City of Ramsey
Agenda
Regular Planning Commission
Thursday, June 23, 2022
7:00 pm
Council Chambers, 7550 Sunwood Drive NW

Remote Attendance available at www.cityoframsey.com/meetings. Those joining remotely and requesting to speak are asked to use a webcam when speaking.

1. Call to Order

2. Pledge of Allegiance

3. Citizen Input

4. Approve Agenda

5. Consent Agenda

1. Approve May Planning Commission Meeting Minutes

6. Public Hearing

1. Public Hearing - Anoka Ramsey Athletic Association (KRH Land LLC/ISG Inc.) Rezoning and Zoning Code text amendment at 14622 and 14650 Ferret St. NW

2. Public Hearing - Armstrong Boulevard Interchange/Highway 10 Signage Overlay District Zoning Code text amendment.

7. Commission Business

1. Consider Site Plan and Preliminary Plat Request for a New PACT Charter School 6-12 Grade Campus at 7633 161st Avenue NW (Project No. 22-107)

2. Zoning Code Update Preliminary Discussion

8. Commission/Staff Input

9. Adjournment

Regular Planning Commission **5. 1.**

Meeting Date: 06/23/2022

Submitted For: Nicole Laubach, Community Development

By: Nicole Laubach, Community Development

Information

Title:

Approve May Planning Commission Meeting Minutes

Purpose/Background:

The purpose of this case is to approve the Planning Commission regular meeting minutes for the May 26, 2022 meeting.

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Action:

Attachments

May 26, 2022 Planning Commission Regular Meeting Minutes

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	06/08/2022 08:32 PM
Form Started By: Nicole Laubach		Started On: 06/06/2022 09:16 AM
Final Approval Date: 06/08/2022		

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a regular meeting on Thursday, May 26, 2022, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Randy Bauer Commissioner Bruce Anderson Commissioner Cheri Gengler Commissioner Tom Hunt Commissioner Eric Peters Commissioner Gary VanScoy Commissioner Brian Walker
Members Absent:	None
Also Present:	Planning Manager Todd Larson City Planner Brian McCann Senior Planner Chris Anderson Community Development Dir/Deputy City Admin Brian Hagen City Council Liaison Matt Woestehoff City Engineer Bruce Westby

1. CALL TO ORDER

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

2. PLEDGE OF ALLEGIANCE

Chairperson Bauer led the group in the Pledge of Allegiance.

3. CITIZEN INPUT

None.

4. APPROVAL OF AGENDA

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

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

5. CONSENT AGENDA

5.01: Approve the April 28, 2022 Planning Commission Meeting Minutes

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

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

6. PUBLIC HEARINGS/COMMISSION BUSINESS

6.01: Public Hearing: Ordinance #22-19 Amending Sign Code to Allow Off-Premise Digital Billboard Signs

Public Hearing

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

Presentation

Community Development Dir/Deputy City Admin Brian Hagen presented the staff report stating that staff recommends adoption of Ordinance #22-19 with a change to strike Section C(10).

Commissioner VanScoy referenced the mention about the City having discretion over the parcel that would be leased and asked for details.

Community Development Dir/Deputy City Admin Brian Hagen replied that the EDA has been working with iDigital and the proposed location of the sign is south of City Hall. He stated that the property is City owned and therefore the display would be on leased land.

Commissioner VanScoy stated that if the intent is to lease land for the sign, would that still provide the ability to contract for time for the City to advertise on the sign.

Community Development Dir/Deputy City Admin Brian Hagen confirmed that language would be included within the terms of the lease. He stated that the language would provide a reduced rate for Ramsey businesses and would also allow the City to advertise its messaging.

Commissioner VanScoy asked if the City would have the same ability if a sign were constructed on land not owned by the City.

Community Development Dir/Deputy City Admin Brian Hagen replied that the City would not have that right and the right would instead lie with the underlying landowner in their negotiations with the sign company.

Commissioner VanScoy asked if Section C(10) is then not valid.

Community Development Dir/Deputy City Admin Brian Hagen replied that staff felt it was not a provision that could be forced on landowners but that could be further investigated with the City Attorney.

Citizen Input

Councilmember Woestehoff asked if there would be a scenario, although unlikely, that there could be three digital billboards within the City that are not on City land and therefore would not have the lease with the City.

Community Development Dir/Deputy City Admin Brian Hagen confirmed that would be a potential scenario.

Commissioner Walker commented that the City is currently engaged in negotiations to place a billboard on City property.

Community Development Dir/Deputy City Admin Brian Hagen confirmed that there is a negotiated lease recommended for approval by the EDA that has not yet gone to the City Council because the ordinance was not yet in place. He stated that if the ordinance is adopted, the lease would continue to move forward, and the CUP process would follow.

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

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

Chairperson Bauer closed the public hearing closed at 7:11 p.m.

Commission Business

Motion by Commissioner Peters to recommend that City Council adopt Ordinance #22-19 Amending Sign Code to Allow Off-Premise Digital Billboard Signs with a change to strike Section C(10).

Motion died for lack of second.

Commissioner Walker commented that he does not like the idea of changing the rules to allow the City to have a digital billboard display, whether there is revenue gained or not. He stated that he believed that if a resident brought this forward, it would have been an uphill battle. He stated that he does not like the aesthetic along highways and will not support this.

Motion by Commissioner Walker, seconded by Commissioner VanScoy, to recommend that City Council deny Ordinance #22-19 Amending Sign Code to Allow Off-Premise Digital Billboard Signs with a change to strike Section C(10).

Further discussion

Commissioner VanScoy stated that he does not like the concept of adding billboards along the highway as the aesthetic is objectional. He commented that the ordinance is well written.

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

6.02: Public Hearing: Consider Zoning Amendment to Rezone 15861 Jarvis St NW (Project No. 22-120); Case of Big C Development LLC

Public Hearing

Chairperson Bauer called the public hearing to order at 7:16 p.m.

Presentation

City Planner McCann presented the staff report stating that staff recommends that the Planning Commission recommend the City Council introduce and adopt Ordinance #22-18 rezoning the subject property from R-1 (Rural Developing) to E-3 Employment.

Commissioner VanScoy commented that the property is currently used for storage.

City Planner McCann commented that the property has been evaluated through the Code Enforcement process and believes that it has come into compliance.

Commissioner VanScoy commented that he visited the site this week and noticed some grading but did not believe it to be in compliance. He asked if this change in zoning would allow the City to place parameters on what could be done on the site.

City Planner McCann confirmed that to be correct. He stated that the E-3 District does allow open outdoor storage as a conditional use, and therefore would need to follow the CUP process. He confirmed that outdoor storage would be conditional to another use/building and the site would not be allowed to be used only for outdoor storage.

Commissioner VanScoy asked if there are berms between the subject property and golf course.

Senior Planner Anderson confirmed that there is some berming between the golf course and this property. He stated that if a site plan were to come forward for the property, they would apply the applicable standards from the E-3 District.

Citizen Input

There were no comments.

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

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

Chairperson Bauer closed the public hearing closed at 7:21 p.m.

Commission Business

Motion by Commissioner VanScoy, seconded by Commissioner Hunt, to recommend that City Council introduce and adopt Ordinance #22-18 rezoning the subject property from R-1 (Rural Developing) to E-3 Employment.

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

6.03: Public Hearing: Consider Grading and Excavating IUP at Ramsey Elementary School – 15000 Nowthen Blvd. NW

Public Hearing

Chairperson Bauer called the public hearing to order at 7:22 p.m.

Presentation

Planning Manager Larson presented the staff report stating that staff recommends approving Resolution #22-123 approving an Interim Use Permit for grading and excavating at 15000 Nowthen Boulevard NW and declaring terms of same.

Commissioner Anderson asked for more explanation on the reference of Fred Moore.

Planning Manager Larson commented that within the rules the District would be allowed to do that. He confirmed that the water would not be flowing between those two locations. He commented that the District would like to provide more infiltration within its sites.

Chairperson Bauer asked if that would be similar to wetlands, in that if work is being done to wetlands it can be offset with wetlands in another area.

Planning Manager Larson noted that a representative from the School District is present and could perhaps answer that question.

Citizen Input

Bill Diede, Bolton and Menk, spoke in representation of the applicant. He explained that work was done at the Fred Moore Middle School and is now completed. He stated that part of the

requirements of that project through the Lower Rum River Water Management Organization (LRRWMO) was that infiltration be provided. He stated that they were unable to provide that infiltration at Fred Moore and instead worked with the LRRWMO to find another site within the District properties and LRRWMO boundaries to add infiltration. He stated that they chose the Ramsey Elementary location to provide that required infiltration. He explained that they are not taking water from Fred Moore to Ramsey Elementary and are instead just adding the additional treatment on the Ramsey Elementary site.

Commissioner VanScoy stated that therefore this would seem to look at the entire LRRWMO area and District properties in order to add treatment.

Mr. Diede confirmed that there were unable to add infiltration at Fred Moore and therefore are adding the treatment to Ramsey Elementary to offset the additional hardcover added at Fred Moore.

Commissioner Hunt asked for details on construction and whether the access to play equipment would be impacted.

Jay Pomeroy, Bolton and Menk, confirmed that the treatment is within the LRRWMO boundaries. He stated that the project will be done this summer and the playground will not be damaged or upset. He stated that there are no summer activities planned at the school for the summer.

Commissioner Hunt asked what would happen if the project were to exceed the summer break.

Mr. Pomeroy commented that the trucking would be done in about 1.5 months. He stated that the restoration work would continue into the next year.

Jason Patrow, 16209 Sapphire Street, commented that he supports the project. He stated that his son attends the school, and the excessive runoff creates potholes in the parking lot. He stated that his son is in a wheelchair and the potholes cause issues with his access to the school. He asked whether there would be a permanent fence around the basin to prevent children from trying to play in the water.

Mr. Pomeroy stated that the fencing is not included at this time. He stated that if a child were to jump the fence and get into the pond, it would be difficult to get the child out. He stated that they would provide a vegetative bench to prevent access to the pond.

Mr. Diede stated that the circular feature would permanently hold water, about three to four feet in depth while the larger area is intended to be dry within 48 hours after a rain event.

Commissioner Anderson asked if the natural plantings would be along the circular pond that will hold water.

Mr. Pomeroy commented that at the surface of the water there will be a gradual slope where vegetation will grow that will naturally provide a buffer.

Commissioner Hunt asked the number of trucks that will go in and out and what times of day that would occur.

Mr. Pomeroy stated that the amount of excavation equates to about 450 or 480 trucks but would be over 1.5 months.

Commissioner Hunt commented on the business of Nowthen Boulevard and 47.

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

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

Chairperson Bauer closed the public hearing closed at 7:37 p.m.

Commission Business

Motion by Commissioner Anderson, seconded by Commissioner VanScoy, to approve Resolution #22-123 Approving an Interim Use Permit for Grading and Excavating at 15000 Nowthen Boulevard NW and Declaring Terms of the Same.

Further discussion

Commissioner VanScoy referenced the recommendations from engineering and asked if that would need to be added to the motion. Planning Manager Larson noted that those comments were added to the draft resolution. Commissioner Walker commented that he would like to see a fence added as this will be at a school where there are curious kids, noting that fencing is required around swimming pools. Commissioner Gengler stated that before she would recommend that, she would want to hear more information as the comment was made that while that may seem safer, the opposite seems to be true. Councilmember Woestehoff stated that the Code only requires fencing around swimming pools deeper than four feet. Chair Bauer noted that the proposed depth would be less than that. He stated that there are ponds within his development that do not have fencing and the comment from the developer was that the pond is safest without the fence for the same reasons mentioned by Bolton and Menk. Commissioner VanScoy stated that he was also concerned with safety but would follow the expertise of those that have that knowledge. Commissioner Walker asked the maximum depth of water that could be held in the pond. Mr. Pomeroy replied 3.999 feet would be the maximum depth. Community Development Dir/Deputy City Admin Brian Hagen replied that staff could obtain input from the Fire and Police departments as well before this goes to the City Council. Chair Bauer suggested that the motion move forward as presented with the agreement that staff will consult with Police and Fire prior to the Council meeting.

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

6.04: Public Hearing: Consider Site Plan, Preliminary Plat, and Variance Request for a New PACT Charter School 6-12 Grade Campus at 7633 161st Avenue NW (Project No. 22-107): Case of JB Vang

Public Hearing

Chairperson Bauer noted that he and Commissioner VanScoy have involved with the Church of Saint Katharine Drexel and therefore would have a conflict and will be recusing themselves from this discussion.

Acting Chairperson Gengler called the public hearing to order at 7:44 p.m.

Presentation

Senior Planner Anderson presented the staff report stating that staff recommends approval of the variance, site plan and preliminary plat contingent upon compliance with staff review comments and providing an analysis of projected noise related to the athletic field activities.

Commissioner Anderson asked why the Variolite entrance was removed.

Senior Planner Anderson replied that the applicant could best address that question.

Commissioner Walker referenced the two retention ponds and asked if staff knows the size of those ponds.

Senior Planner Anderson replied that the project team could best address that as well.

Citizen Input

Justin Fincher, JB Vang, spoke in representation of the applicant and stated that there was concern expressed in a previous public hearing related to sightline access at Variolite and noted that was one reason to remove that entrance. He stated that they initially believed that entrance would be needed to alleviate traffic concerns, but upon completion of the traffic study they learned that would not be necessary.

Commissioner Anderson stated that he would prefer to have a separate entrance for buses to separate the bus and student driver traffic.

Mr. Fincher commented that they could look to reintroduce that entrance. He stated that there is a separate entry point and queuing area versus the parent pick-up/drop-off and student driver traffic.

Commissioner Anderson stated that he would prefer to have the Variolite access.

Commissioner Walker agreed noting that if nothing else, he would like to see a one way only exit for the buses to exit from the school to make a right hand turn onto Variolite. He asked for details on the retention ponds.

Eric Meyer, Larson Engineering, provided details on the infiltration basins and ponding and how they would function.

Commissioner Walker commented that he is curious as to how they can make the majority of the site concrete and treat the runoff in the small basins and not impact the wetlands.

Mr. Meyer commented that the water is piped into the basin which is meant to infiltration water and then they will control the rate to ensure that the discharge does not exceed the current rates. He confirmed that their plans meet all the requirements of the LRRWMO and the State.

Commissioner Walker commented that he lives along Variolite and observes the water held in the ditches after a rain event, therefore he has concern that this development would add to that issue. He asked who would be responsible if there were issues caused to neighboring property owners.

Mr. Meyer commented that they are meeting the requirements.

Commissioner Walker commented that if more water comes off this property, which currently soaks up water, he has concern for the residents if the retention ponds are not functioning as intended.

Mr. Meyer commented that they will also have a maintenance agreement for the pond to ensure it continues to function.

Commissioner Walker commented that this is a very wet area already and asked what would be done if there is water in basements after this is built.

Mr. Fincher stated that there is a separate process for the review and approval of the stormwater design that is currently underway with the LRRWMO. He commented that there would be a detailed analysis to ensure that there would not be negative impacts. He stated that perhaps those concerns could be passed to the LRRWMO in its review as that is a separate process. He stated that there was a recommendation to complete a noise analysis. He stated that his company has represented many Charter Schools and has never had that required in the past. He noted that they would be willing to work with City staff to complete that. He commented that this is next to Central Park that has multiple fields. He stated that the school is proposing a football/soccer field with track improvements. He commented that typically there are 10 to 12 games in a football season, split between home and away games, therefore that activity would be controlled. He commented that they welcome the recommendations of the EPB and will work to preserve as many mature trees as possible and recognized that could help to mitigate the noise and impacts to residential properties.

Debra Musgrove, 15247 Fluorine St NW, stated that she is the Chair of the LRRWMO Board and provided details on the process that group follows for permit review. She noted that all applications are reviewed by an engineering to ensure the rules are being met.

Jason Patrow, 16209 Sapphire Street, commented that he is an engineering project manager with 15 years of experience. He commented that the noise study is not just related to the stadium, field, and other items of note and believed that the rooftop mechanical equipment should also be included in the study. He commented that the field lights are 80 feet tall but noted that the field is also eight to ten feet higher than the properties to the north. He stated that recessing the field into the ground creates an amphitheater effect. He commented that removal of the trees will have an impact on the light and sound spilling onto neighboring properties. He did not believe there is adequate spacing for all the buses to que. He did not believe the retention pond was designed appropriately and provided his supporting information on his opinion. He commented that there are too many things being squeezed into a site. He commented that removal of the trees around the wetland would also change the dynamic of the wetland as shaded areas would then be exposed to sun. He commented that if there is an overflow the polluted water from the basin would enter the wetland and cause damage. He stated that the flooding in the area is already a concern but is manageable by the residents. He commented that discharging the water from the retention pond would not occur at the same rate as it would discharging through the soil. He stated that the elevated water from this site would compromise the drain field of the septic system for the neighbor to the north and could also impact the drinking water. He commented that the traffic study was completed for one day prior to Easter break, which is not accurate. He stated that he does have a concern with one access from 161st and the congestion that would bring to the residents in that area.

Danielle Holder, 7826 161st Avenue NW, stated that she has submitted written comments. She stated that this plan is overdone for the site. She noted that everything is being designed to minimum standards. She stated that the noise study was advised at the last meeting and has not been done yet. She asked how far the other schools of this nature are to residential homes. She stated that the trees are being removed and there will not be much to buffer that sound. She asked that the Commission table the request to meet higher standards. She noted that this site is already designed to the fullest capacity using minimum standards. She mentioned the cross easement with the church and stated that perhaps the pickup and drop off occur in the church parking lot to prevent stacking on 161st. She asked the Commission to hold the request until the noise study and other elements can be completed to ensure that the residents will be protected.

Jeffrey Lubarski, 7826 161st Avenue NW, asked the Commission to table the request tonight until the plat is completed and does not have contingencies. He believed that the neighborhood should have the ability to comment on the final plat before this moves forward. He commented that the school proposes one entrance and exit on 161st, which is a narrow residential street. He believed that there should be a secondary or primary exit/entrance on Variolite. He stated that if only one entrance/exit is proposed on 161st, his property is no longer viable as a residential property, and he should be allowed to covert it to commercial property.

Amanda Patrow, 16209 Sapphire Street NW, commented that she has had concerns from the beginning and does not feel the project should move forward due to water runoff, noise, light and traffic. She commented that the traffic study was completed only one day when school was in session. She did not believe the study should be used and should be redone. She commented that the numbers provided in the staff report equate to a total of 489 vehicles that would all use Variolite, Armstrong, and 161st Avenue. She stated that her neighborhood only has one road to get in and out, which is Variolite. She asked what would happen if emergency vehicles needed to

get down the road. She stated that they also have concern with the noise impacts from the PA system. She commented that the applicant has had plenty of time to get the sound study done but has not yet done so and noted that the rooftop equipment should be included. She stated that if everything cannot fit on the property, the school should look for a bigger lot rather than looking to use park or church space. She commented that Central Park is already used by many sports groups, and it would seem the school would want to connect to Central Park and use that space as well. She commented that the park is a public place where people should spend with their families, and it should not be allowed to be used by PACT. She stated that with the rising interest rates, PACT needed to make a decision as to whether to add more students or make the school smaller. He stated that they added more students which would compare to the attendance of Brookside, which has a much larger parcel on a County road. She asked that this continued to be reviewed by the Commission at a later date.

Mr. Patrow clarified that the dashed line is on the east side of the property and would connect Central Park to the school parking lot. He referenced the square footage of the school and noted that he used his software and the school plans and determined that the usable square footage of the space. He believed that the occupancy should be reviewed as his calculations show that being in excess of what would be allowed based on the usable space.

Mr. Fincher commented that instead of referring to a project manager in the neighborhood, he will refer to his team that are all licensed in their areas. He commented that they are not attempting to simply meet minimum standards, but to design what is needed for the school. He stated that rounding up, the square footage within the proposed plans would be 115,000 square feet. He stated that the traffic consultant could not attend tonight but clarified that they attempt to put the cameras up as quickly as possible following the solicitation process that PACT has to follow. He recognized that there was one day when the school was in session and the study was put into draft form, using the comments received before finalizing the report. He noted that the Trott Brook Crossing EAW was also cross-referenced and the findings within the draft report were consistent with those findings. He stated that the levels of service at the intersections they were required to review would not be impacted by the development. He noted that the intersections range from A, B and C ratings with the exception of one intersection that is already at a failing level currently. He stated that the dashed line was a recommendation from staff for PACT to consider at a potential in the future and therefore it was shown as potential in the future. He stated that there are building codes and standards in place regarding size and occupancy that they will meet. He stated that they did go through a separate Minnesota Department of Education (MDE) approval process where the plans from PACT were reviewed and approved by that entity. He stated that this is a public charter school and therefore is not sized or funded the same as a district school. He commented that they are not skirting anything under the rug and are going through all the necessary approvals.

Councilmember Woestehoff asked if the MDE report and comments could be shared.

Mr. Fincher commented that is public information that has been published and could be shared.

Commissioner Walker stated that after the first public hearing, the applicant assured the Commission that they would work with residents to address their concerns. He asked if anyone on the applicant's team has reached out to the neighbors to address their concerns.

Mr. Fincher commented that they have not specifically reached out to residents but believe they are addressing the concerns to the extent possible through this process. He would welcome further conversation if that were necessary. He commented that part of the Variolite access removal was budget related and in attempt to address resident concerns related to that access. He recognized that they will never make all parties happy.

Commissioner Walker commented that it is obvious there are a few residents spearheading the opposition and recommended that the applicant work with those residents to address their concerns.

