City of Ramsey
Agenda
Regular Planning Commission
Thursday, February 6, 2020
7:00 pm
Council Chambers, 7550 Sunwood Drive NW

1. Call to Order

2. Pledge of Allegiance

3. Citizen Input

4. Approve Agenda

5. Consent Agenda

1. Approve the January 2, 2020 Planning Commission Meeting Minutes.

6. Public Hearing

1. PUBLIC HEARING: Review Resolution #20-028 Revised Preliminary Plat for Riverstone (Project 17-106, 19-149); Case of Capstone Homes, Inc.

2. REVISED - PUBLIC HEARING: Review Preliminary Plat for Garden View Villas (DC Townhomes); Project 19-136

3. PUBLIC HEARING: Consider Request for Conditional Use Permit for Oversized Ground Sign at 14590 Armstrong Blvd NW (Project No. 20-101); Case of RGH Ramsey LLC

7. Commission Business

1. Consider Amended Sketch Plan for Odyssey Homes; Case of Odyssey Homes (Project No. 19-140)

8. Commission/Staff Input

9. Adjournment

Regular Planning Commission **5. 1.**

Meeting Date: 02/06/2020

By: JoAnn Shaw, Community Development

Information

Title:

Approve the January 2, 2020 Planning Commission Meeting Minutes.

Purpose/Background:

n/a

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Action:

Attachments

01 02 20 Meeting Minutes

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	01/31/2020 08:58 AM
Form Started By: JoAnn Shaw		Started On: 01/17/2020 10:09 AM
Final Approval Date: 01/31/2020		

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a regular meeting on Thursday, January 2, 2020, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Randy Bauer Commissioner Bruce Anderson Commissioner Cheri Gengler Commissioner Eric Peters Commissioner Gary VanScoy
Members Absent:	Commissioner Torrey Johnson Commissioner Matt Woestehoff
Also Present:	City Planner Chloe McGuire Brigl City Planner Chris Anderson

1. CALL TO ORDER

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

2. CITIZEN INPUT

None.

3. APPROVAL OF AGENDA

City Planner McGuire Brigl stated that the applicant for Item 5.02, Public Hearing: Review Preliminary Plat for Garden View Villas (DC Townhomes); Project 19-136, has requested that the item be removed from the agenda and considered at the February meeting.

Motion by Commissioner Gengler, seconded by Commissioner Peters, to approve the agenda as amended.

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

4. CONSENT AGENDA

4.01: Approve the November 7, 2019 Planning Commission Work Session Minutes
4.02: Approve December 5, 2019 Planning Commission Meeting Minutes

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

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

5. PUBLIC HEARINGS/COMMISSION BUSINESS

5.01: Public Hearing: Request for a Zoning Amendment for Two Parcels at 9340 Highway 10 NW (Project No. 19-151); Case of MYWC, LLC

Public Hearing

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

Presentation

City Planner McGuire Brigl presented the staff report stating staff recommends the Commission recommend adoption of Ordinance #20-01 approving a Zoning Amendment for both properties from B-1 Business to R-1 Residential (MUSA).

Commissioner VanScoy asked for additional information on the site location.

City Planner McGuire Brigl stated that during the research staff determined that the lot lines are a bit askew on the County GIS software and confirmed that the actual lot lines are correct.

Citizen Input

Greg Bauer, 16062 Rhinestone Street, stated that he has worked with staff to find the proposed resolution proposed.

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

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

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

Commission Business

Motion by Commissioner Anderson, seconded by Commissioner VanScoy, to recommend that City Council adopt Ordinance #20-01 approving a Zoning Amendment for both properties from B-1 Business to R-1 Residential (MUSA).

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

~~5.02: Public Hearing: Review Preliminary Plat for Garden View Villas (DC Townhomes); Project 19-136~~

This item was removed from the agenda

6. COMMISSION BUSINESS

6.01: Consider Amended Request for a Home Occupation Permit for a Garbage Hauling Company at 17030 Baugh St NW; Case of Allen and Joyce Birchem/Birchem Sanitation (Project #19-41)

Presentation

City Planner McGuire Brigl presented the Staff Report stating stated that based on the Planning Commission feedback, staff recommends approving an amended request for a Home Occupation Permit for a Garbage Hauling Company at 17030 Baugh St NW. This would be a less-intensive permit than originally applied for, with book-keeping and two trucks.

Commission Business

Chairperson Bauer asked if the applicant is confident that they could complete the necessary clean-up required in the proposed conditions.

Allen Birchem, 17030 Baugh St, explained that Mill Creek Recycling will be picking up the metal items on the property. He stated that five or six cars and 20 to 30 tons of iron have been removed. He stated that the dumpsters remaining are full and will be taken to recycle as well. He noted that the recycling company is running a little behind. He noted that Bethel Recycling is scheduled to pickup the tires as well.

Commissioner VanScoy referenced the permit required by Anoka County and asked if that is necessary.

Mr. Birchem stated that he has called Anoka County staff multiple times and was sent an application to provide service within the County, which is not what he would need to do. He noted that he has been unable to receive a return phone call to obtain additional information.

City Planner Anderson stated that he spoke with Anoka County Environmental Services and a Base Operating License would be required for a business that is based in Anoka County but does not service Anoka County. He stated that City staff can attempt to make the connection between the two parties.

Chairperson Bauer reviewed the recommendation of staff to recommend approval of the Home Occupation Permit.

Motion by Commissioner VanScoy, seconded by Commissioner Gengler, to recommend that City Council adopt Resolution #19-252 approving a Home Occupation Permit for a Garbage Hauling Company at 17030 Baugh St NW.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, and Gengler. Voting No: Commissioners Anderson and Peters. Absent: Commissioners Johnson and Woestehoff.

6.02: Consider Amended Sketch Plan for Odyssey Homes; Case of Odessey Homes (Project No. 19-140)

Presentation

City Planner McGuire Brigl presented the Staff Report stating stated staff recommends that the applicant proceed to the Preliminary Plat phase.

Commission Business

Commissioner Anderson asked if the second entrance presently exists.

City Planner McGuire Brigl commented that she believes there is an existing access for both homes, but the applicant would propose one access further south on the property.

Commissioner Anderson asked if construction vehicles would be allowed to access from CR 5, avoiding 146th.

City Planner McGuire Brigl commented that is a great suggestion. She noted that Anoka County would have a specific permit that would be required to access from the County Road, but staff could speak with the County. The Commission confirmed consensus that staff should investigate that option.

Commissioner Anderson commented that it appears there are trees along the western edge of the property already, which would create density transitioning.

City Planner McGuire Brigl confirmed that the area along the western boundary appears to have a large number of trees and staff would suggest preserving the trees in the buffer area to the extent possible.

City Planner Anderson noted that staff drove past the site today but did not walk the site. He reviewed some of the tress species he observed. He noted that there are some invasive species and underbrush that would most likely be removed but confirmed that there are native species as

well. He stated that a more thorough review would be completed through the tree inventory and preservation plan which are steps of the Preliminary Plat process.

Commissioner VanScoy asked if all four parcels are currently zoned R-2.

City Planner McGuire Brigl confirmed that to be true.

Commissioner VanScoy asked if staff is aware when the zoning occurred, as there are individual homes on the property.

City Planner McGuire Brigl stated that she attempted to find the exact date but was unable. She estimated that the zoning change occurred at least 15 years ago.

Commissioner Anderson referenced written comments received from a resident and asked if staff has responded to those concerns.

City Planner McGuire Brigl confirmed that she spent time with that resident discussing their concerns and attempting to provide the information that was requested.

Chairperson Bauer noted that although this is not a public hearing, the Commission would accept some comments from residents if desired.

Alena Hunter, 14628 Helium Street, stated that she was the first resident in the development and therefore has seen the area grow. She commented that she is not against development but believes that it should be done smartly. She stated that she listed her concerns in her communication with staff, identifying the issue of tree preservation, specifically along 146th. She noted that while the City considers a street to be a buffer, she would like the developer to preserve some trees along 146th to provide additional buffering. She asked whether these would be market value, owner occupied homes. She commented on how the plans for this property have grown and the proposed number of homes has increase, which will cause additional traffic on the already busy roadways in the area. She asked that something be done to mitigate traffic between Alpine and 47 on CR 5. She stated that she would like to see this take a step back to ensure that the develop works with the existing residents to ensure that this will fit well into the neighborhood. She asked if the private road would be signed as a private road.

Chairperson Bauer asked if there has been a worksession on this project.

City Planner McGuire Brigl confirmed that has not yet been done but could be scheduled prior to the February Commission meeting.

Chairperson Bauer explained the format of the open house style meeting, which would allow input and discussion from the neighborhood and with the developer.

Commissioner Anderson thanked the resident for the photos she provided and the comments she provided. He noted that the Fire Department also had some concerns. He stated that he would

like to see the private road location moved slightly to preserve additional trees. He stated that the private road would be proposed at 24 feet wide, without parking allowed on either side. He stated that he would propose to move the roadway closers to CR 5.

Ms. Hunter stated that she would be concerned with moving it closer to CR 5, as it would disrupt the stacking that occurs on 146th. She stated that narrowing the road would create less of an opportunity for traffic to speed through but would be concerned with moving the access closer to CR 5.

Patrick Hampton, 15551 Potassium St NW, stated that he lives about one mile from the proposed development and is the current owner of the northmost lot. He encouraged the Commission and City to speed this process up. He commented that he has had multiple medical issues and needs to sell his property to pay for those expenses. He appreciated anything the City can do to speed up this process. He stated that if the City drags this process out too long it could deter the development of the property, similar to a situation that occurred on another property in the area 15 years ago that remains undeveloped today.

Chad Lindgren, 5561 145th Circle NW, stated that he has seen some change in the area in the 15 years he has lived on his property. He stated that he does not want to see someone not have the ability to sell and develop their land. He believed that there is something that can be done to develop the property but believed that it would have to work for both the residents and developer. He commented that while he would love to see trees preserved, he would not want to see the access moved closed to CR 5. He agreed that perhaps moving the construction entrance off CR 5 would make sense. He stated that location and density of the trees are both important. He noted that he would want to see trees both on the front and back of the property. He stated that on his cul-de-sac there are some two-story homes and some single-story and therefore had some concern with two-story townhomes. He noted that perhaps there could be some slab homes transitioning to the two-story townhomes.

Commissioner VanScoy asked if the turn lane issue has been addressed by the developer.

City Planner McGuire Brigl noted that the comments were provided to the developer and shared with the developer's engineer. She stated that perhaps the developer is awaiting input from the Commission before asking for their engineer to make additional changes.

Chairperson Bauer commented that he feels that the best solution to move forward would be to hold a worksession with the developer and neighbors prior to the February meeting to allow more open dialogue.

Commissioner Anderson commented that this is a good project that he would like to see continue to move forward but has some concerns. He encouraged the neighbors to attend the open house/worksession prior to the February meeting to provide additional input.

Ms. Hunter asked if anything is known about this developer and their experience. She stated that she was unable to find a website and would like to see assurance that this would be a quality development.

City Planner McGuire Brigl stated that the developer does not yet have a website or finished products. She commented that the developer has built homes but did not believe they have completed a full development as of yet.

Commissioner VanScoy stated that he is comfortable with the general approach and supports the open house concept.

Commissioner Gengler commented that she also believes that this would be a good project and improvements have been made since the last review. She agreed with the concerns regarding access, CR 5, and the trees and buffers. She agreed that the open house meeting would be helpful.

Chairperson Bauer confirmed that this would move forward to an open house meeting prior to the regular February meeting.

City Planner Anderson explained that although the open house would begin at 5:30, there is not an agenda and residents can come anytime during that hour to ask questions or provide input.

City Planner McGuire Brigl asked if the Commission would be supportive of a resolution asking the City Council to improve CR 5. She confirmed the consensus of the Commission and noted that she would bring a proposed resolution to the February meeting.

7. COMMISSION / STAFF INPUT

7.01: Receive Staff Update

The Staff Update was noted.

City Planner Anderson noted that Emerald Ash Borer was discovered in Ramsey and the Department of Agriculture will be making a presentation at a meeting of the Environmental Policy Board.

8. ADJOURNMENT

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

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

The regular meeting of the Planning Commission adjourned at 8:01 p.m.

Respectfully submitted,

_____
Chloe McGuire Brigl
Senior Planner

ATTEST:

_____
JoAnn Shaw
Community Development Assistant

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Regular Planning Commission **6. 1.**

Meeting Date: 02/06/2020

By: Chloe McGuire Brigl, Community Development

Information

Title:

PUBLIC HEARING: Review Resolution #20-028 Revised Preliminary Plat for Riverstone (Project 17-106, 19-149); Case of Capstone Homes, Inc.

Purpose/Background:

The purpose of this case is to review proposed revisions to Riverstone Addition, a 267 lot residential subdivision (originally 293 lots) generally south of Alpine Drive NW and west of Puma/Okapi Street NW. Riverstone has completed three phases, generally completing the southern half of the site and Pearson Park. The proposed revisions are generally on the northern half of the plat. Please see the attached plan sheet that highlights the proposed changes on the preliminary plat.

Notification:

Notifications of this proposal were sent via Standard US Mail to Property Owners within 350 feet of the Subject Property, as reflected by Anoka County Property Records. A notice was also published in the Anoka Union Herald, the City's Official newspaper.

The City also held a workshop on the proposed changes on December 5, 2019, before the regularly scheduled Planning Commission meeting.

Observations/Alternatives:

Summary

Riverstone Addition is a Planned Unit Development (PUD) that was originally approved in 2017. The original approval included both attached and detached townhomes.

The developer has proposed several changes to the approved preliminary plat, which does require formal action on the amended preliminary plat.

Proposed Changes

Lot Changes:

- Removal of townhome/quad units from approved unit type (change to PUD bulk standards)
    - Changes from quad (4-plex) units to detached townhome units in the NE corner (reduction)
    - Requires comprehensive plan amendment to medium density residential (from HDR)
    - Proposed Density of NE Corner: 5.14 lots per acre (within allowed density of PUD)

Utility Changes:

- Sanitary sewer and water depth changed to serve parcel directly to west between Block 6 and 8
- Sanitary sewer changes across Blocks 1, 2, 4, 6 & 7
- Watermain stubbed west to serve parcel directly to west through block 7

Please note that the utility changes were requested to serve the parcel to the west (currently under application for Sketch Plan from BK Land Development)

Discussion Topic

At the January 14, 2020 City Council meeting, the City Council reviewed a sketch plan proposal and rezoning

application for the property directly west of the Subject Property. The City Council requested that both developers include a roadway connection between the two developments. The Applicant has responded to this City Council request, please see the attached letter from the Applicant.

Staff would like to hear Planning Commission feedback on the informal request from City Council to look into this roadway connection. Staff is open to the discussion. At this time, Staff's recommendation is to approve the attached preliminary plat without the roadway connection based on the small requested changes to Riverstone Addition, the inclusion of the utility connection to the adjacent western lot, and the down-zoning of the northeast corner which was supported by neighbors at the workshop.

City Code Sections

- Preliminary Plat: Section 117-588
- Planned Unit Development: 117-227

Alternatives
Alternative 1: Recommend the City Council adopt Resolution #20-028 approving the attached preliminary plat with minor contingencies. Staff supports this alternative.

Alternative 2: Recommend the City Council adopt Resolution #20-028 with major contingencies, which may include a road connection or other recommendation from the Planning Commission. Staff does not support this alternative, based on the inclusion of the utility connection to the western parcel and the down-zoning of the northeastern corner.

Alternative 3: Recommend denial. Capstone does have approval for the existing preliminary plat which includes quad units in the northeast corner. Staff is supportive of the changes Capstone is proposing, which include a down-zoning of the northeastern corner.

Funding Source:
The Applicant is responsible for all costs associated with review.

Recommendation:
Staff recommends the City Council adopt Resolution #20-028 approving the attached preliminary plat with minor contingencies.

Action:
Motion to recommend the City Council adopt Resolution #20-028.

Attachments

Plan Sheets
Planning Review
Site Location Map
Comprehensive Plan Amendment Letter
Connection Letter from Capstone
Highlighted Changes on Preliminary Plat
Resolution #20-028

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	01/27/2020 08:56 AM
Tim Gladhill	Tim Gladhill	01/31/2020 09:36 AM

Form Started By: Chloe McGuire Brigl Started On: 01/22/2020 08:26 AM
Final Approval Date: 01/31/2020

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

0 50 100 200

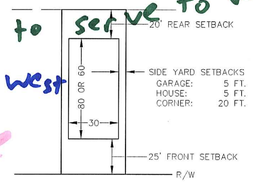
PEDESTRIAN CROSSING ADVANCED WARNING SIGNAL. (FINAL LOCATION/DESIGN TO BE SUBMITTED & REVISED W/FINAL PLANS PRIOR TO INSTALLATION.

Lot lines Moved
SSWR Depth to serve to West
WM STUB West
STM Change

STREET SECTION

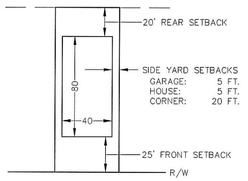
- 1.5" TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340B)
- BITUMINOUS MATERIAL FOR TACK COAT
- 2" TYPE SP 12.5 NON WEARING COURSE MIXTURE (SPNWB330B)
- MIN. 4" MODIFIED CLASS 5 AGGREGATE BASE
- PLACED ON PREPARED SUBGRADE

40' LOT DETAIL



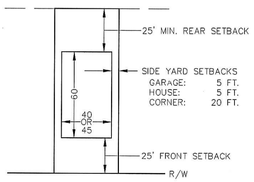
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

50' VILLA LOT DETAIL



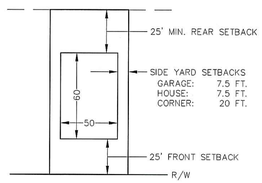
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

50'/55' LOT DETAIL



TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

65' LOT DETAIL



TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

SITE PLAN LEGEND

	EXISTING	PROPOSED
LIGHT POLE	☼	●
SANITARY MANHOLE	SMH	●
MISCELLANEOUS SIGN		
EXISTING SPOT ELEVATION	x0000.0	
EXISTING TREE		
TELEVISION BOX	TV	
FIRE HYDRANT		
FLUSHING HYDRANT		
GATE VALVE	GV	GV
CLEANOUT	CO	CO
ELECTRIC BOX	EB	EB
GAS METER	GM	GM
CATCH BASIN	or	or
RAIN GUARDIAN		RG
ELECTRIC METER	EM	EM
TELEPHONE BOX	TB	TB
UTILITY POLE	UP	UP
FLARED END SECTION	FES	
STORM MANHOLE	SMH	
SERVICE		
SOIL BORING/TEST HOLE		

	MODULAR	ROCK
RETAINING WALL		
WATERMAIN	W	W
SANITARY SEWER	SAN	SAN
FORCEMAIN	FM	FM
STORM SEWER	STM	STM
PROPERTY LINE		
SETBACK LINE		
CURB		
WETLAND		
DITCH		
UNDERGROUND TELEPHONE	ut	ut
UNDERGROUND ELECTRIC	ue	ue
UNDERGROUND GAS	ug	ug
UNDERGROUND FIBEROPTIC	ufo	ufo
FENCE	x	x
OVERHEAD ELECTRIC	ohe	ohe
CONCRETE SURFACE		
BITUMINOUS SURFACE		

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• engineering
• surveying

3890 Pheasant Ridge Drive NE, Suite 100
Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.com

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

Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 3/08/17 License #: 25063

Drawn: ADB
Designed: BJK
Date: 3/08/17

Revisions:
1. 5/24/17 Per City Comments
2. 6/23/17 Per City Comments
3. 4/13/18 Revise Street names, B12L15-28 & B13L1-13 & add NE Trail
4. 6/13/18 Per City Comments
5. 12/4/19 Revise Layout Per Owner

RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY SITE & UTILITY PLAN

8 of 16

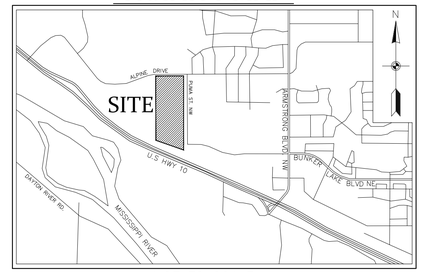
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RIVERSTONE

RAMSEY, MINNESOTA

VICINITY MAP



NOT TO SCALE

PUMA STREET N.W.

OUTLOT A

QUINTANA COURT

152ND AVENUE NW

OUTLOT B

OUTLOT C

OUTLOT D

151ST AVENUE NW

QUINTANA STREET NW

150TH LANE NW

OUTLOT E

152ND LANE NW

SNOWY OWL STREET NW

TIGER STREET NW

RABBIT STREET NW

149TH COURT

149TH AVENUE NW

OUTLOT F

OUTLOT G

QUINTANA CIRCLE NW

RABBIT STREET NW

149TH CURVE NW

OUTLOT H

ALPINE DRIVE N.W.

BUNKER LAKE BLVD.

BURLINGTON NORTHERN INC.

US HIGHWAY NO. 10 & 169

SHEET INDEX

1. COVER
2. EXISTING CONDITIONS
3. PRELIMINARY PLAT INDEX
4–7. PRELIMINARY PLAT
8. PRELIMINARY SITE & UTILITY PLAN
9. GRADING INDEX
10–13. PRELIMINARY GRADING & EROSION CONTROL PLANS
14–15. DETAILS
16. RETAINING WALL PROFILES
L1–L5. LANDSCAPE PLANS

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

0 50 100 200
(IN FEET)

CALL BEFORE YOU DIG

811 Know what's **below.** **Call** before you dig.

The subsurface utility information shown on this plan is utility Quality Level D. This quality level was determined according to the guidelines of CI/ASCE 38-02, entitled "Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data."

Carlson McCain
• environmental
• engineering
• surveying

3890 Pheasant Ridge Drive NE, Suite 100
Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.com

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

Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 3/08/17 License #: 25063

Drawn: ADB
Designed: BJK
Date: 3/08/17

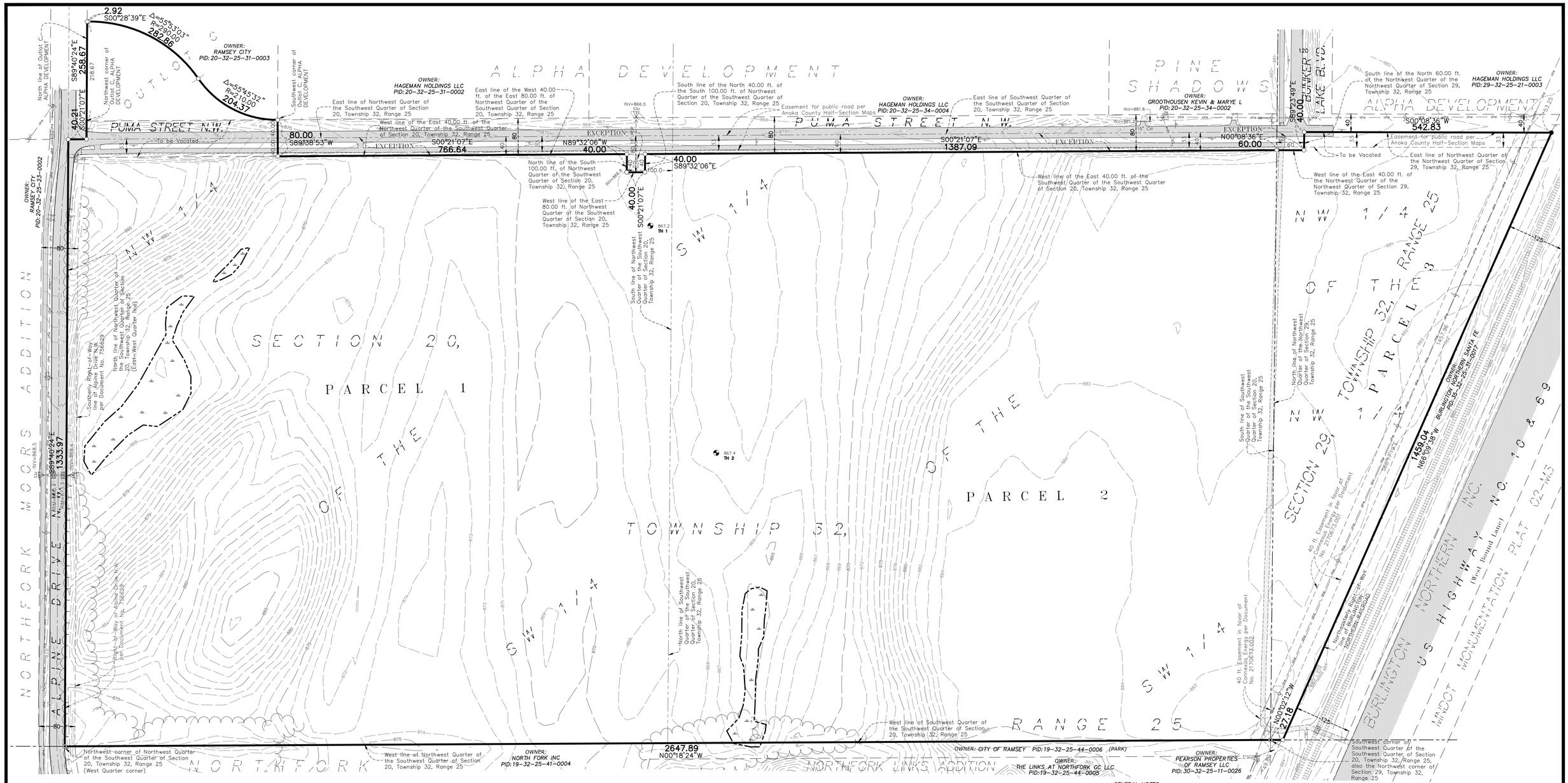
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6. 1/13/20 Per City Comments

RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

COVER SHEET

[Save Date: 01/17/20] F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\preliminary\6435_cover.dwg



Parcel Description:
(Per Schedule A of Title Commitment No. 1273, with a commitment date of October 12th, 2016 at 7:30 A.M., prepared by Old Republic National Title Insurance Company)

Parcel 1:
The Northwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota. EXCEPT the East 40.00 feet of said Northwest Quarter of Southwest Quarter lying southerly of the southerly right of way line of Alpine Drive as described in Document No. 756629.
AND ALSO EXCEPT the North 40.00 feet of the South 100.00 feet of the West 40.00 feet of the East 80.00 feet of said Northwest Quarter of Southwest Quarter.

Parcel 2:
The Southwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota, EXCEPT the East 40.00 feet thereof.

Parcel 3:
The Northwest Quarter of Northwest Quarter of Section 29, Township 32, Range 25, Anoka County, Minnesota, lying northeasterly of the northeasterly right of way line of Burlington Northern Railroad, EXCEPT the North 60.00 feet of the East 40.00 feet of said Northwest Quarter of Northwest Quarter.

(Proposed Legal Description, subject to City approved parcel subdivision)
That part of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota lying westerly and northwesterly of the following described line:

Commencing at the Northwest corner of said Outlot C; thence South 89 degrees 40 minutes 24 seconds East, assumed bearing, along the North line of said Outlot C, a distance of 218.67 feet to the point of beginning of the line to be described; thence South 00 degrees 28 minutes 39 seconds East, 2.92 feet; thence southwesterly 282.86 feet along a tangential curve concave to the northwest, having a radius of 290.00 feet and a central angle of 55 degrees 53 minutes 03 seconds to a point of reverse curvature; thence continuing southwesterly 204.37 feet along a reverse curve concave to the southeast, having a radius of 210.00 feet and a central angle of 55 degrees 45 minutes 32 seconds to the Southwest corner of said Outlot C and said line there terminating.

(Proposed Legal Description, subject to City approved Right-of-Way Vacation)
That part of Puma Street Northwest, as created and dedicated in the plat of ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, lying southerly of the westerly extension of the north line of Outlot C, said plat, and lying northerly of the following described line:

Beginning at the southwest corner of said Outlot C; thence South 89 degrees 38 minutes 53 seconds West, 80.00 feet, assuming the North line of said Outlot C has a bearing of South 89 degrees 40 minutes 24 seconds East, and said line there terminating.

And

That part of the East 40.00 feet of the Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota, lying southerly of the southerly right of way line of Alpine Drive NW as described in Doc. No. 756629 and lying northerly of the following described line:

Beginning at the southwest corner of said Outlot C; thence South 89 degrees 38 minutes 53 seconds West, 80.00 feet, assuming the North line of said Outlot C has a bearing of South 89 degrees 40 minutes 24 seconds East, and said line there terminating.

LEGEND

- ◉ – Denotes Anoka County Cast Iron Monument
- ● – Denotes Found Iron Monument
- ○ – Denotes Set Iron Pipe, Marked with RLS 40361
- –o– – Denotes Miscellaneous Sign
- ED – Denotes Electric Box
- CB or ▨ – Denotes Catch Basin
- EM – Denotes Electric Meter
- TB – Denotes Telephone Box
- UP – Denotes Utility Pole
- FES – Denotes Flared End Section
- HH – Denotes Hand Hole
- one – Denotes Overhead Electric
- >> – Denotes Storm Sewer
- x – x – Denotes Existing Fence as noted
- – Denotes Wetland delineated by Kjolhaug Environmental Services Company in 2016
- – Denotes Gravel Surface
- – Denotes Bituminous Surface
- – Denotes Existing 1 Ft. Contour
- – Denotes Existing 5 Ft. Contour

GENERAL NOTES:

1. The field work for this survey was completed on November 28th, 2016.
2. Bearings shown hereon are based on the North line of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, which is assumed to bear South 89 degrees 40 minutes 24 seconds East.
3. BENCHMARK: Anoka County Benchmark No. 3076 Elevation= 890.186 (NAVD 88)
4. Surveyed property contains ±3,934,125 sq.ft. (±90.32 acres).
5. Wetlands shown hereon were delineated by Kjolhaug Environmental Services Company in 2016.
6. Above ground utilities have been field located as shown. Underground utilities shown hereon are those which were field marked by utility companies responding to Gopher State One Call, Ticket No. 162941258 and 162941314, dated 10/20/2016 or were taken from utility plans provided by the City of Ramsey. All underground locations shown hereon are APPROXIMATE. Prior to any excavations or digging, contact Gopher State One Call for an on-site location (651-454-0002).

0 50 100 200 (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
www.carlsonmccain.com

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

Print Name: Thomas R. Balluff, L.S.
Signature: Thomas R. Balluff
Date: 3/8/2017 License #: 40361

DRAWN BY: JAB
ISSUE DATE: 3/8/2017
FILE NO: 1308

Revisions:
1. 5/24/2017-Per City Comments
2. 6/23/2017-Per City Comments

RIVERSTONE DEVELOPMENT, LLC
14015 Sunfish Lake B, Suite 400
Ramsey, MN, 55303

RIVERSTONE
Ramsey, Minnesota

EXISTING CONDITIONS

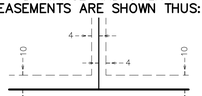
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RIVERSTONE

SITE DATA

TOTAL SITE AREA	±90.32 AC.	TOTAL LOT AREA	±51.31 AC.
TOTAL ROW AREA	±16.77 AC.	TOTAL NUMBER OF LOTS	279
TOTAL OUTLOT AREA	±22.24 AC.	SMALLEST LOT	±5,046 S.F.
OUTLOT A	±1.18 AC.	LARGEST LOT	±19,592 S.F.
OUTLOT B	±2.78 AC.	AVERAGE LOT	±8,161 S.F.
OUTLOT C	±0.44 AC.	EXISTING ZONING	R-1, R-2, R-3, B-2
OUTLOT D	±6.13 AC.	PROPOSED ZONING	PUD
OUTLOT E	±6.36 AC.	UTILITIES	AVAILABLE
OUTLOT F	±0.11 AC.	GROSS DENSITY	3.09 (LOTS/AC.)
OUTLOT G	±0.66 AC.		
OUTLOT H	±4.58 AC.		

PROPOSED DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



being 4 feet in width, and adjoining side lot lines, and 10 feet in width and adjoining right of way lines and rear lot lines unless otherwise shown on this plat.

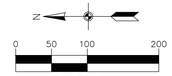
BENCHMARK

1. Anoka County Benchmark No. 3076 Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078 Elev.= 899.499 (NAVD 88)

LEGEND

- ◉ – Denotes Anoka County Monument
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- ○ – Denotes 5/8 inch by 14 inch rebar, marked with RLS 40361

Bearings shown hereon are based on the North line of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, which is assumed to bear South 89 degrees 40 minutes 24 seconds East.



LEGAL DESCRIPTION

Parcel Description:
(Per Schedule A of Title Commitment No. 1273, with a commitment date of October 12th, 2016 at 7:30 A.M., prepared by Old Republic National Title Insurance Company)

Parcel 1:
The Northwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota. EXCEPT the East 40.00 feet of said Northwest Quarter of Southwest Quarter lying southerly of the southerly right of way line of Alpine Drive as described in Document No. 756629.
AND ALSO EXCEPT the North 40.00 feet of the South 100.00 feet of the West 40.00 feet of the East 80.00 feet of said Northwest Quarter of Southwest Quarter.

Parcel 2:
The Southwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota, EXCEPT the East 40.00 feet thereof.

Parcel 3:
The Northwest Quarter of Northwest Quarter of Section 29, Township 32, Range 25, Anoka County, Minnesota, lying northeasterly of the northeasterly right of way line of Burlington Northern Railroad, EXCEPT the North 60.00 feet of the East 40.00 feet of said Northwest Quarter of Northwest Quarter.

(Proposed Legal Description, which may be subject to City approved parcel subdivision)
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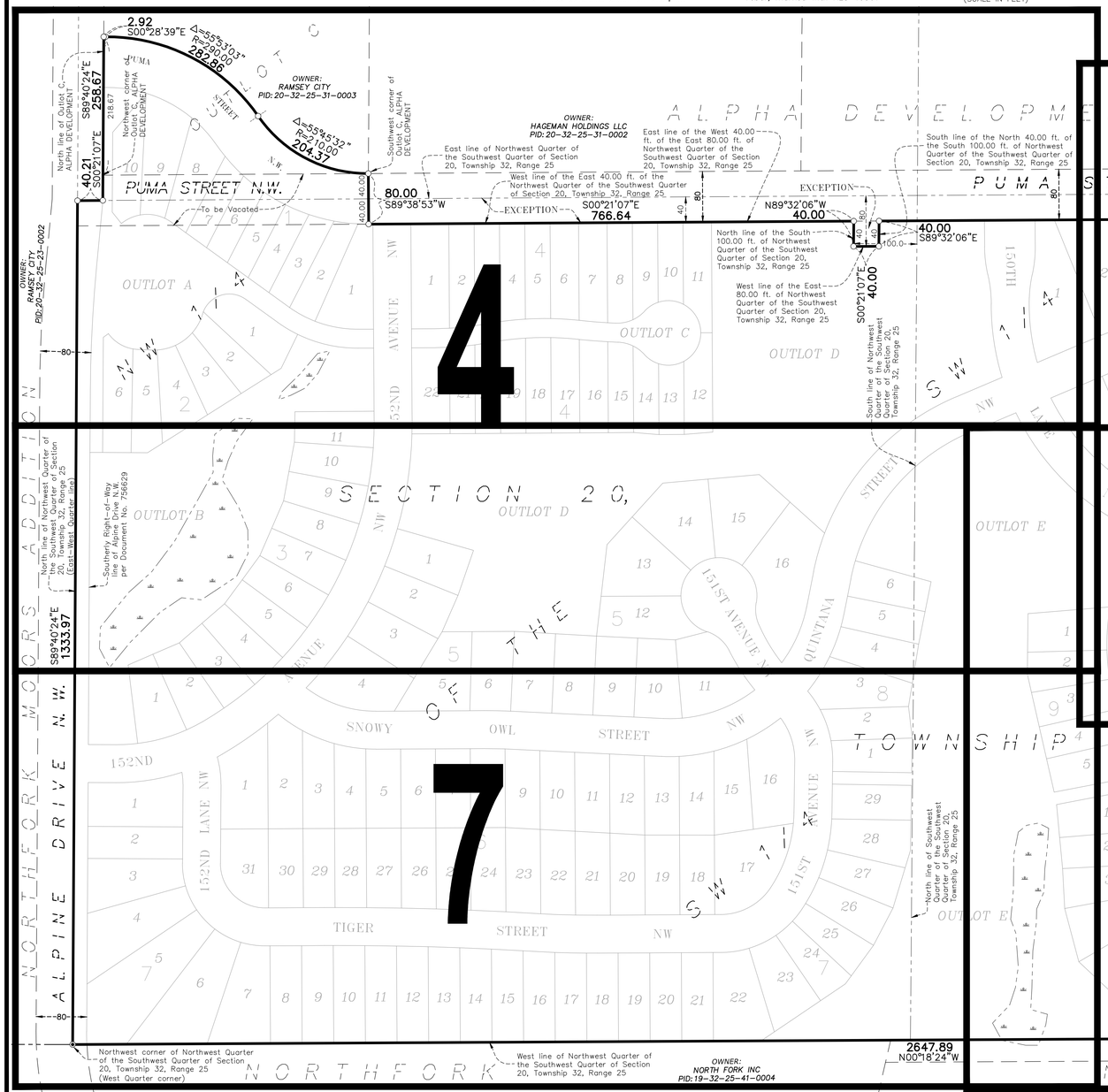
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I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota

Print Name: Thomas R. Balluff, L.S.
Signature:
Date: 03/08/2017 License #: 40361

DRAWN BY: JAB
ISSUE DATE: 03/08/2017
FILE NO: 1308

Revisions:
1. 5/24/2017-Per City Comments
2. 6/23/2017-Per City Comments
3. 3/26/2018-Layout Change
4. 4/13/2018-Revise Street Names
5. 12/04/2019-Revise Layout per Owner

RIVERSTONE DEVELOPMENT, LLC
14015 Sunfish Lake B, Suite 400
Ramsey, MN, 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY PLAT INDEX

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LEGEND

- ◉ – Denotes Anoka County Monument
- ● – Denotes Found Iron Monument
- ○ – Denotes 5/8 inch by 14 inch rebar, marked with RLS 40361

Bearings shown hereon are based on the North line of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, which is assumed to bear South 89 degrees 40 minutes 24 seconds East.

N

0 25 50 100

(SCALE IN FEET)

SEE SHEET 5

SEE SHEET 7

SEE SHEET 8

SEE SHEET 3

SEE SHEET 6

SEE SHEET 9

SEE SHEET 10

SEE SHEET 11

SEE SHEET 12

SEE SHEET 13

SEE SHEET 14

SEE SHEET 15

SEE SHEET 16

Carlson McCain • environmental • engineering • surveying	3890 Pheasant Ridge Drive NE, Suite 100 Blaine, MN 55449 Phone: (763) 489-7900 Fax: (763) 489-7959 www.carlsonmccain.com	I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota Print Name: Thomas R. Balluff, L.S. Signature: Date: 03/08/2017 License #: 40361	DRAWN BY: JAB ISSUE DATE: 03/08/2017 FILE NO: 1308	Revisions: 1. 5/24/2017-Per City Comments 2. 6/23/2017-Per City Comments 3. 3/26/2018-Layout Change 4. 4/13/2018-Revise Street Names 5. 12/04/2019-Revise Layout per Owner	**RIVERSTONE DEVELOPMENT, LLC** 14015 Sunfish Lake B, Suite 400 Ramsey, MN, 55303	**RIVERSTONE** Ramsey, MN	**PRELIMINARY PLAT**	4 of 16

[Save Date: 12/05/19] F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\survey\6435_prp.dwg

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ALPHA DEVELOPMENT
OWNER: HAGEMAN HOLDINGS LLC
PID: 20-32-25-34-0004

PINE SHADOWS
OWNER: GROOTHOUSEN KEVIN & MARYE L
PID: 20-32-25-34-0002

ALPHA DEVELOPMENT
OWNER: HAGEMAN HOLDINGS LLC
PID: 29-32-25-21-0003

BUNKER LAKE BLVD.

PUMA STREET N.W.
S00°21'07"E 1387.09
East line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25
West line of the East 40.00 ft. of the Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25
EXCEPTION
West line of the East 40.00 ft. of the Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25
EXCEPTION N00°08'36"E 60.00
S89°23'49"E 40.00
South line of the North 60.00 ft. of the Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25
PUMA STREET N.W.
S00°08'36"W 542.83
East line of Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25
Easement for public road per Anoka County Half-Section Maps (To be Vacated)

QUINTANA STREET NW
QUINTANA CIRCLE NW
149TH COURT
149TH CURVE NW
RABBIT LANE NW
RABBIT STREET NW
SNOWY OWL STREET NW
OWL LANE NW
OWL CIRCUIT
OWL AVENUE NW

OUTLOT F ±4,941 sq.ft.
OUTLOT G ±28,544 sq.ft.
OUTLOT H ±199,714 sq.ft. Drainage & Utility Easement (Over all of Outlot H)

Utility Easement per Document No. 2170073.001

RANGE 25
TOWNSHIP 32
SECTION 29

BURLINGTON NORTHERN SANTA FE OWNER: PID 35-32-25-31-0017

1459.04' N66°39'38"W

BURLINGTON NORTHERN INC. No. 1 RAILROAD

US HIGHWAY 10

MNDOT MONUMENTATION PLAT 02-M5

SEE SHEET 4

SEE SHEET 6

Carlson McCain • environmental • engineering • surveying	3890 Pheasant Ridge Drive NE, Suite 100 Blaine, MN 55449 Phone: (763) 489-7900 Fax: (763) 489-7959 www.carlsonmccain.com	I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota	Print Name: Thomas R. Balluff, L.S. Signature: Date: 03/08/2017 License #: 40361	DRAWN BY: JAB ISSUE DATE: 03/08/2017 FILE NO: 1308	Revisions: 1. 5/24/2017-Per City Comments 2. 6/23/2017-Per City Comments 3. 3/26/2018-Layout Change 4. 4/13/2018-Revise Street Names 5. 12/04/2019-Revise Layout per Owner	**RIVERSTONE DEVELOPMENT, LLC** 14015 Sunfish Lake B, Suite 400 Ramsey, MN, 55303	**RIVERSTONE** Ramsey, MN	**PRELIMINARY PLAT**	5 of 16

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SEE SHEET 5

SEE SHEET 7

TOWNSHIP 32,

RABBIT STREET NW

SNOWY OWL STREET NW

TIGER STREET NW

149TH LANE NW

150TH LANE NW

149TH AVENUE NW

CURVE NW

LANE NW

RANGE 25

OUTLOT G
±28,544 sq.ft.

OUTLOT H
±199,714 sq.ft.
Drainage & Utility Easement
(Over all of Outlot H)

OUTLOT E
±276,979 sq.ft.
Drainage & Utility Easement
(Over all of Outlot E)

South line of Southwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25

North line of Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25

North line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

West line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

Southwest corner of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25, also the Northwest corner of Section 29, Township 32, Range 25

Utility Easement per Document No. 2770617.0001

Utility Easement per Document No. 2770617.0002

Northeasterly Right-of-Way line of BURLINGTON NORTHERN RAILROAD

OWNER:
CITY OF RAMSEY
PID:19-32-25-44-0006
(PARK)

OWNER:
THE LINKS AT NORTHFORK GC LLC
PID:19-32-25-44-0005

OWNER:
PEARSON PROPERTIES OF RAMSEY, LLC
PID:20-32-25-11-0026

2647.89
N00°18'24"W

2718
N00°02'12"W

4146.6
R=950.00

LEGEND

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0 25 50 100
(SCALE IN FEET)

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NORTHFORK LINKS ADDITION

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• engineering
• surveying

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RIVERSTONE DEVELOPMENT, LLC
14015 Sunfish Lake B, Suite 400
Ramsey, MN, 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY PLAT

6 of 16

[Save Date: 12/05/19] F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\survey\6435_prp.dwg

SEE SHEET 4

NORTH FORK MOORS

ALPINE DRIVE N.W.

ALPINE DRIVE N.W.

North line of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25 (East-West Quarter line)

S89°40'24"E 1333.97

889.6

461.8

Southerly Right-of-Way line of Alpine Drive N.W. per Document No. 7586629

OUTLOT B
±121,264 sq.ft.
Drainage & Utility Easement
(Over all of Outlot B)

OUTLOT D
±266,699 sq.ft.
Drainage & Utility Easement
(Over all of Outlot D)

152ND AVENUE NW

SNOWY OWL STREET NW

TIGER STREET NW

151ST AVENUE NW

QUINTANA STREET

TOWNSHIP 32,

152ND LANE NW

151ST AVENUE NW

OUTLOT E
±276,979 sq.ft.
Drainage & Utility Easement
(Over all of Outlot E)

SEE SHEET 6

NORTH FORK

OWNER:
NORTH FORK INC
PID: 19-32-25-41-0004

Northwest corner of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25 (West Quarter corner)

West line of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

North line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

South line of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

2647.89
N00°18'24"W

631.6

444.3

LEGEND

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0 25 50 100
(SCALE IN FEET)

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RIVERSTONE DEVELOPMENT, LLC
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RIVERSTONE
Ramsey, MN

PRELIMINARY PLAT

7 of 16

Save Date: 12/09/19 | F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\survey\6435_prp.dwg

BENCHMARK

1. Anoka County Benchmark No. 3076 Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078 Elev.= 899.499 (NAVD 88)

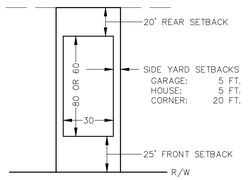
0 50 100 200

PEDESTRIAN CROSSING ADVANCED WARNING SIGNAL. (FINAL LOCATION/DESIGN TO BE SUBMITTED & REVISED W/FINAL PLANS PRIOR TO INSTALLATION.

STREET SECTION

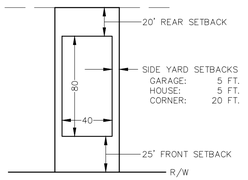
- 1.5" TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340B)
- BITUMINOUS MATERIAL FOR TACK COAT
- 2" TYPE SP 12.5 NON WEARING COURSE MIXTURE (SPNWB330B)
- MIN. 4" MODIFIED CLASS 5 AGGREGATE BASE
- PLACED ON PREPARED SUBGRADE

40' LOT DETAIL



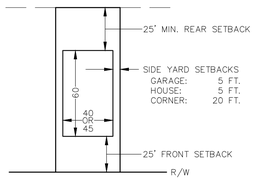
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

50' VILLA LOT DETAIL



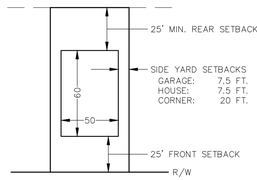
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

50'/55' LOT DETAIL



TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

65' LOT DETAIL



TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

SITE PLAN LEGEND

	EXISTING	PROPOSED
LIGHT POLE	☼	●
SANITARY MANHOLE	SMH	●
MISCELLANEOUS SIGN		
EXISTING SPOT ELEVATION	,0000.0	
EXISTING TREE		
TELEVISION BOX	TV	
FIRE HYDRANT	FH	
FLUSHING HYDRANT		
GATE VALVE	GV	
CLEANOUT	CO	
ELECTRIC BOX	EB	
GAS METER	GM	
CATCH BASIN	or	or
RAIN GUARDIAN		RG
ELECTRIC METER	EM	
TELEPHONE BOX	TB	
UTILITY POLE	UP	
FLARED END SECTION	FES	▲
STORM MANHOLE	STMH	●
SERVICE	SW	
SOIL BORING/TEST HOLE		

	MODULAR	ROCK
RETAINING WALL		
WATERMAIN		
SANITARY SEWER		
FORCEMAIN	FM	FM
STORM SEWER		
PROPERTY LINE		
SETBACK LINE		
CURB		
WETLAND		
DITCH		
UNDERGROUND TELEPHONE	ut	
UNDERGROUND ELECTRIC	ue	
UNDERGROUND GAS	ug	
UNDERGROUND FIBEROPTIC	ufo	
FENCE	x	
OVERHEAD ELECTRIC	ohe	
CONCRETE SURFACE		
BITUMINOUS SURFACE		

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• surveying

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Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.com

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Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 3/08/17 License #: 25063

Drawn: ADB
Designed: BJK
Date: 3/08/17

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Ramsey, MN 55303

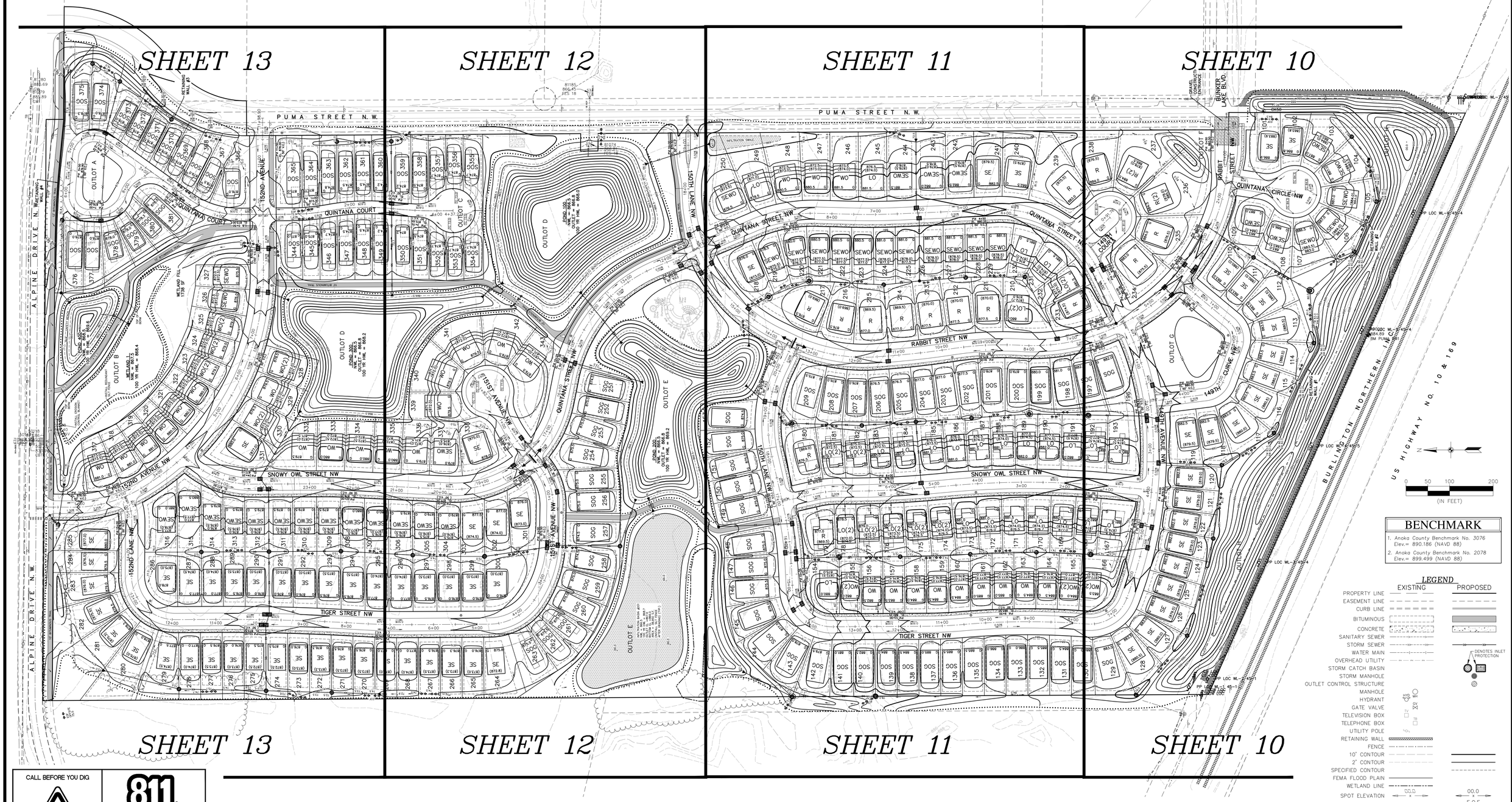
RIVERSTONE
Ramsey, MN

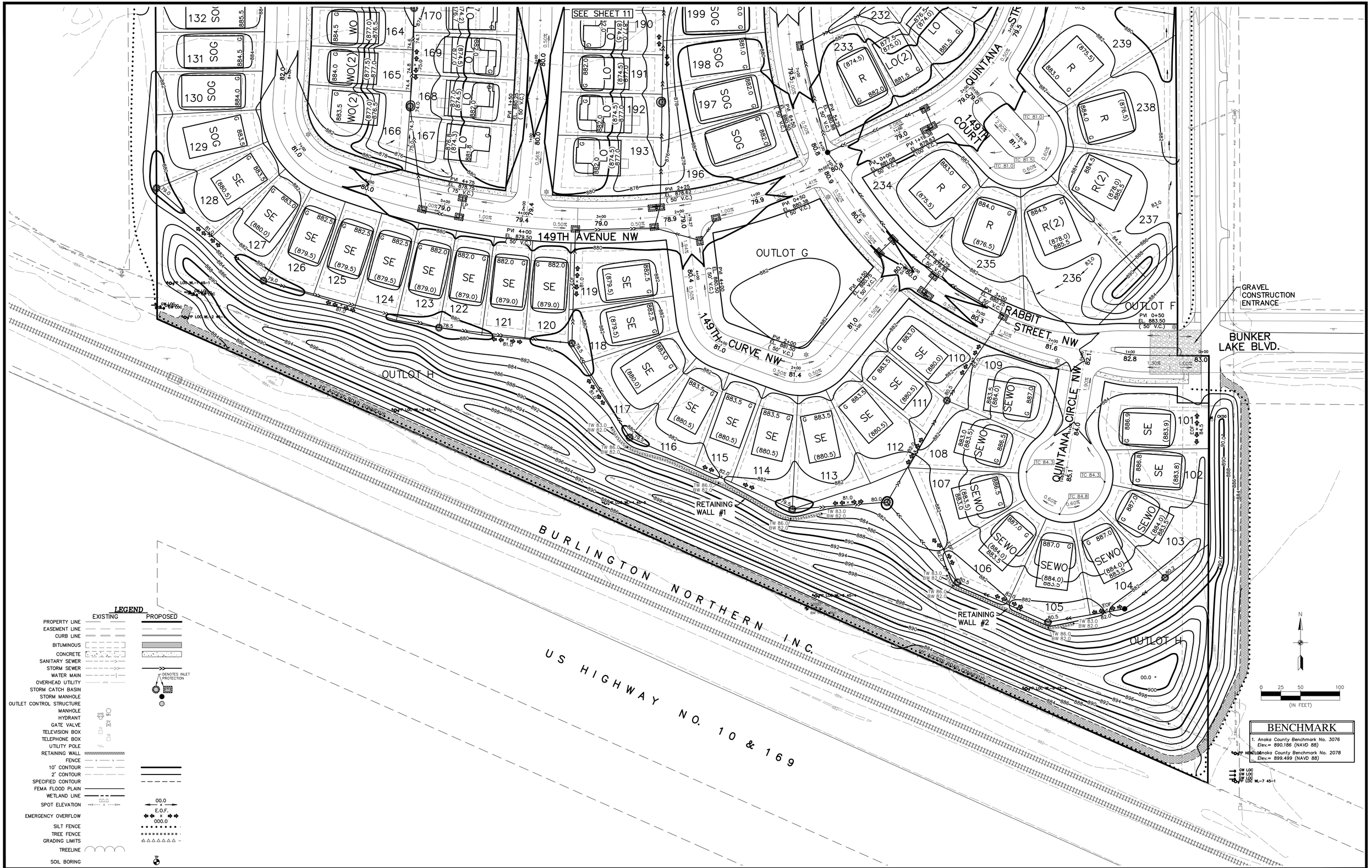
PRELIMINARY SITE & UTILITY PLAN

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Save Date: 01/17/20 f:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\preliminary\6435_site.dwg

SHEET 13 | SHEET 12 | SHEET 11 | SHEET 10





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Ramsey, MN

PRELIMINARY GRADING & EROSION CONTROL PLAN

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[Save Date: 01/17/20] F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\preliminary\6435_gr.dwg

NWL = 866.5
OUTLET = 866.8
100 YR HWL = 869.2

OUTLOT E

SEE SHEET 12

SEE SHEET 10

150TH LANE NW

10' BITUMINOUS TRAIL

INFILTRATION SWALE

TIGER STREET NW

SNOWY OWL STREET NW

RABBIT STREET NW

QUINTANA STREET NW

PUMA STREET N. W.

149TH COURT

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
EASEMENT LINE		
CURB LINE		
BITUMINOUS		
CONCRETE		
SANITARY SEWER		
STORM SEWER		
WATER MAIN		
OVERHEAD UTILITY		
STORM CATCH BASIN		DENOTES INLET PROTECTION
STORM MANHOLE		
OUTLET CONTROL STRUCTURE		
MANHOLE		
HYDRANT		
GATE VALVE		
TELEVISION BOX		
TELEPHONE BOX		
UTILITY POLE		
RETAINING WALL		
FENCE		
10' CONTOUR		
2' CONTOUR		
SPECIFIED CONTOUR		
FEMA FLOOD PLAIN		
WETLAND LINE		
SPOT ELEVATION		00.0 E.O.F.
EMERGENCY OVERFLOW		000.0
SILT FENCE		
TREE FENCE		
GRADING LIMITS		
TREELINE		
SOIL BORING		

N

0 25 50 100
(IN FEET)

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

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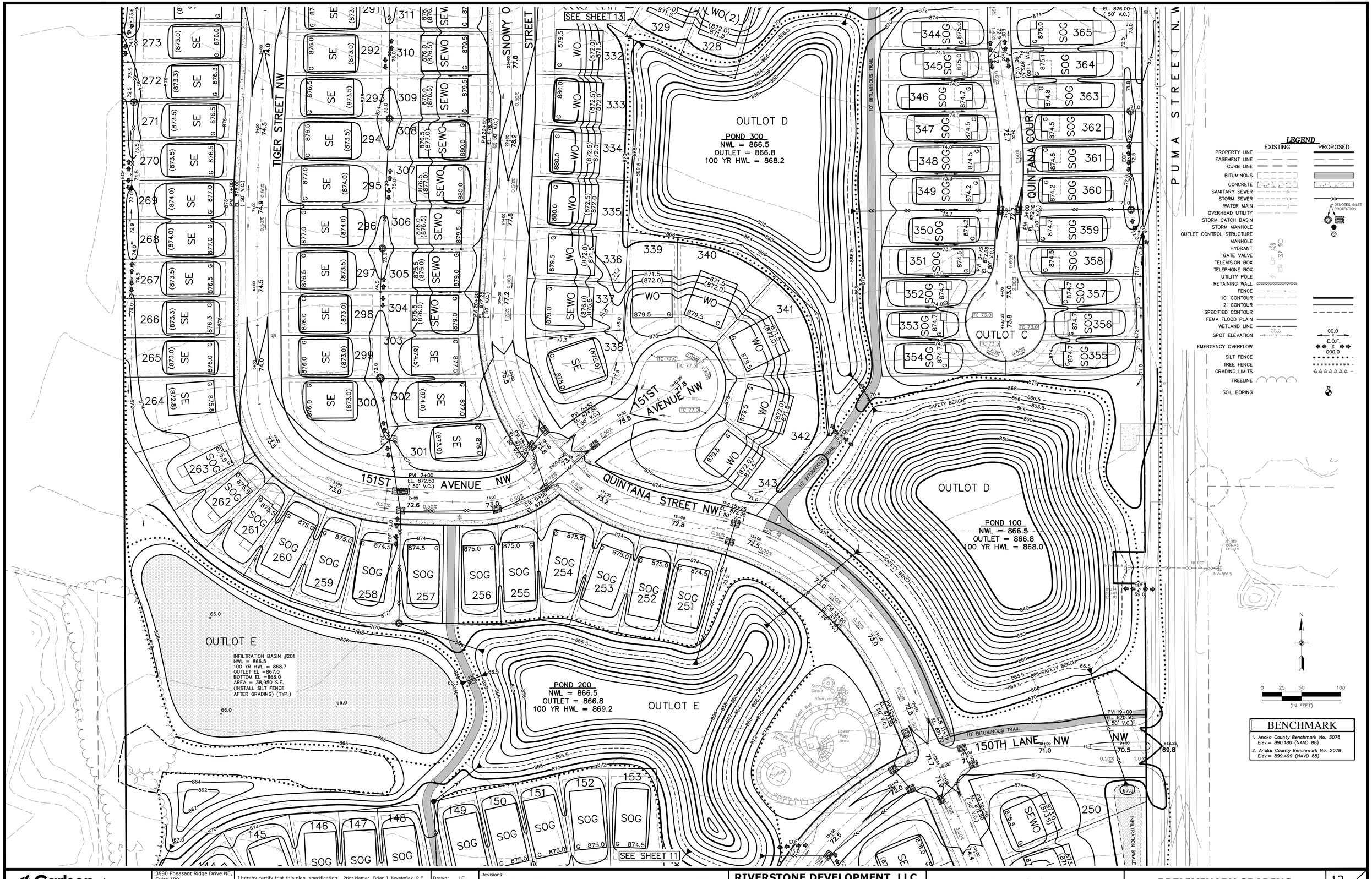
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Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY GRADING & EROSION CONTROL PLAN

11 of 16

[Save Date: 01/17/20] F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\preliminary\6435_gr.dwg



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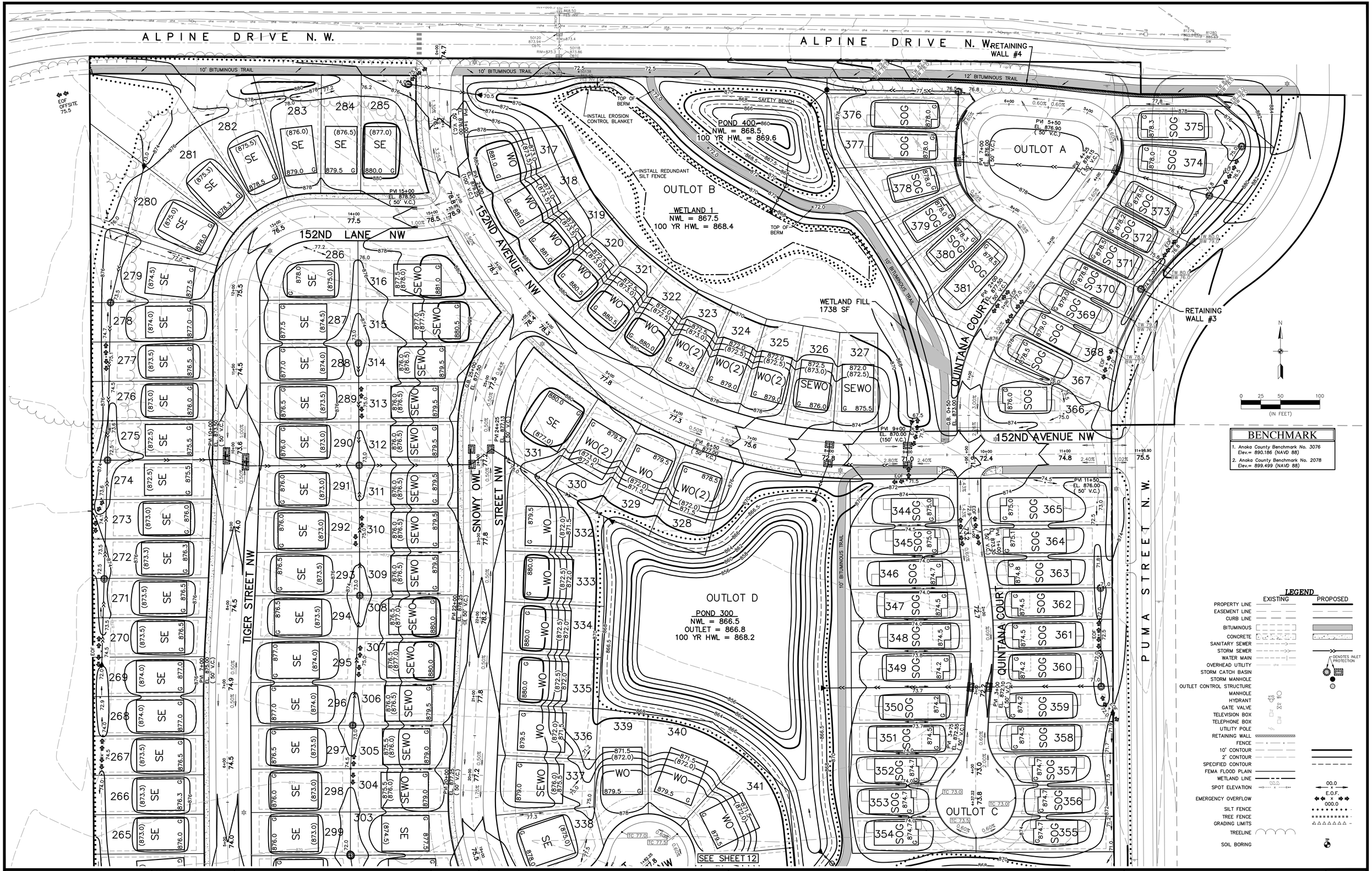
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Ramsey, MN

PRELIMINARY GRADING & EROSION CONTROL PLAN

12 of 16



BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
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LEGEND

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PROPERTY LINE		
EASEMENT LINE		
CURB LINE		
BITUMINOUS		
CONCRETE		
SANITARY SEWER		
STORM SEWER		
WATER MAIN		
OVERHEAD UTILITY		
STORM CATCH BASIN		
STORM MANHOLE		
OUTLET CONTROL STRUCTURE		
MANHOLE		
HYDRANT		
GATE VALVE		
TELEVISION BOX		
TELEPHONE BOX		
UTILITY POLE		
RETAINING WALL		
FENCE		
10' CONTOUR		
2' CONTOUR		
SPECIFIED CONTOUR		
FEMA FLOOD PLAIN		
WETLAND LINE		
SPOT ELEVATION	00.0	00.0
EMERGENCY OVERFLOW		E.O.F. 000.0
SILT FENCE		
TREE FENCE		
GRADING LIMITS		
TREELINE		
SOIL BORING		

DENOTES INLET PROTECTION

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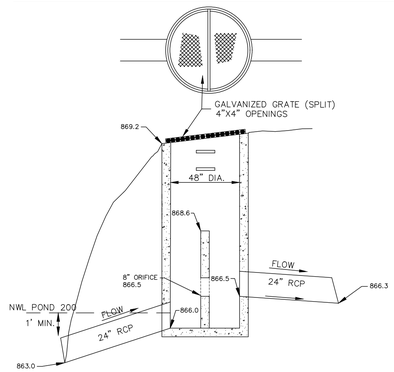
RIVERSTONE
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PRELIMINARY GRADING & EROSION CONTROL PLAN

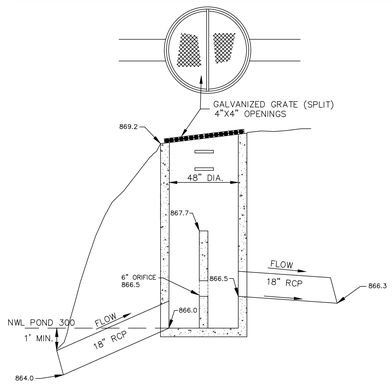
13 of 16

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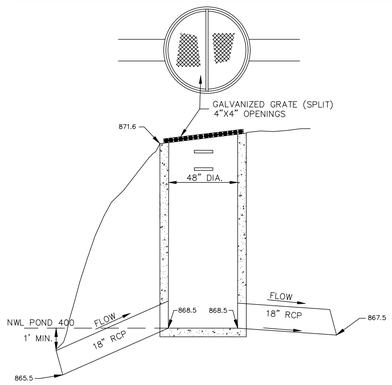
OUTLET CONTROL STRUCTURE POND 200



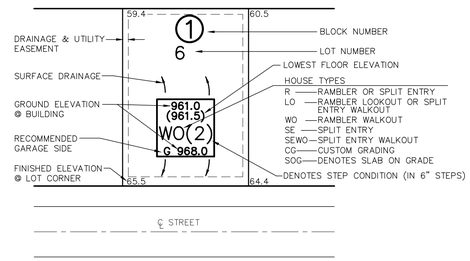
OUTLET CONTROL STRUCTURE POND 300



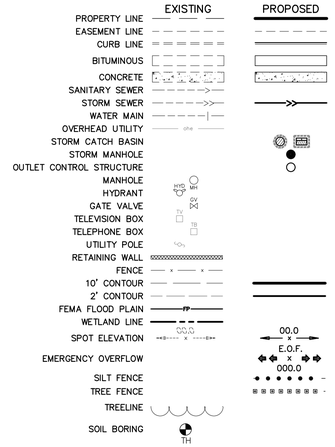
OUTLET CONTROL STRUCTURE POND 400



GRADING PLAN LOT KEY

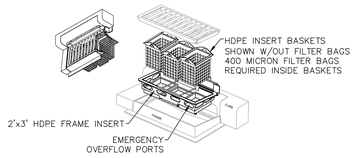


LEGEND



INFRASAFE – 2'x3' DEBRIS COLLECTION DEVICE

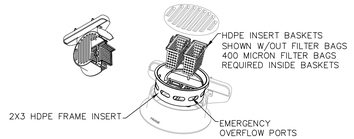
AS MANUFACTURED BY ROYAL ENVIRONMENTAL SYSTEMS



– MEETS MN/DOT SPECIFICATION 3891.F
"STORM DRAIN INLET PROTECTION – FILTER BAG INSERT"
– DESIGNED FOR NEENAH R–3067 OR R–3290 SERIES

INFRASAFE – 27" DEBRIS COLLECTION DEVICE

AS MANUFACTURED BY ROYAL ENVIRONMENTAL SERVICES



– MEETS MN/DOT SPECIFICATION 3891.F
"STORM DRAIN INLET PROTECTION – FILTER BAG INSERT"
– DESIGNED FOR NEENAH R–3250–A OR R–3250–1 (MNDOT 801) FRAME CASTING

TABLE A
MODIFIED CLASS 5 SPECIFICATIONS

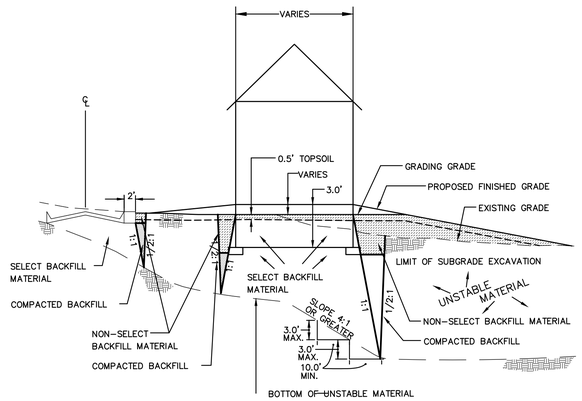
% PASSING

1"	100
3/4"	90 – 100
3/8"	50 – 80
No.4	35 – 70
No.10	20 – 60
No.40	10 – 35
No.200	5 – 10

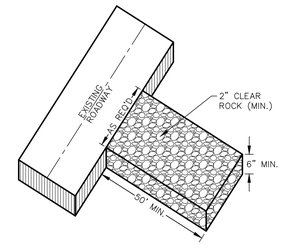
NOTES:
1. THE AGGREGATE BASE CONSTRUCTION WILL BE ACCEPTED FOR PAYMENT IN ACCORDANCE WITH THE PROVISIONS IN TABLE A.
2. IF THE AGGREGATE BASE FAILS TO MEET THE REQUIREMENTS OF TABLE A THE MATERIAL CAN BE CORRECTED IN PLACE OR REMOVED AND REPLACED WITH MATERIAL THAT MEET THE REQUIREMENTS OF TABLE A.
3. IN THE EVENT THAT RECYCLED MATERIAL IS USE IT MUST MEET MNDOT REQUIREMENTS FOR RECYCLED BASE.

