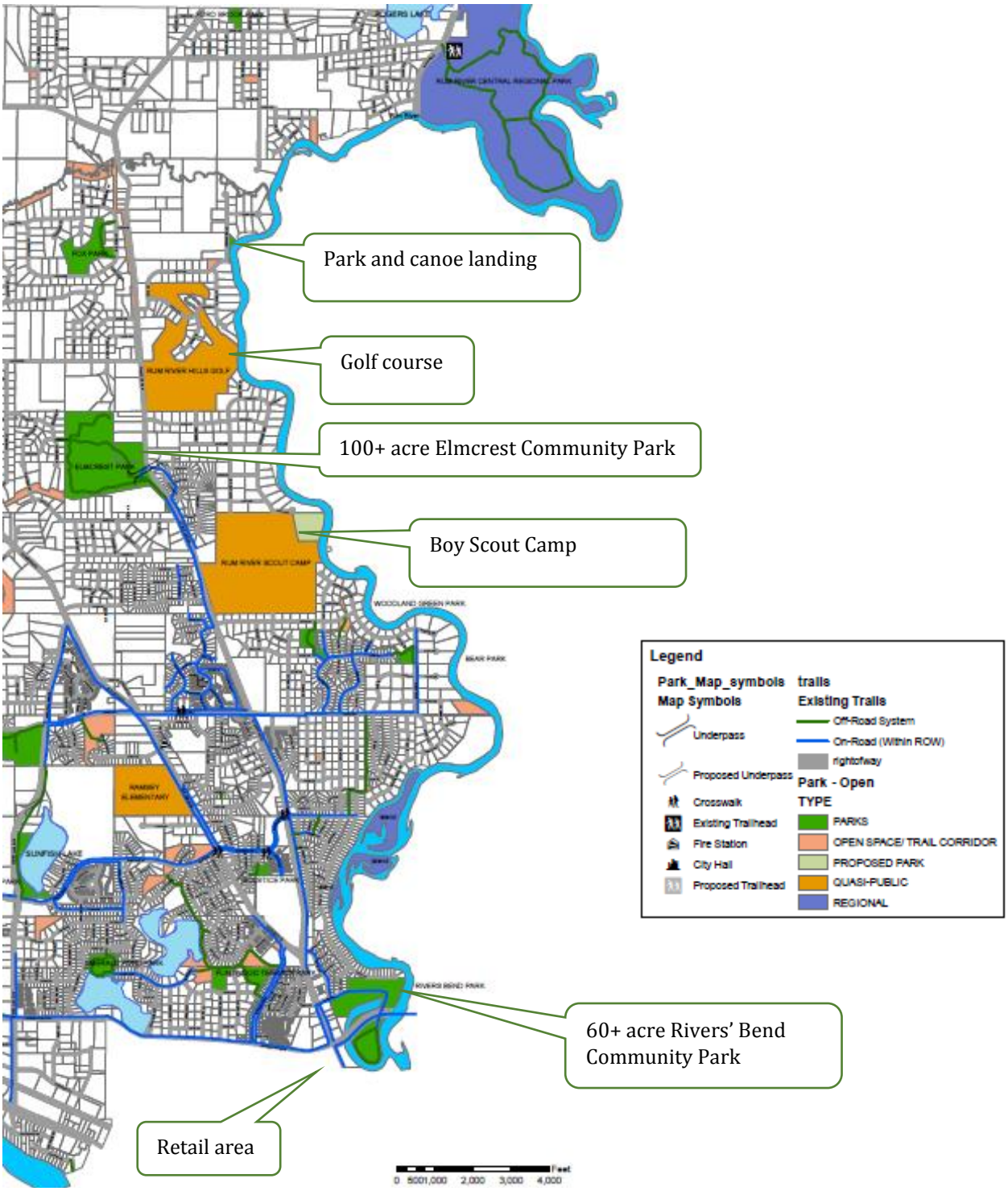
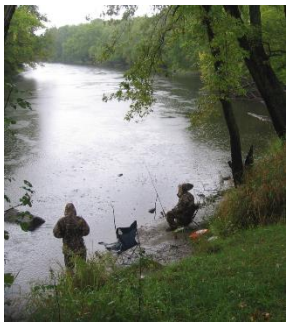
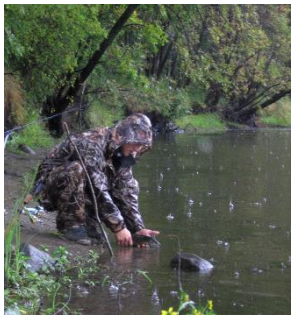


Figure 15: Illustration of the newly completed one million-dollar Elmcrest Park Community Building with public restrooms

In addition to many more parks and recreation facilities on the west side of the Rum River than the east, there is an area of retail services (restaurants etc.) that are presently accessed by trails on both sides of T. H. #47 north of the Central Anoka County Regional Trail at Bunker Lake Boulevard.





Within the **Linking Regional Trails** definitions in the 2040 Policy Plan, indicates that: "Visitor origin data from the [Metropolitan] Council's **2008 Regional Parks and Trails Survey** indicate that regional trails in the metropolitan area are used most by people who live nearby or can reach the trail in a short bicycle trip or drive. Therefore, a priority is to develop more trail corridors in the Metropolitan Urban Service Area, where more than 90% of the population lives".

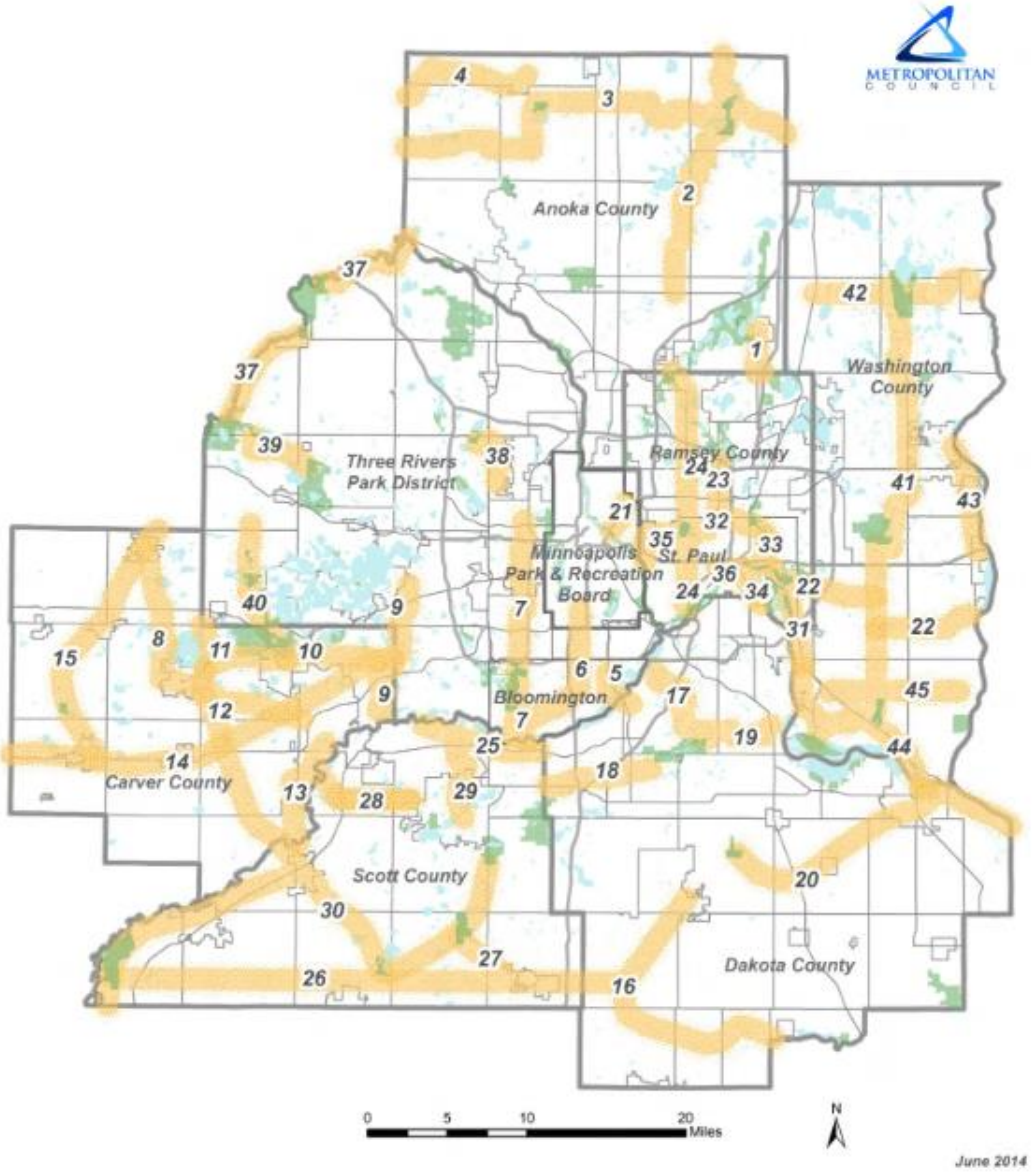
Ramsey has many thousands of residents in the Metropolitan Urban Service Area within 1.5 miles of the proposed, realigned Rum River Regional Trail.

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

North Anoka County Regional Trail Search Corridor – Trott Brook Greenway Alternative

The 2040 Regional Parks Policy Plan, Chapter Three identifies 'Regional Search Corridors', including one entitled 'North Anoka County' generally designated as number three on Figure 3-9 below.

Figure 49: Regional Trail Search Corridors

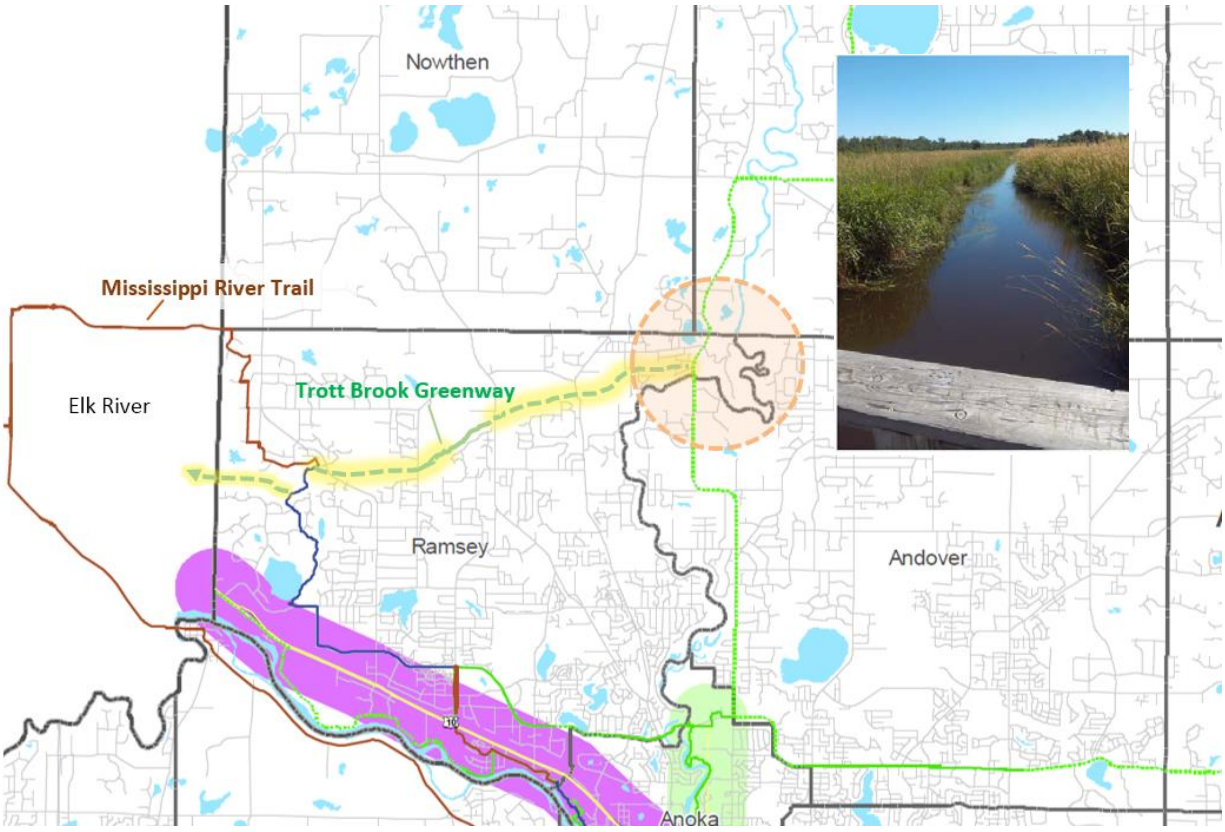


Regional Trail Search Corridor - Better Connectivity to Regional Parks System

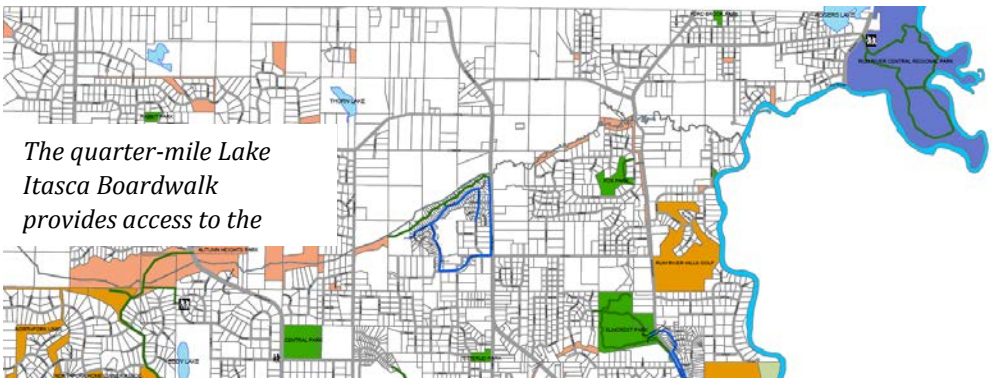
The introduction of Regional Trails within Chapter 3 states: "[…] regional trails are selected to pass through or provide connections between components in the Regional Parks System. The regional parks and park reserves perform the important function of providing places for parking, comfort facilities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

Trails also are selected for their ability to intersect with local trail networks, with the regional trails functioning much like regional highways that interconnect with more local arterials and local streets".

In keeping with the above statement and intent, Anoka County Parks and the Metropolitan Council should investigate the west portion of Search Corridor 3 to connect to the only regional park in this area. By aligning the proposed, search area trail south to Rum River Central Regional Park, it also then intersects with the east/west Trott Brook Greenway. Additionally, this connects the Four-corner sub-regional center (depicted by the circle below) of Nowthen, Oak Grove, Andover and Ramsey, thus connecting four communities to; the Mississippi River Trail, a Regional Park, Wild and Scenic Rum River, and proposed Rum River Regional Trail—(without regard to whether the trail is east or west of the Rum).



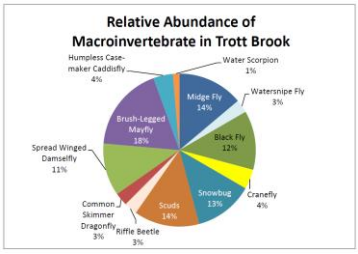
Ramsey has already acquired significant tracts of land along Trott Brook for the greenway and trail, including a $500,000 investment by the Legislative Commission on Minnesota Resources for conservation and trail easements. Trott Brook runs west to east within the area below.



The quarter-mile Lake Itasca Boardwalk provides access to the

Regional Trail Search Corridor - Fish and Wildlife Benefits

A proposal exists for habitat improvements and the stocking of trout within the brook. If feasible, this would provide a rare opportunity in the Metropolitan area, and a unique recreational opportunity with significant tourism and favorable economic impacts. The MN DNR has placed data loggers in Trott Brook to collect the thermo profile of the stream to better understand the streams suitability as a fishery – and a report has identified the brook as potential as a trout fishing stream for the Metro. Trails and public lands along the brook are synergistic with fishing and the deliberate multi-use nature of the greenway.



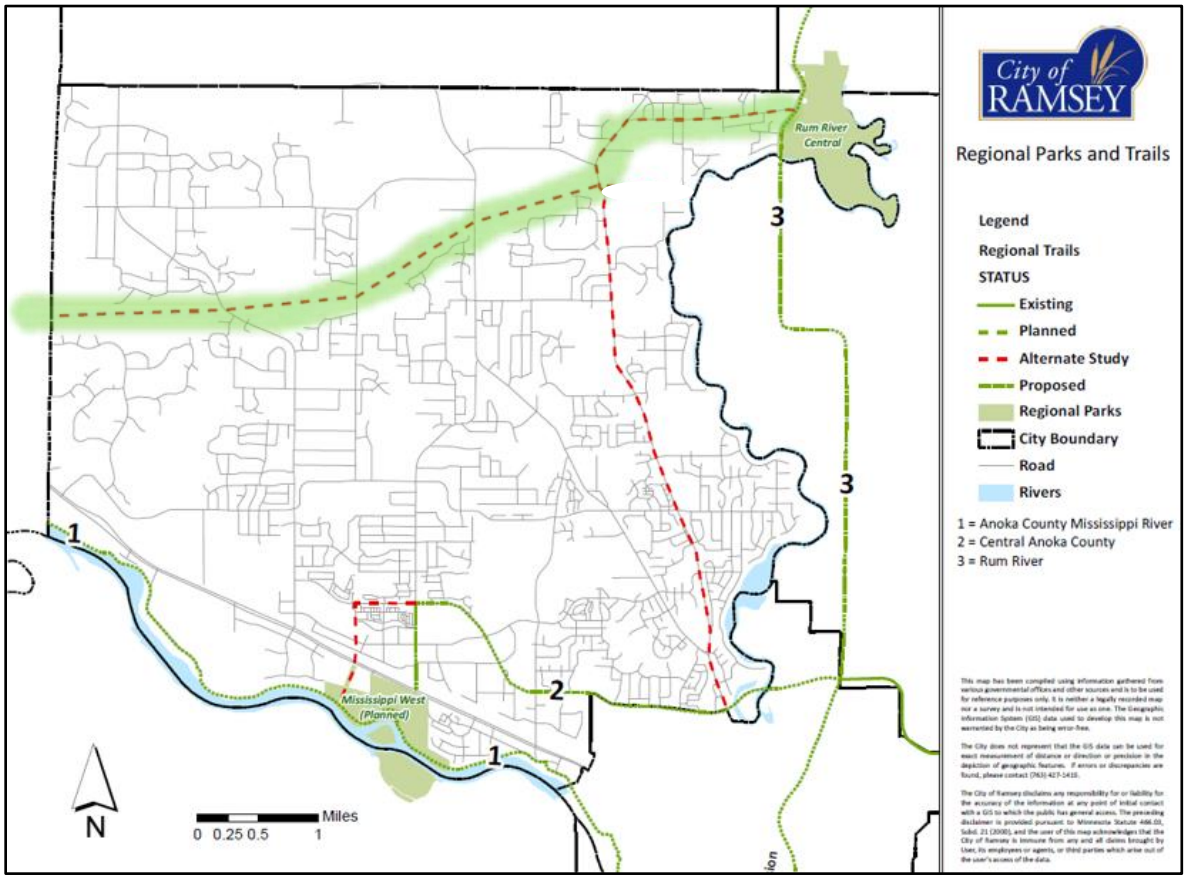
Excerpt from the 22-page report: ***Assessing the Ability to Bring Trout Fishing to the North Metro Area through Stream Quality Assessments and the Summarization of the Economic Impact of***

DNR electro-fishing at Trott Brook to survey existing fish populations

Fish sampling in 2012

In concluding, this proposal would recommend that the Trott Brook Greenway be considered as a Regional Trail, fulfilling the east/west Regional Search Corridor goals, as aligned generally and depicted below.

Figure 50: Trail Search Corridors and planned/existing trails within Ramsey

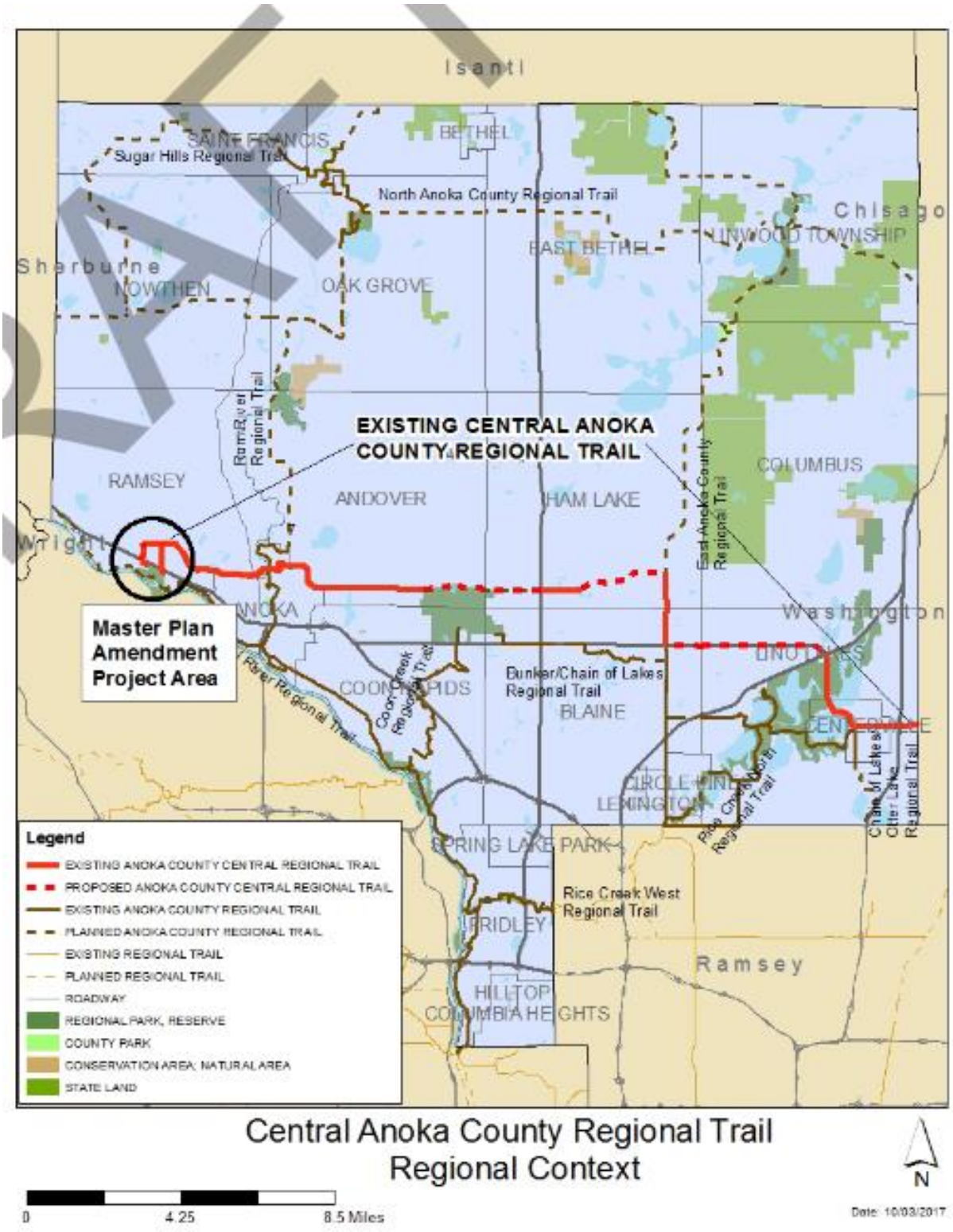


The 2040 Regional Parks Policy Plan, Chapter 4: Siting and Acquisition – Strategy 3, cites, "New regional trails must serve a regional audience and provide connection between regional parks, park preserves, and regional trails without duplicating an existing trail." The proposal above meets this objective, by connecting Rum River Central Regional Park to the proposed Rum River Regional Trail (potentially west of the river, as described above) and does not duplicate an existing trail. Moreover, by designating the Trott Brook Greenway as a regional trail, it will function as described by the Council "…two major types of trails to serve the region: 1) destination or greenway trails and 2) linking trails". The trail would be a destination, and one significant linkage would be the Mississippi River Trail in Ramsey, with its connection to the west in Elk River and subsequent link to the Great Northern Trail.

Central Anoka County Regional Trail

The Central Anoka County Regional Trail is an outstanding recreational (and transportation) amenity for Ramsey residents, and connects them via trail to broad swaths of the county. This includes Bunker Hills Regional Park to the east, with planned connections that will link the Rice Creek Chain of Lakes near Lino Lakes and Centerville, and on to Washington County. Approximately 19 miles of this 26-mile trail are in place today.

Figure 51: Central Anoka County Regional Existing Alignment

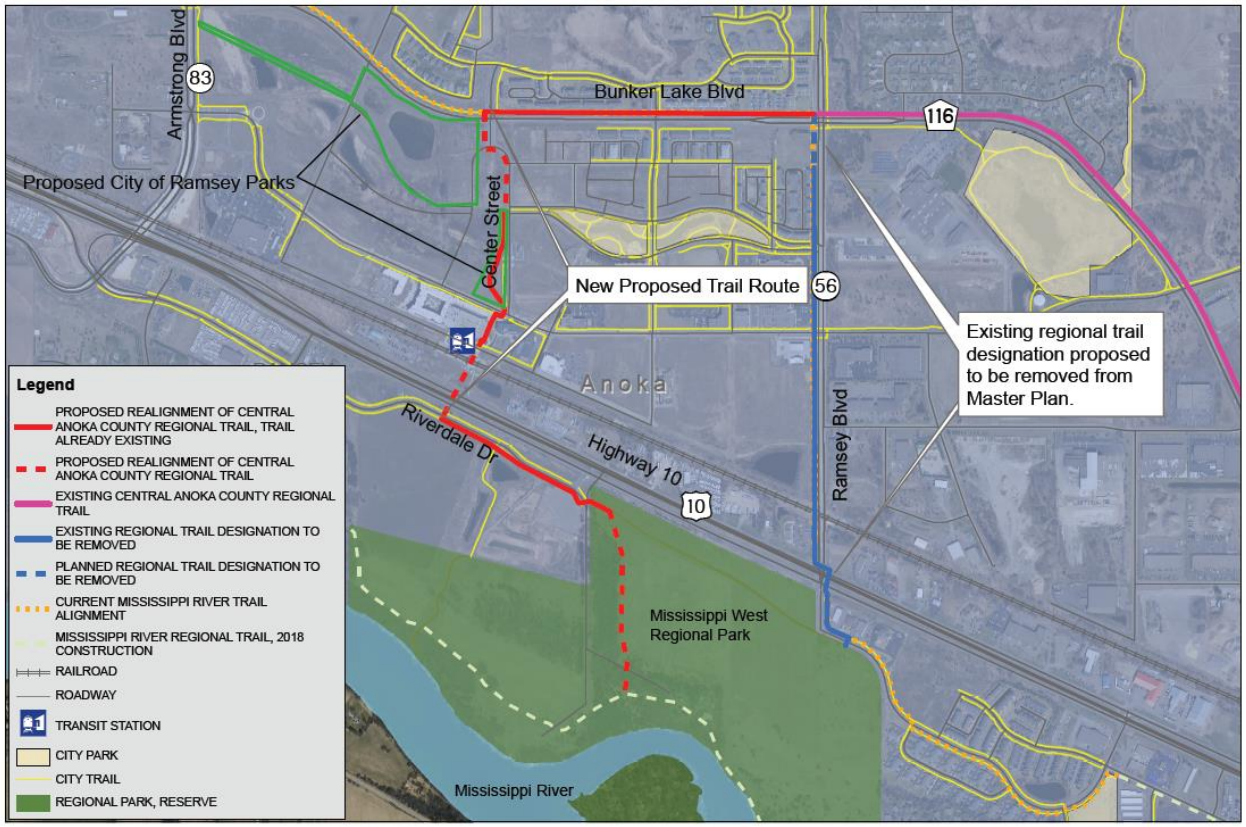


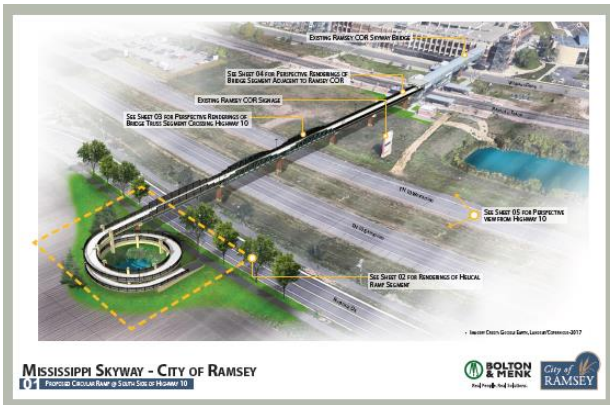
Central Anoka County Regional Trail - Pending Alternative Alignment

Anoka County Parks & Recreation has submitted to Metropolitan Council, a Master Plan Amendment for the realignment of the Central Anoka County Regional Trail. This amendment is located between Ramsey Boulevard and Center Street and connects to the Northstar Commuter Rail station and future grade separated pedestrian crossing of Highway 10, for a safe, direct, and multi-modal connection to the Mississippi River Regional Trail, and Mississippi West Regional Park.

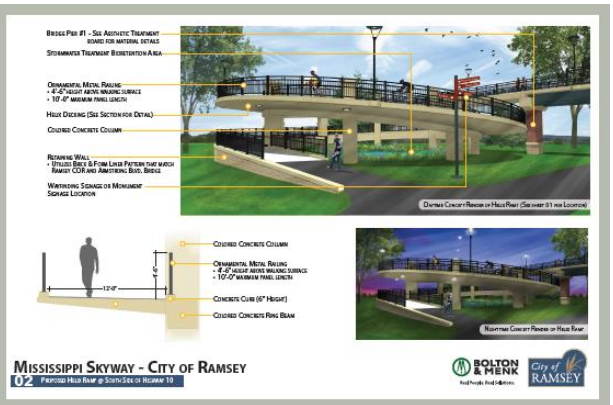
The realignment in Ramsey is needed as, presently the City of Ramsey has limited access to the Mississippi River and Mississippi West Regional Park because Highway 10 is a significant barrier for bicycle and pedestrian access. The amendment will change the alignment of the Central Anoka County Regional Trail within the City of Ramsey to better connect with local parks, trails, restaurants, businesses and transit, while still providing a safe connection to the river and Mississippi West Regional Park.

Figure 52: Potential Anoka County Regional Trail Alignments





SKYWAY VIEW OF BRIDGE

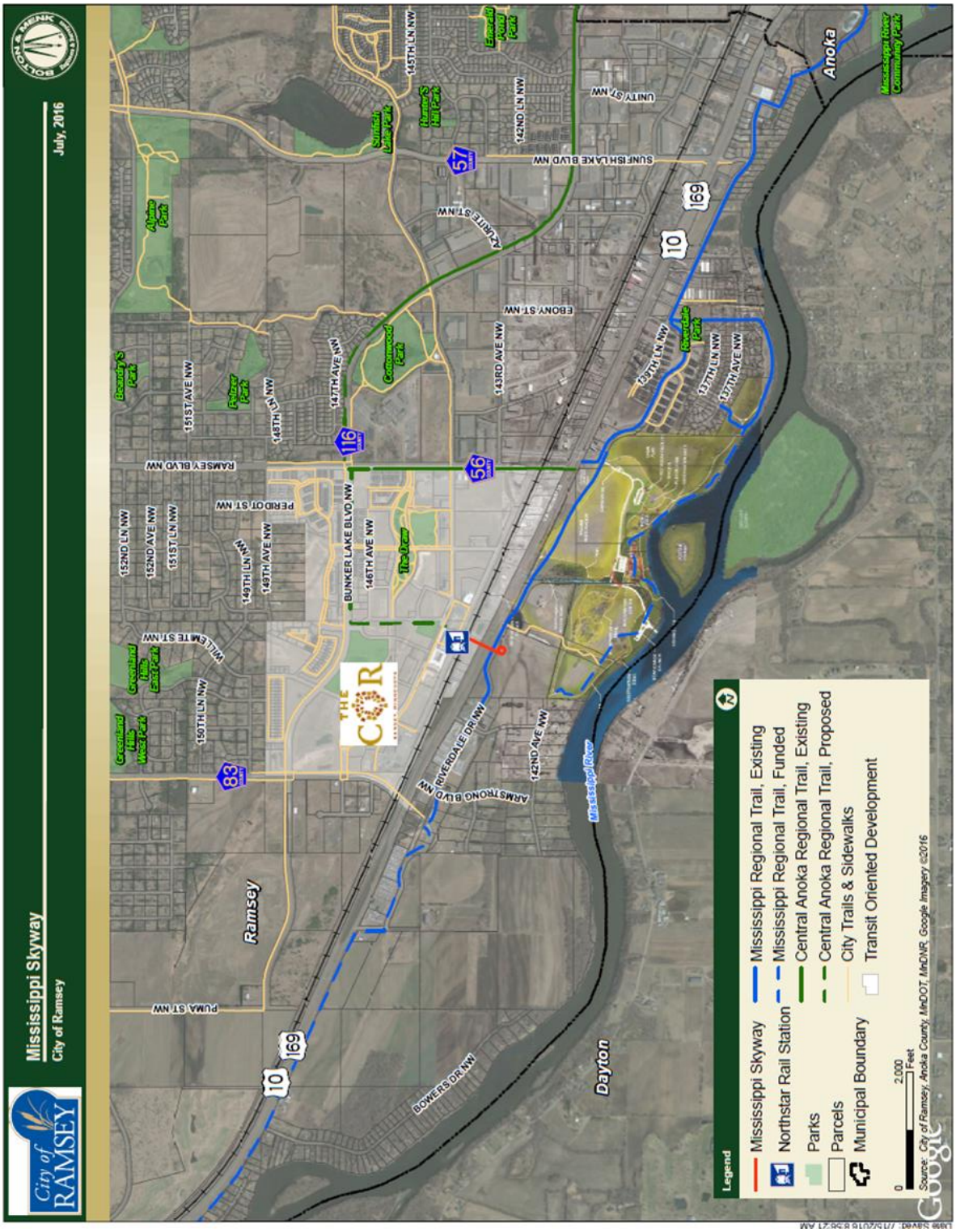


ELEVATIONS OF RAMP

Considerable investments in regional improvements converge in this location, including the $13 million-dollar Northstar rail station, with $1.1 million-dollar pedestrian skyway over Veteran's Drive, $8 million dollar covered transit and parking facility, as well as more than one-half million in boat landing and river access improvements. Additionally, a segment of the Mississippi River Regional Trail is now complete from the City of Anoka, through the City of Ramsey to Sherburne County (including within Mississippi West Regional Park). The trail together with two bridges on the 80-acre King's Island represents over one million dollars in bike facilities that are also a key component of the Mississippi National River and Recreation Area. The National Parks Service awarded Ramsey a $490,000 planning grant to complete Final Plans and Specifications for the Mississippi Skyway. This now makes the project shovel-ready.

This Central Anoka County Regional Trail with multi-modal connections and host of retail services will make this pedestrian bridge the nexus of regional systems and destinations. Therefore, it is imperative that Anoka County Parks and the City of Ramsey work with Metropolitan Council and other regional partners to develop a cost-share plan for the funding and construction of the remaining portion of the Mississippi Skyway, utilizing grant monies that are uniquely available for pedestrian and bicycle facilities

Figure 16: Mississippi Skyway (Central Anoka County Regional Trail) Layout



Parks and Recreation Implementation

Relationship to Local Park System Plan Process

Concurrently with this Comprehensive Plan Update process, the City of Ramsey is conducting our first-ever Park System Plan (PSP) process. The foundation of that plan is an analysis of the needs and desires of the community, a review of existing features, and an exploration of the context for the system. It will then provide a vision for the overall system and planning and policy direction for parks, trails, recreation, and open space. It is meant to guide the system as it evolves over the next several decades, including how new investments and ongoing maintenance and operations will be conducted.

Ramsey anticipates completing the Local Parks System Plan by the end of 2019. Because that plan is underway and will be a formally adopted City policy document, this Chapter refers to the PSP for much of its findings about local planning direction and implementation for the system. This current Comprehensive Plan will cover topics such as relationship to other citywide planning decisions and regional coordination. Ramsey will ensure consistency between this Comprehensive Plan and the future Local Parks System Plan.

Parks and Recreation Action Items

A Balance of Rural and Urban Character

Strategy: Preserve and enhance continuous open space corridors.

- Actions
    - Continue to acquire land along Trott Brook for the Trott Brook Greenway Segment of the Circle of Ramsey

Strategy: Balance a variety of smaller neighborhood parks and larger community parks.

- Actions
    - Complete the Local Parks System Plan

An Active Community

Strategy: Expand opportunities for community recreation programming.

Strategy: Expand recreation opportunities for aging population.

Strategy: Ensure equitable access to recreation programs and facilities.

- Actions
    - Each of these strategies is achieve by maintaining the existing Recreation Program.

A Connected Community

Strategy: Ensure connected regional and local parks and open spaces.

- Actions
    - Complete the Parks System Plan
    - Create a Master Trail Plan

Strategy: Coordinated planning efforts across multiple jurisdictions.

- Actions

- Amend Mississippi West Regional Park Master Plan
- Create a plan to connect the Mississippi River Regional Trail to the Oliver Kelly Farm

Smart, Citizen-Focused Government

Strategy: Maximize joint use facilities and recreation opportunities.

- Actions
  - Consider a plan for a future Community Center

Strategy: Strengthen relationships with local youth organizations.

- Actions
  - Formalize a process to include youth athletic associations in CIP Updates

Strategy: Improve the accessibility and user experience of the City's Trail System

- Actions
  - Create a sustainable maintenance plan for routine maintenance of trails.

Financial Stability

Strategy: Balance desire for additional amenities with goal for financial stability.

- Actions
  - Establish a policy for Neighborhood Park selection
  - Consider a Long-Term Park and Trail Replacement Plan

Table 57: Capital Improvement Plan

Capital Improvement	Construction Date	Cost	Responsible Agency
Central Anoka County Trail	TBD	TBD	Anoka County Parks
Circle of Ramsey	TBD	TBD	Ramsey
Community Center	TBD	TBD	Ramsey
Community Park #6	TBD	TBD	Ramsey
Lake Itasca Park	TBD	TBD	Ramsey
Local Trail Gaps	TBD	TBD	Ramsey
Nathe Park	TBD	TBD	Ramsey
Mississippi River Trail	TBD	TBD	Anoka County Parks
Mississippi West Regional Park	TBD	TBD	Anoka County Parks
Rum River Trail	TBD	TBD	Anoka County Parks
The COR Parks	TBD	TBD	Ramsey

Chapter 08: Economic Development Plan

Economic Development Goals and Strategies

A Balance of Rural Character and Urban Growth

- Complete Built-Out of The COR according to the approved Development Plan.

An Active Community

- Create a Robust Offering of Recreational Opportunities that benefit Businesses.

A Connected Community

- Improve Highway 10

Smart, Citizen, Focused Government

- Increase and Construct Retail Options for Residents and Businesses
- Improve the Image of Ramsey and its Neighborhoods, Business Districts, and Key Corridors

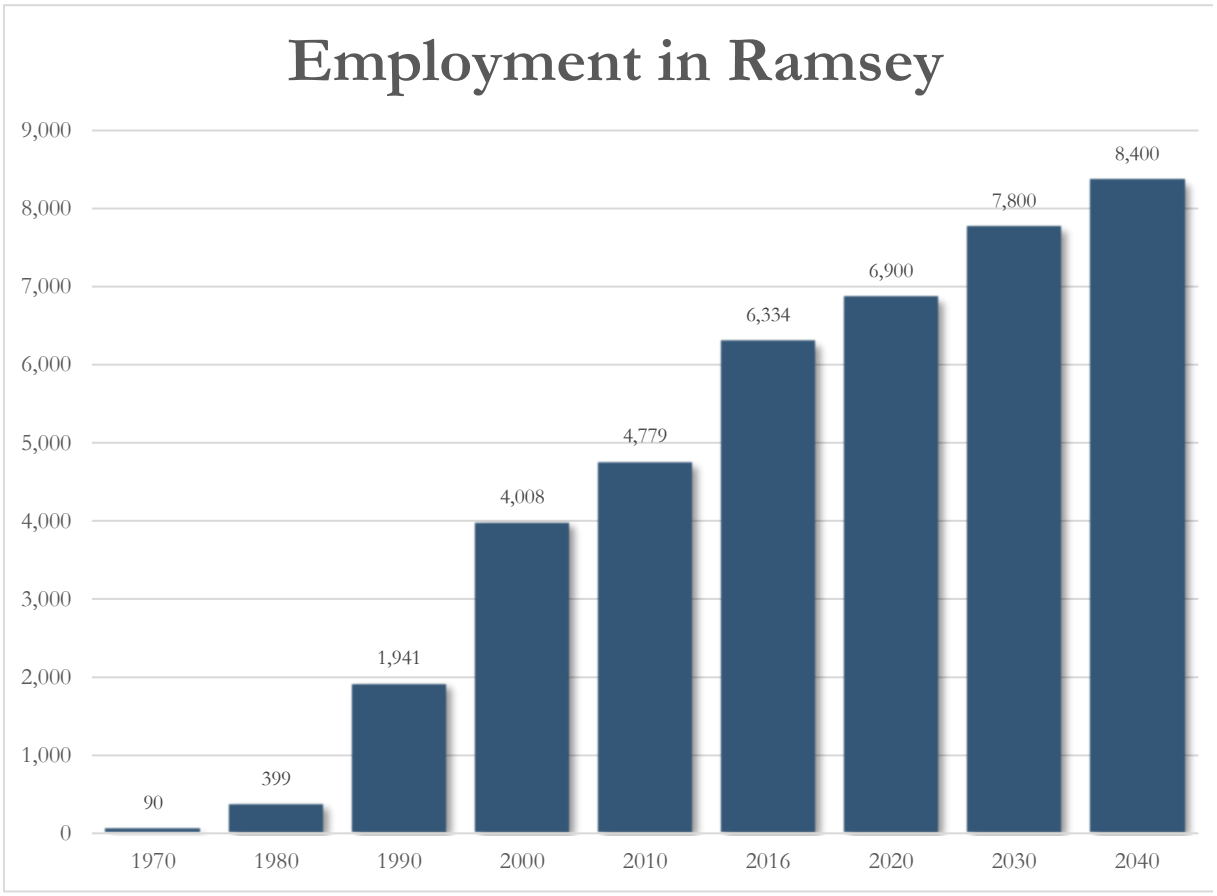
Financial Stability

- Maintain and Expand our Employment Base

Economic Development Outlook

Ramsey has an estimated employment base of 6,334 employees working in Ramsey and approximately 634 acres of industrial land.

Figure 178: Employment Forecasts



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

Industrial Development

Existing Industrial Conditions

Ramsey/Anoka Industrial Park

Ramsey's existing industrial park area borders another large industrial park in the City of Anoka. Highlights of the combined industrial park area are below.