Jason Tossey, 14417 Bowers Drive NW, stated that he is a Board member of PACT and also a social studies teacher. He stated that he would like to address information that was brought up that is not as accurate as it was portrayed. He stated that they may need to expand some students because of higher bond rates, but that would be spread over the two campuses. He stated that this is a much larger facility with more space than the existing facility. He stated that the plans have been changed and altered to address the concerns of the residents. He stated that the comment today to add the Variolite entrance back in is frustrating as the change was made to address concerns related to the sightline in that area from residents. He commented that they are doing everything they can to ensure the concerns of residents are met while also meeting all applicable standards from the City, State, and watershed. He stated that they will be working with the LRRWMO to ensure there will not be issues with flooding.

Mike Stuedmann, 1478 159th Avenue in Andover, and trustee of the Church of Saint Katharine Drexel stated that he would like to clarify comments that were made earlier. He stated that a written comment referenced how much the church gained by entering into the deal. He stated that the resident stated that the church "gained only $400,000 versus what could have been gained through other options". He stated that the church explored many other options, and this was the option that could move forward. He stated that PACT approached the church many years ago and therefore this is not a kneejerk reaction. He commented that the email also states that the church "would be willing to do anything to make this happen and sacrifice the wellbeing at any cost". He stated that could not be further from the truth as the church is a good steward. He stated that the shared parking agreement was a suggestion of the church in order to result in a win/win situation where the entities could partner.

Ms. Holder commented that she has a copy of the letter from MDE which basically states that the financial information provided means that it would be fiscally responsible to move forward and that the school would need to comply with all other entities and their rules. She stated that the plans have not been reviewed and approved completed. She stated that she does not recall a statement from residents requesting that the Variolite access be removed. She suggested that the Commission watch the School Board video to hear that discussion themselves.

Mr. Patrow commented that the reason people were opposed to the Variolite access was that it was proposed to be a parent pick-up/drop-up access that would be used in both directions. He believed that it would be appropriate to have that access be bus access only.

Josh Nyquist, 14852 Peridot Street NW, and Executive Director of Building Operations at PACT asked that the Commission give them a chance to meet the requirements from the LRRWMO and related to traffic. He stated that they would meet the building requirements and recognized that MDE does not review to that level, but more as to whether the site would work for a school and whether it could be done financially. He stated that they want to be good neighbors and address concerns of those that live nearby, which is why they are these public meetings to gain that input. He stated that they can review field scheduling and the types of systems in order to mitigate noise and light. He stated that the school wants to be a good presence. He noted that the students often clean up the park nearby the existing location and would hope they could do those things at the new location as well. He commented that they currently have a shared parking agreement with Northgate Church that works well. He stated that there is traffic two times per day and school is in session 154 days per year, therefore that is important when thinking about the impact of traffic.

Commissioner Peters commented that he does not believe that everyone is 100 percent against the school. He stated that if all the things were addressed, the school would be supported. He stated that a school going into a neighborhood adjacent to a park is a good fit. He commented that he also likes that there will be a secondary school coming to Ramsey. He believes that PACT should work with the residents and acknowledged that they are trying. He stated that he has been blessed to have the experience of living in different states and frequenting different schools for his kids. He stated that they will figure this out as a community. He believes that it makes sense to have a school in this location and if they all work together to figure it out, it should work. He encouraged PACT to work with these residents as they continue to come forward. He believed that this will be worked out but there needs to be more collaboration between the community and PACT.

Community Development Dir/Deputy City Admin Brian Hagen stated that if the Commission desires to continue this review, it should not close the public hearing but instead should continue it to the next meeting.

Commissioner Anderson asked for details on the review timeline.

Community Development Dir/Deputy City Admin Brian Hagen replied that they are still within the first 60-day review period and would have the ability to extend that by another 60 days. He stated that if the desire is to continue, it should be formally done through motion to a specific date.

Senior Planner Anderson commented that the City would need to issue a 60-day extension as the first 60-day period would expire before it reached the City Council.

Acting Chairperson Gengler commented that there would then be an option to continue the public hearing which would then not require a table or any action on the applications.

Senior Planner Anderson confirmed that to be true but asked that if that route is chosen, specific information is provided on what the Commission would desire before the next meeting.

Community Development Dir/Deputy City Admin Brian Hagen stated that he would also want input from the applicant on their timeline to respond as well.

Mr. Fincher stated that he is unsure of the logistics of extending the 60-day review period. He reiterated the timeline of PACT which was to begin construction later summer, or early fall. He stated that he fears that if this is pushed too far down the road, it could become not feasible to begin construction this year. He stated that if there is a recommendation to work with the residents, they would do so and asked if that could be done in the time before the City Council meeting noting that they could also work with City staff during that time.

Community Development Dir/Deputy City Admin Brian Hagen stated that the desired open date for PACT is fall of 2023 and recognized the sizeable construction. He stated that ultimately the City has a process to follow as well. He stated that if the Commission feels that it has seen enough information to make a recommendation to the Council that could be done. He noted that the Commission could also request to see more information on the plans and provide another opportunity for residents to provide input. He recognized that this could delay the project by a minimum of one month. He stated that the applicant could also request a special meeting of the Commission, although that could be tricky with including a public hearing. He asked if the public hearing could be closed and whether a second public hearing could be noticed for a special meeting.

Senior Planner Anderson replied that could be done as long as the proper noticing timelines would be met. He stated that if the meeting were tabled to the next Commission meeting, it would be June 23rd, which would then follow to City Council on July 12th.

Mr. Fincher commented that following the City Council meeting there would be another 30-day period for the rezoning, which is tied to their entitlements.

Senior Planner Anderson confirmed that to be correct. He stated that the City Council approvals for the zoning and Comprehensive Plan amendment were contingent upon approval of the preliminary plat. He stated that once the preliminary plat is approved, the ordinance would be published and there would be a 30-day period before the ordinance goes into effect.

Randy Bauer, 14942 Quintana Street NW, commented that there have been preliminary plats with questions on numerous occasions that are addressed through conditions and contingencies. He stated that in those instances the preliminary plat is approved contingent upon the staff recommendations being met.

Councilmember Woestehoff referenced the small parcel of parkland that would be deeded back to the City and asked if that would be a better opportunity for stormwater management and what the alternative would be for park dedication.

Senior Planner Anderson commented that the Park Commission took action last in the last month to reiterate a previous decision and formalize their interest in having that northwest corner dedicated as parkland for expansion of a flex field use there. He stated that the potential to use that as additional retention pond area would involve park staff and the Park and Recreation Commission. He stated that a potential alternative would be to continue to encourage the church and school to work together to determine if there is additional opportunity to provide additional treatment on the church site.

Councilmember Woestehoff stated that he understands the potential for the church to take on additional mitigation but sees this as a separate project. He stated that he did not recall seeing the park dedication request on the Council and it was confirmed that would come forward with the application.

Mr. Bauer commented that the church has talked about shared retention ponding as both sites would benefit and therefore the church would be open to exploring additional stormwater treatment on the site. He stated that the church has no plans to use the northern outlot and could use that for treatment.

Mr. Fincher commented that they have begun to space plan for that potential and confirmed that there have been discussions with the church on that concept. He stated that his firm finished a project in Brooklyn Park that used a shared agreement to address shared parking and retention ponding.

Commissioner Anderson asked for clarity on the concept of continuing the public hearing or forwarding the recommendation with conditions.

Community Development Dir/Deputy City Admin Brian Hagen stated that if the public hearing is continued or closed with a recommendation tabled, the Commission should give direction on anything specific it would like to see.

Commissioner Anderson stated that if the Commission requested the studies to be completed and the entrance to be reviewed, he did not believe a second public hearing would be needed.

Community Development Dir/Deputy City Admin Brian Hagen confirmed that the requirement for a public hearing has been held and the case could be tabled with direction. He stated that the noise analysis may not be able to be completed as of yet because the equipment is not yet known and therefore that provision could be added to the development agreement.

Commissioner Anderson commented that he feels that there has been sufficient input from residents.

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

Motion Carried. Voting Yes: Acting Chairperson Gengler, Commissioners Anderson, Walker, Hunt, and Peters. Voting No: None. Absent: Chairperson Bauer and Commissioner VanScoy.

Acting Chairperson Gengler closed the public hearing closed at 9:31 p.m.

Commission Business

Motion by Commissioner Anderson, seconded by Commissioner Peters, to table the requested action, directing the applicant to research a one-way bus only access from Variolite, provide more information on a noise study, and provide more information on stormwater plans.

Further discussion

Gary VanScoy, 5851 147th Lane NW, stated that there has been a lot of discussion about an entrance from Variolite. He commented that there is about three feet of right of way on the west side of Variolite and therefore does not see how a right-in/right-out entrance could be provided. He commented that in that area there is also an eight to ten feet drop therefore there would be significant difficulties in that option. Commissioner Anderson stated that he would only request that to be a right-in access. Commissioner Walker commented that in that scenario the buses would still use 161st to exit the site. Commissioner Walker commented that he would support a right-in/right-out. Commissioner Anderson commented that he is unsure there is room for that, but he would also support that. Councilmember Woestehoff stated that he understands the desire for a right-in/right-out, there would not be buses coming from the north, most would come from the south. He stated that he did not like the idea of an access on Variolite but also does not like it without the Variolite access. He commented that Brookside is a good example of where buses and vehicle traffic go but recognized that there will always be backups. He stated that the Commission should continue to find the best ways to mitigate those issues. He commented that neither are good solutions and therefore would rely on engineers to make those decisions. Commissioner Walker asked if anyone could tell him the plans for 161st. City Engineer Westby stated that they have collected topography of the corridor and are processing that data to develop their plans with a trail and determine if trees could be saved. He noted that staff will be bringing those plans to the City Council to determine if the project should be moved forward one year. Commissioner Walker stated that if the road is going to widened, it should occur to the north and not impact the neighbors on the south side. City Engineer Westby replied that typically streets are centered in the right-of-way. He noted that the trail will be on the north side and therefore it may be difficult to take the trail and all road width from that side, but staff will look into that option. Councilmember Woestehoff asked if the Council would have the data on the proposed road improvements before final plat, as it would seem that widening would only be required if the school is developed. City Engineer Westby replied that he is unsure when the final plat would be but believed that good data would be available in the next month or so. Senior Planner Anderson stated that based on the current motion there would be enough time. He stated that perhaps the Commission would want to discuss the variance portion of the request to determine if both actions are going to be tabled or whether the variance would move forward. He commented that it would be helpful to include a date continued to within the motion. Commissioner Anderson clarified that the case would be tabled to the next meeting.

Motion Carried. Voting Yes: Acting Chairperson Gengler, Commissioners Anderson, Peters, Hunt, and Walker. Voting No: None. Absent: Chairperson Bauer and Commissioner VanScoy.

Motion by Commissioner Anderson, seconded by Commissioner Hunt, to approve the Variance to the Parking/Maneuvering Area Setback from Residentially Zoned Land.

Motion Carried. Voting Yes: Acting Chairperson Gengler, Commissioners Anderson, Hunt, and Peters. Voting No: Commissioner Walker. Absent: Chairperson Bauer and Commissioner VanScoy.

Chairperson Bauer and Commissioner VanScoy rejoined the Commission.

7. COMMISSION BUSINESS

7.01: Provide Direction for Modifications to Armstrong Boulevard Interchange District Modifications

Presentation

Planning Manager Larson presented the Staff Report noting that the Commission should provide staff with direction to bring an ordinance forward with a public hearing on June 23rd.

Commission Business

Chairperson Bauer commented on the difficulties experienced by businesses from the Armstrong interchange project, some of them going out of business, he would support changes that would help businesses with little to no cost. He commented that he would support administrative approvals and perhaps waiving permit costs, in order to be proactive and help those businesses that will be impacted by a two-year construction project.

Commissioner Gengler asked if the overlay would dictate types of signs.

Senior Planner Anderson commented that it would fall under the same guidelines as ground signs. He commented that any ground sign could have a dynamic display. He believed that a decorative base is currently required up to six feet in height that is compatible with the building finish, which is different than the normal ground sign regulations.

Commissioner Gengler asked for a comparison or example of a 150 square foot sign.

Planning Manager Larson replied that would equate to 10 by 15 feet and provided an example.

Chairperson Bauer asked if there were businesses that applied for larger signs during the Armstrong project.

Planning Manager Larson confirmed that there were three larger signs, all multiple tenant signs.

Chairperson Bauer asked if there would be a way to include a larger allowance for multiple tenant signs as well so that those could be approved administratively at a lower cost.

Planning Manager Larson confirmed that could be done.

Commissioner VanScoy commented that the COR Framework talks about three signs along Highway 10 meant to identify the businesses within the COR and asked for an update on that.

Community Development Dir/Deputy City Admin Brian Hagen replied that there is one at Ramsey Boulevard and Highway 10 that would be removed with the interchange. He stated that there is the dynamic City sign but that is used for City messaging.

Commissioner VanScoy asked if the COR Framework requirements are going to be incorporated or going away.

Councilmember Woestehoff commented that should be treated separately. He stated that this would allow for those businesses that would be impacted by construction to follow an easier process. He agreed that the COR Framework signs should be revisited after the construction is done.

Commissioner VanScoy commented that the intent of the City signs was to reduce the sign cluster along the corridor. He recognized the importance of allowing businesses to have signage during construction but noted that the signage plans within the framework continue to be pushed down the road.

Councilmember Woestehoff stated that he does not disagree, but a business will put their own sign up and would still take advantage of a spot offered by the City on another sign.

Planning Manager Larson clarified that this intent would be to allow taller and larger signs for businesses that would be impacted by the interchanges.

Commissioner Anderson stated that he would have difficulty saying what could be done now without knowing the impact of the interchange.

Planning Manager Larson commented that the best example would be the Armstrong interchange as the height will be comparable. He stated that this would streamline the process the businesses impacted by the Armstrong interchange followed to address their signage needs.

Commissioner Anderson commented that he understands the need for businesses to advertise but also wants to avoid sign clutter. He recognized that advertising will be important but again felt that he needed more information on what the interchanges will look like.

Commissioner Gengler commented that this will not add additional signs but will allow the businesses to elevate and slightly enlarge their signs to be visible after construction.

Commissioner Walker asked for clarification on the larger signs that were approved through variances.

Planning Manager Larson replied that those were all multi-tenant signs that were issued through Conditional Use Permit (CUP). He explained the difference in discretion allowed for a variance and CUP.

Commissioner Walker asked the typical amount of space allowed for each tenant on a multi-tenant sign in other communities.

Planning Manager Larson replied that he is not aware of specifications for each tenant. He noted that another city considers signs in categories of up to two tenants or three or more.

Senior Planner Anderson replied that one of the three signs that received a CUP which was for a multi-tenant building, is now a single tenant daycare and has a size of 225 square feet. He stated that the interchanges will be similar to the height of Armstrong and therefore the daycare sign would be a good example for comparison. He noted that all three signs that received CUPs are 75 feet in height with varying sign size.

Planning Manager Larson noted that staff will bring this back to the Commission. He noted that planning staff is also working with economic development staff and MnDOT on temporary signage during the construction.

Chairperson Bauer noted that it could also be helpful to reach out to the Anoka business owners impacted by construction to find out if there is anything that could be helpful.

8. COMMISSION / STAFF INPUT

Planning Manager Larson stated that staff has been discussing how to provide the Commission with better information. He stated that he is used to having more lead time for staff to work with the applicant and address comments and concerns prior to the staff report and presented plans. He stated that adding two weeks to the timeline should not impact the 60-day review timeline but should provide better information to the Commission. He stated that staff will continue to review that over the next few months. He noted that he would also like to look at updating the Zoning Code as a whole as there is room for improvement and reduction of redundancy.

Chairperson Bauer asked that staff also review the development fees and provide comparisons of other communities.

Planning Manager Larson noted that the development fees in Ramsey are much cheaper than Brooklyn Park.

Senior Planner Anderson replied that staff has completed that type of analysis in the past and Ramsey falls in the middle.

Councilmember Woestehoff stated that the Council reviewed those fees in the last year.

Chairperson Bauer commented that he would be interested in seeing that information.

Planning Manager Larson provided an update on recent hiring of a Code Enforcement Officer.

Commissioner Peters commented on the need for solicitors to have peddlers licenses and noted that after storms there are always people going door to door without the proper license. Staff noted that residents can call 911 if there are those instances occurring.

9. ADJOURNMENT

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

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

The regular meeting of the Planning Commission adjourned at 10:18 p.m.

Respectfully submitted,

_____
Todd Larson
Planning Manager

ATTEST:

_____
Nicole Laubach
Planning Administrative Assistant

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Regular Planning Commission **6. 1.**

Meeting Date: 06/23/2022

By: Todd Larson, Community Development

Information

Title:

Public Hearing - Anoka Ramsey Athletic Association (KRH Land LLC/ISG Inc.) Rezoning and Zoning Code text amendment at 14622 and 14650 Ferret St. NW

Purpose/Background:

Ms. Andrea Rand, of ISG Inc. on behalf of the Anoka Ramsey Athletic Association, is requesting a rezoning of approximately 12.88 acres of property in the first phase of a multi-step process of approvals needed for a mixed-use facility. The site will be anchored by a large indoor athletic complex housing basketball courts and turf fields. The site will also have a medical clinic specializing in sports medicine and physical therapy and a restaurant. The site currently contains a wireless communications tower that will remain. The property is currently zoned COR and is proposed to be zoned Employment District (E-3) to accommodate the various proposed uses within the site. The site is adjacent to other E-3-zoned property to the northwest and guided Business Park in the Comprehensive Plan.

Future phases of required approvals include a plat, easement vacations, site plan review, and a conditional use permit. In order to complete ARAA's obligation in its purchase agreement, only the rezoning needs to be approved since some of the intended uses are not permitted in its current zoning district. ARAA is still finalizing site layout.

The E-3 zoning district allows for the recreational use, restaurant, and communications tower, however, it does not accommodate medical clinics. A Zoning Code text amendment is also being requested adding that use to the list of permitted uses within the district. Since medical uses are often high-employment businesses, it appears to meet one of the goals of expanding employment base of the Comprehensive Plan.

Notification:

Staff mailed letters via standard US Mail notifying surrounding property owners within 350 feet of the subject properties. A notice of the Public Hearing was also published in the Anoka County UnionHerald, the City's official newspaper.

Observations/Alternatives:

Alternatives to Consider:

1. Recommend approval of the rezoning and Zoning Code text amendment as recommended by staff.
2. Recommend approval of the rezoning and modifications to the Zoning Code text amendment that the Planning Commission deems appropriate to the request.
3. Deny the rezoning and Zoning Code text amendment based on certain findings.

Funding Source:

All costs associated with this application are the responsibility of the applicant.

Recommendation:

Staff recommends approval of Ordinances #22-21 for rezoning property from COR to E-3 and #22-22 for a text amendment adding Medical Clinics as a permitted use in the E-3 district.

Action:

Two motions are requested:

Motion 1: Move to recommend approval of Ordinance #22-21 Rezoning 14622 and 14650 Ferret Street Northwest from COR to E-3 Employment District; and

Motion 2: Move to recommend approval of Ordinance #22-22 amending Section 117-124(b) of City Code to allow Medical Clinics as a permitted use in the E-3 Employment District.

Attachments

Applicant's Narrative
Site Map
Concept Plan
Draft Rezoning Ordinance #22-21
Draft Zoning Text Amendment Ordinance #22-22

Form Review

Inbox	Reviewed By	Date
Brian McCann	Brian McCann	06/09/2022 10:23 AM
Brian Hagen	Brian Hagen	06/09/2022 01:02 PM
Form Started By: Todd Larson		Started On: 06/09/2022 08:48 AM
Final Approval Date: 06/09/2022		

MAY 26, 2022

Todd Larson
Planning Manager
City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303

RE: REZONING NARRATIVE
ATHLETIC DOME SITE – RAMSEY, MN

Todd,

On behalf of the Anoka Ramsey Athletic Dome project and the landowner, KRH Land LLC, ISG is submitting a request to amend the zoning for a vacant property north of Highway 10, west of Ferret Street NW. The area consists of three parcels identified as:

1. **Parcel ID:** 29-32-25-14-0015
   Parcel Address: 14622 FERRET ST NW, Ramsey, MN 55303
   Parcel Size: 8.57 Acres

2. **Parcel ID:** 29-32-25-14-0005
   Parcel Address: 14650 FERRET ST NW, Ramsey, MN 55303
   Parcel Size: 4.31 Acres

Both of these parcels are in the HY-10 Plat, owned by KRH Land LLC and are in the COR zone district.

ZONING & TEXT AMENDMENT REQUEST

We are requesting a Zoning Amendment for the subject parcels to be included in the E-3 zone district for the purpose of an Athletic Dome, medical clinic and restaurant. We are also requesting a Zone Text Amendment to include medical clinics in the E-3 district.

A medical clinic is allowed in the existing COR district; however, it would become an enclave COR district area surrounded by E3 zoning for the rest of the site, which is not permissible. Thus, the request for a Text Amendment to permit clinics so the entire site would be within the same E3 zoning. Please see the enclosed concept plan for the desired final development layout.

The City of Ramsey's Comprehensive Plan's Future Land Use Map identifies the property to be within the Business Park area. The proposed E-3 zoning is consistent with the Comprehensive Plan's future designated land use, Chapter 7's Parks & Recreation goals and Chapter 8's Economic Development goals identified for the city. In addition, the proposed uses are consistent with the adjacent land uses and zone districts. To the south is the highway, to the north is the industrial par.

Should a rezoning be approved, the next steps would be to submit a plat and site/engineering plans for a more detailed review of a specific development proposal.

Thank you for reviewing the attached materials for the zoning amendment request. Please contact me at 952.426.0699 or via email at Andrea.Rand@ISGInc.com with any questions or if there is any additional information I can provide in support of this project.