APPROVED:		STANDARD DETAILS:
2 – 2003	City of RAMSEY	MODIFIED CLASS 5 SPECIFICATIONS
		CITY PLATE No. STR–26

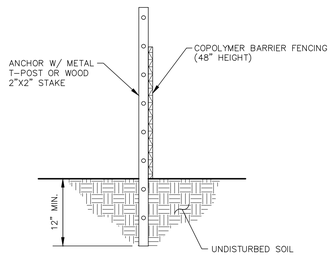
SUBGRADE CORRECTION



ROCK CONSTRUCTION ENTRANCE



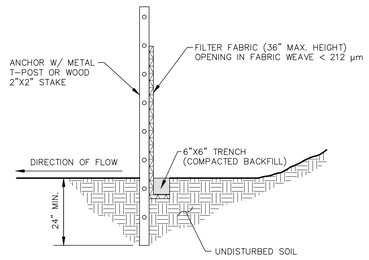
TREE FENCE



NOTES:

1. TREE FENCING SHALL BE PLACED A MINIMUM OF 1 FOOT PER CALIPER INCH OF TREE DIAMETER FROM TREE(S) THAT IS/ARE TO BE SAVED.
2. ANCHOR POST MAY BE SPACED UP TO 10 FEET APART.
3. SECURELY ATTACH TREE FENCE TO ANCHOR POSTS W/ MINIMUM OF TWO ATTACHMENTS PER POST.
4. SEE MNDOT SPECIFICATION 2572.

SILT FENCE



NOTES:

1. DIG A 6"X6" TRENCH ALONG THE INTENDED SILT FENCE LINE.
2. DRIVE ALL ANCHOR POSTS INTO THE GROUND AT THE DOWNHILL SIDE OF THE TRENCH.
3. POSTS SHALL BE SPACED A MAXIMUM OF 6 FEET APART.
4. LAY OUT SILT FENCE ALONG THE UPHILL SIDE OF THE ANCHOR POSTS AND BACK FILL 6"X6" TRENCH.
5. SECURELY ATTACH SILT FENCE TO ANCHOR POSTS W/ MINIMUM OF THREE ATTACHMENTS PER POST.
6. SEE MNDOT SPECIFICATIONS 2573 & 3886.

TURF ESTABLISHMENT

TURF ESTABLISHMENT SHALL APPLY TO ALL DISTURBED AREAS AND SHALL BE ACCORDING TO MnDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION (LATEST EDITION) EXCEPT AS MODIFIED BELOW.

TURF ESTABLISHMENT SHALL OCCUR AS SOON AS POSSIBLE BUT IN NO CASE MORE THAN 7 DAYS.

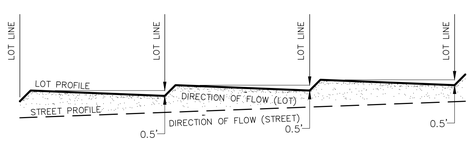
SEED: MnDOT MIXTURE 25–141 AT 60 POUNDS PER ACRE.

DORMANT SEED: SHALL BE APPLIED AT TWICE THE NORMAL RATE AFTER NOVEMBER 1ST.

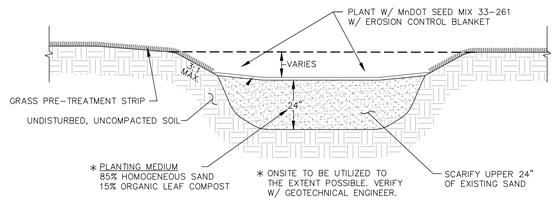
MULCH: TYPE 1 AT 2 TONS PER ACRE (DISK ANCHORED).

FERTILIZER: TYPE 1 10–10–10 AT 200 POUNDS PER ACRE.

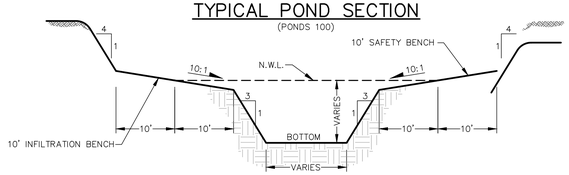
LOT BENCHING DETAIL



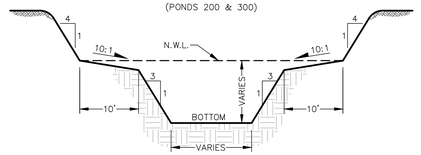
INFILTRATION BASIN



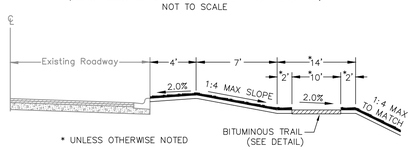
TYPICAL POND SECTION
(PONDS 100)



TYPICAL POND SECTION
(PONDS 200 & 300)



TYPICAL TRAIL SECTION
(ALPINE DRIVE BETWEEN PUMA STREET AND 152ND AVE)
NOT TO SCALE



* UNLESS OTHERWISE NOTED

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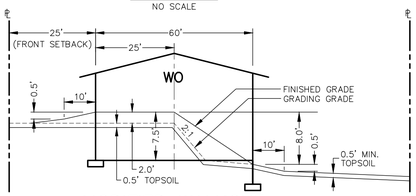
DETAILS

14 of 16

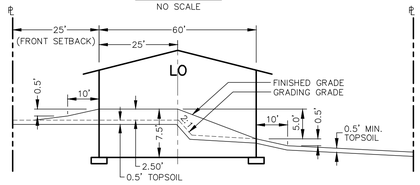
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65' LOTS

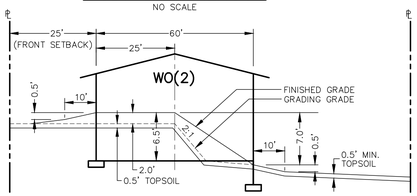
WALKOUT
NO SCALE



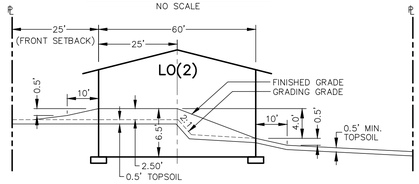
LOOKOUT
NO SCALE



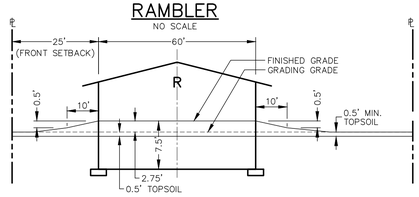
MODIFIED WALKOUT
NO SCALE



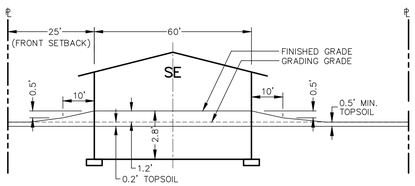
MODIFIED LOOKOUT
NO SCALE



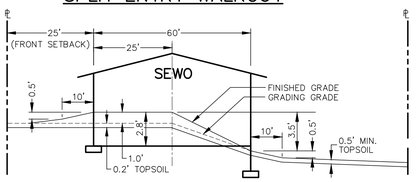
RAMBLER
NO SCALE



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NO SCALE

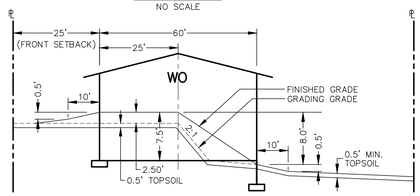


SPLIT ENTRY WALKOUT

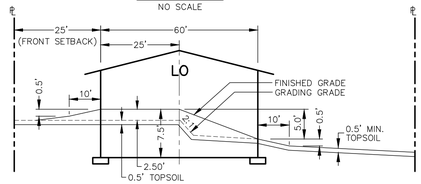


50' LOTS

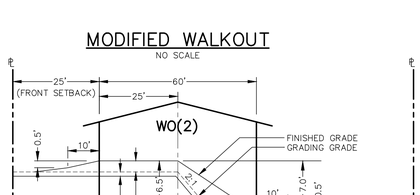
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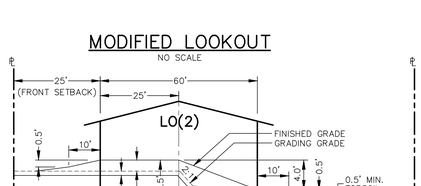
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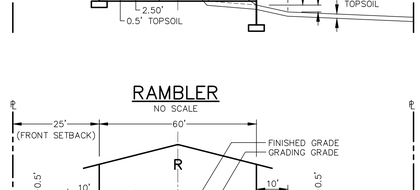
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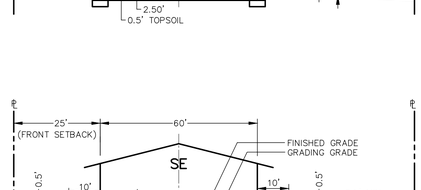
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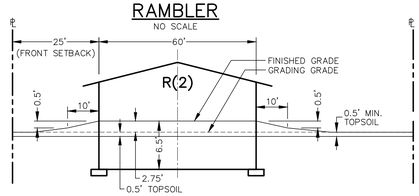
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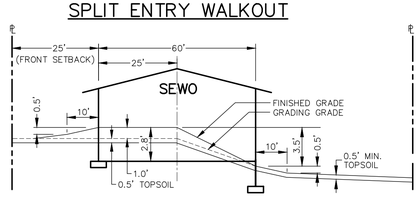
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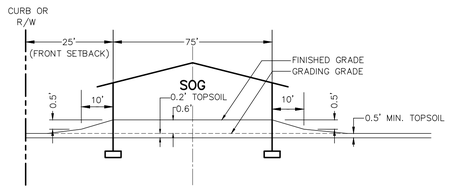
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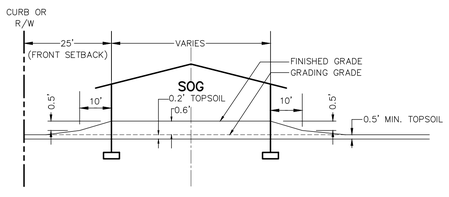
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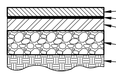
50' VILLAS
SINGLE FAMILY HOLDOWNS



40 'LOTS
DETACHED TOWNHOME HOLDDOWNS



INSERT A:

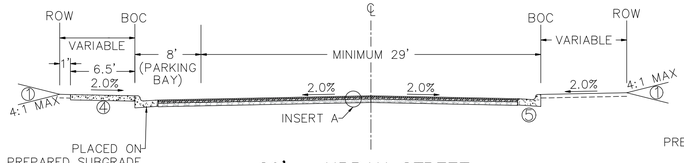


1.5" TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340B)
BITUMINOUS MATERIAL FOR TACK COAT
2" TYPE SP 12.5 NON WEARING COURSE MIXTURE (SPNWB330B)
MIN. 4" MODIFIED CLASS 5 AGGREGATE BASE (2)
PLACED ON PREPARED SUBGRADE (3)

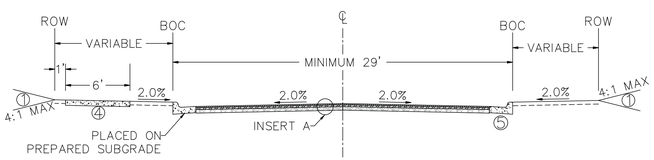
REFERENCE NOTES:

1. GRADE TO MATCH EXISTING SURFACE MINIMUM 4" COMMON TOPSOIL BORROW IN BOULEVARDS. SEE CITY PLATE No. ERO-6
2. CLASS 5 GRADATION IS MODIFIED PER CITY PLATE No. STR-26
3. CONTRACTOR SHALL SCARIFY AND COMPACT, ACCORDING TO THE SPECIFIED DENSITY METHOD, THE TOP 12 INCHES OF MATERIAL PRIOR TO PLACING ANY FILL MATERIALS OR CLASS 5 AGGREGATE BASE.
4. ALL SIDEWALKS SHALL BE 6" THICK, 6' WIDE, PLACED ON PREPARED SUBGRADE.
5. CONCRETE CURB AND GUTTER PER PLAN. SEE CITY PLATE No. STR-1.

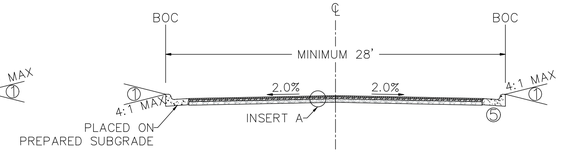
29' – URBAN STREET
W/ PARKING BAY
NOTE: NOT TO SCALE



29' – URBAN STREET
NOTE: NOT TO SCALE



28' – PRIVATE STREET
NOTE: NOT TO SCALE



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Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 3/08/17 License #: 25063

Drawn: ADB
Designed: BJK
Date: 3/08/17

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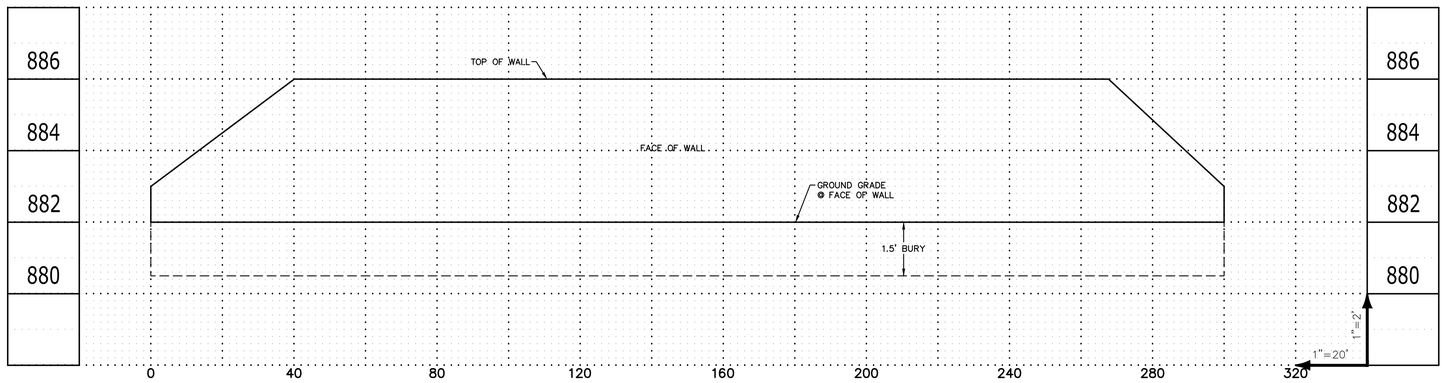
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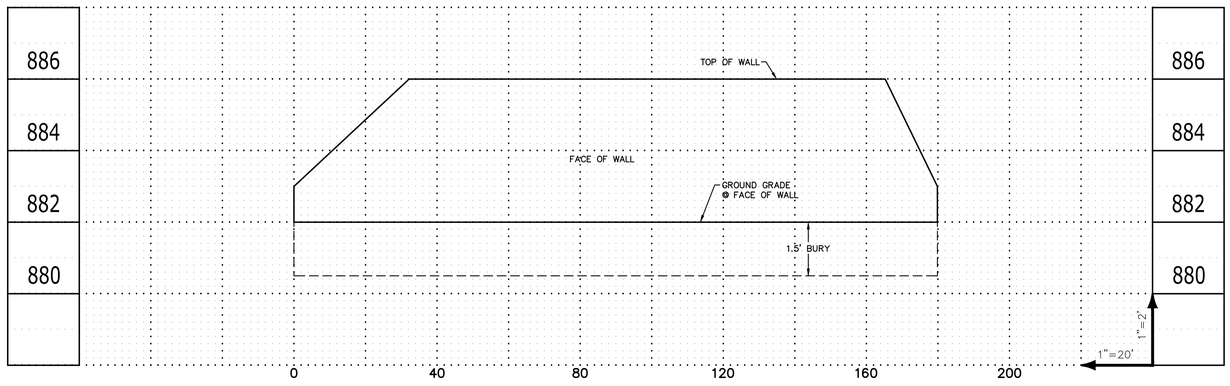
DETAILS

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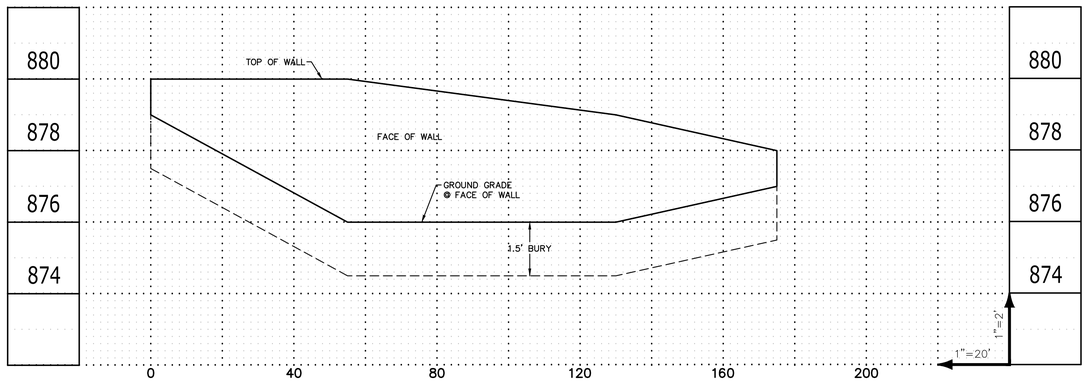
MODULAR RETAINING WALL #1
(1542 SF)



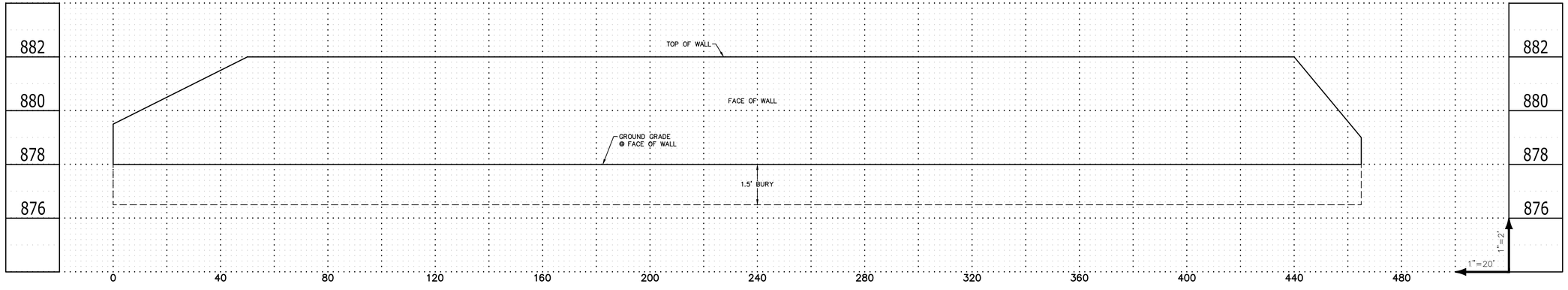
MODULAR RETAINING WALL #2
(919 SF)



MODULAR RETAINING WALL #3
(755 SF)



MODULAR RETAINING WALL #4
(2475 SF)



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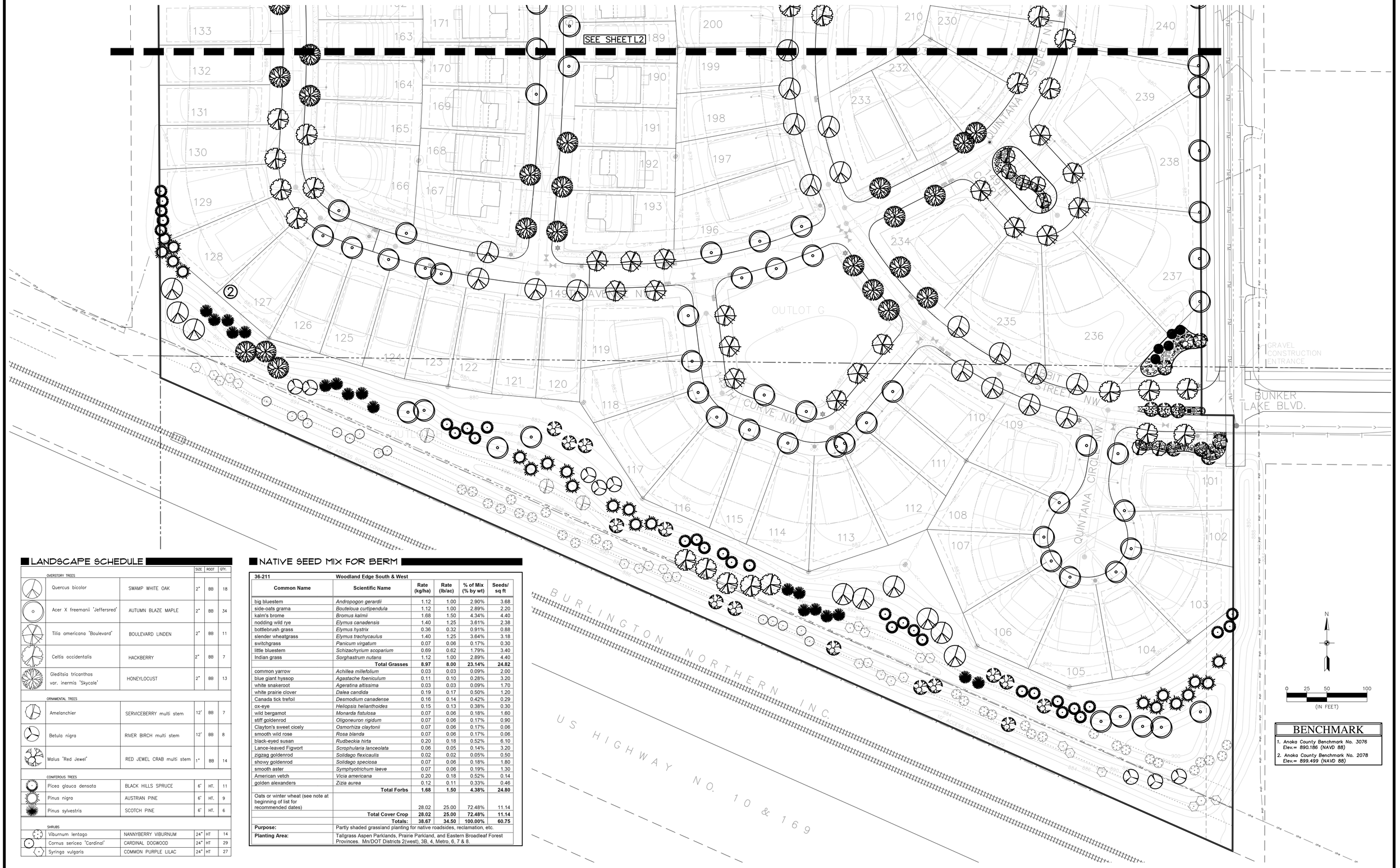
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Ramsey, MN 55303

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Ramsey, MN

RETAINING WALL PROFILES

16 of 16



LANDSCAPE SCHEDULE

			SIZE	ROOT	QTY.
OVERSTORY TREES					
	Quercus bicolor	SWAMP WHITE OAK	2"	BB	18
	Acer X freemanii 'Jeffersred'	AUTUMN BLAZE MAPLE	2"	BB	34
	Tilia americana 'Boulevard'	BOULEVARD LINDEN	2"	BB	11
	Celtis occidentalis	HACKBERRY	2"	BB	7
	Gleditsia tricanthos var. inermis 'Skycole'	HONEYLOCUST	2"	BB	13
ORNAMENTAL TREES					
	Amelanchier	SERVICEBERRY multi stem	12'	BB	7
	Betula nigra	RIVER BIRCH multi stem	12'	BB	8
	Malus 'Red Jewel'	RED JEWEL CRAB multi stem	1"	BB	14
CONFEROUS TREES					
	Picea glauca densata	BLACK HILLS SPRUCE	6'	HT.	11
	Pinus nigra	AUSTRIAN PINE	6'	HT.	9
	Pinus sylvestris	SCOTCH PINE	6'	HT.	6
SHRUBS					
	Viburnum lentago	NANNYBERRY VIBURNUM	24"	HT	14
	Cornus sericea 'Cardinal'	CARDINAL DOGWOOD	24"	HT	29
	Syringa vulgaris	COMMON PURPLE LILAC	24"	HT	27

NATIVE SEED MIX FOR BERM

36-211	Woodland Edge South & West				
Common Name	**Scientific Name**	**Rate (kg/ha)**	**Rate (lb/ac)**	**% of Mix (% by wt)**	**Seeds/ sq ft**
big bluestem	*Andropogon gerardii*	1.12	1.00	2.90%	3.68
side-oats grama	*Bouteloua curtipendula*	1.12	1.00	2.89%	2.20
kalm's brome	*Bromus kalmii*	1.68	1.50	4.34%	4.40
nodding wild rye	*Elymus canadensis*	1.40	1.25	3.61%	2.38
bottlebrush grass	*Elymus hystrix*	0.36	0.32	0.91%	0.88
slender wheatgrass	*Elymus trachycaulus*	1.40	1.25	3.64%	3.18
switchgrass	*Panicum virgatum*	0.07	0.06	0.17%	0.30
little bluestem	*Schizachyrium scoparium*	0.69	0.62	1.79%	3.40
Indian grass	*Sorghastrum nutans*	1.12	1.00	2.89%	4.40
	Total Grasses	**8.97**	**8.00**	**23.14%**	**24.82**
common yarrow	*Achillea millefolium*	0.03	0.03	0.09%	2.00
blue giant hyssop	*Agastache foeniculum*	0.11	0.10	0.28%	3.20
white snakeroot	*Ageratina altissima*	0.03	0.03	0.09%	1.70
white prairie clover	*Dalea candida*	0.19	0.17	0.50%	1.20
Canada tick trefoil	*Desmodium canadense*	0.16	0.14	0.42%	0.29
ox-eye	*Heliopsis helianthoides*	0.15	0.13	0.38%	0.30
wild bergamot	*Monarda fistulosa*	0.07	0.06	0.18%	1.60
stiff goldenrod	*Oligoneuron rigidum*	0.07	0.06	0.17%	0.90
Clayton's sweet cicely	*Osmorhiza claytonii*	0.07	0.06	0.17%	0.06
smooth wild rose	*Rosa blanda*	0.07	0.06	0.17%	0.06
black-eyed susan	*Rudbeckia hirta*	0.20	0.18	0.52%	6.10
Lance-leaved Figwort	*Scrophularia lanceolata*	0.06	0.05	0.14%	3.20
zigzag goldenrod	*Solidago flexicaulis*	0.02	0.02	0.05%	0.50
showy goldenrod	*Solidago speciosa*	0.07	0.06	0.18%	1.80
smooth aster	*Symphyotrichum laeve*	0.07	0.06	0.19%	1.30
American vetch	*Vicia americana*	0.20	0.18	0.52%	0.14
golden alexanders	*Zizia aurea*	0.12	0.11	0.33%	0.46
	Total Forbs	**1.68**	**1.50**	**4.38%**	**24.80**
Oats or winter wheat (see note at beginning of list for recommended dates)		28.02	25.00	72.48%	11.14
	Total Cover Crop	**28.02**	**25.00**	**72.48%**	**11.14**
	Totals:	**38.67**	**34.50**	**100.00%**	**60.75**
Purpose:	Partly shaded grassland planting for native roadsides, reclamation, etc.				
Planting Area:	Tallgrass Aspen Parklands, Prairie Parkland, and Eastern Broadleaf Forest Provinces. Mn/DOT Districts 2(west), 3B, 4, Metro, 6, 7 & 8.				

BENCHMARK

1. Anoka County Benchmark No. 3076 Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078 Elev.= 899.499 (NAVD 88)

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Print Name: Ryan J. Ruttger
Signature:
Date: 12/04/19 License #: 56346

Drawn: SDB
Designed: SDB
Date: 04/13/18

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Ramsey, MN

LANDSCAPE PLAN

L1 of 5

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LANDSCAPE SCHEDULE

			SIZE	ROOT	QTY.
	OVERSTORY TREES				
	Quercus bicolor	SWAMP WHITE OAK	2"	BB	28
	Acer X freemanii 'Jeffersred'	AUTUMN BLAZE MAPLE	2"	BB	24
	Tilia americana 'Boulevard'	BOULEVARD LINDEN	2"	BB	27
	Celtis occidentalis	HACKBERRY	2"	BB	39
	Gleditsia tricanthos var. inermis 'Skycole'	HONEYLOCUST	2"	BB	22
	ORNAMENTAL TREES				
	Amelanchier	SERVICEBERRY multi stem	12'	BB	2
	Betula nigra	RIVER BIRCH multi stem	12'	BB	–
	Malus 'Red Jewel'	RED JEWEL CRAB multi stem	1"	BB	5
	CONIFEROUS TREES				
	Picea glauca densata	BLACK HILLS SPRUCE	6'	HT.	3
	Pinus nigra	AUSTRIAN PINE	6'	HT.	–
	Pinus sylvestris	SCOTCH PINE	6'	HT.	7
	SHRUBS				
	Viburnum lentago	NANNYBERRY VIBURNUM	24"	HT	–
	Cornus sericea 'Cardinal'	CARDINAL DOGWOOD	24"	HT	–
	Syringa vulgaris	COMMON PURPLE LILAC	24"	HT	–

SEE SHEET L3

SEE SHEET L1

N

0 25 50 100

(IN FEET)

BENCHMARK

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2. Anoka County Benchmark No. 2078 Elev.= 899.499 (NAVD 88)

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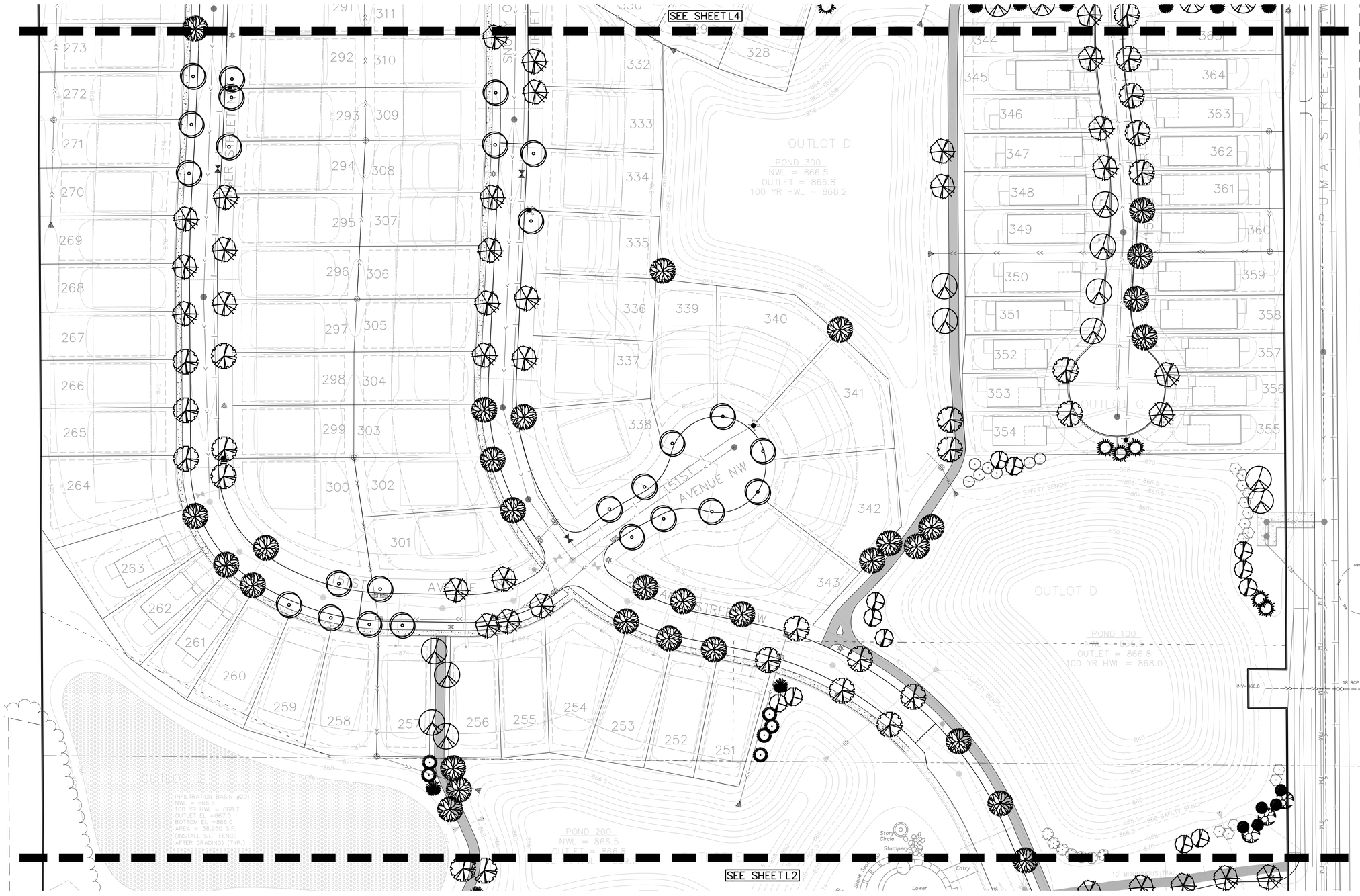
LANDSCAPE PLAN

L2 of 5

Save Date: 12/06/19 F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\la\6435_lscp.dwg

LANDSCAPE SCHEDULE

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	OVERSTORY TREES				
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	Acer X freemanii 'Jeffersred'	AUTUMN BLAZE MAPLE	2"	BB	25
	Tilia americana 'Boulevard'	BOULEVARD LINDEN	2"	BB	27
	Celtis occidentalis	HACKBERRY	2"	BB	20
	Gleditsia tricanthos var. inermis 'Skycole'	HONEYLOCUST	2"	BB	30
	ORNAMENTAL TREES				
	Amelanchier	SERVICEBERRY multi stem	12'	BB	12
	Betula nigra	RIVER BIRCH multi stem	12'	BB	–
	Malus 'Red Jewel'	RED JEWEL CRAB multi stem	1"	BB	3
	CONFEROUS TREES				
	Picea glauca densata	BLACK HILLS SPRUCE	6'	HT.	6
	Pinus nigra	AUSTRIAN PINE	6'	HT.	5
	Pinus sylvestris	SCOTCH PINE	6'	HT.	2
	SHRUBS				
	Viburnum lentago	NANNYBERRY VIBURNUM	24"	HT	7
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	Syringa vulgaris	COMMON PURPLE LILAC	24"	HT	14



N

0 25 50 100
(IN FEET)

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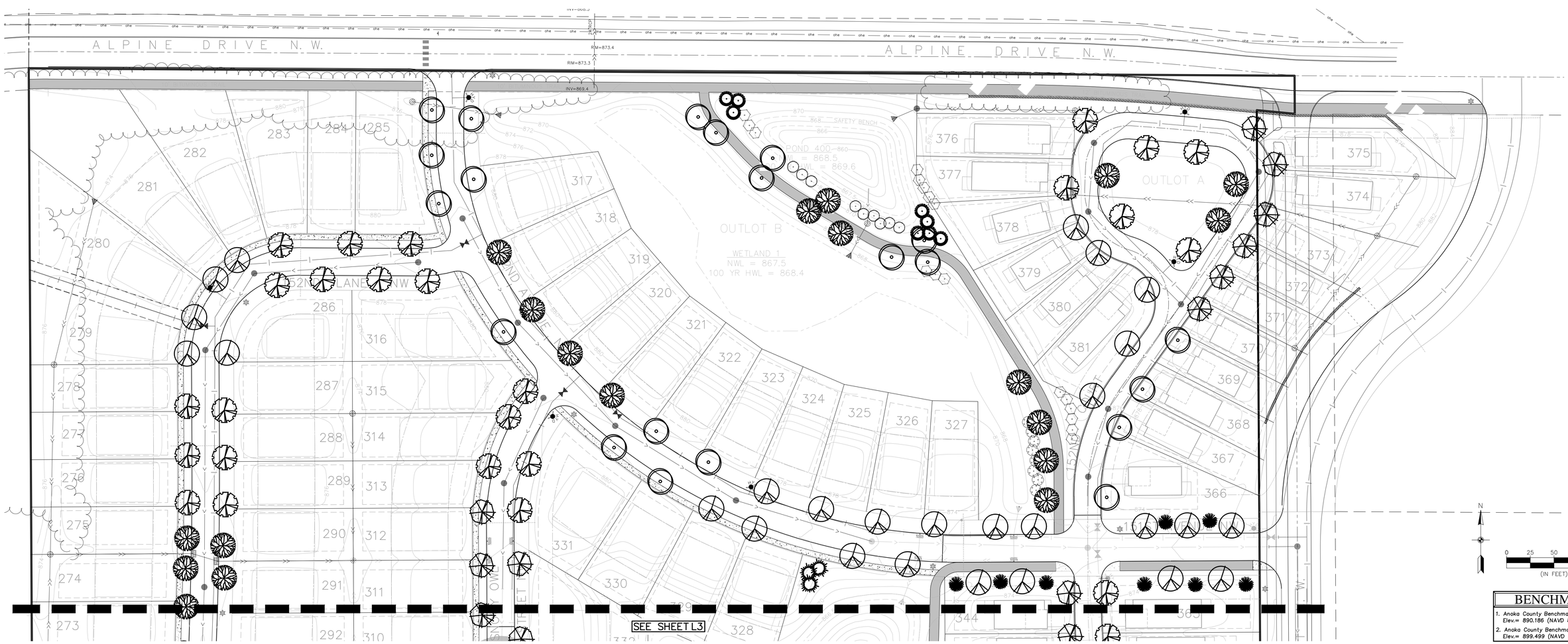
PRELIMINARY LANDSCAPE PLAN

L3 of 5

Save Date: 12/06/19 F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\la\6435_lscp.dwg

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	Celtis occidentalis	HACKBERRY	2"	BB	25
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	Amelanchier	SERVICEBERRY multi stem	12'	BB	–
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	Pinus nigra	AUSTRIAN PINE	6'	HT.	3
	Pinus sylvestris	SCOTCH PINE	6'	HT.	8
	SHRUBS				
	Viburnum lentago	NANNYBERRY VIBURNUM	24"	HT	–
	Cornus sericea 'Cardinal'	CARDINAL DOGWOOD	24"	HT	17
	Syringa vulgaris	COMMON PURPLE LILAC	24"	HT	17



BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

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www.carlsonmccain.com

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

Print Name: Ryan J. Ruttger
Signature:
Date: 12/04/19 License #: 56346

Drawn: SDB
Designed: SDB
Date: 04/13/18

Revisions:
1. 5/24/17 Per City Comments
2. 6/23/17 Per City Comments
3. 4/13/18 Revise Street names, B12L15-28 & B13L1-13 & add NE Trail
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RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY LANDSCAPE PLAN

L4 of 5

[Save Date: 12/06/19] \\northstar.local\jlnlakes\public\jobs\6421 - 6440\6435 - ramsey site\cad c3d\la\6435_lscp.dwg

CITY OF RAMSEY REQUESTED NOTES:

1. CONTRACTOR SHALL GUARANTEE ALL NEW PLANT MATERIAL FOR TWO (2) FULL GROWING SEASONS AFTER THE DATE OF WRITTEN FINAL ACCEPTANCE BY THE LANDSCAPE ARCHITECT. ANY PLANT MATERIAL THAT DIES, TURNS BROWN OR DEFOLIATES DURING THE GUARANTEE PERIOD SHALL BE IMMEDIATELY REPLACED AT NO ADDITIONAL COST TO THE OWNER AND SHALL BE COVERED BY THE SAME GUARANTEE.
2. TREES SHALL NOT BE PLANTED WITHIN THE VISION TRIANGLE AS DEFINED IN CITY CODE 117-348
3. ALL TREES IN ISLANDS/CENTER MEDIAN SHALL BE PRIVATELY MAINTAINED PER THE PER THE HOME OWNERS ASSOCIATION DOCTRINE
4. TOPSOIL MEETING THE CITY'S SPECIFICATION SHALL BE REQUIRED PER EACH LOT. COPIES OF THE LOAD TICKET SHALL BE PROVIDED AND CITY INSPECTION IS REQUIRED PRIOR TO INSTALLATION OF SOD.
5. NO TOPSOIL (OR OTHER FILL) SHALL BE PLACED WITHIN ANY WETLAND OR WETLAND SETBACK AREA.
6. IRRIGATION SYSTEM SHALL BE DESIGN BUILT BY THE CONTRACTOR AND SHALL UTILIZE MATCH PRECIPITATION HEADS, HEAD TO HEAD COVERAGE AND WEATHER COMPENSATING SMART CONTROLLER.

GENERAL NOTES:

1. LANDSCAPE CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS ON THE PROPERTY WITH THE GENERAL CONTRACTOR AND BY GOPHER STATE ONE CALL PRIOR TO STAKING PLANT LOCATIONS.
2. COORDINATE THE PHASES OF CONSTRUCTION AND PLANTING INSTALLATION WITH OTHER CONTRACTORS WORKING ON THE SITE.
3. WHERE EXISTING TREES AND/OR SIGNIFICANT SHRUB MASSINGS ARE FOUND ON THE SITE WHETHER SHOWN ON THE DRAWINGS OR NOT, THEY SHALL BE PROTECTED AND SAVED UNLESS NOTED TO BE REMOVED AND/OR ARE WITHIN THE GRADING LIMITS. ANY QUESTION REGARDING WHETHER PLANT MATERIAL SHOULD OR SHOULD NOT REMAIN SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO REMOVAL.
4. ALL EXISTING TREES TO REMAIN SHALL BE FERTILIZED AND PRUNED TO REMOVE DEAD WOOD AND DAMAGED OR RUBBING BRANCHES.
5. BB TREES AND SHRUBS ARE BALLED AND BURLAPPED.
6. NO PLANT MATERIAL SUBSTITUTIONS WILL BE ACCEPTED UNLESS APPROVAL IS REQUESTED OF THE LANDSCAPE ARCHITECT BY THE LANDSCAPE CONTRACTOR PRIOR TO SUBMISSION OF BID AND/OR QUOTATION.
7. ALL PLANT MATERIAL SHALL COMPLY WITH THE LATEST ADDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN.
8. THE CONTRACTOR IS RESPONSIBLE FOR ON-GOING MAINTENANCE OF ALL NEWLY INSTALLED MATERIALS UNTIL TIME OF OWNER ACCEPTANCE. ANY ACTS OF VANDALISM OR DAMAGE WHICH MAY OCCUR PRIOR TO OWNER ACCEPTANCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
9. CONTRACTOR SHALL PROVIDE A WRITTEN REQUEST FOR THE OWNER ACCEPTANCE INSPECTION.
10. TWO (2) YEAR WARRANTY FOR THE LANDSCAPE MATERIALS SHALL BEGIN ON THE DATE OF WRITTEN FINAL ACCEPTANCE BY THE LANDSCAPE ARCHITECT ONLY AFTER ALL PLANTING HAS BEEN COMPLETED. NO PARTIAL ACCEPTANCE WILL BE CONSIDERED.

LANDSCAPE SCHEDULE

KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	QTY.
	DECIDUOUS TREES				
	Quercus bicolor	SWAMP WHITE OAK	2"	BB	85
	Acer X freemanii 'Jeffersred'	AUTUMN BLAZE MAPLE	2"	BB	104
	Tilia americana 'Boulevard'	BOULEVARD LINDEN	2"	BB	75
	Celtis occidentalis	HACKBERRY	2"	BB	91
	Gleditsia tricanthos var. inermis 'Skycole'	HONEYLOCUST	2"	BB	84

KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	QTY.
	ORNAMENTAL TREES				
	Amelanchier	SERVICEBERRY multi stem	12'	BB	21
	Betula nigra	RIVER BIRCH multi stem	12'	BB	8
	Malus 'Red Jewel'	RED JEWEL CRAB multi stem	8'	BB	22
KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	QTY.
	CONIFEROUS TREES				
	Picea glauca densata	BLACK HILLS SPRUCE	6'	HT.	28
	Pinus nigra	AUSTRIAN PINE	6'	HT.	17
	Pinus sylvestris	SCOTCH PINE	6'	HT.	23

KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	QTY.
	SHRUBS				
	Viburnum lentago	NANNYBERRY VIBURNUM	24"	HT	29
	Cornus sericea 'Cardinal'	CARDINAL DOGWOOD	24"	HT	35
	Syringa vulgaris	COMMON PURPLE LILAC	24"	HT	44

LANDSCAPE REQUIRMENTS

2 TREES PER LOT 2 X 279 = 558 TREES

TOTAL TREES TO BE PLANTED = 558 TREES

PLANTING SPECIFICATIONS:

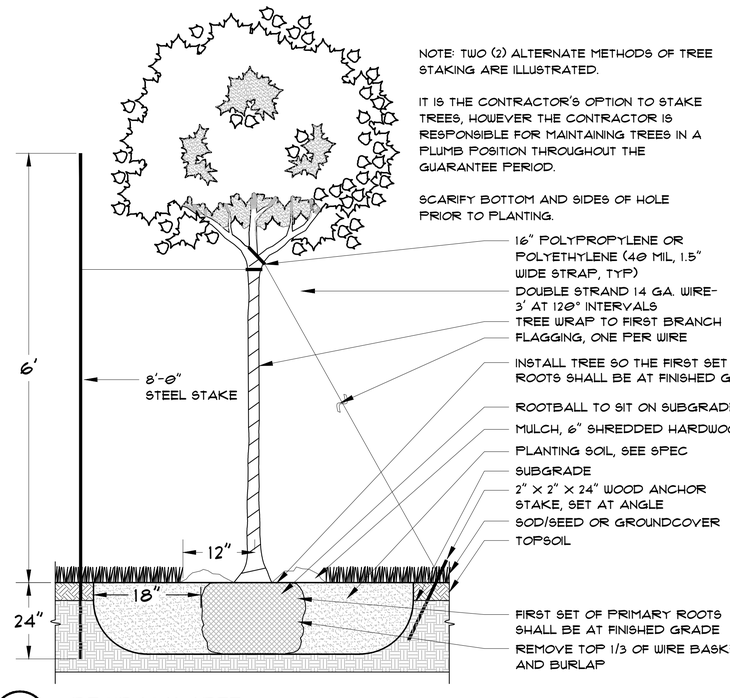
1. PLANTING BED PREPARATION: ALL MASS PLANTING BEDS SHALL BE TILLED TO A MINIMUM DEPTH OF 10". AMENDMENTS SHALL BE APPLIED AFTER CULTIVATION.
2. BACKFILL SOIL: USE SOIL EXCAVATED FROM PLANTING HOLES & PROVIDE AMENDMENTS. REMOVE ALL DEBRIS AND ROCKS LARGER THAN 3" IN DIA.
9. FERTILIZATION: IT IS RECOMMENDED THAT NEWLY PLANTED TREES AND SHRUBS SHOULD NOT BE FERTILIZED THE FIRST YEAR. IF NECESSARY, BEGIN FERTILIZING TREES AND SHRUBS THE SECOND YEAR AFTER ESTABLISHMENT AT A RATIO AND RATE BASED ON A SOIL TEST.
10. MULCH MATERIAL: AS SPECIFIED ON LANDSCAPE PLANS. MASS MULCH ALL PLANTING BEDS TO 3" DEPTH OVER FIBER MAT WEED BARRIER. ALL PERRENIAL PLANTING BEDS TO RECEIVE 3" DEEP SHREDDED HARDWOOD MULCH WITH NO FIBER WEED MAT BARRIER. ALL DECIDUOUS AND EVERGREEN TREES TO RECEIVE 6" DEEP SHREDDED HARDWOOD MULCH WITH NO MULCH IN DIRECT CONTACT WITH TREE TRUNK.
11. TREE STAKING: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO STAKE AND/OR GUY THE TREES ACCORDING TO THE DETAILS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO TAKE EVERY STEP NECESSARY TO MAINTAIN THE TREES AND SHRUBS ON AN UPRIGHT AND PLUMB CONDITION AT ALL TIMES UNTIL THE END OF THE PLANT GUARANTEE PERIOD, ESPECIALLY WHERE VANDALISM, SOIL OR WIND CONDITIONS ARE A PROBLEM.
12. TREE WRAPPING: WRAPPING MATERIAL SHALL BE QUALITY, HEAVY WATERPROOF CREPE PAPER MANUFACTURED FOR THIS PURPOSE. WRAP ALL DECIDUOUS TREES IN THE FALL PRIOR TO 12-1 AND REMOVE ALL WRAPPING BY 5-1.
13. RODENT PROTECTION: PROVIDE ON ALL TREES, EXCEPT SPRUCE UNLESS OTHERWISE NOTED.
14. PLANTING PLAN: ALL PROPOSED PLANTS SHALL BE LOCATED CAREFULLY AS SHOWN ON THE PLANS. THE PLAN TAKES PRECEDENCE OVER THE NOTES. RESPECT STATED DIMENSIONS. DO NOT SCALE DRAWINGS.
15. EDGING: EDGING SHALL BE 4: P.V.C COMMERCIAL GRADE EDGING WITH THREE (3) METAL ANCHOR STAKES PER 20 FOOT SECTION, UNLESS OTHERWISE NOTED ON THE PLAN. ALL MASS PLANTING BEDS SHALL HAVE EDGING PLACED BETWEEN MULCH AND ANY ADJACENT TURF AREAS.

PLANTING NOTES:

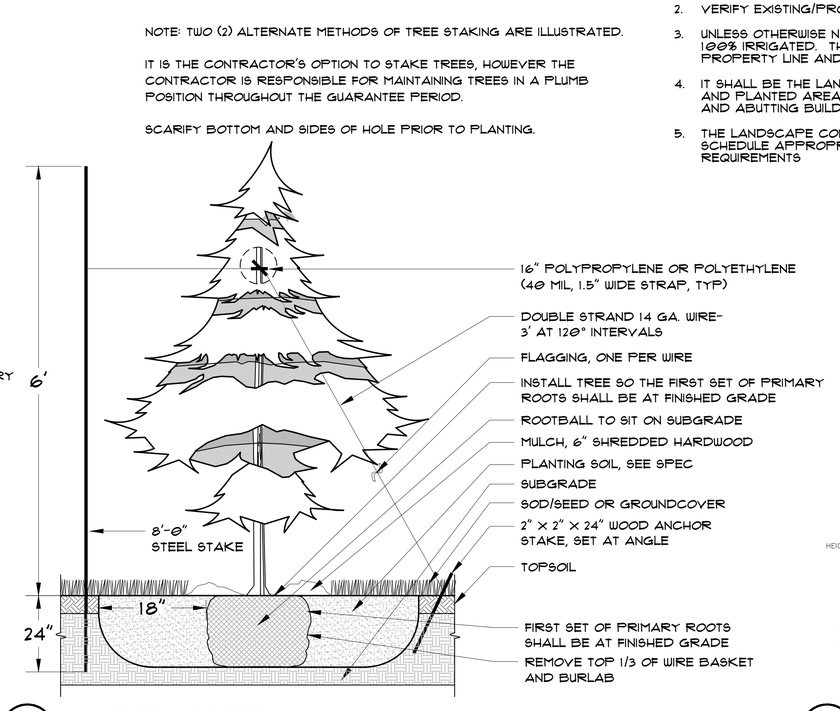
1. NO PLANTING TO BE INSTALLED UNTIL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
2. ALL PLANT MATERIAL LOCATIONS MUST BE REVIEWED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ANY AND ALL DIGGING.
3. IF THE LANDSCAPE CONTRACTOR PERCEIVES AND DEFICIENCIES IN THE PLANT SELECTIONS, SOIL CONDITIONS, OR ANY OTHER SITE CONDITION WHICH MIGHT NEGATIVELY AFFECT PLANT MATERIAL ESTABLISHMENT, SURVIVAL OR GUARANTEE, THEY SHALL BRING THESE DEFICIENCIES TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. ADJUSTMENTS IN THE LOCATION OF PROPOSED PLANT MATERIAL MAY BE NEEDED IN THE FIELD. SHOULD AN ADJUSTMENT BE ADVISED, THE LANDSCAPE ARCHITECT MUST BE NOTIFIED.
5. ALL PLANTS TO BE INSTALLED PER PLANTING DETAILS.
6. ONE SHRUB PER TYPE AND SIZE IN EACH PLANTING BED AND EVERY TREE SHOULD BE CLEARLY IDENTIFIED (COMMON OR LATIN NOMENCLATURE) WITH A PLASTIC TAG WHICH SHALL NOT BE REMOVED PRIOR TO OWNER ACCEPTANCE.
7. WHERE SOD/SEED ABUTS PAVED SURFACES, FINISHED GRADE OF SEED/SOD SHALL BE HELD 1" BELOW SURFACE ELEVATION OF TRAIL, SLAB, CURB, ETC.
8. SOD SHALL BE LAID PARALLEL TO THE CONTOURS AND SHALL HAVE STAGGERED JOINTS. ON SLOPES STEEPER THAN 3 : 1 OR IN DRAINAGE SWALES, THE SOD SHALL BE STAKED TO THE GROUND.
9. SEED ALL AREAS DISTURBED DUE TO GRADING OTHER THAN THOSE TO RECEIVE SOD.
10. REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATORS AT NO COST TO THE OWNER.

IRRIGATION NOTES:

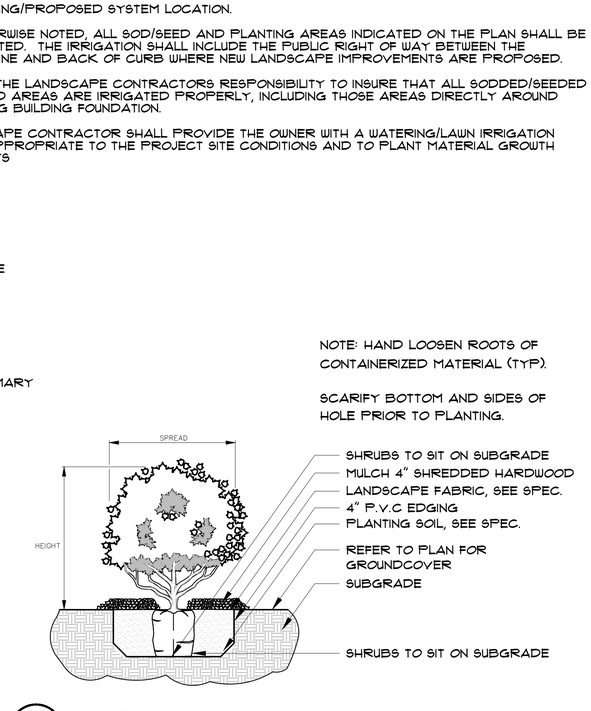
1. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SHOP DRAWINGS ILLUSTRATING IRRIGATION PLANS AND SPECIFICATIONS AS PART OF THE SCOPE OF WORK WHEN BIDDING. THESE SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ORDER.
2. VERIFY EXISTING/PROPOSED SYSTEM LOCATION.
3. UNLESS OTHERWISE NOTED, ALL SOD/SEED AND PLANTING AREAS INDICATED ON THE PLAN SHALL BE 100% IRRIGATED. THE IRRIGATION SHALL INCLUDE THE PUBLIC RIGHT OF WAY BETWEEN THE PROPERTY LINE AND BACK OF CURB WHERE NEW LANDSCAPE IMPROVEMENTS ARE PROPOSED.
4. IT SHALL BE THE LANDSCAPE CONTRACTORS RESPONSIBILITY TO INSURE THAT ALL SODDED/SEEDED AND PLANTED AREAS ARE IRRIGATED PROPERLY, INCLUDING THOSE AREAS DIRECTLY AROUND AND ABUTTING BUILDING FOUNDATION.
5. THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER WITH A WATERING/LAWN IRRIGATION SCHEDULE APPROPRIATE TO THE PROJECT SITE CONDITIONS AND TO PLANT MATERIAL GROWTH REQUIREMENTS



1 L2 DECIDUOUS TREE — LEVEL SITE



2 L2 CONIFEROUS TREE — LEVEL SITE



3 L2 SHRUB — LEVEL SITE

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Print Name: Ryan J. Ruttger
Signature:
Date: 12/04/19 License #: 56346

Drawn: SDB
Designed: SDB
Date: 04/13/18

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RIVERSTONE
Ramsey, MN

PRELIMINARY LANDSCAPE DETAILS

L5 of 5

[Save Date: 12/06/19] \\northstar.local\sinolakes\public\jobs\6421 - 6440\6435 - ramsey site\cad c3d\a\a6435_lscp.dwg

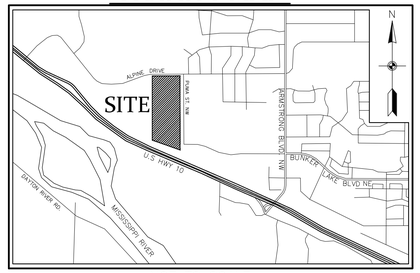
RIVERSTONE
TREE PRESERVATION PLAN
RAMSEY, MINNESOTA



1 / TP1 TREE PRESERVATION PLAN

SCALE 1" = 100'

VICINITY MAP

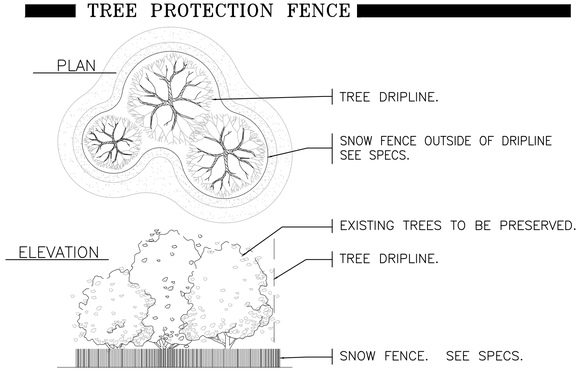


NOT TO SCALE

SHEET INDEX

1. COVER
2. TREE PRESERVATION PLAN & TREE TABLES

TREE PROTECTION FENCE



ERECT PROTECTIVE SNOW FENCE PRIOR TO ANY CONSTRUCTION ACTIVITY.
DO NOT STORE ANY EQUIPMENT OR MATERIALS WITHIN PROTECTIVE AREA.
REMOVE THE PROTECTIVE SNOW FENCE ONLY AFTER CONSTRUCTION OPERATIONS ARE COMPLETED.

TREE REMOVAL/REPLACEMENT SUMMARY

REMOVED/SAVED	REPLACEMENT/CREDIT
1. SIGNIFICANT TREES;	
1.1. OAK AND EVERGREEN OVER 4 DBH	
1.2. ALL TREES OVER 8 DBH	
2. REMOVAL THRESHOLD	
2.1. AT LEAST 40% OF THE EXISTING SIGNIFICANT TREE DBH SHALL BE RETAINED ON-SITE	
2.2. FOR EVERY SIGNIFICANT DBH REMOVED ABOVE THE 40%, REPLACE AT 1.25%	
SIGNIFICANT TREES (OAK / EVERGREEN)	374 dbh
SIGNIFICANT TREES (ALL OTHERS)	1884 dbh
TOTAL DBH ON SITE -	2258 dbh
TOTAL (2258 TOTAL- 882 EXEMPT TREES = 1376DBH)	1376 DBH
EXEMPT TREES	882 dbh
40% TO REMAIN ON-SITE	550 dbh
60% ALLOWABLE REMOVAL	826 dbh
TREES REMOVED FOR GRADING	939 dbh
TOTAL REPLACEMENT REQUIRED	113 dbh
REPLACE TREES @ 125%	141 dbh
REPLACEMENT TREES @ 2.5 DBH	57 ADDITIONAL TREES

BENCHMARK

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2. Anoka County Benchmark No. 2078 Elev.= 899.499 (NAVD 88)

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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 Landscape Architect under the laws of the State of Minnesota

Print Name: James A. Kalkes
Signature: James A. Kalkes
Date: 06/19/18 License #: 45071

Drawn: JAK
Designed: JAK
Date: 06/19/18

Revisions:
1.

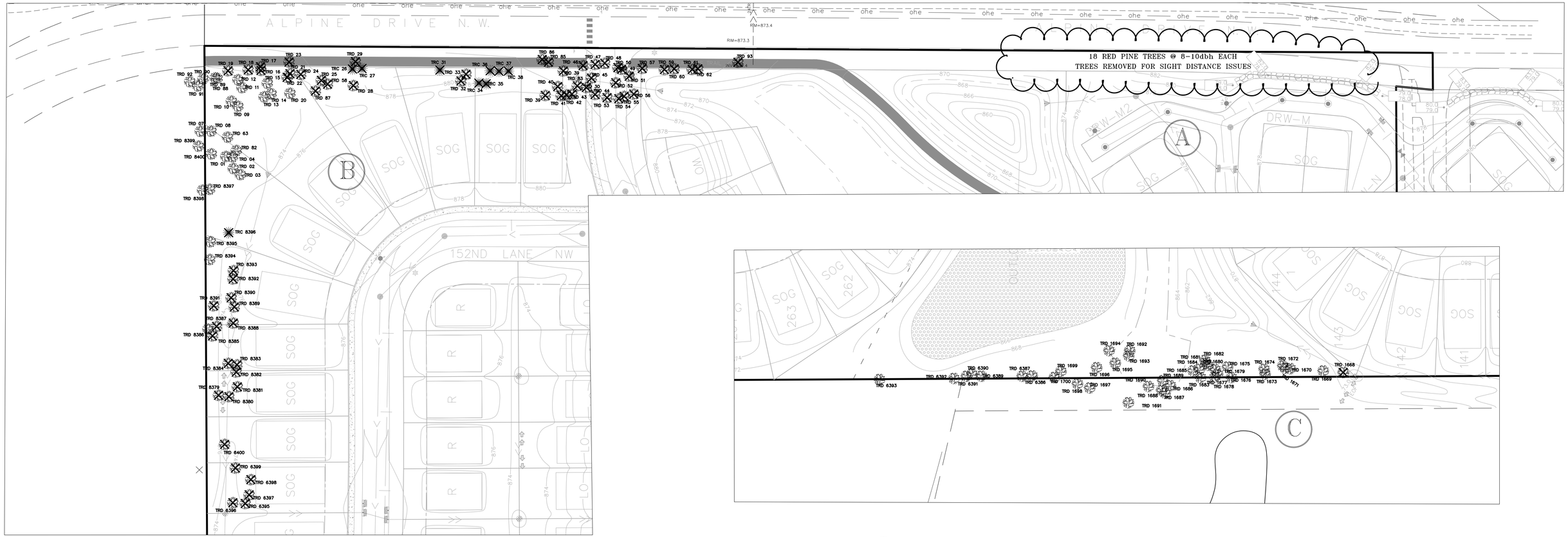
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RIVERSTONE
Ramsey, MN

COVER

TP1 of 2

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1 TP2 TREE PRESERVATION PLAN

SCALE 1" = 50'

2 TP2 TREE PRESERVATION PLAN

SCALE 1" = 50'

Tree No.	Tree Species	(DBH)	Saved	Removed	Removed for...
001	Boxelder	8	X		
002	Elm	16	X		
003	Boxelder	9	X		
004.01	Boxelder	15	X		
004.02	Boxelder	12	X		
005	Boxelder	15		X	Grading
006	Boxelder	13		X	Grading
007	Boxelder	10	Off Site		
008	Boxelder	10	Off Site		
009	Boxelder	14	X		
010	Boxelder	12	X		
011	Boxelder	12	X		
012	Elm	10	X		
013	Elm	9	X		
014	Boxelder	11	X		
015	Boxelder	12	X		
016	Boxelder	12		X	Exempt - Trail
017	Boxelder	13		X	Exempt - Trail
018	Boxelder	12		X	Exempt - Trail
019	Boxelder	13		X	Exempt - Trail
020	Boxelder	12	X		
021	Boxelder	10		X	Grading
022	Boxelder	8		X	Grading
023.01	Boxelder	9		X	Exempt - Trail
023.02	Boxelder	8		X	Exempt - Trail
024	Boxelder	8		X	Grading
025	Hackberry	18		X	Grading
026	35' Red Pine	9		X	Exempt - Trail
027	35' Red Pine	9		X	Exempt - Trail
028	Boxelder	8		X	Grading
029	Boxelder	8		X	Exempt - Trail
030.01	25' Red Pine	6		X	Exempt - Trail
030.02	25' Red Pine	6		X	Exempt - Trail
031	40' Red Pine	9		X	Exempt - Trail
032	Elm	9		X	Grading
033	Elm	9		X	Exempt - Trail
034	30' Red Pine	12		X	Grading
035	30' Red Pine	12		X	Grading
036	40' Pine	14		X	Exempt - Trail
037	40' Pine	14		X	Exempt - Trail
038.01	Boxelder	10		X	Exempt - Trail
038.02	Boxelder	8		X	Exempt - Trail
039	Elm	10		X	Exempt - Trail
040	Hack	10		X	Grading
041	Elm	10		X	Grading
042	Elm	15		X	Grading
043	Boxelder	11		X	Grading
044	Boxelder	12		X	Exempt - Trail
045	Boxelder	12		X	Exempt - Trail

Tree No.	Tree Species	(DBH)	Saved	Removed	Removed for...
046	Elm	9		X	Exempt - Trail
047	Elm	8		X	Exempt Road
048	Elm	8		X	Exempt Road
049	Elm	9		X	Exempt Road
050	Elm	8		X	Exempt Road
051	Elm	8		X	Exempt - Trail
052	Ash	10		X	Exempt Road
053.01	Elm	10		X	Exempt Road
053.02	Elm	11		X	Exempt Road
054	Elm	14		X	Exempt Road
055	Boxelder	13		X	Exempt Road
056	Elm	10		X	Exempt Road
057.01	Elm	15		X	Exempt - Trail
057.02	Elm	12		X	Exempt - Trail
057.03	Elm	10		X	Exempt - Trail
058	Elm	9		X	Grading
059	Elm	9		X	Exempt - Trail
060	Elm	10		X	Exempt - Trail
061	Elm	14		X	Exempt - Trail
062	Elm	15		X	Exempt - Trail
063	Elm	16	X		
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
082	Boxelder	8	X		
083	Boxelder	22		X	Grading
084	Boxelder	10		X	Grading
085	Elm	10		X	Exempt - Trail
086	Elm	10		X	Exempt - Trail
087	Elm	24		X	Grading
088	Elm	12	X		
089	Elm	10	X		
090	Elm	12	Off Site		
091	Boxelder	10	Off Site		

Tree No.	Tree Species	(DBH)	Saved	Removed	Removed for...
092	Boxelder	12	Off Site		
093	Boxelder	24		X	Exempt - Trail
1668.01	Boxelder	20		X	
1668.02	Boxelder	15		X	
1668.03	Boxelder	12		X	
1668.04	Boxelder	13		X	
1668.05	Boxelder	17		X	
1669.01	Boxelder	13	X		
1669.02	Boxelder	12	X		
1669.03	Boxelder	17	X		
1670	Oak	25	X		
1671	Oak	12	X		
1672	Boxelder	30	X		
1673.01	Box - Broken	10	X		
1673.02	Box - Broken	12	X		
1673.03	Box - Broken	15	X		
1673.04	Box - Broken	10	X		
1674	Oak	20	X		
1675.01	Boxelder	20	X		
1675.02	Boxelder	20	X		
1675.03	Boxelder	24	X		
1676	Oak	13	X		
1677	Boxelder	10	X		
1678	Boxelder	10	X		
1679	Boxelder	12	X		
1680	Boxelder	10	X		
1681	Boxelder	10	X		
1682	Boxelder	8	X		
1683	Boxelder	12	X		
1684.01	Oak	20	X		
1684.02	Oak	19	X		
1685	Boxelder	11	X		
1686	Boxelder	8	Off Site		
1687	Boxelder	9	X		
1688.01	Boxelder	8	X		
1688.02	Boxelder	10	X		
1689	Boxelder	9	X		
1690	Boxelder	9	Off Site		
1691	Cottonwood	20	X		
1692	Poplar	9	X		
1692.02	Cottonwood	19	X		
1693	Poplar	8	X		
1694	Boxelder	10	X		
1695	Boxelder	14	X		
1696	Oak	41	X		
1697.01	Boxelder	10	Off Site		
1697.02	Boxelder	8	Off Site		
1698	Boxelder	14	Off Site		
1699	Boxelder	18	X		

Tree No.	Tree Species	(DBH)	Saved	Removed	Removed for...
1700.01	Boxelder	12	X		
1700.02	Boxelder	10	X		
6386.01	Boxelder	14	X		
6386.02	Boxelder	12	X		
6386.03	Boxelder	12	X		
6387.01	Boxelder	19	X		
6387.02	Boxelder	17	X		
6389	Boxelder	8	X		
6390	Boxelder	8	X		
6391.01	Boxelder	11	X		
6391.02	Boxelder	8	X		
6391.03	Boxelder	8	X		
6392.01	Boxelder	9	X		
6392.02	Boxelder	8	X		
6393	Boxelder	8	X		
6394	25' Red Pine	8		X	Grading
6395	Elm	15		X	Grading
6396	Boxelder	10		X	Grading
6397	Elm	8		X	Grading
6398	Elm	8		X	Grading
6399	Elm	12		X	Grading
6400	Elm	16		X	Grading
83/9	Elm	10		X	Grading
8380	Elm	15		X	Grading
8381	Elm	8		X	Grading
8382	Elm	12		X	Grading
8383	Elm	14		X	Grading
8384.01	Elm	26		X	Grading
8384.02	Elm	24		X	Grading
8385	Elm	8		X	Grading
8386	Elm	9	X		
8387.01	Elm	10		X	Grading
8387.02	Elm	8		X	Grading
8388	Elm	18		X	Grading
8389	Elm	12		X	Grading
8390	Elm	10		X	Grading
8391.01	Elm	10		X	Grading
8391.02	Elm	10		X	Grading
8391.03	Elm	10		X	Grading
8391.04	Elm	10		X	Grading
8391.05	Elm	10		X	Grading
8392	Elm	12		X	Grading
8393	Elm	16		X	Grading
8394	Elm	24	X		
8395.01	Elm	22	X		
8395.02	Elm	20	X		
8396	35' Red Pine	14		X	Grading
8397	Hackberry	14	X		
8398	Boxelder	12	Off Site		

Tree No.	Tree Species	(DBH)	Saved	Removed	Removed for...
8399.01	Boxelder	14	Off Site		
8399.02	Boxelder	10	Off Site		
8400.01	Boxelder	20	Off Site		
8400.02	Boxelder	18	X		

TREE LEGEND

- EVERGREEN TREES TO REMAIN
- EVERGREEN TO BE REMOVED
- DECIDUOUS TO REMAIN
- DECIDUOUS TO BE REMOVED

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

Carlson McCain
• environmental
• engineering
• surveying
3890 Pheasant Ridge Drive NE, Suite 100
Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.com

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

Print Name: James A. Kalkes
Signature: James A. Kalkes
Date: 06/19/18 License #: 45071

Drawn: JAK
Designed: JAK
Date: 06/19/18

Revisions:
1.

RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

[Save Date: 06/19/18] F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\tree preservation\6435_tree.dwg

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	12/30/19	**PROJECT ADDRESS**	RIVERSTONE DEVELOPMENT
PROJECT. TITLE	RIVERSTONE ADDITION (PRELIMINARY PLAT REVISION)		
PROJECT #	17-106		
DEPARTMENT:	Community Development – Planning Division		
TECHNICAL REVIEWER:	Name: Tim Gladhill, Community Development Director Phone: 763-433-9826 Email: tgladhill@cityoframsey.com		

This preliminary plat phase is the most significant approval step in the overall process. Preliminary Plat gives entitlement to the project, in which the City cannot reverse overall layout. The last step in the phase, Final Plat, simply approves construction documents and the Final Plat Sheet for recording and legal subdivision. **Please see last page for list of contingencies of approval.**

Changes from the originally approved preliminary plat include:

Lot Changes:

- Changes from quad units to detached townhome units in the NE corner
  - Requested change = 7.4 acres, Block 1, 2, 4, Outlots A & C; 38 total lots
  - Density of NE Corner: 5.14 lots per acre
  - **Requires comprehensive plan amendment to medium density residential (from HDR)**
- Lot line changes on northwestern portion of site (Blocks 6 and 7)

Utility Changes:

- SSWR depth changed to serve parcel directly to west between Block 6 and 8
- STM changes across Blocks 1, 2, 4, 6 & 7
- WM stubbed west to serve parcel directly to west through block 7

2017 PUD Approved

The four (4) different types of housing proposed previously the project included:

1. 65-foot-wide traditional single-family lot (Traditional Single-Family/Small-Lot Single Family Lots)
2. 50-foot-wide traditional single-family lot (Traditional Single-Family/Small-Lot Single Family Lots)
3. 50-foot-wide 'villa' lot (association maintained lawn care and snow removal) (Detached Townhomes)
4. 4-unit townhome building

The proposed changes to the preliminary plat entirely remove the 4-unit townhome buildings and 40 foot wide lots in the NE and NW sections of the plat. The PUD would now include:

1. 65-foot-wide traditional single-family lot (Traditional Single-Family/Small-Lot Single Family Lots)
2. 50-foot-wide traditional single-family lot (Traditional Single-Family/Small-Lot Single Family Lots)
3. ~~50~~ 40-foot-wide 'villa' lot (association maintained lawn care and snow removal) (Detached Townhomes)
4. ~~4-unit townhome building~~

Please note: Previous approval in 2017 required that the lots meet the 50 foot wide requirement set forth by City Code for medium density residential units. (Capstone had proposed 45 foot wide units in 2017.) According to Capstone, the demand for these narrow lots has increased.

Architectural Standards

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







Please note that Staff will need updated architectural plans for any home with a 3-stall garage and 40-foot wide lots.

Street Widths and Design

The proposed street widths are shown at twenty-nine (29) feet. Traditional City Streets in Ramsey are measured at thirty-two (32) foot widths. The Planning Commission recommends approval of twenty-nine (29) foot road widths with parking restricted on one (1) side of the road. This width was previously approved with the original preliminary plat.

Pedestrian Safety

2017 Action Item: *Amend the plans to include pedestrian crossings at Alpine Drive as indicated above.*

2017 Action Item: *Amend the plan set to modify Street B as outlined above.*

2017Action Item: *Amend the plan set to add a trail connection along Alpine Drive from Street H to Puma Street.*

Staff needs:

- **Additional information on the pedestrian crossing mechanisms.**

Changes Required:

- **Trail needs to be continued along Alpine Drive (entirely of Alpine Drive).**

Development Fees

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

- Park Dedication
- Trail Development
- Water Trunk/Connection
- Sanitary Sewer Trunk/Connection
- Stormwater Management

Park Dedication Credit was provided as outlined in the Resolution approving the Preliminary Plat.

Environmental Review

Action Item from 2017: Amend the Preliminary Plat to extend the berm around the impacted lot and provide landscaping or fencing that demonstrates reasonable measure to mitigate the decibel exceedances.

Ensure this change was made.

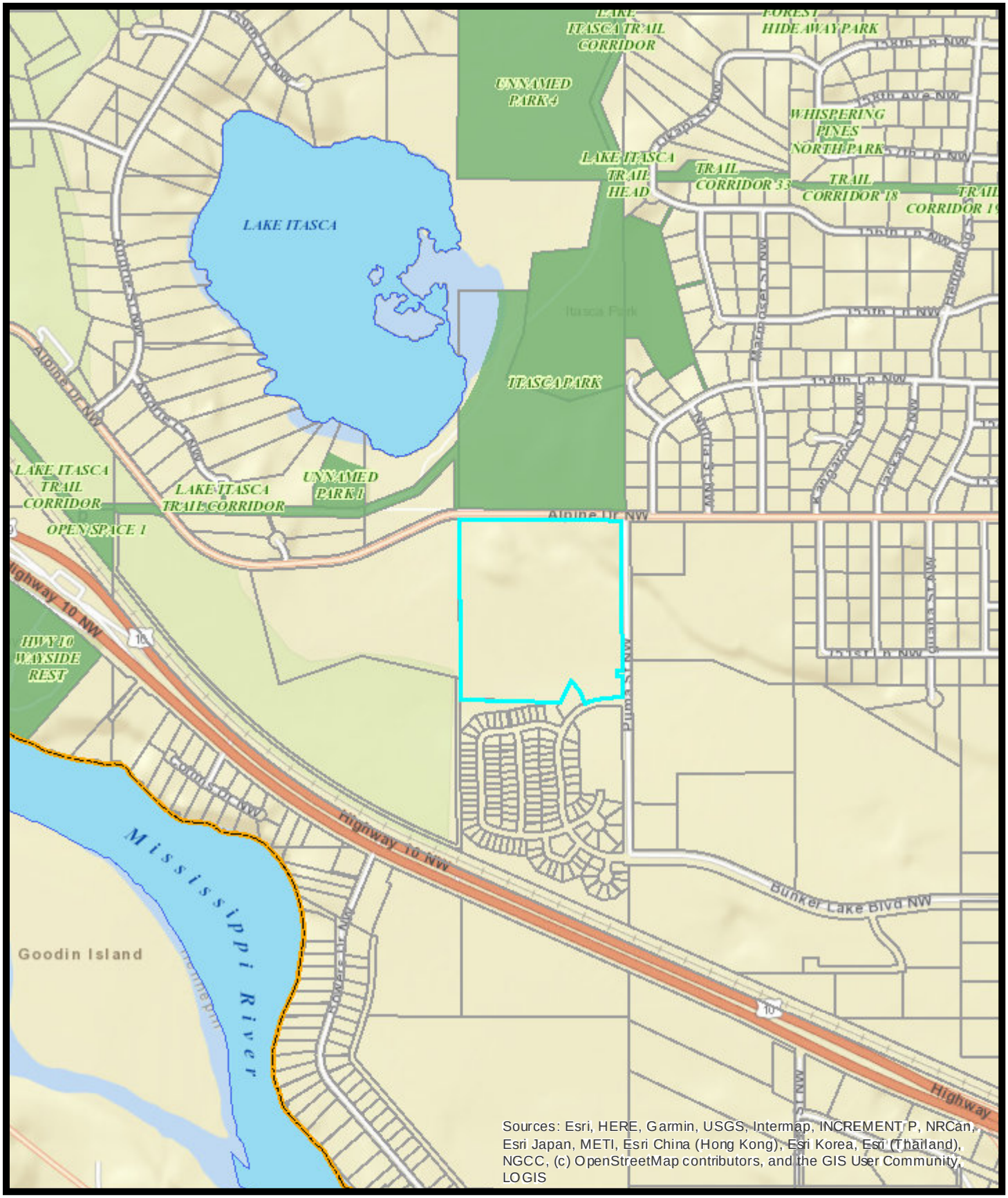
2017 Contingencies

1. Amend the lot widths for the quad/townhomes to fifty (50) feet.
2. A pedestrian crossing at the intersection of Street H (edited: 152nd Ave) and Alpine Drive must be added to a plan set. The crossing must be designed more than just a painted cross walk and a single-light pedestrian signal. These details must be finalized prior to Preliminary Plat approval by the City Council.
3. Street B (edited: Snowy Owl) shall be modified to a more pedestrian-friendly design given the adjacent parks and recreation space. Please propose a design based on recent discussions with City Staff.
4. A Master Park Dedication and Trail Development Fee Agreement Policy Framework must be approved along with City Council approval of the Preliminary Plat. The final agreement shall be approved with the Final Plat.

2019/2020 Contingencies

1. City Council must approve reduction to 40 foot wide lots.
2. Comprehensive Plan Amendment required for change from HDR (quads) to detached townhomes (40 foot wide lots) in NE corner.
3. City Engineer must approve crossing at 152nd Ave and Alpine Drive. Plan sheets required for advanced warning crossing and detail sheets.
4. Trail must be extended along Alpine Drive (entirety of street).
5. Architectural renderings need to be approved by City Council for 3-stall garages and 40 foot wide lots.

Site Location Map



mi
0 0.05 0.1 0.2 0.3 0.4

Print Date:

CAPSTONE
HOMES

November 14, 2019

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

Mr. Gladhill:

Per our conversation earlier this week to modify Riverstone's preliminary plat to include detached townhomes instead of quad townhomes, we are requesting a Comprehensive Plan Amendment for Riverstone.

Attached is a site plan exhibit of the area. As approved, there are 48 attached townhomes. The revised plan would have 38 detached townhomes. The density would change from 6.5 units per acre to 5.15 units per acre.

Thank you in advance for considering our request. We look forward to working with the City to begin developing the next phase of Riverstone in 2020.

Regards,

Heather Lorch

Heather Lorch
Land Manager

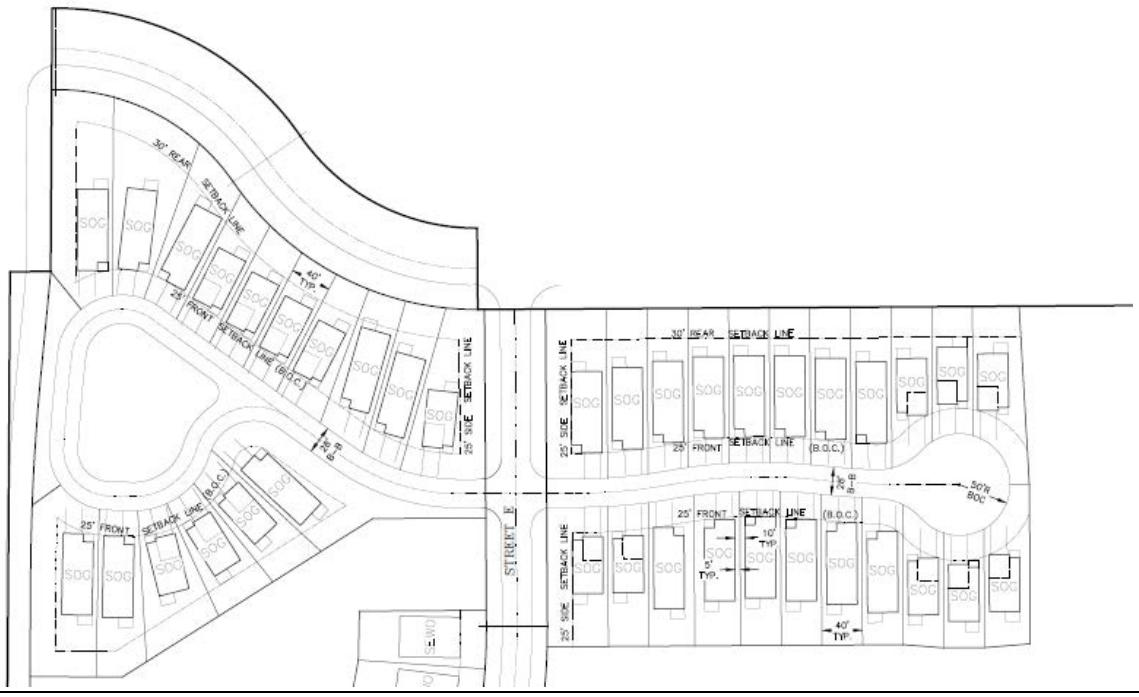
CAPSTONE HOMES, INC.
14015 SUNFISH LAKE BLVD, SUITE 400 | RAMSEY, MN 55303
O: 763-427-3090 | F: 763-712-9060

Riverstone Comprehensive Plan Change Exhibit
11/14/19

Currently approved: 48 attached townhomes, 6.5 units per acre.



Proposed amendment: 38 detached townhomes, 5.15 units per acre.



CAPSTONE
— HOMES —

January 21, 2020

Tim Gladhill
Deputy City Administrator
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

RE: Road Connection to North Fork

Dear Tim –

Thank you for bringing to our attention last week that the City would like the developer to consider revising the Riverstone Preliminary Plat to include a through street to the proposed new North Fork neighborhood to the west.

After careful consideration, we do not feel the change would benefit Riverstone or North Fork for the following reasons:

- Both neighborhoods flow well without the connection.
- It would benefit very few homeowners in either neighborhood to provide access to Alpine.
- Both neighborhoods offer a unique setting, adding a connection would minimize that uniqueness.
- The Developer would be willing to provide a sidewalk connection in the location where the utilities will be extended as highlighted below. This will not significantly impact the current design of the neighborhood.
- Finally, the road layout was previously approved as it stands today. This consideration was not a contingency of the previously approved Riverstone Preliminary Plat.

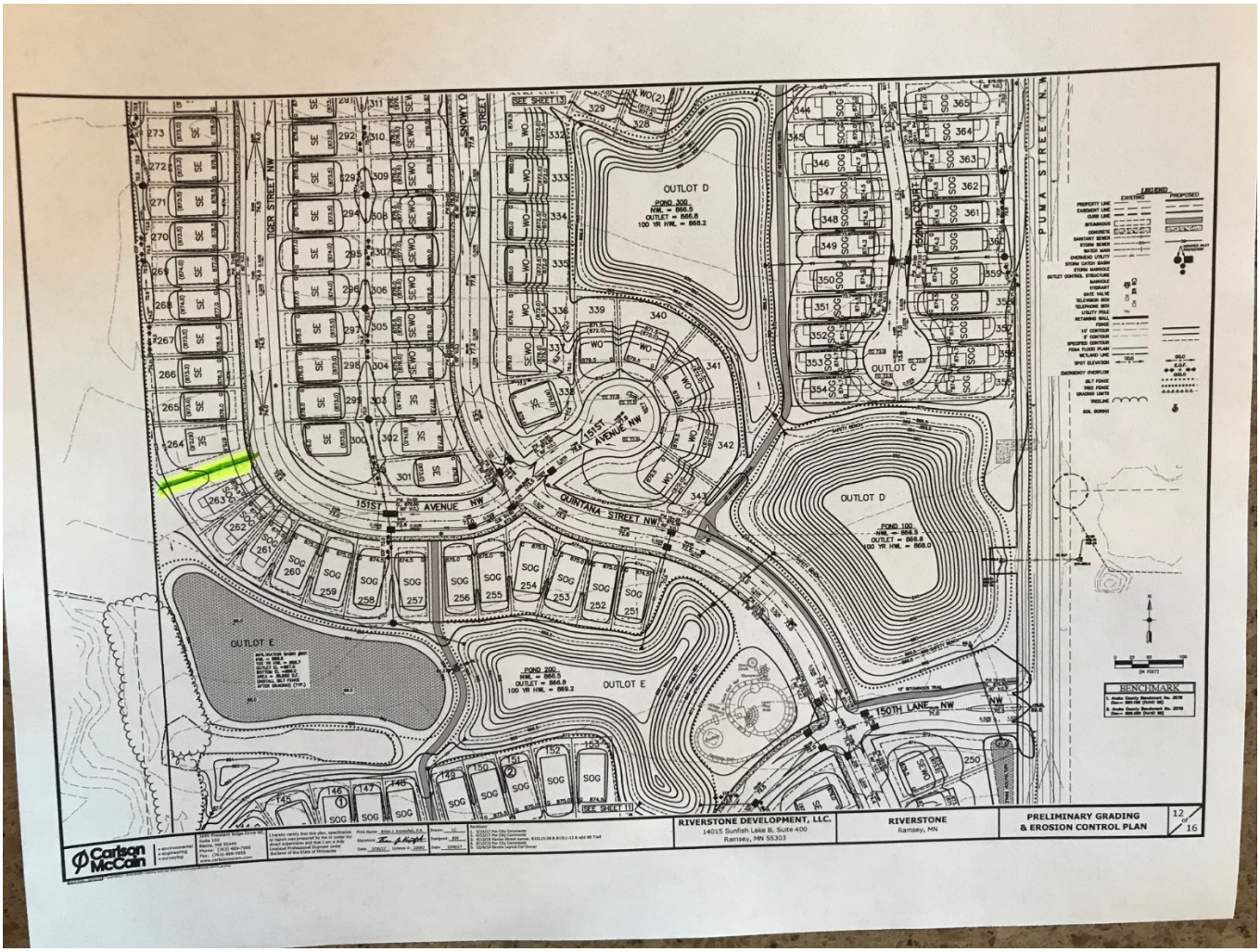
As we've mentioned previously, we are grateful to the City of Ramsey for its continued partnership with Capstone Homes to bring high quality housing to the residents for Ramsey.

Regards,

Heather Lorch

Heather Lorch
Land Manager

CAPSTONE HOMES, INC.
14015 SUNFISH LAKE BLVD, SUITE 400 | RAMSEY, MN 55303
O: 763-427-3090 | F: 763-712-9060


OUTLOT D
POND 300
NWL = 866.5
OUTLET = 866.8
100 YR HWL = 868.2
OUTLOT C
OUTLOT D
POND 100
NWL = 864.5
OUTLET = 865.8
100 YR HWL = 868.0
OUTLOT E
POND 200
NWL = 866.5
OUTLET = 866.8
100 YR HWL = 869.2
OUTLOT E
151ST AVENUE NW
QUINTANA STREET NW
151ST AVENUE NW
150TH LANE NW
TIGER STREET NW
SHORT O STREET
PUMA STREET N.W.
SEE SHEET 11
SEE SHEET 11
LEGEND
EXISTING
PROPOSED
BENCHMARK
RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303
RIVERSTONE
Ramsey, MN
PRELIMINARY GRADING
& EROSION CONTROL PLAN
12
16
Carlson McCain

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

0 50 100 200

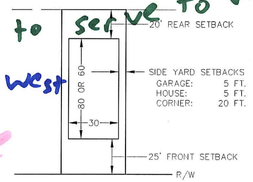
PEDESTRIAN CROSSING ADVANCED WARNING SIGNAL. (FINAL LOCATION/DESIGN TO BE SUBMITTED & REVISED W/FINAL PLANS PRIOR TO INSTALLATION.

Lot lines Moved
SSWR Depth to serve to West
WM STUB West
STM Change

STREET SECTION

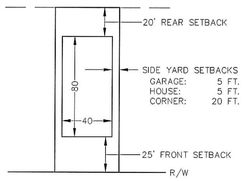
- 1.5" TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340B)
- BITUMINOUS MATERIAL FOR TACK COAT
- 2" TYPE SP 12.5 NON WEARING COURSE MIXTURE (SPNWB330B)
- MIN. 4" MODIFIED CLASS 5 AGGREGATE BASE
- PLACED ON PREPARED SUBGRADE

40' LOT DETAIL



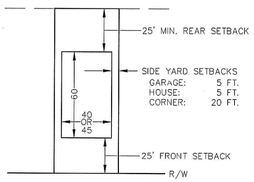
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

50' VILLA LOT DETAIL



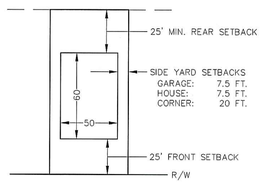
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

50'/55' LOT DETAIL



TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

65' LOT DETAIL



TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

SITE PLAN LEGEND

	EXISTING	PROPOSED
LIGHT POLE	☼	●
SANITARY MANHOLE	SMH	●
MISCELLANEOUS SIGN		
EXISTING SPOT ELEVATION	x0000.0	
EXISTING TREE		
TELEVISION BOX	TV	
FIRE HYDRANT		
FLUSHING HYDRANT		
GATE VALVE	GV	GV
CLEANOUT	CO	CO
ELECTRIC BOX	EB	EB
GAS METER	GM	GM
CATCH BASIN	or	or
RAIN GUARDIAN		RG
ELECTRIC METER	EM	EM
TELEPHONE BOX	TB	TB
UTILITY POLE	UP	UP
FLARED END SECTION	FES	
STORM MANHOLE	SMH	
SERVICE		
SOIL BORING/TEST HOLE		

	MODULAR	ROCK
RETAINING WALL		
WATERMAIN	W	W
SANITARY SEWER	SAN	SAN
FORCEMAIN	FM	FM
STORM SEWER	STM	STM
PROPERTY LINE		
SETBACK LINE		
CURB		
WETLAND		
DITCH		
UNDERGROUND TELEPHONE	ut	ut
UNDERGROUND ELECTRIC	ue	ue
UNDERGROUND GAS	ug	ug
UNDERGROUND FIBEROPTIC	ufo	ufo
FENCE	x	x
OVERHEAD ELECTRIC	ohe	ohe
CONCRETE SURFACE		
BITUMINOUS SURFACE		

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3890 Pheasant Ridge Drive NE, Suite 100
Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.com

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

Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 3/08/17 License #: 25063

Drawn: ADB
Designed: BJK
Date: 3/08/17

Revisions:
1. 5/24/17 Per City Comments
2. 6/23/17 Per City Comments
3. 4/13/18 Revise Street names, B12L15-28 & B13L1-13 & add NE Trail
4. 6/13/18 Per City Comments
5. 12/4/19 Revise Layout Per Owner

RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY SITE & UTILITY PLAN

8 of 16

[Save Date: 12/02/19] F:\Jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\preliminary\6435_site.dwg

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

RESOLUTION #20-028

RESOLUTION APPROVING AMENDED PRELIMINARY PLAT OF RIVERSTONE ADDITION

WHEREAS, Riverstone Development LLC, hereafter referred to as "Developer", properly applied for a revision to their Preliminary Plat approval of the following described property located in the City of Ramsey generally described as Riverstone Addition and legally described as:

Lots 1-10, Block 1 (inclusive),
Lots 1-6, Block 2 (inclusive),
Lots 1-11, Block 3 (inclusive),
Lots 1-22, Block 4 (inclusive),
Lots 1-16, Block 5 (inclusive),
Lots 1-31, Block 6 (inclusive),
Lots 1-29, Block 7 (inclusive),
Lots 1-6, Block 8 (inclusive),
Lots 1-5, Block 9 (inclusive),
Lots 1-48, Block 10 (inclusive),
Lots 1-17, Block 11 (inclusive),
Lots 1-24, Block 12 (inclusive),
Lots 1-28, Block 13 (inclusive),
Lots 1-14, Block 14 (inclusive),
and Outlots A-H (inclusive), Riverstone Addition, Anoka County, Minnesota

(the 'Subject Property');

WHEREAS, the City approved Riverstone Addition in 2017 via Resolution 17-06-144 with the following contingencies:

a. Compliance with City Staff Review Letter dated June 9, 2017 [standard contingency].
b. The Developer entering into a Development Agreement with the City [standard contingency].
c. Metropolitan Council approving the request for a Comprehensive Plan Amendment [standard contingency].
d. Revising the Preliminary Plat to add pedestrian crossings on Alpine Drive at Puma Street and Street H [unique contingency].
e. Revising the Preliminary Plat to modify Street B as outlined in the Staff Review Letter [unique contingency].
f. Vacating Road Easement for former Puma Street south of Bunker Lake Boulevard [standard contingency].
g. Revising the Landscape Plan to increase planting to better mitigation noise decibel exceedances, subject to approval of the City Planner [unique contingency]; and

WHEREAS, the Subject Property is zoned Planned Unit Development (PUD) and the proposed amended bulk standards are shown in Exhibit A; and

WHEREAS, the City has received an Application for a Revised Preliminary Plat for Riverstone Addition, which includes up to 267 detached units; and

WHEREAS, the City held a public workshop on January 2, 2020 regarding the proposed changes to the preliminary plat and the neighbors were generally supportive of the proposed changes; and

WHEREAS, the Planning Commission reviewed the preliminary plat plan on February 6, 2020; and

WHEREAS, the City Council reviewed the preliminary plat on February 25, 2020.

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

1. That the Ramsey City Council hereby grants preliminary plat approval of Riverstone Addition in accordance with relevant City Codes, subject to the following conditions:
    a. Compliance with City Staff Review Letter and ProjectDox comments.
    b. The Developer entering into a Development Agreement with the City.
    c. Metropolitan Council approving the request for a Comprehensive Plan Amendment for northeast project area.
    d. Revising the Preliminary Plat to add pedestrian crossings on Alpine Drive at Puma Street and Street H, including showing the chosen crossing signals (beacons) on the preliminary plan sheets.

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 _____ day of _____, 2020.

_____
Mayor

ATTEST:

_____

City Clerk

Exhibit A: Bulk Standards

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

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

Note: The only changes to the bulk standards from the original PUD approval include the removal of townhome/quad unit bulk standards.

Regular Planning Commission **6. 2.**

Meeting Date: 02/06/2020

By: Chloe McGuire Brigl, Community Development

Information

Title:

REVISED - PUBLIC HEARING: Review Preliminary Plat for Garden View Villas (DC Townhomes); Project 19-136

Purpose/Background:

This case was revised on 02/03/2020 to add a Letter of Opposition.

The purpose of this case is to review a Preliminary Plat Application for a twenty-three (23) lot medium density residential, detached townhome development on the property known as Outlots E and D, Town Center Gardens 3rd Addition (the "Subject Property"). The property is north of 147th Lane NW and east of Center Street. The site is currently located in the R-2 Residential District and is guided as Medium Density Residential in the Comprehensive Plan. DC Ramsey, LLC (the "Applicant") is proposing a development that generally meets all the requirements of the R-2 Residential District, with guidance on density transitioning as outlined below.

Notification:

The City sent a mailing via Standard US Mail to property owners within 700 feet of the Subject Property, as noted in the Anoka County Property Records, notifying them of the public hearing.

Observations/Alternatives:

Summary

The Subject Property is located in the R-2 Residential District, which allows for detached villas, attached townhomes, or multifamily units. The Applicant is proposing twenty-three (23) detached villas with 50 foot wide lots, which meets the requirements of the R-2 Residential (Detached Villa) District regulations. The allowed density in the R-2 Residential District is 4 - 7 units per acre, and the proposal is approximately 4.1 units per acre. Please see the attached review letter for additional information on bulk zoning standards.

Density Transitioning

The Subject Property is located in the R-2 Residential District. Surrounding properties are located in The COR District (south and west), R-2 Residential District (east), and a Planned Unit Development (PUD) District(north).

The PUD to the north is a unique PUD that was guided as a "live-work" neighborhood, which allows for home-based businesses and more commercial-type uses in the southern portions of the properties abutting the Subject Property. The underlying zoning for the PUD is the R-1 Residential (Rural Developing) District, which is the large-lot single family zoning district on private well and septic systems.

There is no density transitioning required between the R-2 Residential District and The COR District. However, typically there would be density transitioning required between the R-2 Residential District and the R-1 Residential (Rural Developing) District. The City Code does allow flexibility to density transitioning for unique situations such as these. After review with the City Attorney, the City has the ability to be flexible with the density transitioning requirements when abutting a PUD District. The underlying density transition standards would require a 45 feet of buffer. Because the area abutting the Subject Property is largely wetland (encumbered by drainage and utility easement, and unbuildable) and then large out-buildings which allow for commercial uses, Staff does not feel it is reasonable to enforce the 45 foot buffer requirement. Staff is open to suggestions from the Planning Commission; however, the Applicant proposed a 20 foot buffer, which is the required rear yard setback in the R-2 Residential

District, and would be allowed if the properties to the north were zoned Commercial (which is how they function). During Sketch Plan Review, the Planning Commission was supportive of this request and confirmed by the City Council.

Landscaping is still required in this reduced buffer area per City Code. The number of plantings required for transition purposes is less than the required amount. However, the reduced buffer area width may impact the number of survivable plantings. Staff does believe that additional plantings should be required, especially based on public feedback thus far. However, Staff is open to a compromise based on Planning Commission Direction.

Staff is also requesting additional information on architectural design. Items to consider to increase architectural standards of the site, especially considering the reduced buffer width for density transitioning:

- Public street facing improvements for homes on south portion of lot (abutting 147th Ln) including front porch, door, and typical "front of home" look
- Required porches of at least 48 square feet on the front of homes
- Inclusion of stone or other high quality materials
- Rear yard architectural improvements for adjacent neighbors

City Staff has requested from the Applicant:

- 20 foot buffer more densely planted and shown under easement to conserve plantings in rear yards
- Updated landscaping plan
- Exhibit showing why the 45 foot transition buffer can't work, or why a 30 foot transition can't work onsite (this is standard when requesting a deviance from our City Code)
    - Alternatively, explore offering additional plantings on abutting lots
- 4 sided architectural elevations
- Information on similar projects – photos would be helpful, and any other photos of similar projects

City Staff would like feedback from the Planning Commission on this requirement and requested information.

Streets
The Applicant has proposed a private street running east-west through the development. This street is required to be at least 24 feet wide with no parking signs on both sides of the street.

Bulk Standards
The proposal appears to meet the requirements for density, overall lot coverage, driveway length, house size, and setbacks.

Wetlands
There are significant wetlands that have been delineated and will need to be encumbered with drainage and utility easement entirely, as well as a 16.5 foot setback from the edge of the wetland that will need to be covered by easement. The Applicant is aware of the wetland onsite and has noted the 16.5 foot wetland setback.

Architecture
The Applicant is proposing modular-constructed homes, which are built off-site in two pieces and are connected onsite. The homes would be slab-on-grade homes with garages and porches constructed onsite. The Applicant has noted that the modular-style construction allows for a lower price point, under $300,000, which provides an affordable option for first-time homebuyers and those looking to downsize. They use a midwestern company based out of Wisconsin for construction. This is an acceptable construction method so long as the exterior design requirements are met. Generally, the hope is that these units will look similar to surrounding homes. The home is affixed to a foundation, per City Code requirements.

City Code Requirements

- Section 117-112: R-2 Bulk Standards
- Section 117-588: Major Plat Requirements

Alternatives
Alternative 1: Recommend the City Council adopt Resolution #20-002 approving the preliminary plat for Garden View Villas with the following contingencies:

- Updated Landscaping Plan
- Approval by City Attorney and City Engineer
- Staff Approval of Architectural Plans

Staff is supportive of this alternative.

Alternative 2: Table the item until the Applicant can provide the requested information. If not within the allowed 60 days, recommend denial of the Application until the Applicant can provide a complete application. Staff could be supportive of this action if there were specific items that the Planning Commission felt were required for adequate review.

Alternative 3: Recommend denial of the Application based on the lack of density transitioning and neighbor concerns. Staff is not supportive of this and feels there is a reasonable compromise.

Funding Source:
The Applicant is responsible for all costs associated with this project and review.

Recommendation:
Staff recommends City Council adopt Resolution #20-002 Approving Preliminary Plat for Garden View Villas with the following contingencies:

- Updated Landscaping Plan
- Approval by City Attorney and City Engineer
- Staff Approval of Architectural Plans

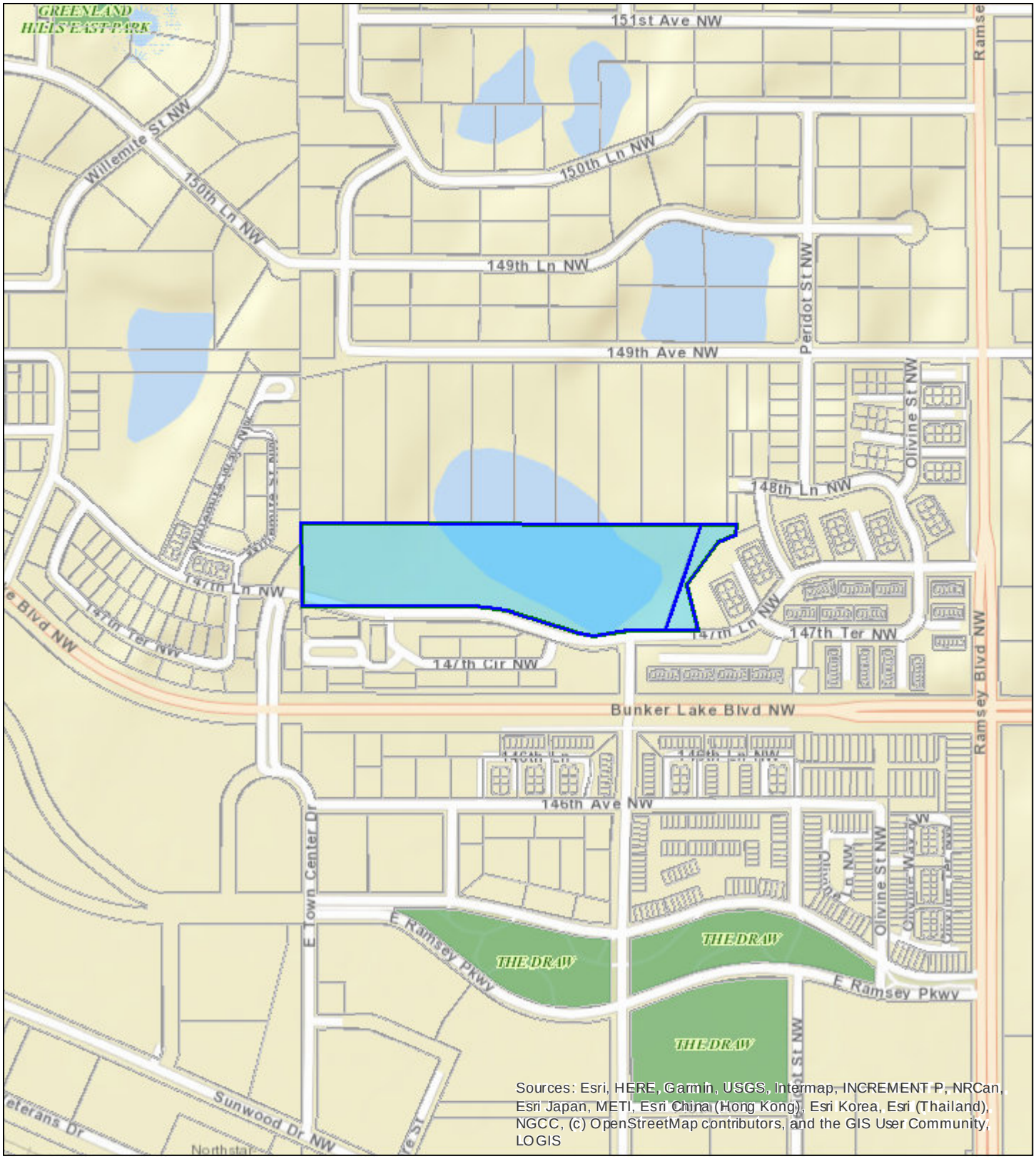
Action:
Motion to recommend the City Council adopt Resolution #20-002.

Attachments

Site Location Map
Plan Sheets
Planning Report
Landscape Report
Barka Letter of Opposition
DRAFT Resolution #20-002
Additional Letter of Opposition
Second Additional Letter of Opposition

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	01/27/2020 09:02 AM
Tim Gladhill	Tim Gladhill	01/31/2020 01:56 PM
Form Started By: Chloe McGuire Brigl		Started On: 01/23/2020 01:57 PM
Final Approval Date: 01/31/2020		



City of RAMSEY

Site Location Map

Legend

Site

Parcels

N

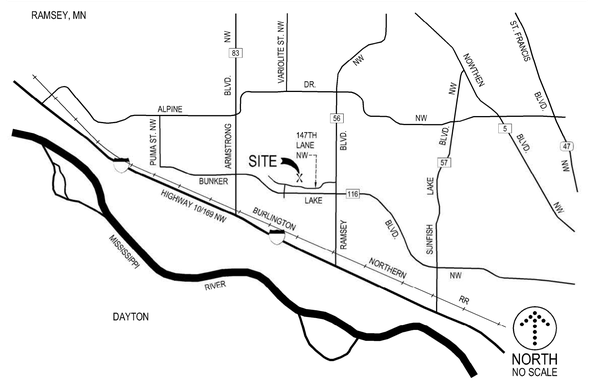
Print Date: September 13, 2019

0 0.175 0.35 mi

GARDEN VIEW VILLAS

RAMSEY, MINNESOTA

AREA LOCATION MAP



DEVELOPER

DC RAMSEY, LLC
105 S. 5TH AVE. STE 513
Minneapolis, MN 55401

MUNICIPALITY

City of RAMSEY

ABBREVIATIONS

D	Angle	LB.	Pound
&	And	LGU	Local Government Unit
@	At	LB.	Pound
100 YR.	100 Year Flood Elevation	LB.	Longitudinal
A.B.	Anchor Bolt	LT.	Light / Lighting
A.D.	Area Drain	MAINT.	Maintenance
A/C	Air Conditioning Unit	MAS.	Masonry
ADD.	Addendum	MATL.	Material
ADDL.	Additional	MAX.	Maximum
ADJ.	Adjacent / Adjust	MECH	Mechanical
AHU	Air Handling Unit	MED.	Medium
ALT.	Alternate	MFR.	Manufacturer
ALUM.	Aluminum	MH	Manhole
ANOD.	Anodized	MIN.	Minimum / Minute
APPROX.	Approximate	MISC.	Miscellaneous
ARCH	Architect / Architectural	MNDOT	Minnesota Department Of Transportation
AUTO.	Automatic	MOD.	Module / Modular
AVG.	Average	MUL.	Mullion
B.C.	Back of Curb	N.	North
B/W	Bottom of Wall	N.I.C.	Not In Contract
BFE	Basement Floor Elevation	NO. OR #	Number
BIT	Bituminous (Asphaltic)	NOM	Nominal
BLDG	Building	NTS	Not to Scale
BM	Benchmark	NWE	Normal Water Elevation
BSMT.	Basement	NWL	Normal Water Level
C.F.	Cubic Feet	O.F.	On Center
C.F.S.	Cubic Feet Per Second	O.G.	Outside Dimension
C.G.	Corner Guard	O.H.	Overhead Electric
C.J.	Control Joint	OH.	Overhead
C.L.	Centerline	OHWL	Ordinary High Water Level
C.M.U.	Concrete Masonry Unit	OPNG.	Opening
C.O.	Cleanout	ORIG.	Original
C.O.E.	U.S. Army Corps Of Engineers	P.C.	Point of Curvature
C.Y.	Cubic Yards	P.I.	Point of Intersection
CB	Catch Basin	PIV	Post Indicator Valve
CBMH	Catch Basin Manhole	P.L. OR P/L	Property Line
CEM.	Cement	P.O.B.	Point of Beginning
CIP	Cast Iron Pipe	P.S.F.	Pounds Per Square Foot
CMP	Corrugated Metal Pipe	P.S.I.	Pounds Per Square Inch
CONC.	Concrete (Portland)	P.T.	Point of Tangency
CONN.	Connection	P.V.C.	Point of Vertical Curvature
CONST.	Construction	P.V.I.	Point of Vertical Intersection
CONT.	Continuous	P.V.T.	Point of Vertical Tangency
CONTR.	Contractor	PE	Polyethylene
COP.	Copper	PED.	Pedestal / Pedestrian
CU.	Cubic	PERF.	Perforated
D.S.	Down Spout	PREP.	Preparation
DEG.	Degree	PROJ.	Project
DEMO.	Demolition / Demolish	PROP.	Proposed
DEPT.	Department	PVC	Poly-Vinyl-Chloride (Piping)
DET.	Detail	PVMT.	Pavement
DIA.	Diameter	QTR.	Quarter
DIAG.	Diagonal	QTY.	Quantity
DIM.	Dimension	R	Radius
DIP	Ductile Iron Pipe	RAD.	Radius
DN	Down	RE	Rim Elevation (Casting)
DWG.	Drawing	R.D.	Roof Drain
E.	East	R.E.	Remove Existing
E.J.	Expansion Joint	R.O.	Rough Opening
E.O.	Emergency Overflow	R.P.	Radius Point
E.O.S.	Emergency Overflow Swale	RC	Reinforced Concrete Pipe
E.W.	Each Way	R.S.	Rough Slab
EA.	Each EL. Elevation	RSD	Roof Storm Drain
ELEC.	Electrical	RE.	Regarding
ELEV.	Elevation	REINF.	Reinforced
EMER.	Emergency	REQ'D	Required
ENGR.	Engineer	REV.	Revision / Revised
ENTR.	Entrance	RGU	Regulatory Government Unit
EQ	Equal	ROW OR R/W	Right of Way
EQUIP.	Equipment	S.	South
EQUIV.	Equivalent	S.F.	Square Feet
EXIST.	Existing	SAN.	Sanitary Sewer
EXP.	Expansion	SECT.	Section
F & I	Furnish and Install	SE	Split Entry /Side Exit
F.B.O.	Furnished by Others	SEWO	Split Entry Walk Out /Side Exit Walk Out
F.C.	Face of Curb	SHT.	Sheet
F.D.	Floor Drain	SIM.	Similar
F.D.C.	Fire Department Connection	SLNT.	Sealant
F.V.	Field Verify	SPEC.	Specification
FB	Full Basement	SQ.	Square
FBWO	Full Basement Walk Out	SSD	Subsurface drain
FBLO	Full Basement Look Out	STMH	Storm Sewer Manhole
FDN.	Foundation	STD.	Standard
FES	Flared End Section	STRUCT.	Structural
FFE	Finished Floor Elevation	SYM.	Symmetrical
FLR.	Floor	T	Thickness
FT. OR (')	Foot	T/R	Top of Rim
FUT.	Future	T/W	Top of Wall
G.B.	Grade Break	TEMP.	Temporary
G.C.	General Contractor	THK.	Thick / Thickness
GAL.	Gallon	T.J.	Tooled Joint
GALV.	Galvanized	TNH	Top Nut Hydrant
GFE	Garage Floor Elevation	TYP.	Typical
GL.	Glass	U.N.O.	Unless Noted Otherwise
GR.	Grade	V.B.	Vapor Barrier
H.	Height	V.C.	Vertical Curve
H.P.	High Point	V.I.F.	Verify In Field
HDPEP	High Density Polyethylene Pipe	VER.	Verify
HGT.	Height	VERT.	Vertical
HORIZ.	Horizontal	VEST.	Vestibule
HVAC	Heating, Ventilation, Air Conditioning	W	Width
HYD	Hydrant	W.P.T.	Working Point
I.D.	Inside Dimension OR Identification	W.W.F.	Welded Wire Fabric
I.E. or IE	Invert Elevation	W/	With
IN. OR (")	Inches	W/O	Without
INFO.	Information	WO	Walk Out
INL.	Inlet Elevation	VER.	Wetland
INSUL.	Insulation	WP	Waterproof
INV.	Invert Elevation	WETL.	Weight
JT.	Joint	YD	Yard
L.F.	Linear Feet	YR.	Year
L.P.	Low Point / Liquid Petroleum		

SYMBOLS

EXISTING	DESCRIPTION	NEW	DESCRIPTION
120	MAJOR CONTOUR	120	MAJOR CONTOUR
123	MINOR CONTOUR	123	MINOR CONTOUR
234.5	SPOT ELEVATION	123.45	SPOT ELEVATION
	BUILDING		BUILDING
	CANOPY / OVERHANG		CANOPY/OVERHANG
	CONCRETE		UNDERGROUND STRUCTURE
	BITUMINOUS		CONCRETE
	LANDSCAPING		CONCRETE CURB
	GRAVEL	BIT. EDGE HEIGHT, TYPE	EDGE OF PAVEMENT
	PAVING BLOCK		FENCING
	PAVING BLOCK		GUARD RAIL
			CONCRETE RETAINING WALL
			MODULAR RETAINING WALL
12"STS >>	STORM SEWER LINE		FIELDSTONE RETAINING WALL
8"SAN >	SANITARY SEWER LINE		EXIT LOCATION
6"WTR	WATER MAIN		LIGHT STANDARD
OE	OVERHEAD ELECTRIC	Ø	POWER POLE
UT	UNDERGROUND TELEPHONE	1.00 %	SLOPE DIRECTION
FO	UNDERGROUND FIBER OPTIC		CATCH BASIN
UE	UNDERGROUND ELECTRIC		MANHOLE
G	GAS LINE		BOLLARD
	CONCRETE CURB	FES STS >> RIPRAP	STORM SEWER
X X HEIGHT, TYPE	FENCING	SAN >	SANITARY SEWER-WASTE
	RETAINING WALL	FM >	FORCE MAIN
	SET 1/2" X 14" IRON PIPE	RD >>	ROOF DRAIN SYSTEM
	IRON MONUMENT FOUND	GATE VALVE WTR HYD	WATERMAIN
	SURVEY DISK (BENCHMARK)	FIRE	FIRE LINE (IF SEPARATE)
	POWERPOLE	BLDG.	FIRE DEPT. CONNECTION
	GUY WIRE	C.O.	
	GUARD POST	X"SSD	SOIL SUBDRAIN
GM	GAS METER	GAS	GAS LINE-UNDERGROUND
T	TRANSFORMER	ELEC	ELECTRIC-UNDERGROUND
	WATER SHUT-OFF VALVE	TELE	TELEPHONE-UNDERGROUND
	TRAFFIC SIGN	CATV	UNDERGROUND CABLE/TV
	FLAG POLE	LSS	LAWN SPRINKLER SLEEVE
LT	LIGHT POLE		
	TREES		
	TREE LINE		
	MANHOLE		
	CATCH BASIN		
	FIRE HYDRANT		
	WATER VALVE		
	FLARED END SECTION		
MB	MAILBOX		
1	NOTE NUMBER		
(M)	MEASURED DISTANCE		
(P)	DISTANCE PER RECORDED PLAT		
B-X	SOIL BORING		

EROSION CONTROL SYMBOLS

SYMBOL	DESCRIPTION
	SILT FENCE
	COMPOST/BIO LOG
	INLET PROTECTION
	EROSION CONTROL BLANKET

DRAWING SYMBOLS

SYMBOL	DESCRIPTION
3	NOTE REFERENCE
12	PARKING STALL COUNT
C7.3 / 1	LARGE SHEET DETAIL
C21	COORDINATE POINT
2	REVISION - ADDENDUM, BULLETIN, ETC.
	REVISED AREA (THIS ISSUE)

LEGAL DESCRIPTION

Outlot E and D, Town Center Gardens Third Addition, Anoka County, Minnesota.

Abstract Property.

BENCHMARK

Mn/DOT Name: HYATT MNDT NGS Name: HYATT County: ANOKA, MN

Monument Type: CONCRETE MONUMENT (CAST-IN-PLACE) Disk Type: HORIZONTAL CONTROL DISK

Elevation: 878.97 (NAVD88)

Description: (1995) Stamping: HYATT 1974

4.5 MILES NORTHWEST OF ANOKA, 4.0 MILES NORTHWEST ALONG TRUNK HIGHWAY 10/TRUNK HIGHWAY 169 FROM THE JUNCTION OF TRUNK HIGHWAY 10/TRUNK HIGHWAY 169 AND TRUNK HIGHWAY 47 IN ANOKA, AT TRUNK HIGHWAY 10 MILEPOINT 220.4, 0.2 MILE SOUTHEAST OF COUNTY ROAD 83 (ARMSTRONG BOULEVARD), 45.7 FEET NORTHEAST OF THE NORTH RAIL OF A RAILROAD, 16.02 FEET SOUTHWEST OF HYATT MNDT RM 1, 20.64 FEET SOUTHEAST OF HYATT MNDT RM 2, 1.9 FEET SOUTHWEST OF A WITNESS POST.

OWNER

LANDFORM DEVELOPMENT PARTNERS, LLC
STREET ADDRESS
CITY, STATE, ZIP
TEL XXX-XXX-XXXX
FAX XXX-XXX-XXXX
CONTACT: DARREN LAZAN

PROJECT CONTACTS

CIVIL ENGINEER
LANDFORM
105 SOUTH FIFTH AVENUE, SUITE 513
MINNEAPOLIS, MN 55401
TEL 612-252-9070
CONTACT: RANDY HEDLUND

SURVEYOR
LANDFORM
105 SOUTH FIFTH AVENUE, SUITE 513
MINNEAPOLIS, MN 55401
TEL 612-252-9070
CONTACT: LYNN CASWELL

LANDSCAPE ARCHITECT
LANDFORM
105 SOUTH FIFTH AVENUE, SUITE 513
MINNEAPOLIS, MN 55401
TEL 612-252-9070
CONTACT: NAME HERE

CIVIL / LANDSCAPE SHEET INDEX & REVISION MATRIX

SHEETS ISSUED BY DATE

SHEET NO.	DESCRIPTION	mm.dd.yy
C0.1	TITLE SHEET	X
C0.2	PRELIMINARY PLAT	X
C1.1	EXISTING CONDITIONS & DEMOLITION	X
C2.1	SITE PLAN	X
C3.1	GRADING, DRAINAGE, PAVING & EROSION CONTROL	X
C3.2	MINNESOTA SWPPP	X
C4.1	UTILITIES	X
C7.1	CIVIL CONSTRUCTION DETAILS	X
C7.2	CIVIL CONSTRUCTION DETAILS	X
L1.1	LANDSCAPE	X
L7.1	LANDSCAPE DETAILS	X

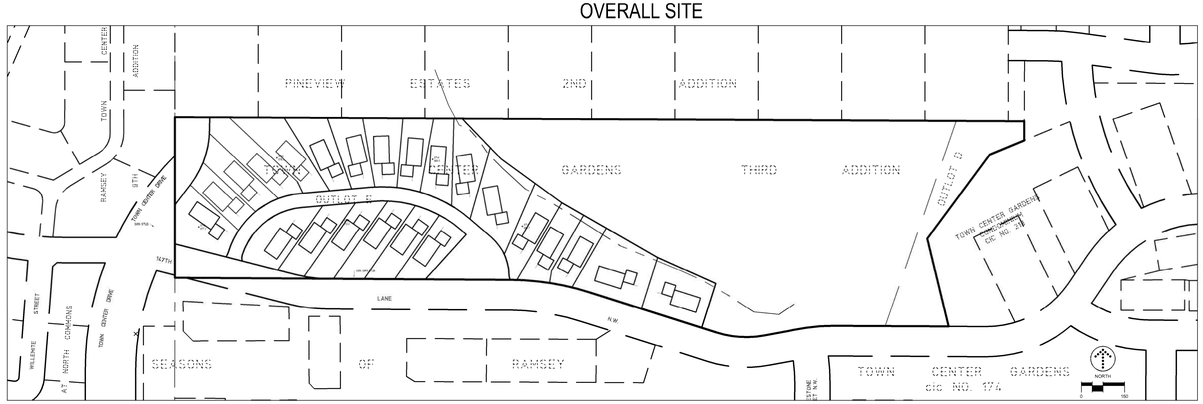
CERTIFICATIONS

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

RANDALL C. HEDLUND, P.E.

LICENSE NUMBER 19576 DATE: XX MONTH YEAR

OVERALL SITE



PROJECT

GARDEN VIEW VILLAS
RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
02 JAN 2019	Preliminary Plat	RCH

CERTIFICATION

I hereby certify that this plan 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.

Randall C. Hedlund
License No. XXXXX

Signature ... shall not be used to ... a true and correct copy of this plan on file at the ... office of the ... and is available upon request.

PRELIMINARY NOT FOR CONSTRUCTION

IF THE SIGNATURE, SEAL OR FOUR LINES DIRECTLY ABOVE ARE NOT VISIBLE, THIS SHEET HAS BEEN REPRODUCED BEYOND INTENDED READABILITY AND IS NO LONGER A VALID DOCUMENT. PLEASE CONTACT THE ENGINEER TO REQUEST ADDITIONAL DOCUMENTS.

PRELIMINARY PLAT
12.02.2019

LANDFORM
From Site to Finish

105 South Fifth Avenue Tel: 612-252-9070
Suite 513 Fax: 612-252-9077
Minneapolis, MN 55401 Web: landform.net

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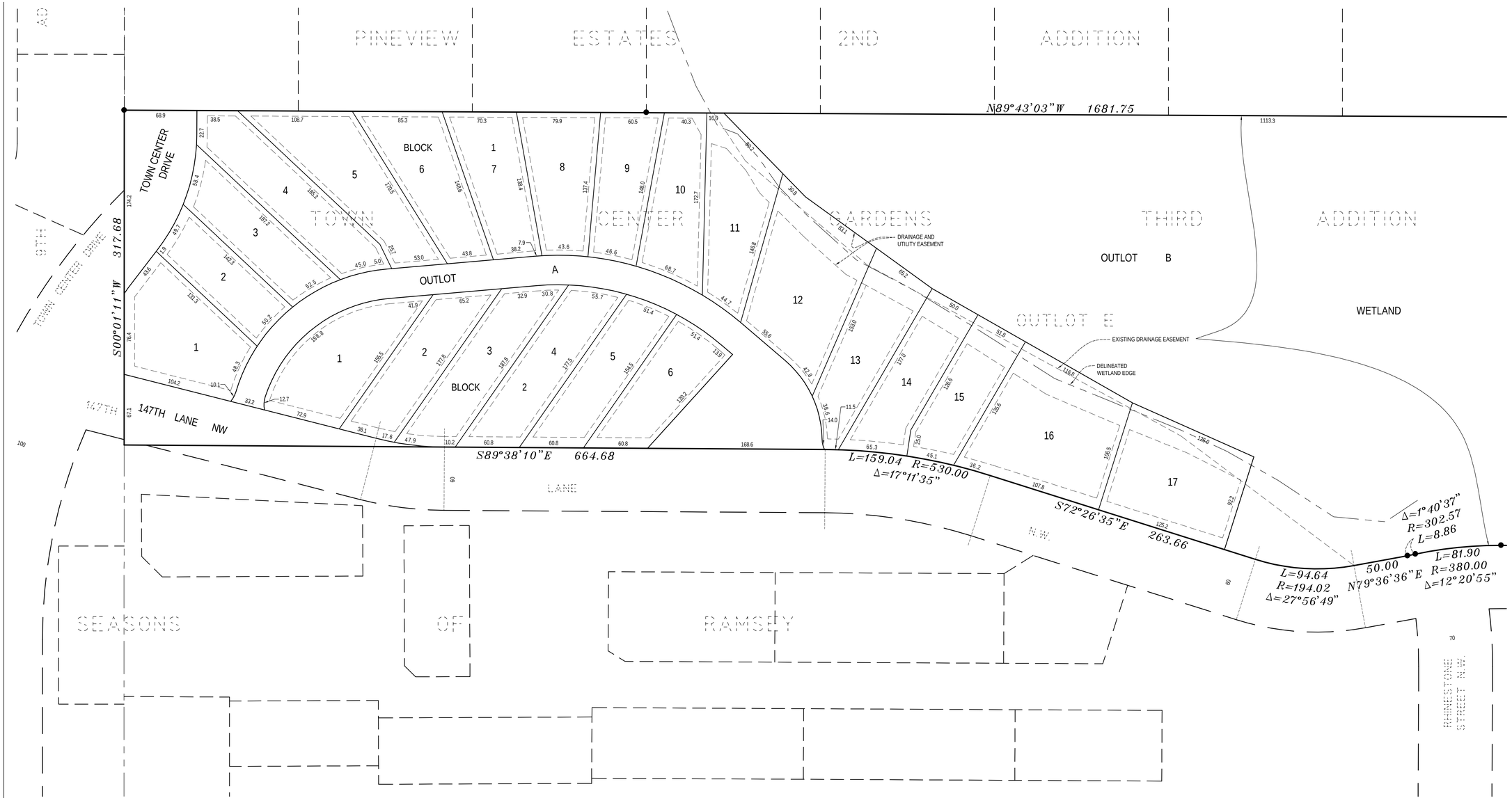
PROJECT NO. LDP19007

TITLE SHEET
C0.1

SHEET NO. 1/11

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LEGAL DESCRIPTION

Outlots D and E, TOWN CENTER GARDENS THIRD ADDITION, Anoka County, Minnesota.

(Abstract property)

AREA SUMMARY

TOTAL SITE AREA: 556,748 S.F. = 12.78 AC.

OUTLOT B: 293,890 S.F. = 6.75 AC.

RIGHT OF WAY AREA: 17,567 S.F. = 0.40 AC.

NET AREA: 245,291 S.F. = 5.63 AC.

TOTAL SINGLE FAMILY LOTS = 23

NET DENSITY = 4.1 U/A

ZONING AND SETBACK SUMMARY

THE PROPERTY IS ZONED R-2: MEDIUM DENSITY RESIDENTIAL

BUILDING SETBACK INFORMATION IS AS FOLLOWS:
FRONT YARD - 25 FT. FROM PRIVATE STREETS (MEASURED FROM BACK OF CURB)
REAR - 20 FT.
SIDE (INTERIOR) - 5 FT.
SIDE (STREET) - 25 FT.

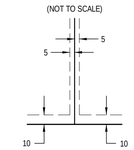
LOT COVERAGE INFORMATION IS AS FOLLOWS:
REQUIRED LOT AREA = .15 AC.
MINIMUM LOT WIDTH = 50 FT.
MAXIMUM LOT COVERAGE = 35%

LOT AREA TABLE

Lot Area Table		
Parcel #	Lot/Block	Area
1	1/1	11052
2	2/2	6715
3	3/1	8073
4	4/1	10485
5	5/1	11291
6	6/1	9308
7	7/1	8105
8	8/1	8402
9	9/1	7555
10	10/1	8316
11	11/1	9853
12	12/1	14056
13	13/1	9280
14	14/1	8359

Lot Area Table		
Parcel #	Lot/Block	Area
15	15/1	7338
16	16/1	15508
17	17/1	12433
18	1/2	10303
19	19	8344
20	3/2	9238
21	4/2	9192
22	5/2	8349
23	6/2	7839
24	Outlot A	25898
25	Outlot B	293890
26	R/W 147th	9123
27	R/W new	8444

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:
(NOT TO SCALE)



BEING 5 FEET IN WIDTH AND ADJOINING LOT LINES, UNLESS OTHERWISE SHOWN, AND 10 FEET IN WIDTH AND ADJOINING RIGHT OF WAY LINES UNLESS OTHERWISE SHOWN

Know what's Below. Call before you dig.

NORTH

0 50 100

DEVELOPER

Landform Development Partnership
Address
City, MN ZIP
TEL (XXX) XXX-XXXX

MUNICIPALITY

City of RAMSEY

PROJECT

GARDEN VIEW VILLAS

RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
02 JAN 2019	Preliminary Plat	RCH

CERTIFICATION

I hereby certify that this plan 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.

Randall C. Heller

License No. XXXXX

PRELIMINARY NOT FOR CONSTRUCTION

Signature shown is a reproduction of the signed original. A signed copy of this plan on file at the Professional Engineer's office and is available upon request.

IF THE SIGNATURE, SEAL OR FOUR LINES DIRECTLY ABOVE ARE NOT VISIBLE, THIS SHEET HAS BEEN REPRODUCED BEYOND INTENDED READABILITY AND IS NO LONGER A VALID DOCUMENT. PLEASE CONTACT THE ENGINEER TO REQUEST ADDITIONAL DOCUMENTS.

PRELIMINARY PLAT

12.02.2019

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME C002LDP007.dwg

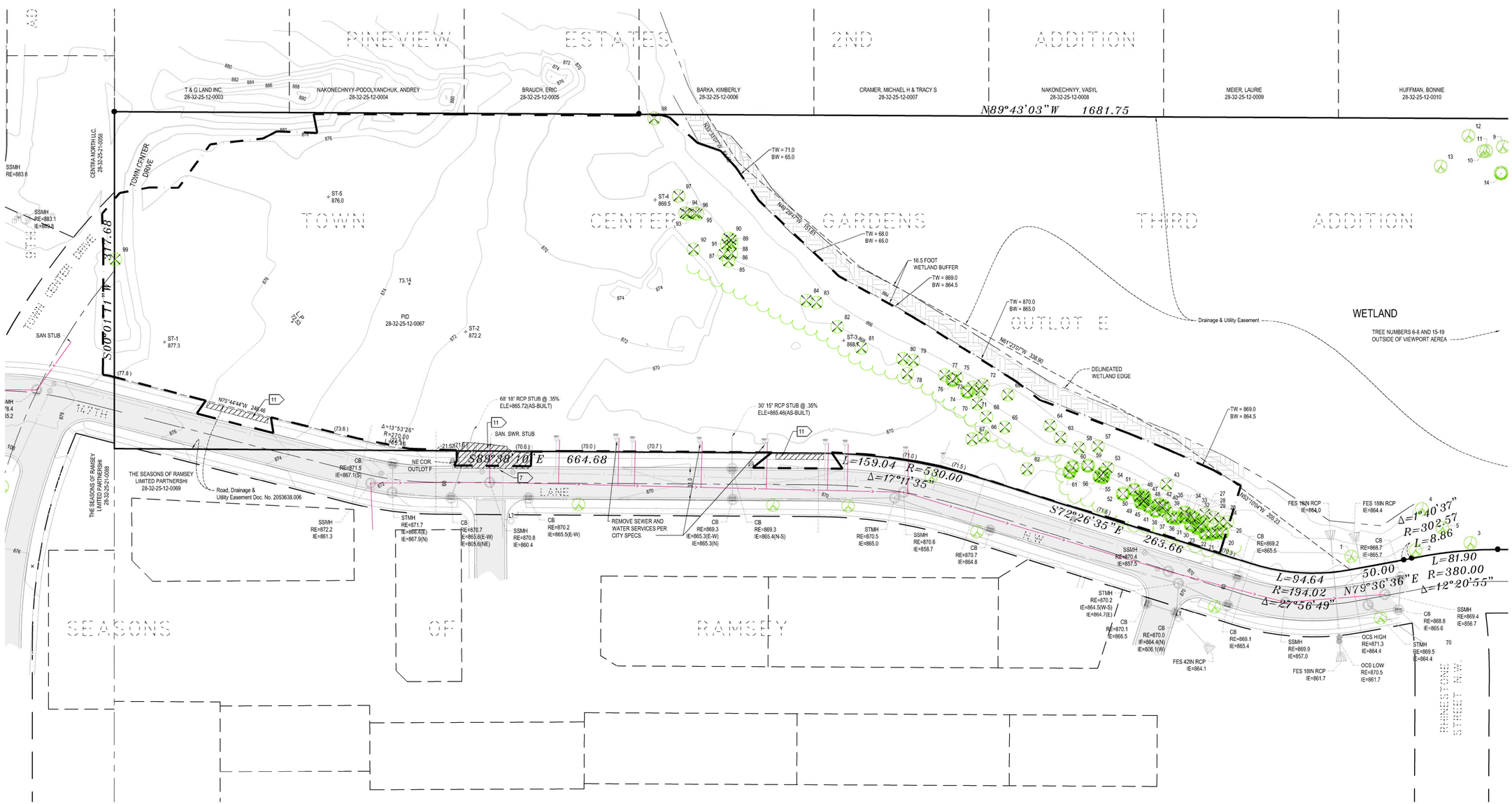
PROJECT NO. LDP19007

PRELIMINARY PLAT C0.2

SHEET NO. 2/11

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LEGAL DESCRIPTION

Outlots D and E, TOWN CENTER GARDENS THIRD ADDITION, Anoka County, Minnesota.

(Abstract property)

EXISTING CONDITIONS

1. BACKGROUND INFORMATION SHOWN IS FROM SURVEY BY LANDFORM, MINNEAPOLIS, MN, IN AUGUST, 2019, EXPRESSLY FOR THIS PROJECT; CITY OF RAMSEY, MINNESOTA RECORD DRAWINGS; AND UTILITY SERVICE PROVIDERS. LANDFORM OFFERS NO WARRANTY, EXPRESSED OR WRITTEN, FOR INFORMATION PROVIDED BY OTHERS. EXISTING PROJECT CONDITIONS SHALL BE VERIFIED PRIOR TO BEGINNING CONSTRUCTION. ERRORS, INCONSISTENCIES, OR OMISSIONS DISCOVERED SHALL BE REPORTED TO THE ENGINEER OWNER IMMEDIATELY.
2. GEOTECHNICAL BORING LOCATIONS ARE APPROXIMATE AND ARE BASED ON INFORMATION PROVIDED IN THE GEOTECHNICAL REPORT PREPARED BY INDEPENDENT TESTING TECHNOLOGIES, WAITE PARK, MINNESOTA, IN SEPTEMBER, 2019.
3. SEE SHEET L1.1 FOR TREE INVENTORY.

DEMOLITION AND CLEARING NOTES

1. OBTAIN PERMITS FOR DEMOLITION, CLEARING, AND DISPOSAL PRIOR TO BEGINNING.
2. CONTACT UTILITY SERVICE PROVIDERS FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING DEMOLITION AND CLEARING.
3. SEE SHEET C3.1 FOR EROSION PREVENTION AND SEDIMENT CONTROL MEASURES THAT MUST BE IN PLACE PRIOR TO DISTURBANCES TO SITE.
4. DIMENSIONS SHOWN FOR REMOVAL ARE APPROXIMATE. COORDINATE WITH NEW CONSTRUCTION TO ENSURE APPROPRIATE REMOVAL OF EXISTING FACILITIES.
5. REFER TO DETAILS FOR PAVEMENT SAWCUT. REMOVE CONCRETE WALKS AND CURBING TO THE NEAREST EXISTING JOINT BEYOND CONSTRUCTION LIMITS.
6. COMPLETE DEMOLITION WITH MINIMAL DISRUPTION OF TRAFFIC. COORDINATE LANE CLOSURES WITH THE REGULATORY AUTHORITY AND PROVIDE ADVANCE NOTIFICATION TO AFFECTED EMERGENCY RESPONSE PROVIDERS.

DEMOLITION AND CLEARING NOTES (CONT.)

