

**CITY OF RAMSEY LAND USE APPLICATION  
TECHNICAL REVIEW FILE**

<b>DATE</b>	MAY 19, 2022	<b>PROJECT ADDRESS</b>	7633 161 <sup>ST</sup> AVE NW
<b>PROJECT. TITLE</b>	PACT ADDITION (PRELIMINARY PLAT, FINAL PLAT, SITE PLAN, & VARIANCE)		
<b>ESCROW #</b>	<u>119122</u>		
<b>DEPARTMENT:</b>	Community Development: Planning Division		
<b>REVIEWER:</b>	Name: Chris Anderson Phone: 763-433-9817 Email: <a href="mailto:canderson@cityoframsey.com">canderson@cityoframsey.com</a>		

**Comprehensive Plan**

On March 8, 2022, the Ramsey City Council adopted Resolution #22-050, approving a Comprehensive Plan Amendment (CPA) to re-guide the western 18 acres from Low Density Residential to Public/Institutional. The CPA was contingent on approval of the Preliminary Plat. The CPA is also subject to review and approval by the Metropolitan Council. The formal submittal to the Metropolitan Council will occur upon approval of the Preliminary Plat.

**Zoning**

On March 22, 2022, the Ramsey City Council adopted Ordinance #22-15, which rezoned the western 18 acres from R-1 Residential (MUSA) – 80 to Public/Quasi-Public. This rezoning was contingent upon approval of the Preliminary Plat. As there are no bulk standards outlined in the Public/Quasi-Public District, the project will be reviewed under the B-1 General Business District standards.

**Bulk Standards**

	(Required)	Proposed
Minimum Lot Size	0.50 acres	18 acres
Lot Width	100 feet	620 feet
Minimum Lot Depth	100 feet	1,320 feet
Maximum Building Height	35 feet	35 feet
Front Setback	35 feet	104 feet
Side Setback	10 feet	102 feet
Rear Setback	35 feet	51 feet (from track; 100+ feet for building)
Off-Street Parking and Maneuvering Areas from Right-of-Way	20 feet	22 feet
<b>Setbacks from Residential</b>		
Structure Setback	35 feet	158 feet
Off-Street Parking, and Driveways	35 feet	10 feet

The proposed driveway and parking along the eastern boundary of proposed Lot 1, Block 1 PACT Addition does not meet the minimum setback (35 feet). An application for a variance has been received and will be considered by the Planning Commission at their May 26, 2022 meeting. When Saint Katharine Drexel does move forward with a Plat and Site Plan, that project will be reviewed utilizing the B-1 General Business District standards (same as this project). Also, it is Staff's understanding that the school and church have agreed to shared parking, as the uses generally occur at different times. Thus, it would seem reasonable to keep the parking closer to the property boundary. A Shared Parking Agreement would need to be recorded and this would be a condition within the Variance, should it be approved.

### **Building Architecture**

The proposed school is two stories and does not exceed thirty-five (35) feet in height. Exterior finish of the building will consist of a combination of color integrated precast concrete panels and a small percentage of metal paneling as an accent. A block (CMU) trash enclosure with composite wood gates is also proposed. The architectural design appears to meet the standards of the B-1 General Business District.

### **Street and Access**

There are no new roads proposed for the project. The property is situated on 161<sup>st</sup> Avenue, which is a Municipal State Aid (MSA) road, between Armstrong Boulevard (a Minor Arterial) and Variolite Street (a Major Collector), both designed to carry higher volumes of traffic. Two access points are proposed, both off of 161<sup>st</sup> Avenue NW and about 500 feet apart from each other. The traffic flow description in the Traffic Impact Study does not mesh with the Site Plan (indicates bus entry at western access). Incorporation of a third lane at the western access should be considered, providing dedicated turn lanes for both eastbound and westbound traffic, in addition to the ingress lane (set up similar to the eastern access). ***Update/modify plans accordingly.***

161<sup>st</sup> Avenue is in the City's CIP for reconstruction in 2024. The City is discussing the potential moving this project up to 2023 to align better with the school project. Any improvements or upgrades needed as a result of the school project will be the responsibility of PACT Charter School.

### **Traffic Study**

A Traffic Impact Study (TIS) was conducted and a draft report has been submitted. The TIS included the intersections of Armstrong Boulevard and 161<sup>st</sup> Avenue, Armstrong Boulevard and Alpine Drive, Alpine Drive and Variolite Street, Alpine Drive and Ramsey Boulevard, Variolite Street and 161<sup>st</sup> Avenue, Variolite Street and 173<sup>rd</sup>/175<sup>th</sup> Avenue, and 175<sup>th</sup> Avenue and Nowthen Boulevard. The TIS also included the presumed construction of a 400-parishioner church just east of the school site. The findings of the TIS state that the development of a 6-12 grade school would not represent a significant, negative impact to the supporting roadway system.