Sincerely,



Andrea Rand, AICP
Project Coordinator

Athletic Dome

14622 Ferret St NW & 14650 Ferret St NW

29-32-25-14-0015
29-32-25-14-0005



Print Date: June 1, 2022

0 0.0175 0.035 0.07 0.105 0.14
mi



KEY NOTES

1. 675' x 260' Dome
   - 450' x 260' Synthetic Turf Field
   - Eight (8) Basket Ball Courts
   - Weight Lifting Area
2. 6,000 SF Support Building
3. Mechanical Equipment
4. Stormwater Management Area
5. 186 Stall Parking Area
6. Existing Cell Tower

SPORTS CLINIC OUTLOT

7. 12,000 SF Building
8. Shared plaza
9. 83 Stall Parking Area
10. 4,000 SF Building
11. Patio

PRELIMINARY SITE LAYOUT - OPTION 2

0 60 120
SCALE IN FEET

N

ORDINANCE #22-21

CITY OF RAMSEY
ANOKA COUNTY
STATE OF INNESOTA

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

AN ORDINANCE AMENDING SECTION 117-90 "MAP" OF CHAPTER 117 OF THE CITY CODE OF RAMSEY, MINNESOTA.

SECTION 1. AMENDMENT

The following legally described properties are hereby rezoned from COR to E-3 Employment District:

Parcel 1: 14622 Ferret Street Northwest
Lot 2, Block 1, HY-10 RAMSEY together with that part of the Southwest quarter of the Northeast quarter of Section 29, Township 32, Range 25, lying Northereasterly of the Northeasterly right-of-way line of the Burlington Northern Roailroad, subject to easements of record, Anoka County, Minnestoa; and

Parcel 2: 14650 Ferret Street Northwest
Lot 1, Block 1, HY-10 RAMSEY, subject to easements of record, Anoka County, Minnesota

SECTION 2. MAP

The City is hereby instructed to cause this amendment to be shown on the "City of Ramsey Zoning Map", which map was adopted pursuant to Section 117-90 of the Ramsey City Code.

SECTION 3. EFFECTIVE DATE

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

PASSED by the City Council of the City of Ramsey, Minnesota the ___ day of ____, 2022.

_____
Mayor

ATTEST:

_____
City Clerk

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

ORDINANCE #22-22

CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

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

AN ORDINANCE AMENDING SECTION 117-124(b) (PERMITTED USES IN THE E-3 EMPLOYMENT DISTRICT) OF THE CITY CODE OF RAMSEY, MINNESOTA.

The City of Ramsey ordains:

SECTION 1. AUTHORITY

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

SECTION 2. AMENDMENTS

Sec 117-124(b) shall be amended to read as follows (additions indicated by underlined text):

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

(1) Building materials sales stores.
(2) Governmental and public utility buildings and structures.
(3) Indoor commercial recreation.
(4) Manufacturing.
(5) Office buildings and uses.
(6) Radio and television offices and stations.
(7) Transportation terminals.
(8) Warehousing of non-explosive material or equipment.
(9) Wholesale business.
(10) Storage.
(11) Business incubators/multitenant facilities housing manufacturing, research labs, testing labs, offices, motor vehicle, implement and recreation equipment sales or repair, governmental or public uses, indoor commercial recreation, manufacturing, radio and television offices and stations, and wholesale businesses, provided they are indoor operations with no outside storage or display areas. A maximum of 20 percent of the units or suites of such a facility may be occupied by enclosed retail and rental activity as a principal use.
(12) Self-storage facilities.
(13) Medical clinics

SECTION 3. EFFECTIVE DATE

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

PASSED by the City Council of the City of Ramsey, Minnesota, the ___ day of ____, 2022.

_____
Mayor

ATTEST:

_____
City Clerk

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

Regular Planning Commission **6. 2.**

Meeting Date: 06/23/2022

By: Todd Larson, Community Development

Information

Title:

Public Hearing - Armstrong Boulevard Interchange/Highway 10 Signage Overlay District Zoning Code text amendment.

Purpose/Background:

Anoka County staff working with business property owners affected by the upcoming Highway 10 reconstruction project in Ramsey are reporting concerns about future visibility of their businesses. Visibility impacts are anticipated in a similar manner to the Armstrong Boulevard interchange with overpasses constructed for Ramsey Boulevard and Sunfish Lake Boulevard. The original Armstrong Boulevard Interchange Overlay District, created in 2013, was intended to create relief to businesses anticipated to be affected by that interchange. In the last few years, however, the City Council has granted three requests for taller and larger signs in that area. The three signs are 75 feet in height with sign faces ranging between 225 and 334 square feet. Two of the three signs are for multi-tenant buildings and the third one is purely a dynamic sign. Staff is proposing to be proactive for the impacted businesses and expand the Armstrong Boulevard Interchange Overlay District to the east border of Ramsey and, in the process, rename it to reflect the entire freeway corridor.

At the Planning Commission meeting on May 26, 2022, the Planning Commission gave direction to increase the height from the existing 50 feet to 75 feet. The existing 150 square feet in sign area would remain for a single-user sign with increased area for multi-tenant/multi-user signs to 300 square feet.

Businesses will continue to have the ability to apply for a conditional use permit (CUP) for oversized signs. Staff is looking to be proactive and reduce the likelihood of a business incurring expense and added delay of going through the CUP process. Signs meeting City Code standards would simply need a permit to be erected.

Notification:

Staff sent a public hearing notice to property owners within 750 feet of the centerline of Highway 10 via standard US mail. A notice of the Public Hearing was also published in the Anoka County UnionHerald, the City's official newspaper.

Observations/Alternatives:

Alternatives to consider:

1. Recommend approval of proposed Ordinance #22-20.
2. Recommend approval of proposed Ordinance #22-20 with modifications made by the Planning Commission.
3. Recommend denial of the proposed ordinance keeping the existing regulations in place.

Funding Source:

Not applicable.

Recommendation:

Staff recommends approval of the proposed Code Amendment (Ordinance #22-20).

Action:

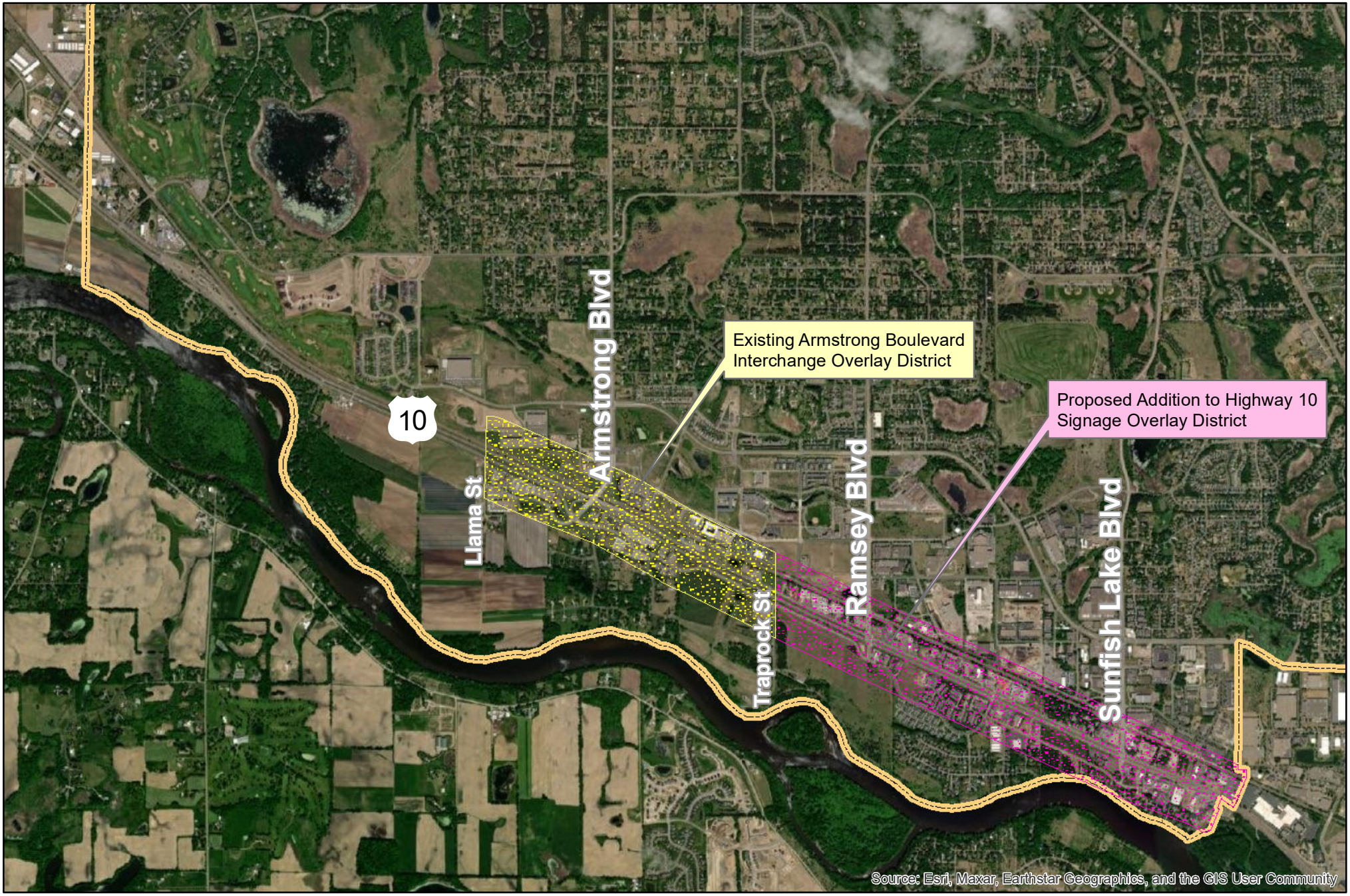
Staff recommendations is that the Planning Commission recommend approval of proposed Ordinance #22-20.

Attachments

Map
Close-Up Map
Ordinance
Compiled Public Comments

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	06/08/2022 08:25 PM
Form Started By: Todd Larson		Started On: 06/01/2022 01:11 PM
Final Approval Date: 06/08/2022		



Proposed:
Highway 10 Signage Overlay District

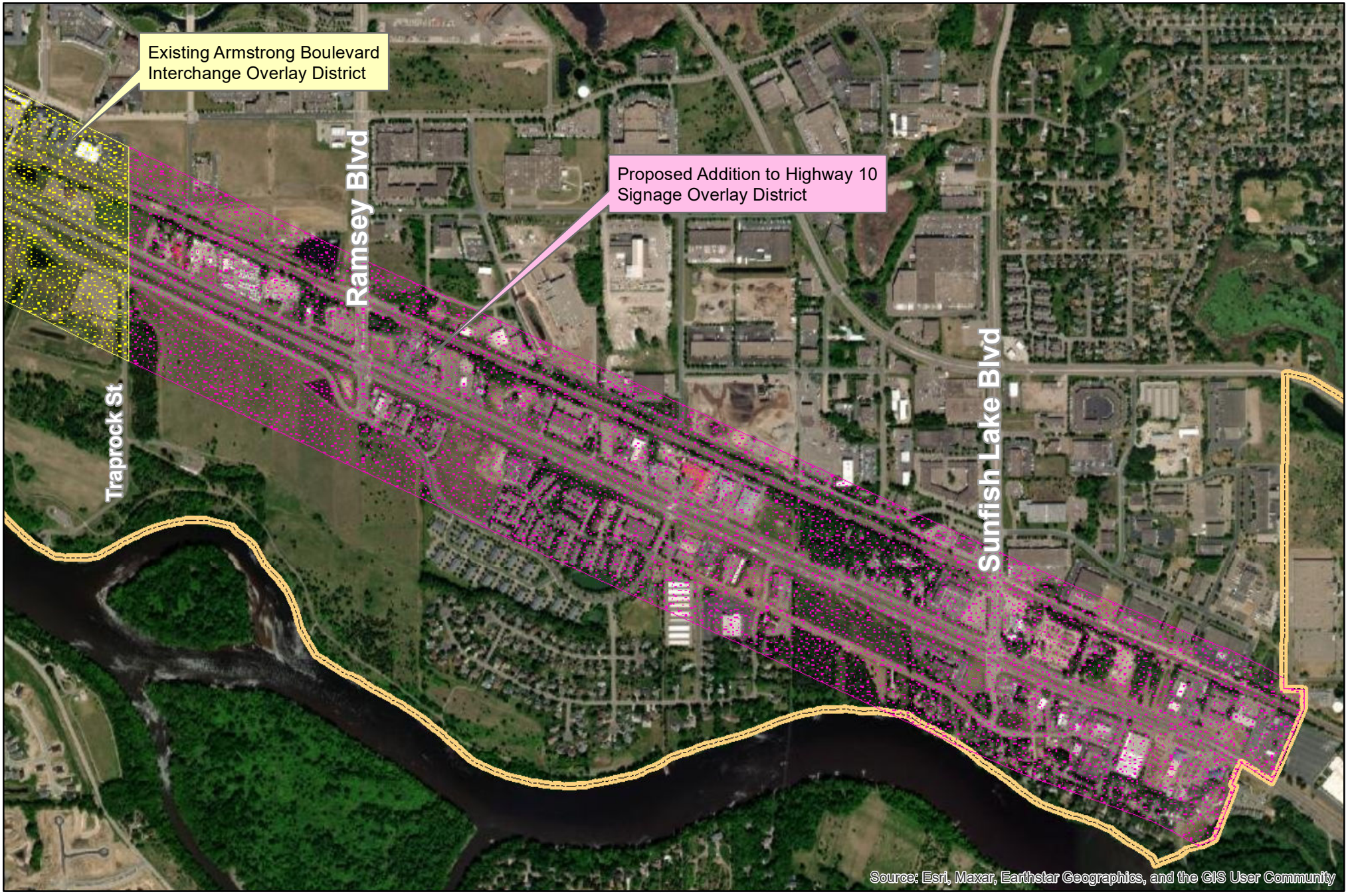
Planning Commission Meeting May 26, 2022

Legend

0 0.25 0.5 1 Miles

- Existing Armstrong Interchange
- Proposed Highway 10 Signage
- City Boundary

City of RAMSEY



Proposed:
Highway 10 Signage Overlay District

Planning Commission Meeting May 26, 2022

Legend

0 0.1 0.2 0.4 Miles

- Existing Armstrong Interchange
- Proposed Highway 10 Signage
- City Boundary

City of RAMSEY

ORDINANCE #22-20

CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

AN AMENDMENT TO SECTION 117 WHICH IS KNOWN AS THE ZONING SECTION OF THE CITY CODE OF RAMSEY, MINNESOTA.

AN ORDINANCE AMENDING SECTION 117-1 (DEFINITIONS) AND SECTION 117-519 (BUSINESS TYPE DISTRICTS) OF THE CITY CODE OF RAMSEY, MINNESOTA.

The City of Ramsey ordains:

SECTION 1. AUTHORITY

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

SECTION 2. AMENDMENT TO CITY CODE SECTION 117-1

The current City Code Section 117-1 is revised as follows (additions indicated by underline, deletions indicated by ~~strikethrough~~):

Sec. 117-1. – Definitions.

~~Armstrong Boulevard Interchange~~ Highway 10 Signage Overlay District means a district for purposes of allowing additional signage in a specified area due to limited visibility created by overpasses on Highway 10, described as all commercially zoned property located within 750 feet of the Centerline of Highway 10 ~~and extending to the Centerline of Traprock Street and extending~~ between the eastern border of the City of Ramsey and ~~to~~ the Centerline of Llama Street. Parcels located within The COR Zoning District are ~~exempted~~ excluded from this overlay district, as sign regulations for that district are located in a separate section of City Code.

SECTION 3. AMENDMENT TO CITY CODE SECTION 117-519(c)

The current City Code Section 117-519(c) is revised as follows (additions indicated by underline, deletions indicated by ~~strikethrough~~):

Sec 115-519(c) – Business type districts.

Permitted freestanding signs under previous section 117-519(a) (business use signs), and located within the ~~Armstrong Boulevard Interchange~~ Highway 10 Signage Overlay District as defined by this section, shall be allowed to a height of not more than 75 feet and an area of not greater than 150 square feet (for a single-user sign) or 300 square feet (for a multi-user sign). Signs

permitted under this section shall have a monument style base constructed of materials that are consistent with the principal building to a minimum height of six feet.

SECTION 4. EFFECTIVE DATE

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

PASSED by the City Council of the City of Ramsey, Minnesota, the __ day of _____, 2022.

_____
Mayor

ATTEST:

_____
City Clerk

Introduction date: June 28, 2022
Posting dates:
Adoption date:
Publication date:
Effective date:

Armstrong Boulevard/Highway 10 Sign Overlay Public Written Comments

From: Carl Shaffer
Sent: Monday, June 13, 2022 1:00 PM
To: Ramsey Planning; Todd Larson
Subject: ordinance 22-20 amendments

Planning Commission and Mr. Todd Larson:

I am writing in regards to my property at 13900 Sunfish Lake Blvd. (PID 34-32-25-14-0019). This property lies within the boundary of the Armstrong Blvd. Interchange Overlay district.

I wish to express my support for the amendments introduced in your Public Hearing Notice dated June 9, 2022, for the following reasons:

1. Due to the changes on Sunfish Lake Blvd., there will be a significant negative impact on the daily operations of the tenant, Midwest Overhead Crane if changes are not made to the ordinance due the roadway changes.

2. The new height of Sunfish Lake Blvd. on the East side of the property will change from 0' to a 30'-18' wall. The height of the current building is only 21'. With current banner placement at 6' and Company building sign at 15', the signage will no longer be visible to traffic.

3. With the roadway change it will be harder for delivery personnel, vendors, customers, potential employees, visitors and others to find the company, as the building will be totally obscured from the road.

4. Currently, when the current divider was installed on Sunfish Lake Blvd., access was eliminated to the property from Sunfish Lake Blvd., so all traffic must come in on McKinley St., and mapping software has not been able to adapt to the access change. The new roadway will make this much more difficult for above mentioned populations.

5. The current system of a banner on a fence works extremely well to attract potential employees due to traffic counts and current visibility. When the wall is installed and the roadway height is increased, these tools will no longer be viable, and the current ordinance would require a variance to obtain a sign that would be appropriate in this situation.

For those reasons, I request the ordinance changes be made to accommodate the hardship the Midwest Overhead Crane and similar area businesses will be forced to endure when the changes to the overpass and roadway occur.

Please feel free to contact me for more information, via email (preferably), or phone below.

Thank you for your consideration .

Respectfully submitted,

Carl Shaffer
Principle
CCMG Investments, LLC

President
WWW.MWOCC.COM

From: Karen Blaska
Sent: Tuesday, June 14, 2022 9:04 AM
To: Ramsey Planning
Cc: Jeff Perry
Subject: Notice of Public Hearing - Zoning Code Amendment

Good Morning.
The Anoka County Parks Department received the City's notice regarding the zoning code amendment to increase the height and area for multi-user/tenants signs.

While it is understood the highway improvements may affect visibility for some local businesses, the Parks Department is concerned that new taller and bigger signs adjacent to Mississippi West Regional Park will detract and infringe on the overall feel and aesthetic of the nature based park. The Department requests that no new signage, other than for safety and regulatory purposes, be permitted immediately adjacent to the park.

Thank you for your consideration.

_____

Karen Blaska | She-Her-Hers | Park Planner |
Anoka County Parks | 550 Bunker Lake Blvd. NW | Andover, MN 55304

Regular Planning Commission **7. 1.**

Meeting Date: 06/23/2022

By: Chris Anderson, Community Development

Information

Title:

Consider Site Plan and Preliminary Plat Request for a New PACT Charter School 6-12 Grade Campus at 7633 161st Avenue NW (Project No. 22-107)

Purpose/Background:

The City has received an application from JB Vang (the "Applicant") for a Site Plan, Preliminary Plat, and Variance related to a proposed new 6-12 grade campus at 7633 161st Avenue NW (the "Subject Property") for PACT Charter School ("PACT"). PACT would continue school operations at their current location (7250 East Ramsey Parkway) for grades K-5. In February of this year, the Planning Commission conducted a Public Hearing for a requested Comprehensive Plan Amendment and Zoning Amendment to re-guide and rezone a portion of the Subject Property to accommodate the proposed school use. In March of 2022, the City Council did approve both the Comprehensive Plan Amendment and Zoning Amendment, contingent upon approval of the Preliminary Plat.

On May 26, 2022, the Planning Commission conducted another Public Hearing, which focused on the Site Plan, Preliminary Plat, and a requested Variance, all related to the proposed new school. The Planning Commission did approve the variance, which allowed for a reduced setback for parking adjacent to the vacant land owned by Saint Katharine Drexel Church. The Planning Commission did close the Public Hearing; however, action on the Site Plan and Preliminary Plat was tabled to the June 23, 2022 meeting. The Planning Commission directed the Applicant to analyze a 'right-in' only bus access from Variolite Street, provide more information regarding potential noise from the proposed use, and improve their stormwater management plans.

Notification:

The Planning Commission did close the Public Hearing on May 26, 2022 and thus, no additional notification was required for this meeting. Prior to the May 26, 2022 Planning Commission meeting, Staff had attempted to notify property owners within 700 feet of the Subject Property, as reflected in the Anoka County Property Records, of the May 26, 2022 Public Hearing related to the Site Plan, Preliminary Plat, and Variance. A notice of that Public Hearing was also published in the Anoka County UnionHerald, the City's official newspaper.

Observations/Alternatives:

General Summary and Background Information

The Subject Property is approximately thirty-three (33) acres in size and is located at the northeast corner of Variolite Street and 161st Avenue. As noted above, the City Council approved a Comprehensive Plan Amendment and Zoning Amendment in March of this year, re-guiding and rezoning the western eighteen (18) acres of the Subject Property to Public/Institutional (from Low Density Residential) and Public/Quasi-Public (from R-1 Residential (MUSA) - 80), contingent upon approval of the Preliminary Plat. The Subject Property abuts Central Park to the west and abuts residential parcels to the north, zoned R-1 Residential (Rural Developing), is across the street from residential properties to the south (R-1 Residential Rural Developing) and east (R-1 Residential MUSA - 80). The plat would create one buildable lot for PACT, dedicate about 0.90 acres as parkland, and create two (2) outlots that would be retained by the property owner (Saint Katharine Drexel Church).