7. PROVIDE BARRICADES, LIGHTS, SIGNS, TRAFFIC CONTROL, AND OTHER MEASURES NECESSARY FOR PROTECTION AND SAFETY OF THE PUBLIC AND MAINTAIN THROUGHOUT CONSTRUCTION.
8. PROTECT STRUCTURES, UTILITIES, TREES, PLANT MATERIAL, SOD, AND ADJACENT PROPERTY FROM DAMAGE DURING CONSTRUCTION UNLESS NOTED FOR REMOVAL. DAMAGE SHALL BE REPAIRED TO EQUAL OR BETTER CONDITION AT NO ADDITIONAL COST.
9. ABANDON WELLS AND REMOVE ON SITE SEWAGE FACILITIES PRIOR TO ANY OTHER DEMOLITION IN ACCORDANCE WITH REQUIREMENTS OF REGULATORY AUTHORITIES.
10. REFER TO TREE PRESERVATION PLAN FOR ADDITIONAL INFORMATION.
11. REMOVE EXISTING SITE FEATURES INCLUDING, BUT NOT LIMITED TO, UNDERGROUND UTILITIES, PAVING, CURBING, WALKWAYS, FENCING, RETAINING WALLS, SCREEN WALLS, APRONS, LIGHTING, RELATED FOUNDATIONS, SIGNAGE, BOLLARDS, LANDSCAPING, AND STAIRWAYS WITHIN THE CONSTRUCTION LIMITS UNLESS NOTED OTHERWISE.
12. COORDINATE REMOVAL, RELOCATION, TERMINATION, AND RE-USE OF EXISTING PRIVATE UTILITY SERVICES AND APPURTENANCES WITH THE UTILITY COMPANIES. RESTORE ELECTRIC HANDHOLES, PULLBOXES, POWERPOLES, GUYLINES, AND STRUCTURES DISTURBED BY CONSTRUCTION IN ACCORDANCE WITH UTILITY OWNER REQUIREMENTS.
13. EXISTING PIPING AND CONDUITS MAY BE ABANDONED IN-PLACE IF FILLED WITH SAND AND IF NOT IN LOCATION OF PROPOSED BUILDING OR IN CONFLICT WITH PROPOSED UTILITIES OR STRUCTURES. TERMINATE EXISTING SERVICES AT THE SUPPLY SIDE IN CONFORMANCE WITH PROVIDER'S STANDARDS.
14. HAUL DEMOLITION DEBRIS OFF-SITE TO A FACILITY APPROVED BY REGULATORY AUTHORITIES FOR THE HANDLING OF DEMOLITION DEBRIS, UNLESS NOTED OTHERWISE.

SITE SYMBOLS/LEGEND

EXISTING	DESCRIPTION	EXISTING	DESCRIPTION
	BUILDING		MANHOLE
	CONCRETE SURFACE		CATCH BASIN
	BITUMINOUS SURFACE		FLARED END SECTION
	GRAVEL SURFACE		FIRE HYDRANT
	WETLAND		WATER VALVE/CURB STOP
	CONCRETE CURB		WELL
	PEDESTRIAN RAMP		GUY WIRE
HEIGHT, TYPE X HEIGHT, TYPE O	FENCING		POWERPOLE
>>	STORM SEWER		TRANSFORMER
>	SANITARY SEWER		AIR CONDITIONER
I	WATER MAIN		UTILITY BOX (TV, TEL, ELEC)
G	UNDERGROUND GAS MAIN		HAND-HOLE
UT	UNDERGROUND TELEPHONE		TRAFFIC SIGN
OT	OVERHEAD TELEPHONE		1/2" x 14" IRON PIPE MONUMENT WITH PLASTIC CAP #48176 SET
UE	UNDERGROUND ELECTRIC		CAST IRON MONUMENT FOUND
OE	OVERHEAD ELECTRIC		IRON MONUMENT FOUND
FO	UNDERGROUND FIBER OPTIC	PE	PLAT EASEMENT
FO	UNDERGROUND CABLE TV	1	TITLE ITEM NUMBER
		[ ]	BEARING & DISTANCE PER PLAT OR DEED

LEGEND

	:TREE REMOVAL
B-X	:SOIL BORING
	:CONSTRUCTION LIMITS

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DEVELOPER

Landform Development Partnership
Address
City, MN ZIP
TEL (XXX) XXX-XXXX

MUNICIPALITY

City of RAMSEY

PROJECT

GARDEN VIEW VILLAS

RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
02 JAN 2019	Preliminary Plat	RCH

CERTIFICATION

I hereby certify that this plan 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.

Randall C. Hanson

License No. XXXXX

Date

PRELIMINARY NOT FOR CONSTRUCTION

IF THE SIGNATURE, SEAL OR FOUR LINES DIRECTLY ABOVE ARE NOT VISIBLE, THIS SHEET HAS BEEN REPRODUCED BEYOND INTENDED READABILITY AND IS NO LONGER A VALID DOCUMENT. PLEASE CONTACT THE ENGINEER TO REQUEST ADDITIONAL DOCUMENTS.

PRELIMINARY PLAT
12.02.2019

LANDFORM
From Site to Finish

105 South Fifth Avenue Tel: 612-252-9070
Suite 513 Fax: 612-252-9077
Minneapolis, MN 55401 Web: landform.net

FILE NAME C101LDP007.dwg

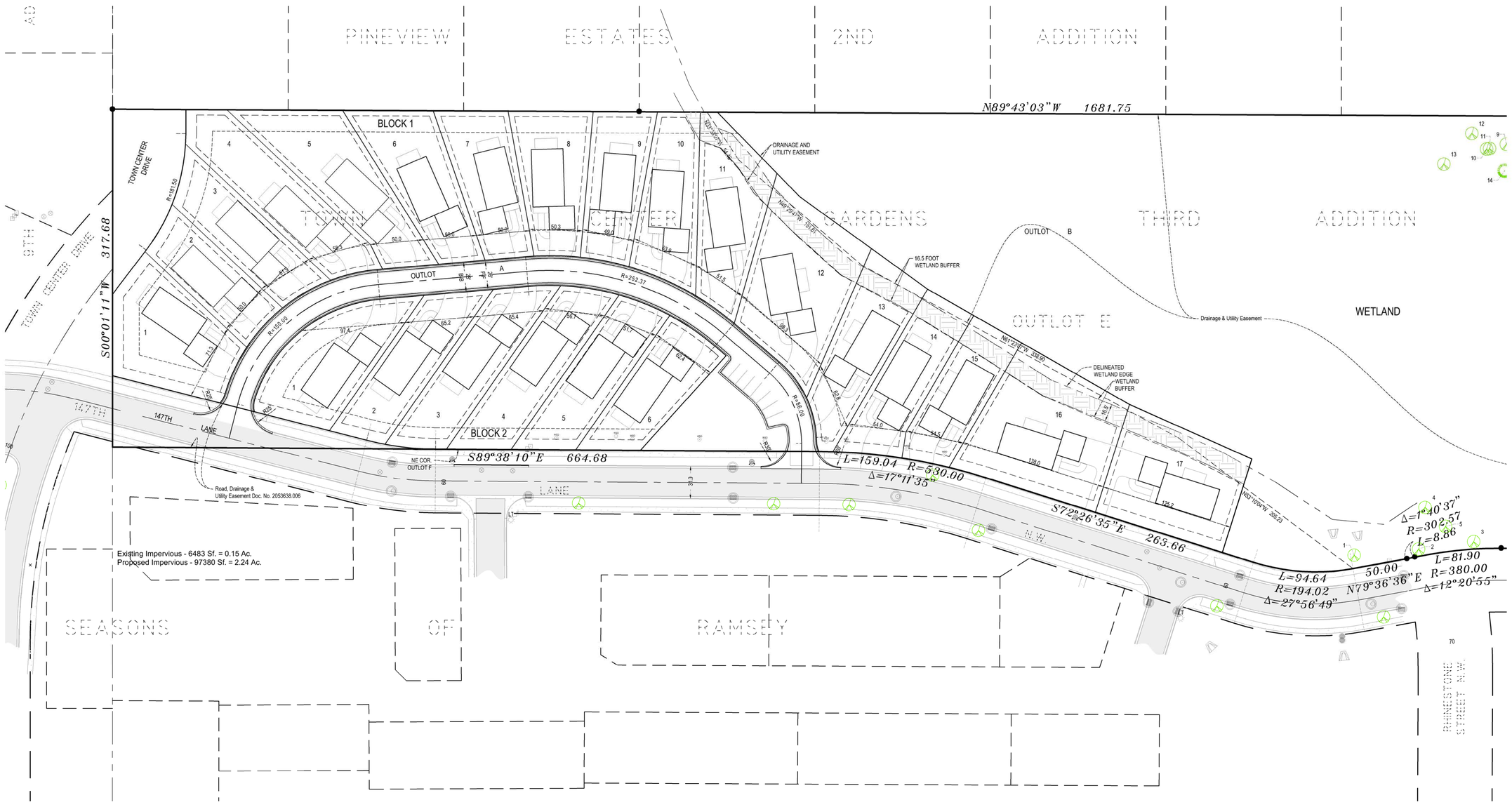
PROJECT NO. LDP19007

EXISTING CONDITIONS & DEMOLITION

C1.1

SHEET NO. 3/11

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GENERAL NOTES

1. FOR CONSTRUCTION STAKING AND SURVEYING SERVICES CONTACT LANDFORM AT 612.252.9070.

SITE PLAN NOTES

2. OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION WITHIN, OR USE OF, PUBLIC RIGHT-OF-WAY.
3. THE DIGITAL FILE, WHICH CAN BE OBTAINED FROM THE ENGINEER, SHALL BE USED FOR STAKING. DISCREPANCIES BETWEEN THE DRAWINGS AND THE DIGITAL FILE SHALL BE REPORTED TO THE ENGINEER. THE BUILDING FOOTPRINT, AS SHOWN ON THESE DRAWINGS, AND THE DIGITAL FILE, SHALL BE COMPARED TO THE STRUCTURAL DRAWINGS PRIOR TO STAKING.
4. BUILDING LAYOUT ANGLES ARE PARALLEL WITH OR PERPENDICULAR TO THE PROPERTY LINE AT THE LOCATION INDICATED.
5. DIMENSIONS SHOWN ARE TO BACK OF CURB AND EXTERIOR FACE OF BUILDING UNLESS NOTED OTHERWISE.
6. DELINEATE PARKING STALLS WITH A 4-INCH WIDE WHITE PAINTED STRIPE. DELINEATE ACCESS AISLES WITH 4-INCH WIDE WHITE PAINTED STRIPES 18 INCHES ON CENTER AND AT 45 DEGREE ANGLE TO DIRECTION OF TRAVEL.

IMPERVIOUS AREA SUMMARY

EXISTING:					
PERVIOUS	550,265	S.F.	12.63	AC.	0.99%
IMPERVIOUS	6,483	S.F.	0.15	AC.	0.01%
TOTAL	556,748	S.F.	12.78	AC.	100.0%
PROPOSED:					
PERVIOUS	457,545	S.F.	10.50	AC.	82.2%
IMPERVIOUS	99,203	S.F.	2.28	AC.	17.7%
TOTAL	556,748	S.F	12.78	AC.	100.0%

NOTE: LOT 2, BLOCK 1 BUILDING IMPERVIOUS COVERAGE = 2148 S.F. - 33%.

ZONING AND SETBACK SUMMARY

THE PROPERTY IS ZONED R-2: MEDIUM DENSITY RESIDENTIAL

BUILDING SETBACK INFORMATION IS AS FOLLOWS:
FRONT YARD - 25 FT. FROM PRIVATE STREETS (MEASURED FROM BACK OF CURB)
REAR - 20 FT.
SIDE (INTERIOR) - 5 FT.
SIDE (STREET) - 25 FT.

LOT COVERAGE INFORMATION IS AS FOLLOWS:
REQUIRED LOT AREA = 15 AC.
MINIMUM LOT WIDTH = 50 FT.
MAXIMUM LOT COVERAGE = 35%

PARKING SETBACK INFORMATION IS AS FOLLOWS:
FROM EXTERIOR DEVELOPMENT BOUNDARY LINES = 30 FT.
SETBACK FROM STRUCTURE - 15 FT.

AREA SUMMARY

TOTAL SITE AREA: 556,748 S.F. = 12.78 AC.

WETLAND AREA: 293,890 S.F. = 6.75 AC.

RIGHT OF WAY AREA: 17,567 S.F. = 0.40 AC.

NET AREA: 245,291 S.F. = 5.63 AC.

TOTAL SINGLE FAMILY LOTS = 23

NET DENSITY = 4.1 U/A

LOT AREA TABLE

Lot Area Table		
Parcel #	Lot/Block	Area (Ac.)
1	1/1	0.25
2	2/1	0.15
3	3/1	0.19
4	4/1	0.24
5	5/1	0.26
6	6/1	0.21
7	7/1	0.19
8	8/1	0.19
9	9/1	0.17
10	10/1	0.19
11	11/1	0.23
12	12/1	0.32
13	13/1	0.21
14	14/1	0.19

Lot Area Table		
Parcel #	Lot/Block	Area (Ac.)
15	15/1	0.17
16	16/1	0.36
17	17/1	0.29
18	1/2	0.24
19	2/2	0.19
20	3/2	0.21
21	4/2	0.21
22	5/2	0.19
23	6/2	0.18
24	Outlot A	0.59
25	Outlot B	6.75
26	R/W 147th	0.21
27	R/W new	0.19

PARKING SUMMARY

REQUIRED PARKING:

TOWNHOME - 2 OFF-STREET STALLS, 1 OF WHICH MUST BE ENCLOSED	
TOTAL PARKING STALLS REQUIRED	46 EA.
PROVIDED PARKING:	
ENCLOSED STALLS (GARAGE) (MIN. 9x18)	46 EA.
OUTDOOR STALLS (DRIVEWAY) (MIN. 9x20)	46 EA.
ADDITIONAL STALLS (9x18)	8 EA.
TOTAL PARKING STALLS PROVIDED	100 EA.

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DEVELOPER

DC RAMSEY, LLC
105 S. 5TH AVE. STE 513
Minneapolis, MN 55401

MUNICIPALITY

City of RAMSEY

PROJECT

GARDEN VIEW VILLAS

RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
02 DEC 2019	Preliminary Plat	RCH

CERTIFICATION

I hereby certify that this plan 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.

PRELIMINARY NOT FOR CONSTRUCTION

Randall C. Hedquist
License No. 12

Signature is a digital image of the original. Hard copy is on file at Landform Professional Services, LLC office and is available for review.

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PRELIMINARY PLAT
12.02.2019

LANDFORM
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Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

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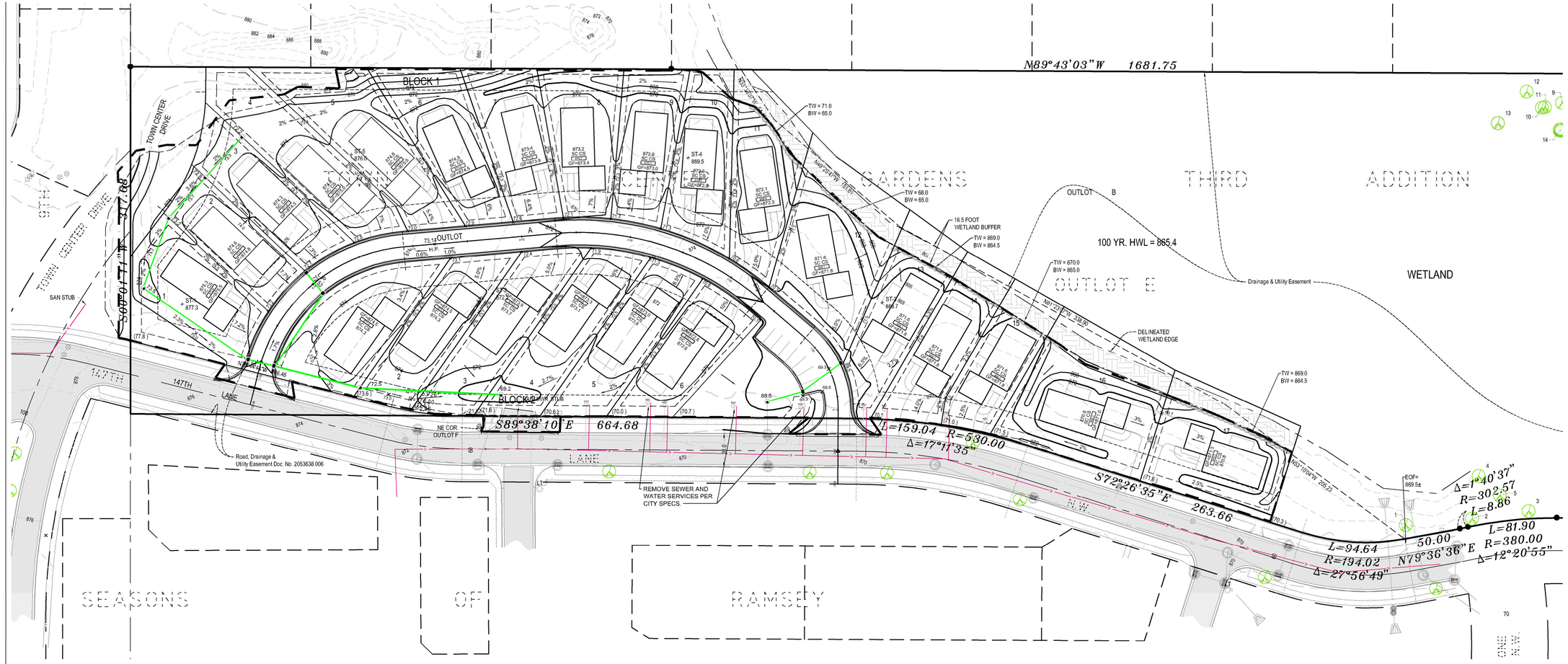
PROJECT NO. LDP19007

SITE PLAN

C2.1

SHEET NO. 4/11

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GENERAL NOTES

1. For construction staking and surveying services contact Landform at 612.252.9070.

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

2. Install perimeter sediment controls prior to beginning work and maintain for duration of construction. Remove controls after areas contributing runoff are permanently stabilized and dispose of off site.
3. Limit soil disturbance to the grading limits shown. Schedule operations to minimize length of exposure of disturbed areas.
4. Management practices shown are the minimum requirement. Install and maintain additional controls as work proceeds to prevent erosion and control sediment carried by wind or water.
5. Refer to SWPPP Notes on Sheet C3.2 for additional requirements.
6. All exposed soil areas must be stabilized within 14 days of completion of work in each area.
7. Seed, Sod, Mulch and Fertilizer shall meet the following Specifications, as modified.

Item	Specification Number	Estimated Quantities
Sod	MNDOT 3878	
Seed	MNDOT 3876	
	MN Type 21-111 @ 100 lb./ac. - Temporary Erosion Control - Temporary Erosion Control, May 1 - Jul 31	
	MN Type 21-112 @ 100 lb./ac. - Temporary Erosion Control - Temporary Erosion Control, Aug 1 - Oct 31	
	MN Type 25-151 @ 120 lb./ac. - Permanent Turf	
Mulch (MNDOT Type 1 @ 2 ton/ac., Disc Anchored)	MNDOT 3882	
Fertilizer	MNDOT 3881	
General Placement	MNDOT 2575	

8. See Landscape Sheets for permanent turf and landscape establishment.
9. Scrape adjacent streets clean daily and sweep clean weekly.

WET CAST/DRY CAST RETAINING WALL NOTES

31. Wet Cast / Dry Cast Concrete Segmental Retaining Wall. Color to be determined by Owner or Architect.
32. Provide structural design of retaining walls, following Landform / MNDOT Retaining Wall specifications for minimum design and performance. Provide construction of walls in accordance with approved design. Contact Landform for the Specification.
33. Confirm architectural requirements for wall units with owner.
34. Submit design to City for approval prior to Building Permit issuance.
35. Provide coordination and assurance that related work constructed within the reinforced earth zone; including fences, underground utilities, guard rails, etc.; is in accordance with approved design and does no damage to reinforcing elements of the retaining wall.

GRADING NOTES

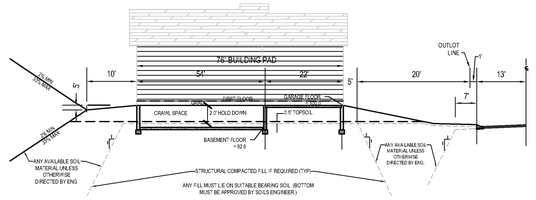
12. Contact utility service providers for field location of services 72 hours prior to beginning grading.
13. Refer to the Geotechnical Report prepared by Independent Testing Technologies, Inc., Dated September 24, 2019, for additional information on backfill material and groundwater conditions.
14. Remove topsoil from grading areas and stockpile sufficient quantity for reuse. Materials may be mined from landscape areas for use on site and replaced with excess organic material with prior Owner approval.
15. Remove surface and ground water from excavations. Provide initial lifts of stable foundation material if exposed soils are wet and unstable.
16. An Independent Testing Firm shall verify the removal of organic and unsuitable soils, soil correction, and compaction and provide periodic reports to the Owner.
17. Place and compact fill using lift thicknesses matched to soil type and compaction equipment to obtain specified compaction throughout the lift.
18. Compact cohesive soils in paved areas to 95% of maximum dry density, Standard Proctor (ASTM D698) except the top 3 feet which shall be compacted to 100%. Compact to 98% density where fill depth exceeds 10 feet. The soils shall be within 3% of optimum moisture content. In granular soils all portions of the embankment shall be compacted to not less than 95% of Modified Proctor Density (ASTM D1557).

LEGEND

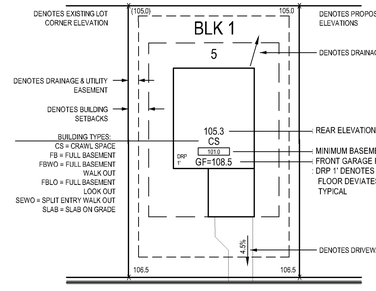
SYMBOL	DESCRIPTION	ESTIMATED QUANTITY
	:Inlet Protection	3 ea.
	:Silt Fence	2,500 ft.
	:Vehicle Tracking Pad	1 ea.
	:Tip Out Curb	
	:Pavement Sawcut	
	:Construction Limits	
T/W XXX.XX	:Top of Wall	
B/W XXX.XX	:Bottom of Wall	

LOT BY LOT TABULATION

Lot	Block	House Type	Garage Floor Ele	Driveway Grade (%)	Lowest Floor Ele	Lowest Opening Ele (living space)	100 Year Flood Ele	Emergency Overflow Ele	Highest Anticipated Water Table or Mottled Soil
1	1	5C CS	875.5	7.2	872.8	876.0	865.4	869.5±	862.0
2	1	5C CS	874.8	7.7	872.1	875.3	865.4	869.5±	862.0
3	1	5C CS	874.5	7.3	871.8	875.0	865.4	869.5±	862.0
4	1	5C CS	875.0	7.0	872.3	875.5	865.4	869.5±	862.0
5	1	5C CS	875.0	5.4	872.3	875.5	865.4	869.5±	862.0
6	1	5C CS	874.5	6.0	871.8	875.0	865.4	869.5±	862.0
7	1	5C CS	873.9	6.4	871.2	874.4	865.4	869.5±	862.0
8	1	5C CS	873.4	7.0	870.7	873.9	865.4	869.5±	862.0
9	1	5C CS	873.0	6.4	870.3	873.5	865.4	869.5±	862.0
10	1	5C CS	872.8	7.0	870.1	873.3	865.4	869.5±	862.0
11	1	5C CS	872.3	5.0	869.6	872.8	865.4	869.5±	862.0
12	1	5C CS	871.6	5.0	869.1	872.1	865.4	869.5±	862.0
13	1	5C CS	871.8	6.5	869.1	872.3	865.4	869.5±	862.0
14	1	5C CS	871.8	4.0	869.1	872.3	865.4	869.5±	862.0
15	1	5C CS	871.8	2.5	869.1	872.3	865.4	869.5±	862.0
16	1	5C CS	871.0	3.0	868.3	871.5	865.4	869.5±	862.0
17	1	5C CS	871.0	3.0	868.3	871.5	865.4	869.5±	862.0
1	2	5C CS	874.5	3.4	871.8	875.0	865.4	869.5±	862.0
2	2	5C CS	874.5	5.0	871.8	875.0	865.4	869.5±	862.0
3	2	5C CS	873.9	5.0	871.2	874.4	865.4	869.5±	862.0
4	2	5C CS	873.3	6.0	870.6	873.8	865.4	869.5±	862.0
5	2	5C CS	873.0	8.5	870.3	873.5	865.4	869.5±	862.0
6	2	5C CS	872.8	10.0	870.1	873.3	865.4	869.5±	862.0



2 **FIVE COURSE CRAWL SPACE (5C CS)** NO SCALE



NOTES:
1. GARAGE LOCATION INDICATED BY DRIVEWAY.

1 **TYPICAL LOT DETAIL** NO SCALE

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DEVELOPER

Landform Development Partnership
Address
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TEL (XXX) XXX-XXXX

MUNICIPALITY

City of RAMSEY

PROJECT

GARDEN VIEW VILLAS

RAMSEY, MINNESOTA

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CERTIFICATION

I hereby certify that this plan 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.

Randall C. Hoffman
License No. 44XXX

Signature [illegible] Date [illegible]

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It is the responsibility of the holder of this electronic file to verify that the latest revised copy of this plan on file at the City of Ramsey Engineering Department is the same as the copy in his office and is available upon request.

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12.02.2019

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Minneapolis, MN 55401
Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME	C301LDP007.dwg
PROJECT NO.	LDP19007

GRADING, DRAINAGE, PAVING AND EROSION CONTROL

C3.1

SHEET NO. 4/11

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NPDES PERMIT AND SWPPP COMPONENTS

1. *The current Minnesota Construction Stormwater General Permit dated Month Day, 2019 is referenced in this document as the Permit.*

   The SWPPP includes the following components:
   - Construction Documents prepared by Landform
   - Stormwater Management Plan / Narrative / Report prepared by Landform
   - Maintenance Plan for permanent stormwater BMPs
   - Geotechnical Report prepared by Independent Testing Technologies, Inc.

   All components must be kept onsite by the Operator. The Operator shall contact Civil Engineer if they do not have all of the above documents.

SITE INFORMATION

Site location: Latitude: 45.238914, Longitude: -93.459300

Disturbed area = 5.3 ac.
Pre-construction impervious area within disturbed area = 0.0 ac.
Post-construction impervious area within disturbed area = 2.3 ac.
Net change in impervious area within disturbed area = 2.3 ac.

Type of stormwater management:
- Infiltration
- Filtration
- Wet sedimentation
- Dry sedimentation
- Reuse

Erosion prevention and sediment control quantities are on sheets C3.1 and 3.2.

SITE EVALUATION / ASSESSMENT / PLANNING

1. The Operator shall have primary responsibility and significant authority for the development, implementation, maintenance, inspection and amendments to the approved SWPPP. Duties include but are not limited to:
   - Ensuring full compliance with the SWPPP and the Permit
   - Implementing all elements of the SWPPP, including but not limited to:
     - Implementing prompt and effective erosion and sediment control measures
     - Implementing all non-storm water management, and good housekeeping BMPs ensuring that no materials other than Storm water are discharged in quantities, which will have an adverse effect on receiving waters or storm drain systems, etc.
   - Conducting routine inspections and maintenance
   - Ensuring elimination of all unauthorized discharges
   - Coordinating to ensure all of the necessary corrections / repairs are made immediately, and that the project complies with the SWPPP, the Permit, and approved plans at all times.

STORMWATER POLLUTION PREVENTION MANAGEMENT MEASURES

1. *Operator must develop pollution prevention management measures, implement good housekeeping BMPs, must follow all applicable federal, state, and local building codes, Occupational Safety and Health Act (OSHA), and the general conditions and general requirements of the construction contract.*
2. The Operator shall minimize the exposure to stormwater of any of the products, material, or wastes stored on site that may wash downstream or contaminate stormwater.
3. Building products that have the potential to leach pollutants must be under cover.
4. Chemicals and landscape materials shall be under cover to prevent the discharge of pollutants.
5. Operator to track progress of the following items on site maps; portable toilets, material storage areas, vehicle and equipment fueling and maintenance areas, concrete washouts, paint and stucco washouts, dumpsters or other trash and debris containers, spill kits, stockpiles, any other non-structural non-storm water management BMPs, any temporarily removed structural BMPs, any changes to the structural BMPs.
6. Solid waste: collected sediment, asphalt and concrete millings, floating debris, paper, plastic, fabric, construction and demolition debris and other wastes must be disposed of properly and must comply with MPCA disposal requirements.
7. Hazardous waste: oil, gasoline, paint and any hazardous substances must be properly stored in sealed containers to prevent spills, leaks or other discharge. Restricted access to storage areas must be provided to prevent vandalism. Storage and disposal of hazardous waste or materials must be in compliance with Minn. R. Ch. 7045 including secondary containment as applicable.
8. Portable toilets must be positioned so that they are secure and will not be tipped or knocked over.
9. Concrete and other washout waste: operator must provide effective containment for all liquid and solid wastes generated by washout operations. The liquid and solid wastes must not contact the ground, and the containment must be designed so that it does not result in runoff from the washout operations or areas. Liquid and solid wastes must be disposed of properly and in compliance with MPCA rules. A sign must be installed adjacent to each washout facility that requires site personnel to utilize the proper facilities for disposal of concrete and other washout wastes.
10. External vehicle washing: external washing of trucks and other construction vehicles must be limited to a defined area of the site. Runoff must be contained and waste properly disposed of. No engine degreasing is allowed on site.
11. Operator shall take reasonable steps to prevent the discharge of spilled or leaked chemicals, including fuel, from any area where they will be loaded or unloaded as detailed in the Permit.

SWPPP CONTACT AND TRAINING INFORMATION

1. Owner:
   Landform Development Partners, LLC
   attn: Darren Lazan
   Street Address
   City, State Zip
   Phone#
   Email Address
2. SWPPP Designer:
   Randy Hedlund, P.E.
   Landform Professional Services
   105 South Fifth Avenue, Suite 513 / 580 Dodge Avenue NW
   Minneapolis, Mn 55401 / Elk River, MN 55330
   612-252-9070
   rhedlund@landform.net
   Certification: U Of MN, Design Of Construction SWPPP, Exp. May 31, 2022 (verify date)
3. SWPPP Inspector / Manager:
   To Be Determined. Contact Owner until Contractor And SWPPP Inspector / Manager is selected.
   Certification: , Exp.
4. BMP Installation And Repair:
   To Be Determined. Contact Owner until BMP Installer And Maintainer is selected.
   Certification: , Exp.

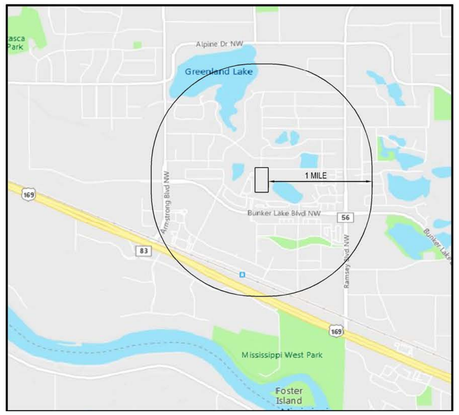
DESCRIPTION OF CONSTRUCTION ACTIVITY

1. Construction activity includes erosion and sediment control BMPs installation, clearing and grubbing, site grading, utility installation, building construction, paving, and landscaping.

SCHEDULE OF BMP INSTALLATION AND CONSTRUCTION ACTIVITY

1. Install perimeter sediment control BMPs prior to start of other site work. Refer to Grading, Drainage, Paving and Erosion Control sheet(s) for initial locations of BMPs.
2. Protect infiltration areas with construction fencing. Install fencing prior to site grading or within 24-hours of excavating an infiltration basin.
3. Construct temporary / permanent sedimentation basins prior to upland disturbance. Install perimeter sediment control BMPs around normal water levels within 48-hours of completion of basin grading.
4. Stabilize outlets from temporary / permanent sedimentation basins within 24-hours of outlet construction.
5. Perform work in phases to minimize disturbed area at any one time. Operator to develop phasing plan prior to start of work.
6. Strip topsoil from areas to be disturbed and stockpile with perimeter sediment control BMPs. Provide stabilization if stockpile is left longer than 14 days.
7. Rough grade site.
8. Install utilities.
9. Install small utilities (gas, electric, communications).
10. Final grade pavement areas and compact subgrade.
11. Lay down pavement aggregate and compact.
12. Install curb and gutter. Backfill after a minimum of three days and provide a minimum of two rolls of sod at the back of curb.
13. Construct building / addition and site features.
14. Construct site walks and patios.
15. Provide final stabilization.
16. Connect infiltration / filtration practices to storm sewer inlets.
17. Remove temporary BMPs and dispose of properly.

WATERS WITHIN ONE MILE OF SITE



STORMWATER POLLUTION MITIGATION MEASURES

1. Required stormwater mitigation measures to meet the final environmental review document are:
   - Regional Ponds
   - Infiltration credits purchased from the city

MN SPECIAL (PROHIBITED, RESTRICTED, OTHER) & IMPAIRED WATERS

1. There are no impaired waters within 1 mile of the Project site.
2. Project Site is within the Lower Rum River Watershed Management Organization District.

EROSION PREVENTION AND SEDIMENT CONTROL

1. See Grading, Drainage, Paving and Erosion Control sheets for the location and type of temporary erosion prevention and sediment control BMPs. See Grading and Drainage, Utility, and Landscape sheets for the location and type of permanent erosion prevention and sediment control BMPs.
2. Minimize Disturbed Areas and Protect Natural Features and Soil

   Appropriate construction practices (e.g. construction phasing, vegetative buffer strips, horizontal slope grading) shall be used to minimize erosion.

   Areas not to be disturbed (buffers, infiltration basins, etc.) shall be protected with construction or silt fence before work begins.

   Operator shall develop methods to minimize soil compaction outside of building pads, pavement areas and utility trenches and shall use tracked equipment wherever practicable.

   Topsoil shall be salvaged and reused to the extent practicable.
3. Phase Construction Activity

   Operator must not disturb more land than can be effectively inspected and maintained.

   Sediment control practices shall be established on all down gradient perimeters before any upgradient land disturbing activities begin. These practices shall remain in place until final stabilization has been established in accordance with the Permit.

   The timing of the installation of sediment control practices may be adjusted to accommodate short-term activities such as clearing or grubbing, or passage of vehicles. Any short-term activity must be completed as quickly as possible and the sediment control practices shall be installed immediately after the activity is completed. However, sediment control practices shall be installed before the next precipitation event even if the activity is not complete.
4. Control Stormwater Flowing onto and Through the Project

   The normal wetted perimeter of any temporary or permanent drainage ditch or swale that drains water from any portion of the construction site, or diverts water around the site, shall be stabilized within 200 lineal feet from the property edge, or from the point of discharge into any surface water.

   Stabilization of the last 200 lineal feet shall be completed within 24 hours after connecting to a surface water.

   Stabilization of the remaining portions of any temporary or permanent ditches or swales shall be complete within 14 days after connecting to a surface water and construction in that portion of the ditch has temporarily or permanently ceased.

   Temporary or permanent ditches or swales that are being used as a sediment containment system (with properly designed rock ditch checks, bio rolls, silt dikes etc.) do not need to be stabilized. These areas shall be stabilized within 24 hours after no longer being used as a sediment containment system.
5. Stabilize Soils

   All exposed soil areas, including stockpiles, must be stabilized.

   Stabilization must be started immediately to limit soil erosion when the construction activity in that portion of the site has temporarily or permanently ceased and will not resume for 14 calendar days. Stabilization must be complete within 14 days of cessation of construction activity.

   Temporary soil stockpiles shall have silt fence or other effective sediment controls, and cannot be placed in surface waters, including storm water conveyances such as curb and gutter systems, or conduits and ditches unless there is a bypass in place for the storm water.

   Temporary stockpiles without significant silt, clay or organic components (e.g. clean aggregate stockpiles, demolition concrete stockpiles, sand stockpiles) and the constructed base components of roads, parking lots and similar surfaces, are exempt from this requirement.
6. Protect Slopes

   Operator shall avoid work on slopes with a grade of 3:1 or greater when practicable. Grading on slopes with a grade of 3:1 or steeper will require techniques such as phasing and stabilization practices designed for steep slopes(e.g. slope draining and terracing).
7. Protect Storm Drain Inlets

   All storm drain inlets shall be protected by appropriate BMPs during construction until all sources with potential for discharging to the inlet have been stabilized. Inlet protection may be temporarily removed if a specific safety concern has been identified.
8. Provide Energy Dissipation at all Pipe Outlets within 24 Hours

   After connection to a surface water or permanent stormwater treatment system.
9. Establish Perimeter Controls and Sediment Barriers

   Prior to disturbing soils on a project site, establish sediment control BMPs on all down-gradient perimeters and where site discharges to public waters.
10. Retain Sediment On-site and Control Dewatering Practices

    Discharge shall not cause nuisance conditions, erosion in receiving channels, adversely affect receiving water or impact wetlands, or downstream properties. Discharge points shall be adequately protected from erosion and scour by accepted energy dissipation measures.

    Discharge water containing oil or grease shall be treated to remove oil or grease prior to discharge to surface waters.

    Refer to Permit requirements for temporary or permanent sediment basins.
11. Establish Stabilized Construction Exits

    Vehicle tracking pads shall be established as shown on the Grading, Drainage, Paving and Erosion Control sheet to minimize tracking of sediment from the consruction site onto adjacent streets.
12. Infiltration Basin Protection

    Operator must not excavate infiltration systems to final grade or within three (3) feet of final grade until the contributing drainage area has been constructed and fully stabilized unless rigorous erosion prevention and sediment controls have been installed.

    When excavating an infiltration system to within three (3) feet of final grade, operator shall mark off and protect the area from heavy construction equipment to prevent compaction of soils.
13. Dewatering and Basin Draining

    Permittees must discharge turbid or sediment-laden waters related to dewatering or basin draining to a temporary or permanent sediment basin. Discharges must not cause erosion or scour near the discharge points.
14. Remove Sediment from Surface Waters

    All sediment deposits and deltas must be removed from surface waters, including drainage ways, catch basins, and other drainage systems, and the removal areas restabilized within seven (7) days.

TEMPORARY SEDIMENTATION BASIN(S)

1. This project does not have more than ten disturbed acres draining to a common location and The site DOES NOT drain to an impaired or special water, therefore a temporary sediment basin is not required.
2. Temporary sediment basins shall provide treatment to runoff before it leaves the construction site or enters surface waters. The contractor shall comply with the following requirements:
   A. Sedimentation basins must provide live storage of runoff resulting from the 2-year 24-hour rainfall event from each acre drained to the basin, with a minimum of 1,800 c.f./acre live storage volume. (Where no calculation has been performed, each basin shall provide at least 3,600 c.f./acre live storage.) Sedimentation basins must include a stabilized emergency overflow to prevent basin integrity failure.
   B. Discharge from temporary sedimentation basins will be withdrawn from the surface in order to minimize the discharge of pollutants.
3. Discharge from basin draining shall not adversely affect the receiving water or downstream properties. Contractor will visually check to ensure adequate treatment has been obtained and that nuisance conditions will not result from the discharge.
4. Any discharge observed to be occurring during the inspection shall be recorded, described, and photographed.
5. If any proposed temporary BMPs are not working as intended refer to the "Stormwater Compliance Assistance Tcolkit for Small Construction Operators", MPCA, 2017 for additional information. Operator shall contact the SWPPP Designer for additional requirements and information.

POST CONSTRUCTION / PERMANENT BMPS

1. See Grading and Drainage, Utility, and Landscape sheets for post construction and permanent stormwater BMPs.

INSPECTIONS AND MAINTENANCE

1. Permittees must ensure that a trained person will inspect the entire construction site at least once every seven days during active construction and within 24 hours after a rainfall event greater than 0.5-inches in 24 hours.
2. Inspections shall include stabilized areas, erosion prevention and sediment control BMPs, and infiltration areas.
3. Permittees must record all inspection and maintenance activities within 24 hours of being conducted as detailed in the Permit.
4. Inspection Records content shall include:
   A. Date and time of inspections;
   B. Name of persons conduction inspections;
   C. Findings of inspections, including specific locations where corrective actions are needed;
   D. Corrective actions taken including dates, times, and the party taking the corrective action;
   E. Dates of all rainfall events greater than 1/2 inch in 24 hours (refer to Permit for measurement requirements);
   F. Any discovered discharge must be recorded, including photographs, descriptions of discharge (color, odor, settled or suspended solids, oil sheen, or other obvious indicators of pollution), and specific location of discharge location;
   G. Any amendments to the Permit as a result of inspections must be documented within seven calendar days as described in the Permit
5. BMP Maintenance:
   A. Nonfunctional BMPs must be repaired or replaced by the end of the next business day after discovery unless a different time frame is indicated.
   B. Follow the designer's or manufacturer's recommended maintenance procedures for all BMPs.
   C. Remove sediment from BMPs when the depth of sediment has reached 1/2 the height of the BMP and properly dispose of sediment into controlled areas to prevent soil from returning to the BMP during subsequent rain events.
   D. Remove sediment from paved roadways within one calendar day of discovery.
   E. Remove sediment from around BMPs protecting storm drain inlets.
   F. Surface waters with evidence of sediment deposition must be stabilized and sediment removed within seven calendar days of discovery, or as stated by the Permit.
   G. Ensure that construction support activities, including borrow areas, waste areas, contractor work areas, and material storage areas and dedicated concrete and asphalt batch plants are cleaned and maintained.
   H. Replace damaged BMPs that no longer operate effectively.

   Add BMPs as needed during construction to minimize erosion and prevent sediment from leaving the site.

RECORD KEEPING / RECORD RETENTION

1. The SWPPP (original or copies), including all changes to it, and inspections and maintenance records, shall be kept at the site during construction by the Owner / Operator who has operational control of that portion of the site. The SWPPP can be kept in either the field office or in an on site vehicle during normal working hours.
2. All Owners(s) must keep the SWPPP, along with the following additional records, on file for three (3) years after submittal of the Notice of Termination (NOT). This does not include any records after submittal of the NOT.
3. The following is a list of records that shall be kept at the project site available for inspectors to review:
   - Copy of the SWPPP, with any modifications;
   - Inspection and maintenance records;
   - Permanent operation and maintenance agreements;
   - Calculations for the design of temporary and permanent stormwater management systems;
   - Any other permits required for the project;
   - Records of all inspection and maintenance conducted during construction; and
   - All permanent operation and maintenance agreements that have been implemented, including all right-of-way, contracts, covenants and other binding requirements regarding perpetual maintenance

LOG OF CHANGES TO THE SWPPP / AMENDMENTS

1. *The Owner / Operator(s) must amend the SWPPP as necessary to include additional requirements, such as additional or modified BMPs, designed to correct problems identified or address situations as detailed in the Permit.*

FINAL STABILIZATION

1. *The Owner / Operator(s) must ensure final stabilization of the site. Final stabilization includes:*
   A. Ensuring all areas have permanent cover.
   B. Vegetative areas must have perennial cover with a density of 70% of expected final growth.

TERMINATION OF COVERAGE

1. *Owner / Operator(s) wishing to terminate coverage under the Permit must submit a Notice of Termination (NOT) to the MPCA. Compliance with the Permit is required until a NOT is submitted. Refer to the Permit for details. Conditions for submitting a NOT include:*
   A. Site must have achieved final stabilization (refer to section above).
   B. The permanent stormwater treatment and conveyance systems must be clean and all accumulated sediment removed.
   C. All temporary synthetic erosion prevention and sediment control BMPs must be removed from the site and disposed of properly.
   D. Single Family Residential - Permit termination on individual lots occurs once building construction is complete, temporary erosion prevention and downgradient perimeter control is complete, the residence sells to the homeowner, and the permittee distributes the MPCA's "Homeowner Fact Sheet" to the homeowner.

DEVELOPER

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TEL (XXX) XXX-XXXX

MUNICIPALITY

City of RAMSEY

PROJECT

GARDEN VIEW VILLAS

RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
02 JAN 2019	Preliminary Plat	RCH

CERTIFICATION

I hereby certify that this plan 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.

Randall C. Hedlund
License No. XXXXX

Signature ... and date ... shall be considered a valid copy of this plan unless it has an original signature. Electronic media is available upon request.

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PRELIMINARY PLAT
12.02.2019

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PROJECT NO. LDP19007

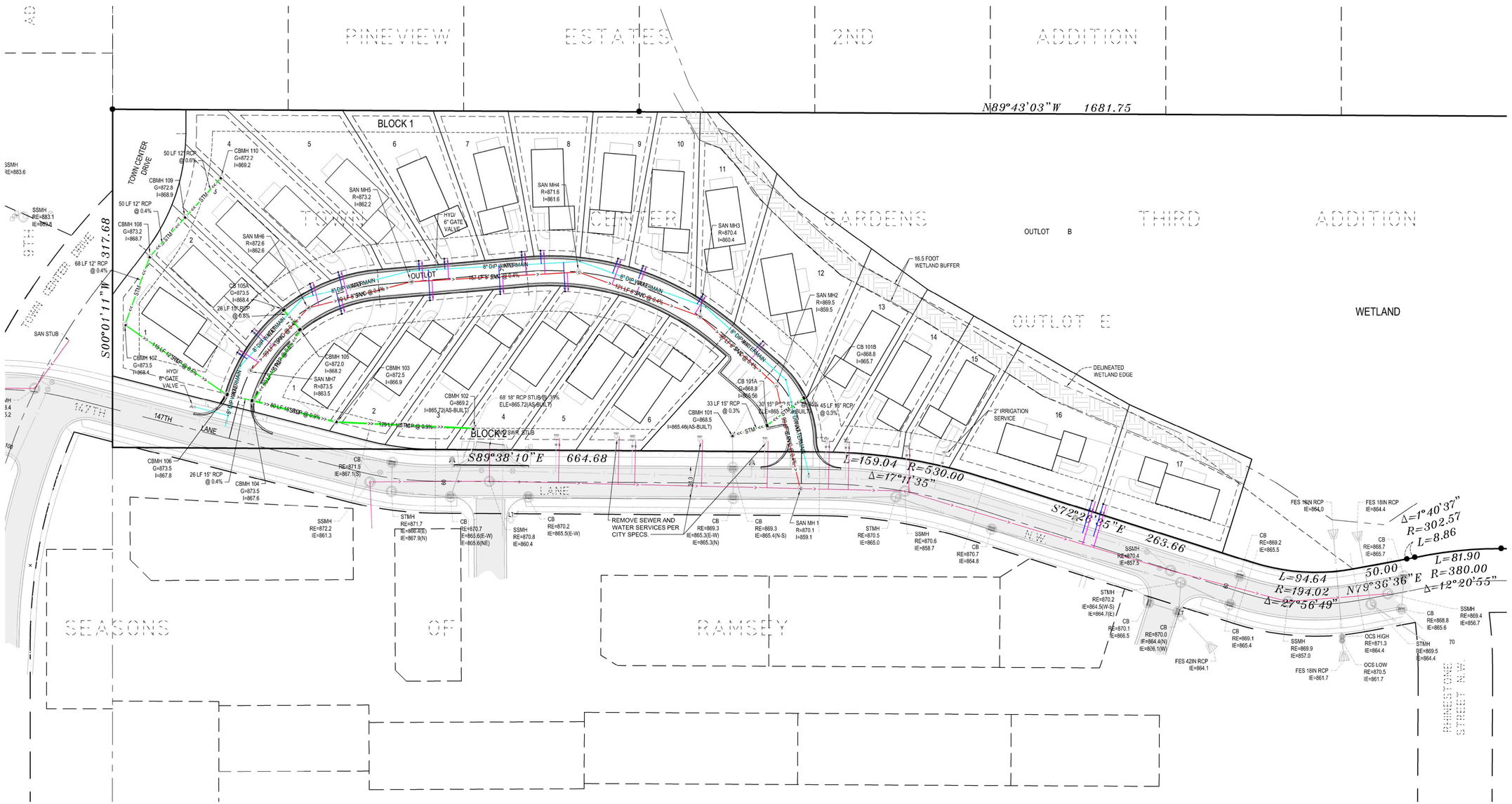
MN SWPPP NOTES

C3.2

SHEET NO. 6/11

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GENERAL NOTES

1. For construction staking and surveying services contact Landform at 612.252.9070.

UTILITY NOTES

2. Pipe Materials

Watermain	DIP Class 52 (ANSI A21.51/AWWA C151), C900 PVC
Water Service	Copper Type K (ASTM B88)
Public Sanitary Sewer	PVC SDR 35, SDR 26 (ASTM: D3034, F477, & F891)
Sanitary Sewer Service	PVC Schedule 40 (ASTM: D1785, D2665, F794, & F1866)
Grease Trap Service	PVC Schedule 40 (ASTM: D1785, D2665, F794, & F1866)
Storm Sewer	PVC Schedule 40 (ASTM: D1785, D2665, F794, & F1866) RCP 12"-18" Class 5 (ASTM C76) RCP 21" Class 4 (ASTM C76) RCP 24"-48" Class 3 (ASTM C76) HDPE - Corrugated, Smooth Interior, Water Tight (ASTM D3350, ASTM D4976, ASTM F2306, AASHTO M252) CMP Aluminized Steel Type 2, Water Tight, 12"-120" (AASHTO: M36, M274; ASTM: A929, A760, A798)
Drain Tile	HDPE - Corrugated & Perforated (ASTM D3350, ASTM D4976, AASHTO M252, AASHTO M294)

3. Contact utility service providers for field location of services 72 hours prior to beginning.
4. Contractor to field verify location and elevation of all utility points of connection prior to construction of any proposed utilities. Contractor to notify Engineer immediately if there is any discrepancy.
5. Contractor to pothole all utility crossings prior to construction of new utilities to verify depths of existing lines. Contact Engineer immediately if any conflicts are discovered.
6. Provide means and measures to protect adjacent property from damage during utility installation.
7. Pipe lengths shown are from center of structure to center of structure or end of end section.
8. Install tracer wire with all non-conductive utilities in accordance with City of Ramsey standards.
9. Connect to city utilities in accordance with City of Ramsey standards.

UTILITY NOTES(CONT.)

10. Contact Ramsey at ###.###.#### for wet tap inspection.
11. Maintain 7.5 feet of cover on water.
12. Deflect water to maintain 18-inch minimum outside separation at sewer crossings. Center pipe lengths to provide greatest separation between joints.
13. Contact Xxxx, City of Xxx Xxxx Department, at ###.###.#### for flushing and pressure test inspections.
14. The water distribution system shall be disinfected per 10 State Standards.
15. Provide 4-inch rigid foam (ASTM D1621) insulation on sanitary sewer less than x feet deep.
16. Catch basins in curb and gutter are sumped 2 inches below the gutter grade. Refer to Detail X on Sheet C7.X.
17. Rock media in infiltration or filtration systems shall be angular, non-calcareous rock.
18. Coordinate with private utilities to provide electric, natural gas, and communications services.
19. See Site Lighting Plan for additional information.
20. Compact cohesive soils in paved areas to 95% of maximum dry density, Standard Proctor (ASTM D698) except the top 3 feet which shall be compacted to 100%. Compact to 98% density where fill depth exceeds 10 feet. The soils shall be within 3% of optimum moisture content. In granular soils all portions of the embankment shall be compacted to not less than 95% of Modified Proctor Density (ASTM D1557).
21. Adjust structures to final grade where disturbed. Comply with requirements of Utility. Meet requirements for traffic loading in paved areas.

Know what's **Below.** **Call** before you dig.

NORTH

0 50 100

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MUNICIPALITY

City of RAMSEY

PROJECT

GARDEN VIEW VILLAS

RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
02 JAN 2019	Preliminary Plat	RCH

CERTIFICATION

I hereby certify that this plan 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.

PRELIMINARY NOT FOR CONSTRUCTION

Randall C. Hanson
License No. XXXXX
Signature Printed Name Date
A complete set of signed and sealed construction documents and copy of this plan on file at the Professional Engineer's office of record and is available upon request.

IF THE SIGNATURE, SEAL OR FOUR LINES DIRECTLY ABOVE ARE NOT VISIBLE, THIS SHEET HAS BEEN REPRODUCED BEYOND INTENDED READABILITY AND IS NO LONGER A VALID DOCUMENT. PLEASE CONTACT THE ENGINEER TO REQUEST ADDITIONAL DOCUMENTS.

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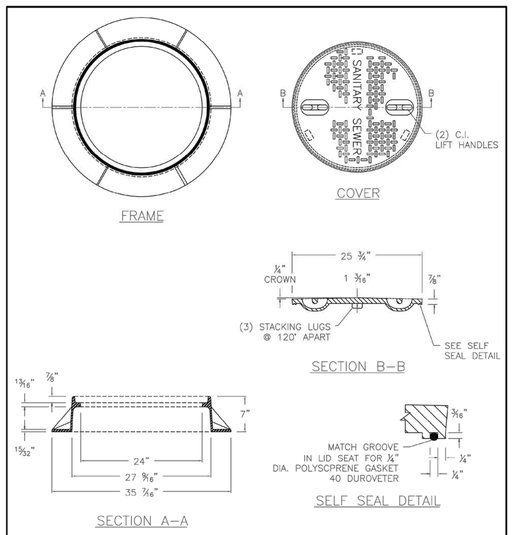
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PROJECT NO. LDP19007

UTILITY PLAN

C4.1

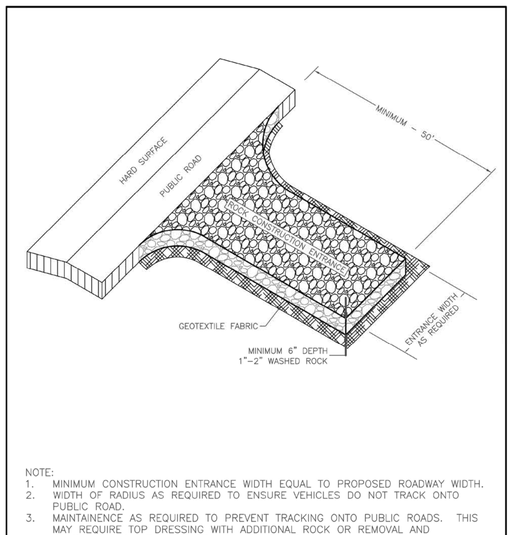
SHEET NO. 5/11

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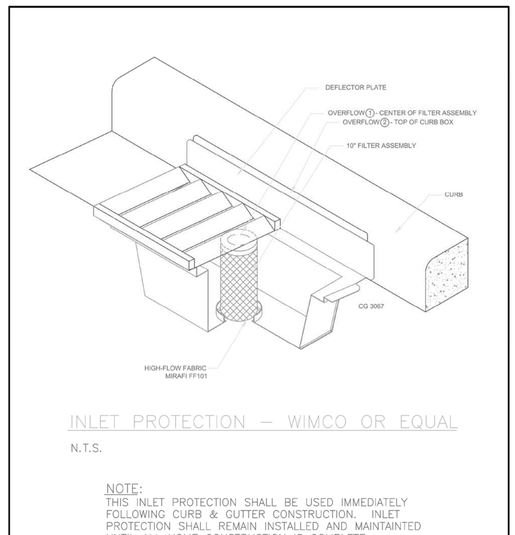
5 **WATER TIGHT CASTING**

NO SCALE



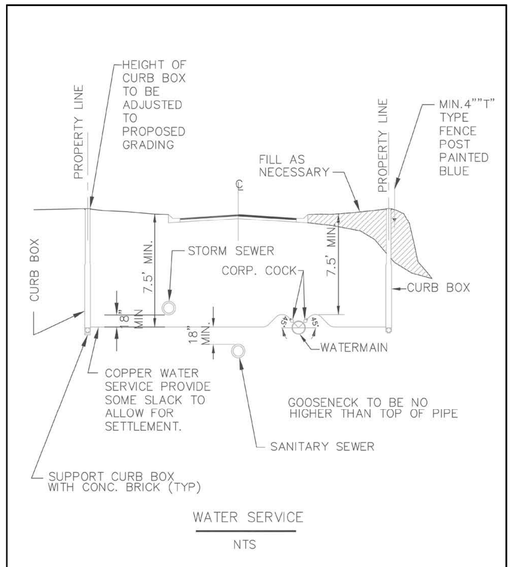
3 **ROCK CONSTRUCTION ENTRANCE**

NO SCALE



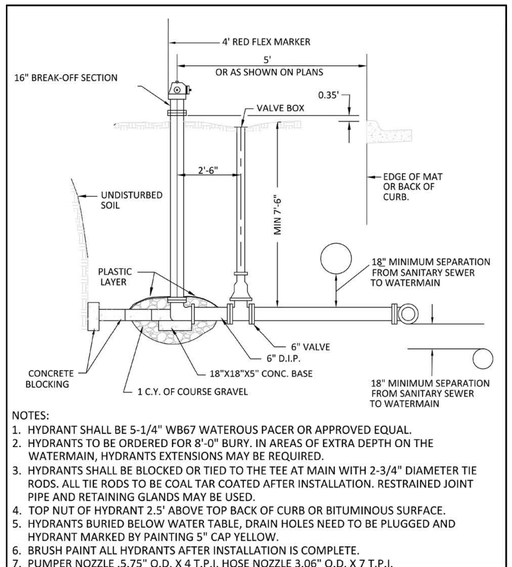
1 **INLET PROTECTION**

NO SCALE



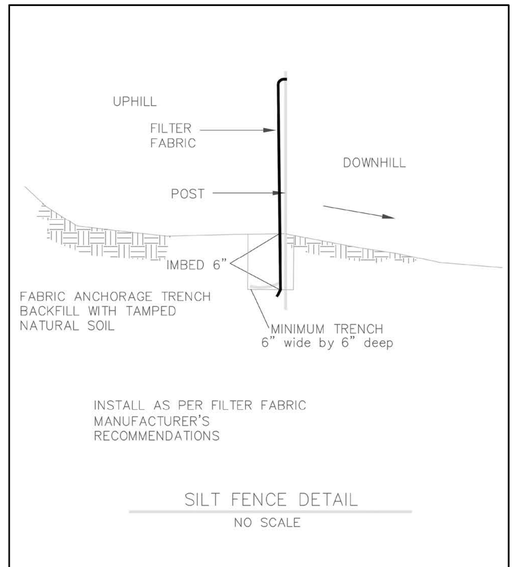
6 **WATER SERVICE**

NO SCALE



4 **HYDRANT**

NO SCALE



2 **SILT FENCE**

NO SCALE

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DEVELOPER

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RAMSEY, MINNESOTA

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CERTIFICATION

I hereby certify that this plan 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.

Kendall C. Peck
License No. XXXXX

Signature ... Date ...

PRELIMINARY NOT FOR CONSTRUCTION

It is a violation of law for any person to alter this plan in any way. A copy of this plan on file at the ... office and is available upon request.

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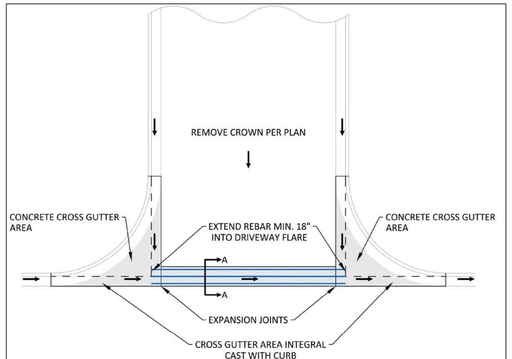
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CIVIL CONSTRUCTION DETAILS

C7.1

SHEET NO. 9/11

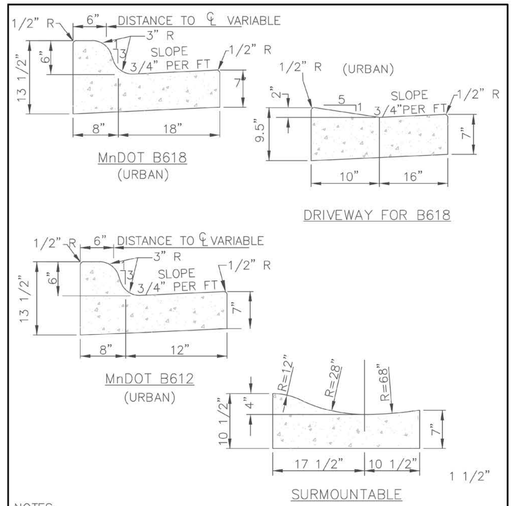
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NOTES:
1. WITH REMOVAL OF EXISTING CURB AT A STREET, MILL BITUMINOUS TO A DEPTH OF 1.5" AND A WIDTH OF 18" IN EXISTING STREET.
2. TO BE USED WHENEVER CROSS DRAINAGE IS < 2%.
3. CONCRETE CURB AND GUTTER SHALL BE CAST INTEGRAL WITH CONCRETE CROSS GUTTER AREA.
4. CONCRETE CURB AND GUTTER SHALL BE PAID SEPARATELY FROM CONCRETE CROSS GUTTER AREA.

APPROVED:		STANDARD DETAILS:
3 - 2017	City of RAMSEY	CROSS GUTTER
		CITY PLATE No. STR-2

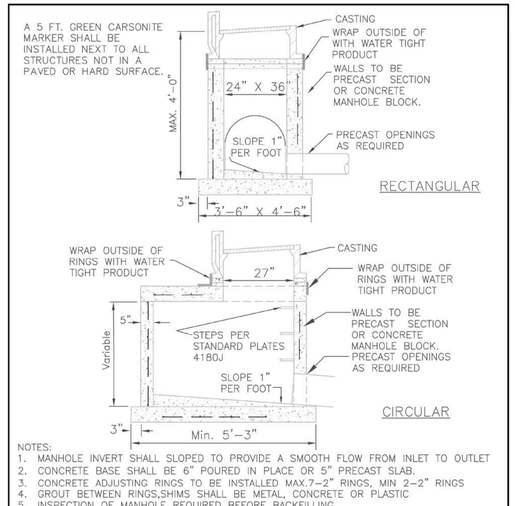
7 **CROSS GUTTER** NO SCALE



NOTES:
1. ON WEAR COURSE MILL THE EXISTING BITUMINOUS 1.5" BY 24" IN FRONT OF THE REPLACEMENT CURB.
2. ON BASE COURSE SAW CUT AND REMOVE EXISTING BITUMINOUS 18" IN FRONT OF THE REPLACEMENT CURB.

APPROVED:		STANDARD DETAILS:
1 - 2016	City of RAMSEY	CURB AND GUTTER
		CITY PLATE No. STR-1

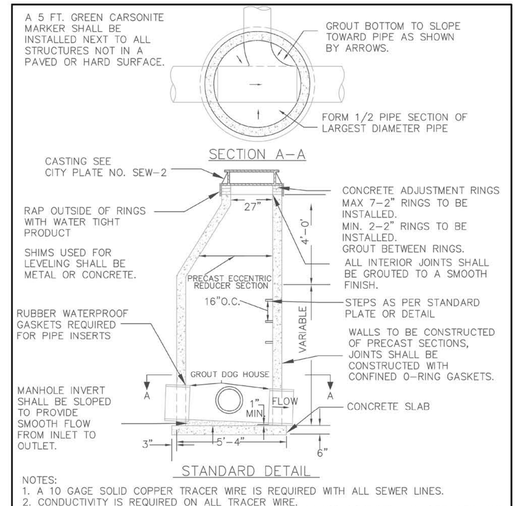
5 **CURB AND GUTTER** NO SCALE



NOTES:
1. MANHOLE INVERT SHALL SLOPED TO PROVIDE A SMOOTH FLOW FROM INLET TO OUTLET
2. CONCRETE BASE SHALL BE 6" POURED IN PLACE OR 5" PRECAST SLAB.
3. CONCRETE ADJUSTING RINGS TO BE INSTALLED MAX.7-2" RINGS, MIN 2-2" RINGS
4. GROUT BETWEEN RINGS,SHIMS SHALL BE METAL, CONCRETE OR PLASTIC
5. INSPECTION OF MANHOLE REQUIRED BEFORE BACKFILLING
6. A 10 GAUGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL STORM LINES.
7. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE
8. STEPS ARE REQUIRED IF STRUCTURE FROM THE CASTING TO THE INVERT IS GREATER THAN 4 FEET
9. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS

APPROVED:		STANDARD DETAILS:
4 - 2007	City of RAMSEY	CATCH BASIN
		CITY PLATE No. STO-1

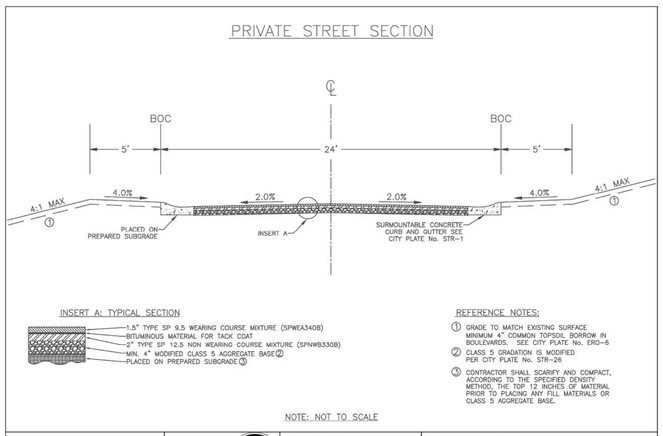
3 **CATCH BASIN** NO SCALE



NOTES:
1. A 10 GAGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL SEWER LINES.
2. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE.
3. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS.
4. 6" BASE FOR ALL MANHOLES LESS THAN 14 FT. OF DEPTH, INCREASE BASE THICKNESS 2" PER 6 FT. OF DEPTH BEYOND 14 FT.
5. 5" PRECAST BASE MAY BE USED FOR MANHOLES LESS THAN 14 FT. DEEP.
6. ALL INVERTS TO BE 0.10' ABOVE OUTLET.

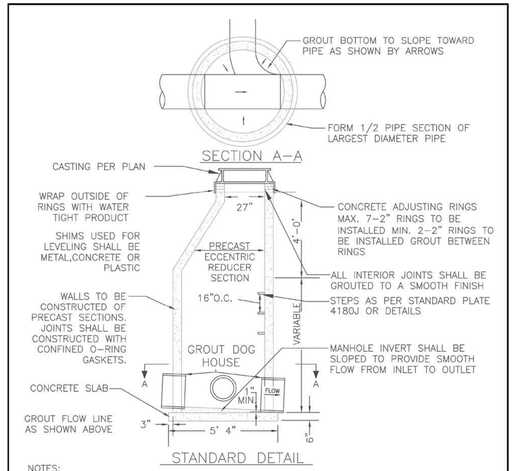
APPROVED:		STANDARD DETAILS:
1 - 2016	City of RAMSEY	SANITARY MANHOLE
		CITY PLATE No. SEW-1

1 **SANITARY MANHOLE** NO SCALE



APPROVED:		CITY PLATE No.	STANDARD DETAILS:
6 - 2016	City of RAMSEY	STR-29	PRIVATE STREET SECTION

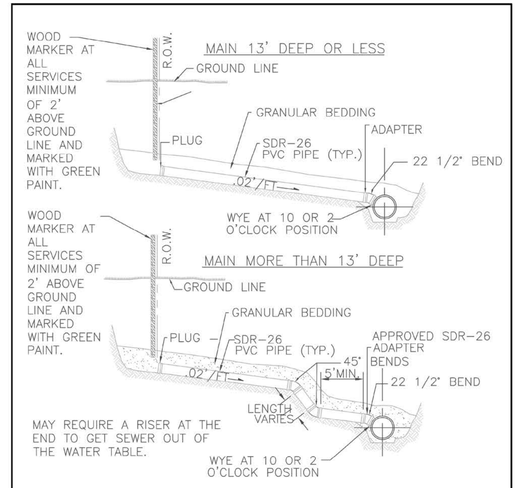
6 **PRIVATE STREET SECTION** NO SCALE



NOTES:
1. MANHOLE INVERT SHALL SLOPED TO PROVIDE A SMOOTH FLOW FROM INLET TO OUTLET
2. INSPECTION OF MANHOLE REQUIRED BEFORE BACKFILLING
3. ALL INLET INVERTS TO BE 0.10 ABOVE OUTLET INVERTS UNLESS OTHERWISE NOTED
4. A 10 GAUGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL STORM LINES.
5. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE
6. STEPS ARE REQUIRED IF STRUCTURE FROM THE CASTING TO THE INVERT IS GREATER THAN 4 FEET
7. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS

APPROVED:		CITY PLATE No.	STANDARD DETAILS:
1 - 2016	City of RAMSEY	STO-3	STORM MANHOLE

4 **STORM MANHOLE** NO SCALE



NOTES:
1. 10 GAGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL SEWER LINES
2. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE.
3. TRACER WIRE ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS.

APPROVED:		CITY PLATE No.	STANDARD DETAILS:
4 - 2016	City of RAMSEY	SEW-3	SANITARY SEWER SERVICE

2 **SANITARY SEWER SERVICE** NO SCALE

© LANDFORM 2019

DEVELOPER

Landform Development Partnership
Address
City, MN ZIP
TEL (XXX) XXX-XXXX

MUNICIPALITY

City of RAMSEY

PROJECT

GARDEN VIEW VILLAS

RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
02 JAN 2019	Preliminary Plat	RCH

CERTIFICATION

I hereby certify that this plan 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.

Kendall C. Hastings
License No. 43210
Signature Date: 12.02.2019
Pages or sheets covered by this seal: All
It is a violation of law for any person to alter this plan/set/file in any way without the written consent of the engineer identified and is available upon request.