- Approximately 1,000 acres
- Approximately 15,000 jobs
- Hundreds of businesses, with a high concentration of manufacturing

Future Industrial Opportunities

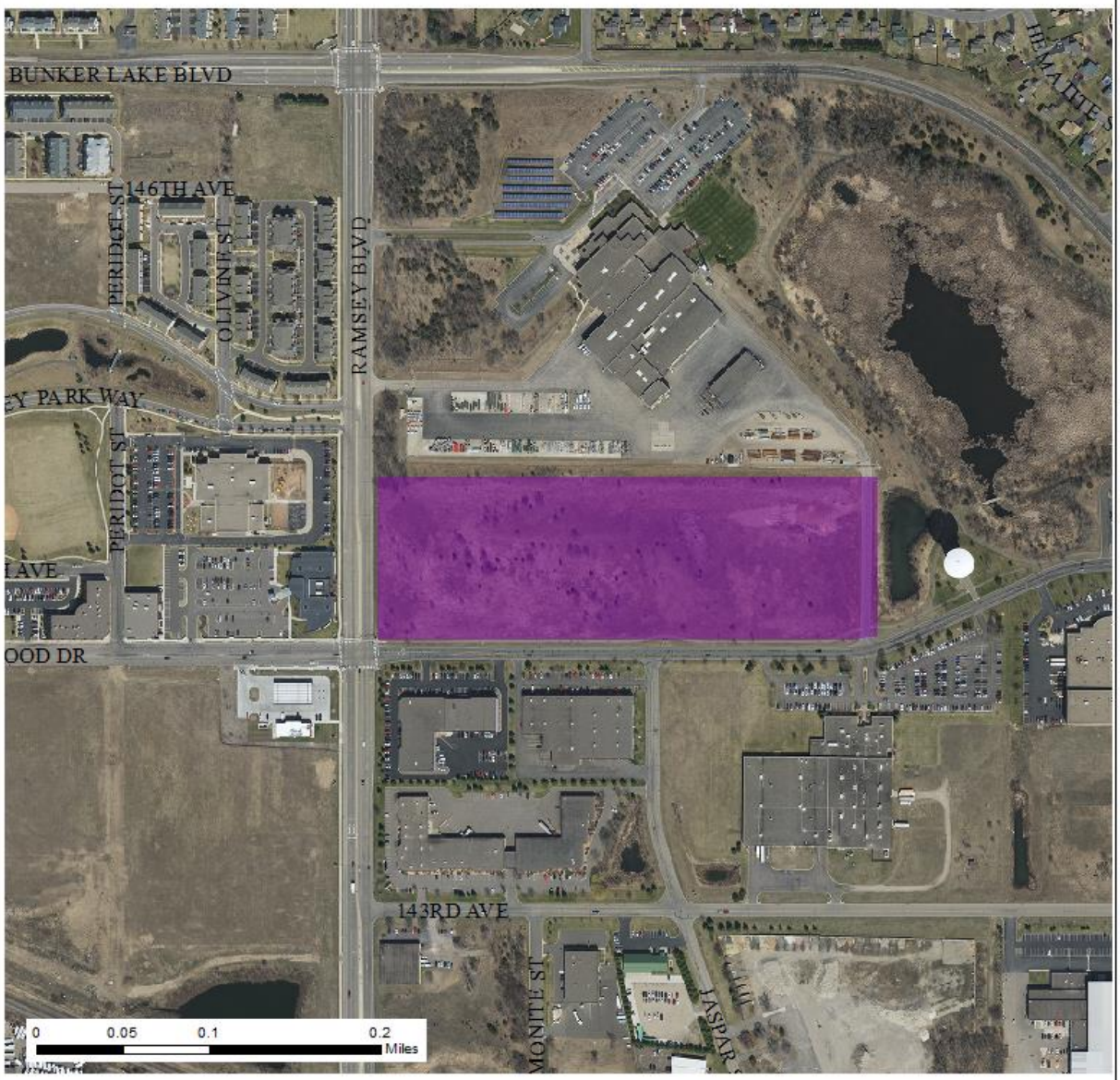
Employment growth is expected to continue to grow through 2040. The current estimated employment within Ramsey is 6,334 jobs. The number is expected to grow 8,100 jobs in the year 2040.

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

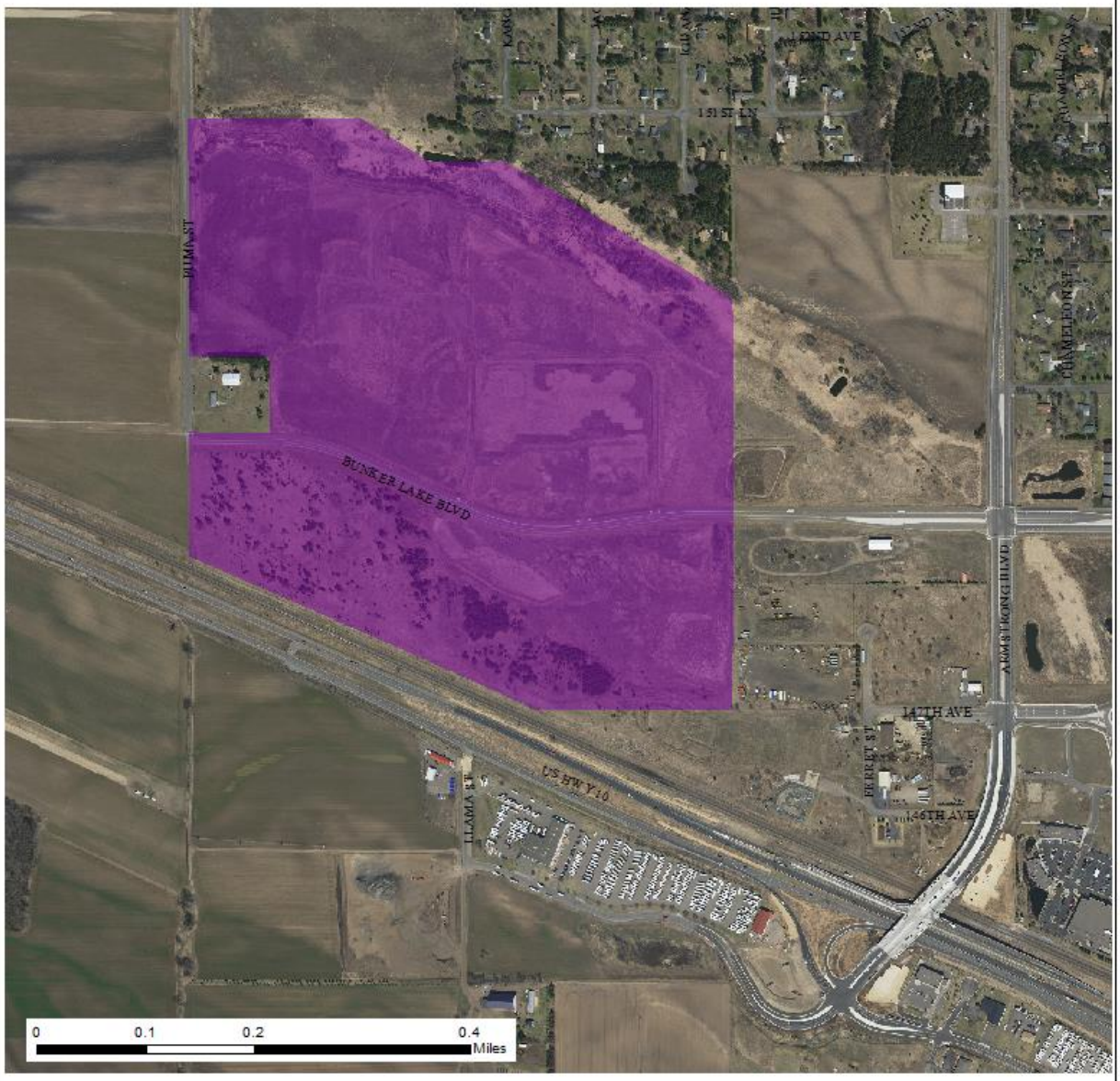
Highlights of existing employment growth opportunities include, but are not limited to the following.

- AEC Energy Park (15 Acres)
- Bunker Lake Industrial Park (140 Acres)
- Highway 10 Business Park (150 Acres)
- Jaspar Industrial Park (9 Acres)

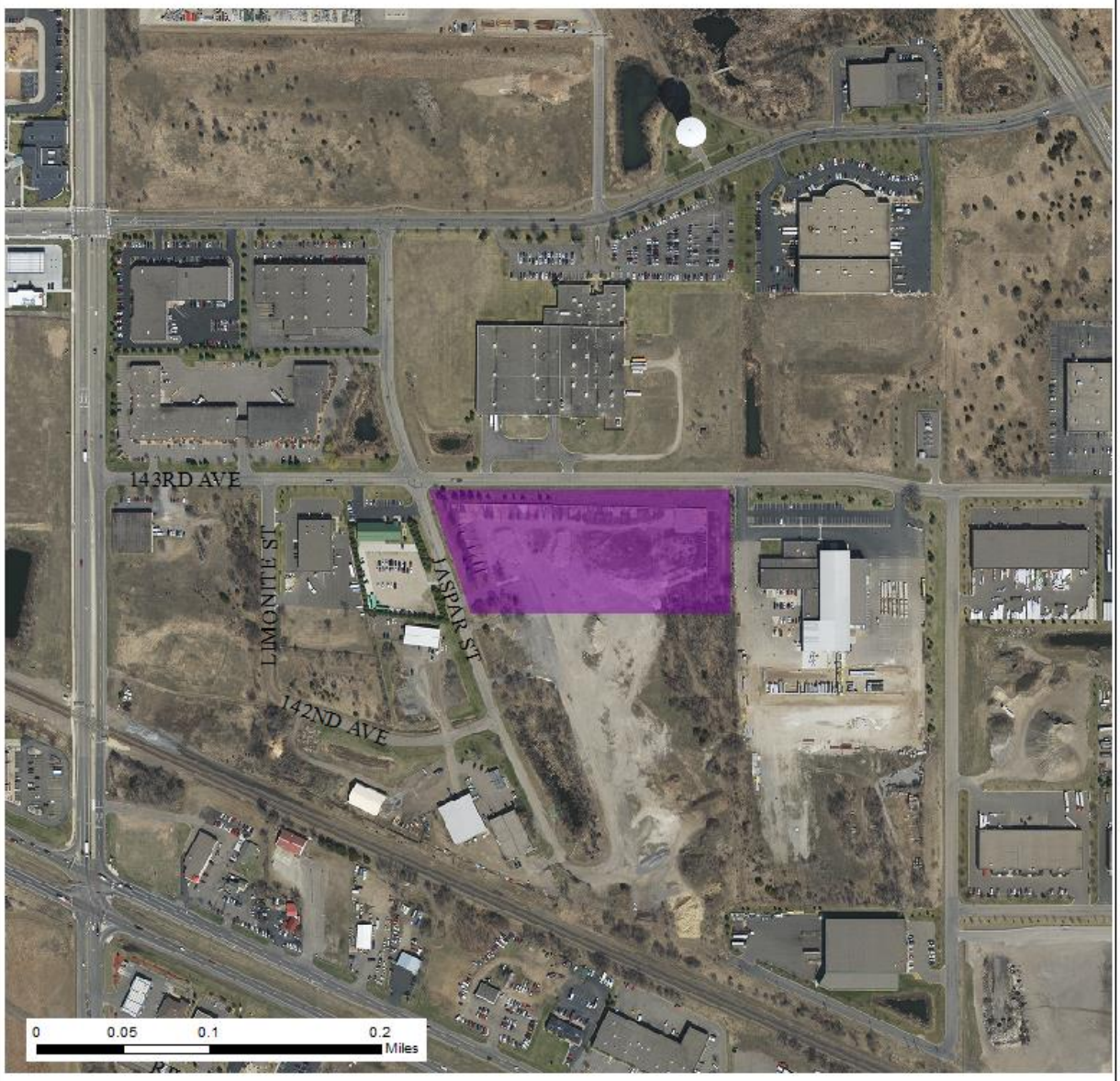
Future Industrial Opportunities



Future Industrial Opportunities



Future Industrial Opportunities

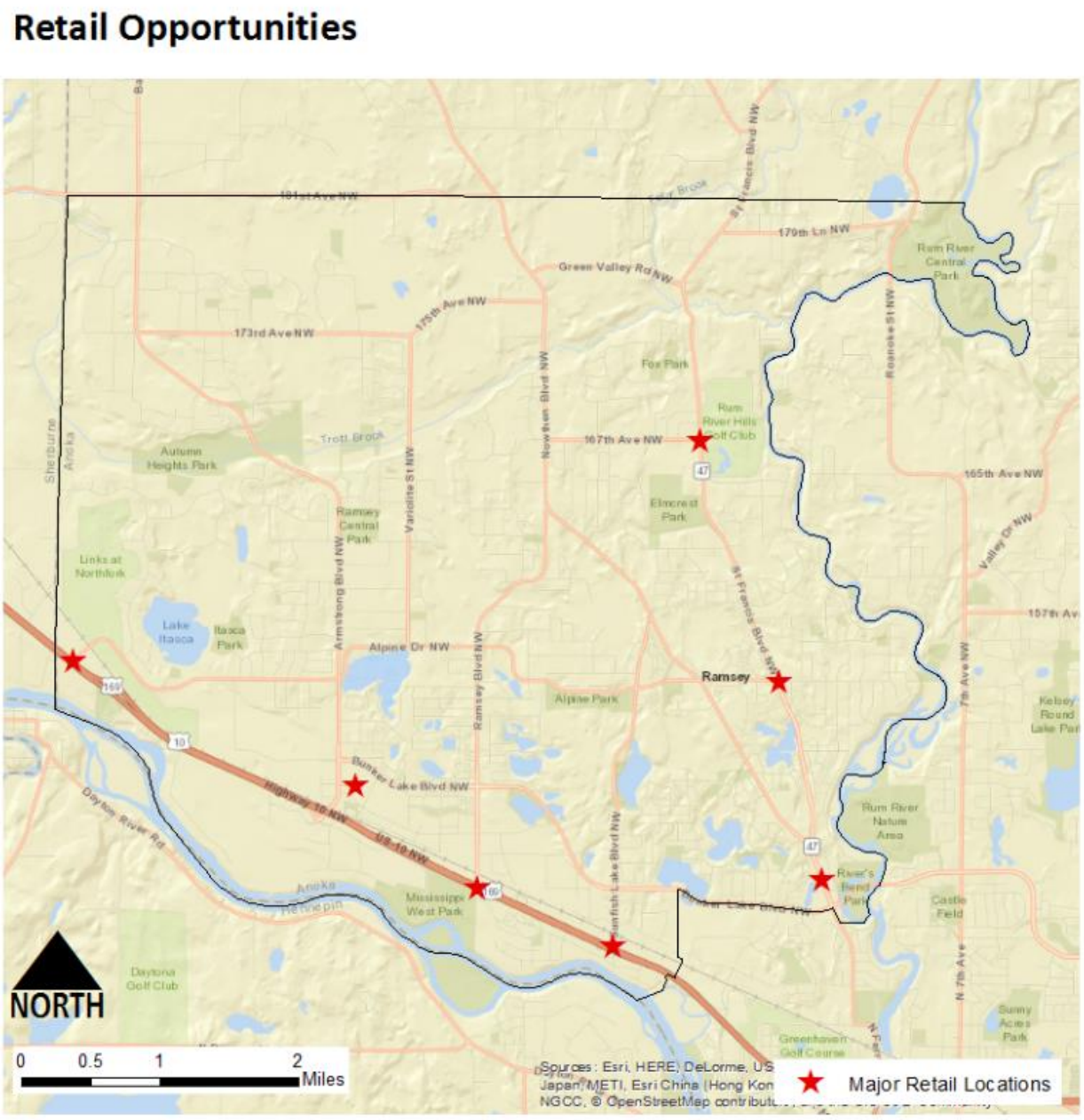


Retail Development

Existing Retail

Primary retail nodes are indicated on the map below. The City has approximately 125 acres of developable land available for development of new retail opportunities.

Figure 18: Retail Opportunities



Market Conditions in Ramsey

Ramsey's Market Area for retail growth has a positive outlook, but is constrained by several factors. While the Mississippi River and Rum River are some of Ramsey's primary assets, they do constrain Ramsey's Retail Market Area, as these physical barriers restrict access for many in close proximity.

Future Retail Opportunities

The COR

The COR is commonly known as Ramsey's Downtown Area. This development has a planned mix of uses, including a variety of retail areas. Within The COR and surrounding area, there are approximately 100 acres of area guided for retail growth. Ramsey has employed an aggressive economic development strategy to attract retailers to the area. This includes, but is not limited to a dedicated economic development staff, partnering with a commercial real estate broker, and offering a variety of financial incentives to locate to Ramsey.

Figure 54: The COR Development Plan

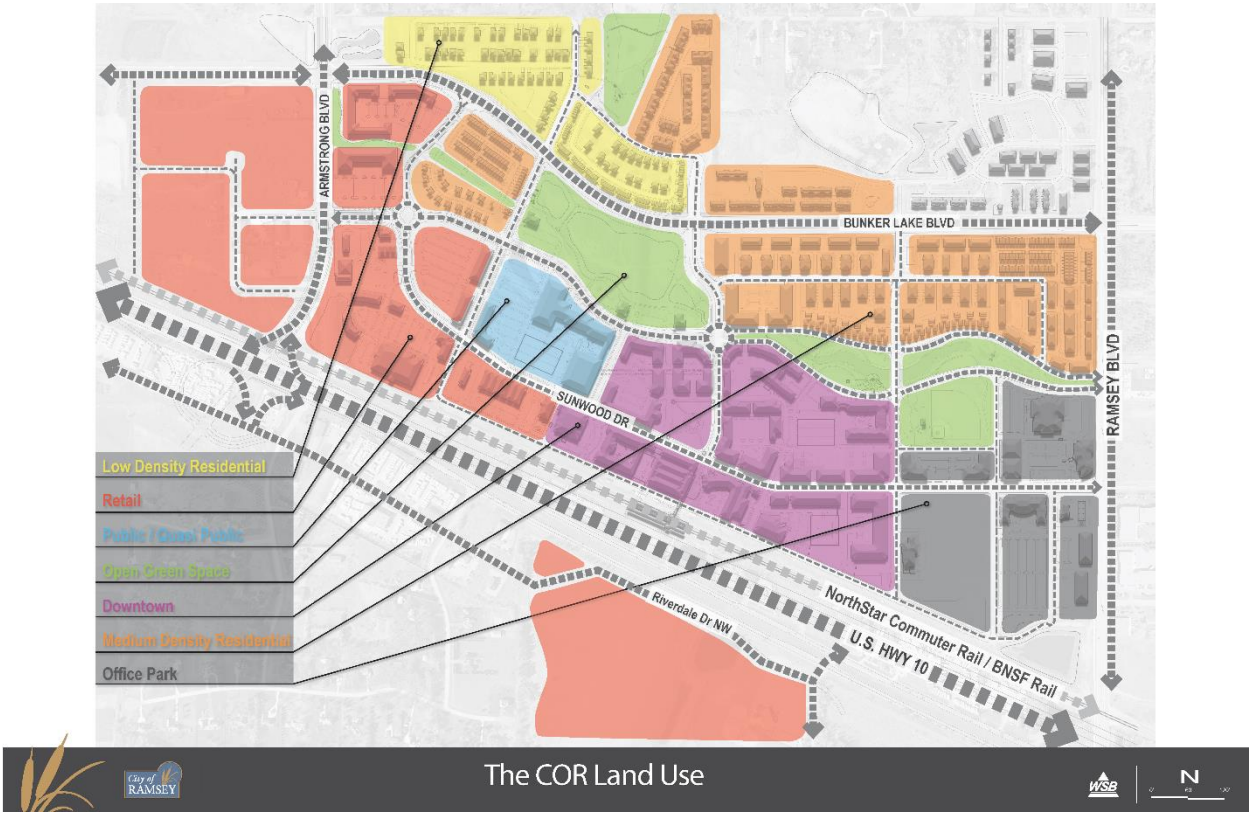
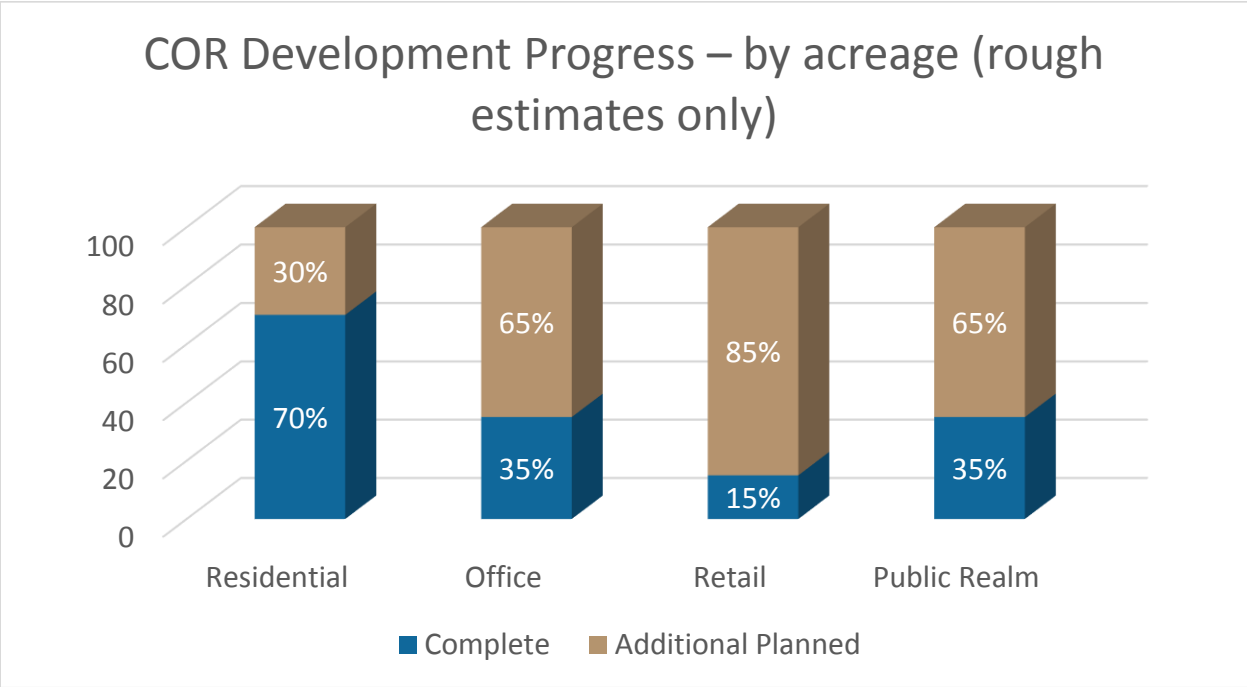


Table 59: Planned Growth in The COR



Elmcrest District

The Elmcrest District is anchored by a small retail node at the intersection of 167th Avenue and Saint Francis Boulevard (T.H. 47). For a number of years, Ramsey has analyzed how to best revitalize this node that has experienced a high rate of vacancy and blight. This node has seen some private reinvestment in recent years. The Rum River Hills Golf Course has also expressed an interest in redeveloping a small portion of their land for residential development.

The goal of this district is to improve and/or remove blight from the retail node and encourage sustainable market-driven redevelopment that will benefit the entire City of Ramsey.

Ramsey's vision for the neighborhood is a mixture of residential and retail uses. Residential users may include single family residential, townhomes, or senior living units as directed by the market. Retail will include a market driven neighborhood commercial node. Redevelopment should include a connection to Elmcrest Park and/or nearby trails where feasible.

Economic Development Tools

The City of Ramsey has a number of financial tools available for economic development projects. Below is an overview of the most commonly used economic development tools.

Gap Financing:

The City's RLF and the DEED MIF programs are used to fill the financial "gap" of a particular project. A financial gap occurs when private financing and/or owner equity cannot fund an entire project. Commonly, these programs are used to purchase equipment; however, other eligible uses exist. Interest rates and terms are negotiable.

Deed Job Creation Fund:

DEED assistance to projects that have capital investment and provide well-paying jobs. Program would allow for a company to receive a 5% rebate on capital expenditures (construction costs, materials etc.) up to $500,000. In addition, this program allows for up to $500,000 in job creation rebates based upon jobs created and their salary levels.

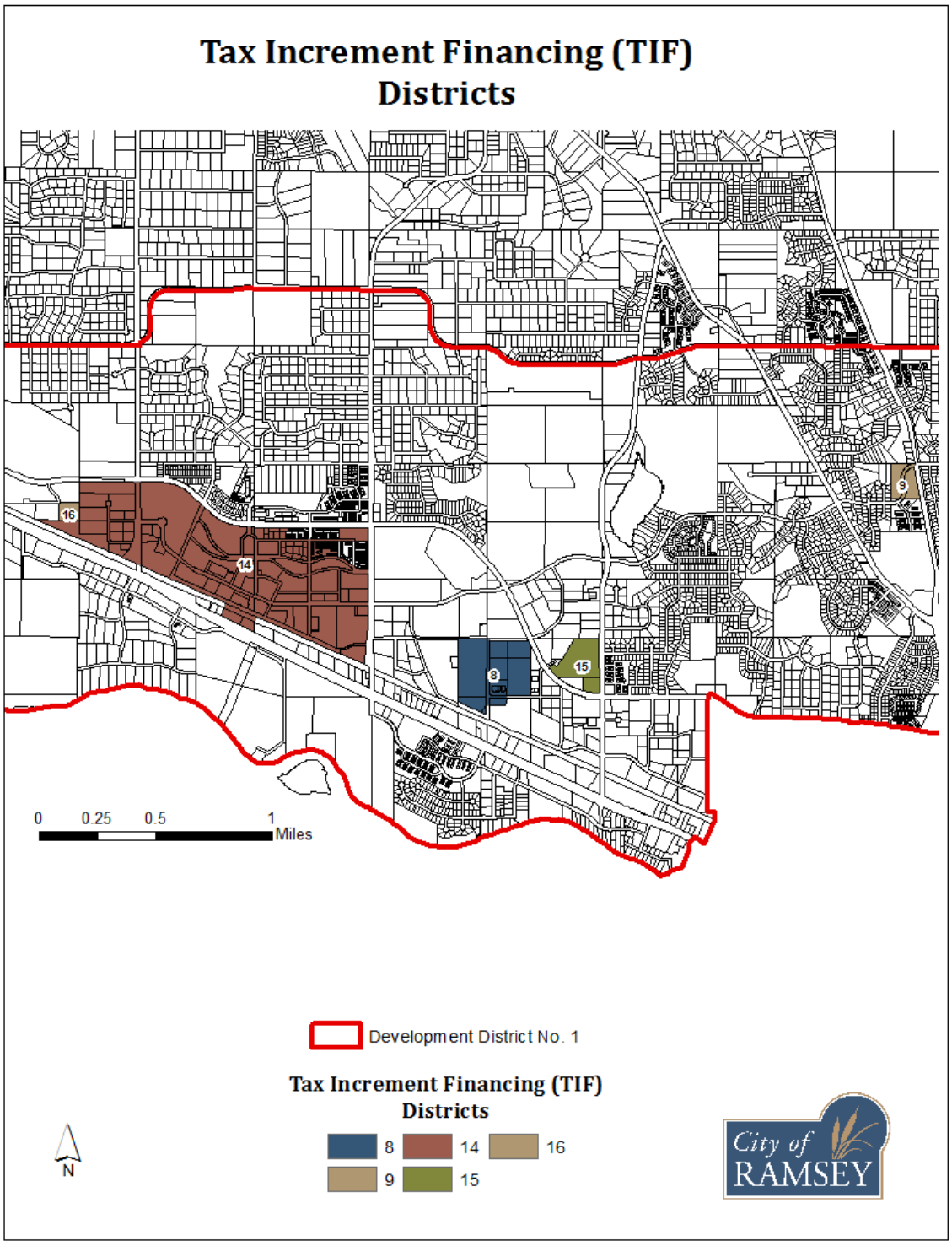
Property Tax Programs:

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

Eligibility for financing tools based on the merit of an individual project, compliance with specific program requirements and in many cases approval from the Ramsey EDA and City Council. The City of Ramsey targets quality projects with high quality job growth. Typically, projects require owner equity and/or private financing. Most programs require specific job creation goals and annual reporting.

Tax Increment Financing

Figure 55: Tax Increment Financing District



Economic Development Strategies and Actions

Ramsey will strive to achieve its economic development goals through the following actions and policies.

A Balance of Rural Character and Urban Growth

Strategy: Complete Built-Out of The COR according to the approved Development Plan.

- Complete the Development Plan Update.
- Continue Current Recruitment Efforts.

A Connected Community

Strategy: Improve Highway 10

- Establish a Stakeholder Group for Highway 10.
- Improve Traffic Conditions (Complete Highway 10 Traffic Plan).
- Create a sustainable funding plan for right-of-way acquisition and construction.
- Remove Blight and Public Nuisances (Complete Highway 10 Land Use Plan).

Strategy: Improve the Image of Ramsey and its Neighborhoods, Business Districts, and Key Corridors

- Improve signage.
- Grade separate rail crossings to eliminate physical barriers.
- Remove Blight and Public Nuisances at the Rum River Hills Node.
- Remove Blight and Public Nuisances at the Highway 47 Corridor.
- Improve Relationships Communitywide to Remove Blight and Public Nuisances.

An Active Community

Strategy: Create a Robust Offering of Recreational Opportunities that benefit Businesses.

- Support the completion of the Master Park and Recreation Plan

Smart, Citizen Focused Government

Strategy: Increase Retail Options for Residents and Businesses

- Continue and Expand Current Marketing and Recruitment Efforts for New Retailers.
- Improve Access and Visibility for Retailers from Key Corridors.
- Consider free land and incentives.
- Directly recruit businesses.
- Execute a marketing campaign to draw businesses.
- Coordinate with existing efforts (Anoka County, DEED, Chambers of Commerce, etc.)

Financial Stability

Strategy: Maintain and Expand our Employment Base

- Continue our Business Retention and Expansion Efforts.
- Build Out the Bunker Lake Industrial Base.
- Plan for the Highway 10 Business Park (next Business Park after Bunker Lake Industrial Park).

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

Chapter 09: Water Resources Plan

Prepared with assistance from Bolton and Menk

Water Supply Plan

In 2004 the City of Ramsey completed a Water Supply and Distribution plan as required by State Legislation adopted in 1993, which required public water suppliers to adopt plans to promote the efficient use of water. This plan, prepared by consulting engineers Bolton & Menk, Inc. documented the water supply, demand and use characteristics of the existing municipal water system and projected future municipal water system needs. The plan also established a conservation plan and an emergency preparedness plan.

Continued growth and changes in development plans of the future community prompted a need to update this study in 2012 as part of the 2030 Comprehensive Plan.

The 2012 Comprehensive Water Plan included a plan for meeting the City's needs based on development projected within the City's 2030 Comprehensive Plan. The 2012 Comprehensive Water Plan outlined infrastructure needs and included an implementation schedule based on the anticipated development.

In 2017, the 2012 Comprehensive Water Plan was updated based on current (2017) population and land use projections and included the following revisions:

- Development projections from 2012 indicated a new water supply capacity would be required by 2019. With the updated development data, new water supply is now projected to be required by 2022.
- In the 2012 report, a water treatment facility was identified as a means of water supply. This was intended to be a surface water treatment facility that drew raw water from the Mississippi River. Based on current discussions with regulatory agencies, there is the potential to provide more water to the system through the addition of wells. In the 2017 report, the treatment facility was removed.
- A new treatment facility was added to the 2017 report to provide greater water quality than exists from the untreated well water current used in the City. The construction of the facility will depend on several factors, including: needs of business and industrial users, and acceptability of the water by residents of the community. The water treatment facility is depicted as being constructed in 2027 and 2028. The actual timing of the construction of the facility is undetermined at this time.
- Construction of new wells in 2023 and 2028 will provide adequate capacity to the year 2040 based upon projected growth rates. In order to determine a viable location for a new well, and potential for additional water supply options utilizing groundwater sources, a well location study should be undertaken.

The Proposed Water System Improvements map from the 2017 update is attached as Figure 1 in Appendix A. The 2017 Comprehensive Water System Study Update completed by Bolton & Menk, Inc is incorporated in this Plan as Appendix B.

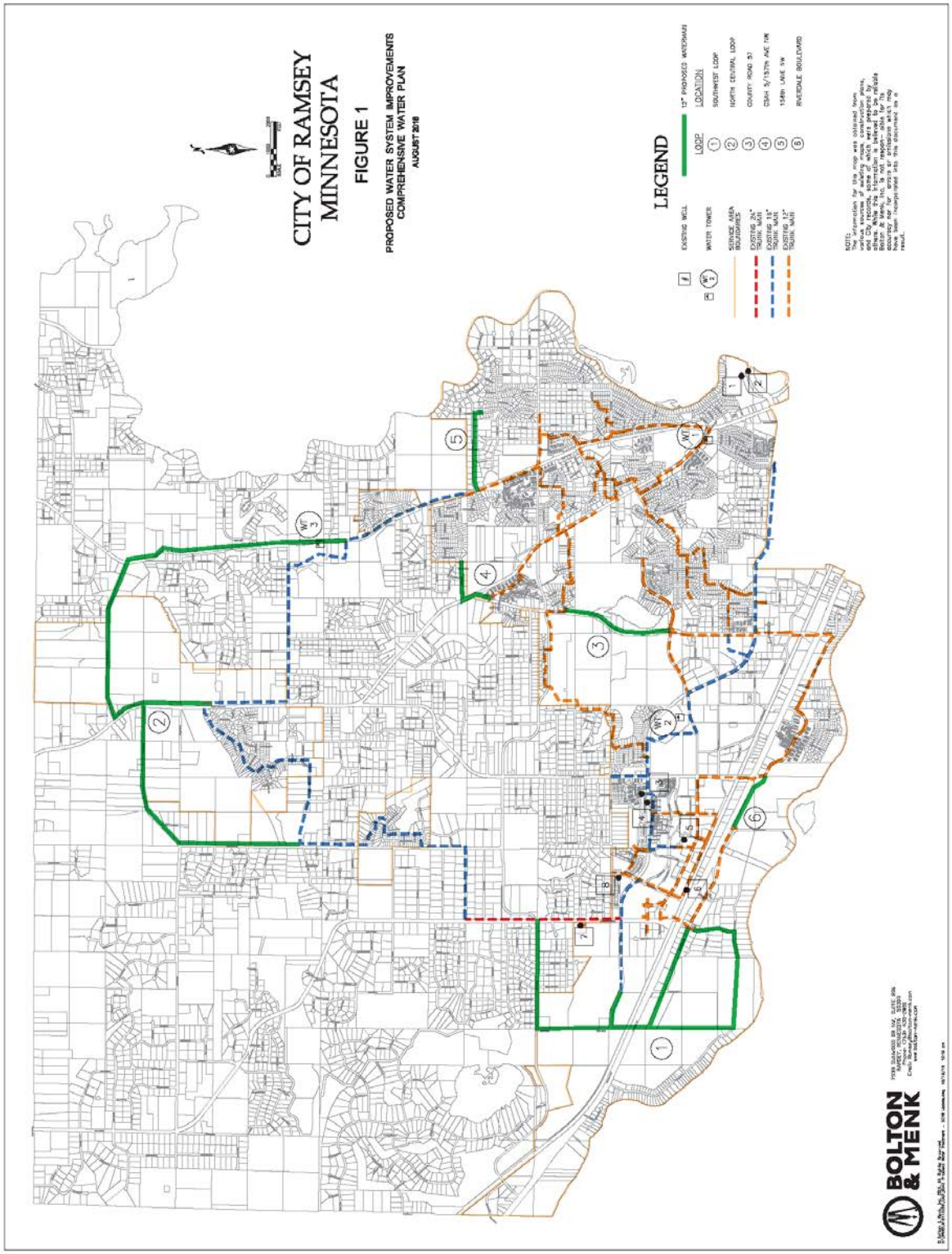
In August 2009, the City of Ramsey adopted a Wellhead Protection Plan as required by the Minnesota Department of Health. The purpose of this study was to protect the city's water supply system from pollution by updating information regarding private wells, storage tanks, hazardous waste generators, etc. within close proximity to public wells. The Wellhead Protection Plan is

included in Appendix B. An update to the Wellhead Protection Plan is scheduled to be completed in 2019.

In 2017, the City of Ramsey completed a Water Supply Plan and submitted it to the Department of Natural Resources and the Metropolitan Council for approval. The submitted Water Supply Plan is included in Appendix B.

The City of Ramsey will continue to explore opportunities for water conservation, including the recently adopted topsoil ordinance for new primary structures.

Figure 5619: Trunk Water Supply Map



Wastewater Plan

Overview and Background

Growth of population and jobs in a community can present challenges to ensuring the needs of residents and businesses are adequately met. One of the key elements in addressing this challenge is the planning, construction, and maintenance of adequate wastewater collection systems. A Wastewater and Comprehensive Sewer Plan is a useful tool for defining the strategies the City will use to accomplish planning, construction, and maintenance of the wastewater system.

Under the state Metropolitan Planning Act, local governments are required to submit a wastewater and comprehensive sewer plan element as part of their overall comprehensive plan. This includes describing service needs from the regional system in support of planned growth. Prior to any expansion of sanitary sewer service, this plan must be found consistent with the regional 2040 Water Resources Policy Plan produced by the Metropolitan Council.
In 2005 the City of Ramsey completed a Comprehensive Sanitary Sewer Study which was prepared by consulting engineers Bolton & Menk, Inc. The 2005 Plan presented a guide plan for the extension of the sanitary sewer trunk system to the entire City. In 2012 the City updated the 2005 Comprehensive Sanitary Sewer Study. This update focused on the proposed sanitary sewer trunk extensions and improvements which are required to provide service to all areas within the 2030 MUSA boundaries. In September, 2017, the City completed an update to the 2012 Comprehensive Sanitary Sewer Study. The 2012 study and 2017 update identified the ultimate sanitary sewer flows for the City. The City of Ramsey is considered by Metropolitan Council to be a "Developing Community" and as such is presently allowed to extend sanitary sewer service anywhere within MWCC Sanitary Sewer District 3 boundary (south of Trott Brook). The current extent of the sewered area is now adjacent to Trott Brook and revised land use plans require its extension to the remaining portion of the City. The City's current wastewater flow allocation is 3.8 million gallons per day (mgd).

The 2017 update to the Comprehensive Sanitary Sewer Study completed by Bolton & Menk Inc. is incorporated in this Plan in Appendix B. Revised sanitary sewer flow projections based on the revised Future Land Use Map are included as Exhibit 8:1 of this Chapter. The flow assumptions for calculating sanitary sewer flow are as follows:

Description	Factor
Gallons per Person per Day	75.0
Flow Variation Factor	2.5 to 4.0
People per Unit	3.0
Flow per unit	225
Employees per Acre	20
Commercial/Industrial Flow per Acre	1,500

Existing System

The existing wastewater treatment system, shown in Figure 1 in Appendix A, includes 8 Lift Stations, forcemain and gravity sanitary sewer. This figure also shows the location of the two connection points to the MCES system. The City does not have a separate sanitary sewer treatment facility from the MCES, however, approximately 4,100 Individual Sewage Treatment Systems are active in the City limits. A map of the ISTS is included in Appendix A as Figure 3.

Population, Household, and Employment Forecasts

The municipally owned sanitary sewer system provides service to all residents and businesses in the City. The City has requested the following revisions to the Met Council projections of population, household, and employment forecasts, the City of Ramsey anticipates the following sewer demands, as detailed in Table 60.

Table 60 – Population, Housing, & Employment Sewer Allocation Forecasts

	Forecast Component	2010	2020	2030	2040
Population	Sewered	10,615	14,490	23,810	28,370
	Unsewered	13,053	13,060	9,540	10,780
Households	Sewered	3,615	4,920	7,980	9,440
	Unsewered	4,418	4,680	3,520	4,060
Employment	Sewered	4,304	6,280	7,100	7,640
	Unsewered	475	620	700	760

Actual and Projected Wastewater Flow

Table 61 shows actual and projected average flows for the City's wastewater system, in millions of gallons per day (MGD). The current system has sufficient capacity to meet the demands of population forecasts.

According to the Metropolitan Council, regional capacity for North Trott Brook Sewer District can be provided through the existing Regional Disposal System by system capacity improvements. Therefore, a future Regional waste water treatment plant (WWTP) is not being planned at this time.

Table 61 – Actual and Projected Wastewater Flows

2010	2020	2030	2040
.78	.98	1.51	1.74

Table 62: Sewer Flow Forecasts for North Trott Brook Sewer District

North Trott Brook Sewer District	Year	Households (Sewer)	Peak Flow Projection-MGD	Employment (Sewer)	Peak Flow Projection-MGD	Total Flow
	2020	672	0.2	42	0.0	0.2
	2030	1089	0.2	48	0.0	0.2
	2040	1288	0.3	52	0.0	0.3
Mississippi River Sewer District	2020	2084	0.5	5825	1.3	1.8
	2030	3379	0.8	6584	1.5	2.3
	2040	3998	0.9	7087	1.6	2.5
Rum River Sewer District	2164	0.5	413	0.1	0.6	2164
	3512	0.8	467	0.1	0.9	3512
	4154	0.9	502	0.1	1.0	4154

Inflow and Infiltration

Groundwater infiltration and surface water inflows, often called infiltration/inflow (I/I), may contribute a substantial amount of municipal wastewater volume. Reducing I/I through proper design, construction, maintenance, and other interventions can reduce the strain this puts on municipal wastewater systems.

The Inflow and Infiltration (I/I) goal established for the City of Ramsey varies based on annual average flow for each connection point to the Metropolitan Disposal System (MDS). The Metropolitan Council's metering program shows that the City's 2017 annual average flow at meter M302 was 0.567 mgd. The current I/I goal for the City of Ramsey at this point is an allowable peak hourly flow of 2.54 mgd. The 2017 annual flow at meter M304 was 0.279 mgd. The current I/I goal for Ramsey at this point is an allowable peak hourly flow of 1.29 mgd.

The City continues to monitor the integrity of its Sanitary Sewer infrastructure. The City has had a Sewer Vac truck since 2009 and have a program in place to clean one third of the Sanitary Sewer system each year In addition to cleaning the existing sewer system, the City has a program in place to televise one tenth of the system each year to monitor for I/I issues. The City has historically spent approximately $10,000 per year televising and mitigating I/I issues that are discovered during the televising process. Items that are repaired though this process include: private utility hits, leaking joints, collapsed pipes and leaking manholes. The City does not have an ordinance that prohibits the connection of sump pump, rain leaders, or passive drain tile from the sanitary sewer system. The City of Ramsey has adopted the Minnesota State Building Code, which states that drainage systems shall discharge into an approved sewer system or to daylight (§R405.2.3) and storm sewer systems shall not drain into sewers intended for sanitary sewage only (§4715.2700). The City of Ramsey interprets that these systems must drain to daylight only unless storm sewer is available on-site. The City of Ramsey will explore the need for such ordinances if it is determined the City is not meeting the established I/I goal.

The City applied for $25,250 in matching grant funds from the 2014 State Bond Fund Municipal Inflow & Infiltration Grant program though the Met Council Environmental Services to perform needed I&I improvements. The grant was awarded, and this project was completed in 2016 where multiple castings were adjusted and chimney seals were installed to prevent I&I at those structures. A lift station and a manhole were also rehabilitated to seal the structure by coating the insides of the structures.