Preliminary Plat

The proposed subdivision would create four (4) parcels: a 0.90 acre parcel to be dedicated to the City as parkland (northeast corner of plat, abutting Central Park); a 17 acre buildable lot for the proposed school; two (2) outlots, one of which will be the site of a new church (this is not part of this project, but that is the intended future use). The

proposed plat meets all the bulk standards in terms of lot size, lot width, and lot depth.

Site Plan
The proposed school facility has a building footprint of approximately 73,000 square feet and would be two (2) stories. The proposed height would be less than thirty-five (35) feet, which is the maximum allowed. Parking would be provided on all four sides of the school. The proposal also includes an athletic field north of the school, track and field areas. The building appears to exceed all required setbacks from property lines, as do the proposed parking and maneuvering areas, with the exception of the eastern property boundary (common lot line between the school and the future church site). On May 26, 2022, the Planning Commission did approve a variance for a reduced parking and maneuvering area setback along the eastern boundary Lot 1, Block 1.

Building Architecture
The exterior finish of the school will include a combination of color integrated precast concrete panels, a small percentage of metal panelling as an accent, and windows. Additionally, a waste enclosure is also proposed and would consist of Concrete Masonry Units (CMUs) with composite wood decking boards for a gate. The Site Plan does identify an area abutting, but outside, the waste enclosure, as a 'Farm Bin'. Staff has asked for clarification on what this is and why it is outside the enclosure. The exterior finish materials of the school and waste enclosure meet the standards of the B-1 General Business District.

Streets and Access
There are no new roads proposed. The Subject Property is between Armstrong Boulevard (Minor Arterial) and Variolite Street (Major Collector) and will be accessed from 161st Avenue (a Municipal State Aid or MSA street, which are generally designed or intended for higher volumes of traffic than typical local roads). There are two (2) proposed access points on 161st Avenue. The eastern access will serve as the bus entrance and ingress/egress for pick-up/drop-off and staff parking. The western access will serve as the bus exit and ingress/egress for the student drivers. A third access was shown as part of the Conceptual Site Plan in February of this year, but that has since been eliminated.

At the May 26, 2022 meeting, the Planning Commission directed the Applicant to analyze the potential of a 'right-in' bus only access off of Variolite Street. The revised plans submittal does not appear to include any information demonstrating that this further assessment was completed.

A ten (10) foot wide bituminous trail is required from Variolite Street to the eastern boundary of Central Park. While the plans were updated to provide sidewalks adjacent to each vehicle entrance, including crosswalks connecting to the school, the plans still do not show the required trail along 161st Avenue. The City is currently reviewing options for the reconstruction of 161st Avenue, as either a 2023 or 2024 project (scheduled for 2024 but would make sense to bump it up to 2023). The reconstruction will include the 10 foot bituminous trail, but it should be reflected on the plans. If the installation of the public trail results in significant tree loss in this greenspace, which is likely, Staff would recommend that PACT install a 3-4 foot tall berm that is densely landscaped. This would help provide some visual relief for the neighbors south of 161st Avenue.

Parking
The Applicant provided a summary of parking needs and proposed parking. At full capacity, PACT anticipates a student population of 790 students, 130 full-time faculty and staff, and another roughly 30 part-time staff. PACT anticipates about fifteen percent (15%) of the student population will drive themselves to school with the remainder of the students riding the bus (60%) or getting dropped off and picked up by parents (25%). The Site Plan includes a total of 291 parking stalls. While City Code does not specifically address parking requirements for schools, this does seem reasonable.

The Applicant's narrative also indicates that there are ongoing discussions with Saint Katharine Drexel Church about the possibility of shared parking for events. The typical operating hours of the two uses would be offsetting and thus, this seems like a reasonable approach to accommodate various events. A Shared Parking Agreement would need to be executed and recorded against both properties.

Traffic Impact Study (Engineering Staff Comments)

Engineering staff reviewed the traffic impact study (TIS) which indicates that no improvements are needed on local streets to offset traffic impacts associated with the PACT Charter School and the Saint Katherine Drexel Church developments. Engineering Staff generally approve of the data used to prepare the TIS but would like to better understand the impacts to traffic on 161st Avenue due to the anticipated queuing of vehicles during morning student drop-off times. Engineering staff also want to be certain that buses queueing in the northbound left turn lane on Variolite Street at 161st Avenue will not fill the turn lane and extend into the through lane of northbound Variolite Street, which could result in vehicles using the shoulder to pass buses or other vehicles queued in the left turn lane. In addition, Engineering Staff do not support an access on Variolite Street due to safety concerns associated with the restricted sight distance related to the vertical curvature of Variolite Street.

Tree Preservation and Landscaping
The Environmental Policy Board (EPB) reviewed the natural resources elements of the request at their May 16, 2022 meeting. The EPB did recommend approval of these aspects of the project with certain contingencies. First, was that there should be a greater attempt to preserve some of the oak forest area in the northeast part of the school site. The EPB felt this would assist in addressing concerns raised by neighbors about light and noise from the athletic field. Secondly, the EPB recommended that reforestation, rather than restitution, be the primary tool to satisfy the tree preservation requirements (necessary because tree removals exceed 70%). Again, their reasoning was that additional plantings could be strategically located throughout the site to try and mitigate concerns of surrounding neighbors. Finally, the EPB was supportive of the installation of some of the plantings in Central Park should there not be sufficient space on the Subject Property.

The revised plans appear to preserve one (1) additional oak tree near the wetland setback (northeast portion of site). However, with the reconfigured stormwater basin, which was enlarged and extended eastward, close to twenty (20) additional trees, mostly oaks, will be removed. Both tree preservation and stormwater management have been identified as concerns by the public. Based on the present layout of the proposed improvements, it will be challenging to preserve the oak forest, or portions thereof, while meeting the minimum stormwater management requirements.

The revised Landscape Plan does include an additional sixty (60) trees installed on site. The majority of the additional plantings are focused around the stormwater basin north and east of the proposed athletic field. While the Applicant was unable to preserve more of the existing oak forest, these additional trees will, over time, provide some buffering between the school and the residential parcels to the north. The revised plan notes that 441 trees (2.5" caliper) are still required for reforestation and that satisfaction of this will be accomplished via restitution or off-site plantings, which is not consistent with the EPB's recommendation.

Lighting
A Photometric Plan was submitted for both the area around the school as well as the athletic field. It shows that at the perimeter of the property, where it abuts or is across from existing residential properties, the lighting will be less than one (1) footcandle at ground level. Traditional parking lot lighting will be utilized around the school. There will be four (4) eighty (80) foot tall light structures to illuminate the athletic field (when in use). These fixtures will include glare shields to aid in focusing the light on the playing areas. The lighting standards in City Code appear to have been designed for parking areas, signs, and around buildings (security lighting) and do not directly address the lighting typically used for athletic fields, nor are there any specific regulations restricting footcandles at property boundaries. The Photometric Plan does indicate less than one (1) footcandle along the northern property boundary (adjacent to existing residential properties).

Noise
The Planning Commission, as part of its motion on May 26, 2022, directed the Applicant to provide a noise study that would demonstrate anticipated noise levels at property boundaries. The Applicant worked with a potential speaker vendor (they do not have an executed contract with this vendor yet) to develop a generalized plan sheet, with the assumption of a scoreboard mounted PA system at the north side of the athletic field, facing south. Under this assumption, decibel levels would be less than 60 along the northern, southern, and eastern boundaries of the plat. The Applicant has noted that this is just a starting point and after they have an executed contract with a speaker vendor, can provide more specific sound mapping for the PA system.

As noted last month, per the Minnesota Pollution Control Agency, this use is subject to Noise Area Classification 1 standards. Thus, all parts of the operation will need to comply with the state decibel standards. If necessary or desired, the City and school could work to identify a time after which the PA system would not be utilized as a good faith gesture to the surrounding neighborhood. This is something that could be addressed within the Development Agreement.

Park Dedication
Approximately a year ago, the Parks and Recreation Commission discussed park dedication for this property (under the assumption it would eventually develop as a residential neighborhood). At that time, the Parks and Recreation Commission recommended that park dedication be satisfied via land, rather than cash payment, to accommodate an expansion of a flex use field. In May of 2022, the Parks and Recreation Commission reaffirmed this recommendation. The Site Plan and Plat both include a roughly 0.90 acre parcel in the northwest corner of the Subject Property being dedicated as Park in accordance with this recommendation.

Stormwater Management (Engineering Staff Comments)
The Lower Rum River Watershed Management Organization (LRRWMO) requires developers to meet various minimum stormwater management standards when designing their projects. The development plans and stormwater design calculations are reviewed for conformance by City Staff and the LRRWMO engineer before a stormwater permit is approved for the development. The LRRWMO standards require the provided stormwater treatment facilities to provide at least an annual removal efficiency of sixty percent (60%) phosphorus and at least an annual removal efficiency of ninety percent (90%) total suspended solids. In addition, post-development peak runoff rates shall not exceed existing peak runoff rates for the 2, 10, and 100 year storm peak discharges, and a volume equal to one inch of runoff from all impervious surfaces on the site shall be infiltrated on-site.

The Planning Commission held a Public Hearing on May 26, 2022. A number of written and verbal comments were received. The primary concerns identified at the Public Hearing relate to traffic, stormwater management, light and noise pollution, and tree preservation. The Planning Commission did close the Public Hearing but tabled action on the Site Plan and Preliminary Plat and provided specific direction to the Applicant regarding reassessing a potential 3rd access, providing more detailed information about noise, and refining the stormwater management plans.

The Applicant did meet with several residents on June 16, 2022, to discuss the project in more detail and to discuss concerns that have been raised to date. Staff was not involved in this meeting. The Applicant may wish to provide an update to the Planning Commission on the outcome(s) of that meeting.

Alternatives

Alternative 1: Recommend approval of the Site Plan and Preliminary Plat. The City Council has approved a Comprehensive Plan Amendment and Zoning Amendment to allow this type of use in this location (contingent upon approval of the Preliminary Plat). Revised plans were submitted that addressed some of the corrections noted by Staff. However, there are still revisions/corrections necessary to address Staff comments. Furthermore, the EPB's contingencies have not fully been incorporated. The EPB recommended preservation of more of the oak forest and to that no more than 50% of the reforestation requirement be satisfied with 'restitution'. Both of these recommendations were intended to result in potential mitigation of concerns raised about noise and light pollution.

Alternative 2: Table action on the Site Plan and Preliminary Plat again and direct the Applicant to fully address the direction given on May 26, 2022. A 60-day extension letter has been issued, so there is sufficient time if this alternative is preferred.

Alternative 3: Recommend denial of the Site Plan and Preliminary Plat. The Applicant is taking steps to address Staff's review comments and direction from the Planning Commission. While plan revisions are still needed, many comments have now been addressed. Furthermore, the Applicant has met with residents to better understand their concerns and hopefully include some measures to mitigate those concerns.

Funding Source:

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

Recommendation:

Staff supports either Alternative 1 or Alternative 2. The Applicant is making progress on plan revisions. It is not unusual for a recommendation for approval to be contingent upon compliance with Staff review comments.

Action:

Based on discsussion.

Attachments

Site Location Map
Site Plan
Preliminary Plat
Final Plat
Exterior Elevations
Grading Plan
Landscape Plan
Paving Plan
Photometric Plan
Sound Information
Tree Preservation Plan
Utility Plan
Traffic Impact Study
Traffic Circulation
Draft EPB Meeting Minutes Dated May 16, 2022
Draft Planning Commission Meeting Minutes Dated May 26, 2022
Public Comments Received
ProjectDox Review Comments
Resolution #22-125

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Chris Anderson	06/17/2022 01:28 PM
Chris Anderson (Originator)	Chris Anderson	06/17/2022 01:29 PM
Brian Hagen	Brian Hagen	06/17/2022 02:08 PM
Form Started By: Chris Anderson		Started On: 06/17/2022 07:41 AM
Final Approval Date: 06/17/2022		



Site Location Map

7633 161ST AVE NW

16-32-25-24-0002

Legend

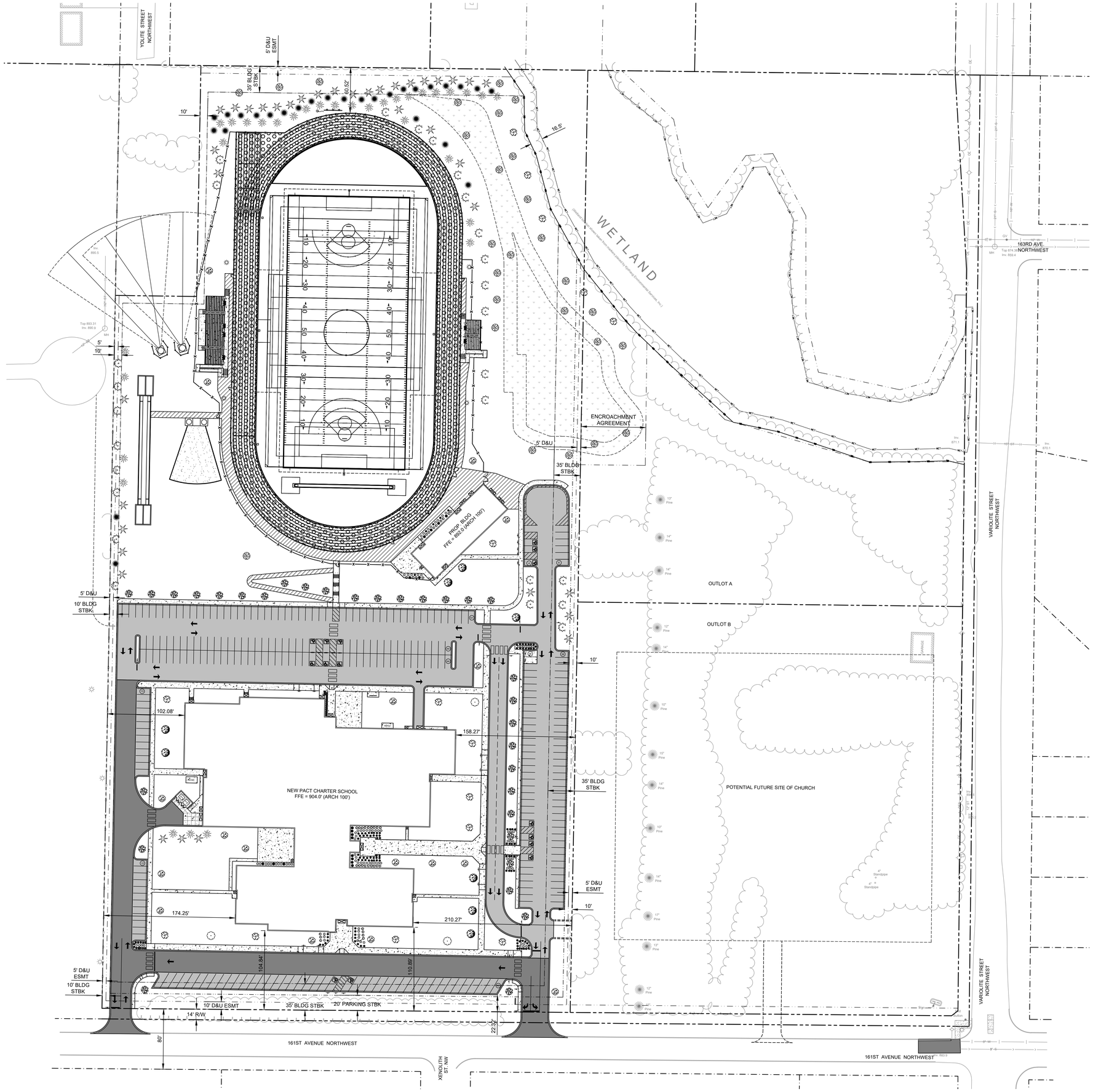
Site

Parcels

N

Print Date: February 17, 2022

0 1,000 2,000 Feet



SITE DATA

Original Site Area	=	18.0 acres
Right-of-Way Dedication (14')	=	0.20 acre
Developed Site Area	=	17.80 acres
Park Dedication (5%)	=	0.89 acre
Final Site Area	=	16.91 acres

Building Setbacks:
- Front Yard = 35'
- Side Yard: 10' or 35' abutting residential
- Rear Yard = 35'

Parking Setbacks:
- From Right-of-Way = 20'
- From Residential Lot = 35'
- From Park land= 0'.

School Building footprint	= 73,275 S.F.
Concession Bldg footprint	= 6,209 S.F.
Pressbox footprint	= 378 S.F.
Total structure coverage	= 79,862 S.F. (10.8% < 35%)

Parking Tabulation:

East Lot (staff)	=	74 stalls
South Lot (staff & visitor)	=	43 stalls
West Lot (student)	=	25 stalls
North Lot (student)	=	139 stalls
Fields Lot	=	10 stalls
Total	=	291 stalls

Bus Parking (South lot): 488 ft / 40' bus = 12 buses

POPE ARCHITECTS
POPE ARCHITECTS, INC.
767 NORTH EUSTIS ST. SUITE 190
ST. PAUL, MN 55114
(651) 642-9200 | FAX (651) 642-1101
www.popearch.com

PACT Charter School

Larson Engineering, Inc.
3524 Labore Road
White Bear Lake, MN 55110
651.481.9120 (f) 651.481.9201
www.larsonengr.com
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PACT CHARTER SCHOOL
RAMSEY, MN

LAND USE APPLICATION SET - NOT FOR CONSTRUCTION

OVERALL PLAN

Notes and Revisions:

CITY RE-SUBMITTAL	6.10.2022

I hereby certify that this plan, specifications 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.

Eric G. Meyer, P.E.

Date: 06.10.2022 Lic. No.: 44592

Job Number No.	12216178
Drawn by:	MTH
Checked by:	EGM

SHEET

C000

TRUE SHEET SCALE
0" 1/2" 1"

Preliminary Plat of:
PACT ADDITION

Owner:
CRAIG & DEBORAH KOSNOPFAL
Zoning: R-1 Residential (Rural Developing)
Property ID: 16-32-25-21-0022

Owner:
RYAN CLARK
Zoning: R-1 Residential (Rural Developing)
Property ID: 16-32-25-21-0014

Owner:
MATTHEW BOE
Zoning: R-1 Residential (Rural Developing)
Property ID: 16-32-25-21-0015

Owner:
KRISTI HAIGHT
Zoning: R-1 Residential (Rural Developing)
Property ID: 16-32-25-21-0016

Owner:
GERALD ZIMMERMAN
Zoning: R-1 Residential (Rural Developing)
Property ID: 16-32-25-12-0010

Owner:
ROBERT MORSFIELD
Zoning: R-1 Residential (MUSA)
Property ID: 16-32-25-13-0002

Owner:
REBECCA PATRICK
Zoning: R-1 Residential (MUSA)
Property ID: 16-32-25-13-0039

Owner:
LINDA WOZNIAK
Zoning: R-1 Residential (MUSA)
Property ID: 16-32-25-13-0016

Owner:
JAMES COVINGTON III
Zoning: R-1 Residential (MUSA)
Property ID: 16-32-25-13-0060

Owner:
KIRSTEN BUSCHER
Zoning: R-1 Residential (MUSA)
Property ID: 16-32-25-13-0019

Owner:
DAVID BERG
Zoning: R-1 Residential (MUSA)
Property ID: 16-32-25-13-0061

Owner:
CITY OF RAMSEY
Zoning: Public/Quasi-Public
Property ID: 16-32-25-24-0003

Owner:
DONALD YOUNGS, JR.
Zoning: R-1 Residential (Central Rural Reserve)
Property ID: 16-32-25-31-0002

Owner:
MASON LASSERRE
Zoning: R-1 Residential (Central Rural Reserve)
Property ID: 16-32-25-31-0003

Owner:
BRIAN RATAJCZAK
Zoning: R-1 Residential (Central Rural Reserve)
Property ID: 16-32-25-31-0006

Owner:
ALLAN & DEBRA CARRY
Zoning: R-1 Residential (Central Rural Reserve)
Property ID: 16-32-25-31-0009

NOTES

* Bearings shown are based on the Anoka County Coordinate System.
* Utilities shown are from information furnished by the City of Ramsey and respective utility companies in response to Gopher State One Call Ticket No. 220030507 and are verified where possible.
* Contact Gopher State One Call for utility locations before any construction shall begin. Phone 651-454-0002.
* Area = 1,445,639 square feet (33.19 acres).
* Existing Zoning: R-1 MUSA.
* Proposed Zoning for Lot 1, Block 1: Public/Quasi-Public.
* This property is located in Flood Zone X (area determined to be outside the 0.2% annual chance floodplain) per Flood Insurance Rate Map Number 27003C0165E dated December 16, 2015.

AREAS

Total: 1,512,412 square feet (34.72 acres)
Lot 1, Block 1: 742,439 square feet (17.04 acres)
Outlot A: 355,149 square feet (8.15 acres)
Outlot B: 277,963 square feet (6.38 acres)
Park: 32,953 square feet (0.76 acre)

UTILITY STATEMENT

The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated, although he does certify that they are shown as accurately as possible from information available. The surveyor has not physically located the underground utilities.