PRELIMINARY NOT FOR CONSTRUCTION

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PRELIMINARY PLAT
12.02.2019

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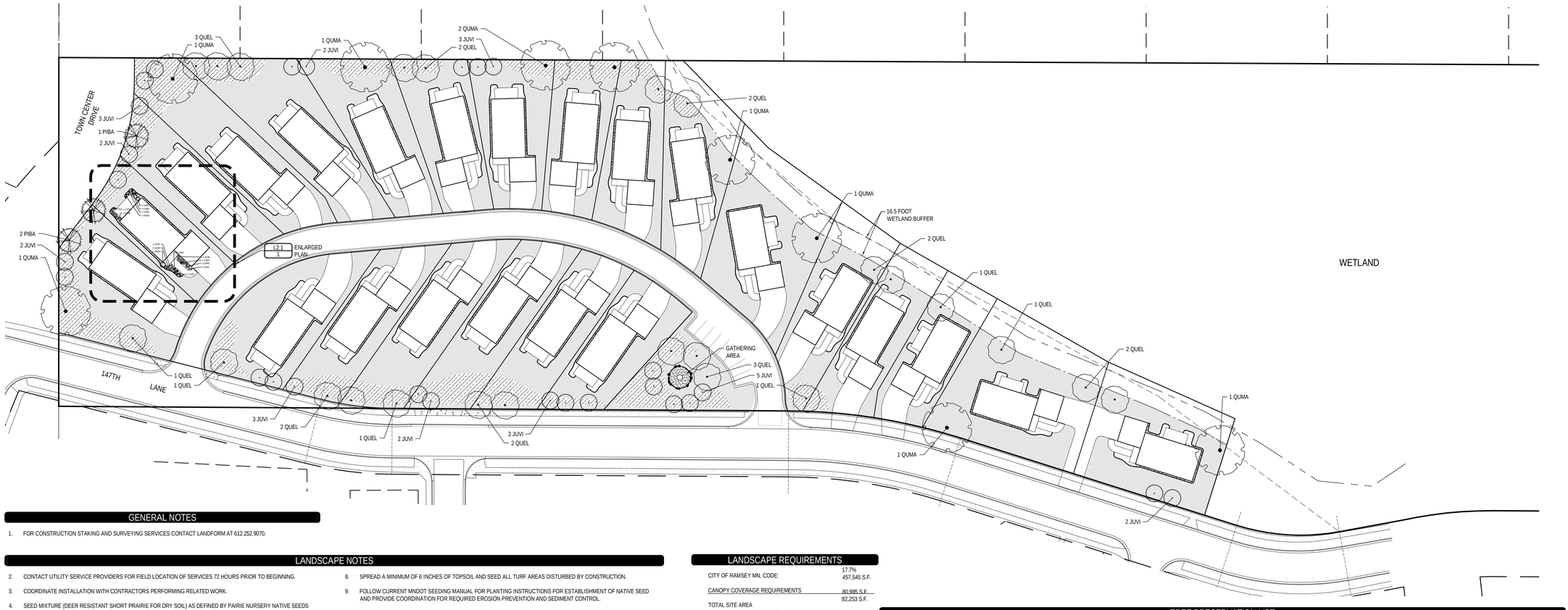
105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401
Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME C702LDP007.dwg
PROJECT NO. LDP19007

CIVIL CONSTRUCTION DETAILS

C7.2

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GENERAL NOTES

1. FOR CONSTRUCTION STAKING AND SURVEYING SERVICES CONTACT LANDFORM AT 612.252.9070.

LANDSCAPE NOTES

2. CONTACT UTILITY SERVICE PROVIDERS FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING.
3. COORDINATE INSTALLATION WITH CONTRACTORS PERFORMING RELATED WORK.
4. SEED MIXTURE (DEER RESISTANT SHORT PRAIRIE FOR DRY SOIL) AS DEFINED BY PAIRIE NURSERY NATIVE SEEDS AND PLANTS (1-800-476-9453) OR APPROVED EQUAL. PROVIDE VERIFYING DOCUMENTATION TO THE OWNER 30 DAYS MINIMUM PRIOR TO INSTALLATION.
5. PLANT MATERIAL SHALL CONFORM TO THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND BE OF HARDY STOCK, FREE FROM DISEASE, INFESTATION, DAMAGE, AND DISFIGURATION. FOR DISCREPANCY BETWEEN THE NUMBER OF PLANTS ON THE SCHEDULE AND THE NUMBER SHOWN ON THE DRAWING, THE DRAWING SHALL GOVERN.
6. ALL EXISTING DECIDUOUS/CONIFEROUS TREES ARE TO BE TRIMMED OF DEAD WOOD AND PRUNED TO A NATURAL UNIFORM SHAPE.
7. PLANTING SOIL SHALL CONSIST OF 4 PARTS TOPSOIL TO 1 PART PEAT HUMUS, WITH 3 POUNDS OF COMMERCIAL FERTILIZER ADDED PER CUBIC YARD.
8. SPREAD A MINIMUM OF 6 INCHES OF TOPSOIL AND SEED ALL TURF AREAS DISTURBED BY CONSTRUCTION.
9. FOLLOW CURRENT MNDOT SEEDING MANUAL FOR PLANTING INSTRUCTIONS FOR ESTABLISHMENT OF NATIVE SEED AND PROVIDE COORDINATION FOR REQUIRED EROSION PREVENTION AND SEDIMENT CONTROL.
10. QUANTITIES LISTED IN THE PLANT SCHEDULE FOR DECIDUOUS AND EVERGREEN TREES ARE TOTAL QUANTITIES FOR DESIGN.
11. QUANTITIES LISTED IN THE PLANT SCHEDULE FOR SHRUBS, GRASSES AND PERENNIALS ARE FOR ONE (1)TYPICAL UNIT FOUNDATION PLANTING.
12. PLACE PLANTS ACCORDING TO LAYOUT WITH PROPER NOMINAL SPACING. IF THERE IS A DISCREPANCY OF THE NUMBER OF PLANTS SHOWN IN THE PLANT SCHEDULE AND THOSE SHOWN ON THE PLAN, THE PLAN SHALL GOVERN.
13. INSTALL A 4-FOOT DIAMETER SHREDDED HARDWOOD MULCH DISH AROUND TREES NOT PLACED WITHIN A SHRUB OR PERENNIAL PLANTING BED. VINYL EDGING IS NOT REQUIRED, UNLESS NOTED OTHERWISE.

LANDSCAPE REQUIREMENTS

CITY OF RAMSEY MN, CODE:	17.7%
	457,545 S.F.
CANOPY COVERAGE REQUIREMENTS	80,985 S.F.
	82,253 S.F.
TOTAL SITE AREA	
RATIO OF IMPERVIOUS TO SITE AREA	
PERVIOUS AREA	
REQUIRED CANOPY COVERAGE (0.177 x 457,545)	
PROVIDED CANOPY COVERAGE	

NOTE:

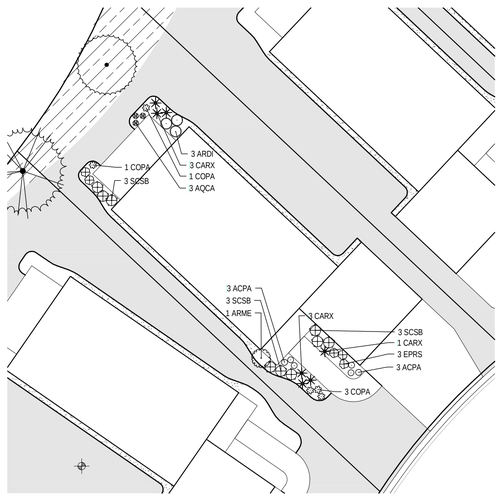
FOR PURPOSES OF THE ABOVE CALCULATIONS, MULTIPLY SHRUBS FROM PLANT SCHEDULE BY (23) TO GET TOTALS. ALL TREES FROM PLANT SCHEDULE ARE AS SHOWN IN SCHEDULE.

PLANT SCHEDULE

DECIDUOUS TREES	CODE	QTY	BOTANICAL / COMMON NAME	MATURE SIZE	PLANTING SIZE	ROOT COND.
	QUEL	24	QUERCUS ELLIPSOIDALIS / NORTHERN PIN OAK	60`H X 50`W	2.5"CAL	B & B
	QUMA	9	QUERCUS MACROCARPA / BURR OAK	70`H X 70`W	2.5"CAL	B & B
EVERGREEN TREES	**CODE**	**QTY**	**BOTANICAL / COMMON NAME**	**MATURE SIZE**	**PLANTING SIZE**	**ROOT COND.**
	JUVI	27	JUNIPERUS VIRGINIANA / EASTERN RED CEDAR	45`H X 20`W	6` HT.	B & B
	PIBA	3	PINUS BANKSIANA / JACK PINE	50`H X 30`W	6` HT.	B & B
SHRUBS	**CODE**	**QTY**	**BOTANICAL / COMMON NAME**	**MATURE SIZE**	**PLANTING SIZE**	**ROOT COND.**
	ARME	1	ARONIA MELANOCARPA / CHOKEBERRY	6`H X 6`W	2 GAL.	POT
GRASSES	**CODE**	**QTY**	**BOTANICAL / COMMON NAME**	**MATURE SIZE**	**PLANTING SIZE**	**ROOT COND.**
	CARX	7	CAREX SPRENGELII / SPRENGEL`S SEDGE	3`H X 3`W	1 GAL.	POT
	SCSB	9	SCHIZACHYRIUM SCOPARIUM `BLUE HEAVEN` / BLUE HEAVEN LITTLE BLUESTEM	2`H X 3`W	1 GAL.	POT
PERENNIALS	**CODE**	**QTY**	**BOTANICAL / COMMON NAME**	**MATURE SIZE**	**PLANTING SIZE**	**ROOT COND.**
	ACPA	6	ACHILLEA MILLEFOLIUM `PAPRIKA` / RED YARROW	2`H X 2`W	1 GAL.	POT
	AQCA	3	AQUILEGIA CANADENSIS / CANADIAN COLUMBINE	3`H X 1.5`W	1 GAL.	POT
	ARDI	3	ARUNCUS DIOICUS / GOAT`S BEARD	5`H X 3`W	1 GAL.	POT
	COPA	5	COREOPSIS PALMATA / STIFF TICKSEED	3`H X 3`W	1 GAL.	POT
	EPRS	5	ECHINACEA PURPUREA `RUBY STAR` / PURPLE CONEFLOWER	3`H X 3`W	1 GAL.	POT

SODDED TURF

NATIVE SEED MIXTURE



1 TYPICAL UNIT FOUNDATION PLANTING

1" = 20'

TREE PRESERVATION LIST

1. SEE SHEET C1.1 FOR LOCATIONS OF EXISTING TREES.

Tree #	Species	DBH	Condition	Stems	Lost	Tree #	Species	DBH	Condition	Stems	Lost	Tree #	Species	DBH	Condition	Stems	Lost
1	Cottonwood	20.0	Fair	1		34	Redcedar	9.5	Good	1	X	68	Elm, Siberian	8.5	Good	1	X
2	Maple, amur	18.0	Good	6		35	Redcedar	6.5	Good	1	X	69	Boxelder	9.0	Good	1	X
3	Maple, amur	25.0	Good	5		36	Redcedar	10.0	Good	1	X	70	Elm, Siberian	12.0	Good	1	X
4	Boxelder	13.0	Fair	2		37	Redcedar	9.0	Good	1	X	71	Boxelder	29.0	Fair	5	X
5	Olive, Russian	18.0	Good	1		38	Hackberry	8.0	Good	1	X	72	Boxelder	15.0	Fair	2	X
6	Cottonwood	8.0	Good	1		39	Redcedar	7.5	Good	1	X	73	Boxelder	8.0	Good	1	X
7	Willow	25.0	Good	1		40	Hackberry	9.0	Good	1	X	74	Redcedar	7.5	Good	1	X
8	Cottonwood	9.0	Good	1		41	Redcedar	8.5	Good	1	X	75	Boxelder	21.5	Poor	3	X
9	Ash, green	8.0	Fair	2		42	Redcedar	5.5	Fair	1	X	76	Redcedar	9.5	Good	1	X
10	Cottonwood	9.0	Good	1		43	Boxelder	19.5	Fair	3	X	77	Boxelder	12.0	Good	1	X
11	Cottonwood	14.0	Good	1		45	Redcedar	5.0	Fair	1	X	78	Elm, Siberian	8.5	Good	1	X
12	Cottonwood	14.0	Good	1		46	Redcedar	5.0	Good	1	X	79	Boxelder	8.0	Good	1	X
13	Elm, American	20.0	Good	1		47	Redcedar	7.5	Good	1	X	80	Boxelder	21.0	Fair	4	X
14	Redcedar	4.5	Good	1		48	Redcedar	7.5	Good	1	X	81	Elm, Siberian	14.0	Good	1	X
15	Boxelder	28.0	Fair	3		49	Redcedar	4.5	Good	1	X	82	Elm, Siberian	12.0	Good	1	X
16	Boxelder	32.0	Fair	4		50	Redcedar	7.0	Good	1	X	83	Boxelder	16.0	Fair	1	X
17	Cottonwood	9.0	Good	1		51	Redcedar	8.0	Good	1	X	84	Aspen	8.0	Good	1	X
18	Boxelder	11.5	Good	1		52	Redcedar	8.5	Good	1	X	85	Boxelder	15.0	Fair	1	X
19	Boxelder	10.0	Good	1		53	Cottonwood	69.0	Good	1	X	86	Boxelder	10.0	Good	1	X
20	Redcedar	8.0	Good	1	X	54	Redcedar	4.0	Good	1	X	87	Willow	10.0	Very Poor	1	X
21	Redcedar	9.0	Good	1	X	55	Redcedar	6.5	Fair	1	X	88	Boxelder	11.5	Good	1	X
22	Redcedar	6.0	Fair	1	X	56	Redcedar	5.5	Good	1	X	89	Boxelder	10.0	Good	1	X
23	Redcedar	6.5	Fair	1	X	57	Ash, green	9.0	Good	1	X	90	Boxelder	20.0	Good	3	X
24	Cottonwood	78.0	Very Poor	2	X	58	Boxelder	11.0	Fair	2	X	91	Boxelder	9.0	Good	1	X
25	Boxelder	22.0	Fair	2	X	59	Redcedar	8.0	Good	1	X	92	Elm, Siberian	14.0	Good	1	X
26	Boxelder	11.0	Fair	1	X	60	Redcedar	5.0	Good	1	X	93	Boxelder	25.0	Good	2	X
27	Cottonwood	62.0	Fair	1	X	61	Redcedar	6.0	Good	1	X	94	Boxelder	8.0	Good	1	X
28	Redcedar	5.0	Very Poor	1	X	62	Elm, Siberian	9.0	Poor	1	X	95	Boxelder	10.0	Good	1	X
29	Redcedar	5.0	Good	1	X	63	Boxelder	16.0	Good	2	X	96	Boxelder	9.0	Good	1	X
30	Redcedar	6.0	Fair	1	X	64	Boxelder	11.0	Good	1	X	97	Boxelder	38.0	Good	4	X
31	Redcedar	8.0	Fair	1	X	65	Elm, Siberian	19.0	Fair	2	X	98	Boxelder	18.0	Good	1	X
32	Redcedar	5.0	Good	1	X	66	Elm, Siberian	9.0	Good	1	X	99	Elm, Siberian	12.0	Good	1	X
33	Redcedar	7.5	Good	1	X	67	Elm, Siberian	14.0	Good	1	X						

Know what's **Below.** **Call** before you dig.

NORTH

0 50 100

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DEVELOPER

DC RAMSEY, LLC
105 S. 5TH AVE. STE 513
Minneapolis, MN 55401

MUNICIPALITY

City of RAMSEY

PROJECT

GARDEN VIEW VILLAS

RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
02 JAN 2019	Preliminary Plat	RCH

CERTIFICATION

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.

Joshua K. Pope

License No. 1291 Date

Signature shown is a reproduction of the original signed copy of this plan on file at the professional's office and is available upon request.

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PRELIMINARY PLAT

12.02.2019

LANDFORM

From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401
Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME L101LDP007.dwg

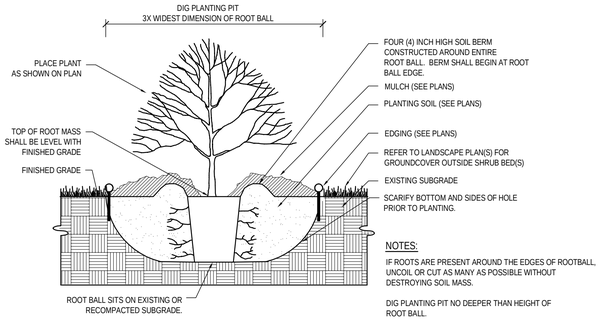
PROJECT NO. LDP19007

LANDSCAPE PLAN

L1.1

SHEET NO. 10/11

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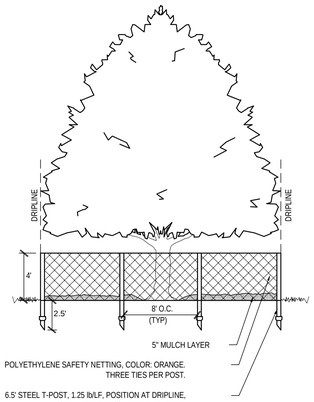
NOTES:

IF ROOTS ARE PRESENT AROUND THE EDGES OF ROOTBALL, UNCOIL OR CUT AS MANY AS POSSIBLE WITHOUT DESTROYING SOIL MASS.

DIG PLANTING PIT NO DEEPER THAN HEIGHT OF ROOT BALL.

5 SHRUB PLANTING

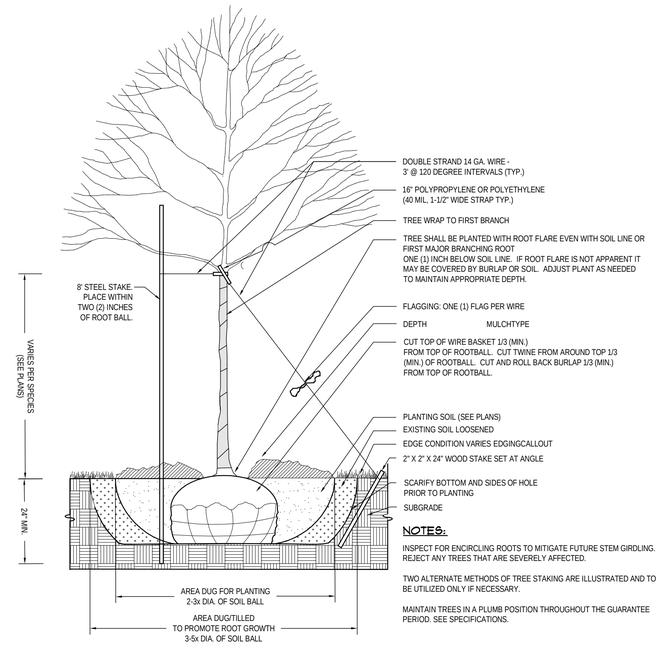
NO SCALE



INSTALL TREE PROTECTION DEVICES PRIOR TO START OF LAND DISTURBANCE. MAINTAIN UNTIL FINAL LANDSCAPE IS INSTALLED.

3 TREE PROTECTION

NO SCALE



NOTES:

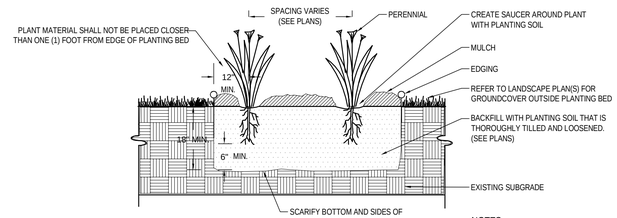
INSPECT FOR ENCIRCLING ROOTS TO MITIGATE FUTURE STEM GIRDLING. REJECT ANY TREES THAT ARE SEVERELY AFFECTED.

TWO ALTERNATE METHODS OF TREE STAKING ARE ILLUSTRATED AND TO BE UTILIZED ONLY IF NECESSARY.

MAINTAIN TREES IN A PLUMB POSITION THROUGHOUT THE GUARANTEE PERIOD. SEE SPECIFICATIONS.

1 DECIDUOUS TREE PLANTING

NO SCALE

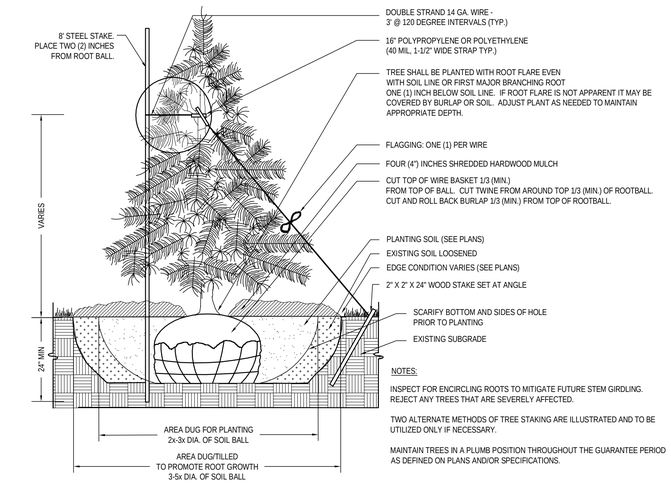


NOTES:

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4 PERENNIAL PLANTING

NO SCALE



NOTES:

INSPECT FOR ENCIRCLING ROOTS TO MITIGATE FUTURE STEM GIRDLING. REJECT ANY TREES THAT ARE SEVERELY AFFECTED.

TWO ALTERNATE METHODS OF TREE STAKING ARE ILLUSTRATED AND TO BE UTILIZED ONLY IF NECESSARY.

MAINTAIN TREES IN A PLUMB POSITION THROUGHOUT THE GUARANTEE PERIOD AS DEFINED ON PLANS AND/OR SPECIFICATIONS.

2 CONIFEROUS TREE PLANTING

NO SCALE

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DEVELOPER

DC RAMSEY, LLC
105 S. 5TH AVE. STE 513
Minneapolis, MN 55401

MUNICIPALITY

City of RAMSEY

PROJECT

GARDEN VIEW VILLAS

RAMSEY, MINNESOTA

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
02 JAN 2019	Preliminary Plat	RCH

CERTIFICATION

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.

Joshua K. Poeschl

License No. [illegible] 12/2019

Signature shown is a facsimile reproduction of the original signed copy of this plan on file at the professional's office and is available upon request.

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PRELIMINARY PLAT

12.02.2019

LANDFORM
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105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME L701LDP007.dwg

PROJECT NO. LDP19007

LANDSCAPE DETAILS

L7.1

SHEET NO. 11/11

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END ELEVATION



END ELEVATION



END ELEVATION

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Home Elevations

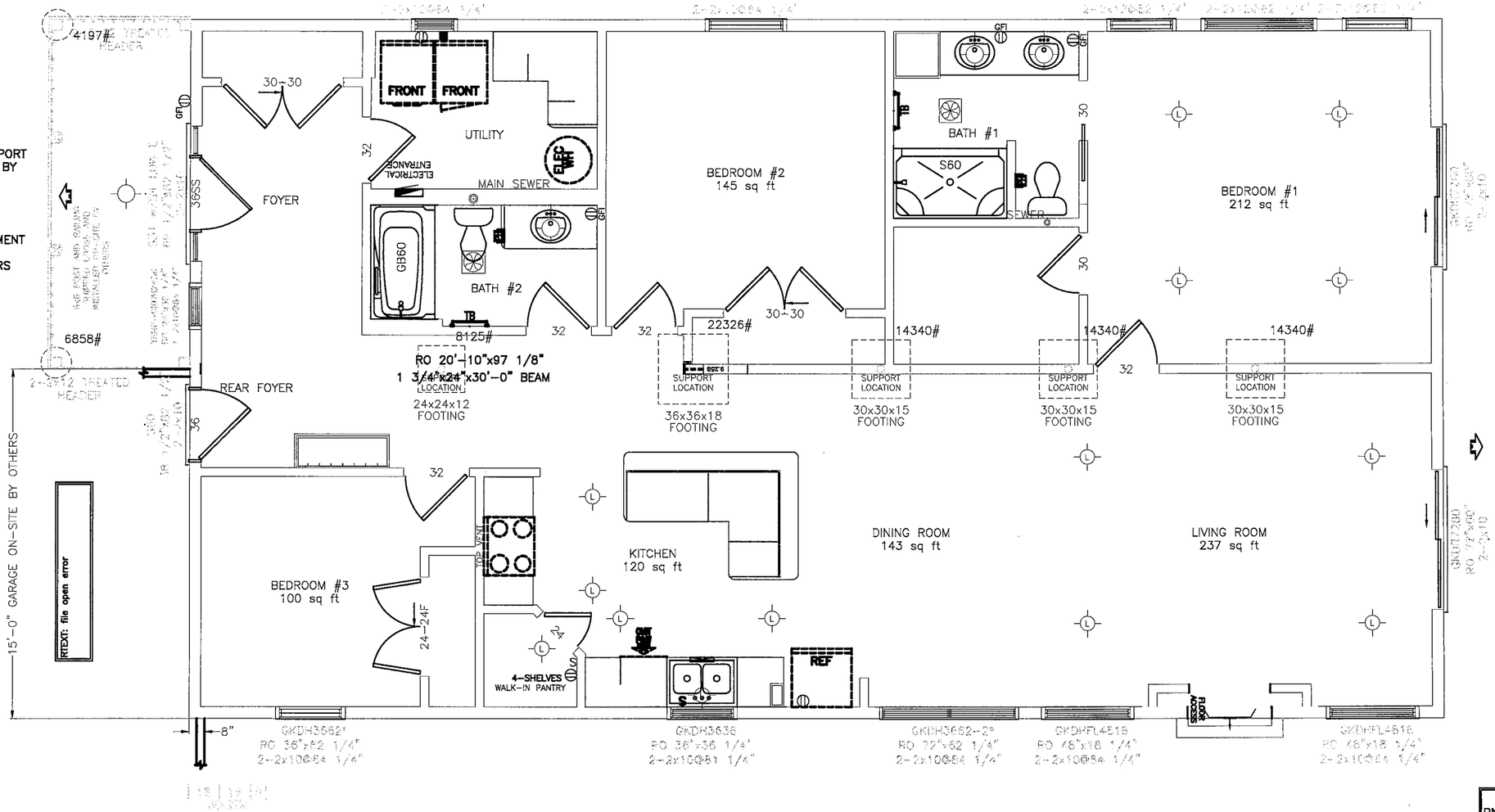
RAMSEY TOWNHOME PARCEL • Ramsey, MN

Sketch Plan • 09.04.2019

PORTAL FRAME

PORCH FOOTING SUPPORT REQUIRED ON-SITE BY OTHERS

WIND UPLIFT ATTACHMENT FOR PORCH ON-SITE BY OTHERS



1st Floor
1620 sq ft
Perimeter 168'-0" ft

PRELIMINARY PRINT:
NOT SUBJECT TO COPYRIGHT
WISCONSIN HOMES, INC.

LANDFORM
From Site to Finish

Floor Plan

RAMSEY TOWNHOME PARCEL • Ramsey, MN

Sketch Plan • 09.04.2019



FYI unclear from CAD what this condition is in the front elevation (applies to all concepts)

- wider door/window frame

Ideas for porch revisions:

- swap window and /or porch rails for other details: lighting, columns, or wider door/window frame
- Minimize # of columns from 4 to 2 - make the two wider with articulation
- Pull columns in from edge of porch
- Wider steps
- Wider trim
- Rock / stone only an option for base of porch



- wider door/window frame
- wider steps up to porch
- wider trim details
- add trim detail between bottom of vinyl and top of concrete slab?



- with porch rails, make opening in railing wider
- no regular windows, add lights instead



- no side windows on door, two regular windows
- stone on base on porch

LANDFORM
From Site to Finish

Revised Elevations

RAMSEY TOWNHOME PARCEL • Ramsey, MN

Sketch Plan • 09.04.2019

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

Date	9/17/2019 Updated 1/31/20	Project Site	PID: 28-32-25-12-0067
Project Title	DC Ramsey Townhome Development		
Escrow #	19-136		
Department:	Community Development: Planning Division		
Technical Reviewer:	Name: Chloe McGuire Phone: 763-433-9821 Email: cmcguire@cityoframsey.com		

Required Steps

1. ~~Sketch Plan – Planning Commission~~
2. Site Plan – Planning Commission + City Council
3. Final Plat – City Council

Site Plan Review

Notes:

- Maximum driveway width at street is 20 feet
- Staff would like to discuss higher architectural standards
- Areas platted as ROW need to be indicated as such on preliminary plat sheet
- Note to staff if Outlot A is going to be private road (assumed)
- Landscape plan needs to be revised to meet density transitioning requirements

General: The property is currently platted as Outlot E Town Center Gardens 3rd Addition, and is PID 25-32-25-12-0067. The site does not have an assigned address at this time, but is north of 147th Ln and East of Center Street. The site is approximately 12.07 acres. The Applicant has proposed 23 lots.

Zoning: The site is currently located in the R-2 Residential District. The properties to the west and south are located in The COR District (4B Subdistrict - townhomes) and to the north are located in a Planned Unit Development (PUD) District with underlying zoning of R-1 Residential (Rural Developing District) guided for single-family dwellings on private well and septic located on larger lots of 1 to 2.5 acres.). The property to the east and southeast are located in the R-2 Residential District guided for medium density residential.

Intent: The intent of the R-2 Residential District is to accommodate attached townhomes, small multifamily buildings, and detached villas with an overall density of 4 – 7 units per acre.

R-2 Detached Villa Standards		
Standard	*Required*	*Proposed*
Minimum Lot Size	.15 Acres	.15 Acre or larger Smallest lot = lot 2
Density Range	4 – 7 Units/Acre	~4.1 units/acre excludes wetlands
Minimum Lot Width	50 feet	50 feet
Building Setbacks		
Front, Side Corner	25 Feet	25 feet
Rear	20 Feet	20 feet
Side	5 Feet	5 feet
From Development Boundary	25 Feet	25 feet
Maximum Lot Coverage (All Buildings, Excludes Paving)	35%	18% total over site
Minimum Building Size for Townhouse with Garage	1 Bedroom – 700 sq ft 2 Bedroom – 800 sq ft 3 Bedroom – 960 sq ft Each additional bedroom – 125 sq ft	
Required Parking Stalls	2 enclosed (townhome)	2 enclosed per unit 8 visitor stalls
Maximum Driveway Width at Street	**20 feet**	**25 feet**
Side Yard Setback for Driveway	5 feet	5+ feet
Driveway Surface	Bituminous or Concrete	Bituminous
Minimum Driveway Length	25 feet	25 feet
Wetland Setback	16.5 feet	16.5 feet
Minimum Private Street Width (With No Parking)	24 feet	26 feet

Wetlands: The property contains significant wetlands on the eastern portion of the site. A wetland delineation has been provided and needs to be reviewed by Staff. The City requires at 16.5 buffer that cannot be altered or impacted from the wetland to protect the wetlands.

Streets and Access: The property will contain a portion of public road Center Street running north-south through the site on the western boundary of the site, the applicant has proposed a private road running east west through the site, likely to be named 147th Place NW. This road is proposed at approximately 23 feet in width.

Lots: The City Code requires that corner lots are at least ten feet wider than interior lots (per H-3 in Article III).

Parking: The Applicant has proposed visitor parking near Outlot A, which is an amenity space (such as a park or green space) for the resident. There are 8 visitor parking spaces. The City will require no parking signs on the private road.

Lighting: The applicant should submit a lighting plan as part of site plan review with preliminary plat for any street lighting.

Utilities and Municipal Services: The property will be connected to City Utilities.

Density Transitioning: Under the City Code, density transitioning is typically required from a proposed R-2 Residential District Development to and existing R-1 Residential (Rural Developing) District (single family detached homes with well and septic). This would include 45 feet of buffer in a typical situation. However, the City Code also provides flexibility to the density transitioning requirements when abutting a Planned Unit Development (PUD) District. In this case, the homes to the north are part of a 'live-work' PUD that allows for commercial uses in the rear yards. Additionally, each home to the north also has significant wetlands (unbuildable) on the south portion of the lots. Staff is supportive of flexible density transitioning requirements per previous direction of the Planning Commission and City Council. The applicant has proposed 20 feet, the required rear yard setback, on the northern property line abutting the PUD. A 30 foot buffer seems to be a reasonable compromise, but staff would be open to the 20 foot setback requirement if the applicant would be open to higher architectural standards, including but not limited to:

- Public street facing improvements for homes on south portion of lot (abutting 147th Ln) including front porch, door, and typical "front of home" look
- Required porches of at least 48 square feet on the front of homes
- Inclusion of stone or other high quality materials

City Staff would like feedback from the Planning Commission on this requirement.

Landscaping: See Landscape Report under separate cover.

Sheet Notes

Street Plan	Included – C Sheets
Utility Plan	Included – C401LDP007
Landscape Plan	Included L701LDP007 L101LDP007
Grading Plan	C301LDP007
Pre Plat Sheet	C201LDP007

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	DECEMBER 11, 2019	**PROJECT ADDRESS**	TBD
PROJECT. TITLE	DC TOWNHOMES (GARDEN VIEW VILLAS)		
ESCROW #	117177		
DEPARTMENT:	Planning Division (Landscape Plan & Environmental Resources)		
TECHNICAL REVIEWER:	Name: Chris Anderson Phone: 763-433-9817 Email: canderson@cityoframsey.com		

We offer the following comments regarding the civil engineering plans, prepared by Landform and dated December 2, 2019:

Sheet L1

- Based on the Canopy Cover Formula, 80,986 square feet of canopy cover is required. The proposed landscaping equates to 75,230 square feet of canopy cover. Additional plantings must be incorporated to comply with the minimum planting requirements.
- Greater diversity of species should be incorporated into the Plant Schedule. At least one other genus (preferably two or more) shall be incorporated to protect against threats such as Oak Wilt.
- There is an existing boulevard along 147th Lane that is sufficiently wide enough to accommodate shade trees. There are one or two existing trees along this stretch of boulevard and from an aesthetic perspective, adding some boulevard plantings would enhance the 'curb appeal' of this project.
- Under Landscape Requirements, adjust text so that the quantities are properly aligned and add note to specify that separate plantings are required for Density Transitioning.
- Density Transitioning is required along the northern boundary of the project, spanning from the western boundary to the wetland. The Planning Commission was supportive of a reduced buffer width, but plantings, separate from the base landscaping requirements determined by the Canopy Cover Formula, are required. Plantings shall consist of eight (8) overstory trees, eight (8) evergreen trees, and eight (8) understory trees per 100 feet of common boundary line (approximately 550 feet in length). Staff is seeking policy direction if a reduction in planting for density transitioning purposes is appropriate given previous direction to reduce the buffer width. Staff does believe some degree of additional plantings is appropriate.
- Revise Plant Schedule to specify that shrub size at installation shall be at least 24 inches in height.
- Sod is required within all boulevard areas (at least the first ten [10] feet back from street).
- Four (4) inches of topsoil, with no more than 35% sand content, is required across all disturbed areas not otherwise improved with impervious surfacing.
- Specify if an in-ground irrigation system will be installed. If so, a permit is required and the system must be equipped with both a rain sensor and some form of water efficient technology, such as a smart controller, soil moisture sensor, etc.
- At least forty percent (40%) of existing, significant tree inches must be preserved onsite. If removals exceed this threshold, reforestation at a rate of 1.25 inches for every 1 inch removed over the threshold, or $125 per 1 inch removed over the threshold, or some combination thereof, shall be provided.
- Tree Preservation data must be updated. Please add tallies for:

  - Total Significant Tree inches on site;
  - Proposed Significant Tree inches to be preserved;
  - Proposed Significant Tree inches to be removed;
  - Invasive Species total inches (this can be excluded from removal threshold calculation);
  - Add comments as to why each tree is being removed (e.g. for stormwater pond, general grading, etc.) as certain removals may be eligible for exclusion from removal threshold calculation.
- Use of a native landscape, while typically supported by Staff, does not seem appropriate as proposed, especially the narrow strip along 147th Lane. Modify the Landscape Plan to either eliminate the use of the native seed mix or to identify one or two larger, contiguous areas to establish the native landscape. Additionally, a management plan for this native landscape must be provided to the City for review and ultimately to the HOA for long term guidance on maintenance.

City Staff Note: these comments partially based on previous plan sheets. See Staff commentary below in red.

City of Ramsey
Department of Economic Development
Ramsey, MN 55303

RE: Proposed Plat by DC Ramsey LLC Townhomes

Dear Planning Commission,

We have reviewed the sketch plat and plan for the above titled development. While we support development of the property, it must be done appropriately. We have the following comments regarding the proposed plat:

1. The boundary transition plan for the adjacent R-1 zoned property north of the proposed lots 8 thru 14:
    - The proposed plat does not include a transition plan for the adjacent R-1 zoned properties.
    - In "Review of Sketch Plan for DC Ramsey, LLC Townhomes" (Plat) it is acknowledged that the underlying zoning of the adjacent north properties are R-1 but tries to utilize the justification that the use is commercial as to why the transition plans are not required. While the use may be commercial, the underlying R-1 zoning is still controlling. Furthermore, there is no commercial zoning listed on the official zoning map; it is only Business Districts (B-1, B-2, or H-1) zoning. Therefore, a transition plan would be required by the City of Ramsey Zoning Ordinance (Zoning) Chapter 117-110(a).
    - Considering Chapter 117-110(e).2 for a PUD, the landscape requirement should be determined by correlating the overall density to either R-1, R-2, or R-3. Since the underlying zoning is R-1 it is reasonable to use that correlation and require landscaping to meet Level 4 requirements. This requirement should be implemented for lots 8-14.
    - The Plat indicated that the border between the proposed development is mostly wetland. Only lots 1-7 and Outlot B are buffered by the wetland. We agree that no transition plan is needed for the wetland area. However, lots 8-14 have little to no wetland buffer to the adjacent property therefore the reasoning that a transition plan is not needed does not reflect the reality of the property.
    - In addition, Chapter 117-112(e).7. should be implemented for this development. This would require a minimum of 30 feet of buffer and a 10% increase in number of plantings.
    - The Plat also indicated the willingness to "trade" the transition plan for additional architecture features on the front of the property.

> "*Staff would like feedback on the density transitioning requirement. Staff is comfortable with the 20 feet of buffer, with some additional architectural features on the homes, which could include "fronts" of homes facing the public road to the south to increase visual interest and continue the trend of townhomes in the COR.*

This "trade" does not seem to reflect the reasonableness of the flexibility of the ordinance. It would be a reasonable accommodation if the proposal was to improve the development facing the area that required the transition plan, however to "trade" for property features that face away from the transition areas does not align with the intent of the ordinance. We believe the ordinance is clear in requiring a transition plan with adjacent properties and should be implemented for this property and alternatives such as improving the rear facing of the structure is not a reasonable alternative to a transition plan.

- Because of the openness of the adjacent property, it is important that a transition buffer is included to prevent unintended assumption of property lines or public open spaces. Without the transitions, there may be future conflicts involving neighbors that do not realize the adjoining areas of the PUD are private property. The transition plan would define these areas and ensure future homeowners are aware of the property lines and features to avoid these conflicts.

2. Review of required grading plan.
    - For lots 1-14 it is important that the grading plan addresses the concerns regarding tying into elevations of adjacent properties, the required transition plan, and prevent any impact to the adjacent wetlands.
3. Required wetland protections. Wetland Buffer standards addressed. Author disagrees with delineation.
    - Lots 1, 5, 6, and 7 have structures located in wetland buffer area.
    - Buffer averaging is not an acceptable practice. The purpose of a buffer is to protect the adjacent wetland. While averaging may appear to be protective on paper, in practice it will not provide the necessary protection as required by the Wetland Conservation Act (WCA) or the intent of the ordinance. There shall be minimum buffer distances maintained even if averaging is allowed and 50 feet (as indicated below) will provide the necessary protection of this resource for the greater public good and comply with state laws and the ordinance. State Buffer Law does not apply. LRRWMO Buffer does apply (16.5 ft.)
    - Chapter 117-145.2.c shall be implemented for this development. Therefore, there should be additional review of the drainage plan and grading plan. Consideration should be given to utilizing a buffer distance in alignment with the new Minnesota Buffer Law (2019 MN Statues 103F.48) of 50 feet to provide the protection of this valuable resource and review the buildability of lots 1, 5, 6 and 7. There should be no rain gardens in the buffer area to ensure the integrity of the wetland buffer.
    - With regards to the WCA, it is important to consider the detrimental impact that the additional stormwater, both in amount and rate of runoff, will have on the wetland and would be in violation of WCA. Additional water at a faster rate will degrade the wetland and does not meet the intent of WCA.

Based on the above comments we request that the plat be adjusted to include a transition plan along lots 8-14, the grading plan be scrutinized to ensure compatibility with adjacent property elevations, and wetland protections be implemented to ensure no impacts and full compliance with the letter and spirit of WCA. We appreciate the time and consideration of the Commission and recognize that the property should be developed but in an orderly fashion that minimize impact on the environment and

provides the required transitions between development densities to ensure long term harmony between uses.

Sincerely,

Noah and Kimberly Barka
7520 149th Ave NW
Ramsey, MN 55303

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

RESOLUTION #20-002

RESOLUTION GRANTING PRELIMINARY PLAT APPROVAL OF GARDEN VIEW VILLAS

WHEREAS, DC Ramsey, LLC, hereafter referred to as "Developer," properly applied for Preliminary Plat approval of the following described property located in the City of Ramsey:

Outlot E and Outlot D, Town Center Gardens 3rd Addition, Anoka County, Minnesota

(the 'Subject Property');

WHEREAS, the City has received an Application for Preliminary Plat Approval for Garden View Villas, which includes twenty-three (23) detached townhomes; and

WHEREAS, the Subject Property is located in the R-2 Residential District; and

WHEREAS, the Developer has proposed 50 foot-wide lots consistent with the requirements of the R-2 Residential (Detached Villa) District requirements; and

WHEREAS, the Planning Commission reviewed the sketch plan on November 7, 2019; and

WHEREAS, the Planning Commission met and held a public hearing for the Preliminary Plat on February 6, 2020 and recommended approval of the Preliminary Plat contingent upon increased plantings and compliance with Staff comments; and

WHEREAS, the City Council reviewed the Preliminary Plat on February 25, 2020; and

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

1. That the Ramsey City Council hereby grants preliminary plat approval for Garden View Villas in accordance with relevant City Codes, subject to the following conditions:
    a. Compliance with the Staff Review Letters.
    b. Compliance with all Staff Review Comments in ProjectDox.
    c. Additional plantings satisfying Planning Commission and Environmental Policy Board (EPB) recommendations to be reviewed and approved by Community Development Department.
    d. Contingent upon final approval by City Engineer.
    e. The Developer entering into a Development Agreement with the City.
    f. Approved wetland delineation and 16.5 foot setback encumbered by easement.

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 _____ day of _____, 2020.

_____
Mayor

ATTEST:

_____
City Clerk

DRAFT

City of Ramsey

Re: Project NoO. 19-136 Garden View Villas (DC Townhomes)

I am the owner of a property on 147th ST NW near the grassland/wetland space. Let me be clear that I applaud the city's growth and development, however, I am very concerned about the lack of green space and parks being set aside for residents of the community.

Currently there are 270+ housing/units with a proposed 23 additional homes so the Town Center Garden development from Ramsey Blvd. to Town Center Drive, will soon have 300 housing units. The once vacant area in our development offered an area for families and kids to enjoy until it too was filled with 24 additional units, adding more houses will only further deplete the limited green space in the area.

I have seen every area of land get developed seemingly without any planning regarding the current community. Many of these homes have families with kids and the city has not held any developer responsible for providing a park and retaining enough natural green space. Now is the time to remedy this problem- not after all the land has been developed.

Please allow our community to have some non developed areas to raise their families by making Ramsey a city they desire to come home to.
Thank you,
Sue Dutson

City of Ramsey

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Please allow our community to have some non developed areas to raise their families by making Ramsey a city they desire to come home to.
Thank you,
Sue Dutson

The Dutson's
2085 128th LN NE
Blaine MN 55449

MINNEAPOLIS MN 554

RECEIVED

FEB 03 2020

Ramsey Planning Commissi
7550 Sunwood Dr. NW
Ramsey MN 55303

55303-513750

Regular Planning Commission **6. 3.**

Meeting Date: 02/06/2020

By: Chris Anderson, Community Development

Information

Title:

PUBLIC HEARING: Consider Request for Conditional Use Permit for Oversized Ground Sign at 14590 Armstrong Blvd NW (Project No. 20-101); Case of RGH Ramsey LLC

Purpose/Background:

The City has received an application from RGH Ramsey LLC (the "Applicant") for a Conditional Use Permit to construct and maintain an oversized ground sign on the property located at 14590 Armstrong Blvd NW (the "Subject Property"). The request is for a sixty foot (60') tall ground sign with 999 square feet of sign area. The Subject Property is owned by the City. The Applicant has a purchase agreement for three (3) properties northeast of the Subject Property across Armstrong Boulevard.

Staff acknowledges that there are a number of specific details to flush out with this request. However, if nothing else, Staff needs broad policy direction on whether this request is even in the realm of possibility to ensure we are using our resources effectively. The Applicant desires at least some feedback from the Planning Commission and City Council if not a formal approval at this time.

The City has two relevant tools to assist review of this proposal:

1. Unified Development Signs (allow off-premise signs if within same development)
2. Conditional Use Permit (allow larger signs)

Notification:

The City attempted to send a mailing via Standard US Mail to property owners within 350 feet of the Subject Property, as noted in the Anoka County Property Records, notifying them of the public hearing.

Observations/Alternatives:

The Applicant has an active Purchase Agreement with the City for three parcels located at the southeast corner of Sunwood Drive and Armstrong Blvd. The proposed location of the oversized ground sign (the "Sign") would be on the opposite side of Armstrong Blvd, southwest of the parcels covered by the Purchase Agreement. The intention of the oversized ground sign (the "Sign") is to provide highway visibility for prospective tenants of the parcels under contract. While the City has approved two (2) Community Signs along Highway 10, the current request is different as it would be a privately owned sign on a City-owned parcel. If approved, an agreement would need to be drafted for consideration by City Council addressing access for construction and long-term maintenance.

The Sign is proposed to be sixty (60) feet in height and 999 square feet in area. The Sign posts would consist of steel with aluminum cladding with a decorative base of faux (fake) stone up to ten (10) feet in height. Portions of the signboard would consist of internally illuminated aluminum cabinets with routed graphics, while the tenant panels would consist of flexible faces with a translucent film overlay. This is very similar to the tenant panels on City's Community Sign at Ramsey Boulevard and Highway 10 on a much larger scale. The Sign would also include an electronic message center.

The Subject Property is located within The COR zoning district (COR-2). Sign regulations are outlined in the COR Design Framework and generally allow a ground sign of up to 100 square feet and up to six (6) feet in height on the same parcel as the business itself, with the ability to increase size and height through a CUP. Additionally, there are

provisions for off-site signs within the Design Framework, if they are part of a unified development. While not proposed to be on the exact site location, the sign is proposed to be erected in the same development/business district.

The City has created a general sign plan for The COR that is geared towards construction of City-Owned Signs to guide attention to the development and provide wayfinding options on a broader scale. Although this particular request is a private sign, it is similar to a Community Sign as outlined in the Sign Plan. The sign identifies the City of Ramsey as well as tenant panels similar to the sign at Ramsey Boulevard and Highway 10. As it relates to private signs, Staff can approve a Retail Gateway Sign up to 150 square feet and twelve (12) feet in height, with the ability of the City Council to approve larger signs.

The request for a larger and taller sign is not unique and the City has shown great flexibility. Below is a summary of area approvals granted.

Project	Square Footage	Height
Northstar Marketplace (Coborn's)	334 Square Feet	75 Feet
Ramsey Commons (former US Bank)	225 Square Feet	75 Feet
West Armstrong Retail/PSD (future)	320 Square Feet	75 Feet
Total	**879 Square Feet**	

The combined square footage of the 3 signs indicated above is less than this proposed single sign. While not yet constructed, the West Armstrong sign was approved for construction in the southeast corner of the property, which is directly north of the Subject Property and there could be concern with obstructing visibility of that sign. The City has received letters of opposition from both abutting property owners.

The Subject Property was acquired by the City as part of the Armstrong Boulevard overpass project and may be a potential future site for a storm water pond. The City has ordered title work and surveys to determine any potential conflicts. This case is drafted to consider approval in a general location on the parcel, with specific location to be approved administratively to ensure no conflicts with existing or proposed infrastructure.

Based on the Planning Commission 'annual retreat' at the end of 2019, an item about broader sign regulations is included in a draft Planning Commission Work Plan to be forwarded at a future Planning Commission Meeting. In the interim, the Applicant has applied using current tools available to the City.

Relevant sections of City Code include Division 8: Signs in Chapter 117 (Zoning Code) and the COR Design Framework (attached).

Alternatives

1. Motion to recommend City Council approve a Conditional Use Permit for the Sign as proposed
2. Motion to recommend City Council approve a Modified Conditional Use Permit for the Sign
    A. Reduced Size
    B. Change location/move to actual project site
3. Motion to table request and identify any specific, additional information that needed to formulate recommendation
4. Motion to recommend City Council deny the request for a Conditional Use Permit

Funding Source:

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

Recommendation:

While a request for an oversized ground size is not necessarily unusual, the square footage proposed with this request is larger than contemplated in previous discussions. As a result, Staff is in need of some policy direction from the Planning Direction before any specific recommendation can be provided. While Staff understands the Planning Commission desires to broaden the scope of administrative approvals for signs, this size is larger than what had been discussed in the past, and larger than Staff is comfortable with approving administratively at this time. Staff is understanding of the desire for visibility from Highway 10 for businesses and does believe that signage could help attract businesses to the area.

Action:

Motion to recommend that the City Council approve/modify/deny the request for a Conditional Use Permit for a larger sign.

-OR-

Motion to postpone action on this case to obtain additional information and/or alternatives.

Attachments

Site Location Map
Proposed Sign
Sign Viewshed Exhibit
Exhibit Showing Locations of Existing or Approved Oversized Ground Signs Near Overpass
Letters of Opposition
The COR Design Framework
DRAFT Resolution #20-027

Form Review

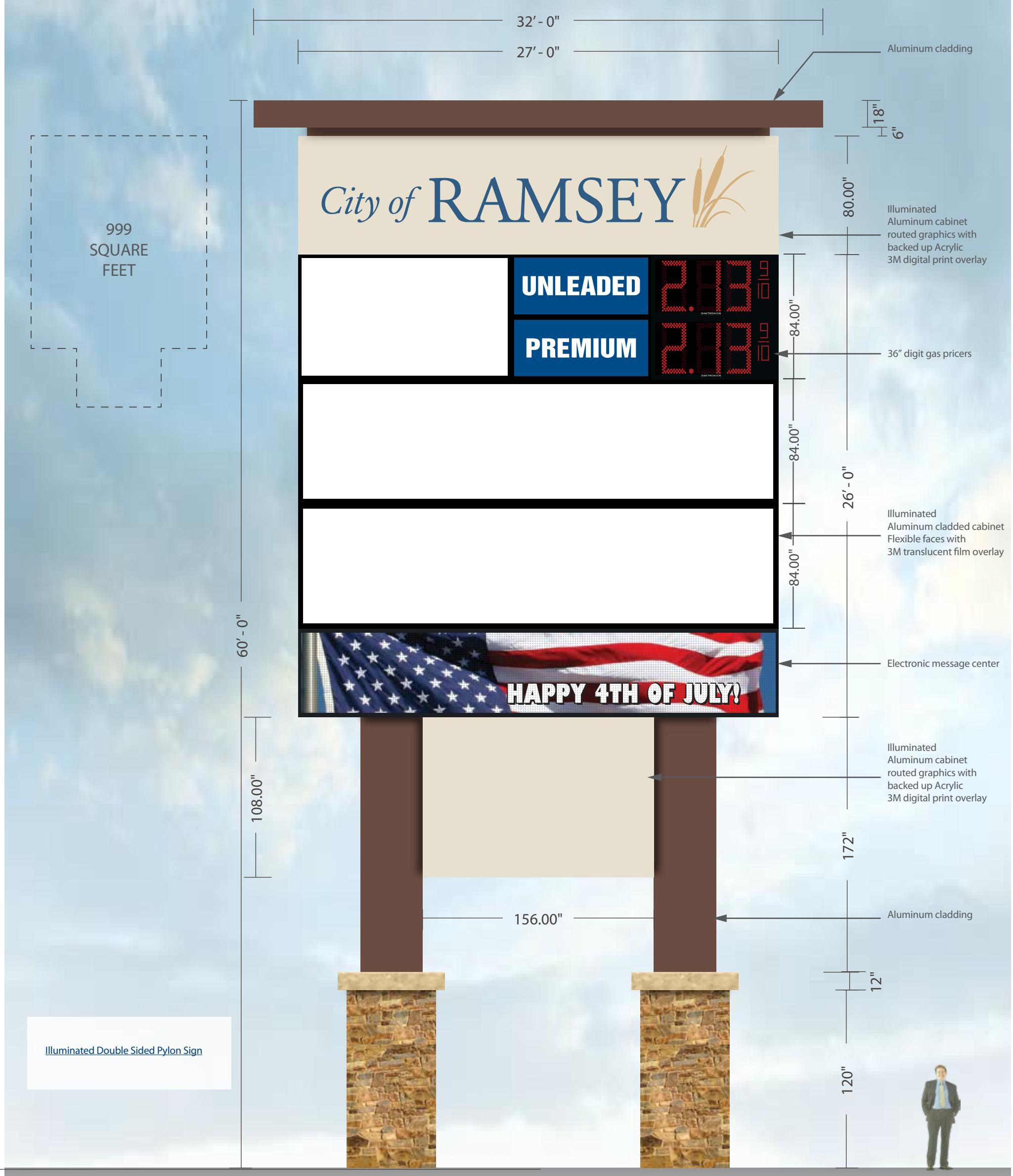
Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	01/31/2020 02:12 PM
Form Started By: Chris Anderson		Started On: 01/27/2020 09:51 AM
Final Approval Date: 01/31/2020		

Site Location Map



Print Date: January 10, 2020

Due to the limitations of the printing process, the colors shown may not reflect actual colors.



Illuminated Double Sided Pylon Sign

INDIGO SIGNWORKS

fargo | alexandria | bismarck | grand forks | minot | st. cloud | minneapolis

The ideas and designs contained in this original and unpublished drawing are the property of Indigo Signworks, Inc. and may not be used or reproduced in whole or part without written permission from Indigo Signworks, Inc.

File location: G: \ H \ Hardy, Rob \ Working Sketch Files \ Fargo_Pylon_63980

Rob Hardy

Fargo, ND
Quote # 63980 FINAL

Date: 02/05/2019
Revised Date: 03/13/2019 05/09/2019 12/12/2019 12/30/2019 01/09/2020 10/10/2020

Sales Representative:
Jill Gustofson

Drawn by: GAN

Page Scale: 3/16" = 1'-0"
Page Size: 11x17

1622 Main Avenue | Fargo, ND 58103 | p. 701.297.9696 | f. 701.297.9697 | www.indigosignworks.com

Eastbound US Highway 10/169 near Lazydays RV



Looking Westbound on Armstrong Boulevard north of US Highway 10/169 (toward Bunker Lake Industrial Park)



Westbound US Highway 10/169 near EZ Auto





1. Coborns Sign:
   75’ tall; 334 sq. ft.
2. Ramsey Commons Sign:
   75’ tall; 225 sq. ft.
3. West Armstrong Sign*:
   75’ tall; 320 sq. ft.
   * Not installed yet
4. Proposed Sign:
   60’ tall; 999 sq. ft.

Parcels highlighted in red are under contract for purchase by Applicant from City.

January 31, 2020

Ramsey Planning Commission
7550 Sunwood Dr NW
Ramsey, MN. 55330

Project No. 20-101:Rob Hardy

My name is Peter Chalich and I own the property at 8100 146th Ave NW, Ramsey. I'm sending this letter in reference to the above mentioned project number relating to the oversized signage. I definitely do not like the idea of this sign being erected that close to my property.

This sign is too tall and I fear for the future development on the west side of Armstrong. I'm concerned about how this will effect the value of my current property in the event of a future sale. My thought is that this sign is not even close to the property being developed and therefore should not be considered for this location.

Thank you for listening to my concerns on this issue.

Sincerely,

Peter Chalich
Owner
8100 146th Ave NW
Ramsey, MN. 55330

From: Matt Kuker
To: Tim Gladhill
Subject: Off premise signage request
Date: Friday, January 31, 2020 12:27:53 PM

Tim, as well as, City of Ramsey Planning and Zoning Commission:

This email is being sent to express our concern and position regarding the request of the pylon sign West of Armstrong Blvd. The City of Ramsey has always required that all signage that is associated with a private development being on its premise.

The applicant has purchased property that is further removed from Hwy 10 to develop, and now is attempting to have that properties signage closer to Hwy 10 than it's on site location.

As you know, PSD is currently constructing (nearing completion) a 15,000 sq ft retail mall which also will be utilizing a pylon sign, our pylon will be on premise. By granting this applicant permission, you will have 2 pylon signs adjacent to each other, which will create confusion of which business is located on that premises. This sign will not be cohesive with current sign restrictions and ordinances.

If the applicant wanted a sign to be located right on Hwy 10 he should have purchased property on Hwy 10, it is that simple. We have a $2M investment that will be adversely affected if this application is approved.

This also sets a precedent, if this is approved by the City, you should be ready for a wave of off-premise sign requests. We plead that you continue to require all signage (for all properties) to be on premise. If approved this will negatively affect the entire Hwy 10 coordinator in Ramsey, for now and years to come.

Sincerely,
Matt Kuker
COO
PSD, LLC

Sent from my iPhone

Design Framework

THE COR

AT RAMSEY

February 28, 2012

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Appendix A: Specifications and Details

Design Framework – The COR

Purpose

The primary purpose of Design Framework is to set basic parameters, describe preferences and illustrate design intent. These framework standards serve as a framework within which creative design can and should occur – there is no one solution, but many options that meet the basic requirements of this document.

Application

The format and content of this framework are specifically tailored for use as a supplement to the Zoning Ordinance. This document is organized into two sections. The first section outlines issues and recommendations that apply to the entire COR. The second section highlights specific framework that apply to each sub-district within The COR. The City of Ramsey has adopted Development Plan 5.03 as the Master Plan for The COR. This master plan provides illustrative guidance for building locations and orientation. Any changes to this approved master plan must be reviewed and approved by the City Council as part of the development application. This Development Plan will be updated by the City as changes are approved.

Implied Responsibility

All participants in the development of The COR recognize the local and regional impacts of this project and the various systems that play an important role. Each parcel and each building must fit within the context of the entire plan. Individual projects must complement, not compete with, adjacent development in terms of public green space, walk and trail connections, stormwater management solutions, street layout, parking strategies, land use mix and building design.

Part One: Overall Framework

There are a number of framework standards that apply to the entire COR, including recommendations for stormwater management, parks, streets, land use, parking, transit and other development components. Many of these overall COR framework standards overlap, or are integrated with one another. For ease of discussion they are categorized according to the same list of 'layers' that formed the basic structure for the Master Framework:

- Context – local, city, regional
- Street Hierarchy--access, circulation, arrangement
- Streetscape—preferred design, location
- Parking -- quantity, location, type
- Building Design-- preferred uses, horizontal/vertical mixed use, built form, character of development
- Signage—design, location, quantity, type
- Stormwater Management-- surface water features, stormwater management
- Parks/Public Spaces – parks, trails and open space

It is essential that proposed design solutions for development projects and other improvements within The COR demonstrate an understanding of the interplay between these layers.

Overall Framework - Context

Overview

The COR is a unique area within the City; but it is a part of, and connected with, a variety of local, city-wide and regional systems (See Figure 1: Development Master Plan 5.03). Each development project, whether a single building, one lot, or a series of blocks, must provide reasonable links to these systems as a primary design objective.

Guideline Recommendations

To ensure that The COR takes full advantage of local and regional systems, development should:

- Provide safe, easily recognized connections to city, county and state trail corridors
- Make provisions for city and regional transit service and amenities (including the Northstar Line) and encourage their use
- Tie into, and improve, the Ramsey utility network
- Integrate with and complement the existing (and future) street framework
- Become an integral part of the city and county drainage/stormwater management plan

Objectives

- Overall COR design (and all new private development within The COR) will accommodate stormwater from new projects and from off-site, and highlight stormwater features as an amenity
- Bikeways and pedestrian routes into The COR from adjacent neighborhoods must be designed for safety and ease of access, suggesting that a person on a bicycle has an equally accessible route to downtown.
- Parks and open space will be easily accessible to all COR residents, visitors, people who work here and also for the citizens of Ramsey and the surrounding area. This connected green system is reminiscent of the world renowned 'Grand Rounds' of Minneapolis.

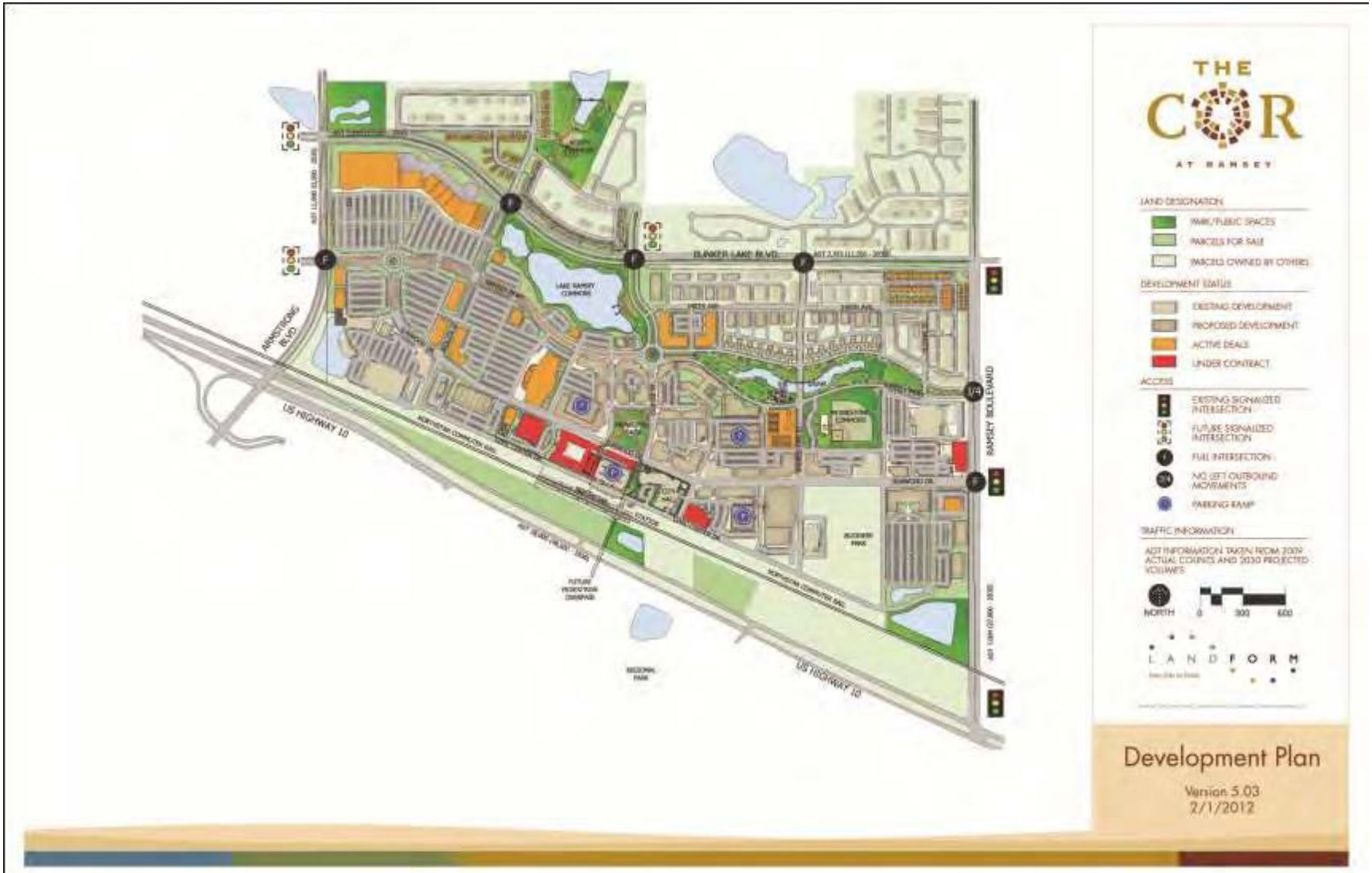


Figure 1: Development Master Plan 5.03

Overall Framework – Street Hierarchy

Overview

The Development Master Plan defines a specific strategy for the layout of streets and blocks within, and around The COR. The size, type and configuration of this street hierarchy (See Figure 2: Street Hierarchy) is based on a combination of projected traffic volume, level of service at intersections, proposed adjacent land use (destination commercial, residential, civic, recreation, etc.) and desired aesthetic character.

Great streets are essential components of an attractive and inviting public realm. These guidelines promote a street system that balances pedestrian and vehicular use. Providing streets that support traffic flow is important, but also creating ample space for street-side activities, strolling promenades, pockets of green and other amenities is critical to the success of The COR. Streets will promote convenient access by car – to storefronts, to parking lots and ramps, to entertainment attractions – but will also encourage foot traffic as a primary way to move about and conduct business in the core area.



Guideline Recommendations

The proposed street and block pattern reflects a compact urban character, not allowing dead end streets or cul-de-sacs, in favor of a traditional grid pattern and connected streets including the following:

- Provide a street network that distributes pedestrian and vehicular traffic throughout the various districts in The COR and encourages a more dispersed and less congested traffic flow (many choices or travel paths).
- Provide a clear hierarchy of streets resulting in a simple and understandable system for movement – easy access and convenient circulation throughout The COR.
- Work with Anoka County to convert primary perimeter streets (arterials such as Ramsey, Armstrong and Bunker Lake Boulevards) to urban street sections, providing sidewalks and street trees to replace roadside ditches.
- Promote improvements that invite pedestrian and bicycle use including wide sidewalks, streetscape amenities and designated bicycle trails (both on and off-street).

Objectives

Creative design solutions for public realm improvements should reflect these basic street classifications (street hierarchy) including:



- Arterial street – these streets provide the boundary of The COR and all access into The COR will be from one of these three streets:
  - Bunker Lake Boulevard
  - Armstrong Boulevard
  - Ramsey Boulevard
- Destination street – signature addresses for shopping, entertainment, services, work place and other primary amenities
  - Sunwood Drive

- Parkway – premier 'green streets' adjacent to primary public park / green space, with more landscaping than other streets in The COR
  - Ramsey Parkway
  - Center Street (north of the roundabout)
- Connector street – primary routes that link various districts within The COR, usually providing the most direct means of getting from point A to point B
  - Rhinestone Street
  - Zeolite Street
  - Veterans Drive
- Downtown street – the most urban of street sections where high pedestrian traffic is intended and traffic calming measures such as on street parking, bump outs and other methods will be employed
  - Center Street (south of the roundabout)
  - Sapphire Street (north of Sunwood)
  - Other streets as shown on the Street Hierarchy Map
- Local street – neither destination nor primary connector routes, these streets provide much of the rest of the street grid throughout The COR.





These street hierarchy classifications are intended to provide guidance regarding the streetscape, but it should be noted that within a street classification, there may be construction or design distinctions, based on the sub-district classification. For example, Sunwood Drive is defined as a destination street throughout The COR, but the design may be different between the COR1 and COR2 sub-districts. The Master Streetscape Map will provide design direction.