Figure 20: Existing Sanitary Sewer Trunk Map

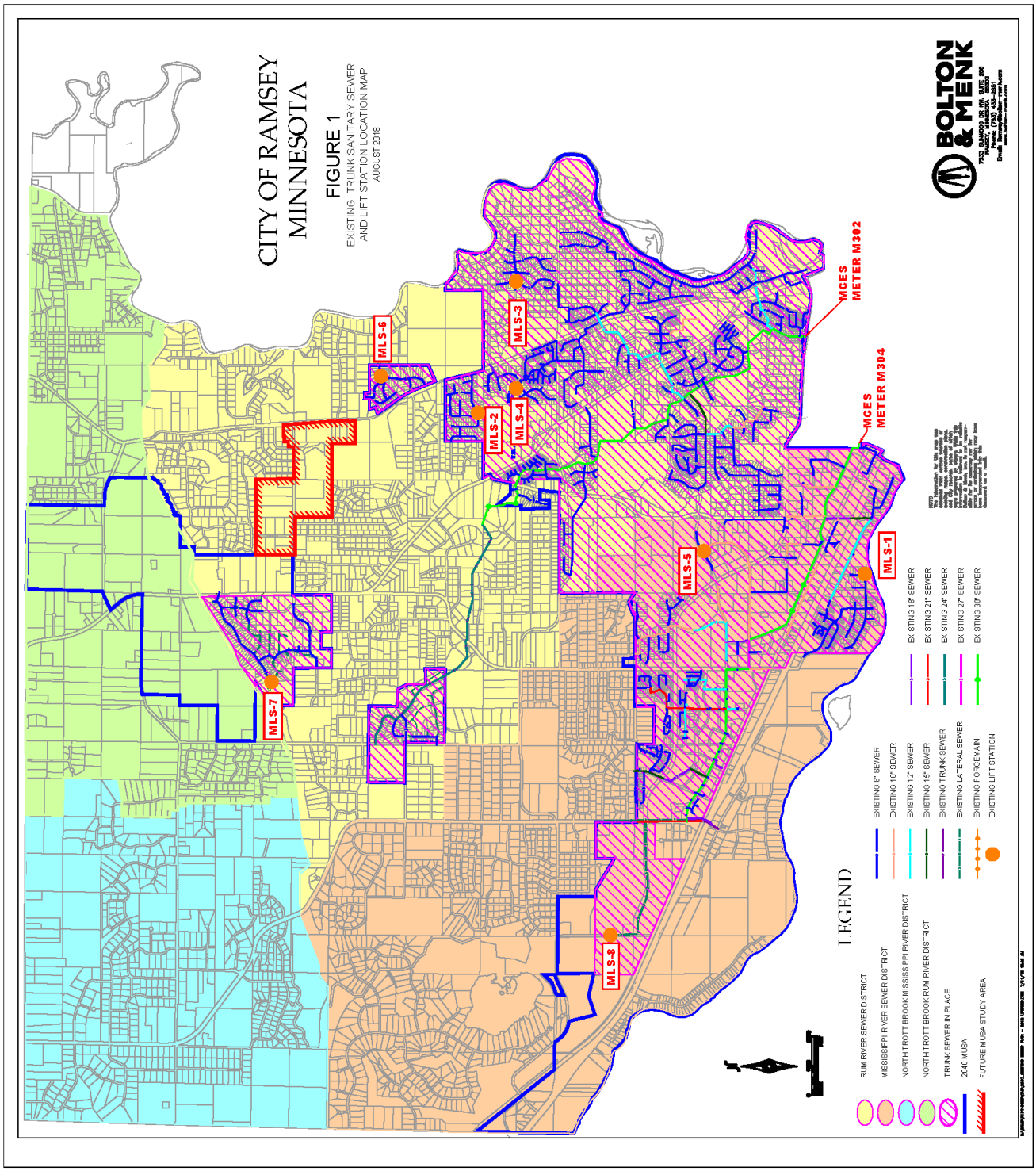
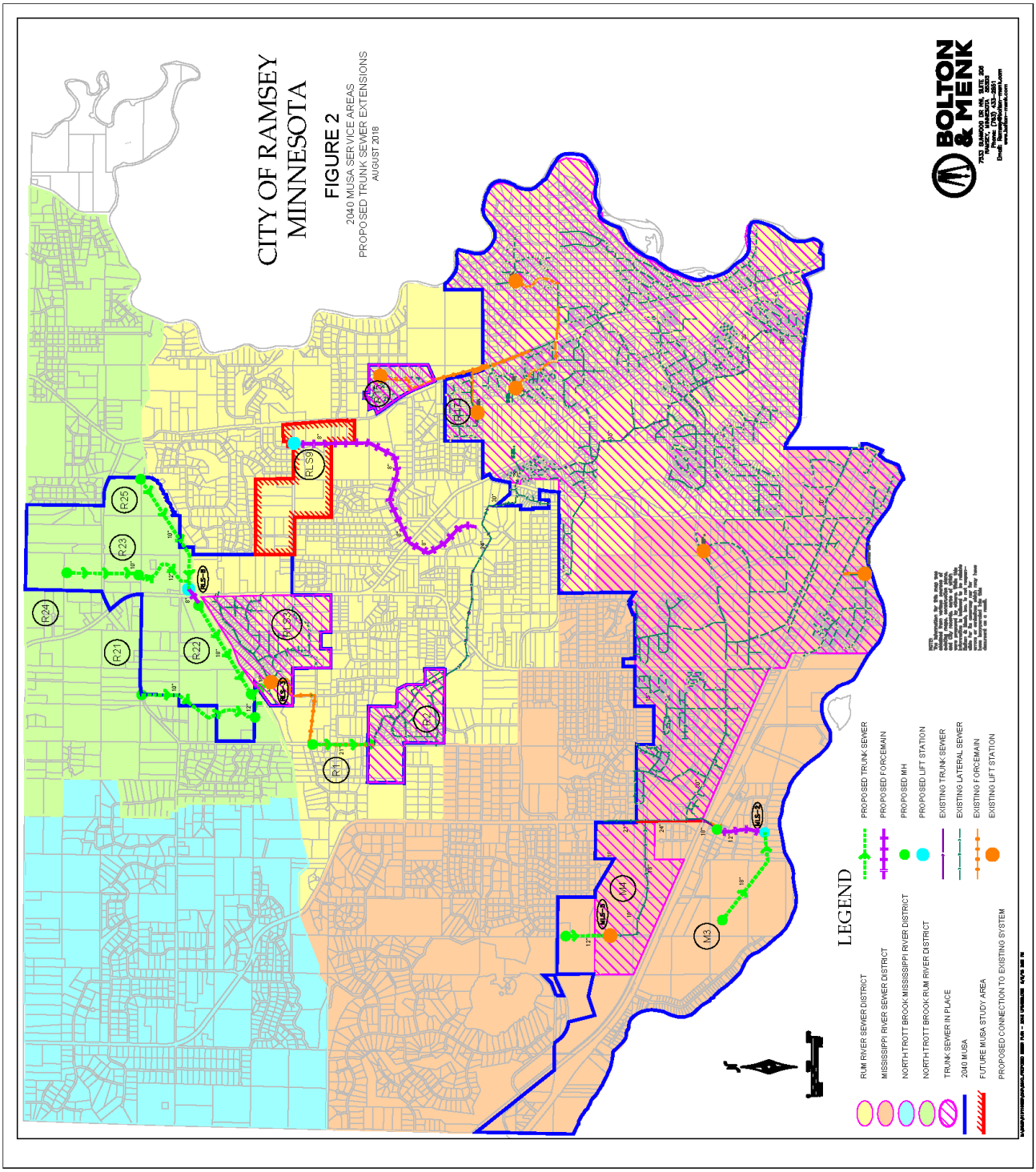


Figure 21: Future Sanitary Sewer Trunk Map

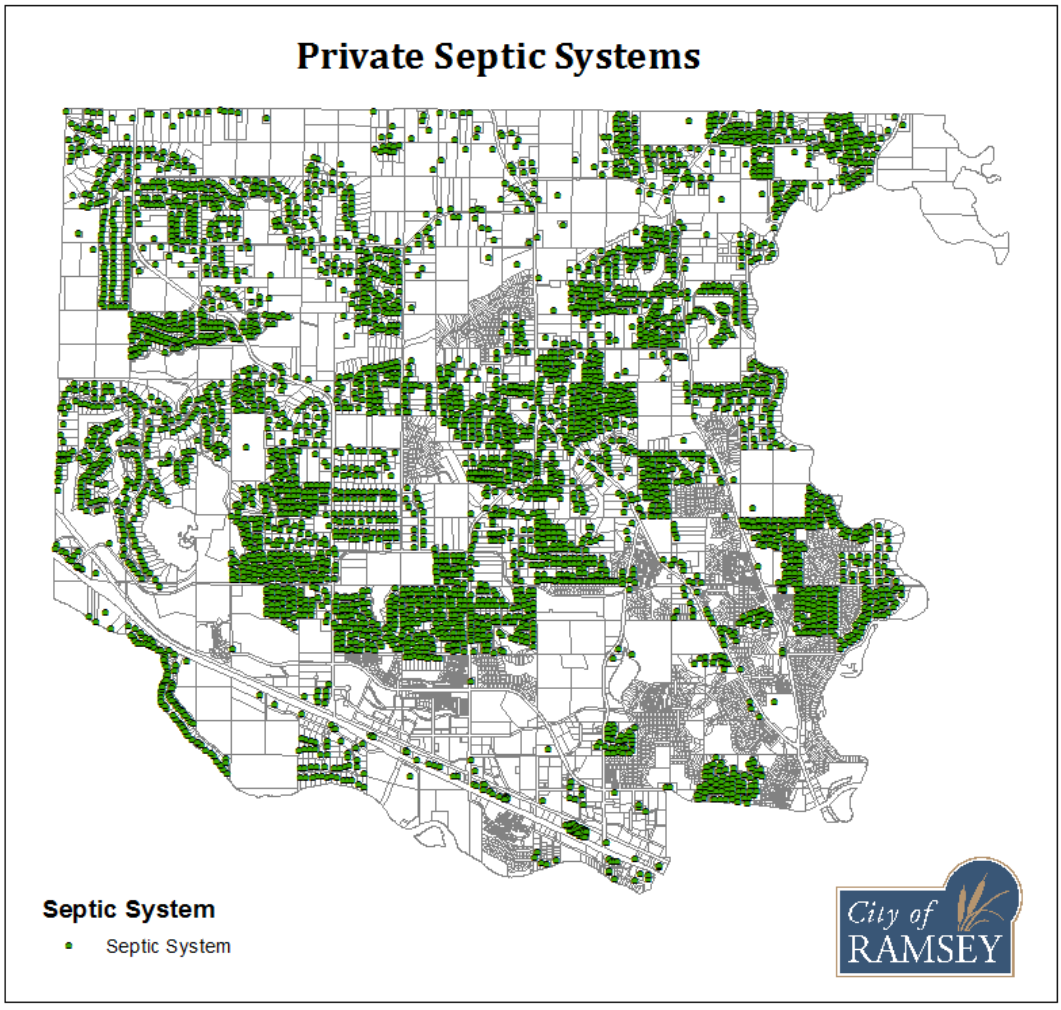


Community and Subsurface Treatment Systems

Community and Subsurface Treatment System Management Program

Ramsey maintains a database of approximately 4,100 private subsurface septic systems. A majority of these are for single-family homes. There is one group septic system for a six (6) unit townhome development owned and operated by a private Home Owners Association (HOA). In 2016, the Minnesota Pollution Control Agency (MPCA) reported a total of approximately 541,000 septic systems in Minnesota. Anoka County has an estimated 28,000 systems, the second highest number of septic systems per County in the State and the highest number of systems of any County in Metropolitan Area. When properly maintained, these systems are an adequate means of treating wastewater. However, given the number of private septic systems in the community, Ramsey must dedicate resources to ensure that these systems are being properly maintained in order to protect groundwater quality, prevent public health threats, and avoid public nuisances.

Figure 22: Private Septic Systems



Ramsey is a Home Rule Charter City. Ramsey City Charter states the following.

> *Connection Policy.* The city may not compel any property owner with a functional private sewer and water system to connect to city sewer and/or water.
>
> *Assessment policy.* The city may not levy an assessment for any component of any project which includes sewer and/or water improvements against a property whose owner elects to remain on a functional private sewer and/or water system.
>
> *Request for urban services.* Property owners who remain on private sewer and water systems after urban services become available may request connection to urban services at any time. Upon connection to urban services an assessment may be levied provided it is consistent with the original assessment.

Ramsey tracks septic systems with a permit management system known as Permit Information Management System (PIMS). PIMS is a product of the Local Government Information System (LOGIS) consortium of local communities.

Public Treatment Systems

Ramsey has no public treatments in our community. Ramsey does have three (3) cluster systems serving four (4) units each, resulting in twelve (12) units being served by a clustered (shared) system.

Subsurface Treatment Systems

Ramsey has an estimated 4,170 subsurface treatment systems.

Public Education

Ramsey has set a goal to improve public education on proper maintenance of septic systems. Ramsey's primary clearinghouse for education materials is www.cityoframsey.com/septic. The website serves as a clearinghouse leveraging a number of existing resources including, but not limited to the Minnesota Pollution Control Agency (MPCA) and Know the Flow (Anoka County).

Ramsey actively participates in Septic Smart Week each September.

Additionally, during the 2017-2018 Academic Year, Ramsey collaborated with the University of Minnesota through its Resilient Communities Project (RCP). One of the projects this partnership worked on was septic education. The partnership developed printed materials and website content. Ramsey is working on incorporating these resources within our new website rolling out in 2018.

Required Pumping and/or Maintenance Reminders

Each year Ramsey sends reminders to septic system owners that are due for septic pumping and/or maintenance at an interval not to exceed once every three (3) years as required by the State of Minnesota.

Financial Assistance for Public Health or Safety Concerns

In instances where a septic system has failed to the point it poses a threat to public health or safety, Property Owners may request the City replace a private septic system and assess the costs of the replacement to the benefitted property. The Property Owner must enter into an Assessment

Agreement and the costs of replacement will be levied against the Property as a Special Assessment. The Property Owner must submit proof that they have exhausted all other financial options to replace the system.

Anoka County also has potential dollars and/or loans available for septic replacement needs.

Administrative Enforcement of Septic Rule Violations

Ramsey has established an administrative process to enforce violations of various sections of our City Code, including our Septic Code. When the City becomes aware of a septic system in violation of the Septic Code, we track the violation through our code enforcement management system. Property Owners are provided two (2) notices of violation with instruction on how to comply with Septic Code. The City is able to issue Administrative Fines in addition to the Notices of Violation.

Civil Prosecution

In the rare occasion where Ramsey's Administrative Enforcement is unsuccessful in achieving compliance, the City will file civil prosecution charges in order to obtain an injunction from District Court to remedy the situation.

Criminal Prosecution

In extremely rare occasions, especially in events of threats to public health or safety, Ramsey may choose to seek criminal charges to remedy the situation.

Future Community Treatment Systems

In certain instances, Ramsey may consider allowing private, community septic systems.

Land Uses and Physical Conditions

Ramsey will generally only allow a private, community system outside of the Metropolitan Urban Service Area (MUSA). In certain circumstances where an agreement for future connection is reached, Ramsey may allow private, community septic systems within the MUSA boundary.

Rural Residential

Private septic systems are generally reserved for rural residential lots of at least one (1) acre in size. Properties shall ensure adequate space for a primary and secondary drainfield area.

Shoreland Areas

Ramsey is supportive of private, community septic systems in areas located within our Shoreland Overlay District, Rum River Wild and Scenic Overlay District, and Mississippi River Corridor Critical Area (MRCCA). These are environmentally sensitive areas, and the public benefits from limiting the number of potential individual source points of pollution that could pose a threat to water quality.

Urban Residential

For areas in the future urban service area but future municipal utilities are not expected within the current planning period (20 years), Owners may cluster lots and serve through a private, community septic system. The Owners must enter into a Future Connection Agreement providing for future connections when municipal services are available.

Administrative Procedures

Ramsey will require that a legal entity be established prior to the construction of any private, community septic systems. Although Ramsey will have no enforcement responsibilities of the entity, Ramsey will require a review of the articles of incorporation by the City Attorney. The participating properties shall enter into a Maintenance Agreement with the City and shall agree to allow the City to assess the costs of future repair in the event of failure to repair a non-compliant system.

Compliance with Applicable Regulations

Owners and Installers of private, community septic systems shall design and construct consistent with Minnesota Rules, Anoka County Ordinances, and Ramsey City Code.

Ramsey Administration

Ramsey shall administer applicable Minnesota Rules consistent with other private septic systems. Ramsey shall require the issuance of a permit prior to installation and shall ensure ongoing compliance.

Surface Water Management Plan

Ramsey originally updated its Surface Water Management Plan in 2015. Changes to Minnesota Rules required updates to this plan sooner than originally planned as part of the Comprehensive Plan Update. A revised Surface Water Management Plan is incorporated by reference into the Comprehensive Plan Update.

Ramsey supports additional discussion to coordinate the efforts of local municipalities, watershed organizations, the Minnesota Board of Water and Soil Resources (BWSR), and the Metropolitan Council to provide clarity, consistency, and reasonable update cycles for Surface Water Management Plans.

Chapter 10: Implementation Plan

Action Item	Policy or Capital Improvement?	Resources Needed	Timeframe
Land Use			
Establish Policy for Urban Service Boundary Extensions	Policy	Existing Resources	2019
Update Density Transitioning Ordinance	Policy	Existing Resources	2019
Small Area Plan – The COR	Policy	Existing Resources	2019
Small Area Plan – Green Valley District	Policy	Existing Resources	2020
Small Area Plan/Infrastructure Study – Mississippi West District	Policy	$25,000 Partner with Developers and Land Owners	2020
Small Area Plan – Elmcrest District	Policy	Existing Resources	2020
Establish Public Art Plan	Policy	$5,000	2021
Complete the Streetscape Plan	Policy	Existing Resources	2019
Advocate for a new Middle School and Third Elementary School	Policy	Existing Resources	Ongoing
Encourage School Districts to Amend District Boundaries to follow Neighborhood Boundaries	Policy	Existing Resources	Ongoing
Prioritize Desired Amenities with goal of Financial Stability through Annual CIP Process	Policy	Existing Resources	Ongoing
Update Official Zoning Map for consistency with Comprehensive Plan	Policy	Existing Resources	Ongoing
Complete a Comprehensive Zoning Code Update	Policy	Existing Resources	2019
Transportation Plan			
Complete the Ramsey Highway 10 Plan	Policy	Existing Resources	2019

Complete the Highway 47 Corridor Plan	Policy	$25,000	2020
Complete the Nowthen Boulevard/CSAH 5 Corridor Plan	Policy	$25,000	2020
Complete the Green Valley Road/CR 63 Corridor Plan	Policy	Existing Resources	2021
Complete the 181st Avenue/CR64 Plan	Policy	Existing Resources	2021
See Transportation Plan for Capital Improvements			
Housing Plan			
Provide incentive-based approach to neighborhood revitalization	Policy	TBD	2022
Identify and remove substandard housing units that are economically unfeasible to rehabilitate.	Policy	TBD	2023
Create a simple webpage/portal that allows residents to voice anonymously code enforcement concerns	Policy	Existing Resources	2019
Complete a housing needs assessment and analysis in the immediate future	Policy	Existing Resources	2020
Create policy allowing flexibility for senior projects to convert to affordable housing when the demand for senior housing changes	Policy	Existing Resources	2023
Maintain, and update if needed, conservation subdivision ordinances	Policy	Existing Resources	2020

Consider incentives for innovative water-saving solutions for stormwater management, water conservation, and rainwater reuse	Policy	TBD	2023
Consider a policy regarding sprinkler gauging for single family homes, townhomes, and homeowners' associations in order to save water	Policy	TBD	2023
Create an inclusionary housing policy and toolkit	Policy	Existing Resources	2022
Roll out the "Can I Be Your Neighbor?" initiative	Policy	Existing Resources	2019
Create a Fair Housing Policy for the City	Policy	Existing Resources	2020
Create and maintain a policy that allows for density bonuses for new projects in The COR that provide additional public amenities, such as open space dedication or affordable housing, in exchange for densities greater than the Zoning Ordinance typically would allow	Policy	Existing Resources	2020
Create informational packet of first-time homebuyer programs to provide to prospective homebuyers	Policy	Existing Resources	2019
Natural Resources Plan			
Create a Pollinator-Friendly Toolkit	Policy	Existing Resources	2020
Consider a Boulevard Tree Program	Policy	Existing Resources	2020

Create a Shoreline Protection Plan	Policy	Existing Resources	2019
Create a Conservation Subdivision Design Policy	Policy	Existing Resources	2021
Create an Environmental Protection Overlay District for Trott Brook	Policy	Existing Resources	2020
Implement the Mississippi River Corridor Critical Area (MRCCA) Plan	Policy	Existing Resources	2021
Create a Community Resilience Plan	Policy	Existing Resources	2020
Complete the Circle of Ramsey Greenway Plan	Policy	Existing Resources	2019
Inventory potential access points to significant ecological resources	Policy	Existing Resources	2022
Create an Outreach Program for Groundwater Planning	Policy	Existing Resources	2022
Create an Outreach Program for Organics Recycling/Solid Waste Reduction	Policy	Existing Resources	2019
Mississippi River Corridor Critical Area (MRCCA)			
Parks and Recreation			
Circle of Ramsey Greenway	Capital Construction	TBD (Private/Public Partnership)	Opportunity Driven
Community Center	Capital Construction	TBD	Opportunity Driven
Lake Itasca Park	Capital Construction	$750,000 (paid by Developer Park Dedication Dollars)	2023
Nathe Park	Planning and Design	$25,000	2023
The COR Parks System	Capital Construction	TBD	2020-2030 (phased)

Community Park #6	Capital Construction	TBD (paid by Developer Park Dedication Dollars)	2025
Complete the Parks System Plan	Policy	Existing Resources	2019
Acquire Land along Trott Brook	Acquisition	TBD	Opportunity Driven
Maintain the Recreation Program	Policy	0.50 FTE Recreation Coordinator	2019
Create a Trail Plan to connect Mississippi River Regional Trail to Oliver Kelly Farm	Policy	$10,000	2020
Create a Trail Maintenance Plan	Policy	Existing Resources	2020
Formalize process to involve local athletic association in Capital Improvement Program (CIP) Process	Policy	Existing Resources	2019
Create a policy for Neighborhood Park Selection	Policy	Existing Resources	2020
Economic Development			
Create a Plan for the Highway 10 Business Park	Policy	Existing Resources	2023
Create a Plan to increase access and visibility for Retailers	Policy	Existing Resources	2019
Create a Marketing and Recruitment Campaign for Economic Development	Policy	Existing Resources	2019
Create the Highway 10 Steering Committee	Policy	Existing Resources	2018
Complete the Highway 10 and Highway 47 Plans	Policy	Existing Resources	2019

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

RESOLUTION #19-085

RESOLUTION AUTHORIZING SUBMISSION OF THE CITY OF RAMSYES 2040 COMPREHENSIVE PLAN UPDATE TO THE METROPOLITAN COUNCIL.

WHEREAS, Minnesota Statutes section 473.864 requires each local governmental unit to review and, if necessary, amend its entire comprehensive plan and its fiscal devices and official controls at least once every ten years to ensure its comprehensive plan conforms to metropolitan system plans and ensure its fiscal devices and official controls do not conflict with the comprehensive plan or permit activities that conflict with metropolitan system plans; and

WHEREAS, Minnesota Statutes sections 473.858 and 473.864 require local governmental units to complete their "decennial" reviews by December 31, 2018; and

WHEREAS, the City of Ramsey was granted an extension to submit the Cities 2040 Comprehensive Plan update to the Metropolitan Council by no later than June 30, 2019; and

WHEREAS, the City Council, Planning Commission, and the City Staff have prepared a proposed Comprehensive Plan intended to meet the requirements of the Metropolitan Land Planning Act and Metropolitan Council guidelines and procedures; and

WHEREAS, pursuant to Minnesota Statutes section 473.858, the proposed Comprehensive Plan was submitted to adjacent governmental units and affected special districts and school districts for a period of 6 months for their review and comment; and

WHEREAS, the Planning Commission has considered the proposed Comprehensive Plan and all public comments, and thereafter submitted its recommendations to this Council; and

WHEREAS, the City's Planning Commission conducted a public hearing on April 4th, 2019 relative to the submission of the plan for adjacent community and affected jurisdiction review and submission of the Comprehensive Plan update to the Metropolitan Council; and

WHEREAS, on April 4th, 2019 the Planning Commission recommended approval of the proposed Comprehensive Plan Amendment for City Council consideration; and

WHEREAS, the City Council has reviewed the proposed Comprehensive Plan and those recommendations, public comments, and comments from adjacent jurisdictions and affected districts; and

WHEREAS, Minnesota Statutes section 473.858 requires a local governmental unit to submit its proposed comprehensive plan to the Metropolitan Council following recommendation by the planning commission and after consideration but before final approval by the governing body of the local governmental unit.

WHEREAS, based on its review of the proposed Comprehensive Plan and Planning Commission and staff recommendations, the City Council is ready to submit its proposed plan to the Metropolitan Council for review pursuant to Minnesota Statutes section 473.864; 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 authorizes City Staff to submit the City's 2040 Comprehensive Plan update to the Metropolitan Council.

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 23rd day of April, 2019.

_____
Mayor

ATTEST:

_____
City Clerk

Regular Planning Commission **8. 1.**

Meeting Date: 04/04/2019

Submitted For: Tim Gladhill, Community Development

By: Eric Maass, Community Development

Information

Title:

Consider Sketch Plan and Site Plan for The Sapphire (Project No. 18-183); Case of PSD, LLC

Purpose/Background:

The purpose of this case is to review a Sketch Plan and Site Plan for a proposed single lot 118 unit apartment building that consists of 1, 2, and 3 bedroom apartments. The proposal includes additional community space, most notably an indoor pool for residents. Overall, architecture is compliance with underlying regulations, with amendments.

Notification:

Staff has attempted to notify all Property Owners within 700 feet of the Subject Property via Standard US Mail of the Sketch Plan and Site Plan Review.

Observations/Alternatives:

Observations:

Generally speaking, Staff is supportive of the project with amendments outlined in the Staff Review Letter. Staff is working on the logistics of the final design of Center Street, which may have some impacts on this private site plan.

At this time, Staff's primary concern relate to the proposed architecture adjacent to Center Street, as renderings for this elevation have not been submitted. Additionally, the sidewalk along Center Street needs to be widened to the required 10 feet as required by the Design Framework. This location will be a focal point of future city events and as such the architectural treatment adjacent to Center Street is important.

Staff also noted that individual air conditioning units on the architectural floor plan that are not represented on the architectural renderings. For architectural design and HVAC functionality reasons, Staff recommends amending HVAC plans to include 'smart pack' units to better and more efficiently heat and cool individual units. This is an advisory comment at this point.

Alternatives:

Alternative 1: Recommend Approval of the Sketch Plan and Site Plan for The Sapphire, contingent upon compliance with Staff Review.

Alternative 2: Table the request for Sketch Plan and Site Plan until architectural elevations for all sides of the proposed structure have been submitted to ensure that "4-sided architecture" is being achieved satisfactorily to the Planning Commission.

Alternative 3: Recommend denial of the Sketch Plan and Site Plan for The Sapphire. The project appears to adhere to a majority of the COR Design Guidelines and overall would be a benefit to the community. Staff is not supportive of Alternative 3.

Funding Source:

All costs associated with processing the Application are the responsibility of the Applicant/Developer. Currently, there are no requests for financial assistance. The Developer is responsible for standard Development Fees.

Recommendation:

Staff recommends approval of the sketch plan and site plan contingent upon compliance with Staff Review.

Action:

Motion to recommend approval of the sketch plan and site plan contingent upon compliance with Staff Review.

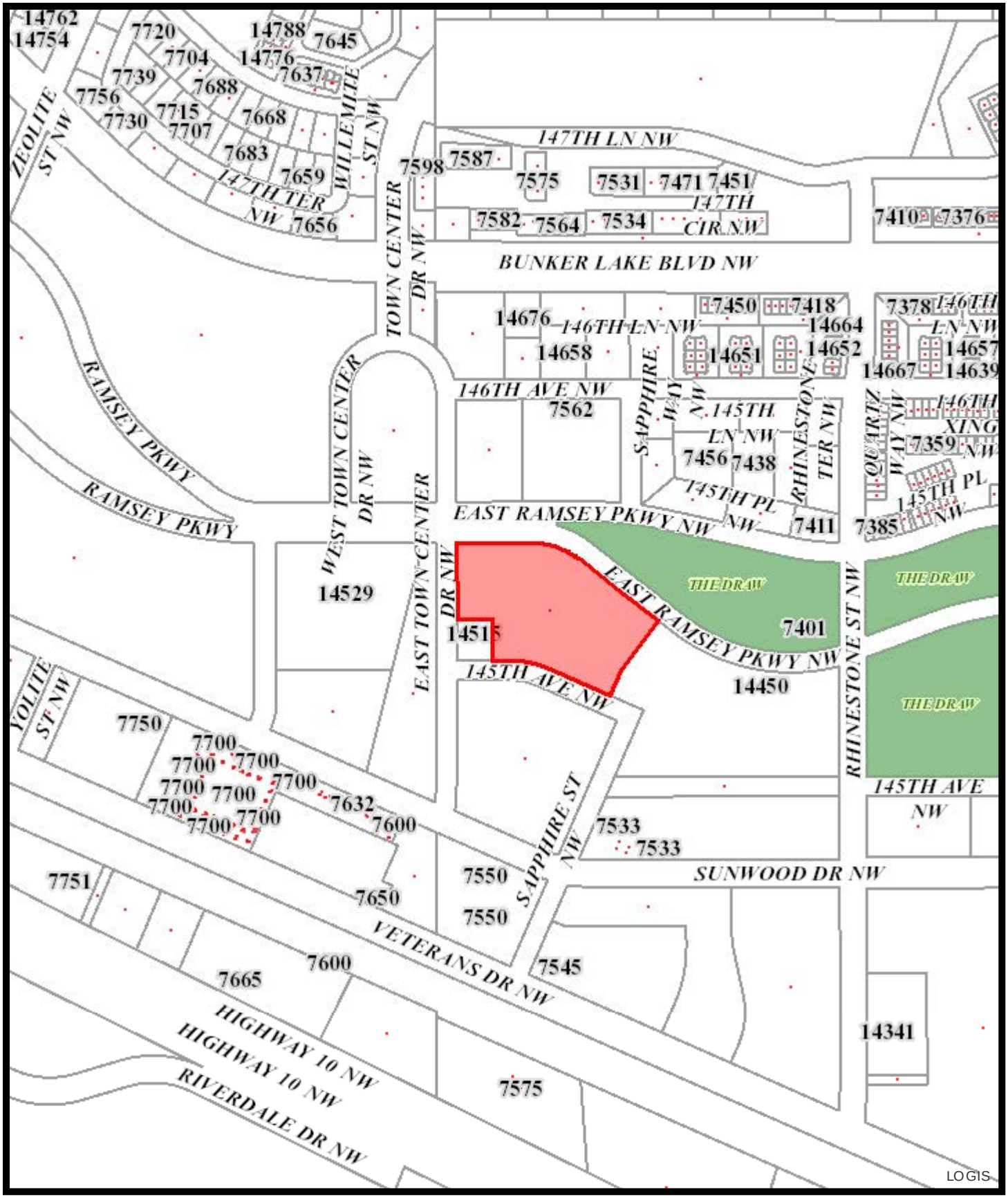
Attachments

Site Location Map
Plan Set
Color Building Elevations
Planning Tech Report
Landscaping Tech Report

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	03/29/2019 03:54 PM
Form Started By: Eric Maass		Started On: 03/14/2019 10:14 AM
Final Approval Date: 03/29/2019		

Site Location Map



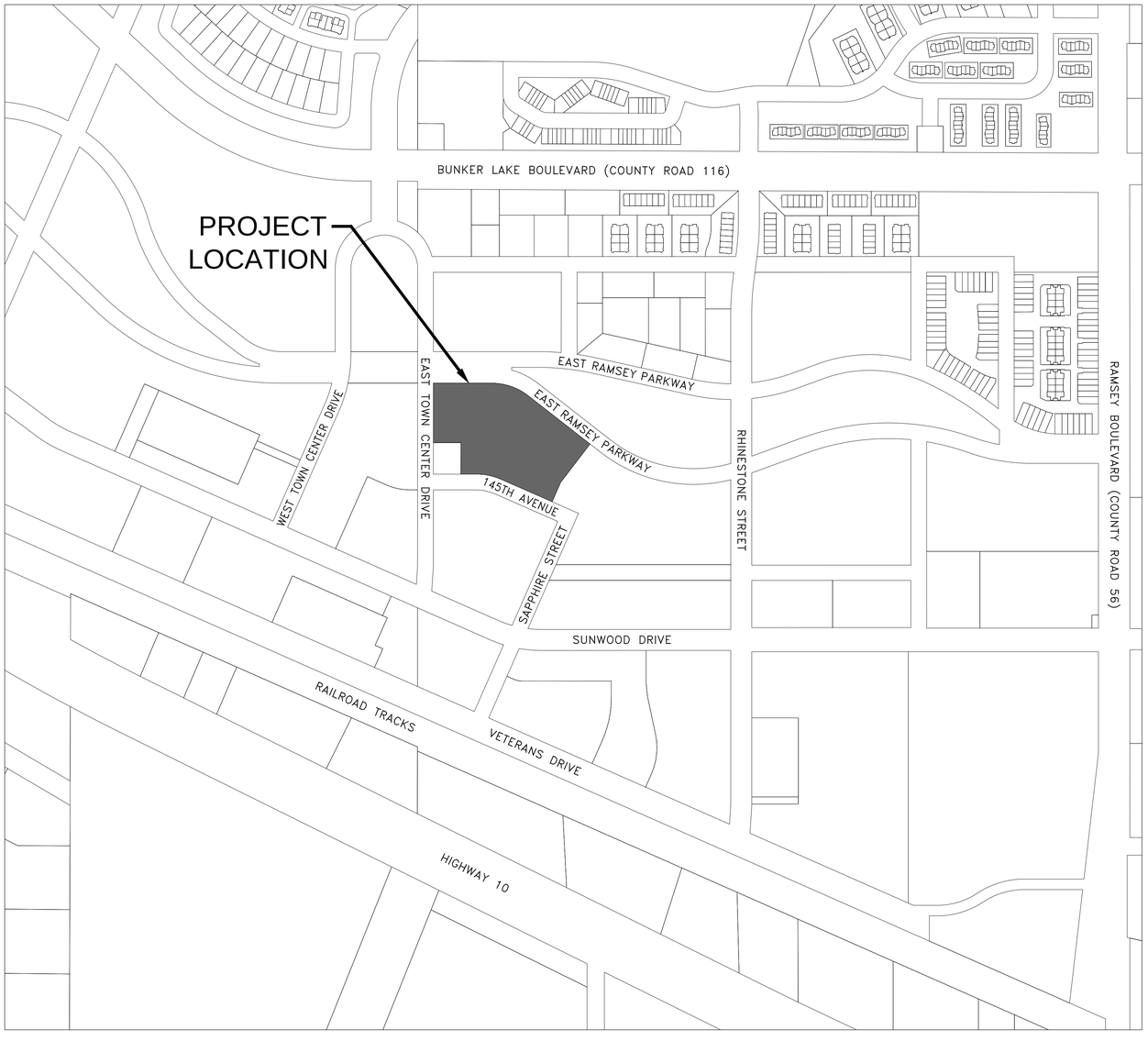
Print Date: March 12, 2019

THE SAPPHIRE APARTMENTS

CONSTRUCTION PLANS FOR SITE GRADING, SANITARY SEWER, WATERMAIN, STORM SEWER, CONCRETE CURB AND GUTTER, BITUMINOUS PAVING AND MISCELLANEOUS CONSTRUCTION

FOR PSD, LLC

IN THE CITY OF RAMSEY

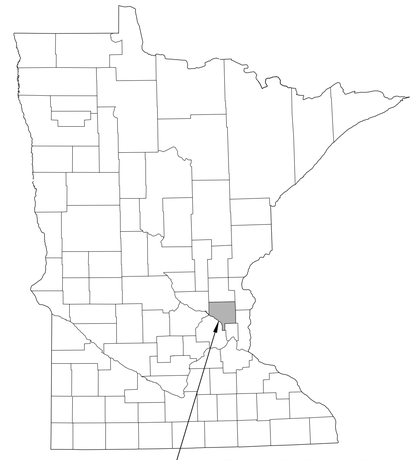


DEVELOPER/OWNER

PSD, LLC
7533 SUNWOOD DRIVE, SUITE 315
RAMSEY, MN 55330
MATT KUKER
matt.kuker@psdlanddevelopment.com
763-427-5955
763-427-4151 (FAX)

ENGINEER/SURVEYOR

HAKANSON ANDERSON
3601 THURSTON AVENUE
ANOKA, MN 55303
SHANE M. NELSON, P.E.
shanen@haa-inc.com
BRIAN PERSON, P.L.S.
brianp@haa-inc.com
763-427-5860
763-427-0520 (FAX)



GOVERNING SPECIFICATIONS

THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

THE 2013 EDITION OF THE CITY ENGINEER'S ASSOCIATION OF MINNESOTA "STANDARD SPECIFICATIONS" SHALL GOVERN FOR SANITARY SEWER AND WATERMAIN WORK.

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

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

SHEET INDEX

THIS PLAN CONTAINS 11 SHEETS

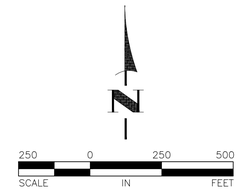
SHEET NO.	DESCRIPTION
C1	TITLE SHEET
C2	CONSTRUCTION NOTES AND DETAILS
C3	CITY STANDARD DETAILS
C4	DETAILS
C5	EXISTING TOPOGRAPHY AND REMOVALS PLAN
C6	GRADING, DRAINAGE AND EROSION CONTROL PLAN
C7	UTILITY PLAN
C8	PAVING PLAN
C9	SWPPP
L1	LANDSCAPING PLAN
L2	LANDSCAPING NOTES

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

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

BENCHMARKS:

1. DISK PUMP 2 LOCATED APPROXIMATELY 39' EAST OF THE CENTERLINE OF EAST TOWN CENTER DRIVE AND APPROXIMATELY 135' NORTH OF THE CENTERLINE OF 145TH AVENUE.
   ELEV=867.79 (NGVD 29)



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

SHANE M. NELSON, P.E.
HAKANSON ANDERSON
DESIGN ENGINEER

43381 LIC. NO.

DATE 2/28/19

DATE	REVISION

2325.07

Feb 28, 2019 - 4:01pm
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GENERAL CONSTRUCTION AND SOILS NOTES:

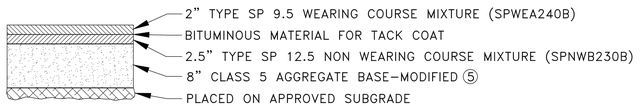
1. STRIP ALL INPLACE TOPSOIL IN AREAS TO BE DISTURBED BY CONSTRUCTION AND REUSE AS SLOPE DRESSING. IN AREAS OF PARKING LOT AND BUILDING CONSTRUCTION, THE EXPOSED SAND SHALL BE SURFACE COMPACTED TO AT LEAST 100% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY, ASTM D698, IN AT LEAST THE UPPER 3 FEET.
2. UNLESS OTHERWISE RECOMMENDED IN THESE PLANS, THE GRADING SUBGRADE SHALL BE CONSTRUCTED OF SUITABLE GRADING MATERIAL. THE FILL SHALL BE PLACED IN 8'' TO 10'' LOOSE LIFTS, AND COMPACTED TO 100% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY.
3. SUITABLE GRADING MATERIAL FOR THIS PROJECT SHALL CONSIST OF ALL SOILS ENCOUNTERED WITH THE EXCEPTION OF TOPSOIL, SILT, DEBRIS, ORGANIC MATERIAL AND OTHER UNSTABLE MATERIAL.
4. IF AVAILABLE, CONTRACTOR SHALL REVIEW THE GEOTECHNICAL EXPLORATION REPORT FOR ADDITIONAL SITE PREPARATION REQUIREMENTS.
5. PROVIDE A SAWCUT WHEN PLACING NEW PAVEMENT ADJACENT TO INPLACE PAVEMENT AND AT TERMINI OF CONSTRUCTION TO ENSURE A UNIFORM JOINT.
6. BITUMINOUS AND CONCRETE ITEMS DISTURBED BY CONSTRUCTION SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN ACCORDANCE WITH MN/DOT SPEC. 2104.
7. USE TACK COAT BETWEEN ALL BITUMINOUS MIXTURES. THE BITUMINOUS TACK COAT MATERIAL SHALL BE APPLIED AT A UNIFORM RATE OF 0.04 GAL/SY TO 0.06 GAL/SY BETWEEN BITUMINOUS LAYERS. THE APPLICATION RATES ARE FOR UNDILUTED EMULSIONS.
8. PERFORMANCE GRADED (PG) ASPHALT BINDER PG 58S-28, MN/DOT SPEC. 3151, SHALL BE USED FOR ALL BITUMINOUS MIXES ON THIS PROJECT.
9. THE BITUMINOUS MIXTURES SHALL MEET THE REQUIREMENTS OF SPECIFICATIONS 2360 AND 3139.

GENERAL EROSION CONTROL NOTES:

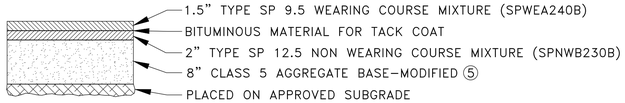
1. EROSION CONTROL SHALL CONFORM TO THE MN/DOT EROSION CONTROL HANDBOOK.
2. PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ACQUIRE THE MPCA NPDES STORMWATER PERMIT.
3. THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENT CONTROL FACILITIES (BMP'S) PRIOR TO GRADING AND REMOVAL ACTIVITIES. BMP'S SHALL BE MAINTAINED FOR THE DURATION OF CONSTRUCTION ACTIVITIES AND POTENTIAL FOR EROSION HAS PASSED.
4. THE CONTRACTOR SHALL SCHEDULE HIS OPERATION TO MINIMIZE THE AMOUNT OF DISTURBED AREA AT ANY GIVEN TIME.
5. BMP'S SHALL BE INSPECTED DAILY BY THE CONTRACTOR. OBSERVATIONS SHALL BE RECORDED IN THE INSPECTION LOG.
6. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PROPERLY DISPOSED OF WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION.
7. THE CONTRACTOR SHALL FILE A NOTICE OF TERMINATION WITH THE MPCA AFTER FINAL STABILIZATION HAS BEEN APPROVED.

REFERENCE NOTES:

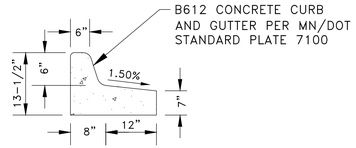
① PAVEMENT SECTION SHALL BE VERIFIED BY GEOTECHNICAL ENGINEER.
② TYPE 1 INLET PROTECTION SHALL BE INSTALLED AS NECESSARY TO MINIMIZE PONDING OF WATER DURING CONSTRUCTION. WIMCO MODEL RD 23 IS SHOWN.
③ TYPE 2 INLET PROTECTION SHALL BE INSTALLED ON ALL CASTINGS RECEIVING RUNOFF FROM THE PROJECT AREA. WIMCO MODEL CG 3067 IS SHOWN.
④ TYPE 3 INLET PROTECTION SHALL BE INSTALLED AS NECESSARY TO MINIMIZE PONDING OF WATER DURING CONSTRUCTION. WIMCO MODEL RD 27 IS SHOWN.
⑤ MODIFIED CLASS 5 SPECIFICATION IS SHOWN ON CITY PLATE NO. STR-26.