Vicinity Map
Section 16, Township 32, Range 25
No Scale

LEGEND

S Sanitary Sewer
ST Storm Sewer
W Watermain
Hyd. Hydrant
GV Gate Valve
MH Manhole
Inv. Invert Elevation
PP Power Pole
LP Light Pole
E Electrical Transformer
C Communications Pedestal
EM Electric Meter
Concrete Surface
Bituminous Surface
Cable Fence

Scale in Feet: 0 30 60 120 180

OWNER

The Church of Saint Katharine Drexel
7101 143rd Avenue Northwest
Ramsey, Minnesota 55303
Attention: Father Paul Janoszeski
Email: pJaroszeski@stkdoc.org

DEVELOPER

PCS Building Company
7250 East Ramsey Parkway Northwest
Ramsey, Minnesota 55303
Attention: Josh Nyquist
Email: jnyquist@pactcharter.org

ARCHITECT

Pope Architects
1295 Bandana Square
Suite 200
St. Paul, Minnesota 55108
Phone: 651-789-1638
Attention: Raphael Lister
Email: rlister@popearch.com

ENGINEER

Larson Engineering
3524 Labore Road
White Bear Lake, MInnesota 55110
Attention: Eric Meyer
Phone: 651-888-8112
Email: emeyer@larsonengr.com

SURVEYOR

Rehder & Associates, Inc.
3440 Federal Drive
Suite 110
Eagan, Minnesota 55122
Attention: Greg Gentz
Phone: 651-337-6726
Email: ggentz@rehder.com

PROPERTY DESCRIPTION

Parcel A:

That part of the Southeast Quarter of the Northwest Quarter lying East of the West 185 feet of said Southeast Quarter of the Northwest Quarter, Section 16, Township 32, Range 25, Anoka County, Minnesota.

Parcel B:

Appurtenant easement for drainage purposes as contained in Drainage Easement Agreement dated July 17, 2006, filed November 18, 2008 as Document Number 496687.003.

Torrens Property

Property ID: 16-32-25-24-0002

I hereby certify that this preliminary plat was prepared by me or under my direction and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Dated this 25th day of April, 2022

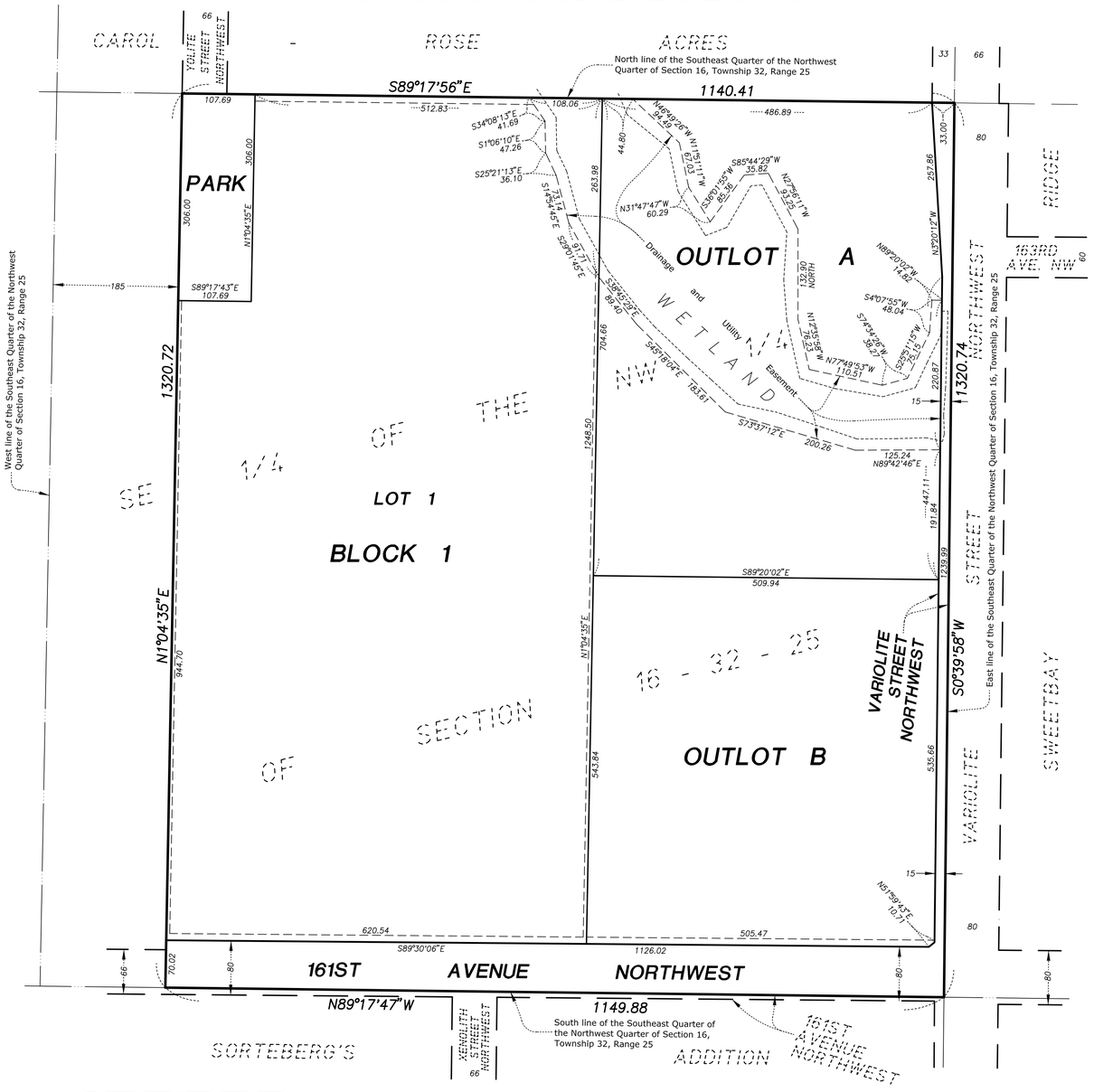
REHDER & ASSOCIATES, INC.

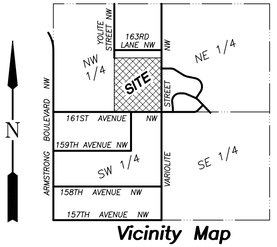
Gary C. Huber, Land Surveyor
Minnesota License No. 22036
Revised June 10, 2022

Rehder and Associates, Inc.
CIVIL ENGINEERS AND LAND SURVEYORS
3440 Federal Drive • Suite 110 • Eagan, Minnesota • Phone (651) 452-5051

JOB: 224-3291.010

PACT ADDITION





Vicinity Map

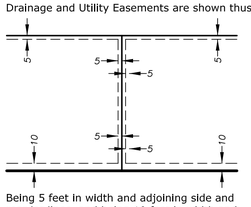
Section 16, Township 32, Range 25
No Scale

Bearings are based on the East line of the Southeast Quarter of the Northwest Quarter of Section 16, Township 32, Range 25 having a bearing of S0°39'58"W.

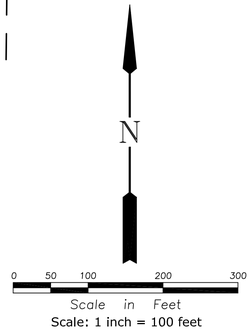
- ● Denotes iron monument found.
- ○ Denotes 1/2 inch by 14 inch iron pipe set and marked by Minnesota License No. 22036.
- ⊗ Denotes PK nail set.

Wetlands shown delineated by Kjolhaug Environmental Services Company, Inc. in January, 2022.

Drainage and Utility Easements are shown thus:



Being 5 feet in width and adjoining side and rear lot lines, and being 10 feet in width and adjoining right of way lines unless otherwise shown.



Scale: 1 inch = 100 feet

CITY OF RAMSEY
COUNTY OF ANOKA
SECTION 16, TOWNSHIP 32, RANGE 25

KNOW ALL PERSONS BY THESE PRESENTS: That The Church of Saint Katharine Drexel, Ramsey, Minnesota, a Minnesota religious corporation, owner of the following described property:

That part of the Southeast Quarter of the Northwest Quarter lying East of the West 185 feet of said Southeast Quarter of the Northwest Quarter, Section 16, Township 32, Range 25, Anoka County, Minnesota.

Has caused the same to be surveyed and platted as PACT ADDITION and does hereby dedicate to the public for public use the public ways and the drainage and utility easements as created by this plat.

In witness whereof said The Church of Saint Katharine Drexel, Ramsey, Minnesota, a Minnesota religious corporation, has caused these presents to be signed by its proper officer this ____ day of _____ , 202__.

THE CHURCH OF SAINT KATHARINE DREXEL, RAMSEY, MINNESOTA

_____
Paul Jaraszeski, Pastor

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me on _____ , 202__ by Paul Jaraszeski, Pastor of The Church of Saint Katharine Drexel, Ramsey, Minnesota, a Minnesota religious corporation, on behalf of the corporation.

Signature _____

Printed _____

Notary Public, _____ County, _____

My Commission Expires _____

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

Dated this _____ day of _____ , 202__.

_____
Gary C. Huber, Licensed Land Surveyor
Minnesota License No. 22036

STATE OF MINNESOTA
COUNTY OF DAKOTA

This instrument was acknowledged before me on _____ , 202__ , by Gary C. Huber.

Signature _____

Printed _____

Notary Public, _____ County, _____

My Commission Expires _____

CITY COUNCIL, CITY OF RAMSEY, MINNESOTA

This plat of PACT ADDITION was approved and accepted by the City Council of the City of Ramsey, Minnesota at a regular meeting thereof held this _____ day of _____ , 202__ , and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

City Council, City of Ramsey, Minnesota

By_____ , Mayor By _____ , Clerk

ANOKA COUNTY SURVEYOR

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this _____ day of _____ , 202__.

By _____
David M. Zieglmeier
Anoka County Surveyor

ANOKA COUNTY AUDITOR/TREASURER

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 202__ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____ , 202__.

_____
Property Tax Administrator

By_____ , Deputy

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

I hereby certify that this plat of PACT ADDITION was filed in the office of the County Recorder/Registrar of Titles for public record on this _____ day of _____ , 202__ at ____ o'clock ___.M., and was duly recorded as Document Number _____ .

_____
County Recorder/Registrar of Titles

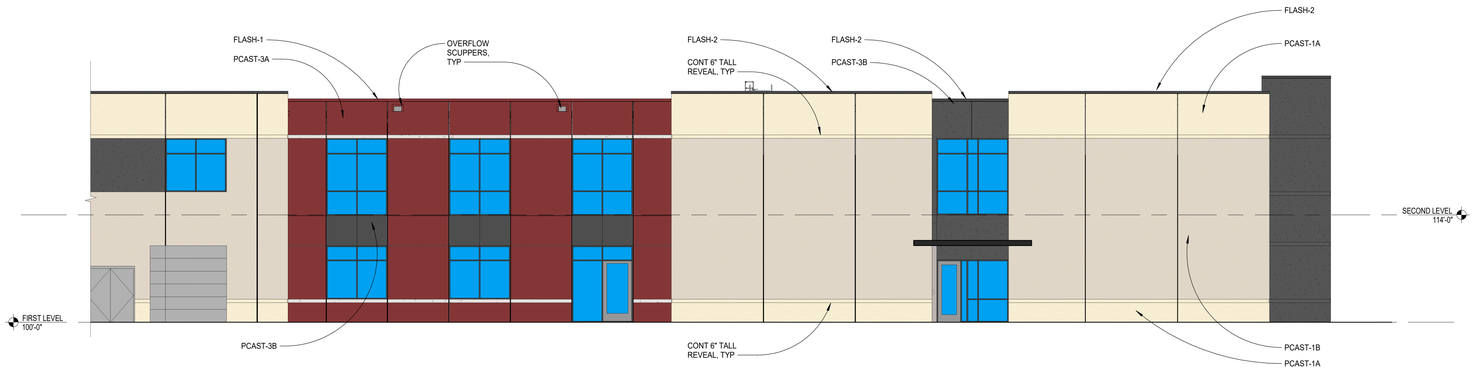
By_____ , Deputy

Rehder and Associates, Inc.

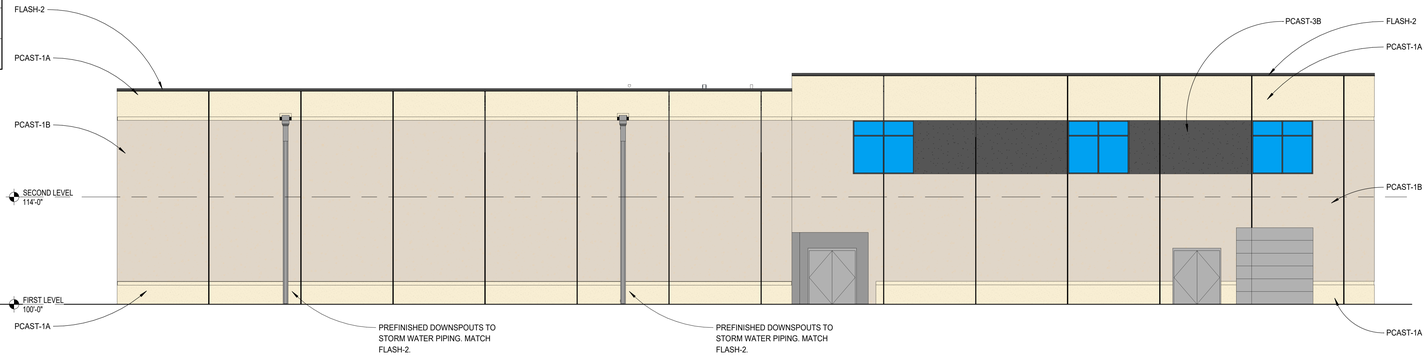
EXTERIOR MATERIAL FINISH SCHEDULE

MATERIAL ID	MATERIAL	MANUFACTURER	FINISH	COLOR	LOCATION
BRICK-1	FACE BRICK	TBD	TBD	BUFF TO MATCH PCAST-1A	TRASH ENCLOSURE
PCAST - 1A	12" INSULATED PRECAST CONCRETE WALL PANELS	MOLIN	AS CAST WITH LIGHT ETCH	LIGHT BUFF	SEE ELEVATIONS
PCAST - 1B	12" INSULATED PRECAST CONCRETE WALL PANELS	MOLIN	EXPOSED AGGREGATE	LIGHT BUFF	SEE ELEVATIONS
PCAST - 3A	12" INSULATED PRECAST CONCRETE WALL PANELS	MOLIN	FORM SIDE WITH PENETRATING STAIN FINISH	RED	SEE ELEVATIONS
PCAST - 3B	12" INSULATED PRECAST CONCRETE WALL PANELS	MOLIN	FORM SIDE WITH PENETRATING STAIN FINISH	BLACK / CHARCOAL	SEE ELEVATIONS
MP - 1	METAL PANEL	ALPOLIC MATERIALS	KYNAR	RED	SEE ELEVATIONS
MP - 2	METAL PANEL	ALPOLIC MATERIALS	KYNAR	BLACK	SEE ELEVATIONS
FLASH - 1	CAP FLASHING	TBD	KYNAR	RED TO MATCH MP-1	SEE ELEVATIONS
FLASH - 2	CAP FLASHING	TBD	KYNAR	BLACK TO MATCH MP-2	SEE ELEVATIONS
AFS FLASH - 1	WINDOW SILL FLASHING	TBD	KYNAR	BLACK TO MATCH AFS-1	SEE ELEVATIONS
AFS-1	ALUMINUM WINDOW FRAMES	KAWNEER	ANODIZED	BLACK NO. 29	SEE ELEVATIONS

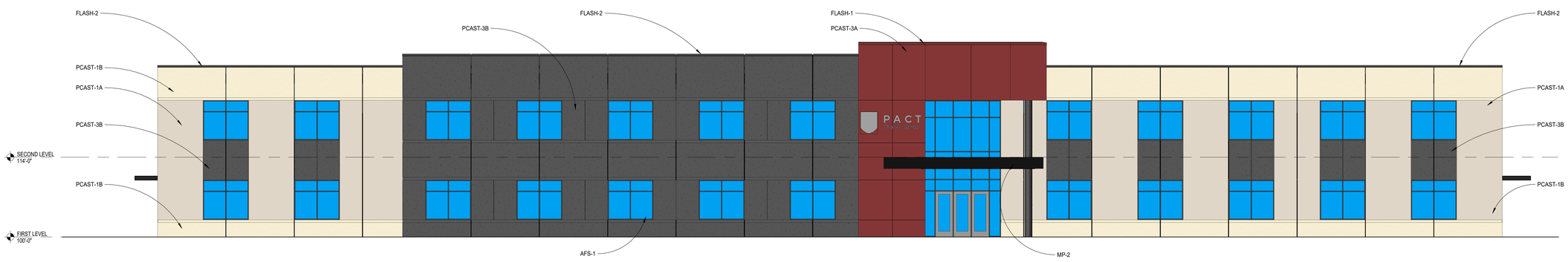
NOTE:
THE "BASIS OF DESIGN" MATERIALS FOR THE PROJECT ARE LISTED ON THE SCHEDULE ABOVE. SEE SPECIFICATIONS FOR ADDITIONAL MATERIAL INFORMATION AND OTHER APPROVE D SUBSTITUTIONS.



3 A3.1 WEST ELEVATION - MEDIA CENTER
1/8" = 1'-0"



2 A3.1 WEST ELEVATION - RECEIVING
1/8" = 1'-0"



1 A3.1 SOUTH ELEVATION - MAIN ENTRANCE
1/8" = 1'-0"

NOT FOR CONSTRUCTION

POPE ARCHITECTS, INC.
1295 BANDANA BLVD N, SUITE 200
ST. PAUL, MN 55108-2735
(651) 642-9200 | FAX (651) 642-1101
www.popearch.com

PACT Charter School

PACT CHARTER SCHOOL
7633 161ST AVENUE
RAMSEY, MN 55303

EXTERIOR ELEVATIONS, EXTERIOR MATERIAL FINISH SCHEDULE

Issues and Revisions:

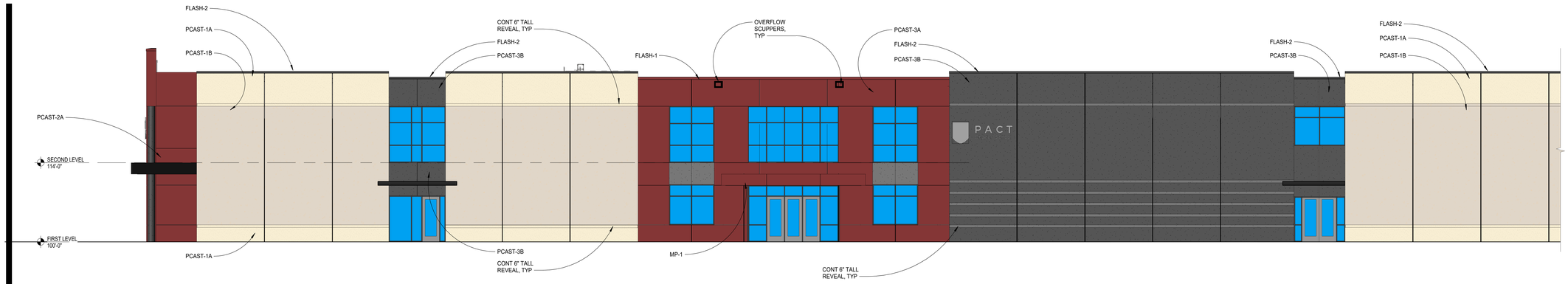
PRELIM PRICING	03-07-22
LAND USE APP	04-28-22
CITY	06-10-22
RE-SUBMITTAL	

Commission No: 41815-22000
Drawn by: EK
Checked by: RDL

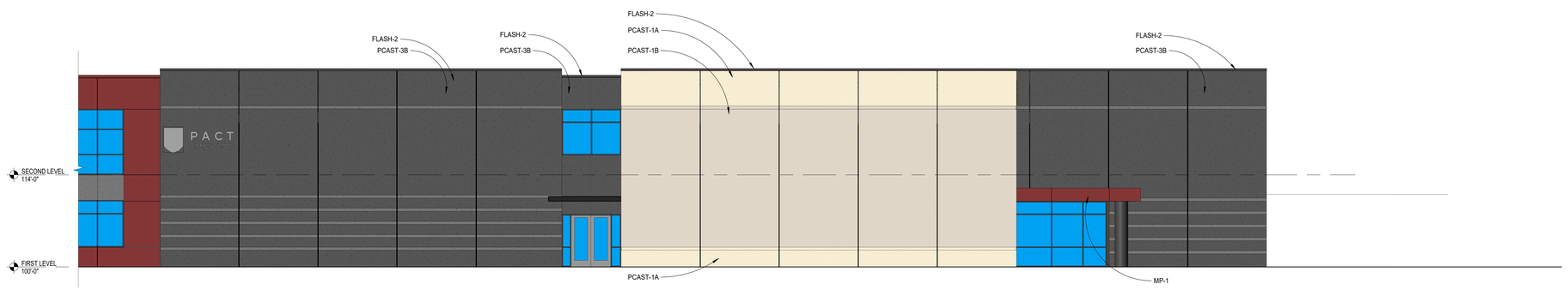
SHEET
A3.1

TRUE SHEET SCALE
0" 1/2" 1"