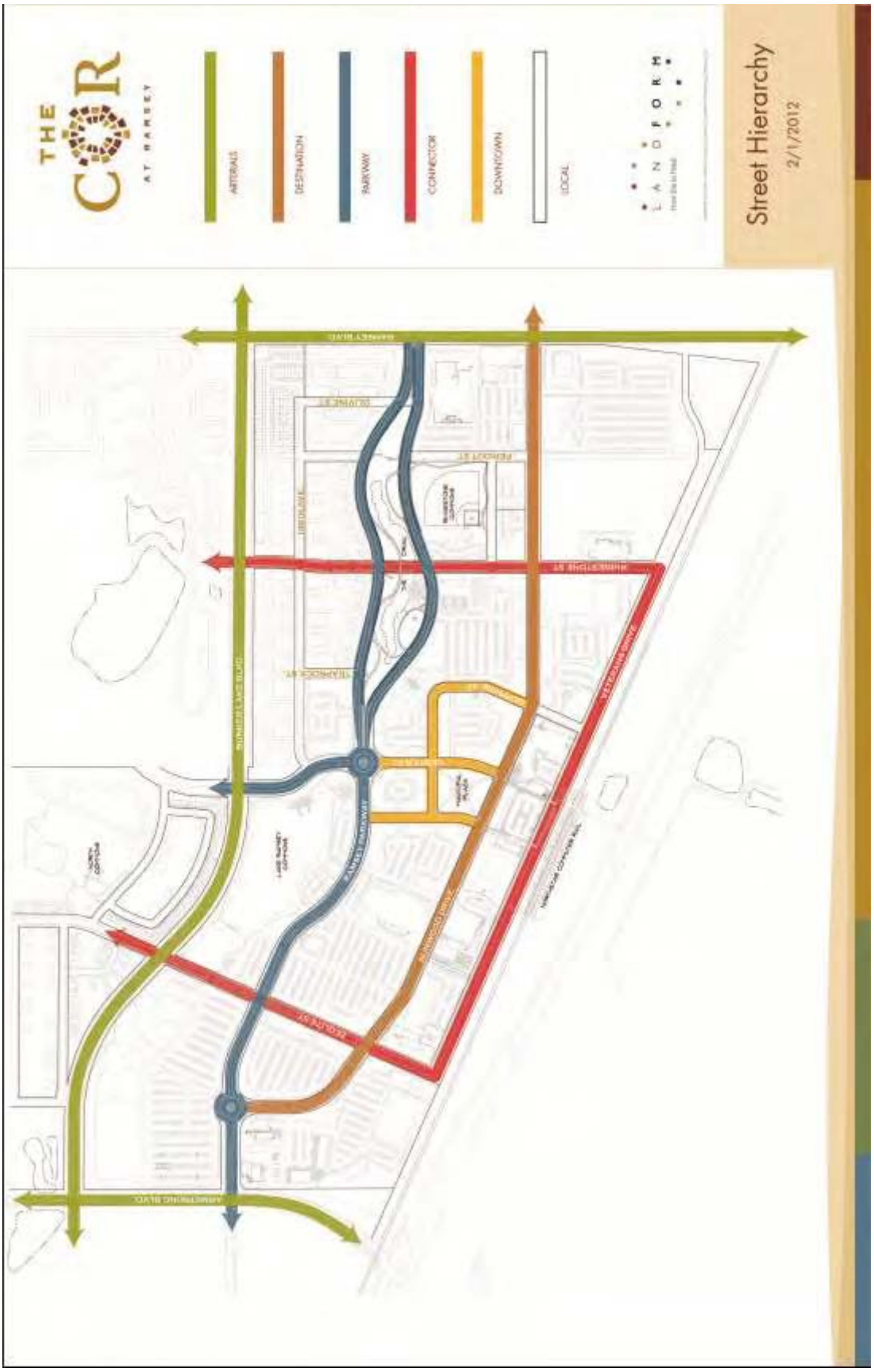


Figure 2: Street Hierarchy Map

Transit Overview

The COR is designed to be a Transit Oriented Development (TOD) in a variety of ways that go beyond providing a walkable public realm and connected street grid. The Master Plan also includes a multimodal transit station, with dedicated commuter parking, integrated with other uses at the heart of the retail, restaurant and entertainment district. This station functions as a hub where local circulator transit comes together with regional transit service and the Northstar Corridor. The COR is the Twin Cities' first and only transit-oriented development along the new Northstar Commuter Rail Line. Ramsey Station at The COR will open for riders boarding the train in November 2012. As Northstar's most visible station, The COR will immediately bolster the ridership on the line and continue to build recognition for this regional service.

Transit components include the following:

- Ramsey Star Express service provides peak period, peak direction bus service between downtown Minneapolis and Ramsey until the Northstar Commuter Rail station stop is complete
- Northstar Commuter Rail provides train service between Big Lake and downtown Minneapolis
- 350 park and ride parking spaces are provided for commuters adjacent to the transit station
- Pedestrian and bicycle connections are emphasized in the Master Plan as major links between the transit station, various districts within The COR and into the surrounding neighborhoods
- The COR can accommodate Metro Mobility, citywide circulator bus or town trolley connections as part of local and regional service to the transit station



The COR also encourages developers to participate in a Travel Demand Management (TDM) program to both assist and encourage residents and visitors to take advantage of the various modes available for their commuting and travel needs. The TDM program draws from incentives and services available through Anoka County and Metro Commuter Services that match riders with carpools and vanpools, provide discounted transit passes and manage work hours among other functions.

- Developers shall submit a TDM plan with their site plan application for new development and work with the City to implement their plans.

Transit Guideline Recommendations

Transit is an important component of the overall plan, with expectations for more ridership, using a greater range of transit options as they become available. More people, together with the mix of activities and amenities in The COR, encourages better designed, better connected transit service. It is a shared responsibility between city, county and developer to promote transit use, with both policy and bricks-and-mortar attention to the following framework:

- Understand and take advantage of opportunities to use existing and proposed transit components

- Provide transit related facilities specifically linked to uses and character within each COR district, including signage and lighting for way-finding and bicycle amenities
- Building future Northstar Commuter Rail riders through the Ramsey Star Express bus service

Transit Objectives

The primary objective is to provide a balance of transit service, bicycle and pedestrian connections and lanes to move traffic. The framework for The COR promotes public transportation as part of the solution and suggests a variety of street improvements and other amenities to invite increased use. Photographs throughout the framework suggest some of the many possibilities.

Overall Framework - Streetscape

Overview

The Master Plan defines a specific strategy for the layout of streets and blocks within and around The COR. The amenities within the public right-of-way -and immediately adjacent -play an important role in the aesthetics of The COR. Great streets are essential components of an attractive and inviting public realm. Developing a streetscape that is comfortable and inviting to pedestrians is important to realizing the vision for The COR. The framework will encourage interesting and inviting places for the public.

The Streetscape framework defines the visual character and physical improvements for all public spaces within The COR. The document also provides the general framework and examples for design of proposed quasi-public and private space located within each development parcel.



Public realm/streetscape framework focus on the following elements:

- Parks, plazas and other public gathering spaces
- Street/sidewalk character and streetscape elements
- Bicycle/pedestrian connections (on-street and off-street)
- Residential courts, pocket parks and other private green space

The goal is to foster a safe and interesting public realm that will invite pedestrian activity, promote traffic calming, increase transit use and encourage community gathering. Street trees, lighting and decorative fencing provide the backbone for streetscape improvements. Added detail, such as special pavements, street furniture, public art and layered plantings will highlight specific nodes or uses. The City has developed a series of street cross -sections to illustrate these design expectations. Typical street sections are provided in Appendix A as a reference.

Destination and Connector streets must balance a high level of service for the automobile with attractive and inviting amenities for the pedestrian including:

- Provide gracious sidewalk width to support intensity of pedestrian traffic in the core
- Install street trees to frame the street and provide shade
- Provide street lighting that meets all safety standards and design criteria, while creating a signature character for this district
- Explore a range of options for streetscape improvements including special pavements, interesting concrete tinting or scoring patterns, additional plantings, ornamental fencing and other features (note, however, that simpler is better and too much clutter is a negative)



The COR includes a network of bicycle/pedestrian trails and walkways (both on and off-street) that connect adjacent sub-districts to the Mixed Use Core. As you approach the core, these connections tend to become part of the shared right of way along the major streets, or become part of the urban park spaces. Bicycle riders may choose to share the street with vehicular traffic, or dismount and walk their bicycles along with the other pedestrians using the sidewalks. Providing and maintaining these bicycle and pedestrian connections should be a key component for all development projects in the core.



Figure 3: Master Lighting Plan

Guideline Recommendations



The proposed street and block pattern reflects a compact urban character, including the following:

- Bike racks interspersed throughout The COR to encourage cycling as an alternative mode of transportation.
- Benches on the public sidewalks to encourage people to linger in The COR
- Trees and planters along the streets to create an inviting space
- Wide sidewalks and both on- and off-street bicycle trails
- Kiosks and other way finding tools for visitors and residents in The COR
- Outdoor dining is encouraged on the street side of buildings within all districts.
- Public plaza space is strongly encouraged to be located adjacent to the streets

Objectives

Creative design solutions for streetscape improvements should include:

- Streetscape improvements that provide traffic calming, particularly along Destination and Downtown streets
- Inviting streets that draw you into and through The COR
- A marriage of building design and streetscape design that encourages active spaces near the streets



Street Trees and Plantings

Street trees and planter boxes are a critical element in the unique character of The COR and will be used to help distinguish between different street types and sub-districts within The COR. However, there may be variety within the same street when the street crosses into sub-districts.

- Street trees will be chosen to ensure that the species allow for clear pedestrian access along the streets and require minimal maintenance.
- Along Destination, Downtown, Parkway and Local streets, where regularly spaced blocks exists, one (1) tree species shall be provided per block. In order to provide variety and protect against disease, adjacent blocks shall not be allowed the same street tree. Initial development along a block shall establish the tree species for that block, subject to City review and approval.
- Along streets without regular block space or longer blocks, such as Connector and Arterial streets, the City may approve groupings of 3-6 trees of one (1) species in lieu of the regular block spacing.
- Alternatives to the above mentioned planting plan shall be subject to review and approval by the City Council.

Destination Street Trees:

- Autumn Blaze Maple (*Acer x freemanii* 'Jeffersed')
- Bicolor Oak (*Quercus bicolor*)
- Sienna Glenn Maple (*Acer x freemanii* 'Sienna')
- Skyline Honeylocust (*Gleditsia triacanthos var. inermis* 'Skyline')
- Ginko (*Gingko biloba)*
- Accolade Elm (*Ulmus x '*Accolade')

Parkway Street Trees:

- Valley Forge Elm (*Ulmus americana* 'Valley Forge')
- Bitternut Hickory (*Carya cordiformis)*
- Siouxland Poplar (*Populus deltoides* 'Siouxland')
- Sienna Glen Maple (*Acer x freemanii* 'Sienna')
- Boulevard Linden (*Tilia americana* 'Boulevard')
- Northern Catalpa (*Catalpa speciosa)*
- Spring Snow Crabapple (*Malus* 'Spring Snow')
- Kelsey Crabapple (*Malus* 'Kelsey')
- Korean Mountain Ash (*Sorbus alnifolia)*
- Ohio Buckeye (*Aesculus glabra)*
- Ginkgo (*Gingko biloba)*

Connector Street Trees:

- Bicolor Oak (*Quercus bicolor*)
- Northern Red Oak (*Quercus rubra)*
- Princeton Elm (*Ulmus americana* 'Princeton')
- Accolade Elm (*Ulmus x* 'Accolade')
- Autumn Blaze Maple (*Acer x freemanii* 'Jeffersed')
- Skyline Honeylocust (*Gleditsia triacanthos var. inermis* 'Skyline')
- Kentucky Coffeytree (male) (*Gymnocladus dioicus)*
- River Birch (single stem) (*Betula nigra)*
- Black Alder (*Alnus glutinosa)*
- Black Cherry (*Prunus serotina)*
- Spring Snow Crabapple (*Malus* 'Spring Snow')
- Kelsey Crabapple (*Malus* 'Kelsey')
- Japanese Tree Lilac (*Syringa reticulate)*
- Thornless Cockspur Hawthorne (*Crataegus crus-galli* var. inermis)

Downtown Street Trees:

- Princeton Elm (*Ulmus americana* 'Princeton')
- Accolade Elm (*Ulmus x* 'Accolade')
- Autumn Blaze Maple (*Acer x freemanii* 'Jeffersed')
- Skyline Honeylocust (*Gleditsia triacanthos var. inermis* 'Skyline')
- Kentucky Coffeytree (male) (*Gymnocladus dioicus)*
- River Birch (single stem) (*Betula nigra)*
- Black Alder (*Alnus glutinosa)*
- Black Cherry (*Prunus serotina)*
- Spring Snow Crabapple (*Malus* 'Spring Snow')
- Kelsey Crabapple (*Malus* 'Kelsey')
- Japanese Tree Lilac(*Syringa reticulate)*
- Thornless Cockspur Hawthorne (*Crataegus crus-galli* var. inermis)

Local and Arterial Street Trees:

Local and Arterial Street trees may be chosen from any species on the above lists.

Planter Beds/Boxes/Tree Grates

- Planter beds, tree grates and planters shall be as shown on the Streetscape Master Plan. Details and specification shall be added to Appendix A as developed and approved by the City. Appendix A shall be amended as needed.
- Irrigation shall be provided to ensure survival of plant materials. The City shall provide irrigation systems along the Parkway and Destination streets. Unless otherwise approved, all other irrigation shall be the responsibility of the landowner.

Street Furniture

Bike racks, trash enclosures and benches are encouraged on all streets, but will be required on Destination, Connector and Parkways and other streets as shown conceptually on the Streetscape Master Plan.

Bike racks shall be the standard bike rack (see Appendix A for specifications).

Trash enclosures shall be the standard trash enclosures (see Appendix A for specifications).

Benches shall be the standard bench (See Appendix A for specifications). Benches shall be grouped in twos that face each other and provide an opportunity for an outdoor conversation space.



Alternative bike rack, trash enclosures and bench designs will be considered on a case-by-case basis. The City will review alternative designs as part of the site plan review and will evaluate these alternatives based on the following:



- Does the design maintain the character of the district?
- Does the alternative design maintain the quality of the standard feature?
- Does the design provide a relationship between the public elements of the streetscape and the building that would not otherwise be possible?

Sidewalks and Boulevard

In the design framework, the term “boulevard” is defined as “the space between the sidewalk and the curb.” The boulevard area provides the required space for public features such as street lights, benches, fire hydrants, street signs, etc. The boulevard will have different characteristics based on the street hierarchy.

The street width and layout within different zones may affect the ability of a particular development to provide the minimum boulevard width and the minimum sidewalk width within the existing public right-of-way. In those cases, the landowner shall provide a permanent public easement over the portion of the sidewalk that is located on private property.

Street Lights

Street lights are owned and installed by Connexus Energy. The streetlight design was developed in conjunction with the City of Ramsey and Connexus (See Figure 3: Master Lighting Plan). The standard street lights are designed to accommodate banner arms should banner signage be desired. The banner arms should be the manufacturer's standard break-away banner arms to ensure safety and minimize maintenance costs. Connexus provides street light maintenance for the City. Connexus bills the City of Ramsey for the cost of installation and maintenance.

The choice of street light was intended to emphasis the pedestrian scale of The COR. Light poles within the public right-of-way should be planned to accommodate banners, flowers, hanging artwork and electrical outlets.

There are three (3) different streetlight types within The COR:

- 24-foot high poles at intersections
- 14-foot high poles at mid-block
- 12-foot high poles at The Draw



The City will ensure that the appropriate streetlights are installed on all public streets as described by the Design Framework. Private developers shall provide parking lot or other project lighting that retains these design objectives. All lighting shall comply with City Code performance standards for lighting. All lighting shall be reviewed by City staff to ensure compliance with the Design Framework and City Code standards described above.

Standards for Outdoor Dining.

Outdoor dining is encouraged as an attractive addition to a pedestrian- and retail-friendly, vital COR. Such dining is encouraged subject to the standards in Section 117-118 of the Zoning Ordinance.

Overall Framework - Parking

Overview

Balancing the realities of car-related necessities (streets, parking and so on) with future transit service and the desired character of The COR is a significant challenge. The goal is to provide adequate parking; both quantity and location, while promoting new strategies that support the overall needs of The COR. Parking will be provided through a combination of on street spaces, off-street surface lots, underground lots and structured ramps to support the mix of uses at the core.

Parking structures should contribute to the overall character and image of The COR. Ramp design should include elements, colors and materials that reflect, or complement surrounding buildings. Liner stores or other street level uses should be integrated into ramp design along important street frontages. The City also encourages developers to wrap the ramp with multi-story uses that will provide commercial and residential opportunities and help to define the street edge.

Guideline Recommendations

Parking guidelines encourage the following:

- Locate surface parking lots away from the major streets, either behind or to the side of primary buildings; surface parking lots along major street frontage are not allowed in the core area
- Minimize surface parking lots in favor of other solutions including underground parking to serve residential buildings, on-street parking to serve retail shops and parking ramps
- Provide a combination of fencing, landscaping and landform to screen parking areas from major streets and important views, soften parking area edges, provide shade, integrate native plantings, offset islands and reduce to 'sea of parking' image
- Create strategies for shared parking between adjacent uses, taking advantage of peak and off-peak cycles, business hours, nighttime activities, special events and other needs
- Provide alternative surfaces for secondary (less frequently used) parking areas including porous pavements, green pavements and so on
- Provide facilities or services that respond to and connect with future transit to reduce required parking, including shuttle/circulator bus, bicycle lockers
- Provide flexibility including hours for on-street parking, security and enforcement practices, permit or metering
- Provide parallel parking on both public and private streets throughout The COR, to add parking and create a traffic calming, pedestrian buffer; Bumpouts are encouraged as a traffic calming measure on all streets within the COR.
- Explore options to integrate stormwater management requirements into parking area design
- Provide parking spaces for typical daily use, satisfying both quantity and location needs through a mix of on street, small surface lot, underground and ramped parking solutions
- Provide options for additional/overflow parking to support holiday traffic and special events including porous pavements, turf parking areas (Netlon and other soil amendments) or shuttle service from nearby parking areas
- Encourage shared parking solutions that target around the clock shifts in destination, audience or take advantage of peak/off-peak hours of operation for various uses within the core area

- Promote municipal parking ramps as the primary facility to meet public parking needs within the core area
- Discourage driveway access to parking facilities along Arterial, Destination and Parkway streets, in favor of side streets.

Objectives



The primary objective is to provide a balance of surface lots, on-street and structured parking, with ample quantities and close proximity to serve the mix of uses in The COR. The Design Framework anticipates the construction of a total of 3 parking structures in COR1 to serve the needs of the area by providing structured parking that can be shared among users, allow developers to maximize the development on each individual lot. As discussed later in this section, sizing and timing of the structured parking will be finalized as the area develops and parking demand grows. In addition to providing adequate space, excellent design is a major factor as well. The framework for The COR encourages creativity, innovation, quality and attention to detail in every aspect of project development, including parking solutions. Photographs throughout the Design Framework suggest some of the many possibilities.

Figure 4: Streetscape Master Plan



Figure 5: Parking District Map

Minimum Standards

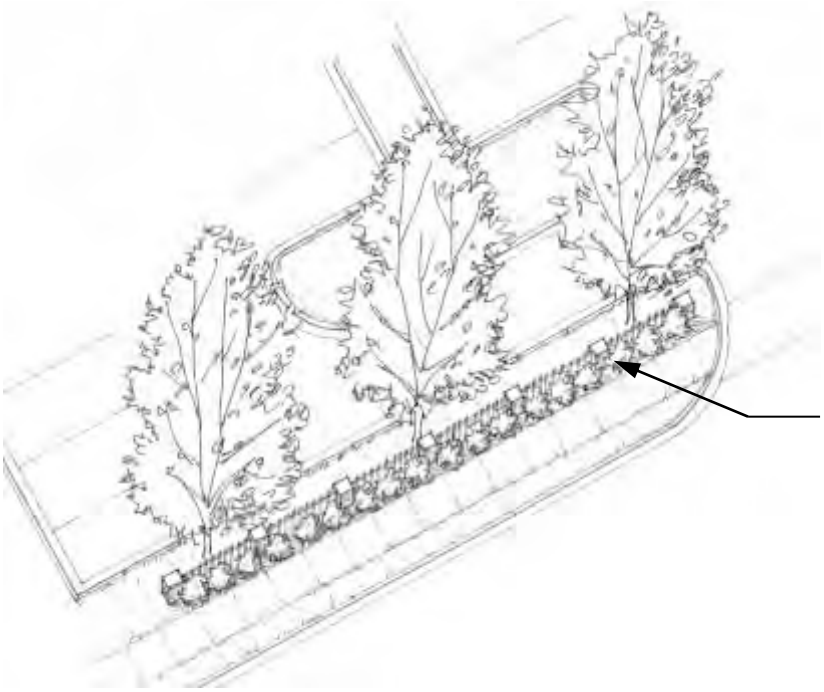
Parking in The COR is intended to be shared to the greatest extent practicable in all mixed-use areas. The parking standards are intended to provide a practical basis for providing adequate parking within the COR District through a careful analysis of uses, shared parking arrangements, use of public street parking and reduction allowances for the proximity to the transit station. A parking plan has been prepared to identify the planned number, location, sharing arrangements and public use (see Figure 4: Streetscape Master Plan and Figure 5: Parking District Map). The parking plan provides information that can be used to help address longer term parking arrangements where the possibility of use conversion or building expansion exists. Parking shall be provided under any of the following arrangements:

A. No parking shall be located between the front of the principal structure and the street on parcels abutting Destination and Downtown streets in COR1.

B. Not more than fifty (50%) percent of the parking shall be located in front of the principal structure and the street on parcels abutting Arterial, Parkway, Connector and Local streets.

    1. In the COR2 district, developments may be allowed more than fifty (50%) percent parking in the front yard, provided all other design standards have been met, including the use of a wall, railing, hedge or combination to create a street edge and screen parking.

C. Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the level of the parking lot, at the build-to line required for the property. The amount of required screening may vary by sub-district and street frontage and is described in Part Two of this document.



Landscaped edge that combines fence with trees, low shrubs and ground cover for parking lot screening and buffering along sidewalk to screen parking

D. No parking spaces shall be located on corner lots at the point of street intersections.

E. Shared parking in COR1 will be accomplished through a Parking Use and Maintenance Agreement (PUMA).

F. Off-street parking in the COR2 and COR3 sub-districts shall be secured for public use through parking easements and other appropriate conveyances. Shared parking arrangements between nearby uses are encouraged in both sub-districts.

1. The City may approve joint parking for one or more businesses where the total number of parking stalls provided for joint use is less than the sum of the total required for each business should they provide them separately. The applicant must demonstrate the feasibility of the arrangement in a written report. Such a permit shall not be granted except when the following conditions are found to exist:
    i. Proximity. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within three hundred (300') feet of such parking facilities, excluding public rights-of-way.
    ii. Conflict in Hours. The applicant shall demonstrate in documented fashion that there is no substantial conflict in the principal operating hours of the two (2) buildings or uses for which joint use of off-street parking facilities is proposed.
    iii. Written Consent and Agreement. A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities, duly approved as

to title of grantors or lessors, and in a form and manner of execution approved by the City Attorney, shall be filed with the City Clerk and recorded with the Anoka County Recorder or Registrar of Titles, and a certified copy of the recorded document shall be filed with the City within sixty (60) days after approval of the joint parking use by the City or the interim use permit shall be considered null and void.

G. On-street parking adjacent to buildings shall not be used for the purposes of calculating parking requirements.

H. Within the COR-4 sub-district, parking on individual parcels serving individual uses may be provided if designated and approved as part of the master plan.

I. Within all sub-districts, a minimum driveway length of twenty-five (25') feet is required to limit conflicts between vehicles parked in the driveway and street or sidewalk users.

J. In order to ensure the pedestrian orientation of the COR Districts, minimum/maximum on-site parking standards are set based on the following table:

Table 1

Use		Minimum number of parking stalls	Maximum number of parking stalls*
Retail		2 per 1,000 sq. ft.	4 per 1,000 sq. ft.
Restaurants		3 per 1,000 sq. ft.	5 per 1,000 sq. ft.
Offices		2 per 1,000 sq. ft.	3 per 1,000 sq. ft.
Medical offices, clinics		2 per 1,000 sq. ft.	4 per 1,000 sq. ft.
Health clubs		3 per 1,000 sq. ft.	5 per 1,000 sq. ft.
Theaters, places of assembly		1 per 5 seats	1 per 3 seats
Residential			
	Attached or detached	1 per unit	2 per unit
	Multifamily units	1 per unit	2 per unit

*If a parking structure is provided on site, maximum parking stalls do not apply.

K. Non-Specified Uses. For uses not specifically listed above, off-street parking requirements shall be computed by the Zoning Administrator on the same basis as required for the most similar listed uses. In such cases, the Zoning Administrator shall also consult off-street parking reference materials including, but not limited to, manuals prepared by the American Planning Association and Institute of Transportation Engineers.

L. Handicap Parking. The size, number, and location of stalls reserved for handicapped parking shall be provided and identified as required by applicable regulations. These spaces are included in the computation for the minimum parking space requirement.

M. Change in Land Use. When the site intensity or use of a building and/or property is increased with consequential effect upon the parking requirements as prescribed in this Section, the

parking requirements as prescribed herein shall be used to provide for such increase in the site intensity and/or use.

N. Use of required parking spaces. Required parking spaces must be available for the use of residents, customers or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. Also, required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.

O. Transit Service Reduction. The minimum number of parking stalls required on site may be reduced by 10% for any parcel located within ¼ mile of a transit stop. To qualify for this reduction, the transit stop must provide regular service on all days of the week and direct pedestrian access must be provided between the building and the transit stop.

P. Bike Racks. In addition to the bike racks provided as part of the streetscape, individual businesses are encouraged to provide bike racks for customers. Bike rack locations will be reviewed and approved by the City as part of the site plan review.

Q. Increase to Maximum Required Parking. If additional parking is sought to exceed these maximum requirements, a conditional use permit can be sought to increase maximums up to twenty-five (25%) percent.

    1. In the COR-2 sub-district, an increase of twenty-five (25%) percent in the maximum number of parking stalls is permitted without the issuance of a conditional use permit if approved as part of the site plan.

R. In the COR1 sub-district, a PUMA (Parking Use and Maintenance Agreement) shall be applied to all development as follows:

    1. It is the City's intent to maximize development on individual lots. In order to help landowners accomplish this goal, the City will develop public parking ramps, which will be available for public parking within The COR. In order to minimize the amount of the site required for parking, the landowner may choose to enter into the PUMA for utilization of the public parking ramps to meet all or a portion of their minimum parking requirements.

    2. Each development shall be subject to a PUMA that specifies that each property in the COR1 shall be financially responsible for its proportionate share of a shared parking facility. The proportionate share shall be determined on the basis of the property's off-street parking needs, as determined by the parking requirements of Item J above.

3. The City shall establish fees by ordinance. The developer shall be responsible for payment in an amount equal to the value of the required parking on a per-stall price basis for ramp parking through the PUMA. The City will determine the appropriate contribution.

4. Funds collected by the City shall be deposited in a special fund used only to acquire and/or develop off-street parking facilities for the COR. Financial responsibility shall cover the construction and continuing maintenance of the parking facility.

5. The parking facility may be constructed and maintained by the City or by a private management entity acceptable to the City.

Private Streets

Private streets may be allowed within residential subdivisions, subject to the standards in Section 117-112 (e)3.b. of the Zoning Ordinance.

Loading Areas

A. Loading areas and docks shall be located in the rear of the building.

B. Loading areas shall not be located in the front yard and shall be fully screened from public streets, public parks and residential areas through landscaping and building design measures.



Overall Framework – Building Design

Overview

The COR Development Plan 5.03 identifies the preferred mix and approximate location of a variety of land use types. Together with the Zoning Code, this Design Framework focuses on the following overall objectives:

- Promote vertical and horizontal mixed use (within a building, within a block, within a district)
- Provide a variety of housing types, styles, pricing
- Encourage increased density in and around the central core area
- Promote an interesting mix of building styles, scales and massing for each sub-district
- Support creative, innovative, high quality design solutions as the benchmark for success
- Integrate mix of uses with public green space within each district
- Provide a variety of commercial types
- Mix residential and commercial uses to promote street-level activity throughout the day

Guideline Recommendations

The mix of land uses in The COR will encourage activity during the day and into the evening and nighttime hours. As a focus of commerce, employment, recreation and housing, The COR resembles a small to medium size Midwestern downtown in scale and character. Land uses are intentionally mixed, to bring shoppers and workers into the area during the day and attract new residents and visitors to entertainment venues in the evening.

The civic component of The COR, anchored by City Hall, Police Station and variety of public spaces and squares, adds an important element to the land use mix and brings a level of authenticity to the district.

Objectives

- Encourage vertical mixed-use in the core with housing and office space over retail uses along the street, particularly in the center of the district.
- In residential districts, particularly closer to the core, a limited amount of retail uses will be encouraged to service residents and provide nearby places to gather.
- Promote innovative models for housing that include a mix of townhomes, flats and lofts within single buildings or on the same block.
- Accommodate larger, 'big box' retailing and auto-oriented uses within the COR2 sub-district only if innovative design approaches are used including two story buildings, use of liner stores facing the street, minimal blank walls, creative parking strategies, etc.
- Where similar uses create a 'family' or campus of buildings (e.g. medical campus), buildings should reinforce the street edge and parking should be set within the core of the block.
- Uses shall promote pedestrian friendly streets, contributing to street level activities and overall visual character of each district.
- All uses should reinforce the street edge.





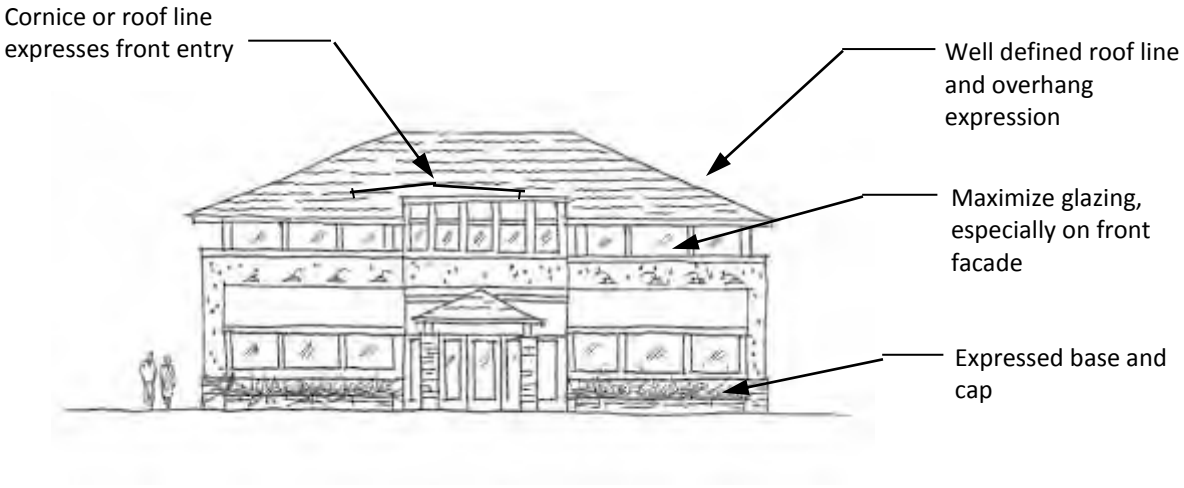
Architectural Overview

High quality architecture is an essential component in fulfilling the objectives of the Design Framework. Rather than prescribing a particular style, these architectural guidelines are intended to encourage an integration of both traditional and contemporary design. Architectural designs should provide a consistent quality, measured, to a great degree, by the pedestrian experience along the street and by an architectural expression that provides character without being thematic, obtrusive, or artificial. Architectural character should strive to be authentic and varied, but not 'thematic'.

Architecture Recommendations

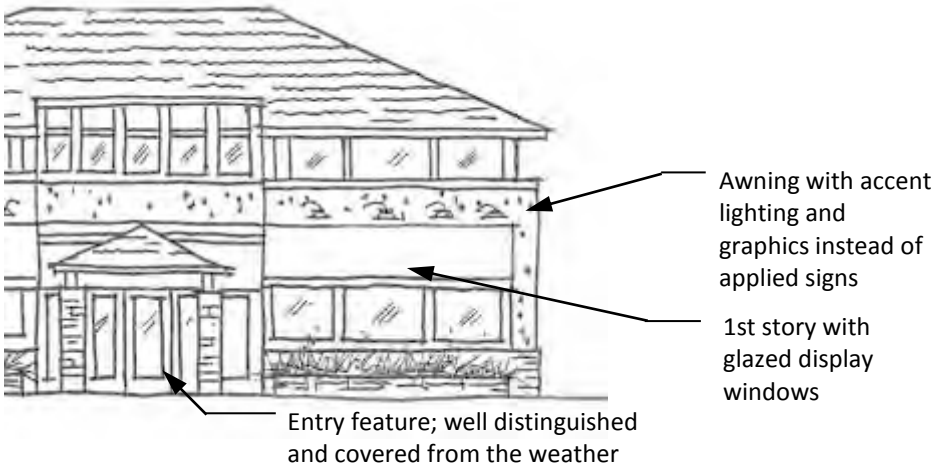
Of all the layers that combine to form The COR Development Plan, architecture will typically be the most prominent development component. Both visually and physically, architecture will play a major role in defining the overall design character and mix of uses for The COR. It is crucial that the design and location of buildings address these architectural guidelines, with specific emphasis on the following:

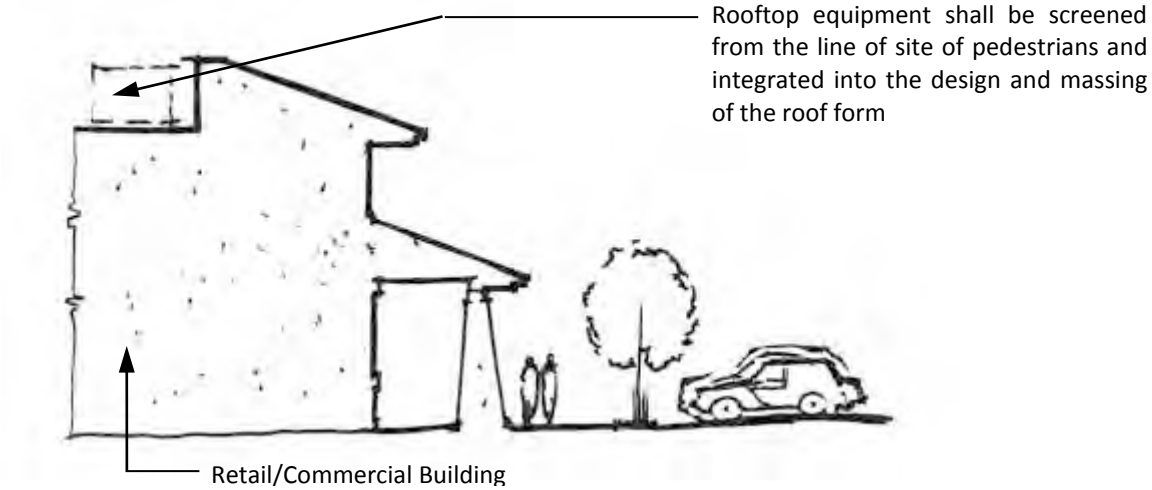
- An animated street presence with a mix of street-level uses, interesting building façades, many doors and windows on the street, careful design of lighting, awnings, signage and other elements that animate the pedestrian experience



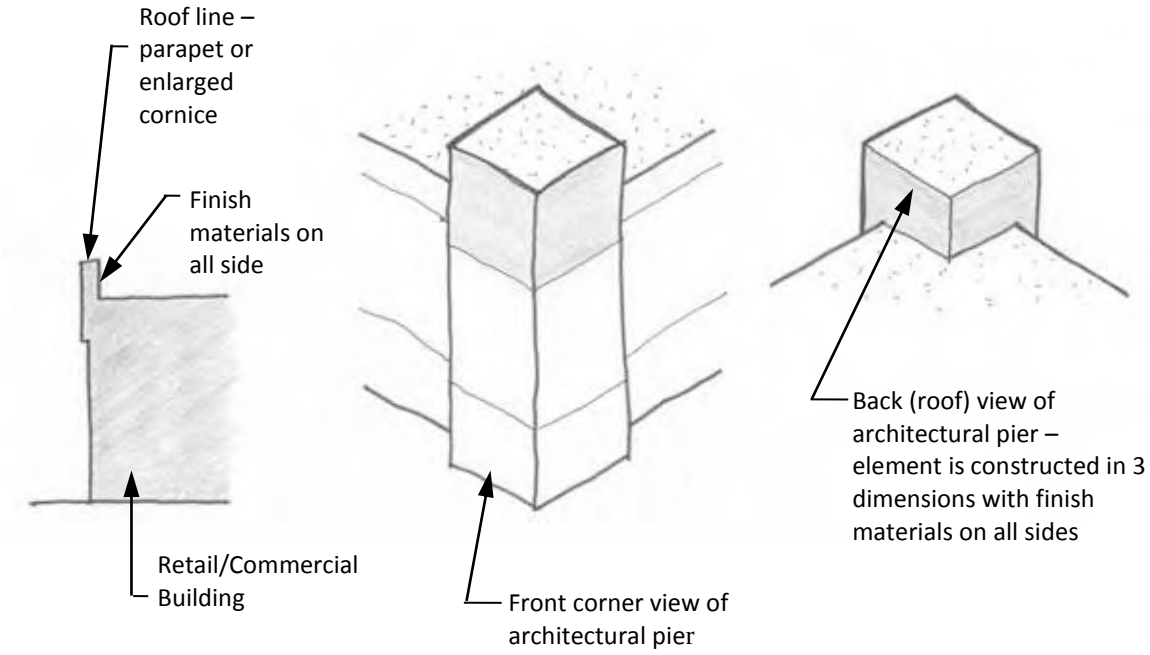
- Variety in building design, character and expression; not one theme or building style, but a thoughtful integration of many design solutions
- Variety of building types including a range of height, scale and proportion, that support an integrated mix of housing options, shopping destinations, entertainment venues, civic structures and other COR uses
- Use of high quality materials, suggesting a preference toward native materials and masonry elements, with respect for local building techniques
- Building location is as important as building style; special architectural elements, character, transparency and a higher level of materials and detailing should be used to highlight key streets and important crossroads throughout The COR
- Buildings should always be located at all four corners of intersections.
    - In the COR2 sub-district, if the City finds that there are unique circumstances where buildings cannot be located on the corner, the City may approve the use of fences, walls or other design elements to create that "street edge"

- Buildings will be located at the street right-of-way line (zero setback), but also allow recessed space for outdoor dining and other street level activities providing some minor deviation for variety
- Greater emphasis should be given to architectural elements, materials and other design features for buildings located at primary intersections, or where streets intersect with parks, such as the streets that front on or end near the Municipal Plaza. These locations can often be seen from several directions, perhaps terminate a view from a distance down the street or sit at a prominent node; They will likely become future landmarks or helpful orientation/wayfinding icons as The COR develops
- Encourage both vertical mixed use (within each building) and horizontal mixed use (within each block) throughout this district
- Include a mix of housing, civic, retail, restaurant, entertainment, performance and other uses that encourage a variety of activities throughout the day.
- Minimize openings between buildings, although limited driveway access and some provision for pedestrian connections through blocks are encouraged – gaps between buildings to accommodate surface parking lots, greater building setbacks or other purposes are discouraged
- Use recessed entries and windows to create street-level interest, variety and enhance pedestrian scale along street frontage





- Equipment, mechanical systems, transformers, etc. must be screened from view in a way that is integral to the architecture of the building. Screening should be accomplished with materials similar to or compatible with materials used on the main structure; metal fencing or mechanical vent screens alone are not sufficient.
- Roof lines and cornice details shall be completed in a 3-dimensional manner so that the back of roof features or similar unfinished areas are not visible.



Overall Framework - Signage

Overview

Signage within The COR should provide a system for clear wayfinding for all modes of transportation and should ensure successful business operation while maintaining the design aesthetic of this unique project. These sign standards are intended to allow flexibility and creativity while maintaining the design concepts of The COR. Due to the distinctive nature of The COR, the sign standards from the City Code are not applicable and signage shall be allowed as prescribed by the Design Framework. A Master Sign Plan identifies the location of key sign locations (see Figure 6: Signage Plan).

Guideline Recommendations

The COR development manager shall prepare a Master Sign Plan for the public elements of the project, which are in compliance with the design framework and will be adopted by reference. The Master Sign Plan will specifically address public signs including:



- The three (3) off-site community signs
- Banner signs on light poles
- Signage for public parks
- Signage for public parking ramps
- Signage for public buildings
- Community kiosks

Objectives

Signage should be used as a tool to help identify businesses and neighborhoods with The COR and should have elements that are focused on the pedestrian nature of The COR as well as the signage needs for businesses.

- Signage and lighting which is integrated into the design of the building is encouraged.

Definitions

Awning Sign means a sign incorporated into or attached to an awning.

Community sign means an off-site sign identifying the development name and key tenants. Community signs may also include public information. Reader boards are allowed to be incorporated into community signs within The COR.

Temporary Sign means a sign which is erected or displayed for a limited period of time and not affixed to a Minnesota State Building Code approved structure.

Project sign means a freestanding area identification sign which identifies a single-family or multifamily residential subdivision, a commercial development or an industrial park or office park and which is located on the same parcel as the development it identifies.

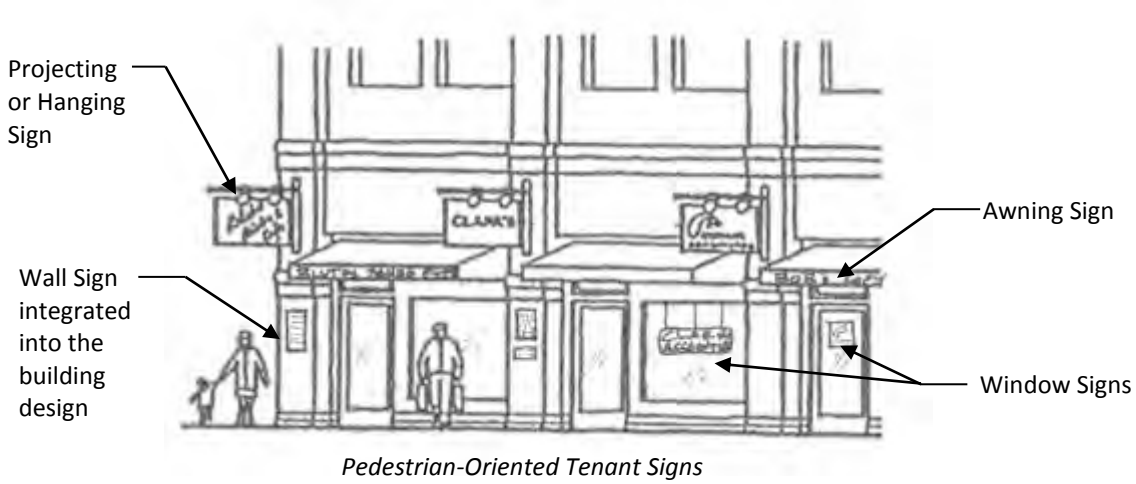
Projecting sign means any sign, all or any part of which extends beyond the surface of the building or wall by more than 16 inches.

Public Realm/Streetscape sign means any sign erected and maintained by public officials or public agencies, or approved and authorized for use by state or local governmental authorities.

*Sandwich Board Sign*s means a self-supporting, freestanding temporary sign with only two (2) sides that are situated adjacent to a business with the intent to attract pedestrian traffic to businesses. Sandwich board signs are not meant to be read by vehicular traffic.

Wall sign means any sign which is affixed to a wall of any building. This definition includes individual letter signs and signs on mansards.

Window sign means a sign installed inside a window, or any sign placed within a building for the purpose of being visible from the public right-of-way. This does not include merchandise on display.



Pedestrian-Oriented Tenant Signs

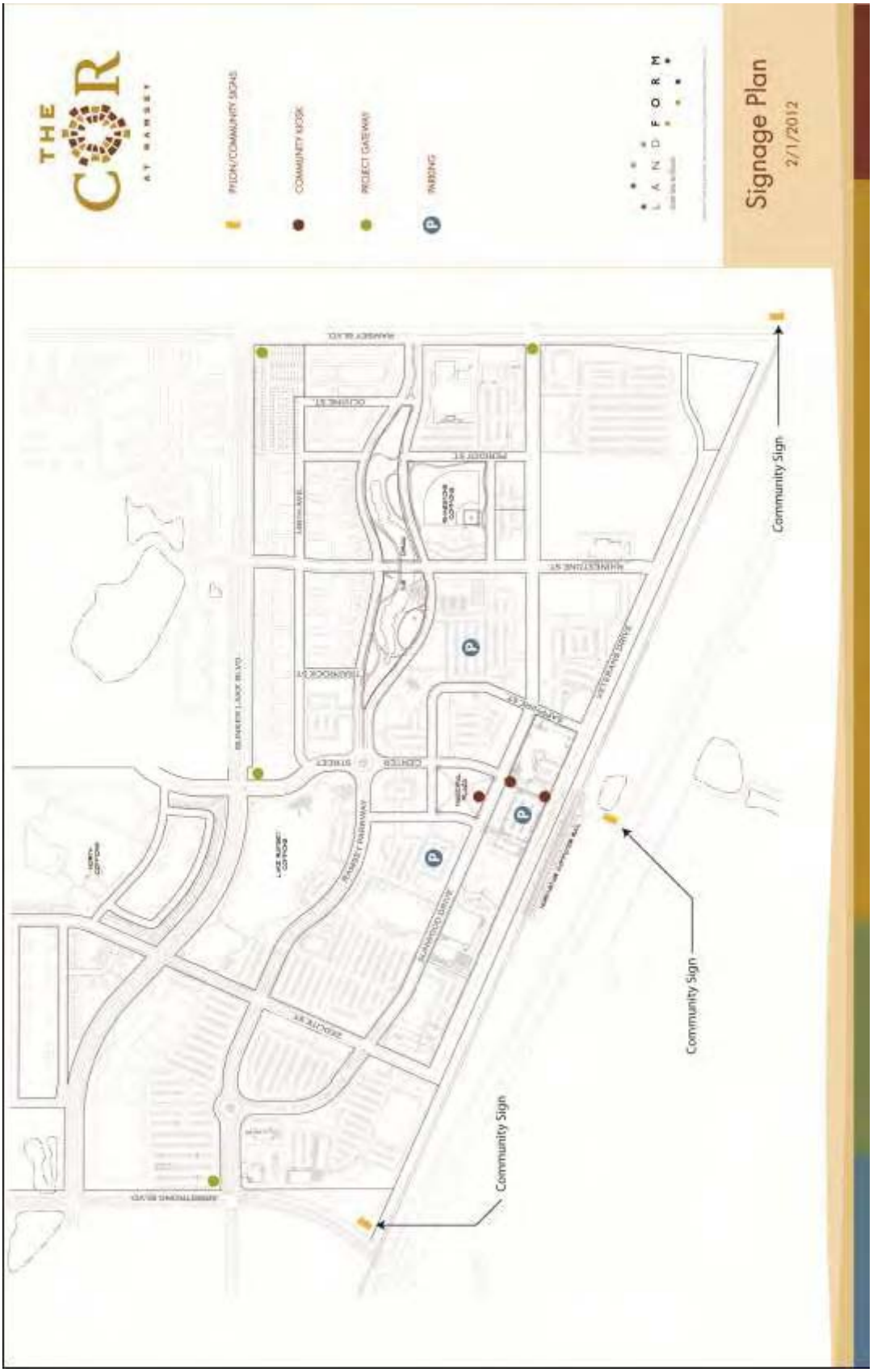


Figure 6: Signage Plan

Standards

Public Realm/Streetscape Signs

The pedestrian oriented nature of The COR requires unique signage the will build on the design concepts for The COR. These types of signs in include banner signs on the streetlights, kiosks, street signs, wayfinding signs, signage for public parking ramps, etc. As the design concept for The COR has been refined, so has the signage plan. The COR development manager shall develop standards for these public realm signs as part of the Master Sign Plan. The Master Sign Plan shall be incorporated by reference and may be updated from time to time. Such signage shall be allowed on public spaces as needed to provide information and wayfinding. No advertising shall be allowed on Public Realm/Streetscape Signs except for community events.

Community signs

Community signs include are planned to include three (3) signs on Highway 10, as shown on the Signage Plan (see Figure 6: Signage Plan). The signs include the existing Community Sign near the future transit plaza, the sign at the northwest corner of Highway 10 and Ramsey Boulevard and the planned sign at the northwest corner of Highway 10 and Armstrong Boulevard.

These off-site signs are allowed as shown on the signage plan and shall have consistent materials and colors. The Master Sign Plan shall detail the materials, colors and standards for these three (3) community signs. The Master Sign Plan shall include standards for which tenants shall be allowed on the community signs.



Desirable signs are designed to be architecturally compatible with buildings within the development and other signage within the development

Project Signs

Project signs are permitted within all COR sub-districts.

One (1) freestanding sign is allowed per building, provided that the following standards are met:

A. The building in which the advertising business is located, shall be set back a minimum of six (6) feet from a public street right-of-way.

B. The area of each face of the signboard shall not exceed six (6) square feet and the signboard shall not have more than two (2) readable faces

C. The height of the top of the signboard, or of any posts, brackets, or other supporting elements shall not exceed six (6') feet from the ground.

D. The signboard shall be constructed of wood, acrylic, aluminum or metal and shall be architecturally compatible with the style, composition, materials, colors and details of the building.

E. No part of the sign shall encroach on the right-of-way and its location shall not interfere with pedestrian or vehicular circulation.

F. Limited to one (1) sign per building and shall not be in addition to wall-mounted, applied letter or projecting signs.

G. The readable faces of the sign shall be perpendicular to the adjacent street.

In the COR2 District, the following signage shall be allowed:

A. Ground sign. There shall not be more than one (1) ground sign for each parcel. The gross surface area of a ground sign shall not exceed one hundred (100) square feet for each exposed face nor exceed an aggregate gross surface area of two hundred (200) square feet.

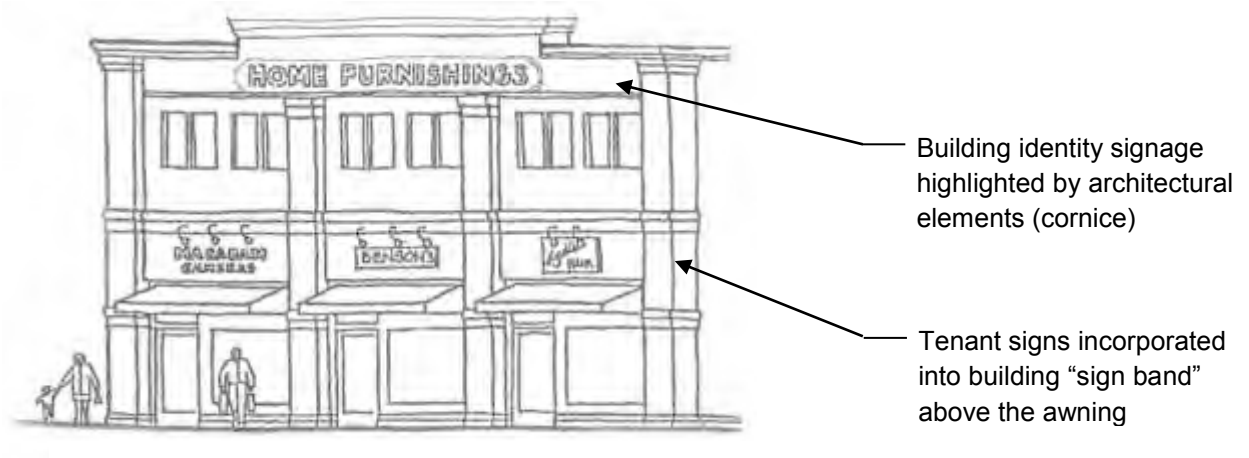
B. Menu board. One (1) on-site menu board per drive-up or walk-up lane of a drive-in restaurant up to a maximum of thirty-two (32) square feet each and a maximum height of three (3) feet. Menu boards are allowed a message on one (1) side only and cannot contain an advertising message.

C. Directional signs.

1. Directional or instructional signs are permitted in accordance with Section 117-463(l).

2. Parking lot directional signs designating parking area entrances and exits are limited to one (1) sign for each entrance and/or exit and shall not exceed four (4) square feet for each exposed face. Parking lot directional signs shall not project higher than five feet (5') in height, as measured from the established grade of the parking area to which such signs are accessory.

3. Parking lot instructional signs designating the conditions of use or identification parking areas shall not exceed eight (8) square feet and shall not project higher than ten (10) feet in height for wall signs and seven (7) feet in height for ground signs, as measured from the established grade of the parking area to which such signs are accessory.



Wall Signs

Wall signs are permitted within all COR sub-districts.

Wall signs shall be permitted on one (1) wall, except that lots with frontage on more than one (1) street may have signage on one (1) wall per street frontage.

Within the COR1, COR3, COR4 and COR5 districts, the following standards apply:

A. Wall-mounted or painted signs, provided the following standards are met:

1. The sign shall be affixed to the front facade of the building, and shall project outward from the wall to which it is attached no more than six inches (6").

2. Single Tenant Buildings. Each building shall be allowed one (1) wall sign per street frontage. Signage must be located on the street elevation. The area of the sign shall not exceed five (5%) percent of the ground floor building facade area or fifty (50) square feet, whichever is less.

3. Multi-Tenant Buildings.

    a. Each building shall be allowed wall signage on the street frontage elevation. For buildings with multiple street frontages, the allowable signage is per street frontage. Signage must be located on the street elevation.
    b. Each building is allowed wall signage that shall not exceed 5% of the wall area of the building façade adjacent to the street or 50 square feet, whichever is less.
    c. Tenant signage must be located on the tenant lease space.
    d. At least fifty (50%) percent of the allowed signage must be allocated to ground floor tenants and located on the ground floor.
    e. Signage is limited to a maximum of one (1) sign per business/tenant, except that tenants with frontage on multiple streets may be permitted to have signage on each street frontage.
    f. Multi-tenant buildings must have wall signs of similar design. Sign permits for tenants in multi-tenant buildings shall only be permitted by the City after the

building owner has submitted a comprehensive sign plan approved by the Zoning Administrator. The comprehensive sign plan for the building shall include similar design standards including sign material, color, style, spacing and size.

4. Signs for buildings facing Highway 10. Single or multi-tenant buildings that have frontage on Highway 10 or are separated from Highway 10 only by other public right-of-way, shall be allowed to have signage on that street elevation that is up to five (5%) percent of the wall area of that building façade with no maximum square footage.

B. Wall-mounted building directory signs identifying the occupants of a commercial building, including upper story business uses, provided the following standards are met:

1. The sign is located next to the entrance.

2. The sign shall project outward from the wall to which it is attached no more than six inches (6”).

3. The sign shall not extend above the parapet, eave, or building facade.

4. The area of the signboard shall not exceed three (3) square feet, with each tenant limited to one (1) square foot.

5. The height of the lettering, numbers, or graphics shall not exceed four inches (4”).

6. One (1) such sign is allowed per public building entrance and is allowed in addition to other permitted wall signage.

C. Applied letters may substitute for wall-mounted signs, if constructed of painted wood, painted cast metal, bronze, brass, acrylic or black anodized aluminum. The height of applied letters shall not exceed 12 inches.

D. Logos are considered signs and shall be included in the maximum allowable sign area.

E. Window or door signs, provided that the following standards are met:

1. The sign shall not exceed ten percent of the window or door area or four (4) square feet, whichever is less.

2. The sign shall be silk screened, hand painted, applied letters/graphics, neon tubing or other sign technologies that meet these standards.

3. Limited to one (1) sign per business, applied on either the window or the door, but not on both.

4. The sign shall not have an opaque backing of any type although smoked glass is allowed.

5. Window signage (includes graphics) shall be permitted on the same building walls that have, or are allowed to have, wall signage pursuant to Item A above. Window signage shall be deducted from the allowable wall signage area.

Within the COR2 district, where more conventional suburban development is expected, rather than the neo-traditional development planned for the other COR sub-districts, the following standards apply:

A. Wall, canopy or marquee sign. Total sign area may not exceed 15 percent of the front building facade. At least 50 percent of the signage area must be placed on the measured wall with remaining signage area, if desired, distributed on any other wall. Sign height shall not exceed the top of the parapet wall or, if no parapet wall, sign height shall not exceed the height of the eaves. The gross surface area of a wall, canopy or marquee sign may be increased by ten percent if such wall sign:

   1. Consists only of individual, outlined alphabetic, numeric and/or symbolic characters without background except that provided by the building surface to which the sign is to be affixed;

   2. Illumination, if any, is achieved through shielded illumination, shielded silhouette lighting, or shielded spot lighting but not any lighting where the light source is visible or exposed on the face or sides of the characters; and

   3. A wall, canopy or marquee sign may be located on the outermost wall of any principle building but shall not project more than 16 inches from the wall to which the sign is to be affixed. A wall sign shall not project higher than the parapet line of the wall to which the sign is to be affixed.

B. Window signs are restricted to 30 percent of the area of the window in which the sign is to be displayed.

In all COR sub-districts, restaurants and cafes shall be permitted one (1) wall-mounted display featuring the actual menu as used at the dining table, to be contained within a shallow wood or metal case and clearly visible through a glass front. The display case shall be attached to the building wall, next to the main entrance, at a height of approximately five feet (5'), shall not exceed a total area of two square feet, and may be lighted. This signage is allowed in addition to other permitted wall signage.

Projecting Signs

Projecting signs are permitted within all COR sub-districts.



Projecting signs, including graphics or icon signs, mounted perpendicular to the building wall, are encouraged in all sub-districts, provided the following standards are met:

A. The sign area shall not exceed six (6) square feet.

B. The distance from the ground to the lower edge of the signboard shall be ten feet or greater.

C. The height of the top edge of the signboard shall not exceed the height of the wall from which the sign projects, if attached to a single story building, or the height of the sill or bottom of any second story window, if attached to a multistory building.

D. The distance from the building wall to the signboard shall not exceed six inches (6”).

E. The width of the signboard shall not exceed three (3) feet.

F. Limited to one (1) sign per business. Projecting sign area shall be deducted from the allowable wall signage area.

G. Granted to ground floor commercial uses only.

Awning Signs

Awning signs are allowed in all COR sub-districts. Awning signs are allowed for ground floor uses only, provided that the following standards are met:

A. If acting as the main business sign, it shall not exceed 24 square feet in area, and the height of the lettering, numbers, or graphics shall not exceed 12 inches.

B. If acting as an auxiliary business sign, it shall be located on the valance only, shall not exceed four (4) square feet in area, and the height of the lettering, numbers, or graphics shall not exceed four inches (4”).

C. Limited to two such signs per business.

D. If acting as the main business sign, it shall not be in addition to a wall-mounted or applied letter sign.

Sandwich Board Signs



Sandwich board signs are permitted within all COR sub-districts.

A. One (1) sandwich board sign per business is permitted in any business, commercial and mixed use district and shall be located within five feet (5’) of the main building entrance to the business it advertises.

B. Sandwich board signs shall be displayed only during open business hours and must be removed daily.

C. Sandwich board signs shall be no more than a total of two feet (2’) in width and three feet (3’) in height

D. Sandwich board signs must leave a minimum of five feet (5') of clearance for pedestrian access if placed on a public or private sidewalk. Sandwich board signs may not hinder the ability of persons to access vehicles parked at the curb and/or access to a building.

E. Acceptable materials for sandwich board signs shall include the following: metal, wood synthetic materials such as a chalk board and whiteboard. Sandwich board signs shall not be illuminated, nor shall they contain moving parts, or have balloons, streamers, stringers, pennants or similar adornments attached to them. Sandwich board signs shall be maintained in a good appearance at all times.

F. No sandwich board sign shall be secured, tethered or installed on traffic devices, utility equipment, street furniture, street lights, or any other public fixture.

G. Sandwich board signs are temporary signs and shall not be counted towards the total sign area of the site for permanent signage.

Temporary Signs

Temporary signs are allowed per Section 117-465 (Temporary signs) of the Zoning Ordinance, except as noted below:

A. Freestanding temporary signs shall only be allowed in the COR1 District.

B. In all other COR districts, temporary signs shall be limited to temporary sandwich board signs or temporary wall signage.

Off-Site Signs

Off-site signs are prohibited except for wayfinding and community signage specifically allowed by the Design Framework.

Table 2

Sign Standards					
Development Standard	**COR1**	**COR2**	**COR3**	**COR4**	**COR5**
Project Signs					
Number of signs allowed	1*	1*	1*	1*	1*
Size of Sign (maximum)	6 sq. ft./6 feet high	100 sq. ft./6 feet high	6 sq. ft./6 feet high	6 sq. ft./6 feet high	6 sq. ft./6 feet high
Menu Board**	N/A	1 per drive-through/36 sq. ft. max.	N/A	N/A	N/A
Directional Sign	N/A	Per 117-463(I)	N/A	N/A	N/A
Wall Sign					
Number of signs allowed	1*	1*	1*	1*	1*
Size of Sign					
Single Tenant Building	50 sq. ft. or 5% of the ground floor façade area, whichever is less	15% of façade area	50 sq. ft. or 5% of the ground floor façade area, whichever is less	50 sq. ft. or 5% of the ground floor façade area, whichever is less	50 sq. ft. or 5% of the ground floor façade area, whichever is less
Multi-Tenant Buildings	50 sq. ft. or 5% of the façade area, whichever is less	15% of façade area	50 sq. ft. or 5% of the façade area, whichever is less	50 sq. ft. or 5% of the façade area, whichever is less	50 sq. ft. or 5% of the façade area, whichever is less
Building Facing Highway 10	5% of the façade area	15% of façade area	5% of the façade area	5% of the façade area	5% of the façade area
Window Sign					
Number of signs allowed	1	1	1	1	1
Size of Sign	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.	30% of area of window. Deducted from allowable wall sign area.	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.
Directory Sign					
Number of signs allowed	1 per building entrance	1 per building entrance	1 per building entrance	1 per building entrance	1 per building entrance
Size of Sign	3 sq. ft. maximum	3 sq. ft. maximum	3 sq. ft. maximum	3 sq. ft. maximum	3 sq. ft. maximum
Projecting Sign					
Number of signs allowed	1*	1*	1*	1*	1*
Size of Sign	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide
Awning Sign					
Number of signs allowed	2 per business	2 per business	2 per business	2 per business	2 per business
Size of Sign	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inces if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inces if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inces if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inces if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inces if auxiliary. Area is deducted from allowable wall sign area.

*One (1) sign is allowed per street frontage (either wall or project)

**Restaurants and cafes in all districts are allowed one (1) wall mounted menu board not to exceed 2 sq. ft. in addition to other permitted wall signage.

Additional standards

A. Businesses with service entrances may identify these with one (1) wall-mounted or applied letter sign not exceeding two square feet.

B. One (1) directional sign, facing a rear parking lot. This sign may be any type of permitted sign other than a freestanding sign, but shall be limited to four (4) square feet in area.

Creative Sign Standards

A. *Purpose.* This section establishes standards and procedures for the design, review, and approval of creative signs. The purposes of this creative sign program are to:

1. Encourage signs of unique design, and that exhibit a high degree of thoughtfulness, imagination, inventiveness, and spirit; and

2. Provide a process for the application of sign regulations in ways that will allow creatively designed signs that make a positive visual contribution to the overall image of the city, while mitigating the impacts of large or unusually designed signs.

B. *Applicability.* An applicant may request approval of a sign permit for a creative sign to authorize onsite signs that employ standards that differ from the other provisions of this chapter but comply with the provisions of this section.

C. *Application Requirements.* A sign permit application for a creative sign shall include all information and materials required by the City.

D. *Procedure.* A sign permit application for a creative sign shall be subject to review and approval by the City as part of the Site Plan review process. When the creative sign is proposed after site plan review is complete, a creative sign may be approved by the Zoning Administrator when the proposed sign is fifty square feet or less, and shall be approved by the City Council when the sign is larger than fifty square feet.

E. *Design Criteria.* In approving an application for a creative sign, the review authority shall ensure that a proposed sign meets the following design criteria:
   1. Design Quality. The sign shall:
      a. Constitute a substantial aesthetic improvement to the site and shall have a positive visual impact on the surrounding area;
      b. Be of unique design, and exhibit a high degree of thoughtfulness, imagination, inventiveness, and spirit; and
      c. Provide strong graphic character through the imaginative use of graphics, color, texture, quality materials, scale, and proportion.

   2. Contextual Criteria. The sign shall contain at least one (1) of the following elements:
      a. Classic historic design style;
      b. Creative image reflecting current or historic character of the City;
      c. Inventive representation of the use, name, or logo of the structure or business.

3. Architectural Criteria. The sign shall:
    a. Utilize or enhance the architectural elements of the building; and
    b. Be placed in a logical location in relation to the overall composition of the building's façade and not cover any key architectural features and details of the façade.

4. Neighborhood Impacts. The sign shall be located and designed not to cause light and glare impacts on neighboring residential uses.

Prohibited signs

The following signs are prohibited:

A. Box signs or cabinet signs, whether on a wall, projecting or on canopies are prohibited except for logo signs permitted as part of an overall sign plan.

B. Signs employing mercury vapor, low pressure and high pressure sodium and metal halide lighting; plastic panel rear-lighted signs.

C. Signs on roofs, dormers, and balconies.

D. Billboards.

E. Signs painted or mounted upon the exterior side or rear walls on any principle or accessory building or structure, except as otherwise permitted hereunder.

F. Free standing pylon signs over six (6) feet in height, except community signs.

G. Back-lit awnings.

H. Interchangeable letter boards or panels.

I. Flashing signs.

J. Off-premises signs, except community signs.

Overall Framework – Stormwater Management

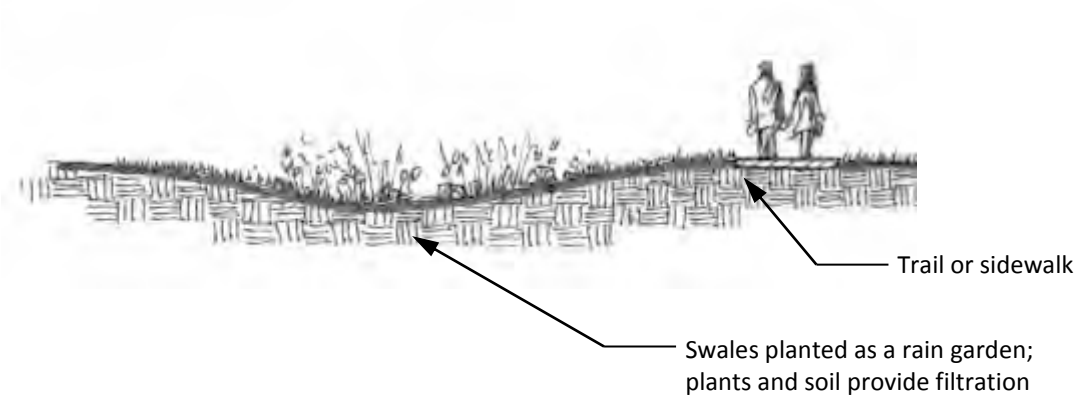
Overview

Water features and drainage systems are essential components of The COR Master Plan. The mix of ponds, streams, fountains and other water elements will provide focal amenities and year round activities within the framework of an environmentally responsible, visually pleasing strategy to manage stormwater. Because the Mississippi River is a restricted discharge water of the state, and because we are creating a new discharge from this development, each sub-district and each site has a responsibility to utilize 'best management practices' (BMP) to pretreat run-off, reduce erosion and encourage infiltration, with the understanding that regional treatment will be provided. Water elements are not intended to be separate stand-alone features, but instead should be integrated with the variety of parks, trails and public open space proposed for The COR. Water and landscape should be designed and utilized within multipurpose areas that accommodate both active and passive recreational use.

Objectives

Integration of water and landscape, design creativity, use of high quality materials and safety concerns are the critical objectives to be met – the following examples illustrate only a few of many possibilities:

- Innovative new products, such as special soil systems (Netlon, structural soils), pervious pavements for parking areas, storm ceptors, underground storage and other creative techniques should be used to BMP standards
- 'Green architecture', expressed through green roofs, gray water recycling and other techniques should be included to reduce the impact of new development on stormwater systems
- Water feature design should include both formal elements (such as reflecting pools or fountains) and natural/informal forms (such as ponds, streams, waterfalls) and should explore creative ways to integrate wetland/rain garden landscapes with active, urban spaces.



Guideline Recommendations

This framework not only defines the overall role and character of The COR, but also encourages each development parcel to address the following:

- **Create** signature water features (ponds, pools, fountains, waterfalls, etc.) as major visual amenities throughout The COR
- **Promote** high quality, creative and appealing aesthetics for all system elements
- **Integrate** stormwater management components (meeting both water quality and quantity requirements)

A great deal of time and effort has gone into the calculation and design of a 'watershed-based' stormwater management plan to support COR development. While this overall strategy addresses the water quantity issue for the entire COR by providing storage and conveyance facilities for storm events, individual development projects (block-by-block) have an equal responsibility to meet water quality standards as a primary goal. Each project should integrate a variety of techniques, materials and methods to promote multiple use, maximum flexibility, improved aesthetics for parking areas, park spaces, drainage swales and other site features.

Overall Framework – Parks/Public Spaces

Overview

The overall design framework of The COR is based on a system of linked parks, trails and open space. The City of Ramsey, Anoka County, and to some extent, the State of Minnesota all play a role in local and regional parks programming, design review, construction sequencing, implementation and ultimately maintenance and operation of key public spaces within this framework. The goal is to link existing and proposed parks and trails defined in regional park plans with proposed new parks and trails within The COR. Of equal importance is the contribution from each block and each development project to this network of green, adding a variety of private, semi-private, and perhaps some additional public space throughout The COR. Private development will share the responsibility to provide inviting, innovative and useable green space as integral parts of individual parcel site design.

Guideline Recommendations

The Design Framework encourages the following:



- Work with the City to create an integrated, comprehensive open space system that links with existing city and county trails and open space networks
- Encourage private development (block-by-block) to share in the responsibility to provide inviting, innovative and useable green space as integral parts of each development project
- Integrate stormwater management components (meeting water quality and quantity requirements) within both public / private park and open space improvements

Together, the system of public and semi-public green space will result in a welcoming public realm throughout the new community.

Objectives

Based on the Development Master Plan for The COR, a variety of public and private green space is proposed including:

- Each block and each project will provide intentional, creative, innovative, useable green areas as integral components of site development and building design.
- At the individual block scale, small squares and greens will provide places for gathering and relaxation, especially targeted to meet the demands of adjacent, or nearby buildings. Elements such as gardens, gazebos and fountains should characterize these more intimate public spaces.
- At the neighborhood scale, parks will provide space for more active recreation, and should be flexible enough to accommodate a variety of recreational activities.
- Playgrounds, game fields and park buildings are park amenities that will target a wider user demand from the surrounding community.