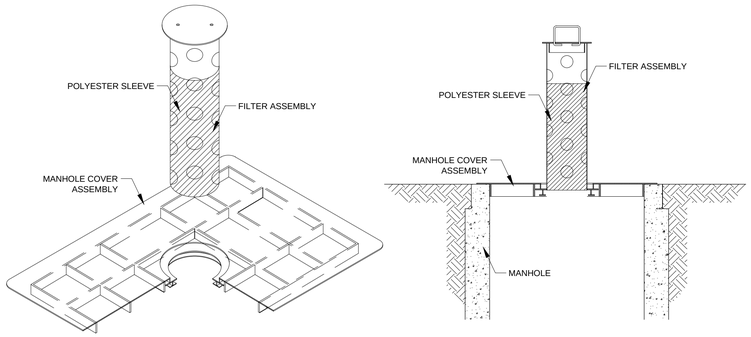
1 / C2 HEAVY DUTY BITUMINOUS PAVEMENT SECTION ①
NO SCALE



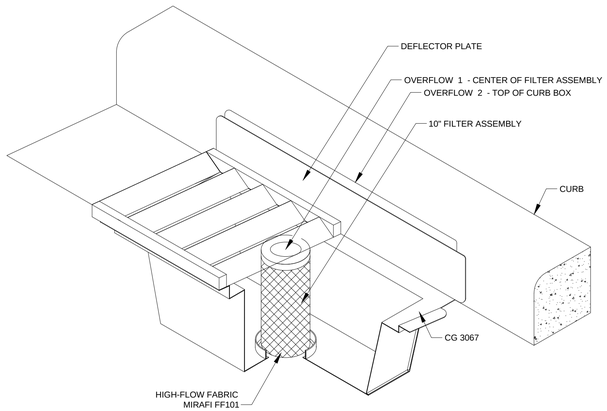
2 / C2 LIGHT DUTY BITUMINOUS PAVEMENT SECTION ①
NO SCALE



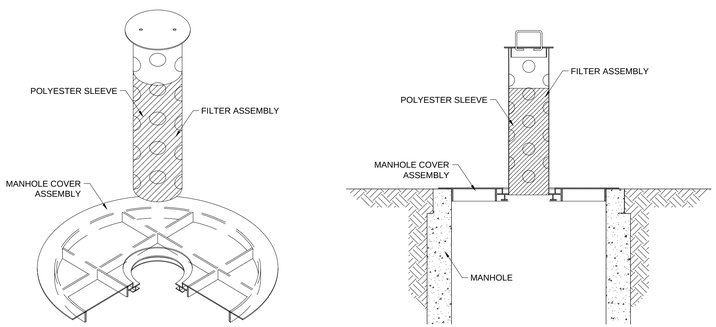
3 / C2 TIPOUT CURB DETAIL
NO SCALE



5 / C2 STORM DRAIN INLET PROTECTION TYPE 1 ②
PRE-CURB



6 / C2 STORM DRAIN INLET PROTECTION TYPE 2 ③
POST-CURB



4 / C2 STORM DRAIN INLET PROTECTION TYPE 3 ④
MEDIAN DRAINS

DATE	REVISION

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

SHANE M. NELSON, P.E.
Date 2/28/19 Lic. No. 43381

DESIGNED BY: TAE
DRAWN BY: TAE
CHECKED BY: SMN

Hakanson Anderson
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THE SAPPHIRE APARTMENTS

CONSTRUCTION NOTES AND DETAILS

CITY OF RAMSEY, MINNESOTA

SHEET C2 OF C9 SHEETS

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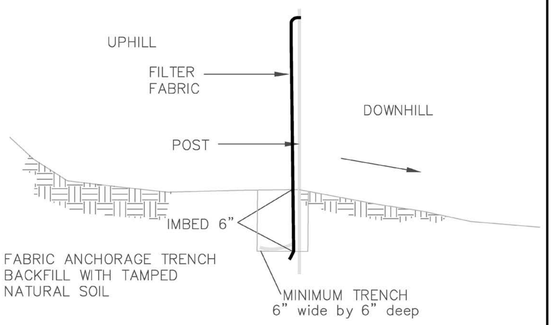
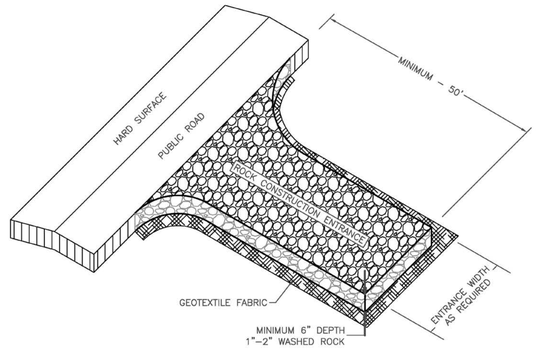


INSTALL AS PER FILTER FABRIC MANUFACTURER'S RECOMMENDATIONS

SILT FENCE DETAIL

NO SCALE

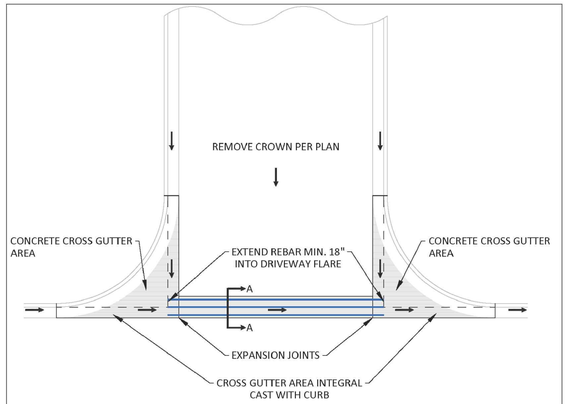
APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: SILT FENCE
		CITY PLATE No. ERO–1



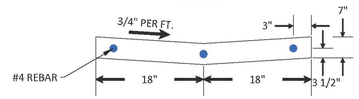
NOTE:
1. MINIMUM CONSTRUCTION ENTRANCE WIDTH EQUAL TO PROPOSED ROADWAY WIDTH.
2. WIDTH OF RADIUS AS REQUIRED TO ENSURE VEHICLES DO NOT TRACK ONTO PUBLIC ROAD.
3. MAINTAINENCE AS REQUIRED TO PREVENT TRACKING ONTO PUBLIC ROADS. THIS MAY REQUIRE TOP DRESSING WITH ADDITIONAL ROCK OR REMOVAL AND REINSTALLATION OF THE ENTRANCE AS NEEDED.

NOT TO SCALE

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: ROCK CONSTRUCTION ENTRANCE
		CITY PLATE No. ERO–5



PLAN

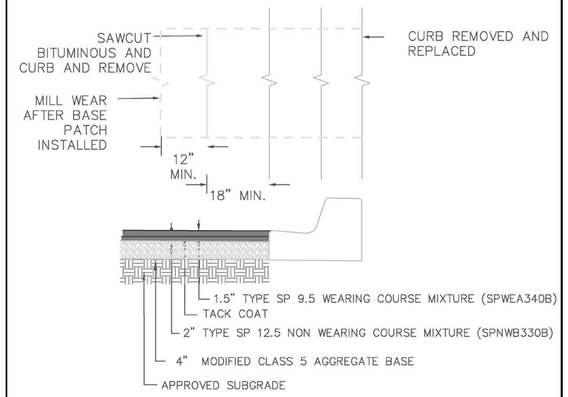


SECTION A-A

NOTE: NOT TO SCALE

NOTES:
1. WITH REMOVAL OF EXISTING CURB AT A STREET, MILL BITUMINOUS TO A DEPTH OF 1.5" AND A WIDTH OF 18" IN EXISTING STREET.
2. TO BE USED WHENEVER CROSS DRAINAGE IS < 2%.
3. CONCRETE CURB AND GUTTER SHALL BE CAST INTEGRAL WITH CONCRETE CROSS GUTTER AREA.
4. CONCRETE CURB AND GUTTER SHALL BE PAID SEPARATELY FROM CONCRETE CROSS GUTTER AREA.

APPROVED: 3 – 2017	City of RAMSEY	STANDARD DETAILS: CROSS GUTTER
		CITY PLATE No. STR–2



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.

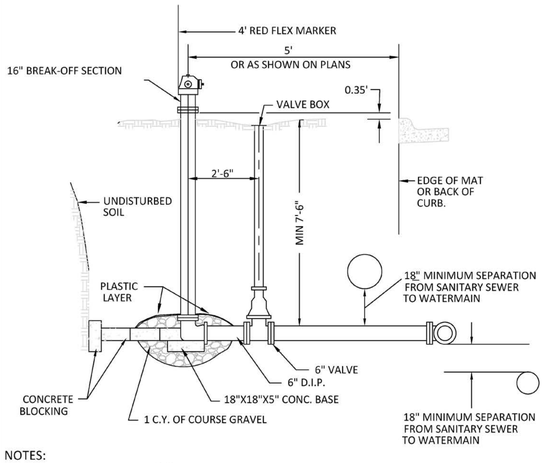
APPROVED: 6 – 2016	City of RAMSEY	STANDARD DETAILS: STREET PATCHING STANDARDS
		CITY PLATE No. STR–25

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

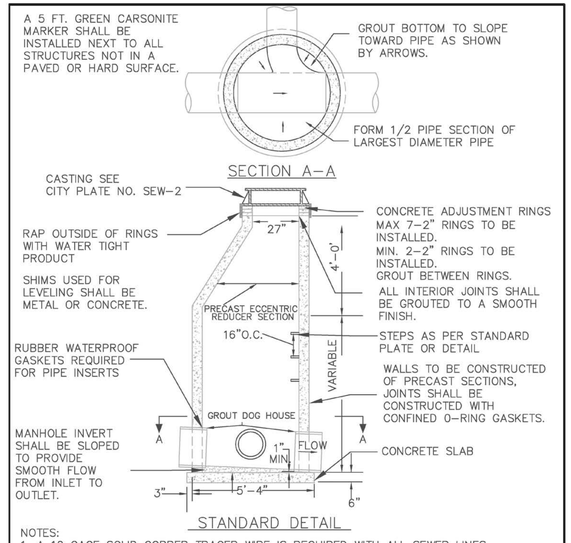
NOTES:
1. THE AGGREGATE BASE CONSTRUCTION WILL BE ACCEPTED FOR PAYMENT IN ACCORDANCE WITH THE PROVISIONS IN TABLE A.
2. IF THE AGGREGATE BASE FAILS TO MEET THE REQUIREMENTS OF TABLE A THE MATERIAL CAN BE CORRECTED IN PLACE OR REMOVED AND REPLACED WITH MATERIAL THAT MEET THE REQUIREMENTS OF TABLE A.
3. IN THE EVENT THAT RECYCLED MATERIAL IS USE IT MUST MEET MNDOT REQUIREMENTS FOR RECYCLED BASE.

APPROVED: 2 – 2003	City of RAMSEY	STANDARD DETAILS: MODIFIED CLASS 5 SPECIFICATIONS
		CITY PLATE No. STR–26



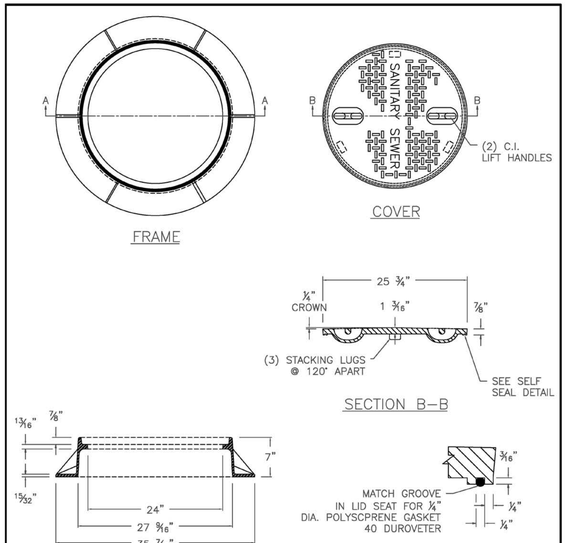
NOTES:
1. HYDRANT SHALL BE 5-1/4" WB67 WATEROUS PACER.
2. HYDRANTS TO BE ORDERED FOR 8'-0" BURY. IN AREAS OF EXTRA DEPTH ON THE WATERMAIN, HYDRANTS EXTENSIONS MAY BE REQUIRED.
3. HYDRANTS SHALL BE BLOCKED OR TIED TO THE TEE AT MAIN WITH 2-3/4" DIAMETER TIE RODS. ALL TIE RODS TO BE COAL TAR COATED AFTER INSTALLATION. RESTRAINED JOINT PIPE AND RETAINING GLANDS MAY BE USED.
4. TOP NUT OF HYDRANT 2.5' ABOVE TOP BACK OF CURB OR BITUMINOUS SURFACE.
5. HYDRANTS BURIED BELOW WATER TABLE, DRAIN HOLES NEED TO BE PLUGGED AND HYDRANT MARKED BY PAINTING 5" CAP YELLOW.
6. BRUSH PAINT ALL HYDRANTS AFTER INSTALLATION IS COMPLETE.

APPROVED: 6 – 2017	City of RAMSEY	STANDARD DETAILS: HYDRANT
		CITY PLATE No. WAT–1



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



NOTE: NOT TO SCALE

APPROVED: 11 – 2015	City of RAMSEY	STANDARD DETAILS: WATER TIGHT CASTING
		CITY PLATE No. SEW–2

DATE	REVISION

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

SHANE M. NELSON, P.E.
Date 2/28/19 Lic. No. 43381

DESIGNED BY: TAE
DRAWN BY: TAE
CHECKED BY: SMN

Hakanson Anderson
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THE SAPPHIRE APARTMENTS

CITY STANDARD DETAILS

CITY OF RAMSEY, MINNESOTA

SHEET C3 OF C9 SHEETS

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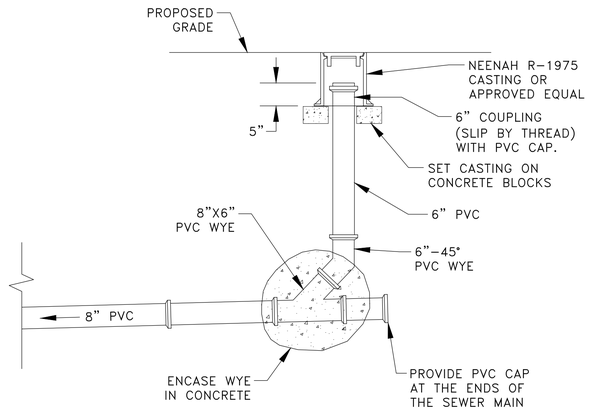
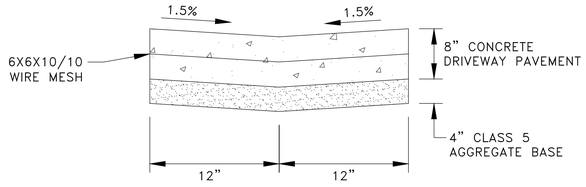
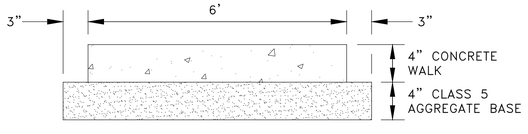


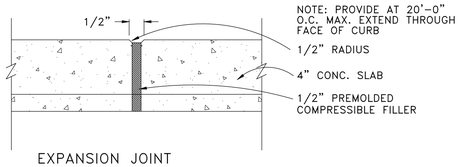
1/C4 SANITARY SEWER CLEANOUT
NO SCALE



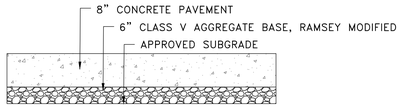
2/C4 CONCRETE VALLEY GUTTER
NO SCALE



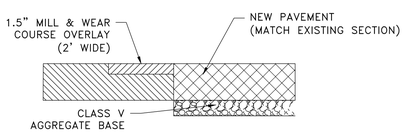
3/C4 CONCRETE SIDEWALK
NO SCALE



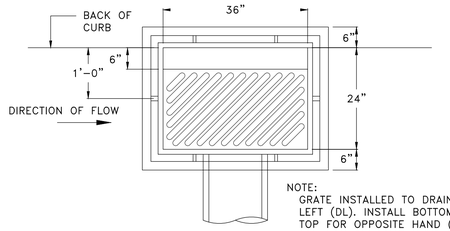
1/C4 SIDEWLAK JOINT DETAIL
NO SCALE



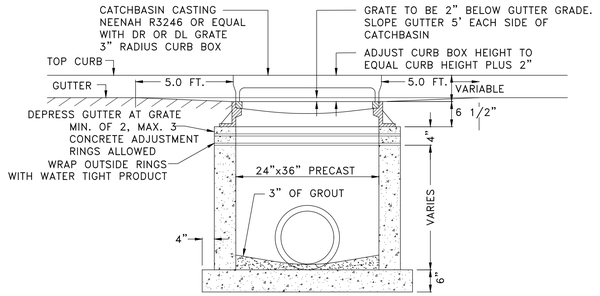
1/C4 CONCRETE SECTION (TRASH ENCLOSURE)
NO SCALE



1/C4 BITUMINOUS PATCH REPAIR SECTION
NO SCALE



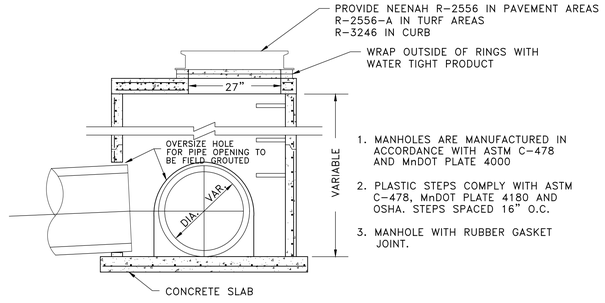
PLAN



SECTION

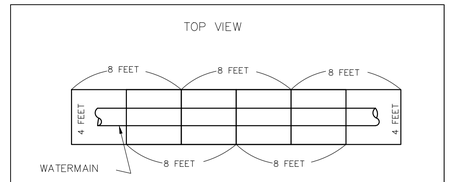
NOTES
1. GRATE INSTALLED TO DRAIN LEFT (DL). INSTALL BOTTOM TO TOP FOR OPPOSITE HAND(DR).
2. A 10 GAUGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL STORM LINES.
3. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE

1/C4 STANDARD CURB INLET
NO SCALE



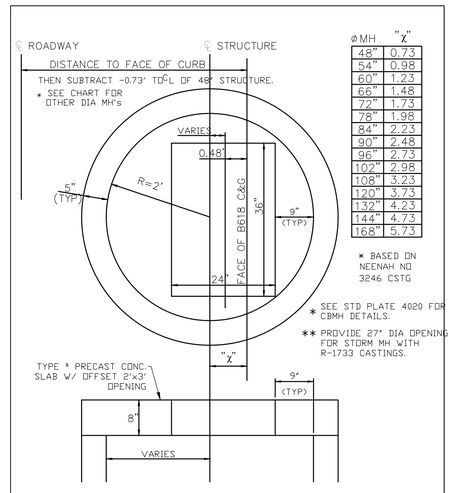
STANDARD STORM MANHOLE
48" THRU 72" DIAMETER

1/C4 STANDARD CATCHBASIN MANHOLE
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: 4 - 2016	City of RAMSEY	STANDARD DETAILS: UTILITY INSULATION
		CITY PLATE No. WAT-6



ØMH	"X"
48"	0.73
54"	0.98
60"	1.23
66"	1.48
72"	1.73
78"	1.98
84"	2.23
90"	2.48
96"	2.73
102"	2.98
108"	3.23
120"	3.73
132"	4.23
144"	4.73
168"	5.73

* BASED ON NEENAH NO 3246 CSTG

* SEE STD PLATE 4020 FOR CBMH DETAILS.

** PROVIDE 27' DIA OPENING FOR STORM MH WITH R-1733 CASTINGS.

APPROVED: 4 - 2005	City of RAMSEY	STANDARD DETAILS: SLAB TOP MANHOLE COVER
		CITY PLATE No. STD-5

DATE	REVISION

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

SHANE M. NELSON, P.E.
Date 2/28/19 Lic. No. 43381

DESIGNED BY: TAE
DRAWN BY: TAE
CHECKED BY: SMN

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THE SAPPHIRE APARTMENTS

DETAILS

CITY OF RAMSEY, MINNESOTA

SHEET C4 OF C9 SHEETS

2325.07

Feb 28, 2019 - 4:01pm
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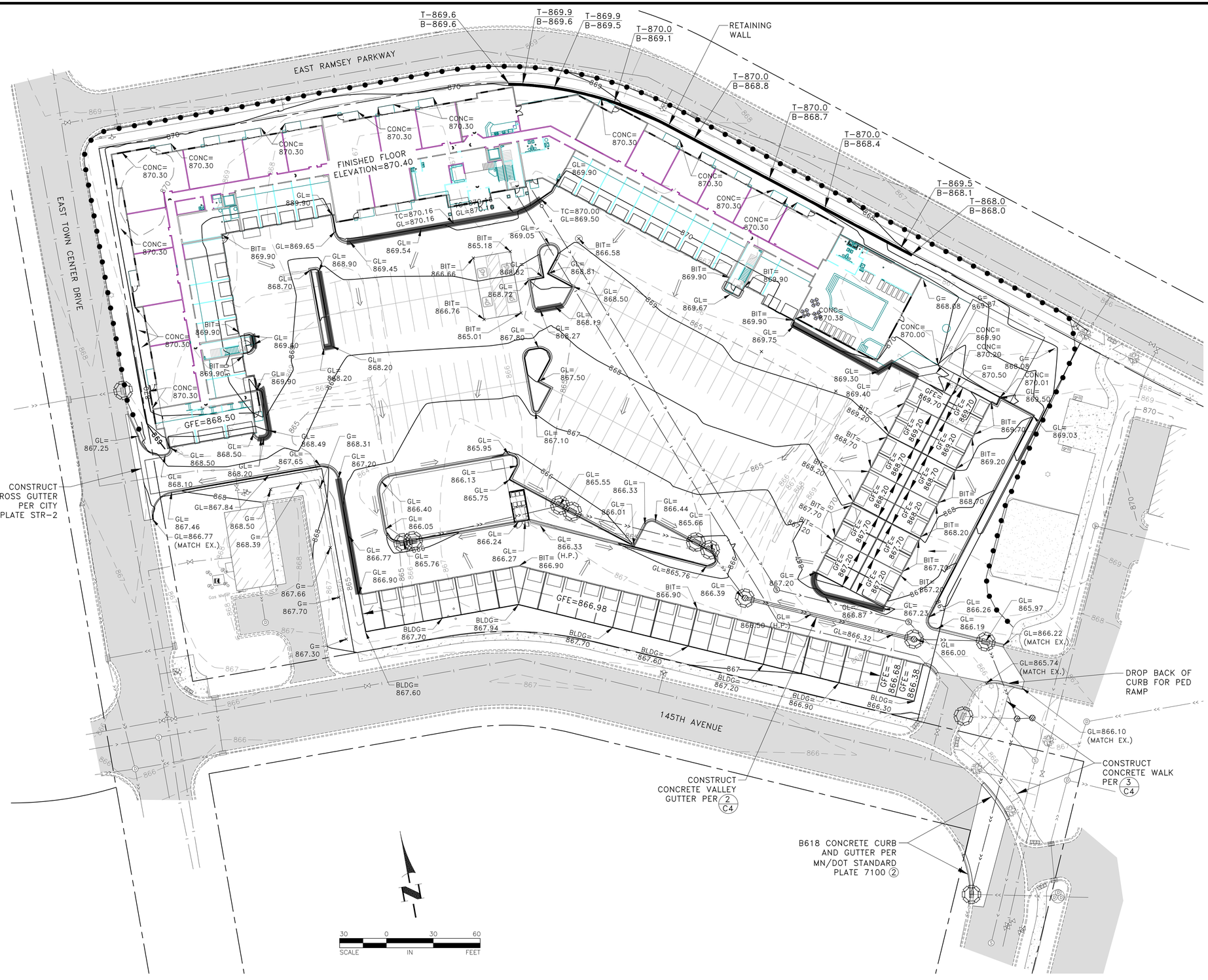
EAST RAMSEY PARKWAY
EAST TOWN CENTER DRIVE
145TH AVENUE
SAPPHIRE STREET
B618 CURB & GUTTER
8" DIP
CB RE=868.55 IE(N)=864.30
CB RE=867.77 IE=863.92
CB RE=866.62 IE=862.37
CB RE=865.75 IE=861.50
CB RE=867.74 IE=864.44
CB RE=867.50 IE (W)=863.30
CB RE=866.05 IE=861.60
CB RE=866.17 IE(W)=862.67
CB RE=865.80 IE(S)=862.40
CB RE=865.67 IE(N)=862.07
Storm MH (trench drain) RE=867.44 IE=859.11
Storm MH RE=866.12 IE(E)=861.82 IE(N)=861.22
Storm MH RE=867.29 IE(W)=861.64 IE(S,E)=861.46
Storm MH RE=866.50 IE=861.26
Storm MH RE=866.31
Storm MH RE=866.27
Storm MH RE=866.19
Son MH RE=866.54 IE=855.39
Son MH RE=866.59 IE=856.69
Son MH RE=864.91
CB RE=865.16 IE(E)=862.01
CB RE=865.03
CB RE=864.54
SAWCUT, MILL AND REMOVE BITUMINOUS PAVEMENT AND CURB PER CITY PLATE NO. STR-25
SAWCUT, MILL AND REMOVE BITUMINOUS PAVEMENT AND CURB
SAWCUT, MILL AND REMOVE BITUMINOUS PAVEMENT AND CURB
REMOVE WATERMAIN
SEE NOTE ①
REMOVE TREE
REMOVE STORM SEWER PIPE ②
SAWCUT AND REMOVE CONCETE WALK
SAWCUT AND REMOVE CONCETE WALK
PLAY AREA W/MULTIPLE EQUIPMENT (NOT SHOWN)
FENCE POST (3)
4X4 POST
Gas Meter
B618 CURB & GUTTER
MOUNTABLE CURB & GUTTER
B615 CURB & GUTTER
B612 CURB & GUTTER
8" SAN
8" PVC
12" DR SANITARY WATER
12" DR SANITARY WATER
18" DR SANITARY WATER
18" DR SANITARY WATER
12" DR WATER
12" DR WATER
12" DR



LEGEND

- RIGHT-OF-WAY
- PROPERTY LINE
- EXISTING CONTOUR
- EXISTING CONCRETE CURB
- BURIED TELEPHONE LINE
- BURIED GAS LINE
- OVERHEAD UTILITY LINE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING WATERMAIN
- EXISTING CATCH BASIN
- EXISTING STORM MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING WATER VALVE
- EXISTING HYDRANT
- EXISTING TREE
- EXISTING FENCE
- EXISTING SIGN
- LIGHT POLE
- UTILITY PEDESTALS
- DETAIL NUMBER / SHEET NUMBER
- EXISTING BITUMINOUS PAVEMENT
- EXISTING CONCRETE PAVEMENT
- EXISTING TRUNCATED DOMES
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PROPOSED STORM SEWER
- PROPOSED CONCRETE CURB
- PROPOSED CATCH BASIN
- PROPOSED CATCH BASIN
- PROPOSED STORM MANHOLE
- PROPOSED HYDRANT
- PROPOSED TIPOUT CURB PER 3/C2
- SILT FENCE PER CITY PLATE NO. ERO-1
- DRAINAGE ARROW
- INLET PROTECTION DEVICE (1)
- GL= XXX.XX — PROPOSED GUTTER LINE ELEVATION
- BLDG= XXX.XX — PROPOSED GROUND ELEVATION AT BUILDING
- CONC= XXX.XX — PROPOSED CONCRETE ELEVATION
- BIT= XXX.XX — PROPOSED BITUMINOUS ELEVATION
- TC= XXX.XX — PROPOSED TOP OF CURB ELEVATION
- G= XXX.XX — PROPOSED GROUND ELEVATION
- T-XXX.X / B-XXX.X — TOP OF RETAINING WALL ELEVATION / GROUND ELEVATION AT BOTTOM OF RETAINING WALL

GENERAL NOTES:

1. PRIOR TO IMPORTING OR EXPORTING MATERIAL FROM THE SITE, CONTRACTOR SHALL CONSTRUCT A ROCK CONSTRUCTION ENTRANCE PER CITY PLATE NO. ERO-5.
2. VERIFY BUILDING DIMENSIONS WITH ARCHITECTURAL PLANS.
3. PERVIOUS AREAS SHALL BE STABILIZED WITHIN 7 DAYS OF ROUGH GRADING.
4. SEDIMENT SHALL BE REMOVED FROM ALL PAVED SURFACES WITHIN 24 HOURS OF DISCOVERY.
5. SEE SHEET C7 FOR THE UTILITY PLAN.
6. SEE SHEET C8 FOR THE PAVING PLAN.
7. CONTRACTOR SHALL DETERMINE A LOCATION FOR CONCRETE AND OTHER WASHOUT WASTE. A SIGN SHALL BE INSTALLED ADJACENT TO EACH WASHOUT FACILITY THAT REQUIRES SITE PERSONNEL TO UTILIZE THE PROPER FACILITIES FOR DISPOSAL OF CONCRETE AND OTHER WASTES.
8. PROPOSED CONCRETE CURB AND GUTTER SHALL BE PER MN/DOT STANDARD PLATE 7100 UNLESS NOTED.

REFERENCE NOTES:

(1) INSTALL INLET PROTECTION DEVICES PER 4/C2, 5/C2 AND 6/C2 AT ALL CATCH BASINS THAT MAY RECEIVE STORMWATER RUNOFF FROM THE SITE.

(2) MATCH EXISTING GUTTER LINE ELEVATION ON EACH END OF CURB.

DATE	REVISION

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Date 2/28/19 Lic. No. 43381

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CHECKED BY: SMN

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THE SAPPHIRE APARTMENTS

GRADING, DRAINAGE AND EROSION CONTROL PLAN

CITY OF RAMSEY, MINNESOTA

SHEET C6 OF C9 SHEETS

2325.07

Feb 28, 2019 - 4:02pm
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GENERAL NOTES:

1. ALL STORM SEWER STRUCTURES SHALL BE PRECAST CONCRETE SECTIONS PER MN/DOT STANDARD PLATES 4020 AND 4022.
2. MAINTAIN A MINIMUM OF 7.5' OF COVER OVER THE WATERMAIN.
3. DIP WATERMAIN SHALL BE CLASS 52.
4. PVC SANITARY SEWER SHALL BE SDR 35.
5. 15"–18" RCP STORM SEWER SHALL BE CLASS V AND 21"–27" RCP STORM SEWER SHALL BE CLASS III.
6. CONSTRUCT SANITARY SEWER MANHOLES PER CITY PLATE NO. SEW–1 AND SEWER CASTINGS PER CITY PLATE NO. SEW–2.

REFERENCE NOTES:

① LOCATION AND INVERT OF SANITARY SEWER SERVICE STUB SHALL BE VERIFIED AT THE START OF CONSTRUCTION.
② LOCATION AND INVERT OF WATERMAIN STUB SHALL BE VERIFIED AT THE START OF CONSTRUCTION.
③ INVERT OF EXISTING STORM MANHOLE SHALL BE VERIFIED AT THE START OF CONSTRUCTION.
④ CONSTRUCT SANITARY SEWER CLEANOUT PER 1/C4.

EAST RAMSEY PARKWAY
8" DIP
CB RE=868.55 IE=861.55
CB RE=867.77 IE=863.62
CB RE=866.62 IE=862.37
CB RE=865.75 IE=861.30
6" PVC INV=861.48
SANITARY SEWER CLEANOUT ④ INV=861.35
316
414LF 6" DIP WATERMAIN
300LF 8" PVC @ 1.10%
CB/MH #2A 48" DIA. (R-3246) FL=865.55 (W)INV=861.82 (SE)INV=861.42
6LF 12" RCP @ 4.33%
97LF 15" RCP @ 0.50%
CB/MH #2 48" DIA. (R-3246) FL=865.74 (NW)INV=861.37 (SE)INV=861.27
81LF 21" RCP @ 0.50%
9LF 21" RCP @ 0.50%
CB/MH #3A 48" DIA. (R-3246) FL=865.85 (NW)INV=860.87 (SE)INV=860.67
CB/MH #1 48" DIA. (R-3246) FL=865.80 (W)INV=862.50 (E)INV=862.30
9LF 24" RCP @ 0.50%
38LF 24" RCP @ 0.50%
6"–45° DIP BEND
SAN/MH #100 48" DIA. (R-1733) RIM=866.95 (NW)INV=858.18 (E)INV=858.08
4LF 8" PVC @ 0.40%
CONNECT TO EXISTING SANITARY SEWER ① INV=857.00
SAN/MH #101 48" DIA. (R-1733) RIM=866.45 (W)INV=857.12 (SE)INV=857.02
87LF 8" PVC @ 1.10%
47LF 27" RCP @ 0.50%
CB/MH #6 60" DIA. (R-3246) FL=865.97 (W)INV=859.26 (S)INV=859.16
53LF 27" RCP @ 0.50%
STM/MH #7 BAY SEPARATOR STORMWATER TREATMENT STRUCTURE RIM=866.60 (N)INV=858.89 (S)INV=858.79 (W)INV=861.85
EAST TOWN CENTER DRIVE
145TH AVENUE
CB/MH #4 48" DIA. (R-2573) FL=866.39 (NW)INV=860.33 (E)INV=860.23
CB/MH #3 48" DIA. (R-3246) FL=865.66 (NW)INV=860.62 (SE)INV=860.52
CB #1A 2'X3' (R-3246) FL=865.76 INV=862.76
CB/MH #5 60" DIA. (R-2573) FL=866.00 (W)INV=859.68 (E)INV=859.50
110LF 24" RCP @ 0.50%
6"–22.5° AND 11.25° DIP BENDS
CONNECT TO EXISTING WATERMAIN ②
CONNECT TO EXISTING STORM SEWER INV=861.85
116LF 27" RCP @ 0.50%
CONNECT TO EXISTING STORM MANHOLE INV=858.21 ③
12" DIP DOMESTIC WATER
8" DIP RAW WATER
Gas Meter
Storm MH (trench drain) RE=867.44 IE=859.11
Storm MH RE=866.12 IE(E)=861.82 IE(N)=861.22
Storm MH RE=867.29 IE(W)=861.64 IE(SE)=861.46
Storm MH RE=866.50 IE=861.26
Storm MH RE=866.31
Storm MH RE=866.27
Storm MH RE=866.19
Son MH RE=866.54 IE=855.39
Son MH RE=866.59 IE=856.69
Son MH RE=864.91
SCALE 30 0 30 60 IN FEET

DATE	REVISION

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SHANE M. NELSON, P.E.
Date 2/28/19 Lic. No. 43381

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THE SAPPHIRE APARTMENTS

UTILITY PLAN

CITY OF RAMSEY, MINNESOTA

SHEET C7 OF C9 SHEETS

2325.07

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EAST RAMSEY PARKWAY

EAST TOWN CENTER DRIVE

PATCH BITUMINOUS PAVEMENT (2)

PATCH BITUMINOUS PAVEMENT (1)

LEGEND

PROPOSED HEAVY DUTY BITUMINOUS PAVEMENT PER (1 / C2)

PROPOSED LIGHT DUTY BITUMINOUS PAVEMENT PER (2 / C2)

REFERENCE NOTES:

(1) BITUMINOUS PATCHING SECTION SHALL MATCH THE EXISTING SECTION ON SAPPHIRE STREET. CONSTRUCT PATCH SECTION WITH A MINIMUM CROWN OF 2%.

(2) PATCH BITUMINOUS PER CITY PLATE NO. STR-25.

N

SCALE 30 0 30 60 IN FEET

DATE	REVISION

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THE SAPPHIRE APARTMENTS

PAVING PLAN

CITY OF RAMSEY, MINNESOTA

SHEET C8 OF C9 SHEETS

2325.07

Feb 28, 2019 - 4:02pm
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SWPPP NARRATIVE:
THE CONTRACTOR AND OWNER MUST APPLY FOR PERMIT COVERAGE UNDER THE GENERAL STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY AS REQUIRED BY THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PHASE II PROGRAM. COVERAGE WILL BEGIN 7 DAYS AFTER ONLINE SUBMISSION OF THE PERMIT APPLICATION.

THIS SWPPP INCLUDES BOTH PERMANENT AND TEMPORARY BEST MANAGEMENT PRACTICES (BMPs). THE LOCATION AND TYPE OF BMPs ARE DEPICTED ON THE GRADING, DRAINAGE AND EROSION CONTROL PLAN. CONSTRUCT ALL BMPs IN ACCORDANCE WITH THE APPLICABLE DETAILS IN THESE PLANS.

DISCHARGE OF ANY MATERIAL OTHER THAN STORMWATER OR DISCHARGES ASSOCIATED WITH DEWATERING FROM THE SITE ARE PROHIBITED.

THIS SWPPP IS NOT DESIGNED FOR DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY. PERMITTEES MUST OBTAIN COVERAGE FOR DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITIES UNDER A SEPARATE NPDES PERMIT AFTER DAY TO DAY OPERATION ACTIVITIES COMMENCE EVEN IF CONSTRUCTION IS ONGOING.

PERMITTEES MUST SUBMIT A NOTIFICATION OF TERMINATION (NOT) WITHIN 30 DAYS OF TERMINATION OF PROJECT.

PROJECT CONTACTS:

DESCRIPTION	COMPANY	CONTACT PERSON	PHONE
OWNER	PSD, LLC	MATT KUKER	763-427-5955
CONTRACTOR	TBD	TBD	TBD
SWPPP DESIGNER	HAKANSON ANDERSON	SHANE NELSON	763-427-5860

ANTICIPATED CONSTRUCTION SEQUENCE:
1. PERIMETER SEDIMENT CONTROL SHALL BE INSTALLED PRIOR TO ANY EARTH DISTURBING ACTIVITIES
2. CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE
3. CLEAR AND GRUB
4. CONSTRUCT GRADING, UTILITIES, BUILDING AND PARKING AREA
5. STABILIZE ALL UPGRADIENT AREAS
6. CONSTRUCT INFILTRATION BASIN
7. STABILIZE INFILTRATION BASIN

PROJECT INFORMATION:

DISTURBED AREA (ACRES)	3.9000
EXISTING IMPERVIOUS SURFACE (ACRES)	0.0000
PROPOSED IMPERVIOUS SURFACE (ACRES)	3.5100
PLANNED CONSTRUCTION START DATE	6/1/2019
ESTIMATED CONSTRUCTION COMPLETION DATE	11/1/2020
COUNTY	ANOKA
LATTITUE	45.2343
LONGITUDE	-93.4587

TEMPORARY SEDIMENT BASINS:
TEMPORARY SEDIMENT BASINS ARE REQUIRED WHERE 10 OR MORE ACRES DRAIN TO A COMMON LOCATION. TEMPORARY SEDIMENT BASINS MUST HAVE A LIVE STORAGE FOR A 2 YEAR, 24 HOUR STORM EVENT OR 1800 CUBIC FEET PER ACRE DRAINED.

MORE THAN 10 ACRES OF DISTURBED AREA DRAINING TO COMMON LOCATION	NO
TEMPORARY SEDIMENT BASIN REQUIRED	NO
VOLUME REQ'D BASED ON 2-YEAR STORM OR 1800 CF / ACRE	NOT APPLICABLE

TIMING OF EROSION CONTROL:
1. RIP RAP AND FILTER BLANKET TO BE INSTALLED WITHIN 24 HOURS OF THE OUTLET PLACEMENT
2. THE CONTRACTOR MUST STABILIZE ALL EXPOSED SOIL IMMEDIATELY TO LIMIT SOIL EROSION WHEN CONSTRUCTION ACTIVITY HAS PERMANENTLY OR TEMPORARILY CEASED AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS.
3. ADJACENT TO SURFACE WATERS, STABILIZE THE NORMAL WETTED PERIMETER OF THE LAST 200 LINEAL FEET OF PERMANENT OR TEMPORARY DRAINAGE DITCHES OR SWALES WITHIN 24 HOURS.
4. DURING FISH SPAWNING TIME FRAMES, STABILIZE ALL EXPOSED AREAS WITHIN 200 FEET OF THE WATERS EDGE WITHIN 24 HOURS IF WITHIN THE RESTRICTION PERIOD.

PERMANENT STORMWATER MANAGEMENT:
THE FOLLOWING PERMANENT STOMWATER MANAGEMENT BMPs WILL BE CONSTRUCTED WITH THIS PROJECT. THE STORMWATER MANAGEMENT PLAN FOR THIS PROJECT IS INCORPORATED BY REFERENCE.

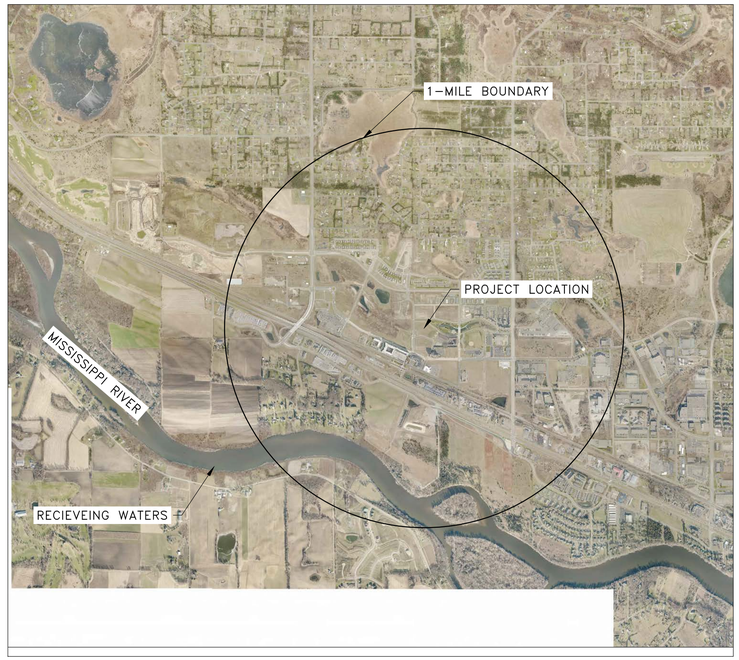
INFILTRATION BASIN	
FILTRATION BASIN	
WET SEDIMENTATION BASIN	
REGIONAL BASIN	X
HYDRODYNAMIC DEVICE	X

ESTIMATED QUANTITIES:

PERIMETER SEDIMENT CONTROL:SILT FENCE, BIO LOGS	1810	LIN FEET
STOM DRAIN INLET PROTECTION	10	EACH
STABILIZED CONSTRUCTION EXIT	2	EACH
WOOD FIBER BLANKET	0	SQUARE YARDS

INSPECTIONS AND MAINTENANCE:
1. PERMITTEE MUST PROVIDE A TRAINED PERSON TO INSPECT THE SITE ONCE EVERY 7 DAYS AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAT ½ INCH IN 24 HOURS.
2. DURING EACH INSPECTION, INSPECT CONSTRUCTION SITE EXIT LOCATIONS AND REMOVE ACCUMULATED SEDIMENT WITHIN 1 CALENDAR DAY OF DISCOVERY.
3. DURING EACH INSPECTION, INSPECT SILT FENCE AND BIO LOGS AND PERFORM MAINTENANCE IF THEY ARE NON-FUNCTIONAL OR WHEN SEDIMENT REACHES ½ THE HEIGHT OF THE DEVICE.
4. DRAIN AND REMOVE SEDIMENT FROM SEDIMENT BASINS WHEN SEDIMENT COLLECTED REACHES ½ THE STORAGE VOLUME.
5. INSPECT SURFACE WATERS, INCLUDING DRAINAGE DITCHES, FOR SEDIMENT DEPOSITION. IF NECESSARY, OBTAIN APPROVALS FOR REMOVING DELTAS FROM SURFACE WATERS AND REMOVE SEDIMENT AND STABILIZE WITHIN 7 CALENDAR DAYS OF DISCOVERY.

DOCUMENT RETENTION:
1. THIS SWPPP SHALL REMAIN ON THE PROJECT SITE AT ALL TIMES.
2. MAINTAIN RECORDS OF INSPECTIONS, INCLUDING TIME AND DATE.
3. NAME OF PERSONS CONDUCTING INSPECTIONS.
4. ACCURATE FINDING OF INSPECTIONS.
5. CORRECTIVE ACTIONS TAKEN.
6. DATE OF ALL RAINFALLS GREATER THAN ½ INCH IN 24 HOURS, INCLUDING AMOUNT OF RAINFALL IN EACH EVENT.
7. DESCRIPTION OF ANY DISCHARGE DISCOVERED DURING INSPECTIONS.
8. ANY AMENDMENTS NECESSARY TO THE SWPPP.



SWPPP PREPARER INFORMATION:

SHANE NELSON

UNIVERSITY OF MINNESOTA

DESIGN OF CONSTRUCTION SWPPP

RECEIVING WATERS:
A SUMMARY OF RECEIVING WATERS THAT ARE IDENTIFIED ON THE USGS 7.5 MIN QUAD MAPS AND ARE WITHIN 1 MILE OF THE PROJECT BOUNDARY ARE AS FOLLOWS:

NAME OF WATERBODY	TYPE	SPECIAL WATER	IMPAIRED WATER WITHIN 1 MILE	TYPE OF IMPAIRMENT
MISSISSIPPI RIVER	RIVER	YES	YES	MERCURY

DATE	REVISION

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THE SAPPHIRE APARTMENTS

SWPPP

CITY OF RAMSEY, MINNESOTA

SHEET C9 OF C9 SHEETS

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EAST RAMSEY PARKWAY

EAST TOWN CENTER DRIVE

SEE SHEET L2 FOR PLANTING SCHEDULE AND DETAILS

NOTE: ALL DISTURBED AREAS TO BE RESTORED WITH 4" TOPSOIL MEETING CITY OF RAMSEY SPECS, FERTILIZER, AND SOD UNLESS OTHERWISE NOTED

CONTRACTOR SHALL PROVIDE LOAD TICKETS TO THE CITY FOR ALL TOPSOIL IMPORTED TO THE SITE PRIOR TO ANY LANDSCAPING OCCURRING

SOD

PLAY AREA W/MULCH (EQUIPMENT NOT SHOWN)

Gas Meter

SURROUNDING CURB & GUTTER

FENCE POST

4x4 POST

Storm MH (trench drain) RE=867.44 IE=859.11

Storm MH RE=866.12 IE(C)=861.82 IE(N)<861.22

Son MH RE=866.54 IE=855.39

Storm MH RE=867.29 IE(W)=861.64 IE(S,E)=861.46

Son MH RE=866.59 IE=856.69

Storm MH RE=865.50 IE=861.26

Storm MH RE=866.31

Storm MH RE=866.27

Storm MH RE=866.19

Son MH RE=864.91

12" DIP DOMESTIC WATER

12" DIP RAW WATER

30 0 30 60
SCALE IN FEET

Feb 28, 2019 - 4:03pm
K:\PRIVATE\2325.07\ENGINEERING\232507_LANDSCAPING.dwg

DATE	REVISION

I hereby certify that this plan 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.