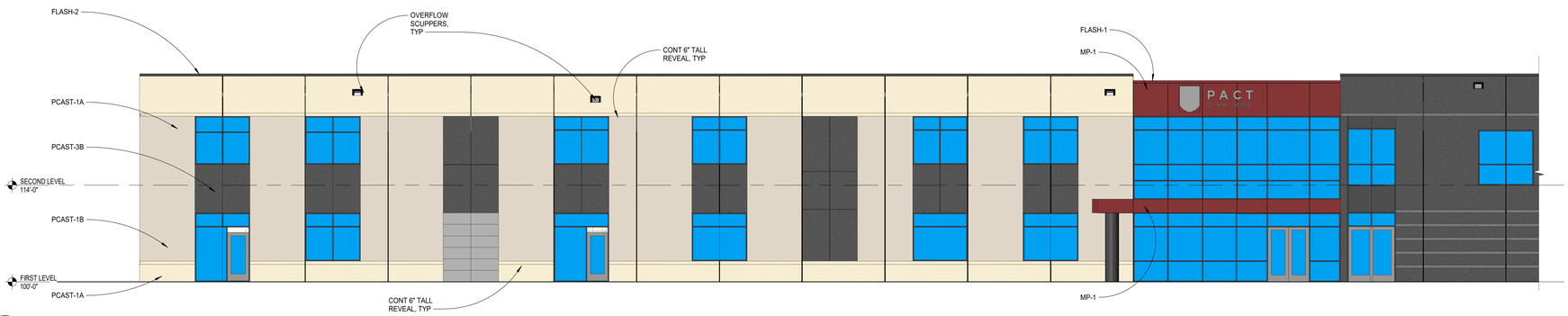
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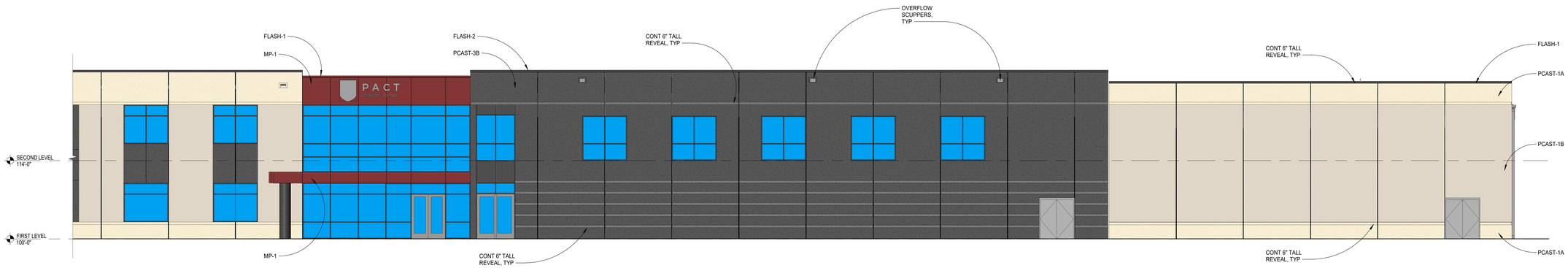
4 A3.2 EAST ELEVATION - STUDENT ENTRANCE
1/8" = 1'-0"



3 A3.2 EAST ELEVATION AUDITORIUM
1/8" = 1'-0"



2 A3.2 NORTH ELEVATION - CAFETERIA
1/8" = 1'-0"



1 A3.2 NORTH ELEVATION - GYM
1/8" = 1'-0"

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EXTERIOR ELEVATIONS

Issues and Revisions:

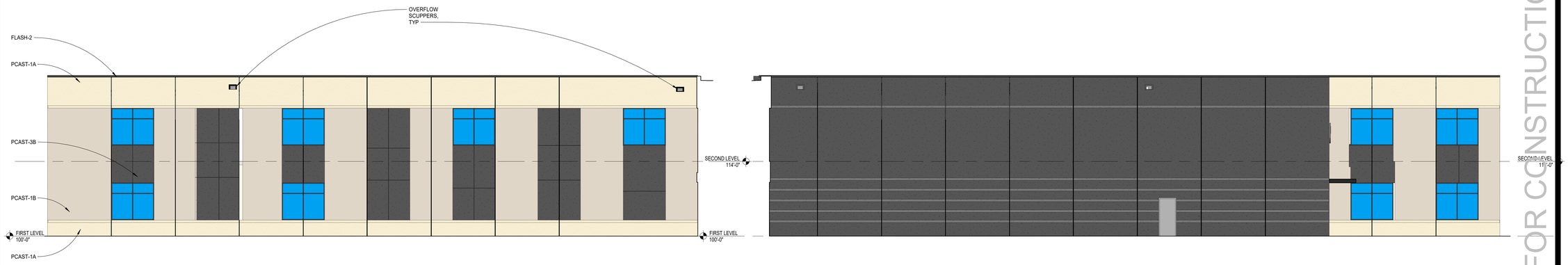
PRELIM PRICING	03-07-22
LAND USE APP	04-28-22
CITY RE-SUBMITTAL	06-10-22

Commission No: 41815-22000
Drawn by: EK
Checked by: RDL

SHEET
A3.2

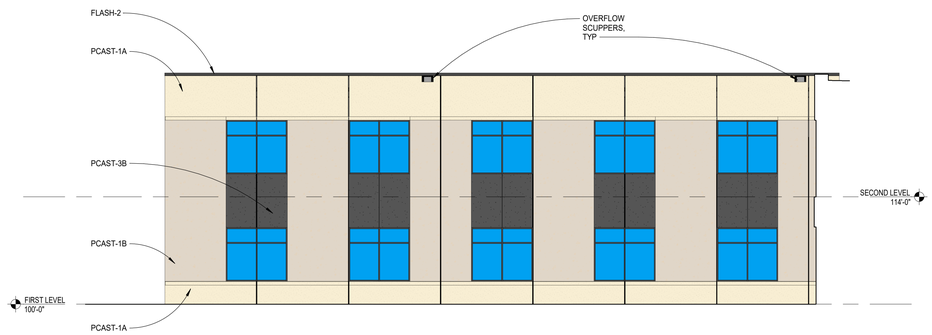
TRUE SHEET SCALE
0" 1/2" 1"

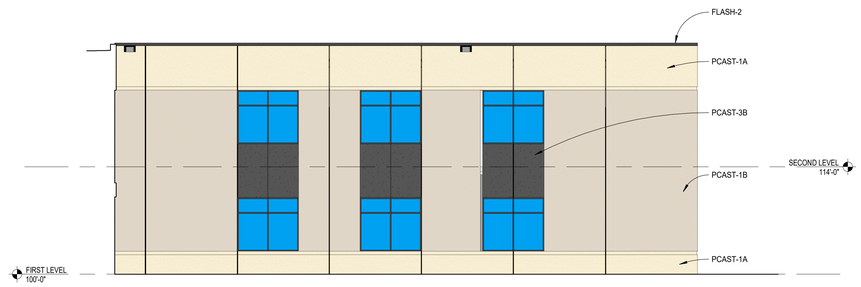
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4 A3.3 COURTYARD ELEVATION
1/8" = 1'-0"

3 A3.3 COURTYARD ELEVATION
1/8" = 1'-0"





2 A3.3 COURTYARD ELEVATION
1/8" = 1'-0"

1 A3.3 COURTYARD ELEVATION
1/8" = 1'-0"

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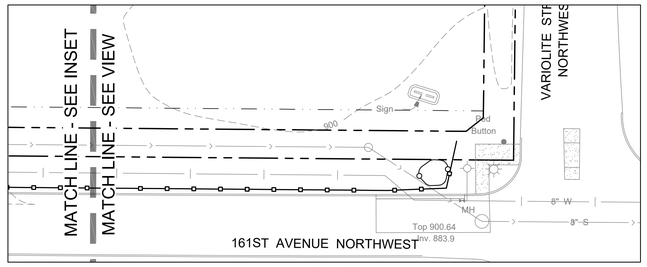
LAND USE APP	04-28-22
CITY RE-SUBMITTAL	06-10-22

Commission No: 41815-22000
Drawn by: EK
Checked by: RDL

SHEET
A3.3

TRUE SHEET SCALE
0" 1/2" 1"

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A
C200

INSET

NOT TO SCALE

GRADING NOTES

1. Tree protection consisting of snow fence or safety fence installed at the drip line shall be in place prior to beginning any grading or demolition work at the site.
2. All elevations with an asterisk (*) shall be field verified. If elevations vary significantly, notify the Engineer for further instructions.
3. Grades shown in paved areas represent finish elevation.
4. Restore all disturbed areas with 4" of good quality topsoil and seed.
5. All construction shall be performed in accordance with state and local standard specifications for construction.

SYMBOL LEGEND

- EXISTING CONTOURS
- PROPOSED CONTOURS - MAJOR INTERVAL
- PROPOSED CONTOURS - MINOR INTERVAL
- GRADE BREAK LINE
- GRADE SLOPE
- SILT FENCE
- TREE PROTECTION
- PROPERTY LINE
- RIGHT OF WAY LINE
- EASEMENT LINE
- SETBACK LINE
- WETLAND
- WETLAND BUFFER
- RIP-RAP / ROCK CONST. ENTRANCE
- INLET PROTECTION
- CONCRETE WASHOUT STATION (TO BE DETERMINED ON SITE)

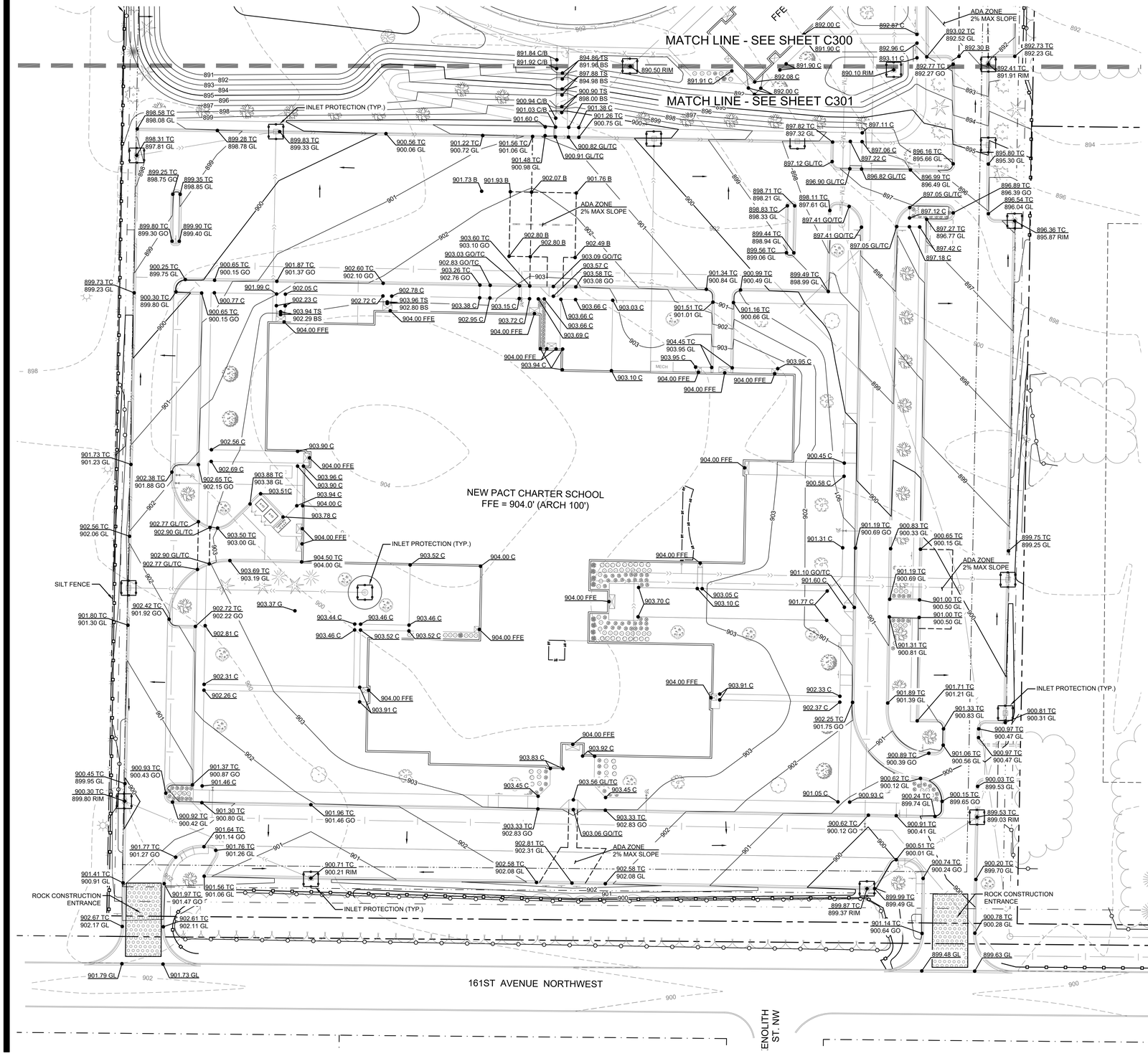
SPOT ABBREVIATIONS:

950.00 TC / 949.50 GL

- TC - TOP OF CURB
- GL - GUTTER LINE
- GO - GUTTER OUT
- B - BITUMINOUS
- C - CONCRETE
- EO - EMERGENCY OVERFLOW
- TW - TOP OF WALL
- BW - BOTTOM OF WALL (F/G)
- (*) - EXISTING TO BE VERIFIED

EROSION CONTROL NOTES

1. Owner and Contractor shall obtain MPCA-NPDES permit. Contractor shall be responsible for all fees pertaining to this permit. The SWPPP shall be kept onsite at all times.
2. Install temporary erosion control measures (inlet protection, silt fence, and rock construction entrances) prior to beginning any excavation or demolition work at the site.
3. Erosion control measures shown on the erosion control plan are the absolute minimum. The contractor shall install temporary earth dikes, sediment traps or basins, additional siltation fencing, and/or disk the soil parallel to the contours as deemed necessary to further control erosion. All changes shall be recorded in the SWPPP.
4. All construction site entrances shall be surfaced with crushed rock across the entire width of the entrance and from the entrance to a point 50' into the construction zone.
5. The toe of the silt fence shall be trenched in a minimum of 6". The trench backfill shall be compacted with a vibratory plate compactor.
6. All grading operations shall be conducted in a manner to minimize the potential for site erosion. Sediment control practices must be established on all down gradient perimeters before any up gradient land disturbing activities begin.
7. All exposed soil areas must be stabilized as soon as possible to limit soil erosion but in no case later than 14 days after the construction activity in that portion of the site has temporarily or permanently ceased. 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.
8. 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, must 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 must be completed within 24 hours after connecting to a surface water. Stabilization of the remaining portions of any temporary or permanent ditches or swales must be complete within 14 days after connecting to a surface water and construction in that portion of the ditch has temporarily or permanently ceased.
9. Pipe outlets must be provided with energy dissipation within 24 hours of connection to surface water.
10. All riprap shall be installed with a filter material or soil separation fabric and comply with the Minnesota Department of Transportation Standard Specifications.
11. All storm sewers discharging into wetlands or water bodies shall outlet at or below the normal water level of the respective wetland or water body at an elevation where the downstream slope is 1 percent or flatter. The normal water level shall be the invert elevation of the outlet of the wetland or water body.
12. All storm sewer catch basins not needed for site drainage during construction shall be covered to prevent runoff from entering the storm sewer system. Catch basins necessary for site drainage during construction shall be provided with inlet protection.
13. In areas where concentrated flows occur (such as swales and areas in front of storm catch basins and intakes) the erosion control facilities shall be backed by stabilization structure to protect those facilities from the concentrated flows.
14. Inspect the construction site once every seven days during active construction and within 24 hours after a rainfall event greater than 0.5 inches in 24 hours. All inspections shall be recorded in the SWPPP.
15. All silt fences must be repaired, replaced, or supplemented when they become nonfunctional or the sediment reaches 1/3 of the height of the fence. These repairs must be made within 24 hours of discovery, or as soon as field conditions allow access. All repairs shall be recorded in the SWPPP.
16. If sediment escapes the construction site, off-site accumulations of sediment must be removed in a manner and at a frequency sufficient to minimize off-site impacts.
17. All soils tracked onto pavement shall be removed daily.
18. All infiltration areas must be inspected to ensure that no sediment from ongoing construction activity is reaching the infiltration area and these areas are protected from compaction due to construction equipment driving across the infiltration area.
19. Temporary soil stockpiles must have silt fence or other effective sediment controls, and cannot be placed in surface waters, including stormwater conveyances such as curb and gutter systems, or conduits and ditches unless there is a bypass in place for the stormwater.
20. 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.
21. Oil, gasoline, paint and any hazardous substances must be properly stored, including secondary containment, to prevent spills, leaks or other discharge. Restricted access to storage areas must be provided to prevent vandalism. Storage and disposal of hazardous waste must be in compliance with MPCA regulations.
22. 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 onsite.
23. All liquid and solid wastes generated by concrete washout operations must be contained in a leak-proof containment facility or impermeable liner. A compacted clay liner that does not allow washout liquids to enter ground water is considered an impermeable liner. The liquid and solid wastes must not contact the ground, and there must not be runoff from the concrete washout operations or areas. Liquid and solid wastes must be disposed of properly and in compliance with MPCA regulations. A sign must be installed adjacent to each washout facility to inform concrete equipment operators to utilize the proper facilities.
24. Upon completion of the project and stabilization of all graded areas, all temporary erosion control facilities (silt fences, hay bales, etc.) shall be removed from the site.
25. All permanent sedimentation basins must be restored to their design condition immediately following stabilization of the site.
26. Contractor shall submit Notice of Termination for MPCA-NPDES permit within 30 days after Final Stabilization.



LAND USE APPLICATION SET - NOT FOR CONSTRUCTION

POPE ARCHITECTS

POPE ARCHITECTS, INC.
767 NORTH EUSTIS ST. SUITE 190
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www.popearch.com

PACT Charter School

Larson Engineering, Inc.
3524 Labore Road
White Bear Lake, MN 55110
651.481.9120 (f) 651.481.9201
www.larsonengr.com

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PACT CHARTER SCHOOL
RAMSEY, MN

GRADING AND EROSION CONTROL PLAN SOUTH

Issue or Revision	
CITY RE-SUBMITTAL	6.10.2022

I hereby certify that this plan, specifications 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.

Eric G. Meyer, P.E.

Date: 06.10.2022 Lic. No.: 44592

Project No. 12216178
Drawn by MTH
Reviewed by EGM

SHEET
C300

TRUE SHEET SCALE
0" 1/2" 1"

GRADING NOTES

1. See Sheet C300 for Grading Notes.

EROSION CONTROL NOTES

1. See Sheet C300 for Erosion Control Notes.

SYMBOL LEGEND

- EXISTING CONTOURS
- PROPOSED CONTOURS - MAJOR INTERVAL
- PROPOSED CONTOURS - MINOR INTERVAL
- GRADE BREAK LINE
- GRADE SLOPE
- SILT FENCE
- TREE PROTECTION
- PROPERTY LINE
- RIGHT OF WAY LINE
- EASEMENT LINE
- SETBACK LINE
- WETLAND
- WETLAND BUFFER
- RIP-RAP / ROCK CONST. ENTRANCE
- INLET PROTECTION
- CONCRETE WASHOUT STATION (TO BE DETERMINED ON SITE)

SPOT ABBREVIATIONS:

TC - TOP OF CURB
GL - GUTTER LINE
GO - GUTTER OUT
B - BITUMINOUS
C - CONCRETE
EO - EMERGENCY OVERFLOW
TW - TOP OF WALL
BW - BOTTOM OF WALL (F/G)
(*) - EXISTING TO BE VERIFIED

YOLITE STREET NORTHWEST

SILT FENCE

REDUNDANT SILT FENCE ALONG WETLAND

DECK

WET-AND

(Wetland boundary shown taken from flags placed by Kjolhaug Environmental Services, Inc.)

INFILTRATION BASIN #1 (1P)
100-YR HWL = 879.57
BOT = 875.00

PROP. BLDG
FFE = 892.0 (ARCH 100')

ADA ZONE
2% MAX SLOPE

MATCH LINE - SEE SHEET C300

MATCH LINE - SEE SHEET C301

OUTLOT A

INLET PROTECTION (TYP.)

889.40 RIM

888.20 RIM

Top 893.31
Inv. 890.9
MH

Inv. 890.5

891.84 C/B
891.92 C/B
894.86 TS
891.96 BS
890.50 RIM
897.88 TS
894.98 BS
900.90 TS
898.00 BS
900.94 C/B
901.03 C/B
901.38 C
901.26 TC
898.58 TC
898.08 GL
901.60 C

890.62 TC
890.12 RIM
891.06 TC
890.56 RIM
891.16 TC
890.66 GL
891.58 TC
891.08 GL
891.67 C
892.34 TC
891.84 GL
891.15 B
892.40 C
891.20 RIM
891.62 B
891.93 TC
891.43 GL
892.67 C
893.02 TC
892.52 GL
892.96 C
892.30 B
892.73 TC
892.23 GL
893.11 C
892.77 TC
892.27 GO
890.10 RIM
892.41 TC
891.91 RIM
892.00 C
891.90 C
892.08 C
891.91 C

13" Pine
14" Pine
14" Pine

NORTH
0 15 30 60

LAND USE APPLICATION SET - NOT FOR CONSTRUCTION

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PACT CHARTER SCHOOL
RAMSEY, MN

GRADING AND EROSION CONTROL PLAN NORTH

Issue Name	
CITY RE-SUBMITTAL	6.10.2022

I hereby certify that this plan, specifications 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.

Eric G. Meyer, P.E.