- The Municipal Plaza will connect with all other parks and open space elements, providing a focal point for activity and a sense of place. Gardens, public pavilions and shelters, play lots and open play fields are amenities that will provide built-in flexibility to meet the demands of both the local population and regional visitors to The COR.

Part Two: Sub-district Framework

Overview

The Master Plan and Zoning Ordinance identify five (5) distinct sub-districts within The COR. Each of these sub-districts is defined by a unique mix of uses, specific site development patterns and perhaps a distinctive character or image. The sub-districts complement one another as part of the overall plan. The sub-districts are shown the attached Sub-district Map (Figure 7: Sub-district Map). They include:

- **COR1 Mixed Use Core** – provides the broadest variety, highest density and greatest intensity of development, encouraging both vertical and horizontal mixed use
- **COR2 Commercial** – provides a location for larger scale retail and other auto-orientated commercial uses
- **COR3 Workplace** – provides a location for uses with high concentrations of employees, such as medical/technology related office, and other corporate or institutional uses
- **COR4 Neighborhood** – provides opportunities for a range of housing types from small lot single family to townhouse, to high density senior or rental apartment
- **COR5 Park and Open Space** – preserves environmental features and provides neighborhood/community amenities throughout The COR

Development plans must respond to the overall COR Design Framework described in Part One of this document, but also must address the following detailed framework standards for each sub-district. To further clarify and illustrate proposed features in the Master Plan, these sub-district guidelines are organized under the following categories:

- Public Realm / Streetscape Framework
- Site Design Framework
- Architectural Framework

In all cases, the sub-district framework must be applied in harmony with the overall COR framework and with other existing city, county, state codes, design criteria, plans and studies that support broader goals for regional growth and development. However, within each district, development standards shall be based, in part, on the street hierarchy established in The COR.

Public Realm/Streetscape

A. The developer shall be responsible for construction of all streetscape improvements along adjacent streets. These improvements include all hardscape improvements, such as trails, sidewalks, benches, bike racks, etc., as well as street trees and other greenscape.

B. The landowner shall be responsible for maintenance of the streetscape improvements along adjacent streets. Such maintenance may be managed as part of a Special Service District (SSD) or similar.

Plazas

A. All properties with principal buildings in excess of 30,000 square feet shall be required to have a public plaza space.

B. The public plaza space shall include benches, bike racks trash receptacles, lighting fixtures and other amenities to create a welcoming space for tenants of the building and members of the public.

C. These plaza spaces should be visible from the public street.

Architecture

These architectural framework standards provide an important balance between design continuity, desirable variety and the notion that buildings should complement, and perhaps contrast, but not compete with one another. The lasting appeal of the final outcome must be grounded in the authenticity of the design and the acceptable level of 'messiness' that comes with creating a real downtown over time; 'faux' second floors, stage set or themed solutions, and large faceless buildings are not acceptable.





Auto Versus Human Design: Providing rear alleys or side loaded garages enables the home to present itself to the street, which promotes sociability and walkability.

Minimum Standards

Definitions

Build to line: The line at which construction of a building facade is to occur on a lot. The build to line provides a maximum setback for all building facades from the right-of-way or inside edge of the sidewalk, whichever is greater. The build to line applies to all facades abutting a street right of way. Build to line standards are based on the sub-district the parcel is located and the street in which the building is located upon.

Setback: The minimum required distance between a parking lot or the vertical wall of a building and a lot line. Setbacks are typically more flexible than build to lines and allow a building to be set further back from the lot line and street right-of-way.

Requirements:

A. Additional development standards shall be defined within each sub-district.

B. Provide a diverse mix of materials, applied in a variety of proportions, exposures and detailing within a block, or along a street.

C. Buildings should be articulated to break up the mass of the building façade on all elevations. Large blank exterior walls shall be prohibited. Windows are encouraged to be used to break up the mass of the building. Rooflines and building elevations should be articulated to break up the mass of buildings. Buildings must be broken at a minimum of every fifty (50) feet. This variation can be accomplished through one (1) or more of the following:

1. Wall face variations (minimum depth of two (2) feet)
2. Pilasters or columns (minimum depth of two (2) feet)
3. Upper wall break in color and/or materials (minimum of 2/3 up the height of the wall)
4. Wainscot (minimum of four (4) feet high)
5. Canopies (minimum four (4) foot width)
6. Corner and demising wall or building separations



More Desirable

D. Each development application must list building materials, roofing materials and building colors on the plans. Building articulation, mechanical screening by architectural elements and design elements on all building elevations must be identified on the plans. The plans shall be subject to City review and approval to ensure that the design intent of the Framework has been met.



Less Desirable

E. Building materials shall be high-quality durable materials, such as glass, stone, brick, windows, canvas awnings, etc.
   1. Use local sources if available
   2. Siding is not allowed (vinyl, metal, wood) except as a complimentary use
   3. Use clear or lightly tinted glass for all windows and doors – mirrored, reflective or highly tinted glazing is not acceptable
   4. Metal and wood components are acceptable as a complimentary, not primary, building material
   5. COR1 sub-district buildings shall be primarily brick or a comparable alternative and shall comprise a minimum of fifty (50%) percent of the non-glazed wall area

F. Residential development should provide variety within the subdivision to avoid monotony. Developers will include front porches and windows that face all streets. Corner units shall have more than one (1) window per side of building to help create a sense of place in the community and promote safety on the street.

G. Garage forward or “snout houses” are highly discouraged on all residential development as they dominate the view from the street and sidewalk.

H. All sides of buildings shall have an equal finish in terms of materials and general design.

I. The main entrance of each principal building must face the street. On corner lots, the main entrance may face either of the streets or be oriented to the corner. With buildings that have more than one (1) main entrance, only one (1) entrance must meet this requirement.





J. Building massing shall be oriented parallel to the street frontage of the lot.

K. Trash and recycling areas shall be designed internal to the building.

L. Provide recessed entries wherever possible.

M. Buildings shall have a base and top to the architecture.

N. Multi-story buildings are preferred in the COR1 sub-district, but occasional single story buildings are acceptable; single story buildings should not dominate any street frontage and should be a minimum of twenty (20) feet to the roofline.

O. Maximize glass openings for all ground level, street front façades – especially for retail, restaurant and other commercial uses – fifty (50%) minimum of total ground level façade, or demonstrate great design through other means.

P. Provide real window openings for all street facing façades above ground level in all districts–a minimum of forty (40%) percent of total façade.

Residential uses in COR4 and COR5 must also comply with the following:

A. Location of main entrance

1. A building must include a front porch or covered balcony/patio at all main entrances that face a street. The porch or stoop shall adjoin the main entrance and the main entrance shall be accessible from the porch.
2. The main entrance of each principal building must face the street. On corner lots, the main entrance may face either of the streets or be oriented to the corner. With buildings that have more than one (1) main entrance, only one (1) entrance must meet this requirement.



B. *Porches*: Porches used to satisfy the design criteria shall comply with the following:

1. Porches shall be covered by a solid roof. The roof shall not be located more than 12 feet above the floor of the porch. If the roof of a required porch is developed as a deck or balcony, it may be flat.
2. The porch shall have minimum dimensions of 6 feet by 6 feet. (6' x 6'). For single-family detached dwelling units, the covered area provided by the porch must be at least

forty-eight (48) square feet and a minimum of eight (8) feet wide. If the main entrance is for more than one (1) dwelling unit, the covered area provided by the porch must be at least sixty-three (63) square feet and a minimum of nine (9) feet wide.



C. *Covered balconies/patio:* The covered area must be at least forty-eight (48) square feet, a minimum of eight (8) feet wide, and no more than fifteen (15) feet above grade. The covered area must be accessible from the interior living space of the house.

D. *Openings between porch floor and ground:* Openings of more than one (1) foot between the porch floor and the ground must be covered with a solid material or lattice.

E. Roofs



1. *Slope:* Principal structures must have a roof that is sloped, with a pitch that is no flatter than six (6) units of horizontal run to twelve (12) units of horizontal rise.
2. *Architectural features:* The roof of a principal structure shall include the following architectural details:
   a. At least one (1) dormer facing the street. If only one (1) dormer is included, it shall be at least five (5) feet wide and shall be centered horizontally between each end of the front elevation. If more than one (1) dormer is provided, a dormer at least four (4) feet wide must be provided on each side of the front elevation; or
   b. A gabled end, or a gabled end of a roof projection, facing the street.
3. *Roof eaves:* Roof eaves must project from the building wall at least twelve (12) inches, measured horizontally, on at least the front and side elevations.

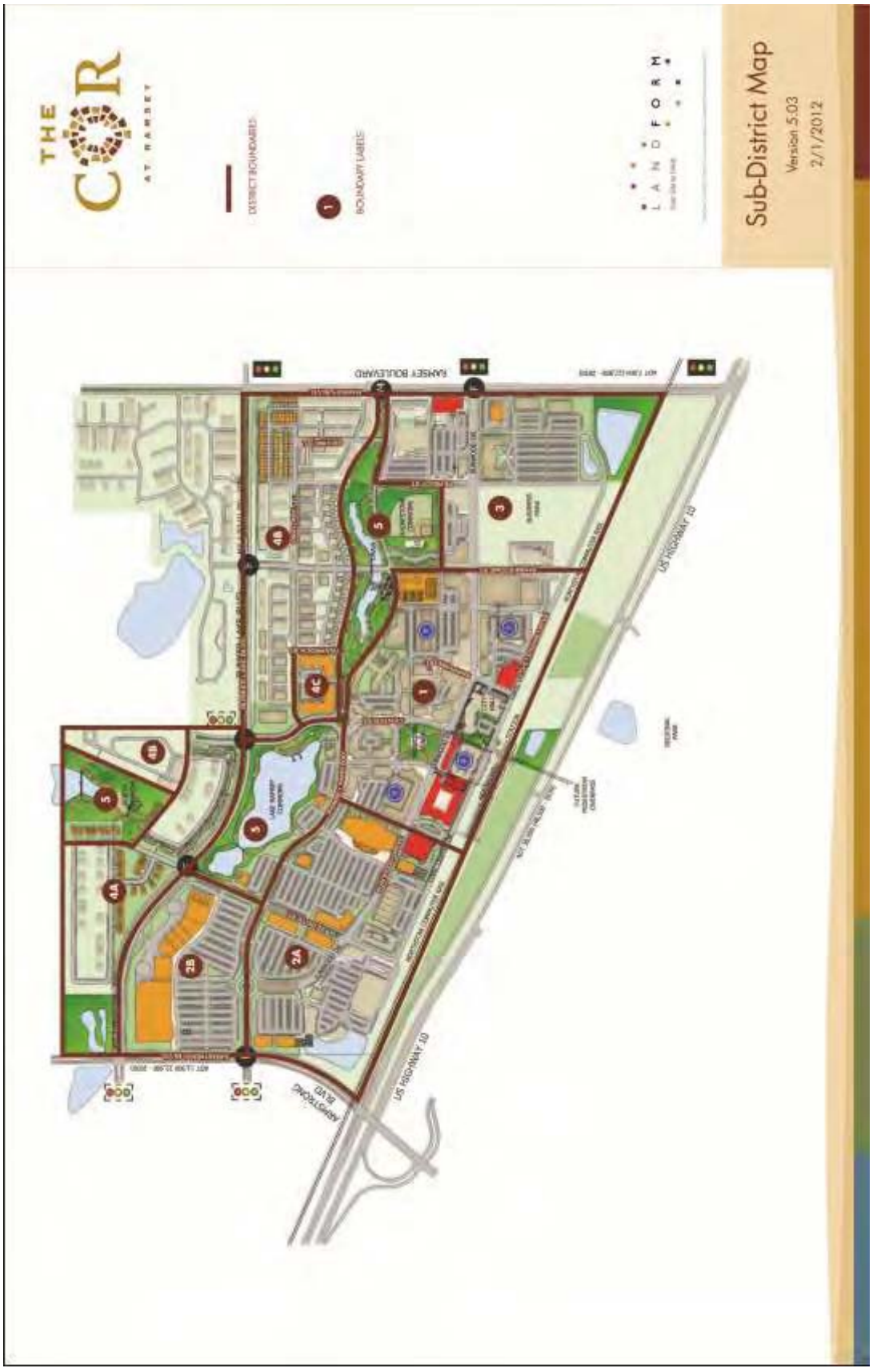


Figure 7: Sub-district Map

Sub-District Framework - COR1 Mixed Use Core

Public Realm / Streetscape

Public realm and streetscape improvements define the character of The COR and create a memorable signature for the Mixed Use Core sub-district. This is 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 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. But in 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.

Table 3

COR1 Development Standards	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Minimum lot depth	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Allowable residential density in dwelling units per acre [1]	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.75	.75	.75	.75	.75	.75
Build to Line						
Front yard[4]	30 feet as measured from building front to right-of-way[2][3] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.
Planter Style	N/A	Planter Bed	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	10 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

A. At least sixty (60%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply on each side fronting a street. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the sixty (60%) percent street frontage requirement.

B. Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the sixty (60%) percent required.

Sub-District Framework - COR2 Commercial

Public Realm / Streetscape

While the Commercial Sub-district encourages a mix of large and small floor plates accommodating auto-oriented uses, this suggests even greater attention be paid to public realm and streetscape improvements that not only accommodate vehicles, but also invite bicycle and pedestrian traffic. Surface parking lots provide convenient access to storefronts, but present an additional challenge to the overall visual character and aesthetic appeal of this area. While no large public parks are identified for this sub-district, small pocket parks, squares or other gathering spaces are encouraged. A consistent, attractive streetscape is also essential.

Site Development

Site Design Framework for this sub-district focus on a unique opportunity to recast typical commercial development patterns into a contemporary and innovative strategy that responds to overall objectives for The COR. Specifically, this suggests that the majority of buildings front on the primary through streets, with parking and service areas on the side or in the back, away from view. However, the market realities suggest that the types of auto-oriented users in this district will have the potential for larger parking fields and drive-throughs that will make a true urban model challenging. The City will hold all users to this design vision while modifying the COR2 standards slightly to accommodate these types of more typical suburban land uses. A mix of uses within individual blocks, including retail, restaurant and residential, further enhances this model, addresses design character/aesthetics and promotes activity throughout much of the day and evening hours.

Architecture

Buildings in the Commercial Sub-district make a significant contribution to first impressions of The COR. Buildings form gateways at the major entries into the site, architectural elements and choice of materials convey a certain character and the scale or massing of structures begins to define the feel or experience of this place. These are not just 'commodity' buildings, but instead should raise the bar in terms of overall design and specific details that make The COR unique, inviting and memorable. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

Table 4

COR2 Development Standards	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Minimum lot depth	100 feet	100 feet	100 feet	100 feet	100 feet	100 feet
Allowable residential density in dwelling units per acre [1]	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC
Build to Line						
Front yard[4]	30 feet as measured from building front to right-of-way[2][3] (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (40% of front facade w/in max.)	30 feet as measured from building front to right-of-way[2][3] (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (40% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.
Planter Style	N/A	Boulevard Sod	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	6 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

A. At least forty (40%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply only to one (1) street frontage.
   1. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the forty (40%) percent street frontage requirement.
   2. The City may approve a variation from the required build to line if the applicant provides a street edge consisting of fencing, decorative wall and/or landscaping with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the forty (40%) percent street frontage requirement.

B. Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the

level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the forty (40%) percent required on all street frontages.

Sub-District Framework - COR3 Workplace

Public Realm/Streetscape

The Workplace Sub-district also encourages a mix of large and small floor plate buildings, but instead of commercial or entertainment, this area of The COR is dominated by office and institutional uses. With opportunities for corporate or medical campus development comes the attendant auto-related infrastructure – easy access, bigger streets and large surface parking lots. Once again, this suggests that equal attention be paid to public realm and streetscape improvements that not only accommodate vehicles, but also invite bicycle and pedestrian traffic. The Draw, an active, neighborhood scale, recreational play space has been included in this sub-district, but small pocket parks, squares or other gathering places are also encouraged. In addition, streetscape improvements provide an important public amenity and inviting pedestrian connection to adjacent sub-districts.

Site Development

The mix of medical, office, institutional and other uses in this sub-district suggest the potential for a campus-like arrangement of buildings on some blocks. These blocks would tend to be more internally oriented than in other districts, with driveways, parking lots, courtyards and walkway connections in the center, ringed by buildings around the outside. Buildings would still face adjacent streets, with both primary and secondary entries provided to animate these important façades, particularly along Ramsey Boulevard, Sunwood Drive and Rhinestone Street. While the Workplace sub-district also encourages mixed use, this desired development objective will likely occur mostly within blocks, not within individual buildings as seen in other districts.

Architecture

Buildings in the Workplace Sub-district also make a significant contribution to first impressions as people enter The COR via Highway 10, Ramsey Boulevard and Sunwood Drive. Buildings form gateways at the major entries into the site, architectural elements and choice of materials convey quality and permanence, and the scale or massing of structures begins to define the feel and character of this place. The proposed mix of uses within this sub-district suggest a variety of potential building types – blending medical campus with small office, storefront and some housing -- demands design creativity and innovation to highlight unique architecture, and knit the entire sub-district together as a coherent whole. Architecture to be ‘4-sided’ at all locations visible to public areas. Emphasis will be on great design along public street frontage.

Table 5

COR3 Development Standards	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	40 feet	40 feet	40 feet	40 feet	40 feet	40 feet
Minimum lot depth	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Allowable residential density in dwelling units per acre [1]	none	none	none	none	none	none
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.25	.25	.25	.25	.25	.25
Build to Line						
Front yard[4]	30 feet as measured from building front to right-of-way[2][3] (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.
Planter Style	N/A	Planter Bed	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	10 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

A. At least sixty (60%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply on each side fronting a street. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the sixty (60%) percent street frontage requirement.

B. Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the sixty (60%) percent required.

Sub-District Framework - COR4 Neighborhood

Public Realm/Streetscape

Two prominent public parks supply much of the informal green space for The COR, and more specifically, provide the valuable park frontage and mix of amenities needed to support housing development within the Neighborhood Sub-district. North Commons surrounds an existing wetland and provides open space for year-round activities including a proposed sledding hill. The sub-district is adjacent to The Draw, which is characterized by wetlands, ponds and a meandering stream channel surrounded by gently sloping hills. Other park features include active and passive recreation areas, natural and manicured landscapes, education and interpretation opportunities, pedestrian and bicycle trails and many other amenities. Tree-lined streets connect these parks to surrounding residential neighborhoods and to nearby parks and amenities throughout The COR.

Site Development

The Neighborhood Sub-district emphasizes residential development. To support the proposed mix of housing, a framework of streets and blocks, based on the traditional grid system, encourages compact development patterns with increasing densities closer to the heart of The COR. Typical blocks either front onto signature parks or include some private green space within the site; many blocks have both. The arterial streets that frame this property, including Ramsey, Armstrong and Bunker Lake Boulevards, provide an important 'face' for this sub-district. Residential front doors will connect with public walks along each of these streets promoting the urban character of The COR.

Architecture

The largest in terms of overall acreage, the Neighborhood Sub-district will define the character and quality of the entire northern half of The COR property. With prominent street frontage along most of the major thoroughfares that serve this site, the variety of choices for building type, architectural style and design detailing are crucial decisions that together will promote a safe and attractive residential neighborhood. Integrating contemporary and traditional styles is also an important consideration, central to the notion that a unique and creative model for housing development will be a signature for The COR. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

Table 6

COR4 Development Standards						
	Arterial Street	**Destination Street**	**Parkway**	**Connector Street**	**Downtown Street**	**Local Street**
Minimum lot size	None	None	None	None	None	None
Minimum lot width	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Minimum lot depth	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Allowable residential density in dwelling units per acre [1]	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.25	.25	.25	.25	.25	.25
Build to Line						
Front yard[4]	30 feet as measured from building front to right-of-way[2][3] (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.
Planter Style	N/A	Planter Bed	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	10 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

A. Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the sixty (60%) percent required.

Sub-District Framework - COR5 Parks & Open Space

Public Realm/Streetscape

The overall structure of The COR is based on a system of linked parks, trails and open space. This includes existing and proposed parks and trails defined in city and regional parks plans, joined with new parks and trails within The COR. Of equal importance is the contribution from each block and each development project to this green structure, adding a variety of private, semi-private and perhaps some additional public space throughout each sub-district. Great strolling streets provide connections between commercial, workplace, entertainment and residential neighborhoods and encourage shared use for cars, pedestrians and bicycles.

Site Development

The COR Master Plan illustrates a strong framework of green space, including a mix of public parks, destination amenities, courtyards, commons and other features. As a key component of the overall plan, this integrated system of parks, trails and open space provides the framework around which all other land uses are organized. Placemaking and connectivity are important site development considerations, linking each block and each sub-district with major public spaces nearby and with many other amenities and attractions in The COR.

Architecture

There are numerous opportunities to include buildings and other structures as significant design features within the proposed parks, trails and open space system for The COR. These could range from simple picnic shelters and landscaped arbors to more complex park buildings that might contain meeting rooms, rest rooms, storage areas and other facilities. Design of these important buildings should respond to the specific setting and landscape features in each park, and complement the overall character and quality of buildings located within surrounding blocks. Additionally, limited retail is planned along the perimeter of the park.

Table 7

COR5 Development Standards	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	0.5	N/A	0.5	0.5	0.5	0.5
Minimum lot width	N/A	N/A	N/A	N/A	N/A	N/A
Minimum lot depth	N/A	N/A	N/A	N/A	N/A	N/A
Allowable residential density in dwelling units per acre [(1)]	N/A	N/A	N/A	N/A	N/A	N/A
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	N/A	N/A	N/A	N/A	N/A	N/A
Build to Line						
Front yard[(4)]	30 feet as measured from building front to right-of-way[(2)(3)] (60% of front facade w/in max.)	N/A	10 feet as measured from building front to right-of-way[(2)] (60% of front facade w/in max.)	10 feet as measured from building front to right-of-way[(2)] (60% of front facade w/in max.)	10 feet as measured from building front to right-of-way[(2)] (60% of front facade w/in max.)	10 feet as measured from building front to right-of-way[(2)] (60% of front facade w/in max.)
Side yard	no req.	N/A	no req.	no req.	no req.	no req.
Rear yard	no req.	N/A	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet	N/A	25 feet	25 feet	25 feet	25 feet
Building height (min. - max.)	1-2 stories.	N/A	1-2 stories.	1-2 stories.	1-2 stories.	1-2 stories.
Planter Style	N/A	N/A	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	N/A	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	N/A	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	N/A	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

A. Where commercial buildings are planned, at least sixty (60%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply on each side fronting a street. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the sixty (60%) percent street frontage requirement.

B. Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the sixty (60%) percent required.

Implementation

Introduction

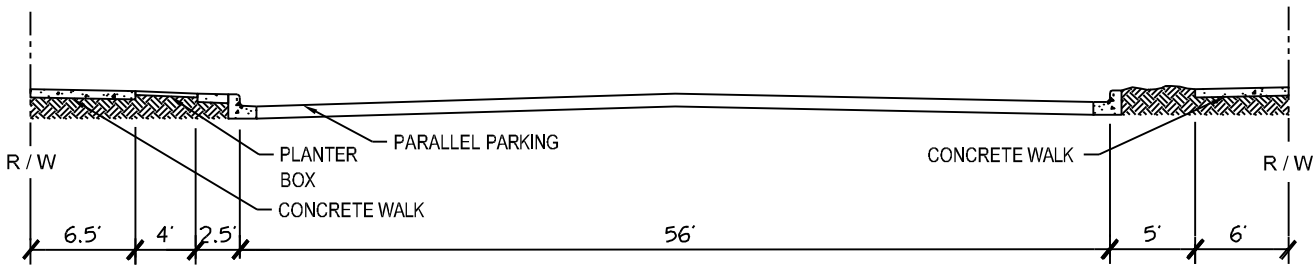
This framework provides distinct strategies for guiding The COR's form and appearance. This framework's vision for the COR will take several years to implement. Successful implementation will require consistent application of the Design Framework by City staff. Zoning enforcement and design framework standards will not succeed without the cooperation and commitment of landowners, development interests, and the rest of the community.

Design Review

The Design Framework will be administered by staff as part of the development review process. Staff will incorporate design review to ensure compliance with the Design Framework as a standard step in the development review process.

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APPENDIX A:
SPECIFICATIONS AND DETAILS



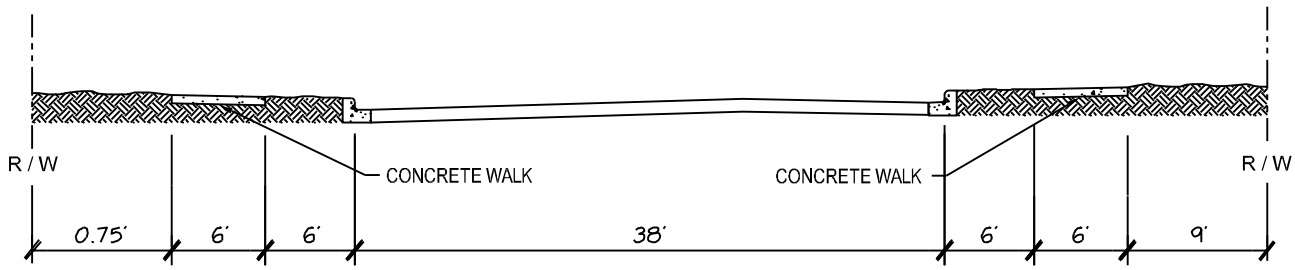


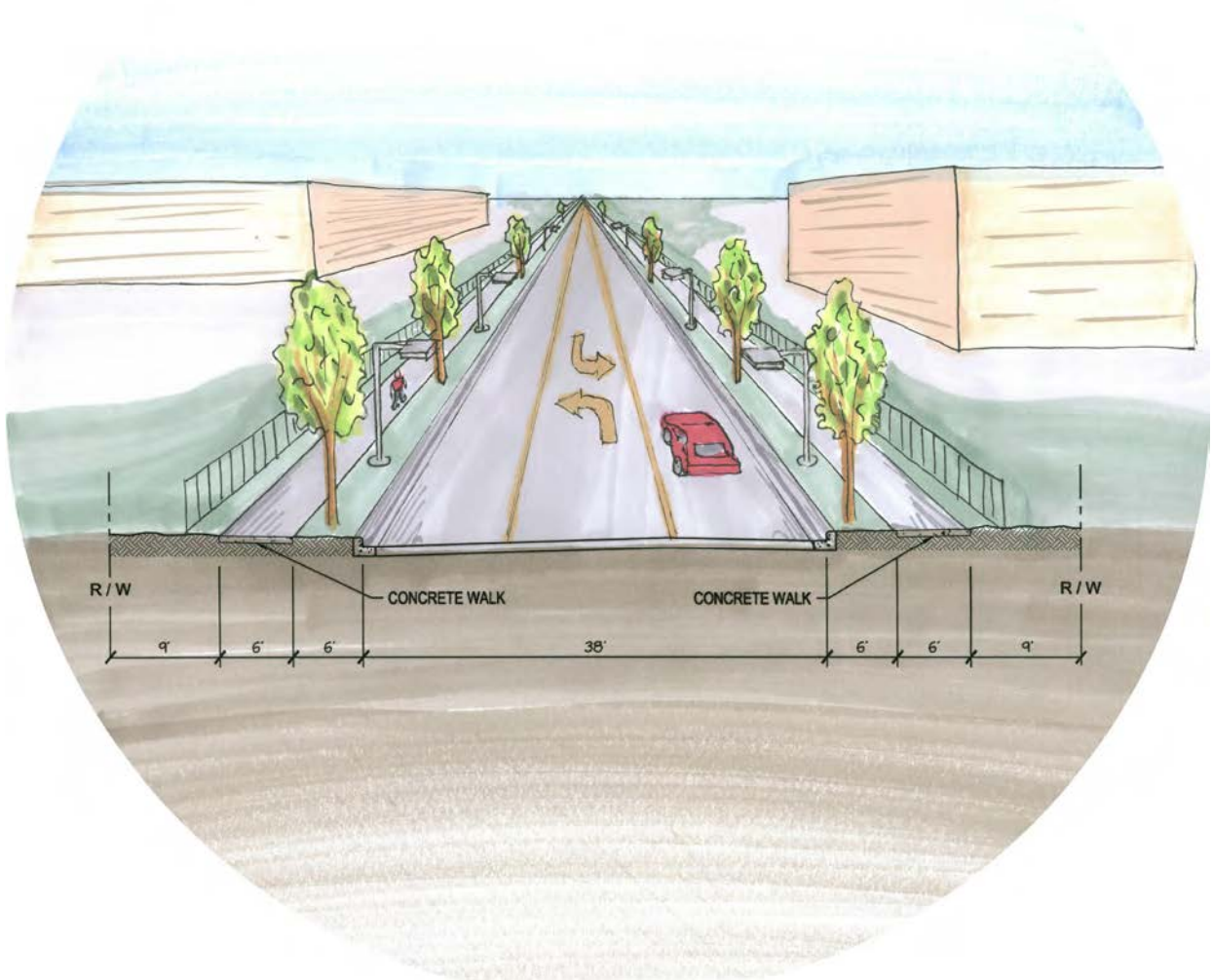
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #1
Sunwood Dr. East of Zeolite St.

THE COR
RAMSEY, MINNESOTA



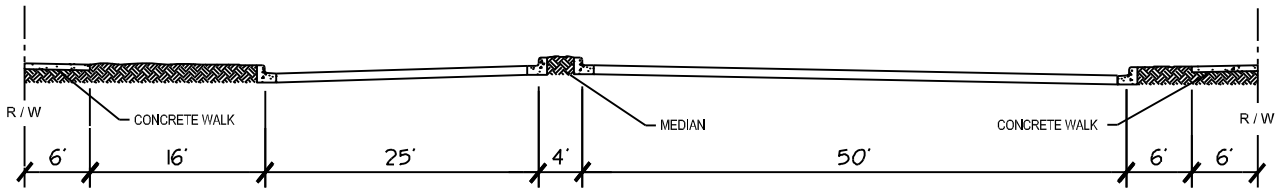


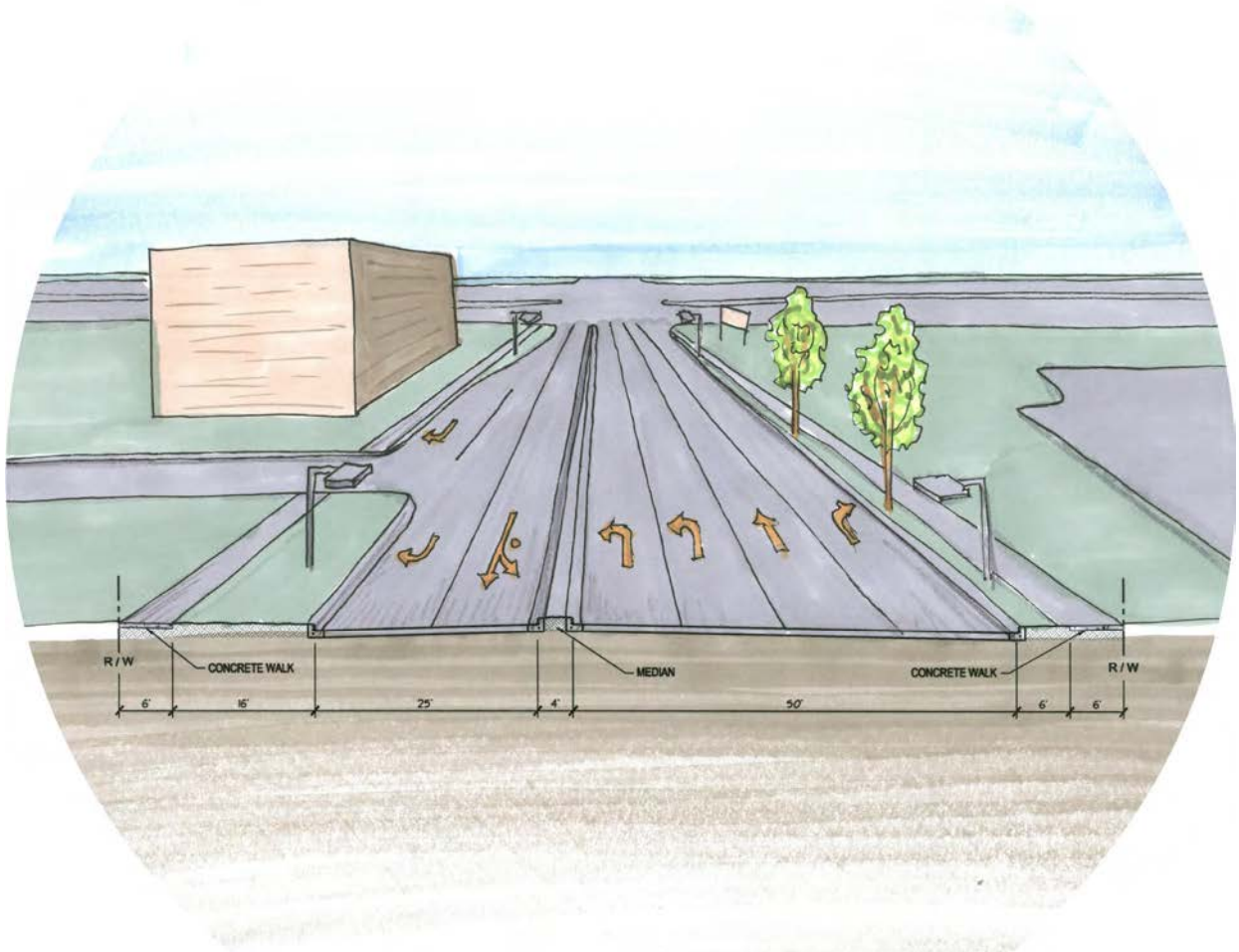
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #2
Sunwood Dr. West of Zeolite St.

THE COR
RAMSEY, MINNESOTA



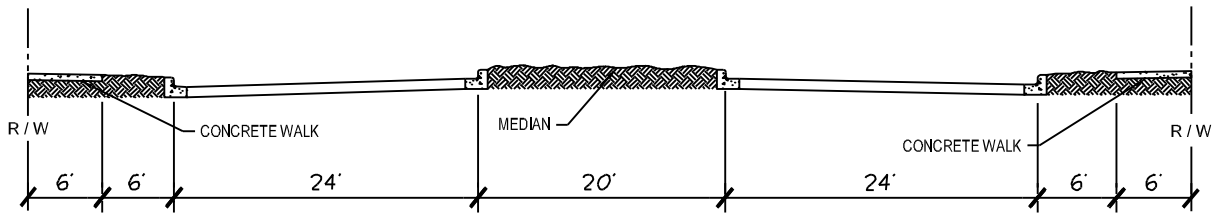


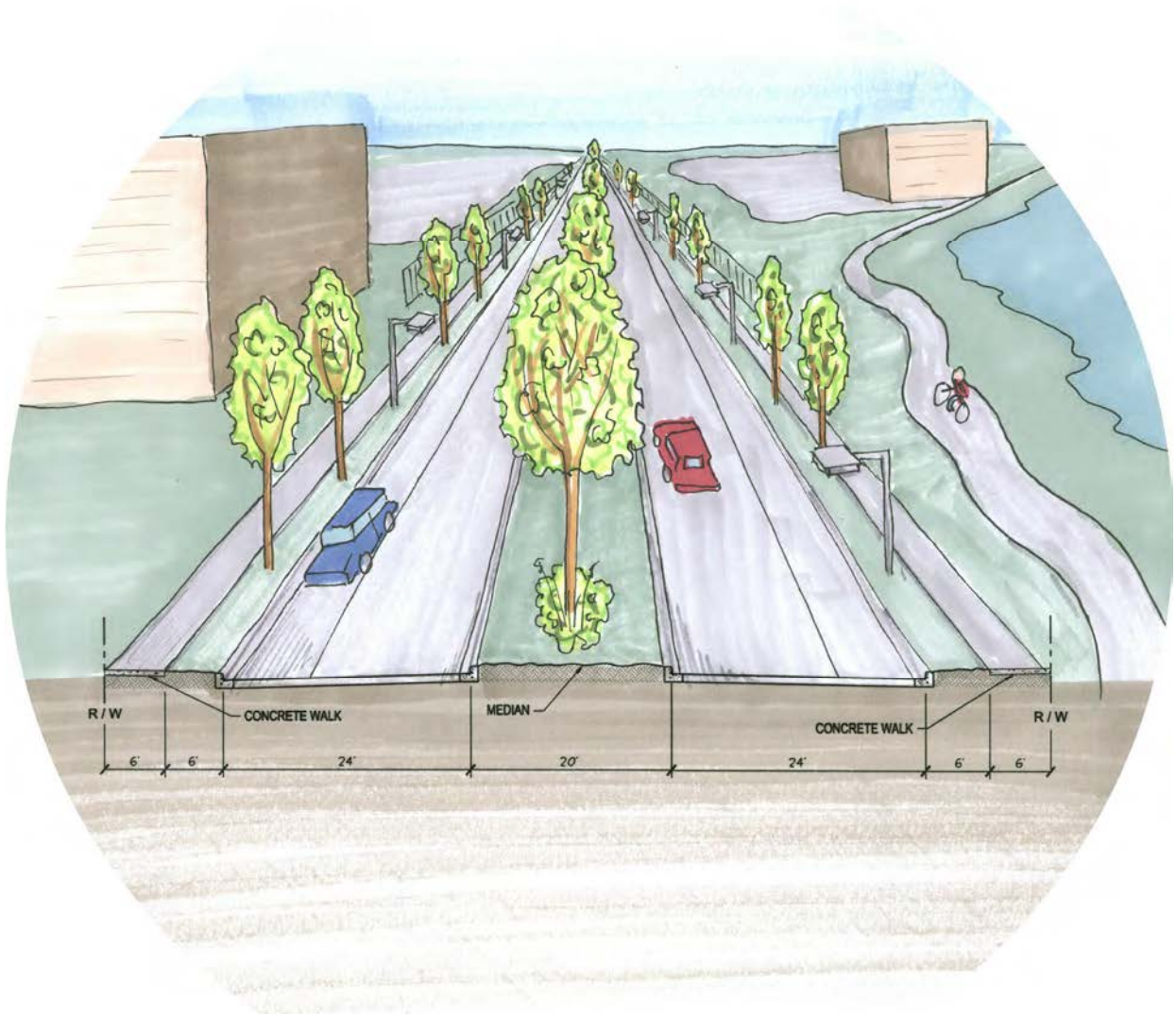
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #3
Ramsey Pkwy. West of Roundabout

THE COR
RAMSEY, MINNESOTA



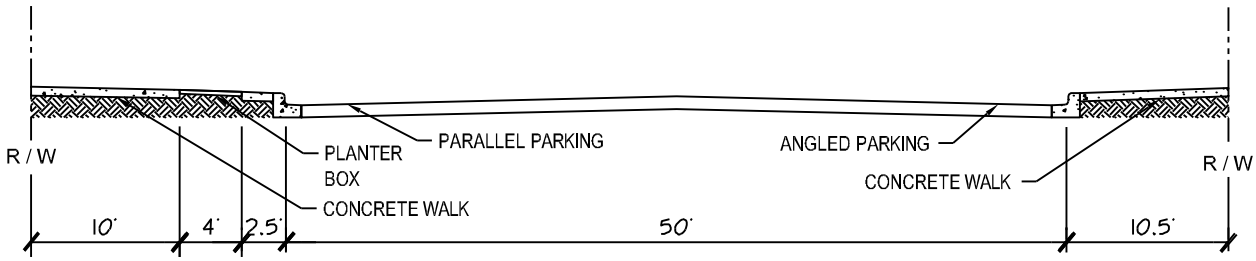


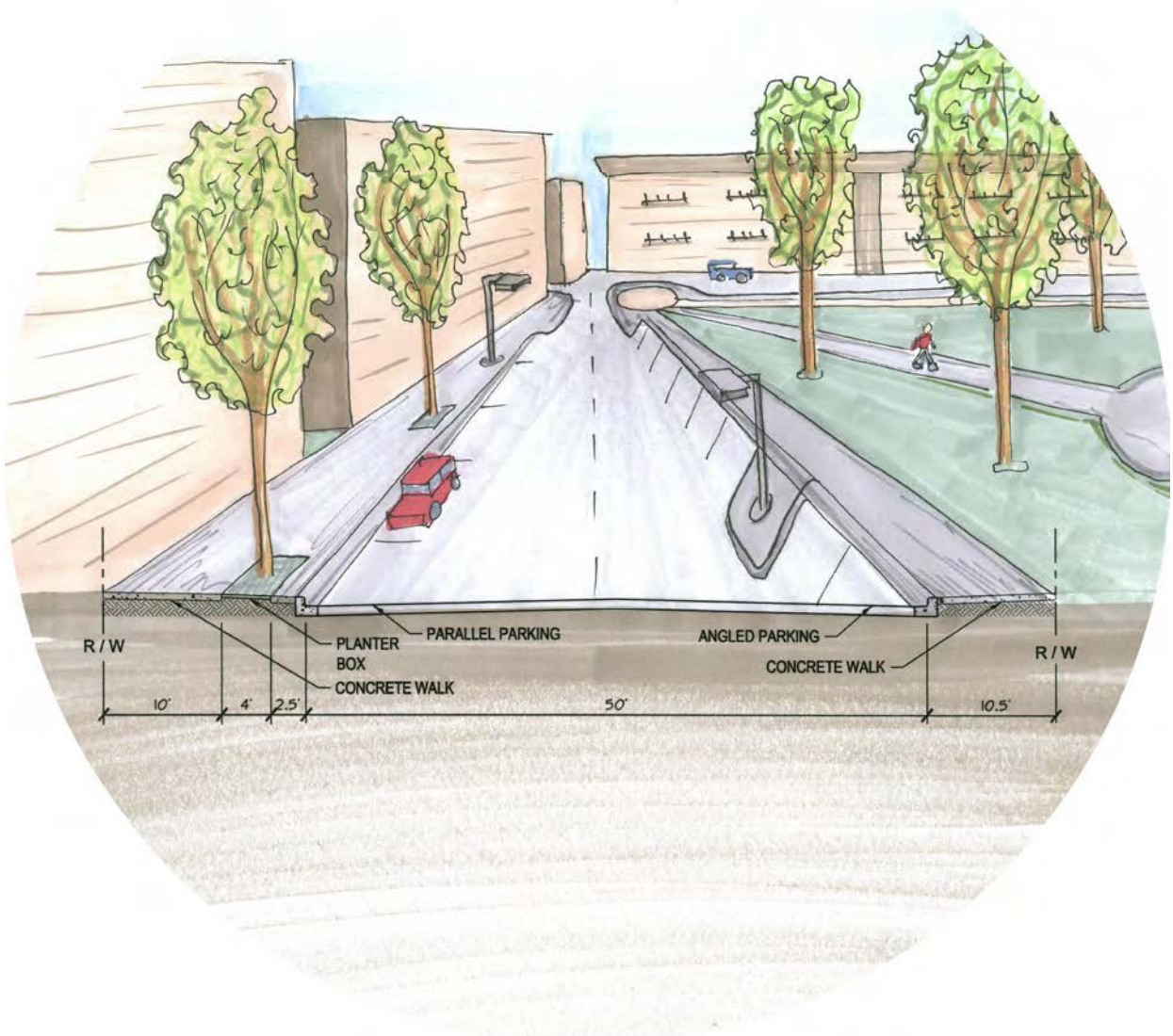
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #4
Ramsey Pkwy. East of Zeolite St.

THE COR
RAMSEY, MINNESOTA



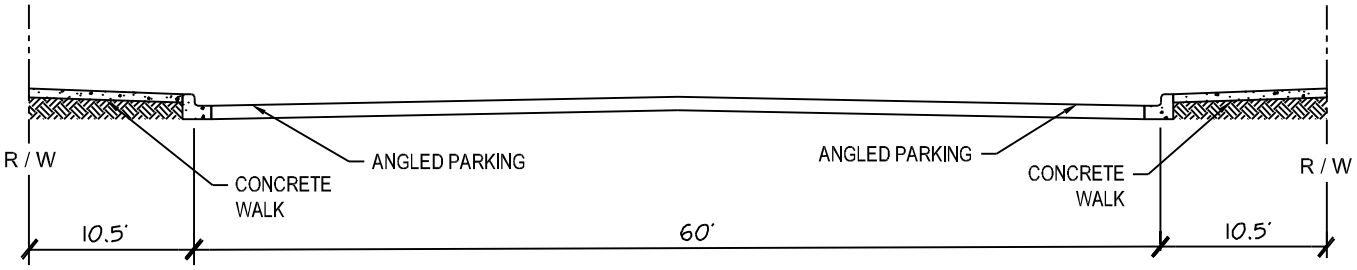


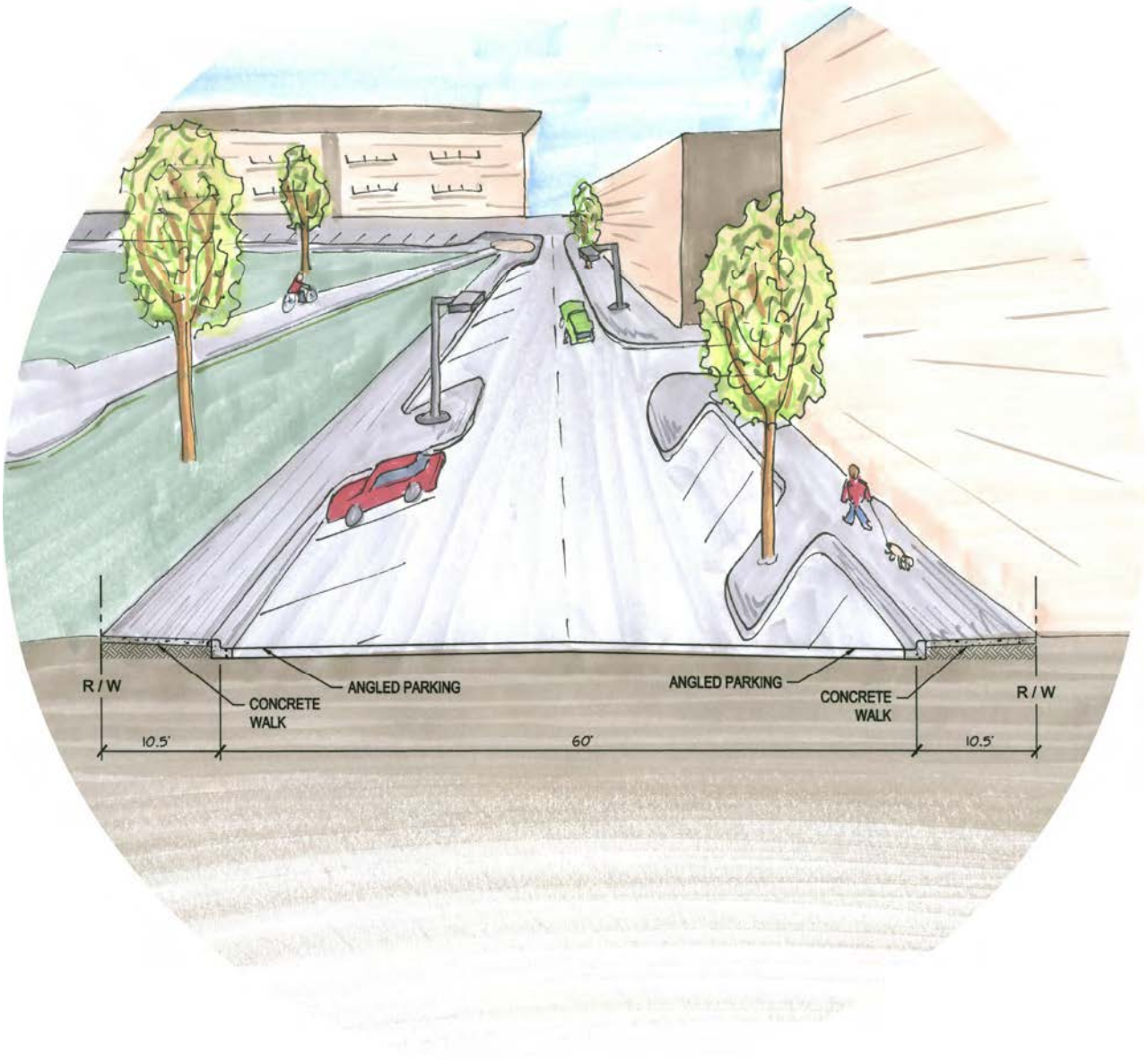
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #5
West of Municipal Plaza

THE COR
RAMSEY, MINNESOTA



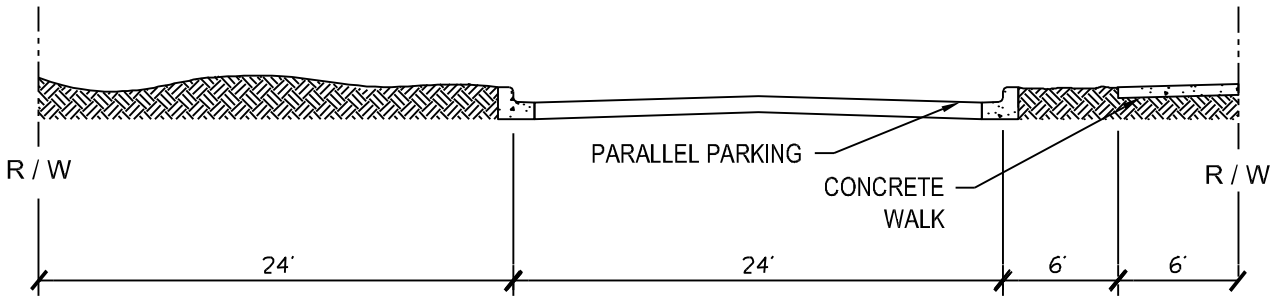


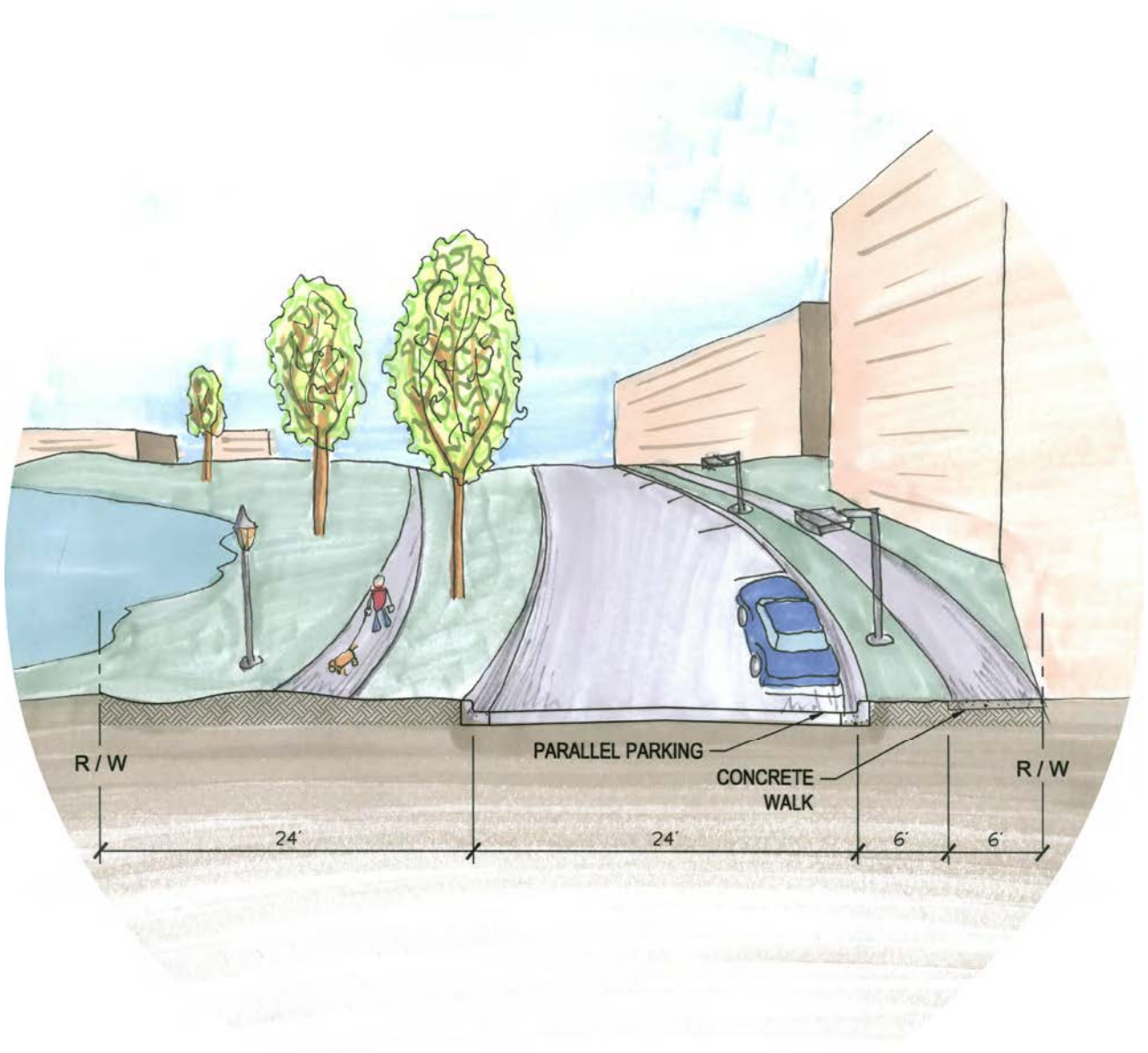
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #6
Center St. East of Municipal Plaza

THE COR
RAMSEY, MINNESOTA





LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #7
Ramsey Pkwy. South of The Draw

THE COR
RAMSEY, MINNESOTA



THE COR AT RAMSEY

- PYLON/COMMUNITY SIGNS
- COMMUNITY KIOSK
- PROJECT GATEWAY
- PARKING

*See 'Appendix B' for sign details

LANDFORM
From Site to Finish

Landform℠ and Site to Finish℠ are service marks of Landform Professional Services, LLC.

Signage Plan

09/06/2012



DRAFT

EXHIBIT B.1

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PYLON/COMMUNITY SIGN 'A'
Armstrong Blvd. & Highway 10

THE COR
RAMSEY, MINNESOTA



Eastbound



Westbound

DRAFT

EXHIBIT B.2

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PYLON/COMMUNITY SIGN 'B'
Commuter Rail & Highway 10

THE COR
RAMSEY, MINNESOTA



DRAFT

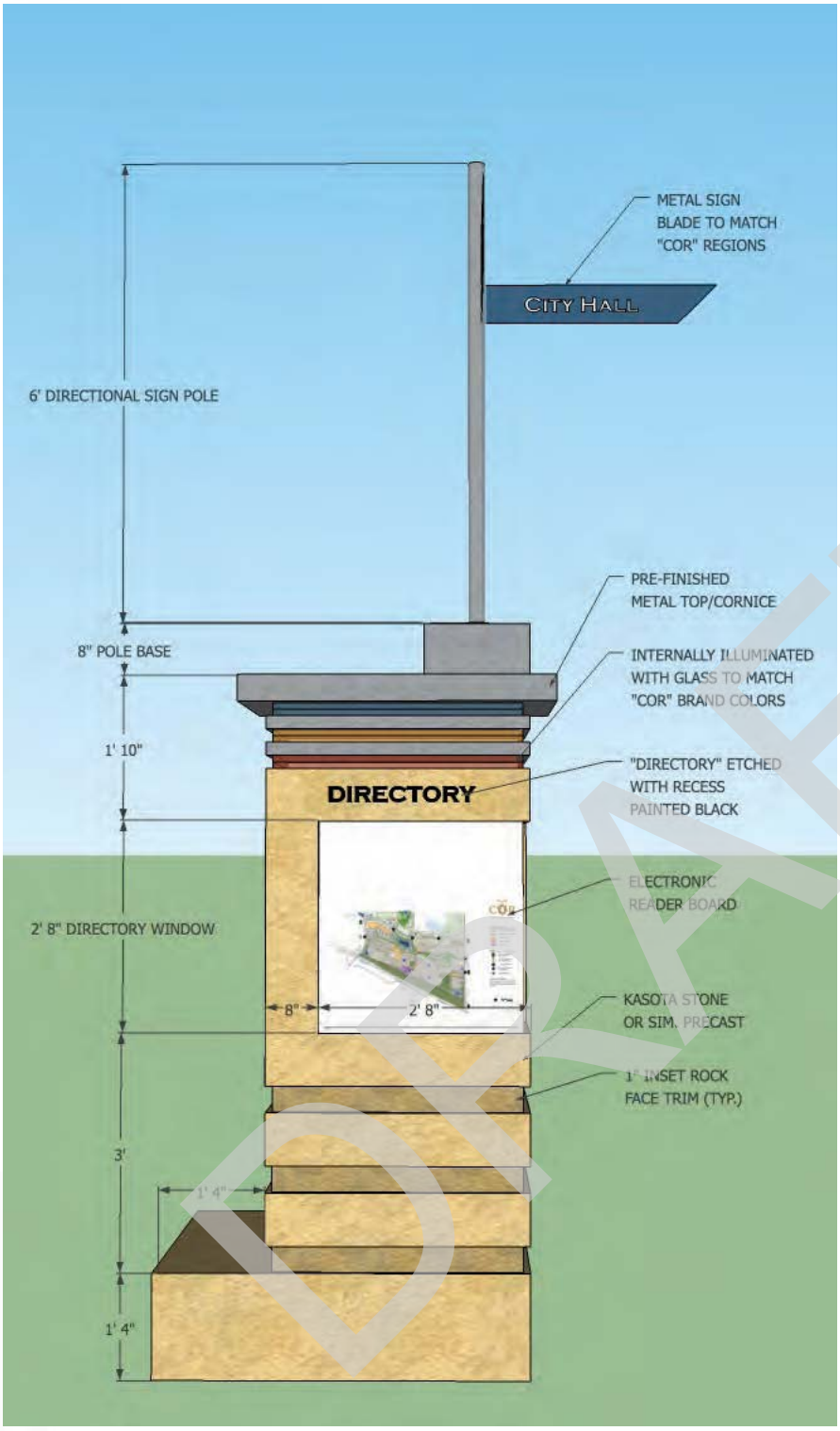
EXHIBIT B.3

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PYLON/COMMUNITY SIGN 'C'
Ramsey Blvd. & Highway 10

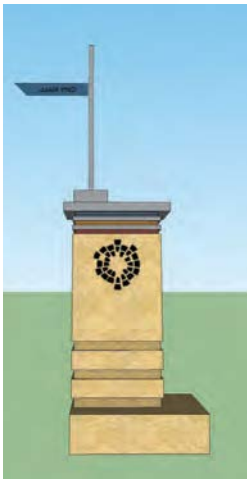
THE COR
RAMSEY, MINNESOTA



DIRECTORY PANEL VIEW



EVENTS PANEL VIEW



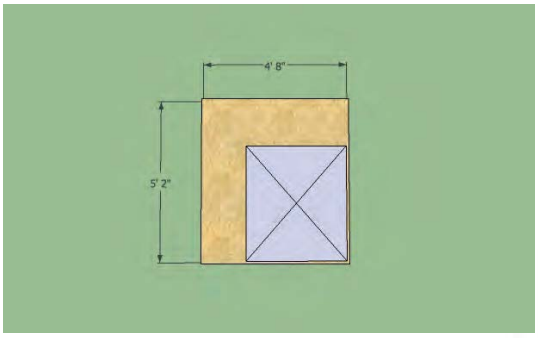
REAR VIEW



SIDE VIEW



PERSPECTIVE



PLAN VIEW

DRAFT

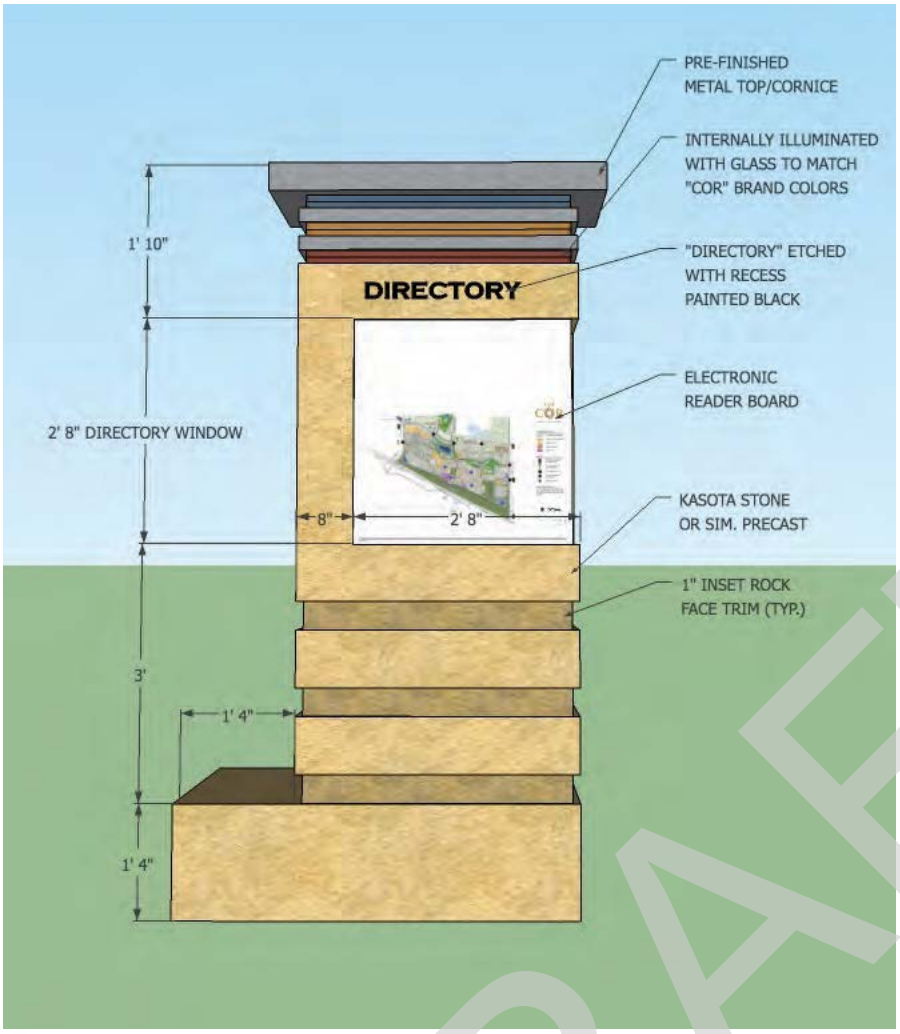
EXHIBIT B.4

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

COMMUNITY KIOSK 'A'
Commuter Rail & Veterans Dr.

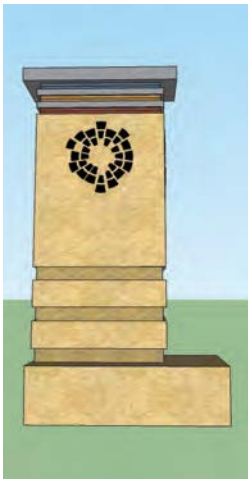
THE COR
RAMSEY, MINNESOTA



DIRECTORY PANEL VIEW



EVENTS PANEL VIEW



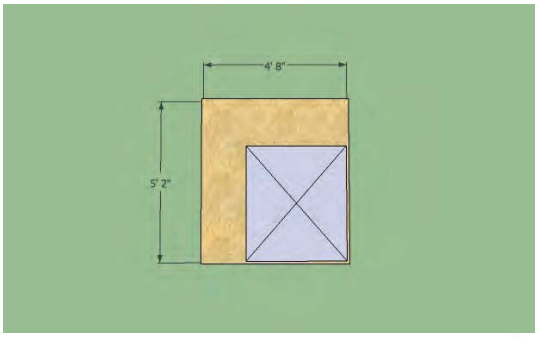
REAR VIEW



SIDE VIEW



PERSPECTIVE



PLAN VIEW

DRAFT

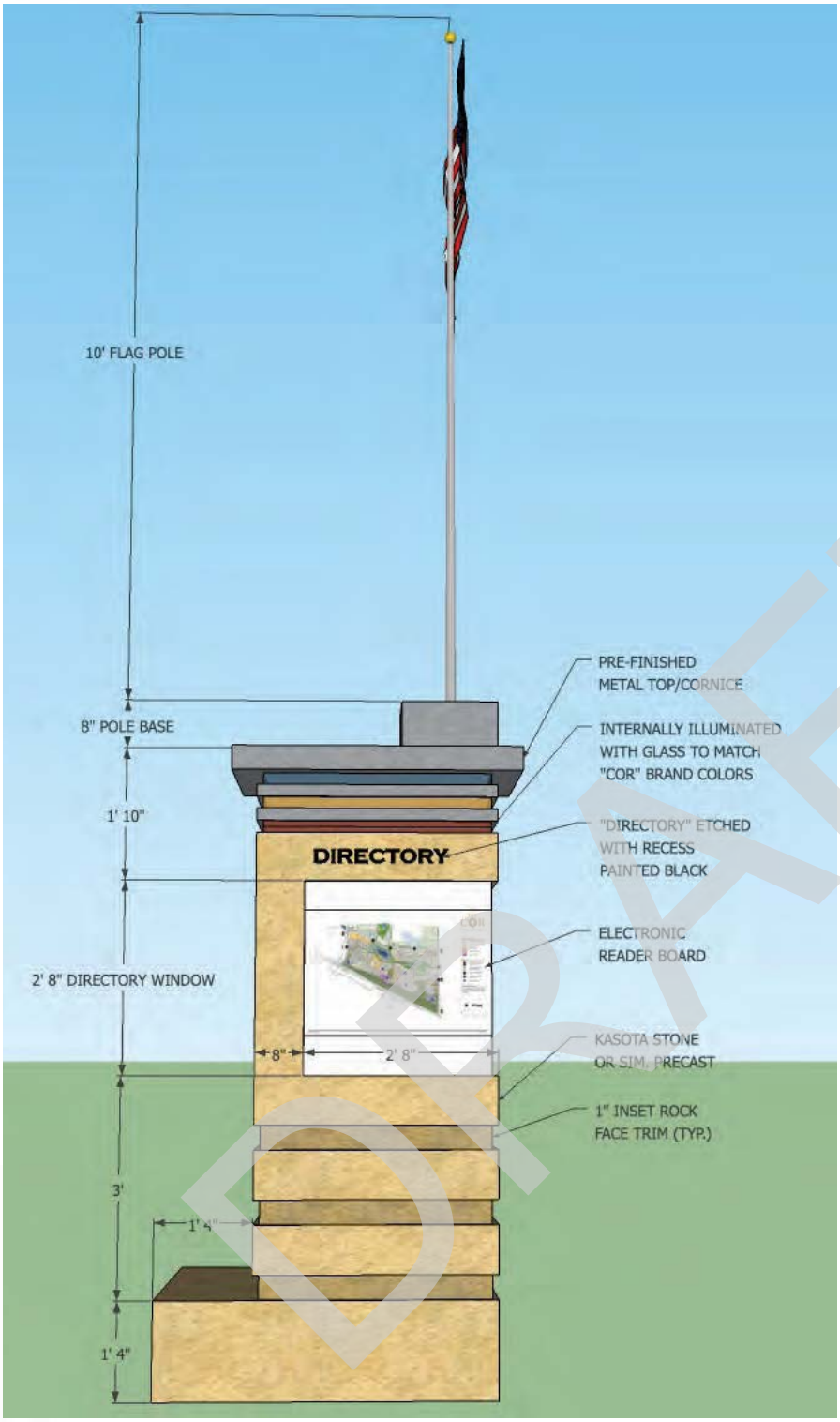
EXHIBIT B.5

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

COMMUNITY KIOSK 'B'
Sunwood Dr. & Center St.