Debra Brodsho

Debra Brodsho

REG. NO. 23849 DATE 02-26-19

BRODSHO CONSULTING
Landscape Architecture Site Planning
698 NORTHBRIDGE COURT
EAGAN, MN 55123
PHONE: 651-688-8023
FAX: 651-456-5748

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

THE SAPPHIRE APARTMENTS

LANDSCAPING PLAN

CITY OF RAMSEY, MINNESOTA

SHEET L1 OF L2 SHEETS

2325.07

PLANT LIST: Site Plantings

QTY.	KEY	BOTANICAL NAME	COMMON NAME	SIZE/ROOT
TREES				
12	SGM	Acer x freemanii'Sienna Glen'	Sienna Glen Maple	2–1/2" B&B
12	CH	Celtis occidentalis	Common Hackberry	2–1/2" B&B
13	GSL	Tilia cordata 'Greenspire'	Greenspire Linden	2–1/2" B&B
5	AP	Pinus nigra	Austrian Pine	6'–0" B&B
6	PS	Malus 'Pink Spire'	Pink Spire Crabapple	1–1/2" B&B
4	JTL	Syringa reticulata 'Japanese Tree'	Japanese Tree Lilac, single stem	1–1/2" B&B
SHRUBS				
2	DWE	Euonymus alatus 'Compacta'	Dwarf Winged Euonymus	5 Gal. Pot
36	DBH	Diervilla lonicera	Dwarf Bush Honeysuckle	2 Gal. Pot
20	DN	Physocarpus opulifolius 'Dart's Gold'	Dart's Gold Ninebark	5 Gal. Pot
3	GFS	Spiraea x bumalda 'Gold Flame'	Gold Flame Spirea	2 Gal. Pot
2	RS	Spiraea x vanhouttei 'Renaissance'	Renaissance Spirea	5 Gal. Pot
44	TL	Syringa 'Bailbelle'	Tinkerbelle Lilac	5 Gal. Pot
4	CAC	Viburnum trilobum 'Bailey Compact'	Compact American Cranberry	5 Gal. Pot
7	BPJ	Juniperus horizontalis 'Blue Prince'	Blue Prince Juniper	5 Gal. Pot
2	SJ	Juniperus sabina 'Scandia	Scandia Juniper	5 Gal. Pot
PERENNIALS & GRASSES				
19	BD	Hemerocallis 'Baja'	Baja Daylily	1 Gal. Pot
30	JB	Hemerocallis 'Janice Brown'	Janice Brown Daylily	1 Gal. Pot
14	AH	Hosta, sp.	Albo–Marginata Hosta	1 Gal. Pot
48	KFG	Calamagrostis acutiflora 'Karl Forester'	Karl Forester Feather Reed Grass	1 Gal. Pot

SOD & SEED

Sod, placed 6' behind all curbed areas and in areas noted on the plan. Sod shall be seed grown and drought tolerant. Prior to installation, the Contractor shall verify to the Owner for approval of the sod location and who the vendor will be.

Seed areas noted on the plan. The suggested seed mixture shall be approved by the Owner and and the City prior to installation. The Contractor shall also supply all tags from the installed seed bags, with a written letter stating the rate of application, any soil preparations, any soil amendments, and any annual cover seed to be used to help prevent erosion.

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

PLANTING NOTES:

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

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

All plants to be northern–grown and hardy.

Plants to be installed as per standard AAN planting practices.

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

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

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

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

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

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

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

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

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

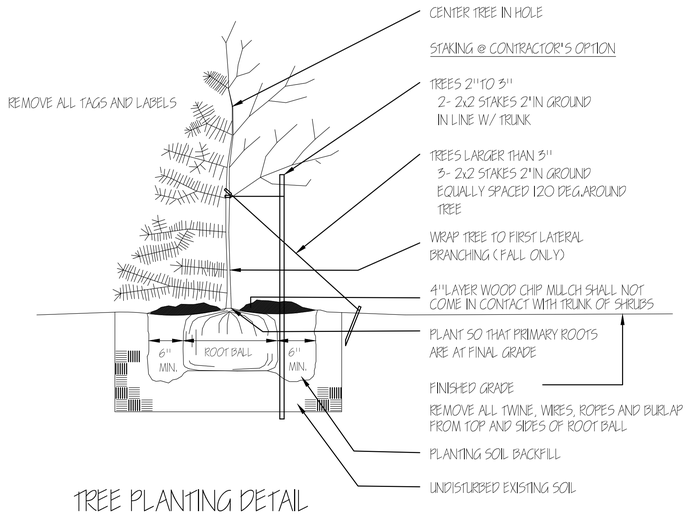
Topsoil shall be a minimum of 6 inches deep. Existing soils may be used if amended to meet City requirements of 6 inch deep MnDOT premium topsoil or better.

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

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

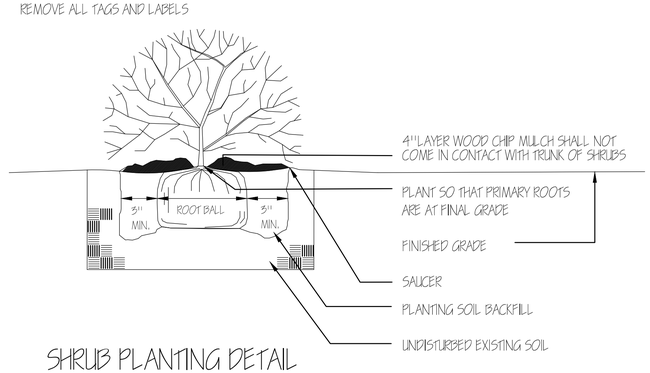
Shrub sizes shall be a minimum of 24 inches in height or width at time of planting.

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



TREE PLANTING DETAIL

No Scale



SHRUB PLANTING DETAIL

No Scale

DATE	REVISION

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REG. NO. 23849 DATE 02–26–19

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THE SAPPHIRE APARTMENTS

LANDSCAPING PLAN

CITY OF RAMSEY, MINNESOTA

SHEET L2 OF L2 SHEETS

2325.07

Feb 28, 2019 – 4:03pm
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NOTE: (4) DIFFERENT COLORS USED PER REPETITIVE SIDING PATTERN

- COLOR 'A'
- COLOR 'B'
- COLOR 'C'
- COLOR 'D'
- COLOR 'A'
- COLOR 'B'
- COLOR 'C'
- COLOR 'D'

SCATTER THE SEAMS THROUGHOUT
VERIFY SIDING COLORS W/ OWNER

LAP SIDING TO MATCH ADJACENT SIDING PATTERN - COLOR 'E'

SMOOTH ALUM. PANEL W/ METAL CAP FLASHING

SOFFIT LIGHTING UNDER CANT. FLAT ROOFS W/ WOOD COLOR SOFFIT PANELS

ASPHALT SHINGLES
PRE-FIN. ALUM. FASCIA
TRUSS BRNG. ELEV. 134'-4 3/4"
VERTICAL CORRUGATED METAL SIDING
T.O. SHTG. ELEV. 121'-3 5/8" TRUSS BRNG. ELEV. 124'-4 1/8"
8" BELLYBAND
11" LAP SIDING
T.O. SHTG. ELEV. 121'-3 3/4" TRUSS BRNG. ELEV. 118'-3"
BLACK ALUMINUM SUSPENDED DECKS
T.O. SHTG. ELEV. 111'-1 1/8" TRUSS BRNG. ELEV. 104'-1 1/8"
VINYL WINDOW
STONE SILL MANUFACTURED THIN BRICK VENEER
FIRST FIN. FLOOR ELEV. 100'-0"

4:12

LOGO

XXX ADDRESS

BRICK ACCENT WALL
SMOOTH ALUM. PANEL W/ METAL CAP FLASHING
SOFFIT LIGHTING UNDER CANT. FLAT ROOFS W/ WOOD COLOR SOFFIT PANELS
ALUMINUM COLUMN

FRONT ELEVATION (SOUTH)

SCALE: 1/8" = 1'-0"

SMOOTH ALUM. PANEL W/ METAL CAP FLASHING
SOFFIT LIGHTING UNDER CANT. FLAT ROOFS W/ WOOD COLOR SOFFIT PANELS
ASPHALT SHINGLES
PRE-FIN. ALUM. FASCIA
8" BELLYBAND

4:12
2:12

STONE SILL MANUFACTURED THIN BRICK VENEER
STANDING SEAM METAL ROOF
15'-0"

METAL (OR FIBER-CEMENT) PANEL SYSTEM
VERTICAL CORRUGATED METAL SIDING
11" LAP SIDING
BLACK ALUMINUM SUSPENDED DECKS
VINYL WINDOW
STONE SILL MANUFACTURED THIN BRICK VENEER

TRUSS BRNG. ELEV. 134'-4 3/4"
T.O. SHTG. ELEV. 121'-3 5/8" TRUSS BRNG. ELEV. 124'-4 1/8"
T.O. SHTG. ELEV. 121'-3 3/4" TRUSS BRNG. ELEV. 118'-3"
POOL FF TRUSS BRNG. ELEV. 115'-0"
T.O. SHTG. ELEV. 111'-1 1/8" TRUSS BRNG. ELEV. 109'-1 1/8"
FIRST FIN. FLOOR ELEV. 100'-0"

RAMSEY PWKY ELEVATION (NORTH-EAST)

SCALE: 1/8" = 1'-0"

COLE GROUP ARCHITECTS LLC.
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(320) 654-6570
www.colegrouparchitects.com

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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 Architect under the laws of the state of MINNESOTA

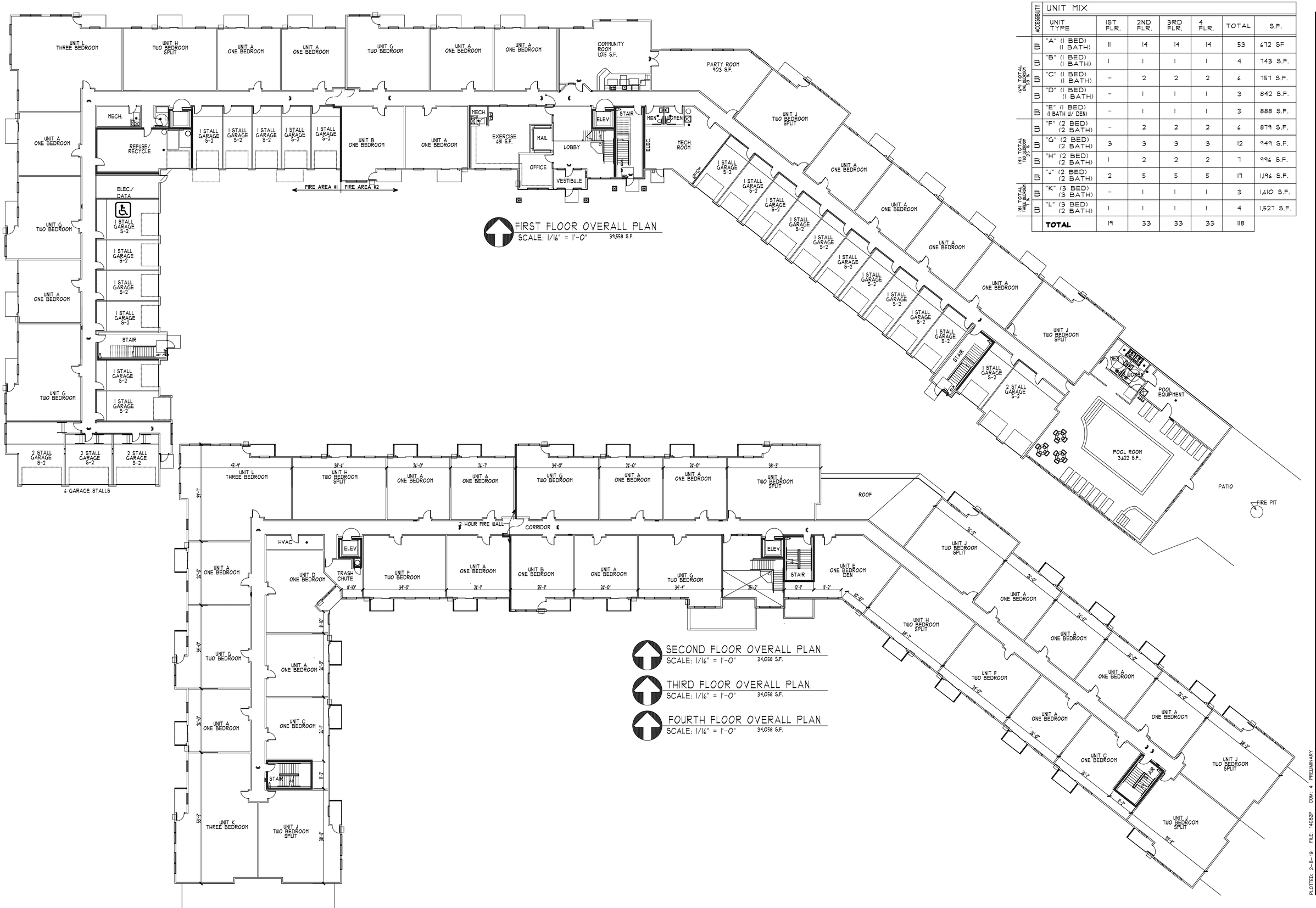
Date
Name NORMAN E. COLE Signature
Lic. # 22288

PSD; LLC
MATT KUKER
7533 SUNWOOD DR
SUITE 315
RAMSEY, MN 55303
PHONE: (763) 427-5955

PROPOSED
THE SAPPHIRE APARTMENTS
RAMSEY, MN

Project No. 17030
Issue Date:
Revision:

PLOTTED: 2-8-19 FILE: 17030E COM: -



ACCESSIBILITY	UNIT TYPE	1ST FLR.	2ND FLR.	3RD FLR.	4 FLR.	TOTAL	S.F.
(24) TOTAL ONE BEDROOM 58.5%	B "A" (1 BED) (1 BATH)	11	14	14	14	53	672 SF
	B "B" (1 BED) (1 BATH)	1	1	1	1	4	743 S.F.
	B "C" (1 BED) (1 BATH)	–	2	2	2	6	757 S.F.
	B "D" (1 BED) (1 BATH)	–	1	1	1	3	842 S.F.
	B "E" (1 BED) (1 BATH W/ DEN)	–	1	1	1	3	888 S.F.
(41) TOTAL TWO BEDROOM 34.9%	B "F" (2 BED) (2 BATH)	–	2	2	2	6	879 S.F.
	B "G" (2 BED) (2 BATH)	3	3	3	3	12	949 S.F.
	B "H" (2 BED) (2 BATH)	1	2	2	2	7	996 S.F.
	B "J" (2 BED) (2 BATH)	2	5	5	5	17	1,196 S.F.
(13) TOTAL THREE BEDROOM 6.6%	B "K" (3 BED) (3 BATH)	–	1	1	1	3	1,610 S.F.
	B "L" (3 BED) (2 BATH)	1	1	1	1	4	1,527 S.F.
	TOTAL	19	33	33	33	118	

UNIT MIX

COLE GROUP ARCHITECTS LLC
216 Park Avenue South
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www.colegrouparchitects.com

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Date –
Name NORMAN E. COLE Signature

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PROPOSED
THE SAPPHIRE APARTMENTS
RAMSEY, MN

Project No. 17080
Issue Date:
Revision:

PLOTTED: 2-8-19 FILE: 14082P COM: 4 PRELIMINARY

PHASE II
4 STORY - 118 UNIT APT
30 T/U GARAGES

E. TOWN CENTER DR.

263'-0"

100% OF BLDG 5'-0" FROM SIDE WALK

AVG. OF BUILDING 5'-0" FROM SIDEWALK / PROPERTY LINE

19.75%

REFUSE

100% OF BLDG 5'-0" FROM SIDE WALK

163 SURFACE STALLS

24% OF BLDG 5'-0" FROM SIDE WALK

FIRE PIT

POOL

PATIO

BBQ GRILLS

PLAYGROUND

NEW EARTH BERM W/ LANDSCAPING

OUTLOT A

DOG PARK

REFUSE

LOT 1
BLOCK 2

8 STALL GARAGE "A"

52 DETACHED GARAGES

21 STALL GARAGE "B"

23 STALL GARAGE "C"

PLAYGROUND

105

59.51

164.51

10.31
R=170

323.42

145TH AVE NW

263.64

SITE PLAN
SCALE 1:30

PARKING INFORMATION:

118 UNITS X2 = 236 PARKING STALLS REQUIRED
PROVIDED ATTACHED GARAGES = 30
PROVIDED DETACHED GARAGES = 52
PROVIDED SURFACE PARKING STALLS = 163
TOTAL PARKING STALLS PROVIDED = 245

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Date ---- # 22288
Name NORMAN E. COLE Signature

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PROPOSED:
THE SAPPHIRE APARTMENTS
RAMSEY, MN

Project No.
17030
Issue Date:
1
Revision:
1 2 3
4 5 6

PLOTTED: 2-8-19 FILE: 170305 COM: 4

FRONT ELEVATION (SOUTH)

SCALE: 1/8" = 1'-0"

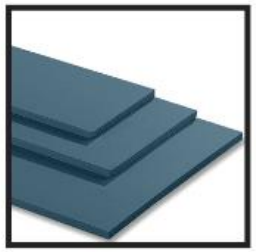
RAMSEY FWKY ELEVATION (NORTH-EAST)

SCALE: 1/8" = 1'-0"

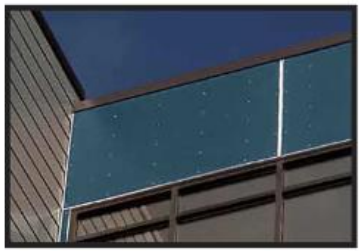
SAPPHIRE APARTMENTS

THIN BRICK VENEER - WHITEWASH ON GRAY BRICK

OWENS CORNING OAKRIDGE WILLIAMSBURG GRAY LAM.



JAMES HARDIE 11" LAP SIDING - EVENING BLUE



JAMES HARDIE REVEAL PANEL SYSTEM - SAPPHIRE BLUE W/ SILVER TRIM

VERTICAL CORRUGATED METAL PANELS

PREFABRICATED BLACK ALUMINUM SUSPENDED DECKS

COLE GROUP ARCHITECTS LLC

PSD: LLC
MATT KUKER
7535 SUNWOOD DR
SUITE 315
RAMSEY, MN 55303
PHONE: (763) 427-5935

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Date: 2-14-19 Reg. Number: 22288
Reg. Name: KORMAN, EL COLE Signature:

PROPOSED:
THE SAPPHIRE APARTMENTS
RAMSEY, MN

Project No.
1030
Issue Date:

Revisions
1 2-14-19 PSD
2 3-6-19 PSD
3 3-22-19 PSD
4 4-5-19 PSD
5 4-8-19 PSD
6 4-15-19 PSD
7 5-2-19 PSD
8 5-6-19 PSD
9 5-13-19 PSD
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1196 2-15-42 PSD
1197 2-22-42 PSD
1198 3-1-42 PSD
1199 3-8-42 P

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	MARCH 28, 2019	**PROJECT ADDRESS**	LOT 1 BLOCK 1 COR PARKVIEW ADDITION
PROJECT. TITLE	SAPPHIRE – FINAL PLAT AND SITE PLAN		
ESCROW #			
DEPARTMENT:	Community Development: Planning Division (Zoning Code)		
TECHNICAL REVIEWER:	Name: Eric Maass Phone: (763) 576-4306 Email: EMaass@CityofRamsey.com		

We offer the following comments regarding the Final Plat and Site Plan submittal for COR Sapphire Addition as it relates to the City's Zoning Code. Final Plat and Site Plan submittal consists of fifteen (15) sheets, prepared by Hakanson Anderson and dated 02.28.2019 and was received by the City of Ramsey on 02.28.2019. Staff has determined the application is complete.

Completeness Check

Requirements	Included?
Final Plat Sheet	Yes
Existing Conditions	Yes (C5)
Grading, Drainage, and Erosion Control Plan	Yes (C6)
Street Plan	No separate sheet
Utility Plan	Yes (C7)
Construction Details	Yes (C4)
Landscape Plan/Tree Preservation Plan	Yes (L1, L2)
Site Plan	Yes
Architectural Rendering	Yes
Floor Plan	Yes

Summary of Required Changes

1. Provide architectural rendering for the west facing side of the structure adjacent to Center Street and the architectural rendering for the eastern facing portion (portion that faces the parking lot).
2. Provide percentage of each exterior building materials not including glazed glass area (windows/doors).
3. Remove individual air conditioning units shown for each unit that show on the architectural floor plans but are not represented on the architectural elevations.
4. Amend sidewalk design to 10 feet in width along Center Street consistent with the west side of Center Street, and label as 'final design and construction by others'. You will not be responsible for construction of sidewalks along Center Street; however, you will be responsible for 20% of the costs of the final construction of Center Street as defined by the Bolton and Menk Study available upon request.

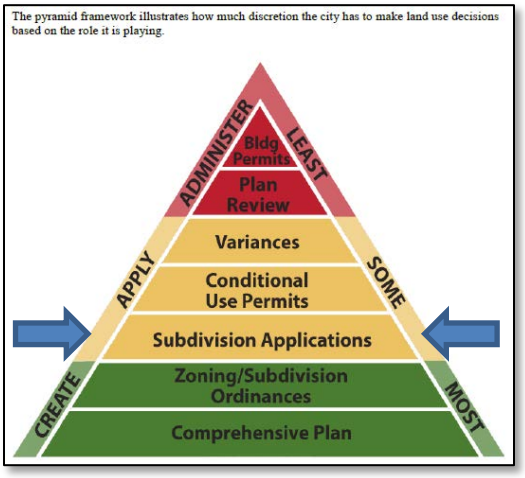
Summary of Recommended/Advisory Changes

1. Expand dog park area to envelope the nine (9) parking spaces currently shown to the north of the dog park area. The proposed parking spots provided is nine (9) more than are required and as a result it is Staff's opinion that eliminating unrequired parking spaces to expand green space and the amenity would be a benefit to the project and future residents.
2. Move pool from being adjacent to the Parkway to being adjacent to Center Street.

Final Plat Review:

General. The Final Plat proposes re-platting Outlot A, COR Parkview Addition into one (1) new lot for a proposed 118 unit apartment complex. The lot would be accessed by an extension of 145th Ave NW.

Land Use and Zoning. The Subject Property is guided Mixed Use in the Comprehensive Plan and is zoned COR-1 Mixed Use. The intent of this district is to be the most urban of all sub-districts in the COR and will be developed with a very urban pattern. Great parks and great streets, encourage intensified levels of activity, support the proposed mix of uses, invite community gathering and accommodate special events throughout the year.



Site Plan Review:

Site Development. Framework standards that address building location, organization of space and parking options tend to focus on what can be measured – dimensions, setbacks, number of spaces and so on. Bu tin addition to these issues, the Design Framework also describes the aesthetic qualities and design character of a preferred "urban form" for the Mixed Use Core. The compact and higher density blocks that define this sub-district encourage a mix of uses, with a continuous built edge along street frontage. Innovative parking strategies support this mix, providing easy access to destination shopping, restaurant and entertainment venues. Together these elements will promote the core area as the center of activity – the place to see and be seen within The COR.

Architecture. Buildings in the Mixed Use Core will play a major role in defining the overall character of The COR. The proposed mix of uses for this signature destination suggests the potential for a variety of building types, demanding creativity and innovation to highlight unique architecture, while knitting the entire sub-district together as a coherent whole. Overall building design is an important consideration, but emphasis on first floor façade treatments is essential to encourage street-level activity and enhance the pedestrian experience. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

COR 1 Development Standards	Downtown Street	Proposed	Parkway Street	Proposed
Minimum Lot Size	None	3.89 Acres	None	3.89 Acres
Minimum Lot Width	20 feet	~300 Feet	20 feet	~300 Feet
Minimum Lot Depth	80 feet	~360 Feet	80 feet	~360 Feet
Allowable residential density	>15 DU/Acre	30.3 DU/Acre	>15 DU/Acre	30.3 DU/Acre

Build to Line				
Front Yard	5 feet measured from building front to ROW (60% of façade w/in max.)	100% w/ in max	5 feet measured from building front to ROW (60% of façade w/in max.)	75% w/ in max
Side Yard	No req.	N/A	No req.	N/A
Rear Yard	No req.	N/A	No req.	N/A
Driveway Length (Min)	25 feet for residential units	Apartment complex – N/A	25 feet for residential units	Apartment complex – N/A
Building height (Min – Max)	2-5 stories	4 stories	2-5 stories	4 stories
Boulevard Width	6 feet	5 feet	6 feet	5 feet
Sidewalk Width	10 feet	5 feet	6 feet	5 feet

Landscaping and Tree Inventory. Refer to Landscape Review for additional comments.

Trails. Center Street is the location of the regional trail and as such is required to have a 10 foot sidewalk.

Parking. The Applicant has proposed 118 residential units. The current site plan shows 30 attached garages, 52 detached garages, and 163 surface parking stalls for a total of 245 parking stalls where 236 are required (118 * 2 stalls per unit = 236 parking stalls).

Grading and Drainage Plans. Grading and drainage plans have been submitted and are being reviewing by the City's Engineering Department. A permit from the LRRWMO will be required. **The Applicant will need to coordinate with the City's Engineering Department regarding the application materials prior to submittal to the LRRWMO.**

Development Fees. Development Fees will be due with the Final Plat including, but not limited to, Park Dedication, Trail Development, and Stormwater Management. These fees are collected at the time the Final Plat is recorded and at the rate in effect when the plat is recorded.

Development Agreement: An executed Development Agreement will be required prior to releasing the plat for recording. This requires an Engineer's Estimate.

Lower Rum River Watershed Management Organization. You are required to apply for a Lower Rum River Watershed Management Organization Permit. You must first submit the Application to the City of Ramsey Engineer AFTER Site Plan review by the Planning Commission.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	MARCH 13, 2019	**PROJECT ADDRESS**	TBD
PROJECT. TITLE	THE SAPPHIRE		
ESCROW #			
DEPARTMENT:	Community Development: Planning Division (Landscape Plan & Environmental Resources)		
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: 763-433-9817 Email: canderson@cityoframsey.com		

The project is located within The COR, which has specific design standards relating to streetscape improvements, including sidewalk widths, boulevard widths, and boulevard plantings, which are outlined in Table 3 of the Sub-District Framework – COR1 Mixed Use Core in The COR Design Framework. Furthermore, the Design Framework also addresses street furniture, which is outlined in the Master Streetscape Plan.

We offer the following comments regarding the Architectural Plans prepared by Cole Group and dated February 8, 2019 and the Civil Plans prepared by Hakanson Anderson and dated February 28, 2019 (together, the "Plans"), as it relates to The COR Design Framework:

Architectural Site Plan:

- All sheets that show proposed improvements shall include proposed sidewalks and boulevards. Widths shall be clearly labeled for these improvements as well.

Sheet C6:

- Along Ramsey Parkway, a six (6) foot sidewalk and six (6) foot wide boulevard are required. These shall be clearly indicated and labeled on this plan sheet as well as all others that show proposed improvements.
- Per the Street Hierarchy within The COR Design Framework, Center Street is classified as a Downtown Street and thus, a ten (10) foot wide concrete sidewalk with no boulevard would be required. However, Center Street will be upgraded at some point in the future, which will likely have impacts in this area. Rather than require the sidewalk installation now, Staff is comfortable with deferring that improvement until the Center Street upgrades occur.

Sheet L1:

- Ensure that the proposed sidewalk along Ramsey Parkway aligns with existing sidewalk. It appears that a portion of it wraps around the northern edge of existing sidewalk.
- Boulevard width along Ramsey Parkway shall be six (6) feet. Adjustments are required to ensure six (6) foot width. Add label that clearly specifies boulevard width as six (6) feet.

- Sidewalk width along Ramsey Parkway shall be six (6) feet and shall be clearly labeled on the plan sheet.
- Add note of acknowledgement regarding future ten (10) foot wide concrete sidewalk with no boulevard along Center Street.
- Due to the future ten (10) foot wide sidewalk, the three (3) proposed evergreen trees shall be replaced with a deciduous species to avoid future conflicts with pedestrians. Update the Planting List.

Sheet L2:

- Boulevard trees shall have branching beginning no lower than six (6) feet above grade. Add this note to the Planting Notes.
- Add a Landscape Note that states the City requires a pre-planting meeting to review expectations for all street tree installations.
- Add note stating that any deviation from the approved Final Plant List shall require approval of the City prior to installation.
- Update Plant Schedule to indicate that shrubs shall be at least twenty-four (24) inches in height or width, depending on species characteristics, at the time of planting (this is stated in Planting Notes but the Plant List shall also be updated).
- In-ground irrigation system shall include water efficient technology such as a smart controller. This must be added to the Planting Notes.
- City requires four (4) inches of topsoil across all disturbed areas not improved with impervious surfacing, including boulevards. The City recently amended the topsoil definition to eliminate the Premium Topsoil Borrow standard and simply require a pulverized black dirt with no more than 35% sand content. Update Planting Notes accordingly.

Regular Planning Commission **8. 2.**

Meeting Date: 04/04/2019

By: Chloe McGuire Brigl, Community Development

Information

Title:

Review Concept Plan for PSD Retail Pad Site

Purpose/Background:

The purpose of this case is to review a potential development by PSD LLC (the "Applicant") on the property on the southwest corner of 147th Ave NW and Armstrong Blvd (the "Subject Property").

The intent of this case is as follows:

- Does the Planning Commission want Staff to get this project to the finish line? If so, Staff will chart a course with future cases on exactly how to get there?
- Are there any red flags in the concept plan?
- Are there questions the Planning Commission wants answered with any future official application?

Notification:

No notification required as there is not a formal application.

Observations/Alternatives:

The Subject Property

The Subject Property is on the west side of Armstrong Boulevard and is zoned COR. It is guided for commercial use. The subject property is approximately 2.5 acres, which is currently owned by the City of Ramsey. The site is currently vacant.

Proposed Use

The Applicant is proposing two commercial buildings on the subject property, including a building with a patio space on the north side and a commercial building with a drive-thru on the south end. The building on the south piece is proposed to be the first phase of the development, with the north building built sometime into the future. The users for the buildings are not determined at this point. The southern building is approximately 15,000 square feet and the proposed driveway does provide some room for stacking in the parking lot and on the south end of the building.

Staff is working through a purchase agreement with the Applicant for the Subject Property; this is meant as an informal review for the Planning Commission to provide the applicant high-level feedback on the site plan. If the purchase agreement is finalized, the Planning Commission will have the opportunity to review a formal application and full plan set.

Funding Source:

Staff is handling this portion of review as part of normal duties. There is no formal application at this time.

Recommendation:

Staff is looking for general feedback on the proposed layout for the Applicant to move forward with and submit a formal application.

Action:

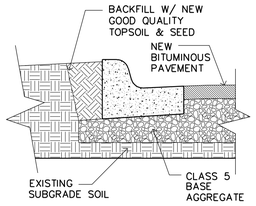
Provide the Applicant feedback on the proposed site plan.

Attachments

Site Plan (DRAFT)

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	03/29/2019 11:05 AM
Tim Gladhill	Tim Gladhill	03/29/2019 11:25 AM
Form Started By: Chloe McGuire Brigl		Started On: 03/28/2019 12:58 PM
Final Approval Date: 03/29/2019		



7 / A1 B6-12 CONCRETE CURB
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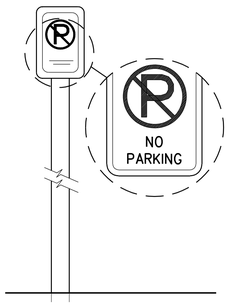
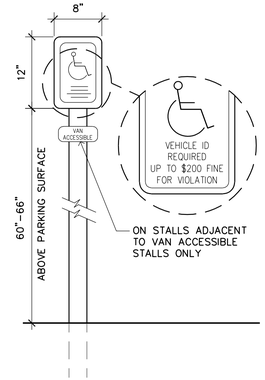


6 / A1 NO PARKING SIGN
SCALE: 1" = 1'-0"



5 / A1 ACCESSIBLE PARKING SIGN
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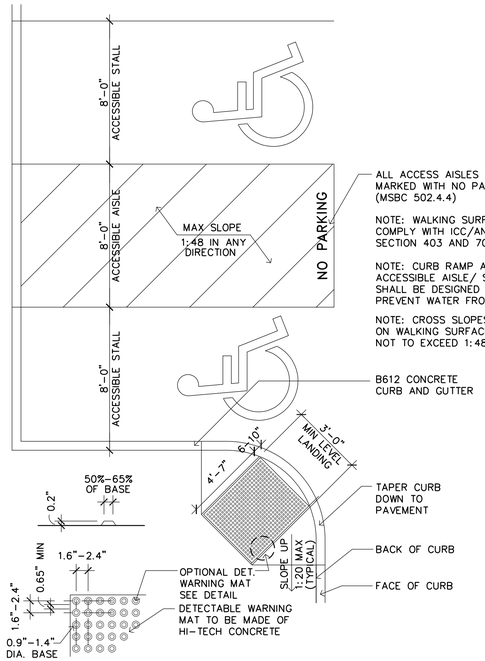

4 / A1 ACCESSIBLE CURB CUT DETAIL
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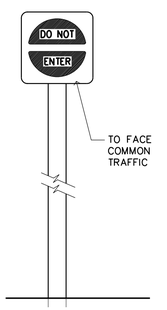
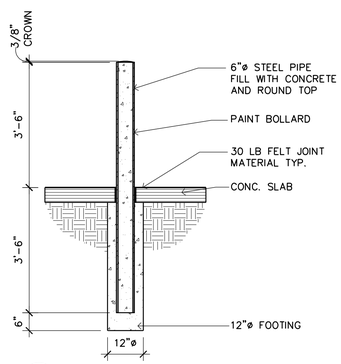


3 / A1 DO NOT ENTER SIGN
1" = 1'-0"



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

SITE DATA

LOT SIZE – 100,034 S.F. = 2.30 ACRES
VACATED RIGHT OF WAY – ±9,467 S.F. = 0.22 ACRES
ZONING – COR 2
BUILDINGS
RETAIL MALL – 15,152 S.F.
QUICK SERVE RESTAURANT – 3,600 S.F.

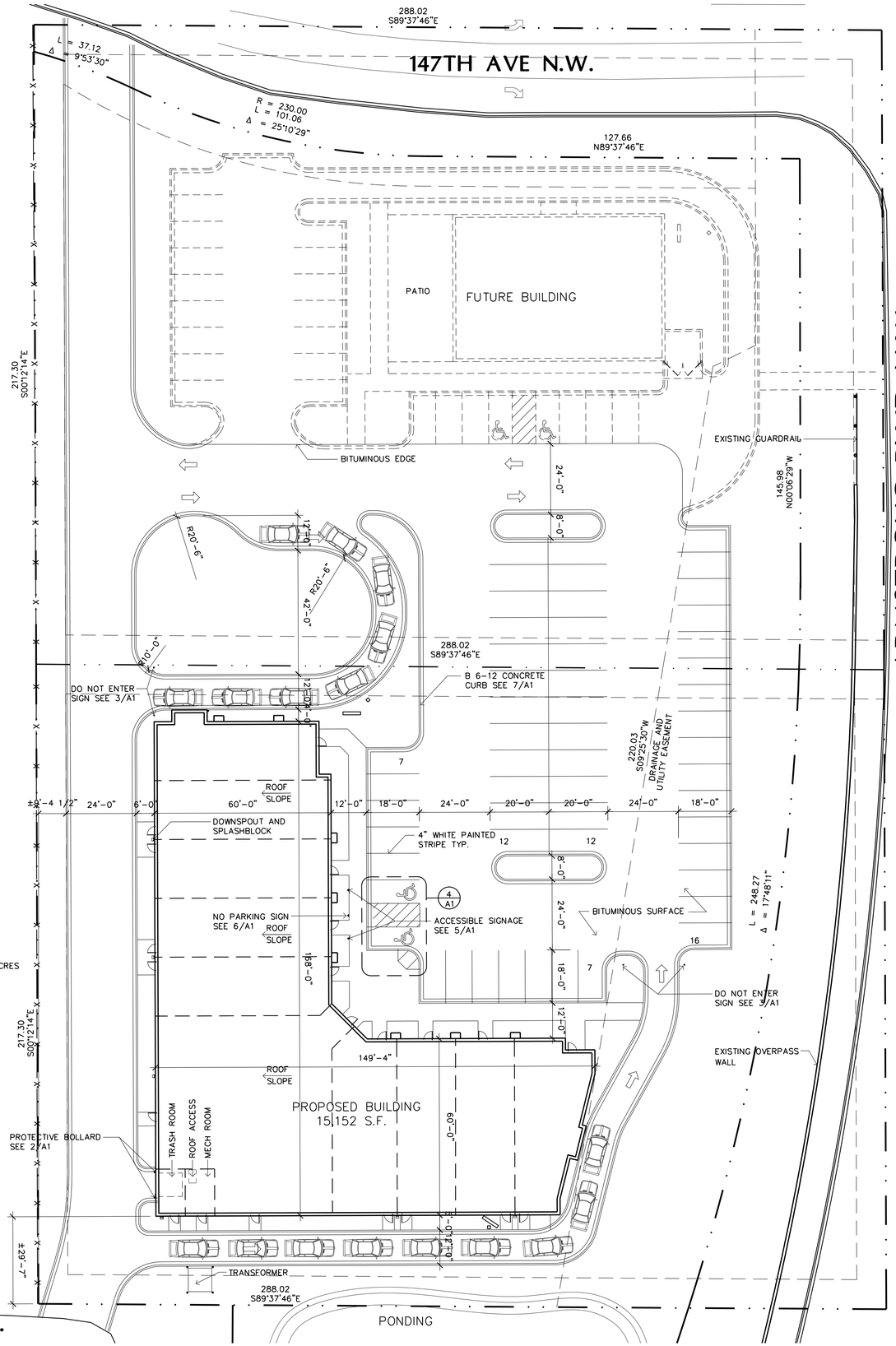
PARKING DATA

MINIMUM REQUIREMENT
RETAIL
15,152 S.F. AT 2/1,000 = 30 STALLS
RESTAURANT
3,600 S.F. AT 3/1,000 = 11 STALLS
41 STALLS MINIMUM

MAXIMUM REQUIREMENT
RETAIL
15,152 S.F. AT 4/1,000 = 61 STALLS
RESTAURANT
3,600 S.F. AT 5/1,000 = 18 STALLS
79 STALLS MAXIMUM

54 STALLS PROVIDED

24 FUTURE STALLS



1 / A1 SITE PLAN
SCALE: 1" = 20'-0"

NORTH

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

ARCHITECT CERTIFICATION:
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRELIMINARY NOT FOR CONSTRUCTION

SIGNATURE
LEONARD LAMPERT
PRINTED NAME
13669
LICENSE NO.
DATE

ARMSTRONG RETAIL
Ramsey, Minnesota

Copyright 2019
Leonard Lampert Architects Inc.

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

3/20/19	PRELIMINARY

SITE PLAN DETAILS

Sheet Number

A1

Project No. 190205-2

Filename: ARMSTRONG RETAIL\ARMSTRONG RETAIL-A1

Regular Planning Commission **8. 3.**

Meeting Date: 04/04/2019

By: Chloe McGuire Brigl, Community Development

Information

Title:

Provide Feedback on Potential Lot Combination at 14671 Sodium St NW

Purpose/Background:

The purpose of this case is to provide a homeowner feedback on a possible lot combination and subsequent detached garage at 14671 Sodium St NW (the "Subject Property"). The owner is proposing a lot combination (replatting) and building a new, detached garage to store his children's vehicles on the subject property. The property owner owns both lots and has done a simple tax combination at the County, but in order to build a detached garage, would need to formally replat the properties.

Staff offered the property owner the chance to receive high-level feedback from the Planning Commission before investing in application fees.

Notification:

No notification is required as there is no formal application.

Observations/Alternatives:

Subject Property

The Subject Property contains Lots 2 and 3 of Block 2, Village of Sunfish Lake. The property is zoned PUD - Detached Single Family Homes and is guided as residential in the comprehensive plan. The two properties total .32 acres, and each standard residential lot in the neighborhood is approximately 50 - 55 feet in width and approximately .15 acres.

Detached Garage

The homeowner would like to build a detached garage to fit the cars of his children, and long-term would convert the existing garage into additional living space. The City Code does not allow a garage on a property without a home first, as a garage is an accessory structure. The homeowner has stated that he wants the garage to fit the character of the neighborhood, and will include high architectural standards to match the home.

If the lot combination was approved via the City Council, the property would be allowed a garage that is 10% of the total size of the property. For this lot, that would be approximately 1,393 square feet of total detached buildings (garage, sheds, etc.). The building would have a maximum height of 16 feet (to mean gable height). Setbacks for the garage would be 6 feet on the side yard and 30 feet on the front and rear yard. No home businesses could be run out of the garage without additional permits and approvals. The building would have to have high architectural standards based on the PUD approval, and staff would not support a pole barn in this location.

It should be noted that if approved, this would alter the essential character of the neighborhood. Rather than having small lot single-family that is not dominated by garages, the garage would be a prominent feature in this instance. This would also require an amendment to the Planned Unit Development, including approved architectural elements. Staff notes that it does not object to this use in the right area; however, it is noted that the character of this neighborhood was approved to be different than standard single-family neighborhoods. While the City cannot enforce its approval on private covenants, the request does require HOA Approval.

Process

1. Apply for lot combination (Minor Plat) AND Zoning Amendment (PUD Amendment) - $200 fee + $900 escrow
2. Planning Commission Meeting
3. City Council Meeting (decision)
4. If approved:
    a. Apply for building permit – fee based on value of work
    b. Apply for variance from Planning Commission for second driveway - $200 fee + $400 escrow
    c. If Approved:
        i. Build based on feedback from Planning Commission
    d. If Denied:
        1. Build without driveway, or extend existing driveway, or remove existing driveway and construct new driveway. This would still require an amendment to the PUD given the change to approved architectural plans.

Funding Source:

Staff is handling this as part of normal duties as there is no formal application.

Recommendation:

Staff would like the Planning Commission to provide the property owner general feedback on the proposed lot combination and detached building.

Action:

Provide the property owner feedback and direction moving forward.

Attachments

Site Plan

Aerial

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	03/29/2019 11:10 AM
Tim Gladhill	Tim Gladhill	03/29/2019 11:32 AM
Form Started By: Chloe McGuire Brigl		Started On: 03/27/2019 03:08 PM
Final Approval Date: 03/29/2019		

Kurt
folstrom

14666
14662
SODIUM ST NW
14671
14675
14683
14651
14647
6077
6093

Regular Planning Commission **8. 4.**

Meeting Date: 04/04/2019

By: Tim Gladhill, Community Development

Information

Title:

Review Concept Plan for Anderson Dahlen

Purpose/Background:

The City has received a concept plan for a second building for Anderson Dahlen to meet their expanding building needs. This would be a second building/campus on a portion of 14251 Jaspar St NW. The site is currently owned by the City, with a majority of the site reserved for a future Public Work Campus. Approximately nine (9) acres is available for industrial development.

The intent of this case is as follows:

- Does the Planning Commission want Staff to get this project to the finish line? If so, Staff will chart a course with future cases on exactly how to get there?
- Are there any red flags in the concept plan?
- Are there questions the Planning Commission wants answered with any future official application?

Notification:

Notification is not required.

Observations/Alternatives:

This is not an official application and purely conceptual in nature. A formal Staff Review has not yet been completed.