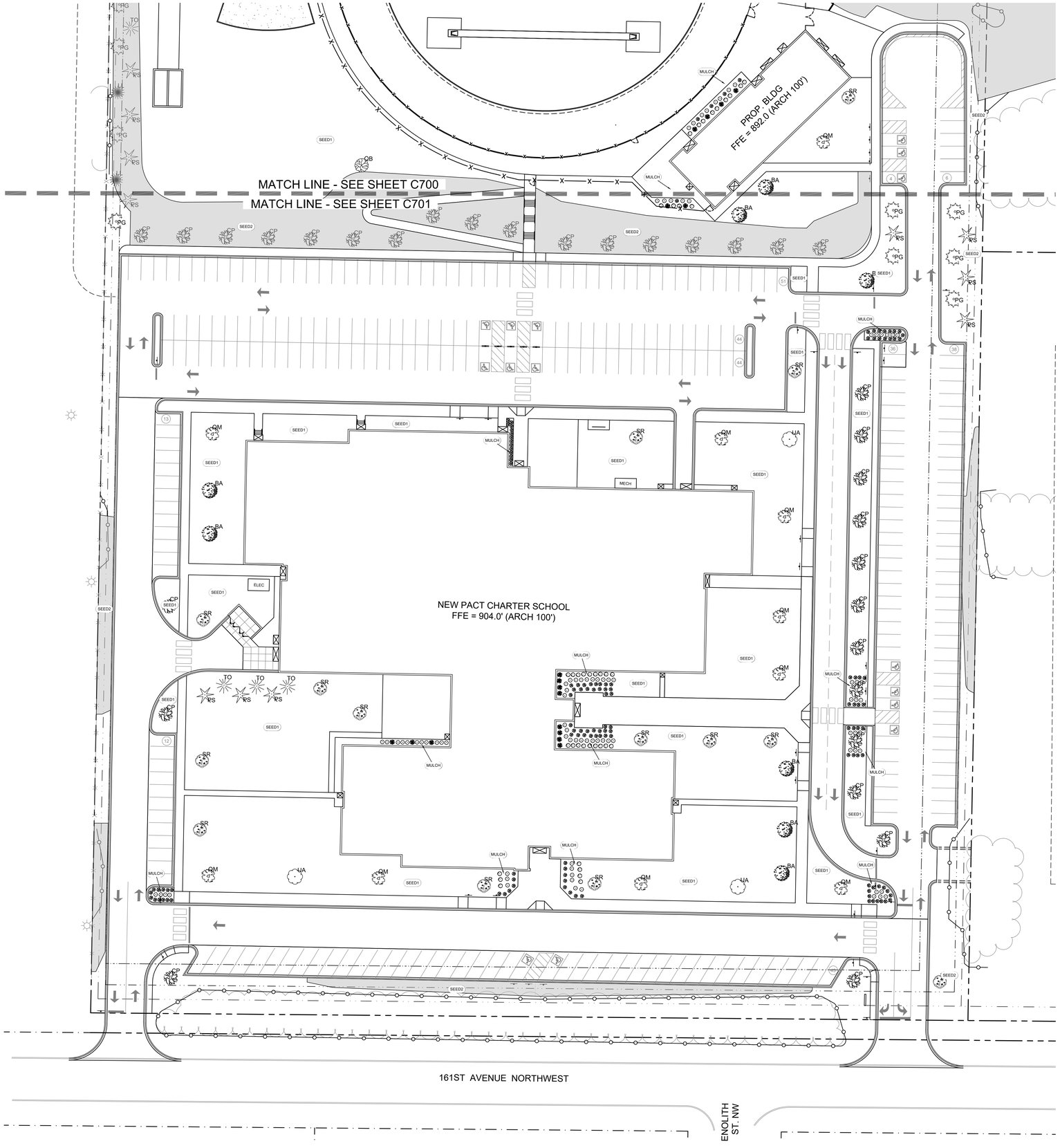
Date: 06.10.2022 Lic. No.: 44592

Project No.	12216178
Drawn by	MTH
Check by	EGM

SHEET

C301

TRUE SHEET SCALE
0" 1/2" 1"



LEGEND

- EROSION CONTROL BLANKET
- STORMWATER PLANTING MEDIUM AND NATIVE SEED (MNDOT 33-262)
- SEED1 — COMMERCIAL TURF SEED (MNDOT 25-131)
- SEED2 — NO-MOW FESCUE SEED MIX
- MULCH — 4" SHREDDED WOOD MULCH OVER WEED BARRIER
- SEED3 — NATIVE PRAIRIE SEED (MNDOT 35-221)
- SEED TRANSITION LINE

PLANTING SCHEDULE

	QTY	COMMON NAME	BOTANICAL NAME	SIZE	CONTAINER
DECIDUOUS TREES, SEE DETAIL 6/C602					
BA	8	Yellow Birch	Betula Alleghaniensis	2-1/2" Cal	B & B
CP	32	Thornless Cockspur Hawthorn	Crataegus Crus-Galli Inermis	2-1/2" Cal	B & B
UA	3	American Elm	Ulmus Americana	2-1/2" Cal	B & B
QM	15	Bur Oak	Quercus Macrocarpa	2-1/2" Cal	B & B
SR	17	Japanese Tree Lilac	Syringa Reticulata	2-1/2" Cal	B & B
QB	27	Swamp White Oak	Quercus Bicolor	2-1/2" Cal	B & B
CONIFEROUS TREES, SEE DETAIL 6/C602					
LL	27	American Larch	Larix Laricina	6' Ht	B & B
TO	32	Northern White Cedar	Thuja Occidentallis	6' Ht	B & B
RS	37	Eastern White Pine	Pinus Strobus	6' Ht	B & B
PG	26	Black Hills Spruce	Picea Glauca Densata	6' Ht	B & B
SHRUBS, SEE DETAIL 7/C602					
	17	Roundleaf Serviceberry	Amelanchier Sanguinea	24"	Pot
	84	Bush Cinquefoil	Potentilla Fruticosa	24"	Pot
	126	Crisp Leaf Spirea	Spirea x Bumalda (Crispa)	24"	Pot
	38	Alpine Currant	Ribes Alpinum	24"	Pot

LANDSCAPING CALCULATIONS

Site Data:
Site Perimeter = 3,740 lf
Total Building footprint = 79,862 sf
Parking = 291 stalls

Deciduous (2.5") / Coniferous (6') Trees:
Perimeter (per 100 lf) = 74.8
Footprint (per 1,000 sf) = 79.5 <--- 80 Trees

Shrubs (2' height/width):
Perimeter (per 30 lf) = 124.7
Footprint (per 300 sf) = 264.9 <--- 265 Shrubs

Road Frontage Trees: (Protect existing frontage trees)
620' / 35 lf = 17.7<--- 18 (in total tree credit)

Parking Lot Landscaping Trees: (162 sf per tree min)
291 stalls (1 / 10 stalls) = 29.1 <--- 29 Trees

Total Shrubs = 265 required PROVIDED = 265

Totals Trees = 109 required PROVIDED = 224

Reforestation required = 441. Balance as restitution or potential off-site plantings

LANDSCAPING NOTES

1. Landscape Contractor is responsible for coordination with other contractors to protect the new improvements during landscape work activities. Report any damage immediately.
2. Plant size and species substitutions must be approved in writing prior to acceptance in the field.
3. Landscape Contractor is responsible for ongoing maintenance of all newly installed material 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. Contractor shall provide the owner with a maintenance program including, but not limited to, pruning, fertilization and disease/pest control.
4. Landscape Contractor shall provide the owner with a watering schedule appropriate to the project site conditions and to plant material growth requirements.
5. Landscape Contractor shall guarantee newly planted material through one calendar year from the date of written owner acceptance. Plants that exhibit more than 10% die-back damage shall be replaced at no additional cost to the owner. The contractor shall also provide adequate tree wrap and deer/rodent protection measures for the plantings during the warranty period.
6. Planting areas shall be edged with 6" black vinyl edging and have 4" colored hardwood wood mulch over a weed barrier fabric.
7. All trees not planted in landscaped areas shall have shredded hardwood mulch placed around the tree at 4' diameter and 6" deep.
8. Restore all disturbed turf areas with 4" of good quality topsoil and seed or sod as indicated. A topsoil inspection by the City is required prior to sod installation.
9. Topsoil shall not be placed in filtration basin. For filtration basin areas refer to detail for construction and restoration.

NORTH
0 15 30 60

LAND USE APPLICATION SET - NOT FOR CONSTRUCTION

POPE ARCHITECTS
POPE ARCHITECTS, INC.
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PACT Charter School

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PACT CHARTER SCHOOL
RAMSEY, MN

LANDSCAPE PLAN SOUTH

Issued / Revisions	
CITY RE-SUBMITTAL	6.10.2022

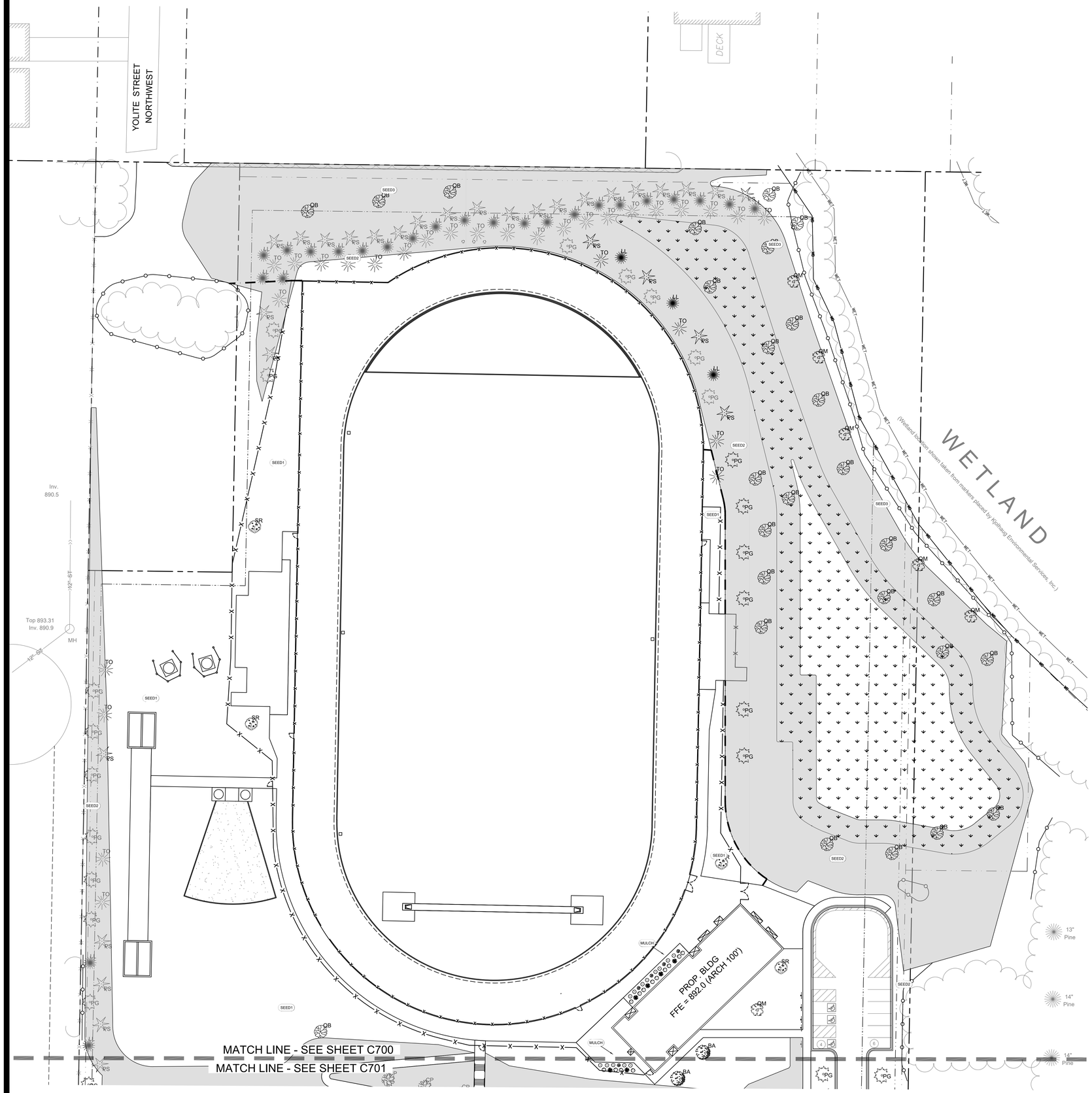
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Eric G. Meyer, P.E.
Date: 06.10.2022 Lic. No.: 44592

Corrosion No. 12216178
Drawn by MTH
Checked by EGM

SHEET
C700

TRUE SHEET SCALE
0" 1/2" 1"



LEGEND

- EROSION CONTROL BLANKET
- STORMWATER PLANTING MEDIUM AND NATIVE SEED (MNDOT 33-262)
- SEED1 — COMMERCIAL TURF SEED (MNDOT 25-131)
- SEED2 — NO-MOW FESCUE SEED MIX
- MULCH — 4" SHREDDED WOOD MULCH OVER WEED BARRIER
- SEED3 — NATIVE PRAIRIE SEED (MNDOT 35-221)
- SEED TRANSITION LINE

PLANTING SCHEDULE

	QTY	COMMON NAME	BOTANICAL NAME	SIZE	CONTAINER
DECIDUOUS TREES, SEE DETAIL 6/C602					
BA	8	Yellow Birch	Betula Alleghaniensis	2-1/2" Cal	B & B
CP	32	Thornless Cockspur Hawthorn	Crataegus Crus-Galli Inermis	2-1/2" Cal	B & B
UA	3	American Elm	Ulmus Americana	2-1/2" Cal	B & B
QM	15	Bur Oak	Quercus Macrocarpa	2-1/2" Cal	B & B
SR	17	Japanese Tree Lilac	Syringa Reticulata	2-1/2" Cal	B & B
QB	27	Swamp White Oak	Quercus Bicolor	2-1/2" Cal	B & B
CONIFEROUS TREES, SEE DETAIL 6/C602					
LL	27	American Larch	Larix Laricina	6' Ht	B & B
TO	32	Northern White Cedar	Thuja Occidentallis	6' Ht	B & B
PS	37	Eastern White Pine	Pinus Strobus	6' Ht	B & B
PG	26	Black Hills Spruce	Picea Glauca Densata	6' Ht	B & B
SHRUBS, SEE DETAIL 7/C602					
	17	Roundleaf Serviceberry	Amelanchier Sanguinea	24"	Pot
	84	Bush Cinquefoil	Potentilla Fruticosa	24"	Pot
	126	Crisp Leaf Spirea	Spirea x Bumalda (Crispa)	24"	Pot
	38	Alpine Currant	Ribes Alpinum	24"	Pot

NORTH

0 15 30 60

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LANDSCAPE PLAN NORTH

Issue and Revision	
CITY RE-SUBMITTAL	6.10.2022

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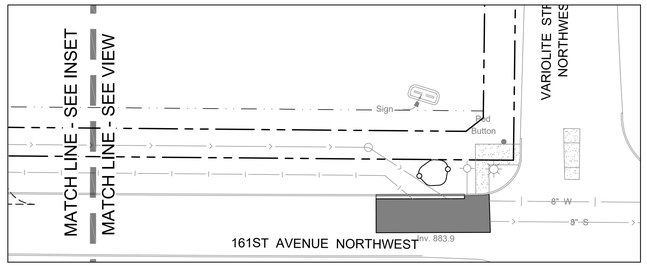
Date: 06.10.2022 Lic. No.: 44592

Commission No:	12216178
Drawn by:	MTH
Checked by:	EGM

SHEET

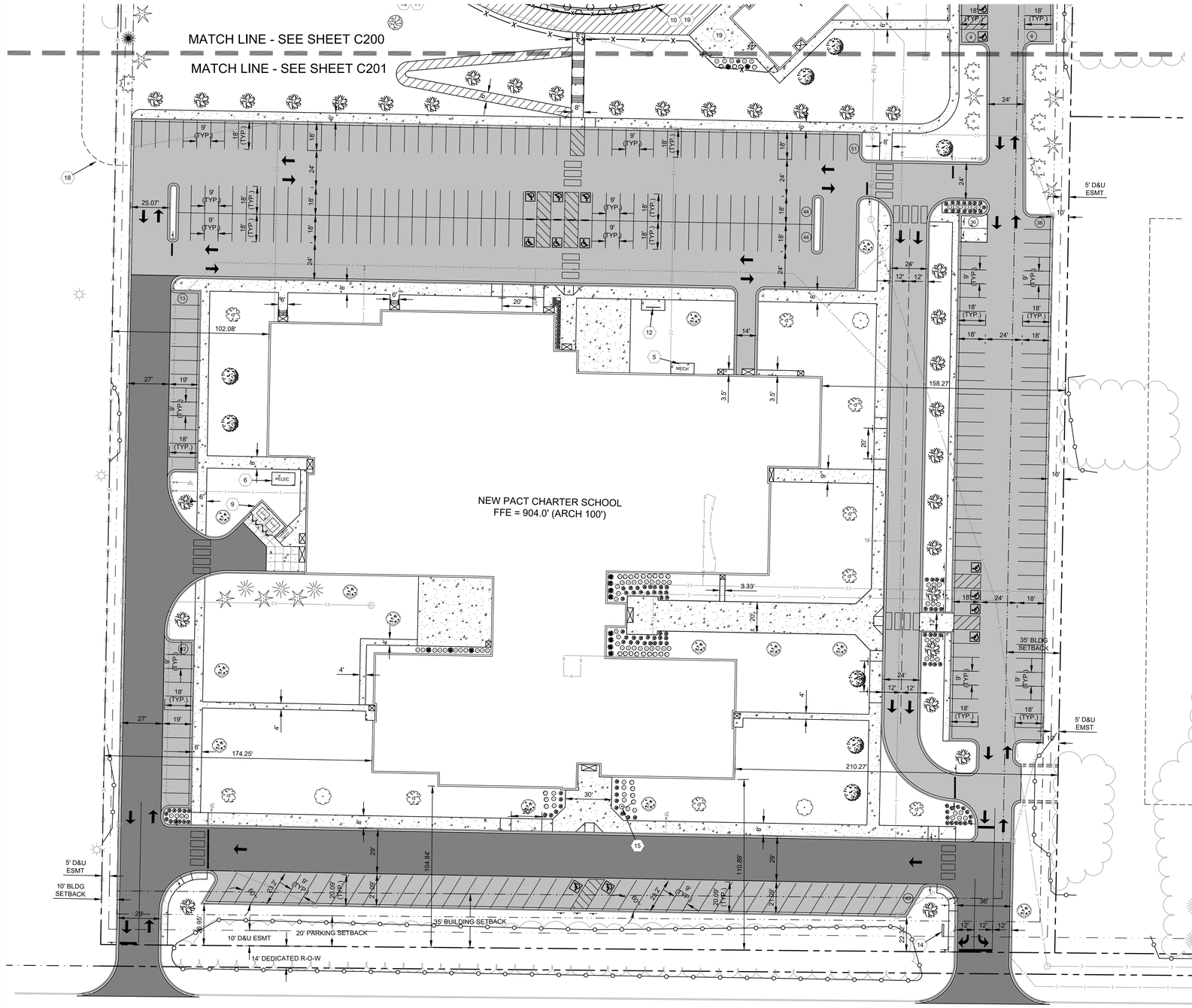
C701

TRUE SHEET SCALE
0" 1/2" 1"



A C200 INSET

NOT TO SCALE



SYMBOL LEGEND

- NEW LIGHT-DUTY BITUMINOUS PAVEMENT SEE DETAIL
- NEW HEAVY-DUTY BITUMINOUS PAVEMENT SEE DETAIL
- NEW TRAIL BITUMINOUS PAVEMENT SEE DETAIL
- NEW LIGHT-DUTY CONCRETE PAVEMENT SEE DETAIL
- NEW HEAVY-DUTY CONCRETE PAVEMENT SEE DETAIL
- NEW GRAVEL/AG-LIME SEE DETAIL
- NEW CONCRETE STOOP/APRON SEE ARCH./STL.
- NEW ATHLETIC TRACK PAVING SEE DETAIL
- NATIVE GRASS AND WILDFLOWER PLANTINGS
- TREE PROTECTION
- PROPERTY LINE
- RIGHT OF WAY LINE
- EASEMENT LINE
- SETBACK LINE
- WETLAND
- WETLAND BUFFER

NOTE: THE CONCRETE JOINTS ARE SHOWN ONLY FOR GENERAL REFERENCE TO SIGNIFY LIGHT-DUTY CONCRETE PAVEMENT. ACTUAL JOINTS SHALL BE CONSTRUCTED PER PROJECT SPECIFICATIONS.