### **Trails**

A ten (10) foot, bituminous trail will be required along the north side of 161<sup>st</sup> Avenue. This trail could be located within the right-of-way, but there must be at least 6-8 feet of space between back of curb and trail edge for snow storage purposes. Care should be taken to preserve as many trees as possible during trail construction. If most of the trees in this area will be significantly impacted or require removal, the construction of a berm with dense landscaping should be installed. This would at least provide screening of headlights and some of the school building to the homes on the south side of 161<sup>st</sup> Avenue. A

pedestrian connection from the trail to the front entrance of the school should also be provided. ***Please update the plans accordingly.***

### **Parking**

A parking analysis/summary has been provided. At full capacity, student population could reach about 790 pupils. PACT is anticipating about 60% of all students to utilize bussing, another 25% via parent drop-off and pick up, and the remaining 15% would drive themselves. PACT also anticipates approximately 130 full-time faculty and staff, plus another 30 or part time faculty (160 staff and about 120 student drivers).

City Code does not specifically address parking requirements for this type of use (school). The Site Plan indicates a total of 291 parking stalls on site, to accommodate staff, students, and visitors. The proposed parking seems reasonable based on the anticipated numbers provided by PACT. Furthermore, the project narrative states that PACT is discussing the potential of a shared access/parking agreement with the property owner (Saint Katharine Drexel Church). This would be available to assist with potential overflow parking for events. The two uses (school and church) will generally have offsetting hours of operation, presenting an ideal opportunity for shared parking.

### **Tree Preservation and Landscape Plans**

A Tree Inventory and Preservation Plan, as well as a Landscape Plan, have been submitted. Approximately 18% of the significant tree DBH inches are proposed to be preserved, mostly along 161<sup>st</sup> Avenue and within the wetland setback area. City Code requires preservation of at least 30% of the DBH inches. Thus, reforestation or restitution will be required (either 1.25" of new trees planted per 1 inch over the removal threshold or \$125 per 1 inch over the removal threshold, or a combination of the two approaches). Per the summary table within the plan, this would be the equivalent of 444 new, 2.5-inch caliper trees being planted or payment of \$110,875.

Required 'base' landscaping can be applied toward the reforestation. The Landscape Plan proposes a total of 164 trees. Thus, the planting plan is deficient 280 trees. The Environmental Policy Board (EPB) reviewed the project on May 16, 2022 and one of their recommendations was that a minimum of 50% of the required reforestation/restitution be accomplished with plantings. Furthermore, if spacing becomes a concern on the school site, the EPB recommended working with City Staff to identify suitable planting locations within Central Park, which abuts the site to the west.

The Landscape Plan does include a bufferyard of approximately sixty (60) evergreen trees between the northern lot line and the athletic field. This does appear to satisfy the bufferyard requirement.

The proposed species and sizes are acceptable. While there is an allowable credit for projects installing areas of native landscape, it does require a three (3) year management plan that very clearly outlines maintenance activities to ensure establishment. This plan must be submitted. ***Please update the plans accordingly.***

### **Lighting**

A photometric plan has been submitted. Lighting around the school will be accomplish via light posts. More information about these structures is needed, including height, cut sheets for the fixtures, etc. Staff is recommending that the parking lot/perimeter lighting structures be lower in height, even if that means

having to incorporate additional poles/fixtures, as this likely helps limit light trespass, which is something that has been raised as a concern by surrounding property owners.

Lighting for the athletic field will be from four (4) lighting structures, two each on the east and west sides of the field. The Photometric Plan indicates that at the northern property boundary, lighting would be below 1 footcandle. Smaller light fixtures, similar to parking lot style lighting, should be considered for around the track so that the larger lighting system is not solely relied upon. Furthermore, a light fixture or two should be considered for the small, northern most parking lot (to the southwest of the athletic field). ***Modifications to the lighting plan are needed.***

#### **Noise**

An analysis of the noise potentially generated by the use of the athletic field and accompanying PA system should be provided. Concerns regarding noise have been raised by residents throughout the review process thus far. Other than a brief note that the speakers will be mounted to the bleachers such that sound would be directed away from the residential properties to the north, there is no other information about anticipated noise levels (from PA system, crowd noise, durations, etc.). Use of the PA system may need to be discontinued after 10pm.

#### **Stormwater Management**

A permit from the Lower Rum River Watershed Management Organization (LRRWMO) is required. Both water quality and quantity must be addressed. ***Revisions to the plans are necessary.***

#### **Utilities**

The site is zoned for municipal water and sanitary sewer (waste water) service. Both utilities are currently stubbed to the northwest corner of the intersection of Variolite Street and 161<sup>st</sup> Avenue. The extension of both utilities shall be done in the street rather than in the boulevard. ***Please update plans accordingly.***

#### **Development Fees**

Development fees will be due with the final plat, including, but not necessarily limited to, Park Dedication (note that Park Dedication is being satisfied with the 0.90 acres being deeded to the City), Trail Development, Stormwater Management, Trunk Water, and Trunk Sewer. These fees are collected at the time the final plat is recorded (actually before the City will release the mylars for recording) and at the rate in effect with the plat is recorded.

#### **ProjectDox**

Detailed comments have been added to individual plan sheets and documents within ProjectDox. The next submittal shall address all of these comments.