Funding Source:

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

Recommendation:

Based on discussion.

Action:

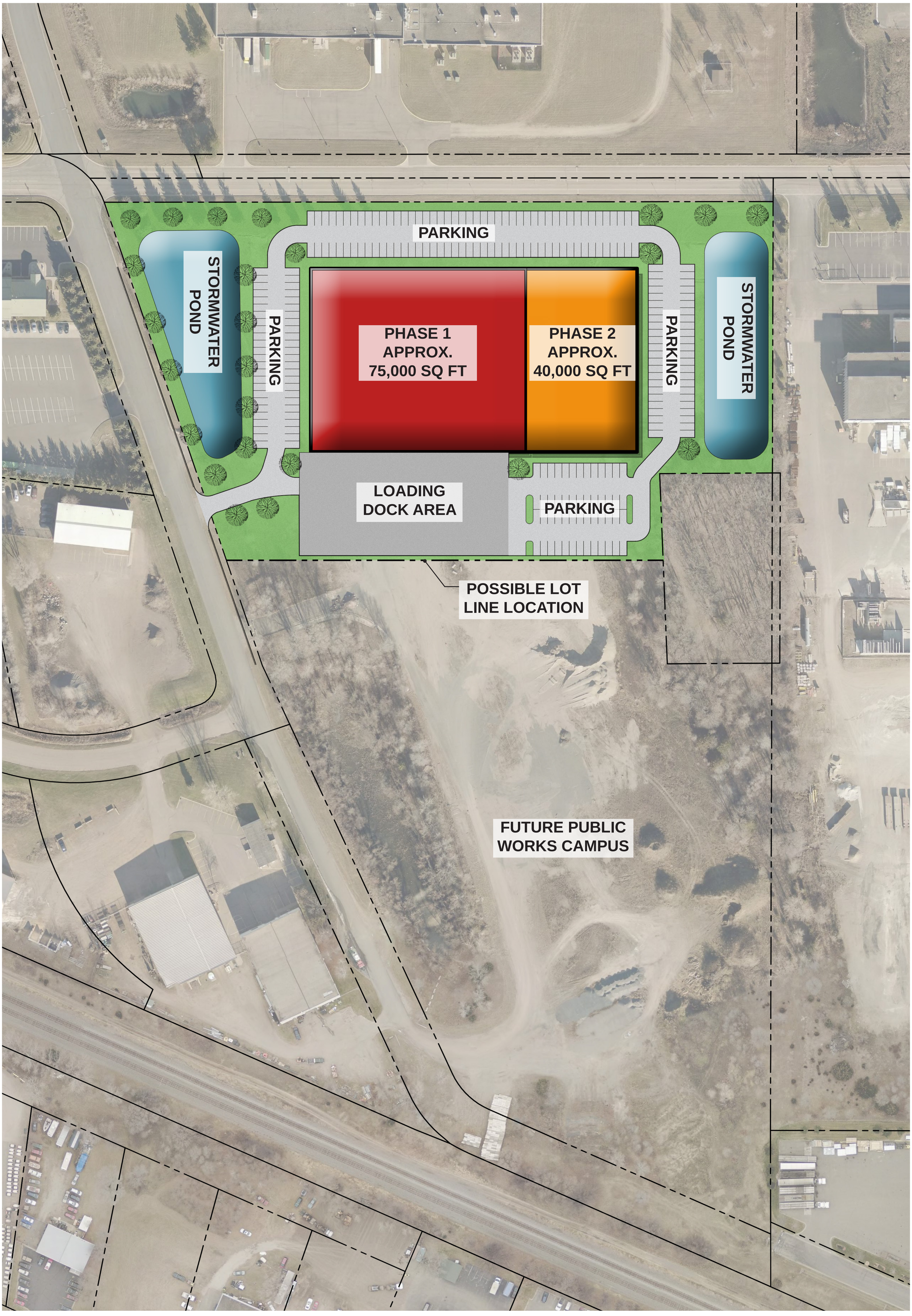
Based on discussion.

Attachments

Concept Plan

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	03/29/2019 08:43 AM
Form Started By: Tim Gladhill		Started On: 03/29/2019 08:38 AM
Final Approval Date: 03/29/2019		



Anderson Dahlen Concept Site Plan

Ramsey, Minnesota

March 28, 2019 | WSB Project number: 013321-000

0′ 30′ 60′ 120′

Scale in Feet

wsb

K:\013321-000\Cad\Exhibits\013321-000 Anderson and Dahlen

Regular Planning Commission **8. 5.**

Meeting Date: 04/04/2019

By: Chloe McGuire Brigl, Community Development

Information

Title:

Review Concept Plan for an Industrial Building at 8200 Bunker Lake Boulevard; Case of DeltaModTech

Purpose/Background:

The purpose of this case is to provide high-level input on a potential industrial use at 8200 Bunker Lake Boulevard.

Concept Plan Review is a high level review of a concept of a proposed development. This step affords the City the ability to provide high level feedback, identify any red flags, and identify pending questions the City would like answered on a more formal review. This step is intentionally more abstract than detailed review. There are multiple steps before project approval. There are no approvals or entitlements provided with this step. The Planning Commission is being asked to review the concept plan due to a pending Tax Increment Financing (TIF) Application. Before embarking on this process, the Planning Commission is being asked to informally weigh in on compliance with the Comprehensive Plan.

Notification:

No notification required as there is not a formal application.

Observations/Alternatives:

The subject property is approximately 87 acres and is privately owned. The potential applicant is considering a large industrial building, approximately 136,000 square feet with 50,000 square feet of office space on approximately 20 acres of the Subject Property. The high-level site plan does provide a future opportunity for growth and expansion of the building. The City does have strong requirements for buffering and distance between an industrial building and a residential home (southwest of the proposed building on the corner of Puma and Bunker).

The site is zoned E-3 and guided for business park in our comprehensive plan update (2040).

Staff is looking for high-level feedback on the use, and looking to the Planning Commission to identify any red flags at this stage, and note any questions or concerns that they would like answered if a formal application does come forward.

Funding Source:

Staff is handling this portion of review as part of normal duties. The Applicant has applied for Tax Increment Financing (TIF) Assistance for this project, to be reviewed by the Economic Development Authority (EDA) and City Council.

Recommendation:

Staff is looking for general feedback on the proposed use for the Applicant to move forward with and submit a formal application.

Staff is looking for:

- High level feedback

- Identify any red flags
- Identify pending questions the City would like answered on a more formal review

This step is intentionally more abstract than detailed review. There are multiple steps before project approval. There are no approvals or entitlements provided with this step.

Action:

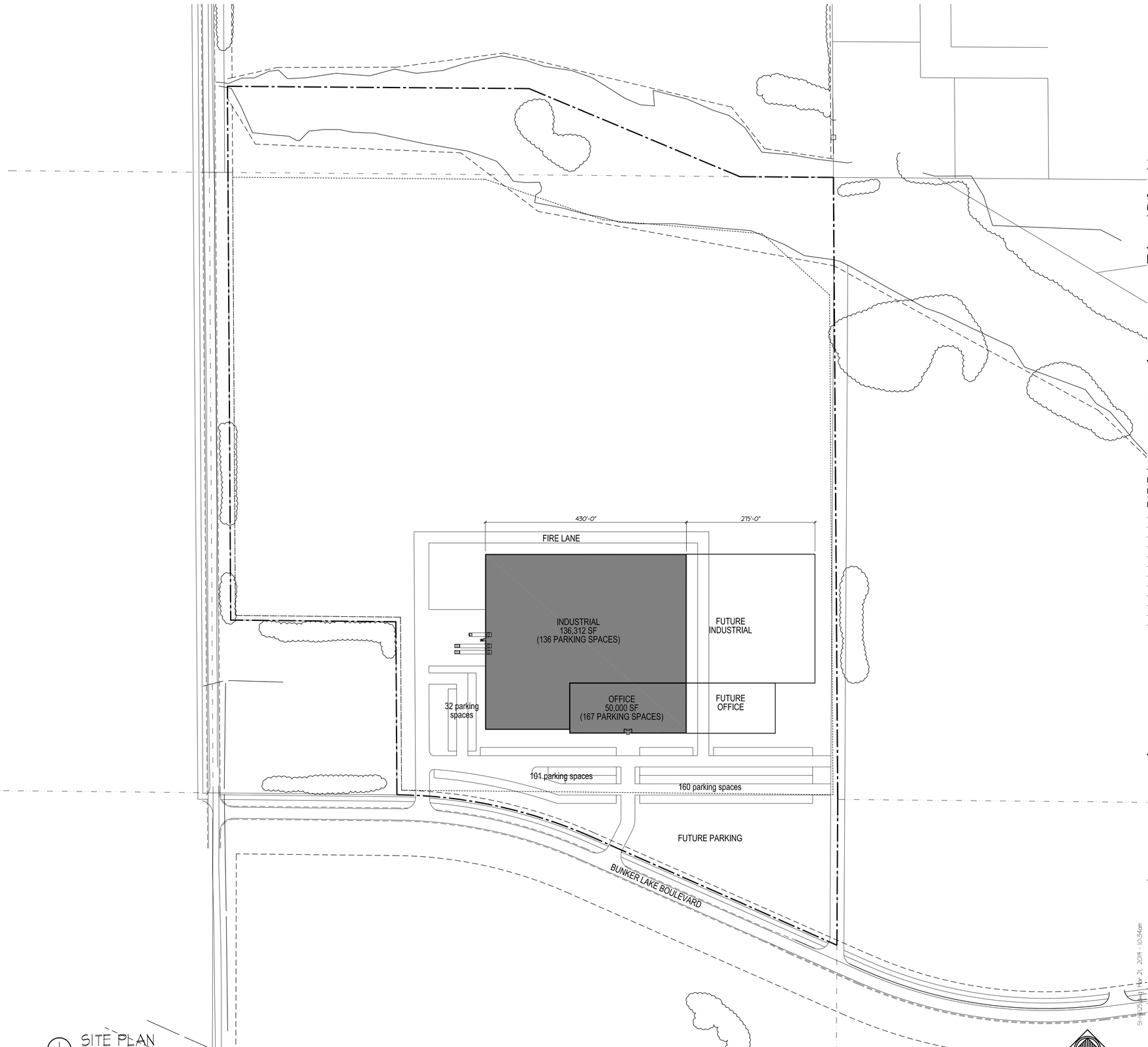
Provide the Applicant feedback on the proposed use and Concept Plan.

Attachments

Concept Plan

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	03/29/2019 03:28 PM
Tim Gladhill	Tim Gladhill	03/29/2019 03:57 PM
Form Started By: Chloe McGuire Brigl		Started On: 03/29/2019 02:28 PM
Final Approval Date: 03/29/2019		



1 SITE PLAN
A1.1 1"=100'-0"

HTG architects

www.htg-architects.com
Minneapolis Tampa Bismarck

9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880

PROJECT

DELTA MODTECH
NEW BUILDING
RAMSEY, MINNESOTA

Kinghorn COMPANY
GENERAL CONTRACTORS

ISSUED SET	03-19-2019
REVISIONS	

DATE	NO.	

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 ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

REG. NO. – DATE

SITE PLAN

5:\19\25\dwg\ | Apr 21, 2019 - 10:34am

DRAWN BY: AAT CHECKED BY: TRM

A1.1

181XXX SI-191125

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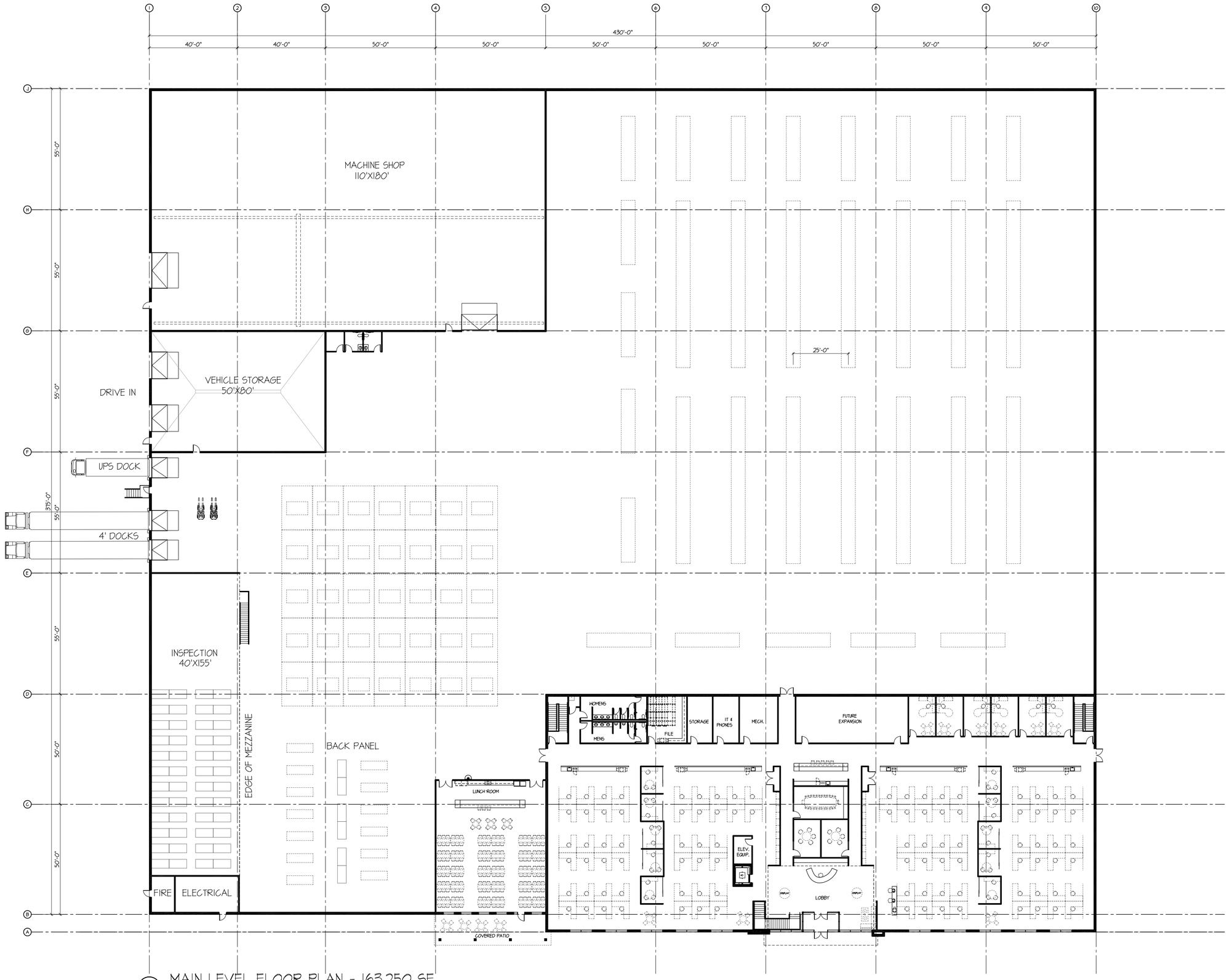

A2.1 MAIN LEVEL FLOOR PLAN - 163,250 SF

1"=20'-0"

HTG architects

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Minneapolis Tampa Bismarck

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Minneapolis, MN 55347
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NEW BUILDING
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REG. NO.	DATE

MAIN LEVEL FLOOR PLAN

M:\...\181125.dwg Mar 21, 2019 - 10:23am

DRAWN BY: AAT CHECKED BY: TRM

A2.1

181XXX SI-181XXX

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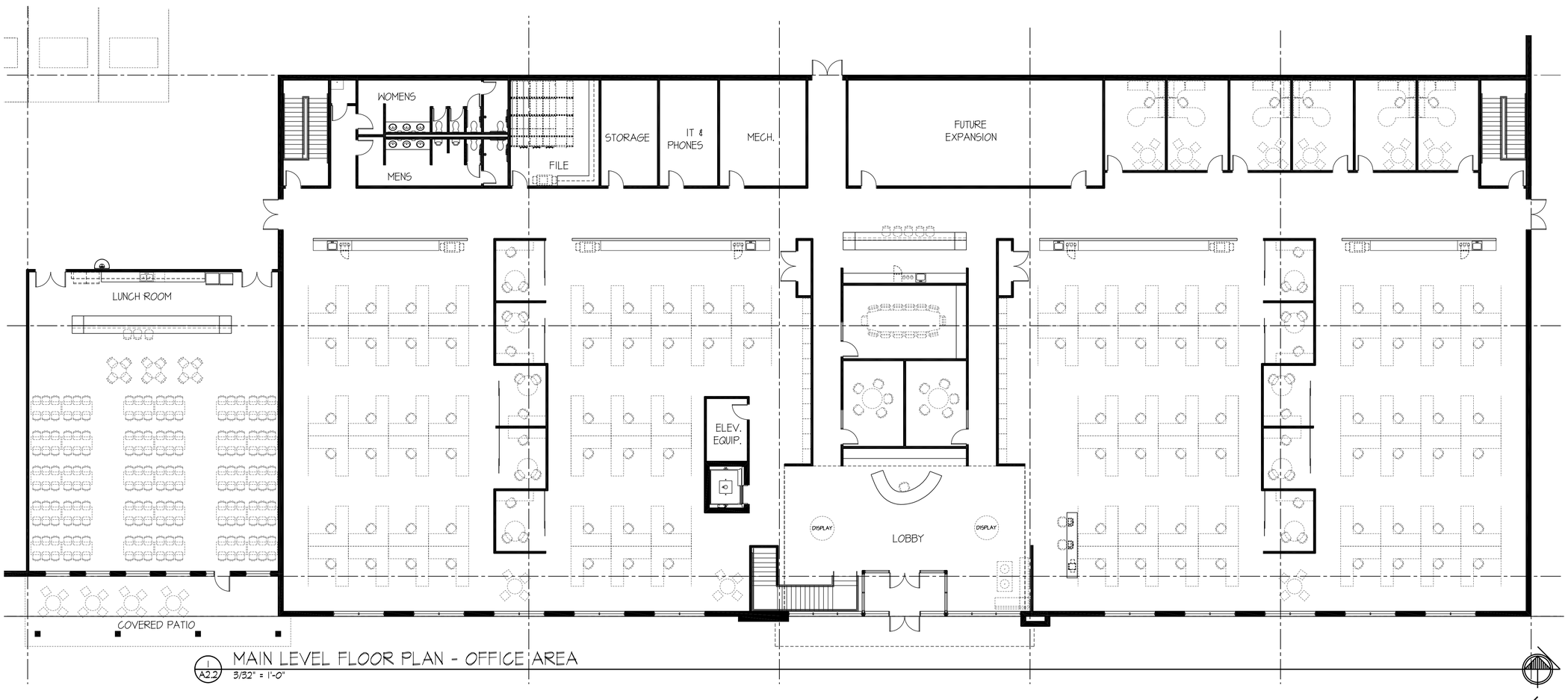
2 A2.2 SOUTH ELEVATION
3/32" = 1'-0"



1 A2.2 MAIN LEVEL FLOOR PLAN - OFFICE AREA
3/32" = 1'-0"

HTG architects
www.htg-architects.com
Minneapolis Tampa Bismarck
9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880

PROJECT

DELTA MODTECH
NEW BUILDING
RAMSEY, MINNESOTA

Kinghorn COMPANY
GENERAL CONTRACTORS

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REG. NO. DATE

MAIN LEVEL
OFFICE AREA

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A2.2

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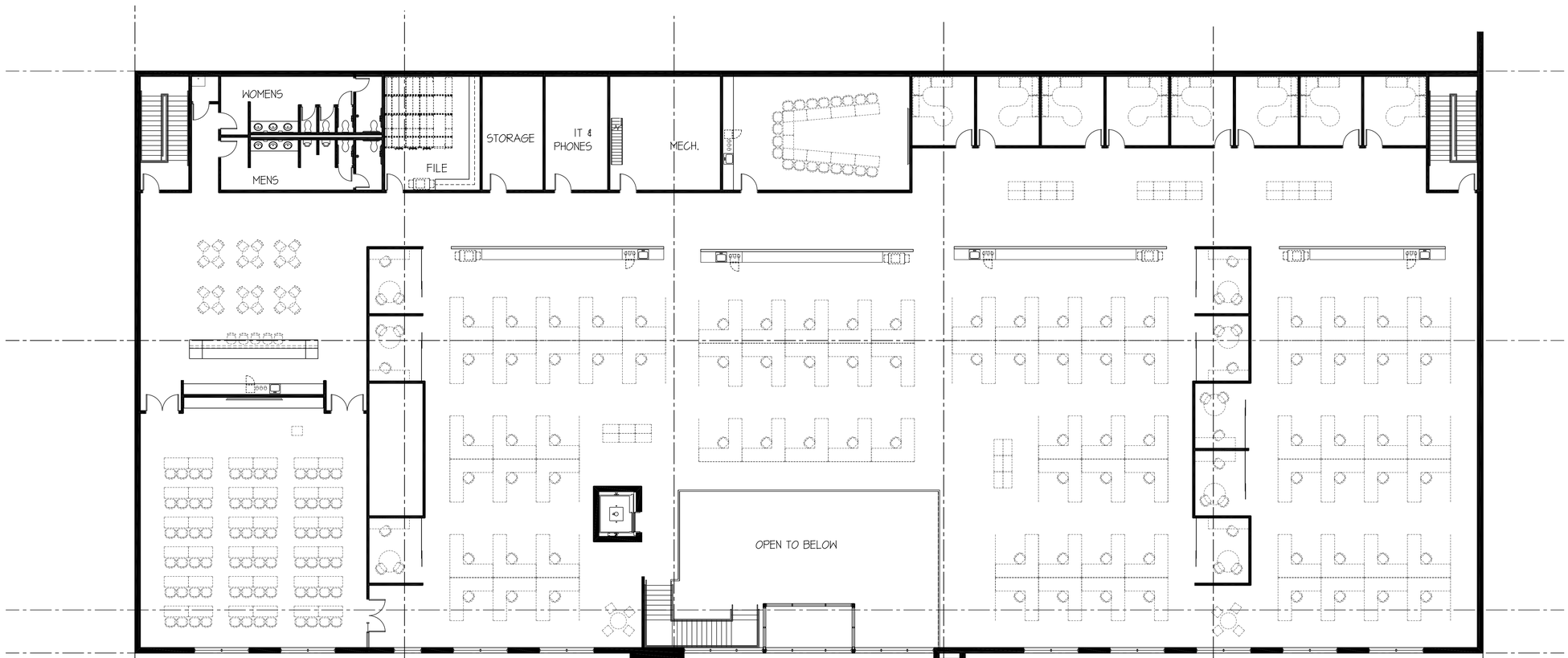

UPPER LEVEL FLOOR PLAN - OFFICE AREA

A2.3 3/32" = 1'-0"

HTG architects

www.htg-architects.com
Minneapolis Tampa Bismarck

9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880

PROJECT

DELTA MODTECH
NEW BUILDING
RAMSEY, MINNESOTA

Kinghorn COMPANY
GENERAL CONTRACTORS

ISSUED SET	03-19-2019
REVISIONS	
DATE	NO.

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_____ -
REG. NO. DATE

UPPER LEVEL
OFFICE AREA

ML-181125.dwg Mar 21, 2014 - 10:22pm

DRAWN BY: AAT CHECKED BY: TRM

A2.3

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Regular Planning Commission **8. 6.**

Meeting Date: 04/04/2019

By: Chloe McGuire Brigl, Community Development

Information

Title:

Review Concept Plan for Zeolite/Bunker Townhomes

Purpose/Background:

Lennar (the "Applicant") has sent in a potential concept plan for townhomes in The COR District northeast of the Northstar Marketplace north of Sunwood Drive. The site is approximately 31 acres and is owned by the City of Ramsey. The Subject Property's PID is 28-32-25-22-0058.

The intent of this case is as follows:

- Does the Planning Commission want Staff to get this project to the finish line? If so, Staff will chart a course with future cases on exactly how to get there?
- Are there any red flags in the concept plan?
- Are there questions the Planning Commission wants answered with any future official application?

Notification:

No notification required at this stage.

Observations/Alternatives:

The property is question in approximately 31 acres and is owned by the City of Ramsey. The site is zoned COR, a mixed use (mix of uses) type of district. The northern half of the project is generally consistent with the recent revisioning exercise for The COR. The southern half was anticipated as more of a retail use. Staff is seeking broad guidance on how to move forward.

Funding Source:

Staff is handling this portion of the review as part of normal duties.

Recommendation:

Provide the applicant high-level feedback on the use and whether or not to move forward with preliminary plat application.

Action:

Provide the applicant high-level feedback on the use and whether or not to move forward with preliminary plat application.

Attachments

Layout (Draft)

Form Review

Inbox	Reviewed By	Date

Chris Anderson	Chris Anderson	03/21/2019 11:19 AM
Tim Gladhill	Tim Gladhill	03/21/2019 02:09 PM
Form Started By: Chloe McGuire Brigl		Started On: 03/19/2019 12:30 PM
Final Approval Date: 03/21/2019		

SITE DATA:

GROSS AREA: 22.7 ACRES
PROPOSED UNITS: 220
URBAN ROW: 130
BACK TO BACK: 90

DENSITY: ±9.7 UNITS/ACRE

COR AREA 4: 4–15 UNITS/ACRE

SETBACK STANDARDS FOR URBAN ROWHOME::
FRONT SETBACK: 20' TO ROW, 50' TO BUNKER LAKE BOULEVARD
SETBACK TO PRIVATE ROAD: 25'
SETBACK BETWEEN BUILDINGS: 20'
SETBACK STANDARDS FOR BACK TO BACK:
FRONT SETBACK: 25' TO PRIVATE ROAD
SETBACK BETWEEN BUILDINGS: 20'

CONCEPT PLAN BASED ON AVAILABLE DATA
NO ENGINEERING
NO FIELD WORK
NO WETLAND DELINEATION

N

0 50 100 200
GRAPHIC SCALE IN FEET

PIONEER engineering
CIVIL ENGINEERS LAND PLANNERS LAND SURVEYORS LANDSCAPE ARCHITECTS
2422 Enterprise Drive
Mendota Heights, MN 55120
(651) 681-1914
Fax: 681-9488
www.pioneereng.com

I hereby certify that this plan 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
Name Jennifer L. Thompson
Reg. No. 44763 Date ss

Revisions

Date 3-12-19
Designed JLT
Drawn JLT

CONCEPT PLAN 2

LENNAR
16305 36TH AVENUE NORTH
PLYMOUTH, MINNESOTA 55446

ZEOLITE STREET PROPERTY
RAMSEY, MINNESOTA

1 OF 1

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Regular Planning Commission **8. 7.**

Meeting Date: 04/04/2019

By: Chris Anderson, Community Development

Information

Title:

Review Concept Plan for All Seasons Garage Door Potential Expansion

Purpose/Background:

The purpose of this case is to review a potential expansion by All Seasons Garage Door (the "Applicant") on the property located at the northeast corner of 141st Ave and Basalt Street (the "Subject Property").

Concept Plan Review is a high level review of a concept of a proposed development. This step affords the City to provide high level feedback, identify any red flags, and identify pending questions the City would like answered on a more formal review. This step is intentionally more abstract than detailed review. There are multiple steps before project approval. There are no approvals or entitlements provided with this step.

Notification:

No notification required as there is not a formal application.

Observations/Alternatives:

Background

The Applicant currently operates out of 14161 Basalt Street. However, as a growing business, they are considering acquiring the Subject Property from the City to accommodate an expansion of their available parking as well as a potential future building. The Subject Property is about 0.95 acres in size and is located in the E-1 Employment District. The surrounding properties are all industrial users, are zoned E-1 or E-2 Employment District or PUD (Planned Unit Development) and are similar in size.

Proposed Use

The Applicant would like to acquire the land to accommodate a present concern regarding a lack of parking. Longer term, they may consider the addition of another building on the Subject Property. Their initial improvements would be a new, paved parking lot to accommodate at least ten (10) vehicles and would would include a sidewalk to connect to their existing facility at 14161 Basalt Street. The Applicant does intend to combined the lots prior to any improvements being made.

The Applicant has acknowledged that at some future point, their access along Bunker Lake Boulevard may need to be eliminated. Thus, they are seeking approval from the City for a future access to the Subject Property from 141st Avenue NW. Staff does not see any objection to this future access but would want to work with the Applicant in terms of its location.

The City presently owns the Subject Property and the Applicant has expressed an interest in acquiring it for the aforementioned improvements. Thus, Staff wanted to provide an opportunity for the Planning Commission to provide some high-level feedback to the Applicant regarding the proposed improvements on the Subject Property.

Funding Source:

Staff is handling this portion of review as part of normal duties. There is no formal application at this time.

Recommendation:

Staff is looking for general feedback on the proposed use for the Applicant to move forward with and submit a formal application.
Staff is looking for:

- High level feedback
- Identify any red flags
- Identify pending questions the City would like answered on a more formal review

This step is intentionally more abstract than detailed review. There are multiple steps before project approval. There are no approvals or entitlements provided with this step.

Action:

Provide the Applicant feedback on the proposed use and Concept Plan.

Attachments

Concept Plan

Form Review

Inbox	Reviewed By	Date
Chris Anderson (Originator)	Chris Anderson	03/29/2019 12:23 PM
Tim Gladhill	Tim Gladhill	03/29/2019 03:26 PM
Form Started By: Chris Anderson		Started On: 03/29/2019 11:11 AM
Final Approval Date: 03/29/2019		

BASALT ST NW

BUNKER LAKE BLVD

PROPOSED PARKING

FUTURE BUILDING APPROX. 5,000 SQ FT

FUTURE LOADING DOCK AREA

BASALT ST NW

AZURITE ST NW

141 ST AVE NW

All Season Garage Concept Site Plan

Ramsey, Minnesota

March 28, 2019 | WSB Project number: 013321-000

0′ 15′ 30′ 60′

Scale in Feet

wsb

K:\013321-000\Cad\Exhibits\013321-000 All Seasons Garage

Regular Planning Commission **8. 8.**

Meeting Date: 04/04/2019

By: Chloe McGuire Brigl, Community Development

Information

Title:

Review Draft Highway 47 Land Use Plan

Purpose/Background:

The purpose of this case is to review the draft Highway 47 Land Use Plan. The Highway 47 Plan was a goal of the City Council as part of its Strategic Plan to provide specific recommendations to improve the image of the corridor, but does not provide any specific traffic control measures. The City Council's current draft Strategic Plan Update does include a traffic study, incorporating previous alternatives and recent project approvals. With this current land use plan, the City was specifically looking for tools to make the Highway corridor more pleasant and attractive to residents and drivers. Staff worked with residents in 2018 to garner feedback on the plan. The draft plan focuses on three specific nodes along Highway 47.

Please note that this plan includes recommendations for landscaping and buffering; Staff is currently working with MnDOT for a landscaping program along the existing noise wall between Nowthen Boulevard and Alpine Drive. This program is already approved and funded by the City as of 2018, and staff anticipates that the landscaping will be put in this year. This was a large component of the effort to improve the image of Highway 47, but is being handled separately from this longer-range planning document.

Staff is looking for general feedback on the plan, specifically on the action items related to each node. Staff will come back with a designed document ready for publication after updating the draft to include Planning Commission's recommendations.

Notification:

No notification required.

Observations/Alternatives:

Funding Source:

Staff is handling this as part of normal duties.

Recommendation:

Staff recommends proceeding to finalizing the draft plan for public comment and workshop.

Action:

Specific action not requested.

Attachments

Highway 47 Plan (DRAFT)

Form Review

Inbox	Reviewed By	Date

Chris Anderson	Chris Anderson	03/28/2019 08:50 AM
Tim Gladhill	Tim Gladhill	03/29/2019 08:09 AM
Form Started By: Chloe McGuire Brigl		Started On: 03/25/2019 09:40 AM
Final Approval Date: 03/29/2019		

Highway 47 Plan

What is a Small Area Plan?

In short, it is a plan for a small area. Small area plans are detailed plans for neighborhoods or areas of the city that have similar characteristics. Small area plans go in depth about recommendations for economic development, land use, zoning, transportation, and parks and trails. Small area plans allow a community to go more in depth into recommendations for an important area than a comprehensive plan could.

Small Area Plans and the Comprehensive Plan

The City of Ramsey has dedicated time and resources to completing an effective, helpful comprehensive plan for 2040. This small area plan for Highway 47 will complement the comprehensive plan; and provide additional information, including short-term solutions and recommendations, while the comprehensive plan provides more broad and overarching techniques. The comprehensive planning process informed this small area planning process, and allowed stakeholders to provide input on both planning processes during one meeting. This helped prevent meeting fatigue from residents, and created a more effective planning process for both the Highway 47 plan and the 2040 comprehensive plan.

DRAFT

Purpose Statement

The purpose of the Highway 47 Plan is to create a plan for a vibrant, business-friendly, safe corridor. This plan focuses on the aesthetics of the corridor, and seeks to improve the image of the corridor. The Highway 47 corridor will not gain additional lanes, but will only see slight reconfiguration in coming years per the MnDOT.

Need

Throughout the City's comprehensive planning process, the City heard feedback and concerns from residents about the lack of investment, safety issues, and desire for an improved image along Highway 47. Highway 47 is one of the City of Ramsey's two main highways in the community. Highway 10 runs east west through the community, while Highway 47 is a main north-south route. While the majority of the land uses along the corridor are residential, there are business nodes throughout that have seen disinvestment and a desire from the community for a thriving business district.

The City seeks to position itself for future funding opportunities from local, regional, and state agencies to improve the corridor. This document shall serve as the vision and plan for the corridor.

Study Area

The Highway 47 plan encompasses the entire Highway 47 corridor within the City of Ramsey, from Bunker Lake Boulevard in the south to Ford Brook and 180th Lane NW in the north. The Highway 47 plan focuses on key areas, but hopes to improve the entire corridor.

Existing Conditions

The Highway 47 corridor is a Minnesota State Highway, which is a two-lane highway in the northern portion of the Highway and extends to a four-lane, separated highway around the Bunker Lake Boulevard intersection until Alpine Drive. The highway is separated with a median from Bunker Lake Boulevard to just north of Alpine Drive, with a few gaps to allow for turns. The Highway 47 corridor has a sound wall north of Xkimo Street running until Alpine Drive along the adjacent residential properties.

Strengths

- Highly visible to thousands of people everyday
- Major corridor in community, well-used
- Destinations near Bunker Lake Blvd
- Strong residential base for nearby commercial
- Close to parks system

Weaknesses

- Corridor feels unsafe
- Failing commercial node at 167th Ave and Highway 47
- Code enforcement issues
- Commercial spaces are surrounded by residential, low-density neighborhoods, which limits the market
- Noise along highway

DRAFT

Corridor Identity

Highway 47 is one corridor, yet it has more than one identity. From the south, at the intersection with Bunker Lake Blvd, it feels commercial, but as you travel north, it seems more rural, residential, and park-lake. Then there are a couple more commercial nodes, and residential lots get larger the further you travel north. Redevelopment should celebrate and reinforce the character of these distinct areas.

Goals and Objectives

1. Improve the image of the corridor
2. Create a safe corridor
3. Reduce noise along the corridor
4. Create a connected corridor (parks, trails)
5. Support businesses along the corridor

DRAFT

Community Participation

The City of Ramsey heard feedback from residents at comprehensive plan open houses regarding the need for planning around Highway 47. Staff then hosted two open houses/workshops dedicated specifically to the Highway 47 plan. The City also heard feedback and comments from residents and at the City of Ramsey Happy Days festivals, via email, and has introduced the plan at the City of Ramsey City Council meetings. This information was compiled, analyzed, and reframed into the goals and objectives listed below.

From these meetings, City Staff also allowed residents the opportunity to identify issues on a map of the corridor. After this exercise, Staff noticed three main areas of concern arising. The three key nodes are identified below.

Key Nodes:

1. Bunker Lake Blvd and Highway 47
    a. Area identification
    b. Strengths/Weakness Identification
    c. Land Use Analysis
    d. Traffic Analysis
    e. Node-Specific Recommendations/Action Items
2. Elmcrest Node (167th Ave NW and Highway 47)
    a. Area identification
    b. Strengths/Weakness Identification
    c. Land Use Analysis
    d. Traffic Analysis
    e. Node-Specific Recommendations/Action Items
3. North End (north of Green Valley Road and Highway 47, to the edge of the City)
    a. Area identification
    b. Strengths/Weakness Identification
    c. Land Use Analysis
    d. Traffic Analysis
    e. Node-Specific Recommendations/Action Items
4. Corridor Summary
    a. Corridor recommendations

DRAFT

Summary of Engagement Activities

The City hosted two Comprehensive Plan Open Houses and Highway 47 Open Houses in 2018. During that process, staff gathered feedback in a number of ways – including a mapping exercise, a dot voting exercise, and through comment cards. Staff has attempted to compile that information in the following section to solidify the feedback from residents and business owners, and hopes that their feedback is taken into account for future planning processes. The feedback from the community was instrumental in this planning process, and the City greatly appreciates and thanks the residents who were involved in the planning process.

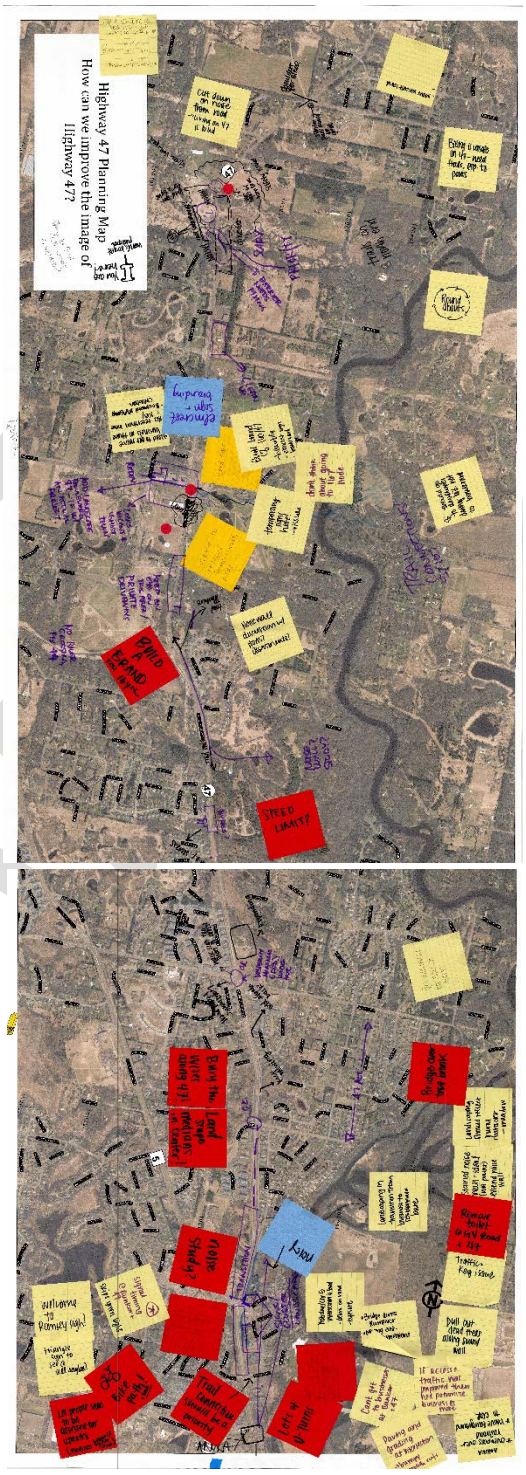
Dot Voting Exercise

Staff provided examples of different sound walls and asked residents what type of sound wall they would prefer. Overwhelmingly, residents preferred a traditional sound wall with additional landscaping. Few preferred a non-wood, designed sound wall. None preferred public art on the sound wall. Based upon this feedback, Staff has worked with the MnDOT to get additional landscaping on the sound wall which should be installed in 2019 and 2020.

DRAFT

Mapping Exercise

City Staff printed a large-scale map of Highway 47 for Open Houses; instead of printing different maps for additional meetings, Staff allowed residents to layer comments on-top of one another. Staff notes that this may have influenced some residents through the planning process, but also believes that it allowed residents' voices to be heard even when they were not in attendance.



DRAFT

Formal Comments Received

Comment	Category	Node?
Holiday/County 5 intersection is eyesore	Aesthetics	Bunker/47
Bury the wires along Highway 47	Aesthetics	Bunker/47
Welcome to Ramsey sign [needed]	Aesthetics	Bunker/47
Beautify 167/47	Aesthetics	Elmcrest Node
Create boulevard at 167/47	Aesthetics	Elmcrest Node
167/47 strip mall looks vacant, ghost town	Aesthetics	Elmcrest Node
Triangle sign would be seen at all angles	Aesthetics	
Maintain landscaping, mow, add shrubs between Sunwood and Alpine	Aesthetics	
Mow vacant land	Aesthetics	
Overpass over railroad needed in Anoka	Anoka	
Move fairground to COR	Anoka	
Can't get to business at Bunker/47	Business Growth	Bunker/47
If access and traffic was improved, could patronize businesses more	Business Growth	Bunker/47
Build a brand at 167/47	Business Growth	Elmcrest Node
Give money to businesses/developers at 167/47, don't use public dollars for boulevards	Business Growth	Elmcrest Node
Need more businesses at 167/47 - retention is key	Business Growth	Elmcrest Node
Signage cluster at Nowthen/47	Code Enforcement	Bunker/47
Remove toilet at Green Valley Road at 47	Code Enforcement	North End
Temporary signs at 167/47 are issue	Code Enforcement	Elmcrest Node
Ken's 4x4	Code Enforcement	
Code enforcement needed along 47, especially at Green Valley at 47	Code Enforcement	
Bridge over Trott Brook	Connections	
Landscape medians in center of 47	Landscaping	Bunker/47
Landscaping in transition from business to residential is bare	Landscaping	Bunker/47
Landscape boulevard at 167/47	Landscaping	Elmcrest Node
Add landscaped boulevard at 167/47	Landscaping	Elmcrest Node
Landscaping should reflect rural character (e.g. meadow)	Landscaping	
Pull out dead trees along sound wall	Landscaping	
Residential neighborhood are loud - need noise study	Noise	Bunker/47
Stained noise wall would be ideal (not paint)	Noise	
Extend noise wall	Noise	

DRAFT

Formal Comments Received (Continued)

Need noise barriers for residential areas near Nowthen/47	Noise	
Noise wall study?	Noise	
Living on 47 is loud, cut down on noise	Noise	
Noise wall discussions with HOAS? Assessments?	Noise	
Let people vote to assessed for updates (increases sense of ownership)	Policy	
Alpine/47 intersection walk signal is too short to cross	Traffic Safety	Alpine/47
Alpine/47 visibility is minimal - widen intersection	Traffic Safety	Alpine/47
Lots of U turns at Bunker/47	Traffic Safety	Bunker/47
Holiday/County 5 intersection is bad	Traffic Safety	Bunker/47
Bunker/47 grading at intersection needs to be smoothed	Traffic Safety	Bunker/47
Signal timing at Bunker/47 skips green light	Traffic Safety	Bunker/47
Traffic is key issue	Traffic Safety	Bunker/47
Private driveways are unsafe	Traffic Safety	Elmcrest Node
Need signal at 167/47	Traffic Safety	Elmcrest Node
Green Valley and 47 is scary	Traffic Safety	North End
Need to relevel street - visibility poor	Traffic Safety	North End
Barrier on 47 before Green Valley Road needs fixing	Traffic Safety	North End
Get additional stop signs on Waco	Traffic Safety	
Create 2 land highway going North from Bunker Lake Road to at least the Rum River Golf Course each direction	Traffic Safety	
Speed limit [lowered on north end of 47]	Traffic Safety	
Consider roundabouts	Traffic Safety	
No river crossing	Traffic Safety	
Need bike trails and paths along Highway 47	Trails, Parks	Bunker/47
Get Elmcrest sign at 167/47	Trails, Parks	Elmcrest Node
Elmcrest Sign and branding	Trails, Parks	Elmcrest Node
Biking is unsafe on 47 - need trails, especially to parks	Trails, Parks	North End
Trails needed on north end of 47	Trails, Parks	North End
Shoulder used for bikes?	Trails, Parks	North End
Sign for park as you come south in 47	Trails, Parks	North End

DRAFT

Bunker and Highway 47

The Bunker Lake Boulevard and Highway 47 intersection is the southernmost major intersection in the City of Ramsey. The Bunker Lake Boulevard node contains one of the City of Ramsey's only commercial nodes, with four small strip malls. The southwestern corner of this intersection belongs to the City of Anoka, which makes it difficult for residents to determine where the City of Ramsey boundaries are. This node faces economic development, traffic, safety, and access concerns.