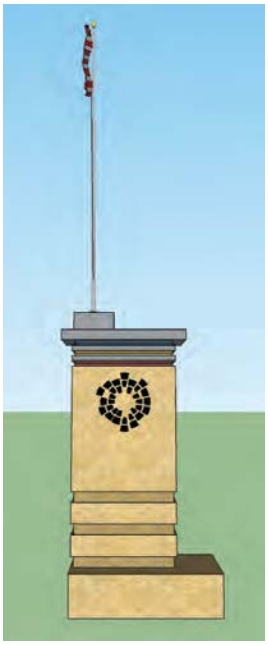
THE COR
RAMSEY, MINNESOTA



DIRECTORY PANEL VIEW



EVENTS PANEL VIEW



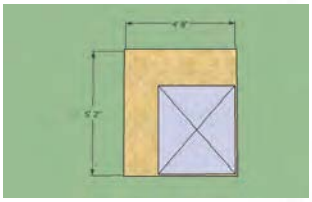
REAR VIEW



SIDE VIEW



PERSPECTIVE



PLAN VIEW

DRAFT

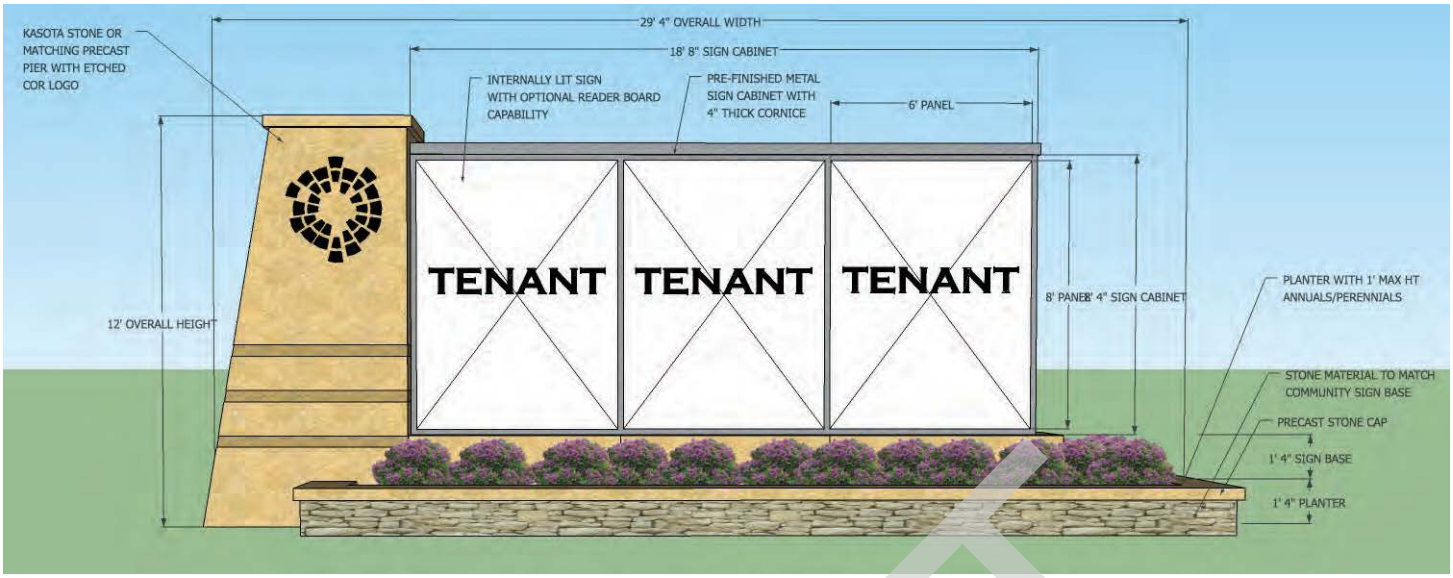
EXHIBIT B.6

LANDFORM
From Site to Finish

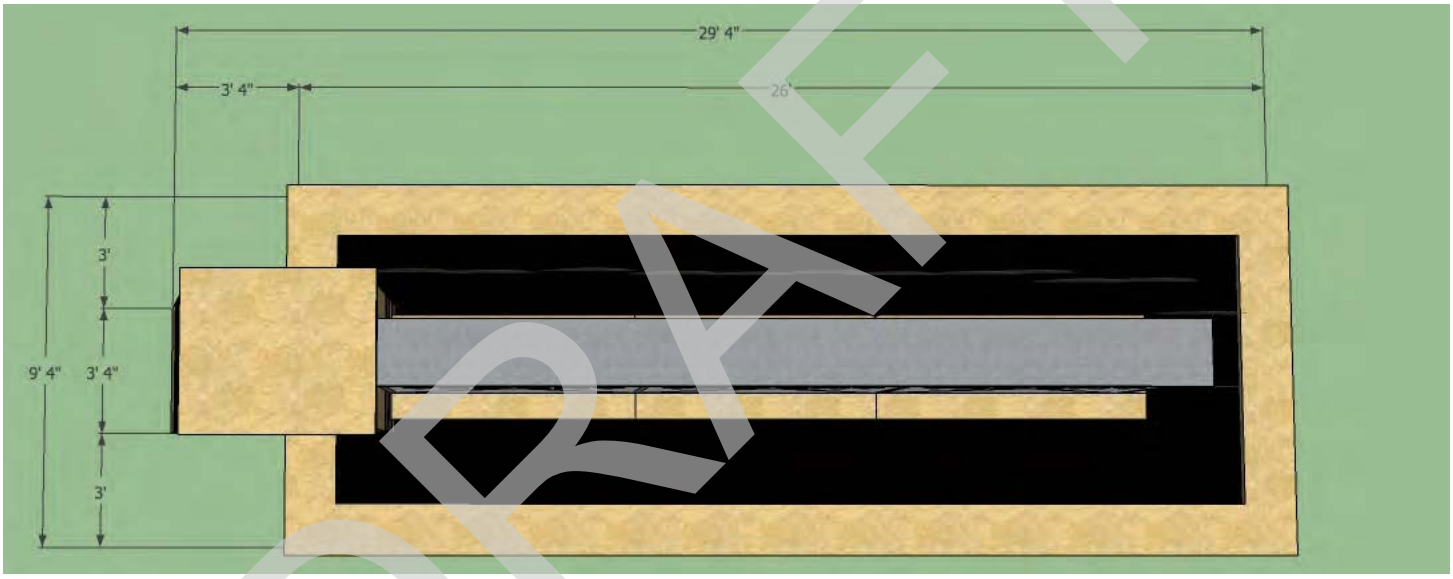
DESIGN FRAMEWORK
The COR at Ramsey

COMMUNITY KIOSK 'C'
Sunwood Dr. at Municipal Plaza

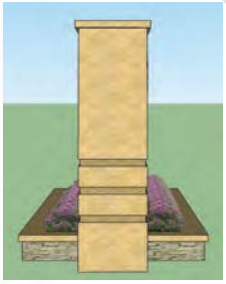
THE COR
RAMSEY, MINNESOTA



ELEVATION AT SUNWOOD



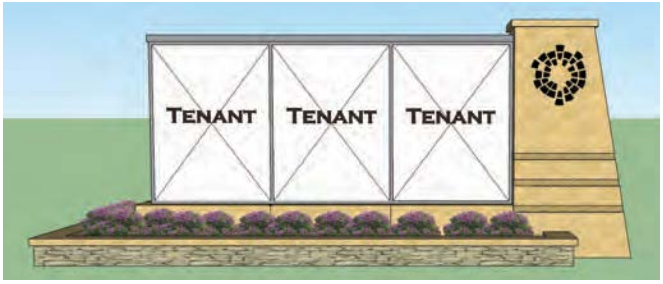
PLAN VIEW



PROFILE VIEW



PROFILE VIEW



ELEVATION

EXHIBIT B.7

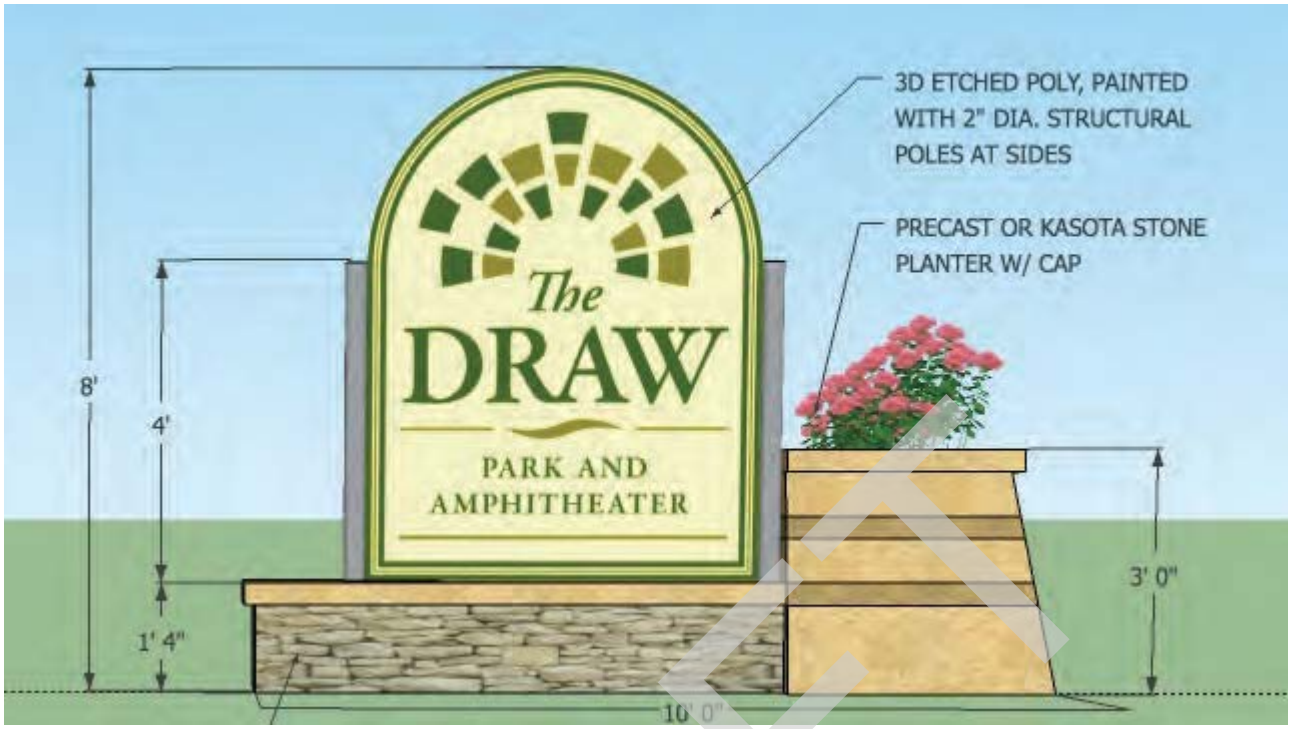
DRAFT

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PROJECT GATEWAY SIGN 'A'
Sunwood Dr. & Armstrong Blvd.

THE COR
RAMSEY, MINNESOTA





DRAFT

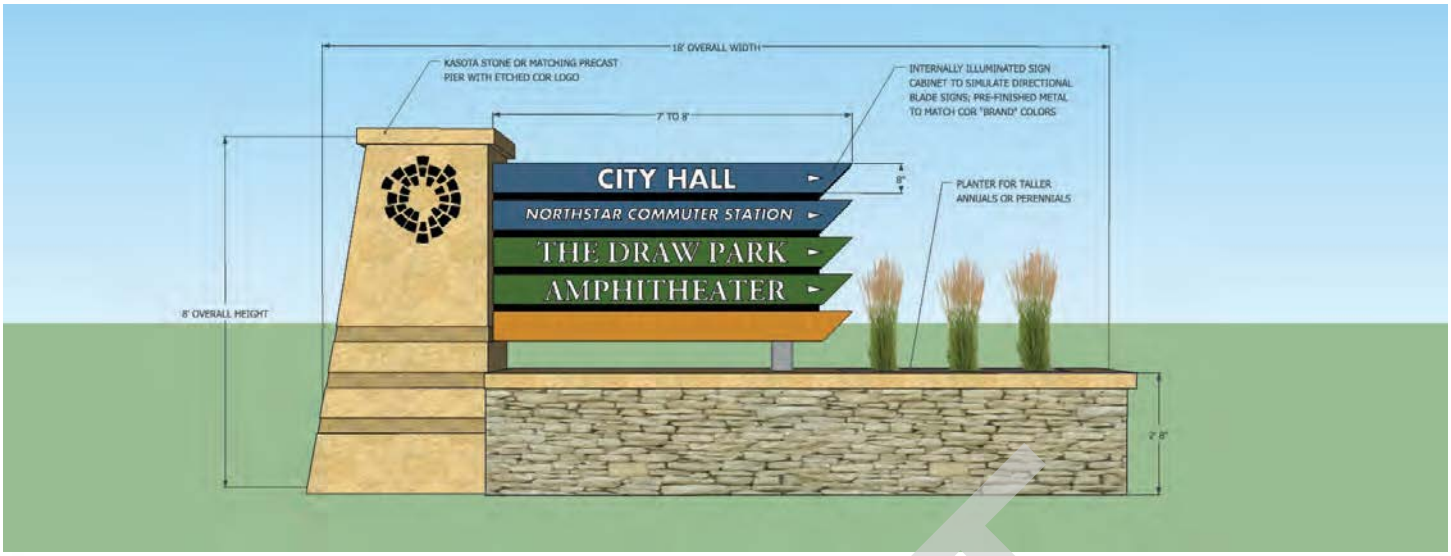
EXHIBIT B.8

LANDFORM
From Site to Finish

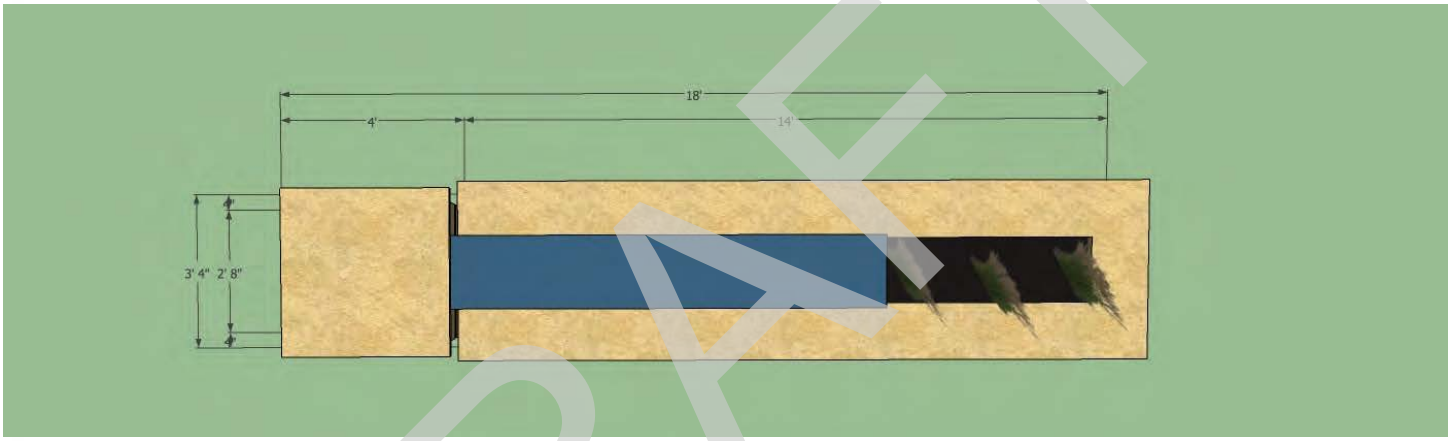
DESIGN FRAMEWORK
The COR at Ramsey

PUBLIC PARK SIGNS

THE COR
RAMSEY, MINNESOTA



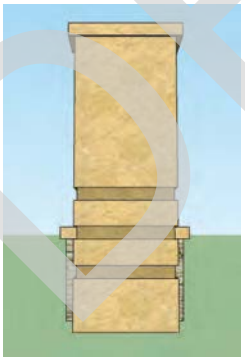
ELEVATION AT EASTBOUND BUNKER LAKE



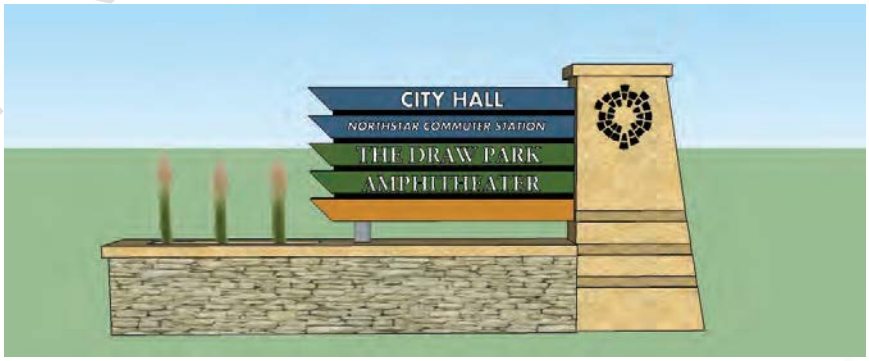
PLAN VIEW



PROFILE VIEW



PROFILE VIEW



ELEVATION AT WESTBOUND BUNKER LAKE

DRAFT

EXHIBIT B.9

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PROJECT GATEWAY SIGN 'C'
Bunker Lake Blvd. & Center St.

THE COR
RAMSEY, MINNESOTA



ELEVATION AT SOUTH BOUND RAMSEY



ELEVATION AT WESTBOUND BUNKER LAKE



PERSPECTIVE

EXHIBIT B.10

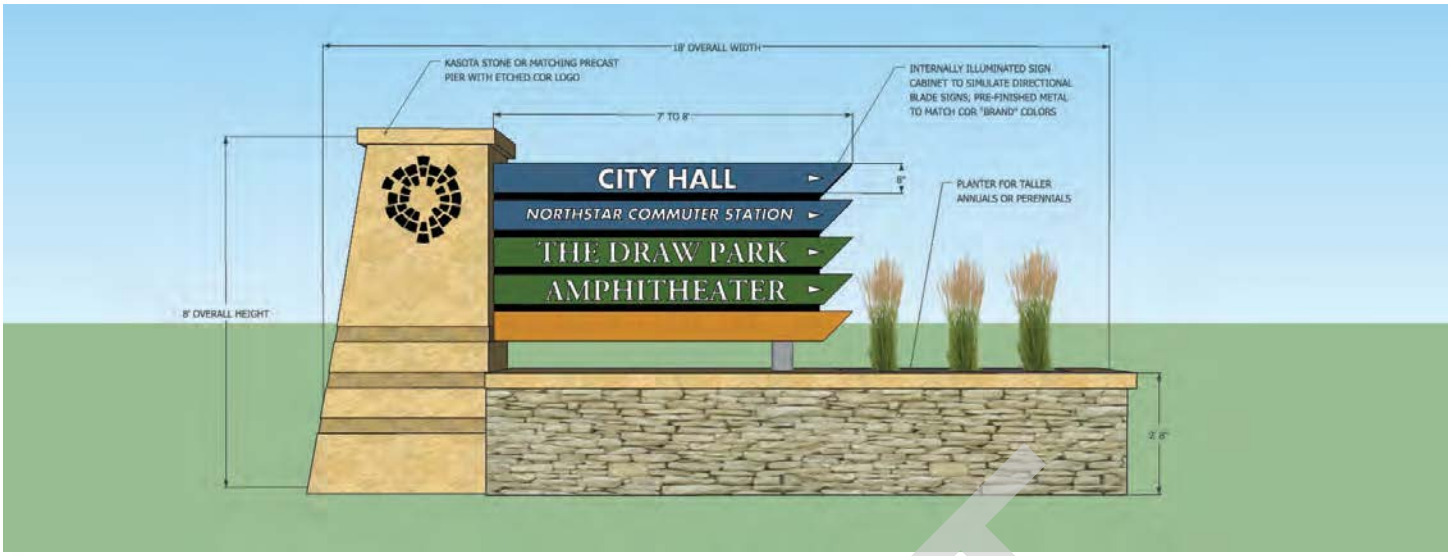
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LANDFORM
From Site to Finish

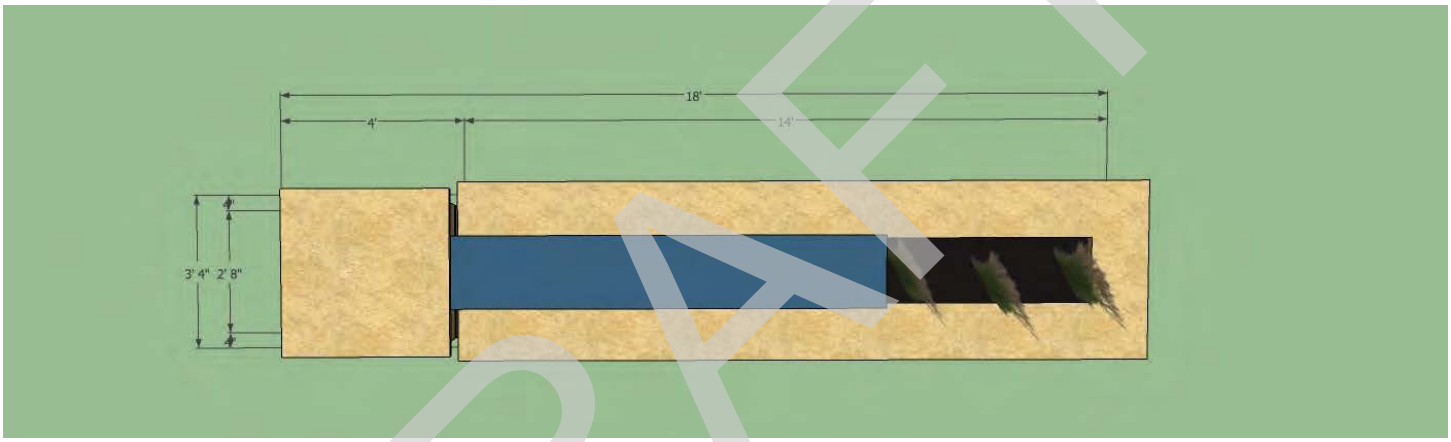
DESIGN FRAMEWORK
The COR at Ramsey

PROJECT GATEWAY SIGN 'D'
Bunker Lake Blvd. & Ramsey Blvd.

THE COR
RAMSEY, MINNESOTA



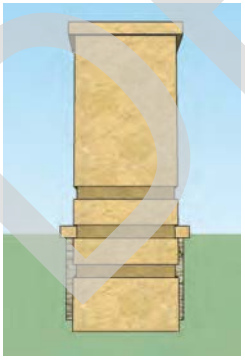
ELEVATION AT SOUTHBOUND RAMSEY



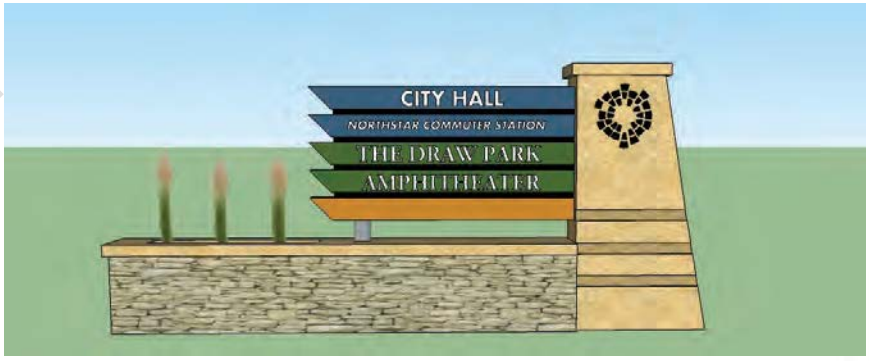
PLAN VIEW



PROFILE VIEW



PROFILE VIEW



ELEVATION AT NORTHBOUND RAMSEY

DRAFT

EXHIBIT B.11

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PROJECT GATEWAY SIGN 'E'
Sunwood Dr. & Ramsey Blvd.

THE COR
RAMSEY, MINNESOTA



DRAFT

EXHIBIT B.12

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PUBLIC PARKING SIGNAGE
Standard Signage

THE COR
RAMSEY, MINNESOTA



DRAFT

EXHIBIT B.13

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

LIGHT POLE BANNER SIGNS
Standard Signage

THE COR
RAMSEY, MINNESOTA

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

RESOLUTION #20-027

A RESOLUTION APPROVING THE ISSUANCE OF A CONDITIONAL USE PERMIT TO ALLOW AN OVERSIZED RETAIL GATEWAY SIGN ON THE PROPERTY LOCATED AT 14590 ARMSTRONG BLVD NW AND DECLARING TERMS OF SAME

RECITALS

1. RGH Ramsey LLC, hereinafter referred to as the "**Permittee**", has properly applied for a Conditional Use Permit to construct and maintain an oversized ground sign on the property generally known as 14590 Armstrong Blvd NW and legally described as follows:

   Lot 2, Block 1 Hauser Addition

   (the "**Subject Property**")

2. That the City of Ramsey (the "**City**") is the owner of the **Subject Property**.

3. The **City** received an application for a Conditional Use Permit to allow the construction and maintenance of an oversized ground sign on the **Subject Property** on January 10, 2020.

4. That the **Subject Property** is located within the COR-2 District as are all the surrounding properties.

5. The **Subject Property** is approximately 0.65 acres in size.

6. That the City acquired the **Subject Property** as part of the Armstrong Blvd Overpass project and it is a potential future site for a regional storm water pond.

7. That the **Permittee** has a purchase agreement with the **City** for three (3) parcels on the east side of Armstrong Blvd generally known as 7990, 7992, and 7994 Sunwood Drive and legally described as Lots 1-3, Block 1 COR TWO (the "**Benefitting Properties**").

8. That the **Benefitting Properties** are northeast of the **Subject Property** and separated by Armstrong Blvd (CSAH 83)

9. That the **Permittee** is proposing construct a sixty (60) foot tall, 999 square foot, off-premise ground sign (the "**Sign**") on the **Subject Property** for visibility for the **Benefitting Properties** from Highway 10.

10. That as proposed, the **Sign** would have three (3) tenant panels that are each seven (7) feet in height (84 inches), as well as an eighty (80) inch panel at the top identifying the City of Ramsey.

11. That each of the tenant panels would be a total of 189 square feet in area.

12. That the **Sign** would also include a dynamic display reader board that is 135 square feet in area (five feet high by twenty-seven feet wide).

13. That within the COR District, there are allowances for off-premise, permanent signs within a unified development as either General Gateway or Retail Gateway signs.

14. That the COR Design Framework Signage Plan does indicate that a Community Sign was to be located at the intersection of Armstrong Blvd and Highway 10 and a Gateway Sign was to be located at the intersection of Sunwood Drive and Armstrong Blvd.

15. That Retail Gateway signs are limited to 150 square feet in area and twelve (12) feet in height.

16. That off-premise signs, as shown on the COR Design Framework Signage Plan, shall have consistent materials and colors.

17. That deviations from sign standards are permissible with the issuance of a Conditional Use Permit.

18. That since the completion of the Armstrong Blvd overpass, the **City** has approved three (3) Conditional Use Permits for oversized ground signs for Northstar Marketplace, Ramsey Commons, and West Armstrong Retail (this sign has not yet been installed).

19. That all three of the approved Conditional Use Permits allowed for signs that were seventy-five (75) feet tall and 334 square feet, 225 square feet, and 320 square feet in area, respectively.

20. That the specific location on the **Subject Property** for the **Sign** has not yet been determined and a survey will be necessary to verify that the exact location will not be within any easement or conflict with any utilities on the **Subject Property**.

FINDINGS OF FACT

1. That the **Sign** will/will not be unduly dangerous or detrimental to persons residing or working in the vicinity of the use, or to the public welfare.

2. That the **Sign** will/will not substantially adversely impair the use, enjoyment or market value of any of the surrounding properties.

3. That the **Sign** will/will not be harmonious with and in accordance with the specific objectives of the comprehensive plan.

4. That the **Sign** will/will not be constructed and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and will/will not change the essential character of the area.

5. That the **Sign** will/will not be hazardous to existing or future neighboring uses.

6. That the **Sign** will/will not impact essential public facilities and services, such as highways, streets, police and fire protection, drainage structures, or schools.

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

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

9. That the **Sign** will/will not be consistent with the intent and purposes of the Zoning Chapter.

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

That the Ramsey City Council hereby grants approval of a Conditional Use Permit (the "**Permit**") for an oversized ground sign on the **Subject Property** contingent upon the following conditions:

CONDITIONS

1. That this **Permit** allows for an oversized ground sign (the "**Sign**") on the **Subject Property**, not to exceed 999 square feet in area or sixty (60) feet in height.

2. That the **Permittee** shall obtain all necessary permits, including a Sign Permit, prior to construction of the **Sign** on the **Subject Property**.

3. That the **Permittee** and **City** shall enter into a Sign Easement and Maintenance Agreement and execute an before commencing construction of the **Sign** on the **Subject Property**.

4. That a survey, completed by licensed surveyor, of the **Subject Property** must be completed to verify that the determined **Sign** location will not conflict with existing utilities or encroach upon any easement on the **Subject Property**.

5. That the **Permittee** shall comply with all applicable local, state, and federal regulations.

6. That no part of the **Sign**, above or below ground, shall encroach within any drainage and utility easement on the **Subject Property**.

7. That no additional ground signs will be permitted on the **Subject Property** unless in full compliance with City Code.

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

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

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

11. That this **Permit** shall automatically expire if the use is not initiated by February 25, 2021 and issuance of a Sign Permit for the **Sign** shall be considered as initiating the use.

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 25th day of February, 2020.

CITY OF RAMSEY:

By:_____ By:_____
Mayor City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

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

_____
Notary Public

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

Regular Planning Commission **7. 1.**

Meeting Date: 02/06/2020

By: Chloe McGuire Brigl, Community Development

Information

Title:

Consider Amended Sketch Plan for Odyssey Homes; Case of Odyssey Homes (Project No. 19-140)

Purpose/Background:

The purpose of this case is to review an application from Odyssey Homes (the "Applicant") for a 26-unit, attached townhome project on the property generally known as 14600, 14544, and 14520 Nowthen Blvd NW (the "Subject Properties"), on the southwestern corner of 146th Avenue NW and Nowthen Boulevard NW. The Subject Property is currently four (4) parcels with one residential home and detached structures that would be removed with the project.

The Planning Commission previously saw a concept on one of these parcels. The Developer now has a Purchase Agreement for other parcels in this area and is proposing to expand the project.

The Planning Commission heard this case on January 2, 2020 and tabled the request in order to give the neighborhood an opportunity for an open house/workshop on the project. Part of this case will include a verbal update on the open house and next steps.

Notification:

No notification is required for Sketch Plan. However, Staff attempted to send a notice of this meeting and the open house via Standard US Mail to property owners, as noted in the Anoka County Property Records, within 700 feet of the Subject Property. Staff also posted on the City's official Facebook page about the open house prior to the Planning Commission meeting.

Observations/Alternatives:

Summary of Property

The Subject Property consists 14600, 14544, and 14520 Nowthen Blvd NW along with Anoka County PID 253225230020 (no address assigned). The Subject Property consists of four parcels and is approximately 950 feet long running parallel to Nowthen Boulevard from 146th Avenue NW. The Subject Property is approximately 5.55 acres and fronts both 146th Avenue NW and Nowthen Boulevard NW. There is currently one detached accessory building (pole barn) on each of the two most northern parcels and a home and detached building on the southern parcel that are proposed to be removed with this project. The Applicant is proposing 26 attached townhome units on the site.

Bulk Standards

From a Planning and Zoning perspective, the proposal appears to generally meet all of the requirements of the Medium Density Residential Classification (Comprehensive Plan) R-2 Residential District (attached) section of City Code (Section 117-112). With the preliminary plat, density transitioning will be required due to the existing single family residential neighborhood to the west and north (across 146th Ave). At that time, a tree inventory and preservation plan will also be required. Engineering has recommended widening the turning radiuses into the site and has also noted that storm water management (ponding) must also be addressed.

All Staff comments are attached.

Streets and Access

The Applicant has proposed a 24 foot wide private street running north-south through the Subject Property. The Applicant has also proposed one connection to Nowthen Boulevard on the south end of the site. The home on the southern most parcel does have a driveway onto Nowthen Boulevard. Staff has also commented that 2 lots should be removed to create better turn radiuses at the entrance of the development (from 146th). Staff has sent the Sketch Plan to Anoka County for review. Anoka County's comments are attached.

As it pertains to comments from Anoka County:

- Anoka County's strong preference is for no direct access to Nowthen Boulevard (County State Aid Highway 5), thus creating a cul-de-sac condition on a private road
- If the City finds that access is required, then appropriate modifications will be required to Nowthen Boulevard at the cost of the Developer as outlined in the Anoka County Review Letter
- The long-term plan for this segment of Nowthen Boulevard is to 'turn back' to the City (would coincide with a 'turn back' of Highway 47 from the State of Minnesota to Anoka County)

Anoka County's comments also reference Federal noise standards. As is commonplace with residential developments on State Aid Roads and other major roads, a Noise Study should be a requirement of the Preliminary Plat.

Code Sections

- Section 117-112: R-2 Bulk Standards
- Section 117-588: Major Plat Requirements

Alternatives

1. Proceed with the proposal as-is
2. Direct the Developer to modify the proposal
3. Direct Staff to guide the parcel as a different land use
    1. Please note that if the project conforms to all applicable zoning regulations, the project would have current 'standing' to proceed forward. However, based on Anoka County comments about access and Staff comments regarding turning radius, it is possible to evaluate this option.

Funding Source:

The Applicant is responsible for all costs associated with this project and review.

Recommendation:

City Staff recommends that the Applicant proceed to the Preliminary Plat phase with revisions outlined in the Staff Review files.

Action:

No formal action required. Provide Applicant feedback on Sketch Plan and preparation of a preliminary plat for the proposed project.

Attachments

Site Location Map
Sketch Plan (Updated)
City Code Section 117-112
Planning Review
ProjectDox Comments (Staff Comments)
Anoka County Traffic Review
Letter of Opposition

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	01/27/2020 08:45 AM
Tim Gladhill	Tim Gladhill	01/31/2020 02:24 PM

Form Started By: Chloe McGuire Brigl Started On: 01/14/2020 10:35 AM

Final Approval Date: 01/31/2020



City of RAMSEY

Odyssey Homes

Site Location Map

Legend

Site

Parcels

N

0 0.045 0.09 mi

NOWTHEN BLVD

S29°41'34"E
416.97

Proposed Roadway

145TH AVENUE N.W.

N60°18'26"E
186.82

HELIUM STREET N.W.

288.37
N29°41'34"W

28.0'	28.0'	28.0'	26.0'	26.0'	28.0'	28.0'	26.0'	26.0'	28.0'	28.0'	26.0'	26.0'	28.0'	28.0'	26.0'	26.0'	28.0'	28.0'	26.0'	26.0'	28.0'	28.0'	26.0'	26.0'	28.0'
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26

Total Area of Property = 241,658 sq. ft. or 5.55 acres including Anoka County right of way

N

40 0 40 80
SCALE IN FEET

DATE	REVISION

Dec 10, 2019 - 12:15pm
K:\cad_surv\Land Desktop 2008\3373.16 Ramsey Sketch Plan\dwg\3373.16 4PLEX 3 PARCELS.dwg

DESIGNED BY: BP	
DRAWN BY: MSS	DATE: 07/02/19
CHECKED BY: BP	FILE NO. 3373.16

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

SKETCH PLAN

4-PLEX BUILDING

SHEET 1 OF 1 SHEETS

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Sec. 117-112. - R-2 Residential District intent, permitted uses, and bulk standards.

(a) *Intent.* The intent of the R-2 Residential District is to accommodate multiple dwellings at a density of four to seven dwelling units per acre and multiple-dwelling complexes within the 2040 MUSA. All lots created by subdivision located within the 2040 MUSA shall be serviced by sanitary sewer and municipal water.

(b) *Permitted uses.*

(1) Multiple-dwelling structures which include attached townhomes, duplexes, twinhomes, townhomes, and apartment buildings containing no more than ten units.

(2) Detached townhomes, including villas or cottage homes.

(3) State licensed group homes in accordance with state statutes.

(4) Licensed home daycares in accordance with state statutes.

(5) Home occupations as permitted by section 117-351.

(6) Accessory uses as permitted by section 117-349.

(c) *Uses permitted by conditional use permit.*

(1) Religious Institutions.

(2) Keeping of wild animals in accordance with chapter 10, article IV.

(3) Increased accessory structure height/size.

(4) Oversizing of signs.

(5) Expansion or enlargement of lawful nonconforming uses.

(6) Micro-scale WECS.

(d) *R-2 bulk standards.*

	Detached Villa	Multifamily or Townhome (Attached)
Minimum Lot Size	.15 Acres	None
Minimum density (net)	4.0	4.0
Maximum density (net)	7.0	7.0
Lot width	50 feet	N/A
Building setback from private street measured from back of curb or public street right-of-way	25 feet	
Building setback from exterior development boundary line	25 feet	30 feet

Front yard setback	25 feet	30 feet
Side yard setback	5 feet	30 feet
Side yard setback corner lot	25 feet	30 feet
Rear yard setback	20 feet	30 feet
Maximum lot coverage for all principal and accessory buildings (excludes impervious or prepared surface)	35%	
Maximum building height (measured from lowest adjacent grade to average height between eaves and highest ridge)	35 feet	
Open space required	N/A	40% general open space 10% of which must be identifiable community space
Minimum separation between multifamily buildings, appurtenances thereto (i.e., patios, decks)	N/A	20 feet
Parking node setback from exterior development boundary line	30 feet	30 feet
Parking node setback from structure	15 feet	15 feet
Accessory structure setbacks:		
Front	30 feet or same as principal structure, whichever is greater	N/A
Rear	5 feet	N/A
Side	6 feet	N/A
Side corner	30 feet	N/A

(e) *General R-2 residential performance standards.*

(1) *Miscellaneous standards.*

Miscellaneous Standards	
Townhouse with garage	1 bedroom - 700 square feet
	2 bedrooms - 800 square feet
	3 bedrooms - 960 square feet
	Each additional bedroom - 125 square feet
	Efficiency unit - 400 square feet
Duplex dwelling	800 square feet per unit
Twinhome dwelling	912 square feet per unit
Multifamily dwellings	1 bedroom - 700 square feet
	2 bedrooms - 800 square feet
	3 bedrooms - 960 square feet
	Each additional bedroom - 125 square feet
	Efficiency unit - 400 square feet
No. of required off-street parking spaces	Duplex - 2 enclosed
	Twinhome - 2 enclosed
	Townhome - 2 off-street, 1 of which must be enclosed.
	Multifamily - 2½ off-street spaces per unit, 1 parking space must be enclosed, the remaining required parking spaces must be located within the development

Maximum building lot	35%
Maximum driveway width	20 feet
Side yard setback for driveways	5 feet
Required driveway surface	Bituminous or concrete

(2) *Parking.*

a. The surfaces of parking stalls, aisles, and access driveways shall be constructed with blacktop or concrete and properly maintained. The term "properly maintained" includes keeping the blacktop or concrete in good condition and free from chuckholes and other types of surface cracks and breakage.

b. The entire perimeter of the parking stalls, aisles and access driveways shall be curbed with six-inch-high curbing of poured concrete.

c. All required parking stalls shall be located on the premises of the principal building.

d. A parking stall shall not be less than 180 square feet in area, with a minimum width of nine feet.

e. Additional parking spaces may be required by the city.

(3) *Streets.*

a. *Public streets.* Residential developments in this district must provide one main thoroughfare through the development and main thoroughfares must be dedicated as public streets.

b. *Private streets.* Private streets or driveway collectors are permitted if they serve as access driveways from dwelling units to public streets and meet the city engineer's street standards together with the dimension standards described below:

1. Minimum private street width with no parking permitted: 24 feet.
2. Minimum private street width with parking permitted on one side of street: 28 feet.
3. Minimum private street width with parking permitted without restriction: 32 feet.
4. Maximum private street length without a turnaround provided: 200 feet.
5. Maximum private street length with a turning provision provided: 300 feet.
6. Maximum private street length with a cul-de-sac provided: 600 feet, except that when exceeding 300 feet, the entire length of the private street must be 32 feet wide.
7. Minimum access road width at street frontage: 24 feet.
8. Minimum parking aisle width: 24 feet.
9. Maximum driveway width at road frontage: 20 feet.

10. Edge of curb opening shall not be closer to nearest portion of a street right-of-way intersection than 27 feet or two-thirds of the lot width, whichever is smaller (where a "T" intersection exists, a drive may be located opposite the end of the intercepted street).

11. Minimum access drive angle to the street: 75 degrees.

12. Building setback from private street, measured from back of curb: 25 feet.

13. Minimum radius at intersections: 20 feet.

(4) *Fences.*

a. Fencing or walls (except retaining walls) located in the front yard shall not exceed four feet height. Fencing or walls located in the side or rear yard shall not exceed six feet in height. Fences outside the 2020 MUSA are allowed up to eight feet in height in any yard but must be set back a minimum of 100 feet from the front property line unless they have at least 75 percent clear visible opening. Fences may be constructed of barbed wire to accommodate agricultural activities and the raising of livestock and animals as defined by chapter 10, Animals. Lots of record as of July 1, 2002, within the MUSA that are currently used for agricultural activities or the raising of livestock and animals also qualifies under this provision.

b. Fencing material shall consist only of wood or chain link. No other types of materials will be permitted.

c. Fence framing must face inward on the fence owner's lot.

d. Fencing must be located 100 percent on the fence owner's lot.

(5) *Garbage receptacle storage.* Outdoor garbage receptacles serving multifamily units must be in either the rear or side yard and must be screened from public view and adjacent lots.

(6) *Lot landscaping.*

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

b. *Minimum planting requirements.* The minimum number of plantings required shall be determined based on crown or canopy cover. To fulfill the planting requirements, a combination of trees and shrubs shall meet or exceed the minimum required canopy cover square footage. The minimum canopy cover shall be calculated as follows:

1. Determine ratio of impervious area to entire site area.

2. Multiply the impervious area/site area ratio by the square footage of the pervious area to calculate the required canopy cover square footage for the project area.

3. The following formula shall be utilized to determine the average canopy cover of a species:

[(Minimum + Maximum Spread) ÷ 4] ^{2} × π × (0.65 for preferred species or 0.50 for acceptable species, as identified in the Ramsey Tree Book).

c. *Minimum size of plantings.* Required trees shall be of the following minimum planting size:

Planting Type	Size

Deciduous trees	1-inch diameter as measured six inches above ground
Coniferous trees	5 feet in height
Deciduous shrubs	2 feet in height
Evergreen shrubs	2 feet in height or 2 feet in width, whichever applies
Ornamental trees	1-inch diameter as measured six inches above ground

d. *Planting types.* Acceptable and preferred plantings shall be identified in the Ramsey Tree Book. The compliment of trees fulfilling the landscaping requirements shall not be less than 25 percent deciduous and not less than 25 percent coniferous. No more than 25 percent of the canopy cover requirements shall be fulfilled with the use of shrubs and ornamental trees.

e. *Irrigation.* If a landscape irrigation system is provided, the system shall be equipped with the following:

1. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).

2. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

f. *Open space.* Each townhouse development shall have at a minimum, 40 percent open space for the enjoyment of its residents that may be held as private lots or in common areas. Qualifying areas include grassed lawns, landscape areas, gardens, natural areas, landscape rock, mulch, wetlands, and ponding areas. Of the 40 percent open space, ten percent is to be dedicated as an identifiable common area for use by residents of the development.

(7) *Screening.*

a. Bufferyards. The table below establishes the minimum bufferyard and additional plantings required when a higher density zoning district is adjacent to a lower density zoning district. The screening requirements are applicable when any portion of a lot with a higher zoning designation shares a property line with a lot of a lower zoning designation. Within that bufferyard, an additional percentage of landscaping is also required based on the minimum landscape plantings. The additional percentage of plantings required, are to be planted within the bufferyard.

		Adjacent Existing Development	
Proposed Development		R-1	R-2
	R-1	-	-

	R-2	30 ft.	-
	% increase required	10%	-
	R-3	40 ft.	30 ft.
	% increase required	20%	10%

b. The additional landscaping materials shall be in addition to the number of plantings required in the site landscaping section of this district and shall be located within the required bufferyard.

c. Screening shall be installed in accordance with section 117-356.

(8) *Lighting.* Lighting used to illuminate an off-street parking area, sign or structure, shall be arranged to deflect light away from adjacent residential districts or public streets. Bulbs emitting in excess of 3,000 lumens (150 watts) shall be directed so that the bulb is not visible from off the property where the light source is located.

(9) *Architectural standards.* The purpose of this section is to encourage the development of high-quality, diverse multiple-dwelling structures in the city while permitting flexibility in the development process.

a. General standards. The requirements in this section apply to the front facade of all multiple-dwelling structures, as defined under permitted uses in this section.

1. The type of building materials used on exterior walls of all structures in the R-2 Residential District shall be face brick; natural stone; stucco; aluminum, steel, or vinyl siding; wood; masonite products; or other compatible residential materials that may be approved by the city. Exterior Insulation and Finish Systems (EIFS) material is prohibited. The front exterior building finish of multiple-family buildings shall consist of a minimum of 35 percent face brick, natural stone, or stucco (excluding window and door area in the calculation). This requirement shall also apply to the side of a building when it faces a public street.

2. Multiple-dwelling developments that face county highways, state highways, or MSA roads shall vary structure orientation.

3. A minimum of three colors shall be used for each multiple-dwelling building. Elements that may count towards this requirement include siding, trim, doors, and garage doors. A color palette shall be included as a part of the building elevation submittal at the time of preliminary plat review.

4. All multiple-dwelling structures shall include at least two of the following architectural elements:

(i) Articulated/cantilevered facade.

(ii) Dormers.

(iii) Articulated roofline.

(iv) Projected or inset windows.

(v) Balconies, porches, or decks.

(vi) Window treatments, such as shutters and window boxes.

(vii) Other elements as approved by the city council.

b. The 35 percent masonry requirement (under subsection (e)(9)a.1 of this section) may be waived in whole or in part based on inclusion of one or more of the following criteria:

1. Two additional architectural elements from the list in subsection (e)(9)a.4 of this section are included.

2. Two additional colors are included in the overall color palette, for a total of five colors.

3. Decorative sidewalks (brick, stone inlays, etc.).

4. Other aesthetic enhancements deemed to be appropriate by the city council.

(Code 1978, § 9.20.12; Ord. No. 73-9, 6-1-1973; Ord. No. 86-2, 8-25-1986; Ord. No. 93-13, 8-30-1993; Ord. No. 96-17, 10-28-1996; Ord. No. 96-23, 1-13-1997; Ord. No. 02-17, 7-15-2002; Ord. No. 03-21, 8-25-2003; Ord. No. 04-08, 5-17-2004; Ord. No. 06-24, § 2, 8-8-2006; Ord. No. 09-06, § 2, 4-28-2009; Ord. No. 09-12, § 2, 9-8-2009; Ord. No. 17-04, § 2, 5-9-2017; Ord. No. 19-02, § 2, 3-12-2019)

State Law reference— Permitted single-family uses, Minn. Stats. § 462.357, subd. 7; permitted multifamily uses, Minn. Stats. § 462.357, subd. 8.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

Date	9/26/2019 Updated 10/21/19 Updated 12/18/19	Project Site	PID: 25-32-25-23-0006 Address: 14600 Nowthen Blvd
Project Title	19-140 Odyssey Homes Townhome Development (146th/Nowthen)		
Escrow #	117171		
Department:	Community Development: Planning Division		
Technical Reviewer:	Name: Chloe McGuire Phone: 763-433-9821 Email: cmcguire@cityoframsey.com		

Required Steps

1. Sketch Plan – Planning Commission
2. Site Plan – Planning Commission + City Council
3. Final Plat – City Council

Site Plan Review

Notes:

- Maximum driveway width at street is 20 feet
- At least one enclosed parking space must be provided per townhome
- City Code requires 10% open community space
- Police/fire/engineering have noted that the entrance radiuses are very tight and should be widened
- Tree inventory will be required with preliminary plat
- Water main must be looped through site

General: The property is currently unplatted and is addressed as 14600, 15444, and 14520 Nowthen Blvd NW and PID 253225230020. The site is four properties approximately 950 feet long running parallel to Nowthen Blvd from 146th Ave NW. The site is approximately 5.55 acres and fronts both 146th Avenue NW and Nowthen Boulevard NW. There is currently one detached accessory building (pole barn) on each of the two most northern properties and a home and detached building on the southern property that are proposed to be removed with this project. The Applicant is proposing 26 detached townhome units on the site.

Zoning: The site is currently located in the R-2 Residential District, allowing a variety of attached and detached medium density residential uses. The properties to the north, west, and east are located in the R-

1 Residential (MUSA) District, allowing for low-density residential on municipal water and sanitary sewer.

Product: The Applicant has proposed twenty-six (26) slab-on-grade, two (2) story attached townhomes.

Intent: The intent of the R-2 Residential District is to accommodate multiple dwellings at a density of four to seven dwelling units per acre and multiple-dwelling complexes within the 2040 MUSA. All lots created by subdivision located within the 2040 MUSA shall be serviced by sanitary sewer and municipal water.

R-2 Townhome (Attached) Standards		
Standard	*Required*	*Proposed*
Minimum Lot Size	None	5.55 Acres (Total Site)
Density Range	**4 – 7 Units/Acre**	**~4.7 Units/Acre**
Minimum Lot Width	N/A	
Building Setbacks		
Front, Side Corner	30 Feet	30 Feet (North) 60 Feet (East)
Rear	30 Feet	30 Feet (South)
Side	30 Feet	50 Feet (West)
From Development Boundary	30 Feet	30 Feet (noted on all lot lines)
From Private Street (Back of Curb)	25 Feet	25 feet
Density Transitioning	Level 1 25 Feet of Buffer with Plantings	30 Feet of Buffer, No Plantings Noted (However there is a significant tree stand shown on aerial photos)
Maximum Lot Coverage (All Buildings, Excludes Paving)	35%	~20%
Minimum Building Size for Townhouse with Garage	1 Bedroom – 700 sq ft 2 Bedroom – 800 sq ft 3 Bedroom – 960 sq ft Each additional bedroom – 125 sq ft	Not noted. Each Building Approx 1800 sq ft. 75 foot long building
Required Parking Stalls	2 off-street, 1 must be enclosed	2 enclosed
Maximum Driveway Width at Street	20 feet	Not noted.
Driveway Surface	Bituminous or Concrete	Paved
Minimum Driveway Length	25 feet	25 feet
Wetland Setback	16.5 feet	N/A
Minimum Private Street Width (With No Parking)	24 feet	24 feet
Maximum Height	35 Feet	2 Story Slab On-Grade
Separation Between Buildings	20 Feet	20 Feet
Open Space Required	40% general open space 10% must be community space	Not noted.
Accessory Structures	Not Allowed	N/A

Floodplains: The property is not within the Ramsey Floodplain.

Wetlands: There do not appear to be any wetlands onsite, though they would be required to be identified during the preliminary plat process via survey and delineation.

Streets and Access: The Applicant has proposed a 24 foot wide private street running north-south through the site. The Applicant has also proposed one connection to Nowthen Boulevard on the south end of the site. The home on the southern most property does have a driveway onto Nowthen Boulevard. Staff has sent to Anoka County for review. Those comments are attached for review, and will require modification to the plan set.

Parking: The City will require No Parking signs on the private road.

Lighting: The applicant should submit a lighting plan as part of site plan review with preliminary plat for any street lighting.

Utilities and Municipal Services: The property will be connected to City Utilities. A Grading and Utility Plan should be submitted with preliminary plat.

Density Transitioning: Under the City Code, density transitioning is typically required for new developments in the R-2 Residential District when abutting an existing neighborhood in the R-1 Residential (MUSA) District. No density transitioning will be required on the southern or eastern lot boundary. Level 1, Vegetative Buffer "A" will be required for the western property line which includes:

- A minimum 25 feet width in common ownership with the following planting schedule per 100 feet of property boundary adjacent to an impacted use:
    - 2 overstory trees
    - 2 evergreen trees
    - 2 understory trees

Tree Inventory: Will be required with preliminary plat.

A Tree Inventory and Preservation Plan is required and must include all oaks and evergreens with the Diameter at Breast Height (DBH) of 4 inches or greater and all other deciduous trees with a DBH of 8 inches or more. At least 40% of the significant tree inches must be preserved on site or reforestation and/or restitution will be required.

7

NOWTHEN BLVD

S29°41'34"E
416.97

6

2

Proposed Roadway

10

9

1

12

11

4

3

HELIUM STREET N.W.

288.37
N29°41'34"W

5

Density Transitioning will be required along the western property boundary. If landscaping is utilized, it must meet/exceed Attainment Level A outlined in City Code Section 117-110 and is in addition to the base landscaping requirements for the R-2 District.

8

Total Area of Property = 241,658 sq. ft. or 5.55 acres including Anoka County right of way

N

40 0 40 80
SCALE IN FEET

DATE	REVISION

Dec 10, 2019 - 12:15pm
K:\cad_surv\Land Desktop 2008\3373.16 Ramsey Sketch Plan\dwg\3373.16 4PLEX 3 PARCELS.dwg

DESIGNED BY: BP	
DRAWN BY: MSS	DATE: 07/02/19
CHECKED BY: BP	FILE NO. 3373.16

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

SKETCH PLAN
4-PLEX BUILDING

SHEET 1 OF 1 SHEETS

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DL_191218_140_17692_322544500_0.pdf - Changemark Notes (12 Notes)

1 - Changemark #01

Created by: Tim Frankfurth
On: 12/11/2019 08:57 AM

Is this going to connect to Nowthen BLVD?

--------- 0 Replies ---------

2 - Private road?

Created by: Grant Riemer
On: 12/11/2019 09:49 AM

--------- 0 Replies ---------

3 - Radius

Created by: Logan Czech
On: 12/12/2019 08:16 AM

This radius, along with the one to the east are both very tight. Consider pushing road slightly to the south and stretching the radii to 15-20 ft?

--------- 0 Replies ---------

4 - Entrance / North Curve

Created by: Joe Feriancek
On: 12/12/2019 10:53 AM

Very tight, consider widening the entrance/curve to eliminate potential conflicts off of 164th Avenue.

--------- 0 Replies ---------

5 - 164th Street Section

Created by: Joe Feriancek
On: 12/12/2019 10:55 AM

164th Avenue was reconstructed in 2019, any patching into the road would be required to go full width of street, and meet existing pavement section.

--------- 0 Replies ---------

6 - Existing Watermain & Sanitary Sewer

Created by: Joe Feriancek
On: 12/16/2019 08:46 AM

Water & Sewer exisitng on the east side in the western ditch of Nowthen Blvd. Sanitary is 8" PVC, Water is 12" DIP. 146th Avenue water is on the north side of the road, and sanitary is

centerline, same size as above.
Sewer & Water Asbuilts have been uploaded into the Documents Folder.

--------- 0 Replies ---------

7 - Legend

Created by: Joe Feriancek
On: 12/16/2019 09:09 AM

Several Different Line Types, The major ones need to be identified, preferably add a legend, at a minimum label the lines.

--------- 0 Replies ---------

8 - Stormwater Management

Created by: Len Linton
On: 12/16/2019 03:12 PM

Stormwater ponding for rate control of the 2, 10 and 100 year storms will be required.
Infiltration (volume reduction) will also be required.

Meeting the stormwater requirements will most likely require loss of units or installation of underground storage devices.

--------- 0 Replies ---------

9 - County Highway Access

Created by: Len Linton
On: 12/16/2019 04:06 PM

Verify that the county will allow an access in this location before proceeding too far with plan development.

Lot 26 is over 1000 feet from 146th Avenue, exceeding the maximum lenght for dead-end streets.

--------- 0 Replies ---------

10 - Access location

Created by: Len Linton
On: 12/16/2019 04:09 PM

The county prefers driveways aligned with each other, which would put the access near this spot.
See comments on County Highway Access.

--------- 0 Replies ---------

11 - Sewer Availability

Created by: Len Linton
On: 12/16/2019 04:11 PM

Verify Gravity sewer can serve lot 26.

--------- 0 Replies ---------

12 - Watermain Looping

Created by: Len Linton
On: 12/16/2019 04:11 PM

Watermain must be looped through the project.

--------- 0 Replies ---------

Anoka County
TRANSPORTATION DIVISION
Highway

Chloe McGuire Brigl
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

January 27, 2020

Re: Sketch Plan - Town Homes at CSAH 5/146th Avenue NW

Dear Chloe,

We have reviewed the sketch plan for the proposed town homes west of CSAH 5 (Nowthen Boulevard NW) and south of 146th Avenue NW within the City of Ramsey, and I offer the following comments:

The existing right of way along CSAH 5 should be adequate for future reconstruction purposes (60' feet total right of way width west of CSAH 5 centerline). In addition to gaining access via 146th Avenue NW, the sketch plan also proposes an additional roadway connection onto CSAH 5 approximately 960 feet south of 146th Avenue NW, which does not meet access spacing guidelines and will lead to increased safety issues on this arterial roadway, and consequently, the sketch plan for this development should be reworked to eliminate any need for additional direct access to CSAH 5. If there are concerns regarding turning maneuvers at the intersection of CSAH 5/146th Avenue NW, this department would be supportive of the construction of NB and SB CSAH 5 left turn and right turn lanes at the intersection in conjunction with this development. If it is determined that the development cannot be reconfigured to eliminate the proposed roadway intersection with CSAH 5, if the access must be a full access, we will require the construction of NB and SB CSAH 5 left and right turn lanes at the new intersection. If instead, the access is determined that it must be a right turn in/right turn out access point, we will require that it be constructed with an adequate splitter island and a NB CSAH 5 right turn lane. Lastly, if it is determined that the proposed roadway access could be reconfigured to be an emergency vehicle access only, we will require that it be designed to be gated and consistent with other emergency vehicle access points elsewhere on the county highway system. The right of access should be dedicated to Anoka County for the entire length of this plat, and any existing driveways or field entrances are to be removed and the ditch section restored to match the adjacent existing ditch depth, slope, and grades. The City/Developer should ensure that clearing and/or grading is completed to satisfy sight distance requirements to the greatest extent possible for this development. Please note that no plantings or private signing will be permitted within the county right of way and care must be exercised when locating private signs, buildings, structures, plantings, berms, etc. outside of the county right of way, so as not to create any new sight obstructions for this section of CSAH 5.

ACHD would like to work with local governments in promoting compatibility between land use and the county highway system. It should be recognized that residential land uses located adjacent to County highways often results in complaints about traffic noise. Existing and/or future traffic noise from CSAH 5 could exceed noise standards

established by the Minnesota Pollution Control Agency (MPCA), the U.S. Department of Housing and Urban Development, and the U.S. Department of Transportation. Minnesota Rule 7030.0030 states that municipalities are responsible for taking all reasonable measures to prevent land use activities listed in the MPCA's Noise Area Classification (NAC) where establishment of the land use would result in violations of established noise standards. It is advised that the City and the Developer assess the noise situation for this development as it is proposed to be located directly adjacent to CSAH 5, and take the level of action deemed necessary to minimize the impact of any highway noise by incorporating the appropriate noise mitigation elements into the design and phasing of this plat as applicable.

The ACHD Engineering Plan Review process will apply to this site. Calculations must be submitted along with grading and erosion control plan that delineates the drainage areas for this development. The post-developed rate of runoff shall not exceed the pre-developed rate runoff for the 10-year critical design storm. Contact Michelle Pritchard, Engineer I via phone at 763.324.3162 or via email at Michelle.Pritchard@co.anoka.mn.us for further information and to coordinate the ACHD Engineering Plan Review Process. Please submit the drainage calculations, grading and erosion control plans, ACHD Design Requirements Checklist for County Highway Modifications (copy available via our website), CSAH 5 turn lane construction plans (if applicable) and the corresponding ACHD Engineering Plan Review fee (estimated at $150.00 if drainage review only is required) to Ms. Pritchard for her review and approval.

Following completion of the ACHD Engineering Plan Review process outlined above, the contractor(s) who will be completing any work within the county right of way must begin the ACHD Permit process prior to the commencement of any construction (fee = $150.00). License permit bonding, methods of construction, design details, work zone traffic control, restoration requirements and follow-up inspections are typical elements of the permitting process. Contact ACHD Sue Burgmeier via phone at 763.324.3142 or e-mail at Susan.Burgmeier@co.anoka.mn.us for further information and to coordinate the ACHD Permit process.

Thank you for the opportunity to comment. Feel free to contact me if you have any questions regarding this review.

Sincerely,

Jane K. Rose
Traffic Engineering Manager

xc: File - CSAH 5/Plats + Developments/2020
Michelle Pritchard, Engineer I
Chuck Gitzen, County Surveyor
Sean Thiel, Graduate Engineer
Sue Burgmeier, Traffic Engineering Technician
Jerry Auge, Assistant County Engineer

February 6, 2020

City of Ramsey Planning Commission and City Council,

As we presented at the January 2, 2020 Planning Commission Meeting, we live in the neighborhood directly abutting and across the street from the proposed Odyssey Townhome development being considered for build on Nowthen Blvd and 146th Avenue. At that January meeting, we presented several concerns we have regarding this development, and have since realized important additional issues that need to be addressed. We respectfully request careful consideration and planning before any further action is taken on moving this plan forward.

Tree Preservation and Density Transition:

A. There are significant mature trees along 146th Avenue and the property line that abuts the single-family homes surrounding this proposed development on all sides.
    a. What will the Commission and Council do to ensure we have proper transitioning that is acceptable to all affected residents?
    b. Will the Planning Commission push for existing trees to remain in place and for additional significant landscaping to ensure a proper transition between the current homes and new development?
    c. If trees need to be removed, can we be assured that those will be replaced one for one with other significant growth greenery that will buffer the impact of the view and transition between the existing single-family homes and this new higher density development?
        i. Twenty-five open view feet and a standard city street width is not considered proper density transition from a neighboring single-family homeowner perspective. Aesthetics matter to home values and positive acceptance of the addition of higher density housing in this single-family home neighborhood.
        ii. As trees are removed for construction it can cause stress to the remaining trees intended to be a buffer to the existing neighborhood. What steps can be taken to maintain the integrity of those remaining trees? What plans can be made to replace any that expire with same or similar size trees to maintain the existing buffer?

Traffic Mitigation, Traffic Safety and Emergency Vehicle Access:

A. What is the plan for significant traffic mitigation with these additional 52 vehicles added to the already congested and difficult to access Nowthen Blvd? There is no significant traffic mitigation between Hwy 47 and Alpine Drive.
    a. There have been several accidents on Nowthen and Sunwood drive over the years.
    b. There is an elementary school along this stretch, adding to the heavy traffic.
    c. Residents from northern communities such as St. Francis and Nowthen drive this stretch to avoid Hwy 47 and 10 congestion.
    d. The double turn lanes off Hwy 47 onto Nowthen, along with the merge and turn lanes on Nowthen near Stoney River Senior Housing, were very poorly planned and executed, and the area is ripe for a significant accident.
    e. Vehicles are JUST starting to get up to the 50 mph speed by the time they reach 146th Avenue, after having to slow for the merge and turn lanes near Stoney River. With additional cars turning left onto 146th Ave, this will slow traffic further and cause potential accidents.
        i. When there are cars turning left onto 146th, many people go around that car on the right, and there are often near collisions, again because people are accelerating to get up to the speed limit.
    f. If Anoka County has concerns about another access onto Nowthen in that area, this reduces access to only one entrance and exit into this development. As understood, the current plan, if allowed, would be for this second access to be an exit only road. These two issues raise concerns:
        i. **WITH a second, exit only access** - If the single road within the development proposed remains as designed, all vehicles must turn left onto 146th avenue for access INTO the development. Concerns remain as described earlier about safety at this intersection.
        ii. **With NO second/exit only access allowed** - This pushes all traffic to this development onto 146th avenue to enter AND exit this development. Concern again about the intersection safety and additional impact on the condition of the newly constructed 146th avenue, as well as added wait time in an already difficult situation morning and night to enter and exit Nowthen Blvd.
            1. **A LARGE concern** in this "ONE ROAD" access scenario is emergency vehicle access. With one entrance and exit from 146th Avenue, the development will need a turn-around or cl-de-sac created for a fire truck to access the properties. And can a full size fire truck even make

the sharp left turn off 146th onto another sharp left turn road (as shown on the current sketch plan)? This also then requires different road widths then currently proposed. Much of this added road adjustment affects the required green space and density buffer. This then affects the concerns of proper density transition.

2. In addition to the issues created with one road access, does the density of this development need to be reduced to accommodate fewer access roads?

g. Adding additional cars to a heavily traveled road with no serious, significant and immediate traffic mitigation to protect the safety of Ramsey residents can lead to a significant and possibly fatal accident.
   i. Can we add a 4-way stop or full stop light on Nowthen and Sunwood or 146th to slow traffic for better access on and off to Nowthen Blvd at 146th?
   ii. If no light, is there room for a left turn lane at 146th and Nowthen?

B. 146th Avenue was just reconstructed in 2019. With the increase in construction traffic along 146th Avenue, what plans are in place to repair damage created by heavy construction equipment? Who will be responsible to pay for the proper repairs needed to 146th to restore it to its current new condition?

Drainage for Low Property:

A. The property perimeter is higher ground then the proposed location of the townhomes. Those will sit in a low spot on the property so drainage is a concern. What are the plans to mitigate flooding or drainage issues? Do they need a holding pond? Will there be impact to surrounding properties or roadways to create proper drainage?

City Trail Incomplete:

A. **See image below.** There is a walking trail (indicated in green) on the south side of Nowthen that ends just before the proposed development (indicated in blue). There is one on the north side of Nowthen as well. The ccurrent walking trails do not connect as you can see on the image. Will the city or the developer extend that trail to at least 146th avenue, or all the way up to Sunwood drive? The trail needs to be extended to allow for a safe walking

trail between Hwy 47 up to Ramsey Elementary school and beyond. Trying to get across to the trail north of Nowthen Blvd is unsafe given the speed limit and traffic on Nowthen. If extended on the south side the safety risk is reduced significantly for children, walkers, bicyclists, etc. OR again…. Traffic control at Nowthen and 146th would help, that is if the trail is at least extended along this development up to 146th.



Property Value:

A. Are these market value owner occupied units or county subsidized townhomes? All this matters to the integrity of the surrounding neighborhood and property values.

Developer Experience:

A. What is the developer's experience and history, what do we know about this company? Do you have references and previously built construction projects for the developer that you are reviewing to ensure they are a quality, reliable builder with a positive, unblemished record of accomplishment in high quality development?

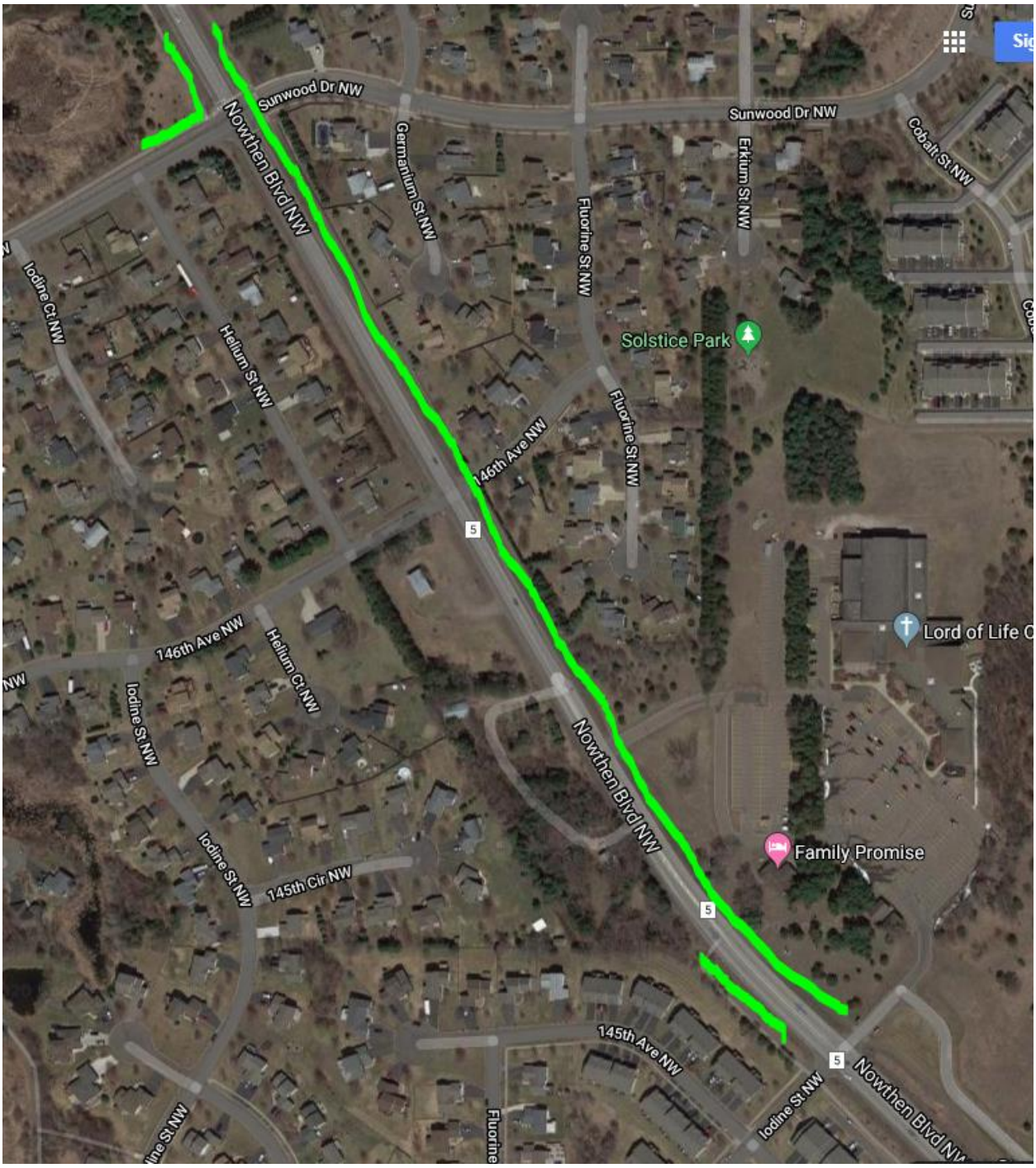
Construction Timeline:

A. What is the time line of construction, start to finish?

We hope you can appreciate our concerns, and thank you for your attention and time. We look forward to your support in this matter.

Alena and David Hunter
14628 Helium St. NW
Ramsey, MN 55303

Chad and Lisa Lindgren
5561 145th Circle NW
Ramsey, MN 55303


Sunwood Dr NW
Sunwood Dr NW
Nowthen Blvd NW
Germanium St NW
Fluorine St NW
Erbium St NW
Cobalt St NW
Iodine Ct NW
Helium St NW
Solstice Park
146th Ave NW
Fluorine St NW
5
Lord of Life C
146th Ave NW
Helium Ct NW
Iodine St NW
Nowthen Blvd NW
Family Promise
Iodine St NW
145th Cir NW
5
145th Ave NW
5
Iodine St NW
Nowthen Blvd NW
Fluorine