Strengths

- Heavily trafficked corridor
- Existing commercial base
- Strong residential base
- Reinvestment in area seen with new signage and maintenance of businesses
- Room to grow on vacant land

Weaknesses

- Difficult to access businesses
- Unattractive area
- Difficult to walk, cross street
- Area feels unsafe
- Code enforcement needed with temporary signage
- Lots of traffic, traffic delays
- A few vacant storefronts
- Difficult to tell if in Ramsey or in Anoka

DRAFT

Community Input

Comment	Category	Node
Holiday/County 5 intersection is eyesore	Aesthetics	Bunker/47
Bury the wires along Highway 47	Aesthetics	Bunker/47
Welcome to Ramsey sign [needed]	Aesthetics	Bunker/47
Can't get to business at Bunker/47	Business Growth	Bunker/47
If access and traffic was improved, could patronize businesses more	Business Growth	Bunker/47
Signage cluster at Nowthen/47	Code Enforcement	Bunker/47
Landscape medians in center of 47	Landscaping	Bunker/47
Landscaping in transition from business to residential is bare	Landscaping	Bunker/47
Residential neighborhood are loud - need noise study	Noise	Bunker/47
Lots of U-turns at Bunker/47	Traffic Safety	Bunker/47
Holiday/County 5 intersection is bad	Traffic Safety	Bunker/47
Bunker/47 grading at intersection needs to be smoothed	Traffic Safety	Bunker/47
Signal timing at Bunker/47 skips green light	Traffic Safety	Bunker/47
Traffic is key issue	Traffic Safety	Bunker/47
Need bike trails and paths along Highway 47	Trails, Parks	Bunker/47

DRAFT

Traffic Analysis

Traffic issues were the number one comment received about the issues facing this node. Residents see this intersection as unsafe, busy, congested, and stated that it was difficult to access businesses in this area. During numerous visits to this space, both on foot and in a vehicle, it was found to be difficult to access businesses if you had never visited the intersection before. Google Maps takes backroads into the businesses, and vehicles rely on U-turns to turn into businesses. Moreover, walking this area as a pedestrian feels unsafe, as the sidewalk abuts the area of the U-turns on the northwest corner of the Bunker/Highway 47 intersection. The striping is minimal in the crosswalks, which makes the pedestrian feel out of place.

The MnDOT estimates that in 2017, Highway 47 saw 23,000 average daily trips and that Bunker Lake Boulevard saw just over 12,000 average daily trips. These trips represent potential customers of businesses at this node. Imagine the revenue the businesses at this node could see if those drivers could easily visit their businesses.

Land Use Analysis

All land directly abutting Highway 47 in this node is commercial, with residential properties surrounding. Residential properties range from low to high density residential. Two parks are located near this node, Rivers Bend Park and Flintwood Terrace Park, though signage and connection to these parks is severely lacking from Highway 47 and Bunker Lake Boulevard.

The lack of pedestrian traffic in the area shows that residents who live near these commercial amenities only access the businesses via vehicle traffic. During site visits, there were few pedestrians observed, and there were never bicyclists observed using this intersection or visiting the businesses.

The map below shows the land uses of parcels in the node, commercial lines Highway 47 and the Bunker Lake Boulevard intersection, while the rest of the land uses are strictly residential or parks. The two parks in the area, Rivers' Bend Park and Flintwood Terrace Park, are accessible via trails. The Rivers' Bend Park trails align with the sidewalks along Highway 47, which front all the businesses in this node within the City of Ramsey. The City of Anoka does not have trails/sidewalks in front of their businesses in the southwest corner of this intersection. The City of Ramsey will continue to advocate for sidewalks in this area to the City of Anoka.

DRAFT

Other Identified Issues

Residents specifically identified the following issues related to this node:

- Medians should be landscaped
- Residential neighborhoods nearby are loud
- Landscaping needed to transition from business/commercial to residential
- Signage clusters in right-of-way
- Neon signs are eyesore
- Difficult to visit businesses
- Wires along Highway 47 should be buried
- Need a welcome to the City of Ramsey sign
- Intersection is bumpy
- Signal timing at Bunker/47 skips green light
- Need bike paths
- Lack of crosswalks

Code Enforcement Concerns [Short-Term Improvements]

- Neon signs along intersection
- Signs in right-of-way

DRAFT

Node-Specific Recommendations & Action Items	
Ongoing	Finalize MnDOT Landscaping Program along noise wall *Action Item:* Continue to be involved with Landscaping Program that ran parallel to this Plan
Ongoing	Fill vacant storefronts *Action Items:* Inform businesses about opportunities to lease space on Highway 47 in currently vacant storefronts
Short-Term	Follow up on resident comments about signal issues at intersection *Action Item:* Inform MnDOT that signals appear to skip certain left turn lights
Short-Term	Improve image of area through Code Enforcement Program *Action Item:* Follow up on specific complaints through Code Enforcement Program *Action Item:* Work with Public Works Department to remove any signage in right-of-way that reduces visibility
Short-Term	Fix crumbling pavement *Action Item:* Survey area in the spring for potholes and follow up with proper jurisdictions or companies to correct issues
Medium-Term	Advocate for noise wall for residential properties on Xkimo St NW *Action Item:* Work with the City of Ramsey Engineering Department to study noise wall in this location
Medium-Term	Utilize old Town Hall site *Action Item:* Determine vision for site and obtain user
Long-Term	Work with MnDOT on intersection redesign *Action Item:* Push for restriping of crosswalks and curbing to designate pedestrian area from vehicular area *Action Item:* Once intersection realignment is designed, purchase new City of Ramsey gateway sign for entrance monument on northwest corner of Bunker Lake Boulevard and Highway 47 (Speedway site) *Action Item:* During intersection redesign, push for permissive left turn arrows *Action Item:* During intersection redesign, push for sidewalks in Anoka connecting to district

Preferred Signage Option

The City of Ramsey had a monument sign on the northwest corner of Bunker Lake Boulevard and Highway 47 that was destroyed during a car accident. The City seeks to replace this sign, and the City Council has weighed in on their preferred alternative. The City will replace this sign once the alignment and design for the intersection is finalized with MnDOT, so the City can ensure the sign will not need to be moved again. The sign will match the colors of City Hall and include the City logo.

Sign Location:

City of RAMSEY

CITY OF RAMSEY KEY NODES AND STREETSCAPE GUIDE
St Francis and Bunker Lake Blvd

Elmcrest District

The Elmcrest District was previously known as the 167th/47 Node. Located at the intersection of 167th Avenue NW and Highway 47, the node is mostly commercial, but abuts one of the City of Ramsey's largest and most active parks, Elmcrest Park. The rebranding of this area as the Elmcrest District attempts to bring a new energy to this failing commercial node in hopes of attracting those visiting Elmcrest Park, which includes many individuals from outside the City of Ramsey for athletic events and competitions.

Strengths

- Room to develop/redevelop
- Proximity to Elmcrest Park
- Significant green space
- Commercial anchors in place (gun range, golf course/restaurant)
- Proximity to residential
- Visible to residential units on way to work, on way home from other destinations

Weaknesses

- Failing, vacant commercial buildings
- Lack of visibility
- Not a destination for majority of residents
- Lack of signage and branding for area

Community Input

Comment	Category	Node
Beautify 167/47	Aesthetics	Elmcrest Node
Create boulevard at 167/47	Aesthetics	Elmcrest Node
167/47 strip mall looks vacant, ghost town	Aesthetics	Elmcrest Node
Build a brand at 167/47	Business Growth	Elmcrest Node
Give money to businesses/developers at 167/47, don't use public dollars for boulevards	Business Growth	Elmcrest Node
Need more businesses at 167/47 - retention is key	Business Growth	Elmcrest Node
Temporary signs at 167/47 are issue	Code Enforcement	Elmcrest Node
Landscape boulevard at 167/47	Landscaping	Elmcrest Node
Add landscaped boulevard at 167/47	Landscaping	Elmcrest Node
Private driveways are unsafe	Traffic Safety	Elmcrest Node
Need signal at 167/47	Traffic Safety	Elmcrest Node
Get Elmcrest sign at 167/47	Trails, Parks	Elmcrest Node
Elmcrest Sign and branding	Trails, Parks	Elmcrest Node

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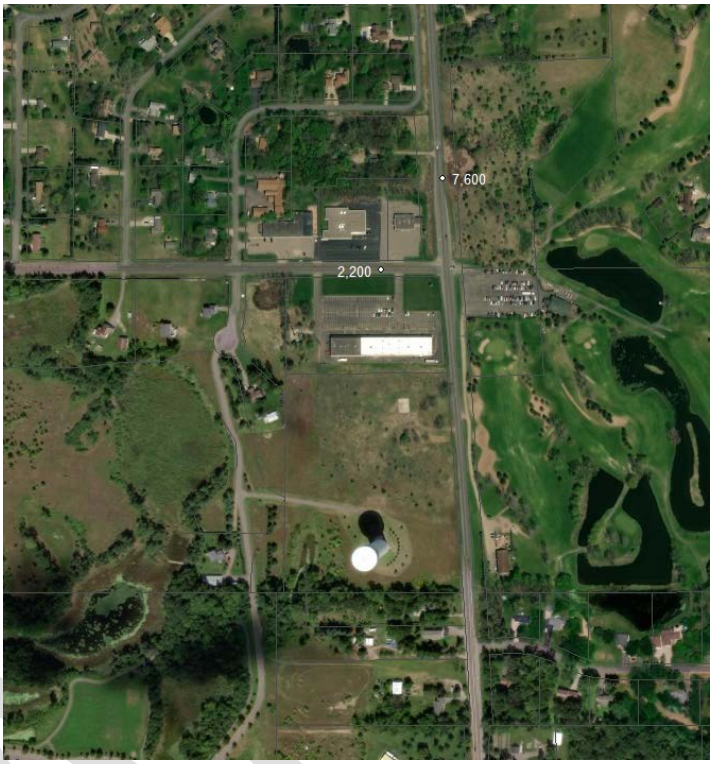
Traffic Analysis

The number of trips on this part of Highway 47 is significantly lower than those seen at the Bunker Lake Blvd and Highway 47 node.

According to the MnDOT, there are approximately 7,600 average daily trips on Highway 47 just north of 167th Avenue, and approximately 2,200 trips on 167th Avenue. These trips represent residents of the City of Ramsey, as well as residents of the City of Nowthen, and likely others. These trips also represent potential clients and customers for the businesses in the area, which do not appear to be pulling many passersby into their businesses.



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Land Use Analysis

This area is largely commercial, surrounded by residential. A recent land use change was seen at the northwest corner of the 167th Avenue and Highway 47 intersection, as a vacant bank building, that had been vacant for some time, was purchased by a religious institution. The religious institution received a Conditional Use Permit from the City of Ramsey City Council in late 2018. There is also a religious institution, Hope Fellowship, in the strip mall across the street, on the southwest side of the intersection, though that building is designated as commercial due to its other uses – a Domino's Pizza store, Fairway Liquors, Anytime Fitness, and an insurance office.

This area has adequate green space from the water tower, Elmcrest Park, and Rum River Hills Golf Course. While the park represents more permanent green space, the areas around the water tower and golf course are potential areas for a residential subdivision and significant development.

Node-Specific Recommendations & Action Items	
Ongoing	Maintain relationships with business owners *Action Item:* Plan a district-specific networking event for local business owners and City Staff and Officials
Short-Term	Support business development in this area *Action Item:* Support liquor license renewal for Rum River Hills Golf Course and McDuff's
Short-Term	Improve image of area through Code Enforcement Program *Action Item:* Follow up on specific complaints through Code Enforcement Program
Short-Term	Fix crumbling pavement *Action Item:* Survey area in the spring for potholes and follow up with proper jurisdictions or companies to correct issues
Medium-Term	Consider alternative signage requirements for this district *Action Item:* Bring forward discussion to City Council to allow businesses in this struggling district additional signage for more visibility
Medium-Term	Brand district "Elmcrest District" *Action Item:* Work with Parks and Recreation Department to determine best way to sign the intersection to direct residents to Elmcrest Park; purchase and install signage *Action Item:* Finalize streetscape design standards
Long-Term	Consider high quality amenities, design, open space requirements and signage for possible residential developments *Action Item:* Push for open space requirements, additional plantings, and high quality design if area around water tower or golf course develops

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The North End

The North End of Highway 47 is the most rural, and residential, section of Highway 47. The northern end of Highway 47 touches the City of Nowthen, and is identified easily by the winding sections of Highway, large lot residential development, and rural feel. The North End district has larger lots on private well and septic systems, and is largely residential. There is one institutional use in this district, the Cross of Hope Lutheran Church on 179th Lane. Green Valley Greenhouse is the closest commercial operation, west on Green Valley Road.

Strengths

- Strong rural character
- Significant land
- Strong natural features, including proximity to Ford Brook and heavily wooded areas
- Green space

Weaknesses

- Lack of services
- Curves in road reduce visibility, feel unsafe
- Difficult to tell when you leave/exit City of Ramsey
- Code enforcement concerns

Community Input

During the Comprehensive Plan open houses and the Highway 47 Open Houses, Staff received the following comments.

Comment	Category	Node
Remove toilet at Green Valley Road at 47	Code Enforcement	North End
Green Valley and 47 is scary	Traffic Safety	North End
Need to relevel street - visibility poor*	Traffic Safety	North End
Barrier on 47 before Green Valley Road needs fixing	Traffic Safety	North End
Biking is unsafe on 47 - need trails, especially to parks	Trails, Parks	North End
Trails needed on north end of 47	Trails, Parks	North End
Shoulder used for bikes?	Trails, Parks	North End
Sign for park as you come south in 47	Trails, Parks	North End

*Staff has followed up on this comment with Engineer

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Traffic Analysis

The number of trips on this part of Highway 47 is the lowest on the corridor. The number of trips lowers from the 7,600 at the Elmcrest District to 7,200 just north of Green Valley Road and 6,700 towards the north boundary of the City.

These trips represent residents of the City of Ramsey, as well as residents of the City of Nowthen, which likely represent a large majority of the 6,700 daily trips that travel out of the City of Ramsey north. From this, it is logical to assume that at least 3,000 cars use Highway 47 to commute south through the City of Ramsey, but do not live in the City of Ramsey. These trips represent potential customers for businesses along Highway 47.

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Land Use Analysis

This area is almost entirely large lot residential, with one institutional use. The City of Ramsey recently approved a horse farm in the northwest corner of the district that trains children on different types of riding, which includes multiple riding arenas and larger events throughout the year. This has the possibility to increase the traffic and intensity of the uses in the area, though the City does still designate it as a rural and agricultural-type use. This area represents the rural character of the City of Ramsey.

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Node-Specific Recommendations & Action Items	
Short-Term	Improve image of area through Code Enforcement Program *Action Item:* Follow up on specific complaints through Code Enforcement Program
Medium-Term	Improve safety of road *Action Item:* Work with MnDOT to improve barriers on curved road sections *Action Item:* Urge MnDOT to study safety of corridor and curved road sections
Long-Term	Maintain rural character while supporting essential services *Action Item:* Push for continued rural character of the area as applications come forward for new development

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Summary

The City of Ramsey seeks to improve the image and feel of the Highway 47 Corridor. Residents and business owner's feedback was instrumental in shaping this plan, which will impact land use and policy decision for coming years. Within each node, specific recommendations and action items will guide City Staff's work.

Below are general recommendations and action items that relate to the entire corridor.

Recommendations & Action Items	
Ongoing	Improve image of area through Code Enforcement Program *Action Item:* Follow up on specific complaints through Code Enforcement Program
Ongoing	Create relationships with business owners along the corridor to ensure that the City can promote and improve the business community *Action Item:* Hold business visits at businesses along Highway 47
Ongoing	Finalize Landscape program with MnDOT
Medium-Term	Improve safety of road *Action Item:* Work with MnDOT to study safety of corridor *Action Item:* Work with MnDOT through corridor and intersection redesigns
Long-Term	Maintain rural character while supporting urban growth where appropriate

DRAFT

Regular Planning Commission **9. 1.**

Meeting Date: 04/04/2019

By: Tim Gladhill, Community Development

Information

Title:

Receive Development/Planning Commission Update

Purpose/Background:

Please see attached.

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Action:

Attachments

Update

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	03/29/2019 11:24 AM
Form Started By: Tim Gladhill		Started On: 03/29/2019 08:45 AM
Final Approval Date: 03/29/2019		

From: Tim Gladhill
To: Tim Gladhill
Subject: RE: Planning Commission Update
Date: Wednesday, March 27, 2019 10:24:36 AM
Attachments: image001.png
image002.png

Planning Commissioners:

[Updated to correct April Planning Commission date – **April 4** – my apologies for mixing up meeting dates]

It's been awhile since I've provided a broader update on planning and development. Below are several brief updates of interest.

New Planning Commission Appointments

The City Council made two new appointments to the Planning Commission. Please welcome Torrey Johnson and Eric Peters to the team. We'll have an opportunity to do a more formal introduction over the next couple of meetings. Their terms begin with the April Planning Commission Meeting. Thank you to Patrick Surma and Daniel Onyambu for your service to the Planning Commission.

Riverstone 3rd Addition

The City Council approved the Final Plat for Riverstone 3rd Addition (35 lots). The City Council will still need to approve a Development Agreement. An exact construction schedule is not yet known. The City Council also granted a one year extension to the Preliminary Plat (master plan).

River Walk Village by Village Bank

The City Council reviewed the Sketch Plan for River Walk Village (formerly Itasca Heights, formerly Ridgepoint). The proposal has been slightly modified since Planning Commission review. While the proposal maintained 14 lots (no reduction of two lots), it was reconfigured to ensure required density transitioning and reconfigure Lot 4, Block 1 to avoid a sideways facing dwelling. The City Council was comfortable in sending the updated concept to public comment/workshop. At this stage, review is purely conceptual in nature and non-binding. The revised concept can be found on the City Council Case.

Rivenwick Addition by Paxmar

The City Council reviewed the Sketch Plan for Rivenwick by Paxmar. The proposal has been slightly modified since Planning Commission review. The Developer notes that the auto body

repair shop is no longer interested in the project. The concept still shows this parcel as an auto-oriented user. The layout of the assisted living/memory care facility has been slightly modified to accommodate storm water ponding. The detached townhome area is now proposed as attached townhomes. The City Council was comfortable in sending the concept to public comment/workshop. At this stage, review is purely conceptual in nature and non-binding. The revised concept can be found on the City Council case.

Wills Horse Farm

The City Council approved the Wills Horse Farm on Highway 47. The project received some press from the Anoka County UnionHerald as well as Finance and Commerce Magazine. Staff is working on getting hard copies of this articles for those that cannot access the online versions.

Harvest Estates 2nd Addition

The City Council approved the Preliminary Plat for Harvest Estates 2nd Addition. The Final Plat may be reviewed by the City Council as soon as April 4. Construction is anticipated to start this spring.

New Neighborhood Business District

The City Council approved the creation of the new Neighborhood Business District.

Revised Topsoil Standards

The City Council approved relaxing the City's topsoil standards.

Ramsey Gateway/Highway 10 Plan

Staff is nearing the end of a planning study for Highway 10 in anticipation of a large public engagement process this summer. Information can be found online at www.ramseygateway.com. Additionally, the City Council has agreed in concept to send a delegation to Washington DC this May to advocate for funding for Highway 10.

Retail Recruitment

A key goal for the City Council is to attract new retail, shops and restaurants to Ramsey. The public generally comments on a lack of retail opportunities in Ramsey with a desire to enhance our efforts to attract retail. With that in mind, our Economic Development Manager will be attending the International Council of Shopping Centers (ICSC) Convention. This is the premier recruitment tool for retailers across the nation.

City Council Strategic Plan Update

Each year, the City Council updates its Strategic Plan, a one to three year work plan. This has implications to our Comprehensive Plan (20 Year Land Use Vision), as we try to retain consistent goals and strategies. The City Council most recently discussed this plan update on March 13. The City Council will be holding a final workshop on April 3.

Council Legislative Priorities

The City Council also recently established its legislative priorities (back in February).

Remote Attendance Policy

Planning Commissioners have expressed interest in attending meetings remotely when out of town. Over the last year, Staff has been researching appropriate Statutes and technology needs. In concept, the City Council is generally comfortable moving forward with a new Remote Attendance Policy. This has not yet been officially adopted, and will take some time to implement. There are still a few loose ends. Staff will update the Commission with relevant updates.

Comprehensive Housing Market Study

The City Council has ordered a Comprehensive Housing Market Study to supplement our housing policy review, especially the Comprehensive Plan and multiple requests for amendments to the Comprehensive Plan to accommodate newer styles of housing (i.e. Riverstone and Paxmar projects).

April Applications

The following are official applications for review at our April 4 Planning Commission

- Hauck Lot Split
- The Sapphire Apartments by PSD, LLC (formerly Parkview West)
- Ace Solid Waste Transfer Station

April Planning Projects

The following planning projects will be forwarded to the April 4 Planning Commission

- 2040 Comprehensive Plan
- Highway 47 Land Use Plan

Pending/Potential Projects

The Planning Commission should be aware of several pending/potential projects. These

projects will generally be on the April 4 Planning Commission for concept review.

- DeltaModTech (150,000 to 180,000 square foot office/industrial building in the Bunker Lake Industrial Park – Hageman Parcel)
- Anderson Dahlen Expansion/Building 2 (office/warehouse adjacent to future public works campus)
- PSD Retail Building (west of Armstrong, south of Sunwood/147th)
- Lennar Townhomes in The COR (NW quadrant)

Dates/Events of Interest

- Saturday, April 6 – EDA Business Expo at Adrenaline Sports Center
- Friday, April 26 – Arbor Day (no formal activities planned)
- May – Building Safety Month
- May 16 – Building Safety Day [tentative]/Contractor Networking Event
- Tuesday, August 20 – EDA Business Appreciation Day
- October – Community Planning Month
- Thursday, October 3 – Community Planning Day [tentative]
- Thursday, November 7, 14, or 21 (TBD) – Business Networking Event

Common Links and Resources

- City's Agenda Page
- QCTV Live Stream and On Demand Video
- Ramsey Comprehensive Plan
- Ramsey Zoning Code
- GTS Planning Commissioner Training
- League of Minnesota Land Use Resources

Please let me know if you have any questions.

Sincerely,

Tim Gladhill, AICP | tgladhill@cityoframsey.com
Community Development Director
City of Ramsey | Community Development
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7550 Sunwood Drive NW | Ramsey, MN 55303
www.cityoframsey.com

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

Regular Planning Commission **9. 2.**

Meeting Date: 04/04/2019

By: Chloe McGuire Brigl, Community Development

Information

Title:

Receive Update on River Walk Village (6080 Highway 10); Case of Village Bank

Purpose/Background:

The purpose of this case is to review a Sketch Plan submitted by Village Bank (the "Applicant") for 6080 Highway 10 NW (the "Subject Property") for a 14 lot residential subdivision. The Planning Commission previously saw the Sketch Plan at their March 2019 meeting, and the City Council reviewed it at their March 26, 2019 meeting. Since the previous Planning Commission meeting, the Applicant has updated the plan set to show proper landscaping and density transitioning. Staff wanted to provide the Planning Commission another look at the updated plan set before Preliminary Plat submittal.

Notification:

No notification was sent for this update; Staff will continue to notify neighbors of applications and meeting dates. This meeting is meant as an update for Planning Commission only.

Observations/Alternatives:

The Applicant has proposed 50-foot wide, R-2 Detached Villa lots. The purpose of a Sketch Plan is to provide the Applicant high-level feedback and pertinent information to inform and expedite the Preliminary Plat process. The project would require a rezoning and a comprehensive plan amendment - both of which are discretionary actions, meaning the City Council has the right to approve or deny the request.

Previous Proposal

The City saw a similar proposal in the past, which was halted due to the cost of removing buried construction debris onsite. The Applicant is proposing to remove all the debris with the construction of this project. A debris removal plan will be required with Preliminary Plat submittal. It is assumed that there are no hazardous materials. However, there is approximately an acre of disturbance as deep as 14 feet. The site was utilized as an unapproved landfill for construction materials. This material must be mitigated as part of the project.

Roads/Access

The Applicant is proposing to extend Rivlyn Avenue, which would terminate at a public cul-de-sac. The total cul-de-sac length would be approximately 950 feet, based on aerial photos. Staff would need this exact measurement with the submittal of the preliminary plat, and the Planning Commission would need to grant a variance to total cul-de-sac length in order for the project to move forward. Staff will seek a Parks and Recreation Commission recommendation on sidewalks. The Applicant is not proposing access onto Highway 10, though the City Police Department has requested an emergency access from the north, a trail with breakaway barriers.

Landscaping

Since the previous meeting, the Applicant has updated the plan set to show the proper density transitioning and has included additional landscaping along northern lot lines, as the Planning Commission and Environmental Policy Board recommended.

Funding Source:

All costs associated with processing the Application are the responsibility of the Applicant. There are no requests for financial assistance from the City at this time. However, given the amount of construction debris cleanup, the project is seeking cleanup funds from the State of Minnesota. This may require some sort of local match. These discussions will occur at future stages of the project.

Recommendation:

No formal action required. This is meant as an update to inform the Planning Commission of City Council direction and the future of the project. While the proposal does not reduce the total number of lots by 2 as discussed with the Planning Commission, the project was revised to meet density transitioning requirements. The City Council was comfortable sending this concept for public comment.

Action:

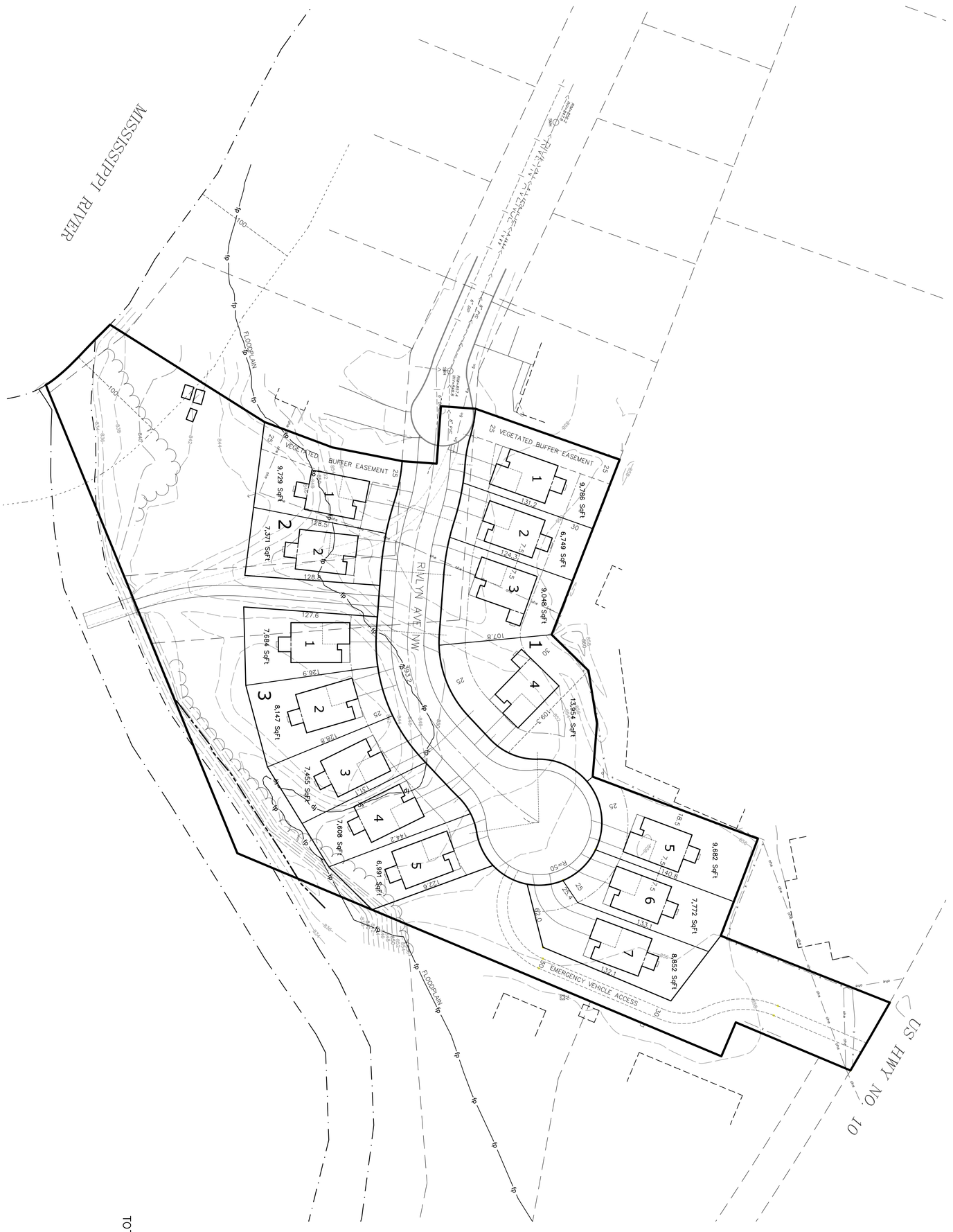
No formal action required. This is meant as an update to inform the Planning Commission of City Council direction and the future of the project.

Attachments

Updated Site Plan
Overlay Exhibit

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	03/29/2019 03:28 PM
Tim Gladhill	Tim Gladhill	03/29/2019 04:00 PM
Form Started By: Chloe McGuire Brigl		Started On: 03/29/2019 02:41 PM
Final Approval Date: 03/29/2019		



SITE DATA

TOTAL NUMBER OF UNITS——14

(SCALE IN FEET)

0 25 50 100

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1 of 1

REVISIONS
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4.
5.
6.

DRAWN BY: C#
ISSUE DATE: 03/11/19
FILE NO: XXX

D & M MANAGEMENT
9298 Central Avenue NE
Blaine, Minnesota 55434

PRELIMINARY PLAT EXHIBIT

ITASCA ESTATES
Ramsey, Minnesota

Carlson McCain
ENVIRONMENTAL · ENGINEERING · SURVEYING
3890 Pheasant Ridge Drive NE,
Suite 100, Blaine, MN 55449
Phone: 763-489-7900 Fax: 763-489-7959

Save Date: 03/11/19 F:\jobs\7801 - 7820\7802 - highway 10 ramsey\cad c3d\survey\7802_sba temp.dwg

GREY SHADE IS REVISED RIVER WALK VILLAGE
CONCEPT PLAN PER CITY COMMENTS

SITE DATA

TOTAL NUMBER OF UNITS——————14

(SCALE IN FEET)

Carlson McCain
ENVIRONMENTAL - ENGINEERING - SURVEYING
3890 Pheasant Ridge Drive NE,
Suite 100, Blaine, MN 55449
Phone: 763-489-7900 Fax: 763-489-7959

PRELIMINARY PLAT EXHIBIT

RIVER WALK VILLAGE
Ramsey, Minnesota

VILLAGE BANK
9298 Central Avenue NE
Blaine, Minnesota 55434

REVISIONS	
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DRAWN BY:	C#
ISSUE DATE:	03/18/19
FILE NO:	XXX

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Regular Planning Commission **9. 3.**

Meeting Date: 04/04/2019

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 Bulletins

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	03/29/2019 08:09 AM
Form Started By: JoAnn Shaw		Started On: 03/25/2019 03:50 PM
Final Approval Date: 03/29/2019		

QUINLAN™

February 10, 2019 | Volume 13 | Issue 3

Zoning Bulletin

in this issue:

Fees—Developer seeks refund of development fees paid to school district 1

Nonconforming Use/Vested Rights—Town finds property owner has illegally converted buildings to dwellings 3

Nonconforming Use/Short-term rentals—Township says short-term rental of home violates zoning ordinance 4

Housing Discrimination—Ordinance restricts treatment centers for current addiction of substance used in illegal manner 5

Nonconforming Use—Applicant proposes to demolish and reconstruct an existing nonconforming multi-family dwelling 6

Zoning News from Around the Nation 7

Fees—Developer seeks refund of development fees paid to school district

School district based fees on hypothetical new schools it was not going to build

Citation: *Summerhill Winchester LLC v. Campbell Union School District, 2018 WL 6695971 (Cal. App. 6th Dist. 2018)*

CALIFORNIA (12/4/18)—This case addressed the issue of whether facility fees imposed by a school district on a developer were justified.

The Background/Facts: SummerHill Winchester LLC ("SummerHill") owned a 100-unit residential development project (the "Project") in the City of Santa Clara, within the boundaries of the Campbell Union School District ("CUSD"). In 2012 and 2013, SummerHill paid to CUSD, under protest, development fees of $499,976.96. SummerHill later filed a legal action in superior court, seeking a refund of the fees it had paid to CUSD. SummerHill contended that the development fees were invalid and unreasonable because they were "excessive," "not roughly proportional or reasonably related to the burdens caused by the Project," and "lack[ed] an essential nexus between the amount of the school development fees imposed on the Project and CUSD's alleged need to construct certain improvements and facilities for reasons that [were] attributable to the Project." More specifically, among other things, SummerHill alleged that the fees were based on a faulty fee study, which failed to identify the new facilities that would be necessary for new students generated by new residential development. In fact, SummerHill noted, the fee study used hypothetical schools that CUSD was not going to build as the premise for calculating the fees imposed on SummerHill.

The trial court agreed with SummerHill, and invalidated the fees and ordered SummerHill's fees be refunded.

CUSD and the Campbell Union School District Governing Board (hereinafter, collectively, "CUSD"), appealed. CUSD maintained that it used a reasonable methodology to calculate the fee.

DECISION: Judgment of Superior Court affirmed.

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Affirming the trial court's opinion, the Court of Appeal, Sixth District, California concluded that CUSD's fee study failed to "contain the data required to properly calculate a development fee."

The Court of Appeal explained that, in California, statutory law authorizes a school district to levy a fee against new residential construction for the purposes of funding the construction or reconstruction of school facilities. (See Ed. Code § 17620, subd. (a)(1).) The court also explained that, as set by prior court precedent, fee studies must satisfy a three-factor test: (1) There "must be a projection of the total amount of new housing expected to be built within the District" (since the fee is to be assessed per square foot of development); (2) "[T]he District [must] determine approximately how many students will be generated by the new housing" (in order to measure the extent of the burden imposed on schools by the new development); and (3) "[T]he District must estimate what it will cost to provide the necessary school facilities for that approximate number of students." The court explained that since the process involves projections, figures need not be exact, but must show a "requisite connection between the amount of the fee imposed and the burden created." "[F]acilities fees are justified only to the extent that they are limited to the cost of increased services made necessary by virtue of the development," said the court.

Here, the court found that CUSD failed to satisfy the three-factor test in that its fee study: (1) failed to project the "total amount of new housing expected to be built within the District," but instead projected a "vague and unrestricted figure" that provided "no guidance" for CUSD to determine whether new school facilities were needed due to anticipated development; (2) failed to "realistic[ally] estimate how may students would be generated by new development"; and (3) was unable to estimate the cost to provide necessary school facilities because it was unable to identify facilities needed to satisfy quantified needs, since the needs could not be quantified without quantification of the amount of new development or amount of new students.

The court concluded that CUSD's decision to enact a development fee in this case was invalid because CUSD "did not decide that its enrollment increases would necessitate the construction of new schools but nevertheless based the amount of the development fee on the cost of building new schools." The court found that this "discontinuity" precluded the CUSD "from being able to demonstrate a reasonable relationship between the impact of new development and the development fee," as required.

CUSD argued that even if it failed to satisfy the three-factor fee test, the fee imposed against SummerHill was valid because CUSD "applied an 'alternative' 'reasonable methodology' that was sufficient to support the fee." CUSD maintained that because its enrollment already exceeded its capacity "every single additional student generated by new development [would] result in a financial impact on the District." The court accepted the validity of that statement, but concluded that it failed to satisfy the statutory requirement that CUSD demonstrate "a relationship between the amount of the fee and impact of development on the need for new or reconstructed school facilities." Here, found the court, "the fee study's use of hypothetical new schools that CUSD

Contributors

Corey E. Burnham-Howard

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was not going to build as the financial premise for calculating the fee was not a reasonable alternative methodology that could legally support the fee imposed . . . ."

See also: *Shapell Industries, Inc. v. Governing Board, 1 Cal. App. 4th 218, 1 Cal. Rptr. 2d 818, 70 Ed. Law Rep. 1148 (6th Dist. 1991).*

See also: *Garrick Development Co. v. Hayward Unified School Dist., 3 Cal. App. 4th 320, 335, 4 Cal. Rptr. 2d 897, 72 Ed. Law Rep. 913 (1st Dist. 1992).*

Nonconforming Use/ Vested Rights—Town finds property owner has illegally converted buildings to dwellings

Property owner contends payment of taxes on buildings for more than 15 years entitles it to continue nonconforming dwelling use

Citation: *Board of Supervisors of Fairfax County v. Cohn, 2018 WL 6566782 (Va. 2018)*

VIRGINIA (12/13/18)—This case addressed the issue of whether Virginia Code § 15.2-2307(D) creates a vested right to an originally illegal use of a building or structure after the owner has paid taxes to the locality for that building or structure for 15 years or more.

The Background/Facts: Douglas A. Cohn and Kathryn J. Cohn (the "Cohns") own real property (the "Property") in an R-1 zoning district in Fairfax County (the "County"). In August 2016, the County Zoning Administrator (the "ZA") issued a Notice of Violation ("NOV") to the Cohns. The NOV alleged that the Cohns were in violation of County Zoning Ordinance § 2-501. That ordinance limited property in an R-1 zoning district to "not more than one (1) dwelling unit on any one (1) lot." The County found that because a garage and garden house on the Cohns' Property had been converted to dwellings, the Cohns had "three (3) complete and separate dwellings" on the Property, in violation of the zoning ordinance. The NOV ordered the Cohns to remedy the violation by removing kitchens, electrical circuits, and plumbing in the garage and garden house dwellings, and ceasing the use of all but one dwelling unit on the Property.

The Cohns appealed the NOV to the County Board of Zoning Appeals ("BZA"). On appeal to the BZA, evidence showed that the building permits issued for the garage and garden house had specifically noted that there were "no kitchens or bathrooms approved for the structure." However, the Cohns argued that because they paid taxes on the Property for more than 15 years, Virginia Code § 15.2-2307(D) protected "the buildings and structures on the Property and their use as dwellings from being declared unlawful."

Code § 15.2-2307(D) provides that "[n]otwithstanding any local ordinance to the contrary, if . . . (ii) the owner of the building or structure has paid taxes to the locality for such building or structure for a period of more than the previous 15 years, a zoning ordinance shall not provide that such building or structure is illegal and subject to removal solely due to such nonconformity. . . ."

The BZA ultimately upheld the determination of the ZA, finding the Cohns in violation of the County zoning ordinance.

The Cohns appealed the BZA's decision to circuit court. Again, the Cohns argued that Code § 15.2-2307(D)(ii) prevented the County from declaring their use of the buildings and structures on the Property to be illegal.

The circuit court reversed the decision of the BZA. The circuit court reasoned that Code § 15.2-2307(D)(ii) protects "nonconforming structures from future zoning amendments so long as taxes have been paid on the property." The court found that since 1998, the Cohns' garage and garden house had been "occupied as dwelling units," and the Cohns had "paid taxes on the Property as assessed by Fairfax County." Accordingly, the court concluded that Code § 15.2-2307(D)(ii) protected the Cohns from having to "destroy or otherwise modify the structures." The circuit court held that the Property, "including all three nonconforming structures, [were] protected under [Code § 15.2-2307(D)(ii)]."

The County's Board of Supervisors (the "Board") appealed. The Board contended that Code § 15.2-2307(D)(ii) did not protect illegal uses of structures and buildings, and that the circuit court failed to properly interpret the plain language of the statute.

DECISION: Judgment of circuit court reversed.

Agreeing with the Board, the Supreme Court of Virginia held that, pursuant to the plain meaning of the statute's language, only the *structures* of the Cohns' garage and garden house were protected by Code § 15.2-2307(D)(ii); the uses of those structures as dwellings were not protected.

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The court explained that "[w]hile a 'building' or 'structure' may be constructed for a use or purpose, the use or purpose is not the building or structure itself." The court found that, by its express terms, the vested right preserved by subsection (D) was "limited to a prohibition regarding the removal of a building or structure."

Here, the court found that the Board had not attempted to have the structures of the garage or garden house removed or declared illegal. The NOV only concerned the use of those structures. The court concluded that Code § 15.2-2307(D)(ii) did not protect the Cohns' use of the garage and garden house as dwelling units and, therefore, did "not prevent the County from requiring the Cohns to cease their illegal use of the structures and to remove the kitchens and other accoutrements that support[ed] the illegal use of the structures as dwelling units."

Nonconforming Use/ Short-term rentals—Township says short-term rental of home violates zoning ordinance

Homeowner claims short-term rental use was a legal, nonconforming use

Citation: *Donald Kintner and Michelle Kintner v. Zoning Hearing Board of Smithfield Township and Township of Smithfield Appeal of: Township of Smithfield, 2019 WL 178486 (Pa. Commw. Ct. 2019)*

PENNSYLVANIA (1/14/19)—This case addressed the issue of whether the short-term rental of a portion of a home in a residential zone constituted a valid, nonconforming use under the township's zoning ordinance.

The Background/Facts: Donald Kintner and Michelle Kintner (the "Kintners") owned a single-family home in an R-1 zoning district in the Township of Smithfield (the "Township"). In 2008, the Kintners began advertising the rental of a portion of their home for short-term rental through Airbnb—an online hosting platform that matches guests with short-term rentals. At that time, the Township's zoning ordinance permitted only the following uses in the R-1 zoning district: one-family detached dwellings; commercial seasonal camps; forestry and forestry reserves; wildlife refuges; membership clubs, camps, and associations; municipal recreation and entertainment facilities on lots of five or more acres; and communications towers on municipal property.

The Township became aware of the Kintners' rental listing and ordered the Kintners to cease and desist "all vacation rental operations." Nonetheless, the Kintners continued to rent their home through Airbnb.

In December 2016, the Township amended its zoning ordinance to add a definition for "short-term rental." The amended ordinance also specifically prohibited such short-term rentals in specified areas, including in the R-1 zoning district.

Thereafter, the Township again became aware that the Kintners were listing their home for short-term rentals on Airbnb. In January 2017, the Township issued a second enforcement notice to the Kintners. The notice informed the Kintners that they were in violation of the Township's zoning ordinance, and directed the Kintners to cease their rental operation.

The Kintners appealed the January 2017 zoning enforcement notice to the Township's Zoning Hearing Board (the "ZHB"). The Kintners argued that the enforcement notice should be dismissed because they had been engaged in short-term rentals of their home since 2008—before the zoning ordinance explicitly prohibited short-term rental use in the R-1 zoning district. The Kintners argued that their rental use was therefore a legal nonconforming use and should be permitted to continue.

The ZHB ultimately upheld the zoning enforcement notice. The ZHB concluded that the Kintners' rental use did not, as they had argued, constitute a valid nonconforming use, as their short-term rental operation was not a use permitted in the R-1 zone in 2008 either. Specifically, the Board determined that the rental use did not fit within the zoning ordinance's definition of the permitted "one-family detached dwelling" use.

The Kintners appealed the Board's ruling to the trial court. The court reversed the Board. The court concluded that short-term rentals were permitted in a single-family residential district unless clearly prohibited by the ordinance. The trial court concluded that there was "no proof" that the Kintners' short-term rental use was "incompatible" with the zoning ordinance's definition of "family." The court thus concluded that the Kintners' short-term rental use was a valid, nonconforming use of their home.

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The Township appealed.

THE COURT'S DECISION: Judgment of Court of Common Pleas reversed.

The Commonwealth Court of Pennsylvania held that the Kintners' short-term rental use of their home did not constitute a legal, nonconforming use under the pre-2006 Township zoning ordinance as the Kintners' short-term tenants did not qualify as "family" under the zoning ordinance.

In so holding, the court first explained that a valid, nonconforming use is "a use that predates the enactment of a prohibitory zoning restriction . . . ." The court further explained that "[t]he right to maintain a pre-existing nonconformity is available only for uses that were lawful when they came into existence and which existed when the ordinance took effect. Pre-existing illegal uses cannot become nonconforming uses with a protected right to exist upon enactment of a new ordinance prohibiting them."

Whether the Kintners' short-term rental use was a valid, nonconforming use prior to the 2016 prohibition on the use depended on the language of the pre-2016 zoning ordinance. Again, that zoning ordinance permitted "one-family detached dwelling" uses in the R-1 zoning district. The zoning ordinance defined "family," in relevant part, as "[a]s many as six (6) persons living together as a single, permanent and stable nonprofit housekeeping unit . . . ."

Looking at that definition, the court concluded that "[g]iven that the short-term Airbnb rentals necessarily involve remuneration to the Kintners from a series of transitory tenants, the Kintners' rental operation clearly violated pre-2016 amendment requirements regarding permanence, stability, unity, lack of profit motive," among other things. Thus, the court concluded that "from the moment the Kintners began offering a portion of their home for short-term rental through Airbnb, they were in violation of the [z]oning [o]rdinance's requirement that a 'family' reside in an R-1 zoned, one-family detached dwelling." Therefore, the court concluded that, contrary to the trial court's holding, "the Kintners were engaged in an illegal, nonconforming use of their home."

See also: *Marchenko v. Zoning Hearing Board of Pocono Township, 147 A.3d 947 (Pa. Commw. Ct. 2016)* (deeming short-term rentals of single-family dwellings permissible because that use did not contravene the relevant zoning ordinances' definitions of "family" or "single-family" dwelling).

See also: *Shvekh v. Zoning Hearing Board of Stroud Township, 154 A.3d 408 (Pa. Commw. Ct. 2017)* (deeming short-term rentals of single-family dwellings permissible because that use did not contravene the relevant zoning ordinances' definitions of "family" or "single-family" dwelling).

See also: *Slice of Life, LLC v. Hamilton Township Zoning Hearing Board, 164 A.3d 633 (Pa. Commw. Ct. 2017), appeal granted, 180 A.3d 367 (Pa. 2018)* (involving a zoning ordinance that did not define a permissible "family" as a group of people using the entirety of a home in a non-profit fashion).

See also: *Reihner v. City of Scranton Zoning Hearing Board, 176 A.3d 396 (Pa. Commw. Ct. 2017).*

Housing Discrimination—Ordinance restricts treatment centers for current addiction of substance used in illegal manner

Operator of sober living residences argues city ordinance illegally discriminates against recovering addicts

Citation: *Cornerstone Residence, Inc. v. City of Clairton, 2018 WL 6389723 (3d Cir., Dec. 31, 2018)*

The Third Circuit has jurisdiction over Delaware, New Jersey, Pennsylvania, and the Virgin Islands.

THIRD CIRCUIT (PENNSYLVANIA) (12/31/18)—This case addressed the issue of whether a city zoning ordinance that prohibits "treatment centers" in residential areas, and defines such "treatment centers" as a use providing housing or counseling because of "[c]urrent addiction to a controlled substance that was used in an illegal manner or alcohol. . .," on its face, discriminated against recovering addicts in violation of the federal Fair Housing Amendments Act.

The Background/Facts: Cornerstone Residence, Inc. ("Cornerstone") is a non-profit corporation that operates sober living residences for recovering drug and alcohol addicts. Cornerstone wanted to establish such a residence in the City of Clairton (the "City"). In furtherance of that goal, Cornerstone

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purchased a house in the City and sought an occupancy permit from the City. The City denied Cornerstone's permit upon finding that the residence would constitute a "Treatment Center," which was prohibited in residential areas of the City pursuant to a City zoning ordinance (the "Ordinance").

Cornerstone challenged that denial. Among other things, Cornerstone argued that, on its face (i.e., based on the language of the Ordinance itself), the Ordinance discriminated against recovering addicts, which were a protected group under the federal Fair Housing Amendments Act ("FHAA")—by limiting where residences that serve recovering addicts may be located. Here, the City Ordinance defined "Treatment Center" as including: "A use (other than a prison or a hospital) providing housing for three or more unrelated persons who need specialized housing, treatment and/or counseling because of . . . [c]urrent addiction to a controlled substance that was used in an illegal manner or alcohol. . . ." (City of Clairton Ordinance § 337-12.) Cornerstone argued that the Ordinance facially discriminated against recovering addicts because: (1) the phrase "was used" expands the phrase "current addiction" to include recovering addicts, which are a protected group under the FHAA; and (2) "the context and structure of the Ordinance reflect the legislative intent to adopt that meaning."

The FHAA prohibits housing-related discrimination against handicapped persons, and defines "handicap" as "a physical or mental impairment which substantially limits one or more of such person's major life activities . . . but . . . does not include current, illegal use of or addiction to a controlled substance." (42 U.S.C.A. § 3602(h).) Thus, the FHAA provides that current addicts are not a protected group. Notably, however, federal courts have held that recovering addicts are a protected group.

The district court dismissed Cornerstone's claim, holding that the Ordinance's definition of "Treatment Center" did not violate the FHAA.

Cornerstone appealed.

DECISION: Judgment of district court affirmed.

The United States Court of Appeals, Third Circuit, held that the Ordinance did not facially discriminate against recovering addicts in violation of the FHAA.

In so holding, the court found that the plain meaning of the Ordinance's definition of Treatment Centers did not include recovering addicts. The court found that "[t]he plain meaning of [the Ordinance's language] '[c]urrent addiction to a controlled substance that was used in an illegal manner or alcohol' [was] most naturally read to be limited to current addicts" (which were not a protected group under the FHAA).

Cornerstone had argued that the Ordinance's phrase "was used" transformed the term "current addiction" into "current and past addiction." The court rejected that argument, finding it placed "inordinate weight on the phrase 'was used.' " The court found that "[o]ne can be currently addicted to a drug that was used in the past. That the use occurred in the preceding days or weeks does not alter one's status as a current addict."

The court also found that, even if the terms of the Ordinance were "ambiguous," "the overall context of the Ordinance confirmed the City's interpretation." The court found that the Ordinance, read as a whole, "reflected a familiarity with and an intent to conform to the FHAA." Specifically, the court noted that the Ordinance included another category of "Group Homes" that encompassed recovering addicts, and the Ordinance stated an express intent to comply with all provisions of the FHAA.

Accordingly, the court concluded that the Ordinance's definition of Treatment Center included only the unprotected class of current addicts.

Nonconforming Use—Applicant proposes to demolish and reconstruct an existing nonconforming multi-family dwelling

City denies application, finding demolition would extinguish applicant's right to reconstruct

Citation: *Renaissance Real Estate Holdings, L.P. v. City of Philadelphia Zoning Board of Adjustment, 2018 WL 6375533 (Pa. Commw. Ct. 2018)*

PENNSYLVANIA (12/06/18)—This case addressed the issue of whether an applicant's proposed voluntary demolition and reconstruction of an existing nonconforming multi-family dwelling would extinguish the nonconforming use.

The Background/Facts: Renaissance Real Estate Holdings, L.P. ("RREH") owned property (the

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"Property") in a residential zoning district in the City of Philadelphia (the "City"). The Property was improved with a three-story, vacant, detached residential structure comprised of a three-family dwelling. That dwelling was a lawful nonconforming use.

In October 2015, RREH applied to the City's Department of Licenses and Inspections (the "Department") for a zoning/use registration permit for the proposed "complete demolition of all existing structures and for the erection of a new three[-]unit multi-family dwelling . . . ." on the Property. RREH claimed that the existing dwelling structure was structurally defective and proposed to replace it with a "[c]ode-compliant building dedicated to the same use, three-family dwelling."

The Department denied the application.

RREH appealed to the City's Zoning Board of Appeal (the "ZBA").

The ZBA denied the appeal. In doing so, among other things, the ZBA explained that under the City's Zoning Code § 14-305(10)(c), a nonconforming structure or use destroyed voluntarily must be "reconstructed in compliance with the Zoning Code for the zoning district where it is located." The ZBA determined that RREH's demolition of the existing structure on the Property would "result in extinguishment of the prior three-family use, and any subsequent development would be required to comply with the RSA-3 district's standards, which do not permit multi-family dwellings."

RREH appealed the ZBA's decision to the trial court. The trial court affirmed.

RREH again appealed. On appeal, RREH argued, among other things, that it had not voluntarily destroyed the structure on the Property and that therefore the ZBA's reliance on Zoning Code § 14-305(10)(c) was misplaced. RREH emphasized that it intended to continue the use of the property as a three-family dwelling, and was seeking to undertake "cosmetic improvements," allowing the nonconforming use to "resume."

DECISION: Judgment of Court of Common Pleas affirmed.

The Commonwealth Court of Pennsylvania held that, based on the "clear language" of the City's Zoning Code § 14-305(10)(c) and relevant case law, RREH's proposed voluntary demolition of the existing nonconforming multi-family dwelling on the property would extinguish the nonconforming use. As a result, the court held that "any reconstruction would require compliance with Zoning Code provisions for the RSA-3 district, which does not permit multi-family dwellings."

RREH had argued that it enjoyed a vested property right in the three-family use, which was "constitutionally protected and [could not] be abrogated unless it constitute[d] a nuisance, [was] abandoned by the owner, or [was] extinguished by eminent domain." Here, RREH maintained that the Property was not a nuisance, had not been abandoned, and was not taken through eminent domain. RREH argued that it had filed a zoning application to continue the non-conforming use in a replacement structure. Unless prohibited by ordinance, RREH asserted, a nonconforming use may be replaced. Again, RREH had argued that, because it had not yet demolished the existing structure, its reconstruction of the nonconforming use was not prohibited by Section 14-305(10)(c) of the Zoning Code and that it was entitled to rebuild the structure.

The court rejected RREH's argument. The court noted that "[a] municipal ordinance prohibiting the restoration of a nonconforming structure when it is eliminated is a valid exercise of the police power." Citing prior caselaw, the court said that "[t]he reconstruction of a structure for a specific nonconforming use is not allowed if the zoning ordinance specifies that such construction is prohibited." Here, the court found that City Zoning Code § 14-305(10)(c) prohibited RREH from replacing the nonconforming structure because RREH had sought permission from the ZBA to demolish the existing structure.

See also: *Korngold v. Zoning Bd. of Adjustment of City of Philadelphia, 147 Pa. Commw. 93, 606 A.2d 1276 (1992).*

See also: *Keebler v. Zoning Bd. of Adjustment of City of Pittsburgh, 998 A.2d 670 (Pa. Commw. Ct. 2010).*

See also: *Money v. Zoning Hearing Bd. of Haverford Tp., 755 A.2d 732 (Pa. Commw. Ct. 2000).*

Zoning News from Around the Nation

MAINE

Maine's Land Use Planning Commission is exploring "whether to change the 'adjacency principle,' which limits where new zones for subdivisions or businesses can be located." Currently, commercial buildings are restricted to within one mile by road of "existing, compatible development." The Commission is considering allowing new residential and commercial development within seven miles of "rural hubs, and 1 mile from a public road."

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Proponents of the proposal say that the "current 1-mile rule encourages sprawl instead of strategic development," and contend that the proposed rule change would help to prevent sprawl and scattered development. Opponents, however, argue the change would "encourage development in Maine forests." Reportedly, the Commission is expected to make a decision on the proposed rule change by March or April.

Source: *Public News Service; www.publicnewsservice.org*

MASSACHUSETTS

In late December 2018, Governor Charlie Baker signed into law legislation that applies the Commonwealth's 5.7% hotel and motel room tax to short-term accommodations rented out for 14 days a year or more. The legislation also provides municipalities with the authority to level additional local taxes.

Source: *Greenfield Recorder; www.recorder.com*

NEW YORK

The Town of Bedford is being sued over a zoning ordinance that limits the location of sales of e-cigarettes, other electronic nicotine delivery systems, and vape. The plaintiffs, which include several businesses, allege that the ordinance is invalid because it's "directed at the perceived social evil of electronic nicotine delivery devices rather than the regulations of land use." The Town maintains the ordinance is a valid zoning law intended to address " 'negative secondary effects' on the surrounding community."

Source: *Rockland-Westchester Journal News; www.lohud.com*

RHODE ISLAND

Effective March 1, 2019, a new state law allows building height in special flood hazard areas (SFHA) to begin to be measured from the base flood elevation (BFE) of the area. The law also allows a structure in an SFHA to adhere to a BFE as determined by the state's Coastal Resource Management Council (if more stringent than the Federal Emergency Management Agency's calculations). The legislation is intended to "improve a municipality's infrastructural resiliency to coastal flooding following a large storm event."

Source: *The Narragansett Times; www.ricentral.com*

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Short-term and vacation rentals/ Preemption/Injunction—City adopts resolution interpreting zoning ordinance as banning short-term rentals

Airbnb contends state law preempts and prohibits short-term rental bans

Citation: *City of Miami v. Air BnB, Inc., 2018 WL 6332240 (Fla. 3d DCA 2018)*

FLORIDA (12/5/18)—This case addressed the issue of whether a city ordinance prohibiting certain short-term and vacation rentals in a suburban residential zone was preempted by a state statute precluding the prohibition of vacation rentals.

The Background/Facts: In March 2017, the City of Miami (the "City") adopted a resolution on short-term rentals. The resolution affirmed the City's zoning regulations "as they pertain to short-term/vacation rentals" and "direct[ed] the City Manager to continue vigorously enforcing regulations pertaining to lodging uses." The resolution affirmed the City of Miami's zoning ordinance, Miami 21, which limits the T3 zoning district to "residential" use, defined as "land use functions predominantly of permanent housing." The City's resolution adopted a 2015 Zoning Interpretation of Miami 21 that declared "using a Single Family residence or Two Family-Housing (a duplex) within a T3 transect zone to provide rental accommodations per night, week, or anything less than one month would constitute an activity in violation of Miami 21."

After the resolution was adopted, Airbnb—an online hosting platform that matches guests with short-term rentals— along with several City residents who rent their properties through Airbnb (collectively, hereinafter "Airbnb"), sued the City for declaratory and injunctive relief. Among other things, they argued that the City's vacation rental ban in the T3 zone was preempted by state law.

The preemption statute cited by Airbnb, Florida Statute § 509.032(7)(b), provides that "[a] local law, ordinance, or regulation may not prohibit vacation rentals or regulate the duration or frequency of rental of vacation rentals." The statute defines a "vacation rental" as a "condominium" or a "house or dwelling unit" rented on a transient basis. Notably, the statutory preemption "does not apply to any local law, ordinance, or regulation adopted on or before June 1, 2011." The 2016 version of Miami 21, addressed in the City's March 2017 resolution, was identical in its material provisions to the Miami zoning code in effect in 2009.

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Ultimately, the trial court granted Airbnb's motion for temporary injunction. It concluded that "Miami 21 does not prohibit vacation rentals and the City was therefore preempted under section 509.032(7)(b), Florida Statutes (2016) from enforcing its Zoning Interpretation and pronouncing any ban on short-term vacation rentals." Among other things, the temporary injunction issued by the court enjoined the City from "enforcing any ban on or from instituting or enforcing its vacation rental ban in the City pending a final hearing . . . ."

The City appealed.

DECISION: Judgment of Circuit Court reversed, and matter remanded.

The District Court of Appeal of Florida, Third District, held that the trial court's injunction against the City's "vacation rental ban" was overbroad.

In so holding, the court explained that in order to obtain a temporary injunction, Airbnb had to demonstrate: "(1) the likelihood of irreparable harm if the temporary injunction [was] not entered; (2) the unavailability of an adequate remedy at law; (3) a substantial likelihood of success on the merits; and (4) entry of the temporary injunction [would] serve the public interest." Moreover, the court emphasized that "[i]njunctions must be specifically tailored to each case . . . . In other words, injunctions 'should never be broader than is necessary to secure to the injured party relief warranted by the circumstances involved in the particular case.' "

Here, the court concluded that Airbnb had failed to show that they had a substantial likelihood of success to sustain such a broad injunction as that issued by the trial court. The court found that the injunction here failed to recognize that under certain circumstances Miami 21 could prohibit short-term or vacation rentals in the T3, and was not preempted by Florida Statute § 509.032(7)(b).

Again, Miami 21 (adopted in 2016 and identical to the code in effect in 2009) limited the T3 zoning district to "residential" use, defined as "land use functions predominantly of permanent housing." And, Florida Statute § 509.032(7)(b), provides that "[a] local law, ordinance, or regulation [enacted after June 1, 2011] may not prohibit vacation rentals or regulate the duration or frequency of rental of vacation rentals."

The court concluded that "Miami 21 is not preempted by State law because it places land-use restrictions on all properties located in the T3 zone, which include properties used as short-term or vacation rentals." The court found that Miami 21 prohibited short-term and vacation rentals in T3 zones that convert a property's use to something other than "predominantly or permanent housing." Thus, a property used solely for short-term or vacation rentals was prohibited in the T3 zone. However, a property used predominantly for permanent housing, and used only incidentally for a short-term or vacation rental may not violate Miami 21, found the court. Accordingly, the court concluded that to the extent the City interpreted Miami 21 to ban "all short-term rentals," such an interpretation was "overbroad because a short-term rental may not always alter a property's use as 'predominantly of permanent housing.' " In any event, the court concluded that the trial court here had "failed to recognize that Miami 21 [was] not preempted and prohibit[ed] certain short-term rentals that compromise the residential characteristic of T3 properties." In other words, the court concluded that because the trial court's injunction banned the City from prohibiting any vacation or short-term rentals in the T3 zone, it was overbroad.

Case Note:

There was also an issue of whether Airbnb's rentals constituted "lodging" under Miami 21. The appellate court determined that resolution of that issue was not necessary to its holding here with regard to the injunction. The court did note, however, that "[d]ue to the varied nature of the Airbnb rentals . . . some may qualify as lodging [as defined under Miami 21] and some may not."

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Due Process—Coalition challenges city sign-off process, which exempts developments from compliance review

Coalition says it violates due process requirements

Citation: *Venice Coalition to Preserve Unique Community Character v. City of Los Angeles, 2019 WL 141477 (Cal. App. 2d Dist. 2019)*

CALIFORNIA (01/09/19)—This case addressed the issue of whether the process by which a City's Director of Planning issued a sign-off to exempt small-scale development projects in a neighborhood from project permit compliance review was subject to due process protection—requiring that the community be provided an opportunity for notice and a hearing.

The Background/Facts: When approving or denying development projects in its Venice community, the City of Los Angeles (the "City") employs two different, but parallel processes. One process involves the "Venice specific plan," which governs all development in Venice. The other process is pursuant to the California Coastal Act, with which all development in Venice must also comply. Relevant here, to comply with the specific plan, all development projects in Venice must either undergo a project permit compliance review, or obtain a determination that a review is not required. Thus, for many small-scale development projects in Venice, the City's Director of Planning may issue a "Venice Sign-Off" ("VSO"), which exempts the project from a project permit compliance review.

In February 2016, Venice Coalition to Preserve Unique Community Character and Celia R. Williams (collectively, "Venice Coalition") filed a complaint for declaratory and injunctive relief against the City and the City's Department of City Planning (hereinafter, collectively, the "City"). Among other things, Venice Coalition's alleged that the City was violating due process requirements of California law by "engag[ing] in a pattern and practice of approving development projects without affording the community an opportunity for notice and a hearing." More specifically, Venice Coalition took issue with the issuance of VSOs without notice and a hearing.

The City contended that the VSO process was "ministerial" and therefore did not trigger due process protections.

The trial court agreed with the City, and issued summary judgment in the City's favor.

Venice Coalition appealed.

DECISION: Judgment of superior court affirmed.

The Court of Appeal, Second District, Division 8, California, also agreed with the City that the VSO process was "ministerial" and therefore did not trigger due process protections.

The court explained that local governments take three types of actions in land use matters: legislative, adjudicative, and ministerial. Legislative actions "involve the enactment of general laws, standards or policies, such as general plans or zoning ordinances." Adjudicative actions "involve discretionary decisions" that apply laws to specific development projects such as zoning permits. "Ministerial actions involve nondiscretionary decisions based only on fixed and objective standards, not subjective judgment; an example is the issuance of a typical, small-scale building permit."

As Venice Coalition had argued, the federal and state Constitutions prohibit the government (including the City) from depriving persons of property without due process of law. (See U.S. Const., 5th Amend.; Cal. Const., art. I, § 7, subd. (a).) Looking at the three types of actions taken by local governments, the court said that adjudicative actions "that implicate significant or substantial property deprivation" "generally require the procedural due process protections of reasonable notice and an opportunity to be heard." On the other hand, "[l]egislative action generally does not require due process protections because 'it is not practical that everyone should have a direct voice in legislative decisions; elections provide the check there,' " said the court. And, "[m]inisterial actions do not generally trigger due process protections because they are 'essentially automatic based on whether certain fixed standards and objective measurements have been met,' " explained the court. In other words, the court explained that, in general: land use decisions that require a public official to exercise judgment are discretionary and require notice and a hearing, while land use decisions that "require a public officer to perform 'in a prescribed manner in obedience to the mandate of legal authority' without regard to his or her own judgment are ministerial and do not trigger due process protections."

Here, the court found that in issuing a VSO, the City's Director of Planning essentially uses checklists to determine whether or not a proposed project meets specified objective criteria. The court concluded that issuances of VSOs were thus ministerial and therefore not entitled to notice and a hearing. Accordingly, the court concluded that the City's VSO process did not violate due process requirements.

See also: *Calvert v. County of Yuba, 145 Cal. App. 4th 613, 622, 51 Cal. Rptr. 3d 797, 166 O.G.R. 537 (3d Dist. 2006), as modified, (Jan. 3, 2007).*

Case Note:

The court's decision also addressed other causes of action brought by Venice Coalition not discussed in this summary.

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Process/Final Action—Telecommunications provider challenges oral decision of city zoning board

Parties dispute whether oral decision is appealable "final action" under federal law

Citation: *T Mobile Northeast LLC v. City of Wilmington, Delaware, 2019 WL 150630 (3d Cir. 2019)*

The Third Circuit has jurisdiction over Delaware, New Jersey, Pennsylvania, and the U.S. Virgin Islands.

THIRD CIRCUIT (DELAWARE) (01/10/19)—This case addressed the issue of whether an oral decision of a zoning board of appeals was a "final action" under the review provision of the federal Telecommunications Act of 1966 ("TCA") (47 U.S.C.A. § 332). It also addressed the issue of whether the timing requirement in the TCA's review provision is jurisdictional. Finally, it addressed whether an untimely supplemental complaint can relate back and cure an unripe initial complaint.

The Background/Facts: T Mobile Northeast LLC ("T Mobile"), a wireless telecommunications service provider, applied to the Zoning Board of Adjustment ("ZBA") of the City of Wilmington (the "City") for permission to erect an antenna in the City. The ZBA ultimately denied the request in an oral decision. T Mobile then filed a legal action within 30 days of the ZBA's oral decision, challenging the denial. Two days after the City filed its answer in the action, the ZBA issued its written decision on T Mobile's application. Nearly a year after the ZBA issued its written denial, T Mobile filed a motion in its case, seeking leave to amend or supplement its initial complaint to note the issuance of that written decision.

Finding there were no material issues of fact in dispute, and deciding the matter on the law alone, the district court granted summary judgment in favor of the City. The district court concluded that T Mobile's initial complaint was "irreparably unripe" because both the TCA and Delaware law required the ZBA to issue a written decision before the ZBA's action could be considered "final" (and thus subject to appeal under the TCA review provision).

The TCA grants "[a]ny person adversely affected by any final action or failure to act by a State or local government or any instrumentality thereof" a right to have that locality's decision reviewed by "commenc[ing] an action" "within 30 days" in district court. (47 U.S.C.A. § 332(c)(7)(B)(v).) The TCA also states that "[a]ny decision by a State or local government or instrumentality thereof to deny a request to place, construct, or modify personal wireless service facilities shall be in writing and supported by substantial evidence contained in a written record." (47 U.S.C.A. § 332(c)(7)(B)(iii).)

Thus, the district court concluded that T Mobile had filed its initial complaint too soon. The court also concluded that T Mobile's supplemental complaint could not fix the ripeness problem because it was filed past the 30-day window for seeking review of the ZBA's final action.

T Mobil appealed. On appeal, T Mobil contended that there was jurisdiction to hear its case. It advanced two alternative grounds for reversal: that its complaint was ripe because the ZBA's oral decision qualified as a "final action" under the review provision of the TCA, and, in the alternative, that its supplemental complaint related back to and cured any ripeness problem with its initial complaint.

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

Disagreeing with T Mobile's first argument, the United States Court of Appeals, Third Circuit, held that that an oral decision of the ZBA does not qualify as a "final action" under the TCA's review provision. However, the court agreed with T Mobile that jurisdiction was proper in the District Court because the timing requirement in the TCA's review provision was non-jurisdictional, and T Mobile's supplemental complaint therefore related back and cured the ripeness problem with the initial complaint. The Third Circuit concluded that the District Court should thus have reached the merits of the dispute.

In so holding, the court explained that the terms "act," "final action," and "decision . . . to deny" are not defined in the TCA. Furthermore, the court found that the TCA failed to make clear whether "final action" should be read to encompass all decisions to deny, including oral ones. However, looking at the "text and structure" of the TCA, Delaware procedures, Supreme Court reasoning, decisions of sister circuits, and policy arguments, the court found they all supported the conclusion that "a writing is in fact a requirement for a denial to be final" under the TCA's review provision. In light of that conclusion, the court held that, here, the ZBA's oral decision was not a "final action" ripe for judicial review. As such, T Mobile's initial complaint's cause of action was "not ripe."

Having determined that T Mobile's initial complaint was not ripe for review because the oral decision that it challenged did not constitute a final action, and noting that T Mobile's supplemental complaint was filed more than 30 days after the ZBA's written "final" decision and was therefore untimely under the TCA's review provision (see 47 U.S.C.A. § 332(c)(7)(B)(v)), the court noted that the district court only had jurisdiction if T Mobile's supplemental complaint "cured the ripeness flaw in its initial complaint by relating back to the original filing date." That would only be possible, noted the court, if the 30-day time limit in the TCA's review provision was non-jurisdictional. And, the court concluded that it was non-jurisdictional.

The court explained that a Supreme Court-issued "readily administrable bright line for determining whether to classify statutory limitation as jurisdictional" was to determine "whether Congress has clearly state[d] that the rule is jurisdictional." "[A]bsent such a clear statement," the court said that it should treat the restriction as "nonjurisdictional in character." Here, the court concluded that the 30-day time limit in the TCA's review provision was not

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jurisdictional because the text and context of the TCA, and historical treatment of timing requirements in similar statutes, did "not reveal a clear intent from Congress to make the review provision's timing requirement jurisdictional."

Finally, the court also concluded that, under Federal Rules of Civil Procedure Rule 15(d), an untimely supplemental complaint (such as that filed by T Mobile here) can, by relating back, cure an initial complaint that was unripe.

See also: *Delaware Riverkeeper Network v. Secretary Pennsylvania Department of Environmental Protection, 903 F.3d 65 (3d Cir. 2018).*

See also: *T-Mobile South, LLC v. City of Roswell, Ga., 135 S. Ct. 808, 190 L. Ed. 2d 679 (2015).*

See also: *Sebelius v. Auburn Regional Medical Center, 568 U.S. 145, 133 S. Ct. 817, 184 L. Ed. 2d 627 (2013).*

See also: *Musacchio v. U.S., 136 S. Ct. 709, 193 L. Ed. 2d 639 (2016).*

Case Note:

T Mobile had asserted that there should be a new requirement imposed on localities to address a locality's failure to act (and timely issue a final decision). The court found that the TCA's "shot clock"—which allows a wireless carrier to sue for a locality's failure to act—was sufficient as it was the policy choice of Congress that the court was not "free to change."

Standing/Validity of Regulations/Short-term rentals—Individuals and organization challenge constitutionality of city's shared housing ordinance

Court evaluates its jurisdiction to hear challenge based on standing of individuals and organization

Citation: *Keep Chicago Livable v. City of Chicago, 2019 WL 178566 (7th Cir. 2019)*

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

SEVENTH CIRCUIT (ILLINOIS) (01/14/19)—This case addressed the issue of whether individuals and/or an organization had standing to challenge the constitutionality of a city's shared housing ordinance.

The Background/Facts: In 2016, the City of Chicago (the "City") passed an ordinance (the "Shared Housing Ordinance" or the "Ordinance") to regulate home-sharing activities where property owners ("hosts") rent rooms and houses for temporary stays. The Ordinance requires hosts to register with the City and acquire a business license before listing their units for rent. City-approved hosts are also subject to health, safety, and reporting requirements.

Keep Chicago Livable is a non-profit organization that focuses on educating home-sharing hosts. Keep Chicago Livable and six individuals (collectively, the "Plaintiffs") challenged the constitutionality of the City's Shared Housing Ordinance. The Plaintiffs alleged that the Ordinance "violated the First Amendment by impermissibly restraining non-commercial speech as well as by compelling speech through content-based disclosure requirements," and by offending their "right to intimate and expressive association." They also alleged that the Ordinance violated the Equal Protection Clause (of the United States Constitution) by "arbitrarily treating shared-housing arrangements differently than guest suite and hotel rentals." Further, they alleged that the Ordinance was "void for vagueness" under the Due Process Clause (of the United States Constitution).

The Plaintiffs asked the district court to issue a preliminary injunction on their claims. The district court denied that request. Among other things, the district court found that the Ordinance regulated economic activity, not speech.

The Plaintiffs appealed.

DECISION: Judgment of district court vacated, and matter remanded.

The United States Court of Appeals, Seventh Circuit, held that the district court had failed to determine whether any of the Plaintiffs had "the requisite injury or threat of injury to establish the standing necessary for federal subject matter jurisdiction." Accordingly, the Seventh Circuit vacated the district court's determination on the preliminary injunction issue, and remanded the matter for a determination of standing.

The Seventh Circuit explained that standing (i.e., the legal right to bring a judicial action) is a prerequisite to federal jurisdiction (i.e., jurisdiction of the federal courts to evaluate the challenges brought under federal law). The court further explained that individual standing requires a "threefold demonstration" of: "(1) an injury in-fact; (2) fairly traceable to the defendant's action; and (3) capable of being redressed by a favorable decision from the court." The alleged injury must be both "concrete and particularized" as well as "actual and imminent, not conjectural or hypothetical," said the court. Further, the court explained that a different analysis is required to determine organizational standing. When an organization—such as Keep Chicago Livable—brings an action to remedy an injury to the organization, the organization must allege a concrete and particularized injury to the organization, said the court. When an organization brings an action on behalf of its members, the court explained that it must show that: (1) "its members would otherwise have standing to sue in their own right"; (2) "the interests it seeks to protect are germane to the organization's purpose"; and (3) "neither the claim asserted nor the relief requested requires the participation of individual members in their lawsuit."

Here, the court could not conclude that any of the Plaintiffs—the six individuals or Keep Chicago Livable—

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had standing. The court found that none of the individuals made a "clear, requisite showing of an ongoing, concrete, and particularized injury caused by the Ordinance and capable of being redressed in a favorable ruling in [the] appeals." Specifically, the court found that: one of the individuals no longer owned property in the City; three of the individuals failed to allege how the Ordinance was preventing or hampering any of their home-sharing activities in the City; and two of the individuals were out-of-town renters who had failed to establish whether they still wished to visit the City and, if so, how the Ordinance was inhibiting them from doing so. Moreover, the court found that Keep Chicago Livable had failed to allege a "concrete and particularized injury to the organization," but had instead "shown little more than a 'mere interest in a problem.' " Further, even assuming that Keep Chicago Livable had brought the action on behalf of its members, the court found that the organization was "unable to identify an individual plaintiff with standing to bring any claim."

See also: *Lujan v. Defenders of Wildlife, 504 U.S. 555, 112 S. Ct. 2130, 119 L. Ed. 2d 351, 34 Env't. Rep. Cas. (BNA) 1785, 22 Envtl. L. Rep. 20913 (1992).*

See also: *Hunt v. Washington State Apple Advertising Com'n, 432 U.S. 333, 97 S. Ct. 2434, 53 L. Ed. 2d 383 (1977).*

Case Note:

In its decision, the court acknowledged that, although facts on the record before it did not establish standing by any of the Plaintiffs, on remand, they may be present evidence establishing standing.

Proceedings/Ripeness/ RLUIPA—Church contends city's zoning code violates Religious Land Use and Institutionalized Persons Act

Church appeals district court finding that its claims are not ripe and moot

Citation: *Church of Our Lord and Savior Jesus Christ v. City of Markham, Illinois, 2019 WL 244735 (7th Cir. 2019)*

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

SEVENTH CIRCUIT (ILLINOIS) (01/17/19)—This case addressed the issue of whether a church's claims, challenging a city's zoning code under the federal Religious Land Use and Institutionalized Persons Act ("RLUIPA") were ripe and/or moot.

The Background/Facts: In 1985, Reginald McCracken ("McCracken") purchased a single-family residence (the "Property") in an R-3 One-Family Residential zoning district in the City of Markham (the "City"). McCracken was the pastor of The Church of Our Lord and Savior Jesus Christ (the "Church"). The Church converted the Property into a house of worship. The City Zoning Code did not expressly provide for any conditional uses in the R-3 district, and only permitted churches as a conditional use in the City's R-1 district. No provision in the City Zoning Code expressly identified churches as a permitted use.

At some point, the City filed a legal action against the Church in state court. The City sought an injunction to halt the Church's operation on the Property without a valid conditional use permit.

The Church requested a continuance from the district court to apply for a conditional use permit with the City. The court granted the continuance. The Church then applied for a conditional use permit, but did not request needed variances from the City's parking regulations. Eventually, the City denied the Church's conditional use permit application.

Following the denial of the conditional use permit, the Church sued the City. Among other things, it argued that the City's Zoning Code violated the federal Religious Land Use and Institutionalized Persons Act ("RLUIPA") (42 U.S.C.A. § 2000cc *et seq.*). The Church argued that a church was a permitted use of the Property, such that the City's insistence on a conditional use permit was incorrect and "constituted a substantial burden on the [C]hurch's religious exercise" in violation of RLUIPA. Alternatively, the Church argued that a church was a conditional use in R-3 districts, which would mean that the City Zoning Code provides no districts in which religious facilities are permitted as of right, "thereby violating RLUIPA's equal terms and unreasonable limitations provisions."

The City maintained that, under the City Zoning Code, churches were a conditional use in R-3 districts, but were permitted as of right in the City's commercial and industrial districts. Accordingly, the City argued that there could not possibly be on equal terms or unreasonable limitations problem, and, thus, no violation of RLUIPA.

Finding there were no material issues of fact in dispute, and deciding the matter on the law alone, the district court issued summary judgment in favor of the City. The district court ruled that the Church's claims were not ripe when the Church filed its action because the Church had failed to apply for necessary parking variances. The district court also ruled that the Church's claims were moot because the City had ultimately (while the litigation was pending) issued a parking variance and a conditional use permit to the Church.

The Church appealed.

DECISION: Judgment of district court reversed, and matter remanded.

The United States Court of Appeals, Seventh Circuit, held that the ripeness of the Church's claims did not hinge on the pursuit of parking variances because they said "nothing about whether the [C]hurch's use of the Property [was] permissible." The court also held that the City's issuance to

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the Church of a conditional use permit did not moot the Church's claim that it did not need one and was instead entitled to be treated as a permitted use as of right.

The Seventh Circuit emphasized the importance of the fact that the Church's equal terms and unreasonable limitations RLUIPA claims hinged on the City's interpretation of the zoning code rendering churches a conditional use in the R-3 districts, rather than a permitted use as of right. On the other hand, noted the court, if the Church's interpretation that churches are a permitted use in the R-3 district is correct, then the Church's equal terms and unreasonable limitations claims "fall away, leaving only its substantial burden claims," said the court. Thus, said the court, the "key question" in the case was whether operating a church on the Property was a permitted or conditional use. Since the district court did not answer that question, the Seventh Circuit remanded the matter for the district court to address.

Proceedings/Equitable Waiver—Zoning board grants equitable waivers to applicant

Abutting property owners argue statutory equitable waiver requirements were not met

Citation: *Dietz v. Town of Tuftonboro, 2019 WL 275312 (N.H. 2019)*

NEW HAMPSHIRE (01/08/19)—This case addressed the issue of whether statutory equitable waiver requirements were not met such that a zoning board of adjustment's grant of equitable waivers to a property owner that had constructed portions of a structure within a setback was in error.

The Background/Facts: Sawyer Point Realty, LLC ("Sawyer Point") owned a house (the "Property") along the shores of Lake Winnipesaukee in the Town of Tuftonboro (the "Town"). The Property was located within the Town's Lakefront Residential Zoning District (the "District"). The Town's zoning ordinance required buildings within the District to be located at a minimum 50-foot setback from the lake.

In 1999, Sawyer Point added a second floor addition (the "1999 Addition") to its house. The existing structure was located within the setback, but the Town granted a building permit for the 1999 Addition, noting it would cause "no change in the footprint." In 2008-2009, Sawyer Point constructed a second addition to its house, adding a portion to the second floor and an addition of the side of the house facing away from the lake (the "2008 Addition"). Portions of the 2008 Addition were within the 50-foot setback. Sawyer Point applied for and obtained from the Town's Zoning Board of Adjustment ("ZBA") a variance and a building permit for the 2008 Addition.

A 2014 survey of the Property revealed that, in regard to the 2008 Addition, more of the new structure was within the setback than had previously been represented to the Town's ZBA. After learning of that discrepancy, owners of abutting property, David F. and Katherine W. Dietz (the "Dietzes") sought injunctive relief against Sawyer Point. The Dietzes argued that Sawyer Point had built within the setback without obtaining the required approvals, and asked that the court order the removal of the unlawful construction.

Sawyer Point then applied to the ZBA for equitable waivers under New Hampshire's equitable waivers statute, RSA 674:33-a, for the portion of the 1999 Addition within the setback and for the portion of the 2008 Addition that was within the setback but not within the scope of the 2008 variance.

The equitable waivers statute, RSA 674:33-a, provides that "[w]hen a lot or other division of land, or structure thereupon, is discovered to be in violation of a physical layout or dimensional requirement imposed by a zoning ordinance," the zoning board of adjustment can grant an equitable waiver from the requirement, "if and only if" the ZBA makes certain specified findings, including that: the violation was not noticed or discovered until after substantially completed; the violation was "not an outcome of ignorance of the law or ordinance, failure to inquire, obfuscation, misrepresentation, or bad faith . . . but was instead caused by either a good faith error in measurement or calculation . . . or by an error in ordinance interpretation or applicability made by a municipal official . . . "; the violation does "not constitute a public or private nuisance, nor diminish the value of other property in the area, nor interfere with or adversely affect any present or permissible future uses of any such property"; and the "cost of correction so far outweighs any public benefit to be gained, that it would be inequitable to require the violation to be corrected."

The ZBA granted the equitable waivers.

The Dietzes then appealed the grant of those equitable waivers to the trial court.

The trial court upheld the ZBA's grant of the equitable waivers to Sawyer Point.

The Dietzes appealed. Among other things, the Dietzes argued that: (1) the trial court erred because RSA 674:33-a requires the ZBA make written factual findings as to each element of the statute, and the ZBA failed to do so here; (2) the trial court erred because RSA 674:33-a, I(d) allows for an equitable waiver only if past construction was made in ignorance of the facts constituting violation, and Sawyer Point was not ignorant of the facts, but was aware that the additions were within the setback; and (3) the trial court erred in its application of the balancing test set forth in RSA 674:33-a, I(d) because Sawyer Point failed to present evidence to show the cost of correcting the zoning violation, and the ZBA failed to consider the "cumulative effect of the failure to enforce lakefront setback throughout the Town."

DECISION: Judgment of trial court affirmed.

The Supreme Court of New Hampshire rejected all of

the Dietzes' arguments and affirmed the ZBA's grant of the equitable waivers to Sawyer Point.

The court first held that, contrary to the Dietzes' assertions, RSA 674:33-a did not expressly require the ZBA make written factual findings as to each element of the equitable waivers statute. The court found that the language of the statute required that the ZBA "simply set forth 'the basis' for its decision in the minutes." Here, the court found that the ZBA's meeting minutes reflected that the ZBA "discussed and analyzed the four equitable waiver requirements."

Next, the court held that, contrary to the Dietzes' assertions, RSA 674:33-a, I(d) does not allow for an equitable waiver only if past construction was made because of the applicant's ignorance of the facts constituting violation. The court explained that the statute also allows for an equitable waiver based on an error made by a municipal official without the applicant also having erred in measurement or calculation. The Dietzes had argued that because Sawyer Point was not ignorant of the facts, but was aware that the additions were within the setback, the equitable waivers were issued in error. The court disagreed. The court concluded that, due to its reliance on "an error in ordinance interpretation or applicability made by a municipal official in the process of issuing a permit over which that official had authority," Sawyer Point was "ignoran[t] of the facts constituting the violation," and thus met that equitable waiver requirement under RSA 674:33-a, I(d).

Finally, the court also rejected the Dietzes' argument that the trial court erred in its application of the equitable waiver statute's balancing test since Sawyer Point had not presented evidence of the cost of correcting the zoning violation. The court held that the ZBA members could properly use "their own knowledge and experience—as well as their common sense—to conclude, as they did, that the cost of tearing down portions of the 1999 and 2008 Additions would 'far outweigh[ ] any public benefit.' " Moreover, the court held that, contrary to the Dietzes' assertions, the equitable waiver statute's balancing test did not require the ZBA to consider the "cumulative effect of the failure to enforce lakefront setback throughout the Town," but rather, the statute clearly limited the scope of the cost-benefit analysis to the specific zoning violation at issue. (See RSA 674:33-a, I(d).)

See also: *Property Portfolio Group, LLC v. Town of Derry, 163 N.H. 754, 48 A.3d 937 (2012).*

See also: *Biggs v. Town of Sandwich, 124 N.H. 421, 470 A.2d 928 (1984).*

Zoning News from Around the Nation

NEW HAMPSHIRE

The State House Judiciary Committee has "kill[ed]" a bill (House Bill 104), which would have established a three-member state Housing Board of Appeals to "hear appeals of final decisions by municipal boards involving housing development." Currently, appeals can only be heard in court. A similar bill is expected to be introduced in the Senate.

Source: *New Hampshire Business Review; www.nhbr.com*

Republican state Rep. Dave Testerman reportedly "plans to sponsor legislation to clarify municipal regulation of [tiny houses.]"

Source: *Concord Monitor; www.concordmonitor.com*

OHIO

In December, the Ohio House of Representatives and Senate agreed to modifications to House Bill 500, which would make a number of changes to Ohio's township laws, including:

- giving a board of township trustees the authority to charge a fee against those appealing a zoning decision;
- giving a board of township trustees authority to suspend a member of a township zoning commission or township board of zoning appeals after charges are filed against a member, but requiring a hearing for removal no later than 60 days after the charges are filed;
- in limited home rule townships, making optional the current requirement that a township must submit a proposed zoning amendment or resolution to a planning commission.

Source: *Ohio's Country Journal; www.ocj.com*

OREGON

To address a housing shortage, the Oregon legislature will take up a bill (House Bill 2001) that seeks to "require cities with populations larger than 10,000 to allow up to four homes to be built on land parcels currently zoned exclusively for single-family housing."

Source: *Willamette Week; www.wweek.com*

Source: *Portland Mercury; www.portlandmercury.com*

WYOMING

Pending in the state legislature is a bill (Senate File 49) that would remove county zoning law application to the construction or expansion of private schools. A recently introduced amendment to the bill would subject private schools to "the same rules currently regulating public and charter school facilities" and would only apply to schools registered as nonprofit corporations in Wyoming. The amended bill has passed out of the legislature's Education Committee. Proponents of the bill argue that it helps ensure all students a "right to an 'education.' " Opponents of the bill had argued that it takes away local input on site planning, economic vision, and environmental and quality of life issues. The bill next goes to the full Senate for a first reading.

Source: *Casper Star Tribune; https://trib.com*

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