KEY NOTES

1. NEW B612 CONCRETE CURB AND GUTTER
2. NEW ACCESSIBLE CURB RAMP
3. NEW LIGHT-DUTY CONCRETE PAVEMENT
4. NEW HEAVY-DUTY CONCRETE PAVEMENT
5. SEE DUST COLLECTOR, SEE MECH.
6. NEW TRANSFORMER, SEE ELEC.
7. NEW PARKING SIGN AND POST
   - _A: ADA PARKING
   - _B: ADA ACCESS AISLE
   - _C: ADA LOADING
   - _D: STOP
   - _E: DO NOT ENTER
   - _F: BUSES ONLY
   - _G: MOTORCYCLE PARKING
   - _H: LANE USE SIGN
   - _I: FIELD ACCESS ONLY, NO EXIT
8. NEW PARKING SIGN, POST, AND BOLLARD
   - _A: ADA PARKING
   - _B: ADA ACCESS AISLE
9. NEW DUMPSTER ENCLOSURE, SEE ARCH
10. NEW 3.5' TALL CHAINLINK FENCING
11. NEW 6' TALL CHAINLINK FENCING
12. NEW BIKE RACK
13. NEW CONCRETE STAIRS
14. NEW MONUMENT SIGN
15. NEW FLAGPOLE
16. NEW SCOREBOARD
17. NEW GRANDSTANDS
18. FUTURE POTENTIAL PARK CONNECTION
19. FUTURE IMPROVEMENT
20. SEE ELECTRICAL

LAND USE APPLICATION SET - NOT FOR CONSTRUCTION

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RAMSEY, MN

PAVING PLAN SOUTH

Issues and Revisions:

CITY RE-SUBMITTAL	6.10.2022

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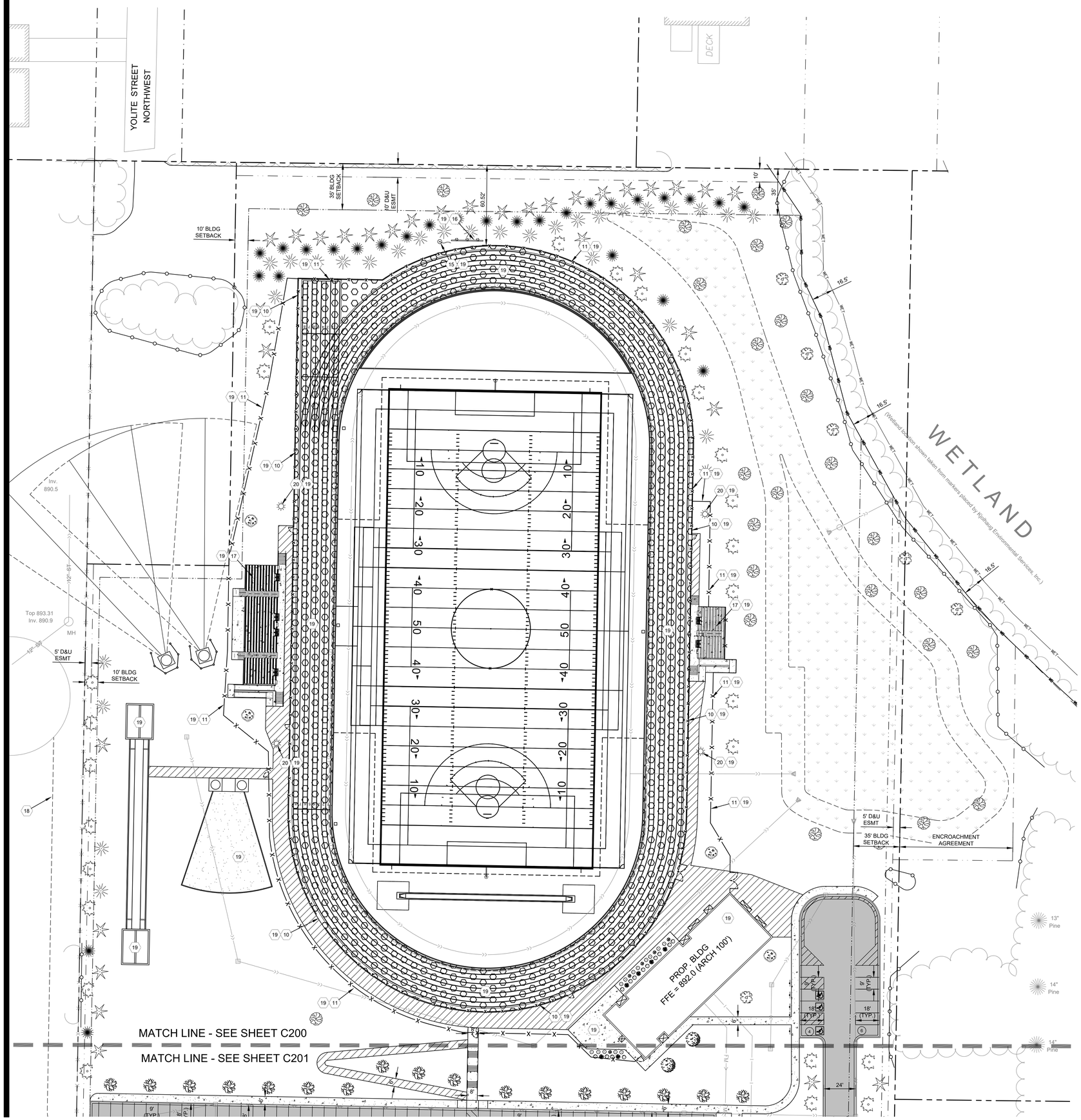
Eric G. Meyer, P.E.

Date: 06.10.2022 Lic. No.: 44592

Corrosion file: 12216178
Drawn by: MTH
Checked by: EGM

SHEET
C200

TRUE SHEET SCALE
0" 1/2" 1"



SYMBOL LEGEND

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- NEW HEAVY-DUTY BITUMINOUS PAVEMENT SEE DETAIL
- NEW TRAIL BITUMINOUS PAVEMENT SEE DETAIL
- NEW LIGHT-DUTY CONCRETE PAVEMENT SEE DETAIL
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NORTH

0 15 30 60

LAND USE APPLICATION SET - NOT FOR CONSTRUCTION

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PAVING PLAN NORTH

Issue / Revision	
CITY RE-SUBMITTAL	6.10.2022

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Eric G. Meyer, P.E.

Date: 06.10.2022 Lic. No.: 44592

Expression No:	12216178
Drawn by:	MTH
Checked by:	EGM

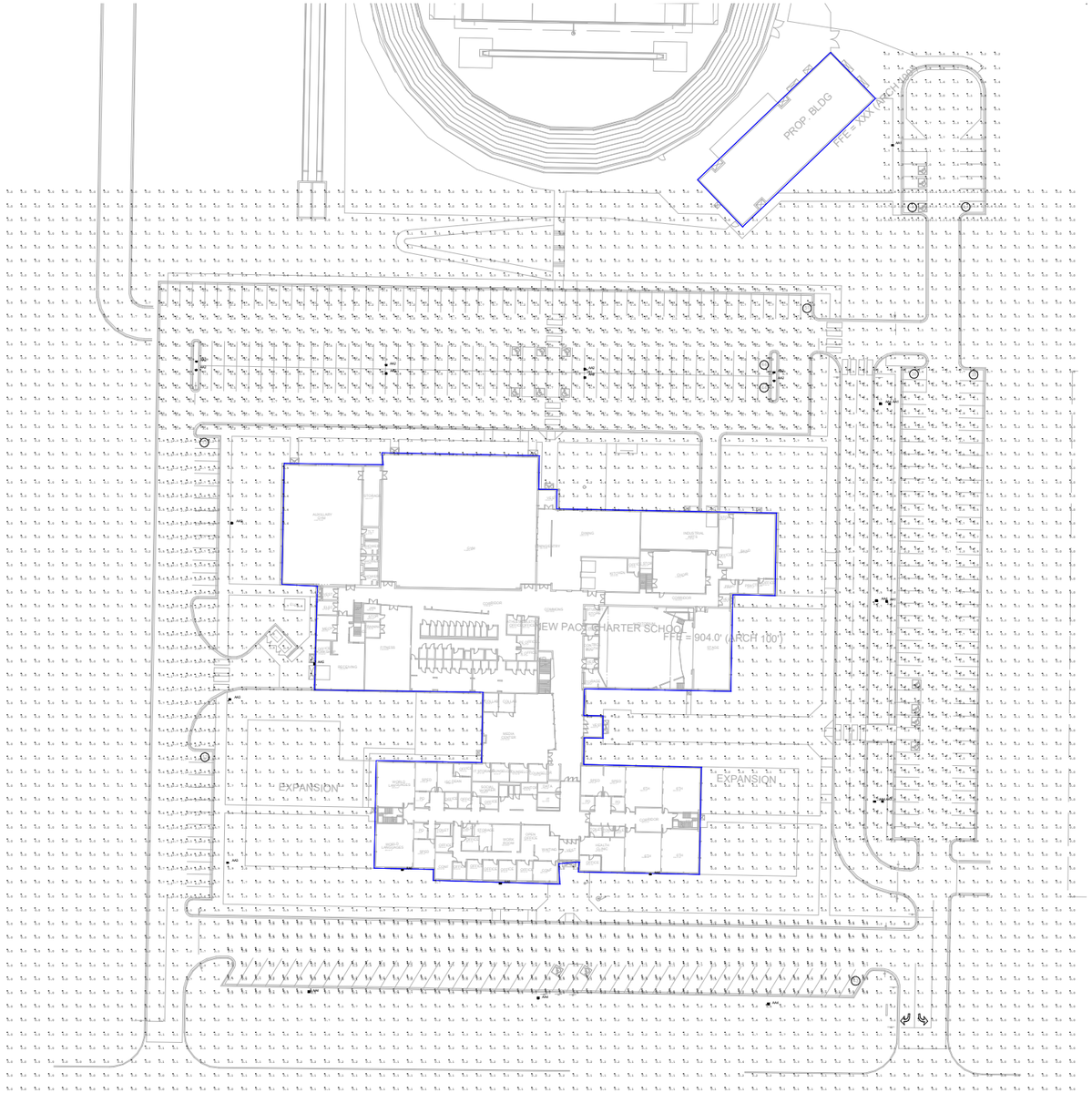
SHEET

C201

TRUE SHEET SCALE
0" 1/2" 1"

Viewpoint

Luminaire Schedule				
Symbol	Qty	Label	Description	Tag
	3	DSX1_LED_P8_40K_T2M_MVOLT	DSX1 LED P8 40K T2M MVOLT	AA3
	6	DSX1_LED_P8_40K_T3M_MVOLT	DSX1 LED P8 40K T3M MVOLT	AA4
	8	DSX1_LED_P8_40K_T5M_MVOLT	DSX1 LED P8 40K T5M MVOLT	AA2
	4	DSX1_LED_P8_40K_TFTM_MVOLT	DSX1 LED P8 40K TFTM MVOLT	AA1
	1	DSXW1_LED_20C_1000_40K_TFTM_M	DSXW1 LED 20C 1000 40K TFTM MVOLT	AA5
	3	WDGE4_LED_P1_70CRI_R4_40K	WDGE4 LED P1 70CRI R4 40K	AA6



VIEWPOINT: Parking

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
East Lot	Illuminance	Fc	2.89	9.2	0.5	5.78	18.40
FULL	Illuminance	Fc	1.17	10.1	0.0	N.A.	N.A.
North Lot	Illuminance	Fc	3.03	7.2	0.5	6.06	14.40
Small North_1	Illuminance	Fc	1.65	5.7	0.2	8.25	28.50
South Lot	Illuminance	Fc	2.22	6.6	0.3	7.40	22.00
West Lot	Illuminance	Fc	2.57	6.0	0.7	3.67	8.57

PACT CHARTER SCHOOL
E1.2 PLAYING FIELD PHOTOMETRICS
06-10-2022

Schedule

Symbol	Label	Image	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power	Polar Plot
	N		84	ALS	SPQ-80050-300EG		1	124670	0.855	800.425	Max: 220400cd

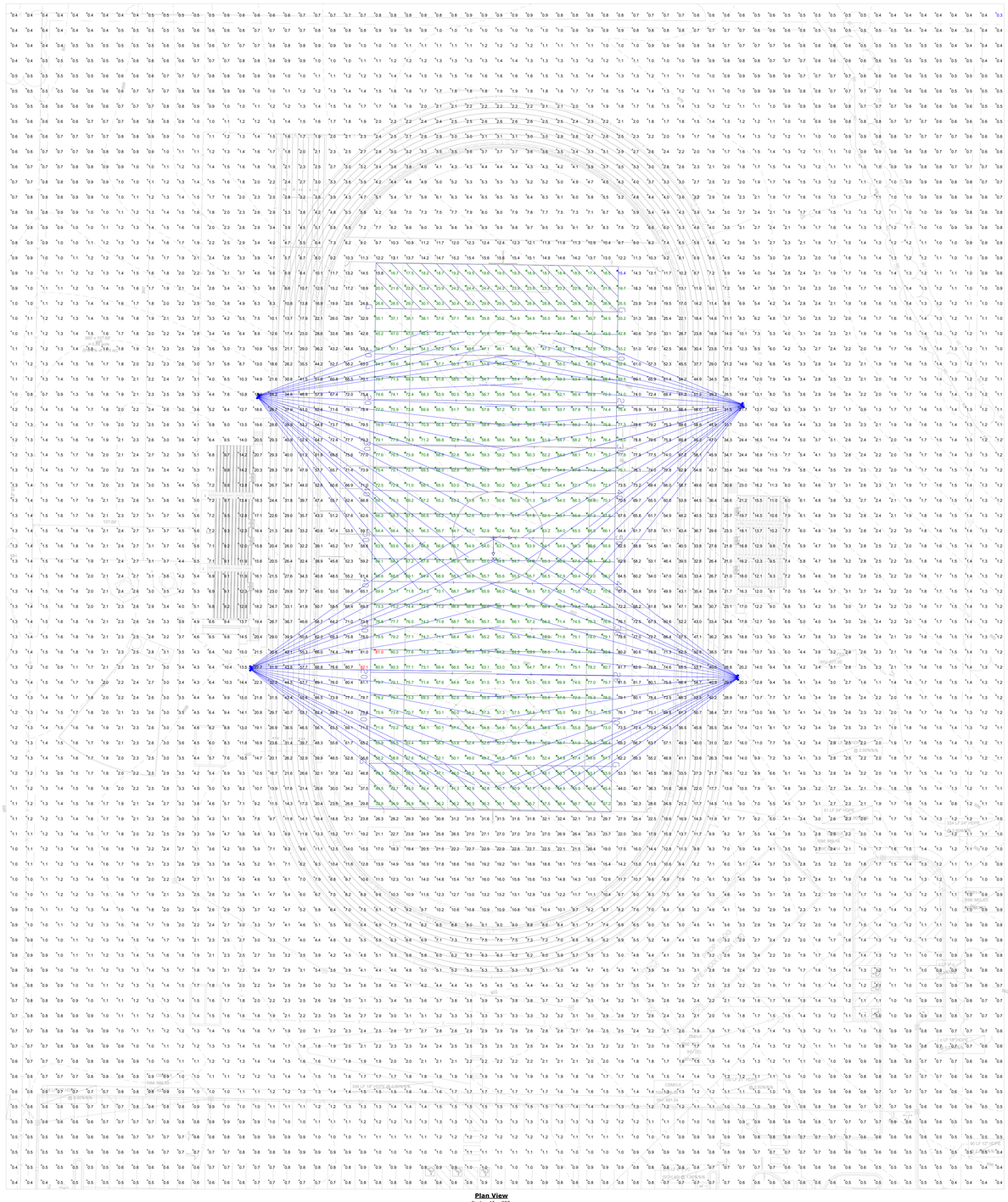
Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
football	X	58.5 fc	81.0 fc	15.4 fc	5.3:1	3.8:1
Total Area @ Grade	+	14.0 fc	82.1 fc	0.3 fc	273.7:1	46.7:1

Note:

1. All readings/calculations are shown @ grade.

2. Fixtures are 80' 0" A.F.G and will have glare shields.



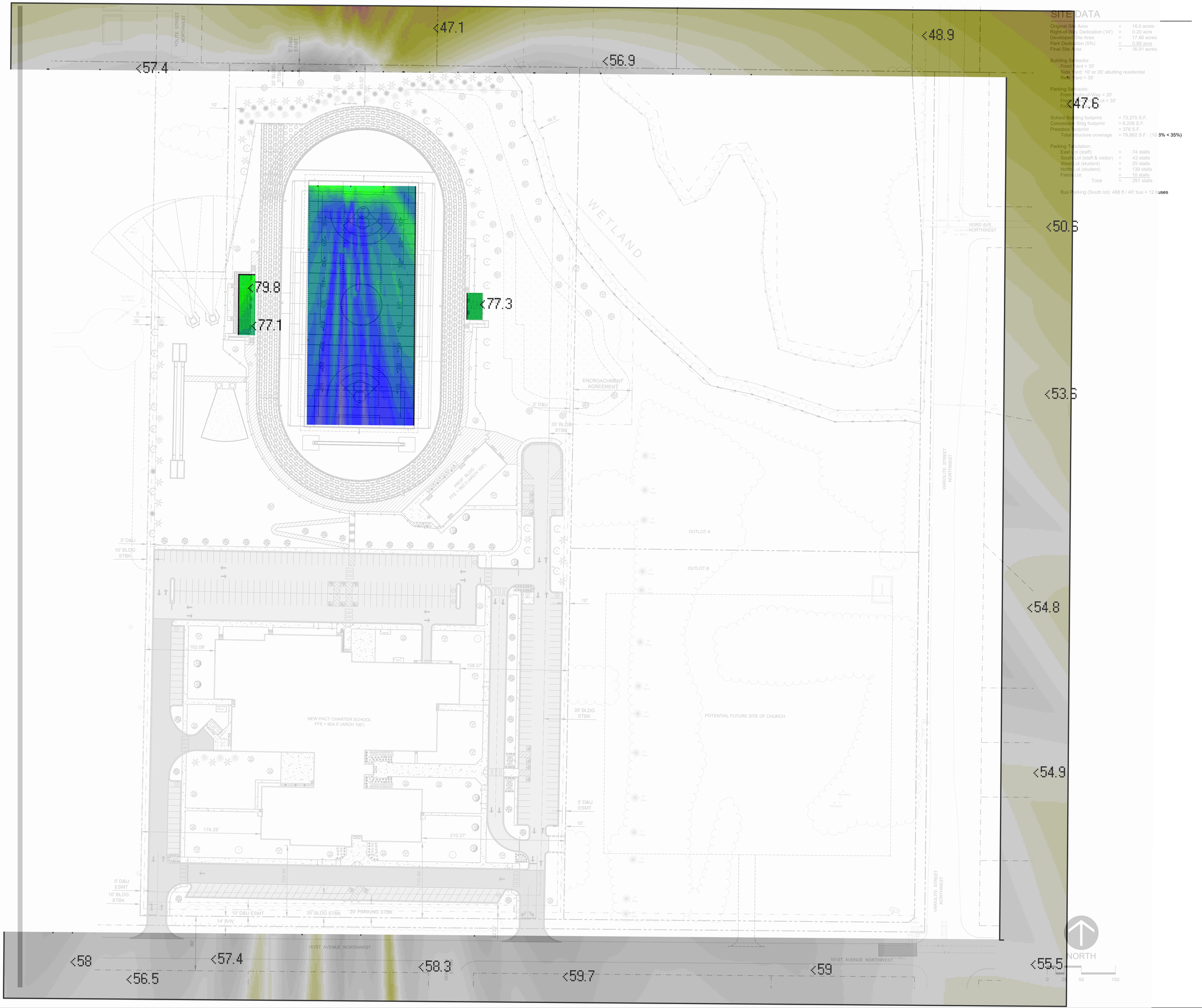
Plan View
Scale - 1" = 30ft

PACT CHARTER SCHOOL
FOOTBALL FIELD LIGHTING

PACT CHARTER SCHOOL
E1.2 PLAYING FIELD PHOTOMETRICS
06-10-2022

Designer
AM
Date
04/04/2022
Scale
As Noted
Drawing No.

Summary



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LAND USE APPLICATION SET - NOT FOR CONSTRUCTION

OVERALL PLAN

Issue / Revision	
CITY RE-SUBMITTAL	6.10.2022

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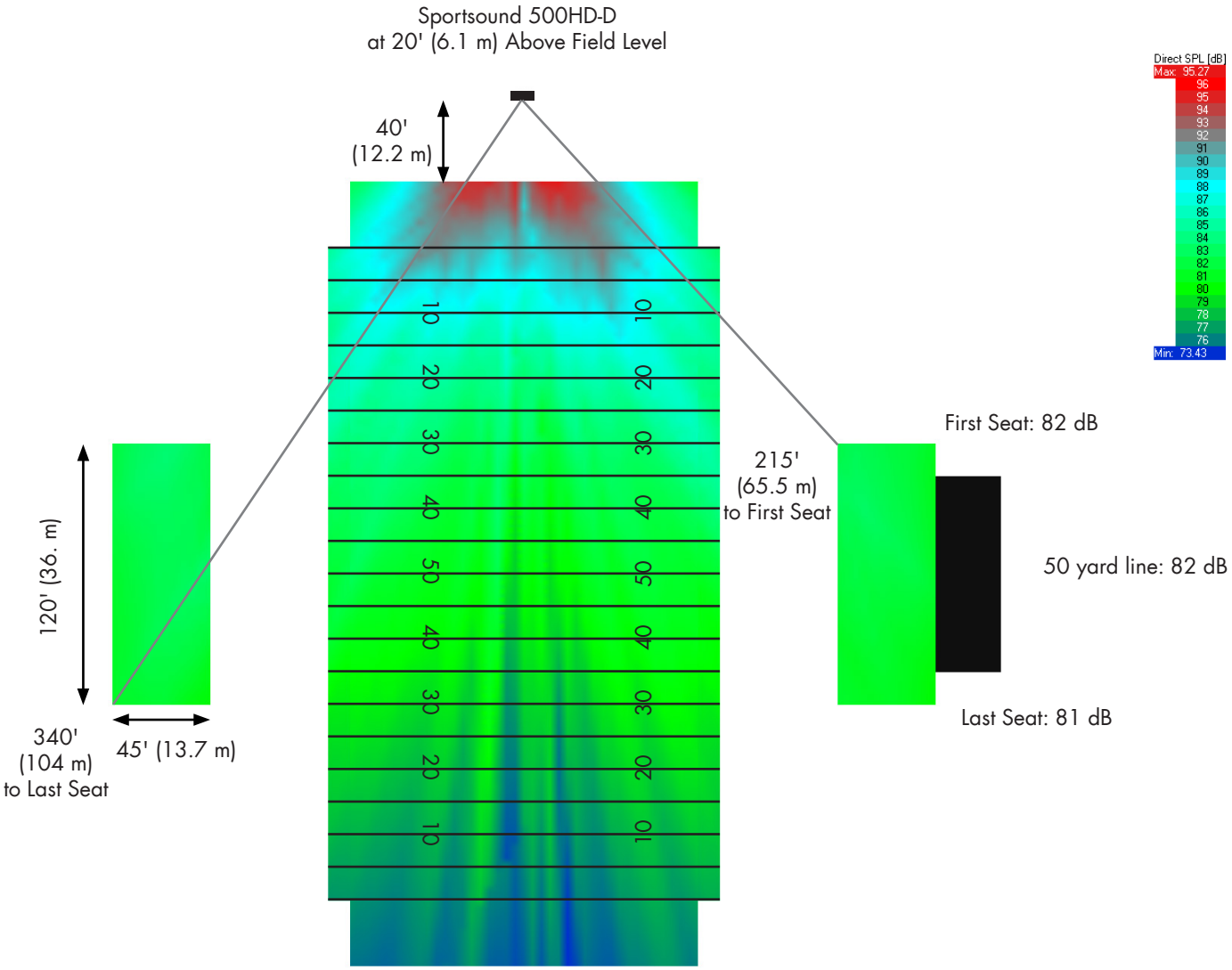
Project No. 12216178
Drawn by: MTH
Checked by: EGM

SHEET
C000

TRUE SHEET SCALE
0" 1/2" 1"

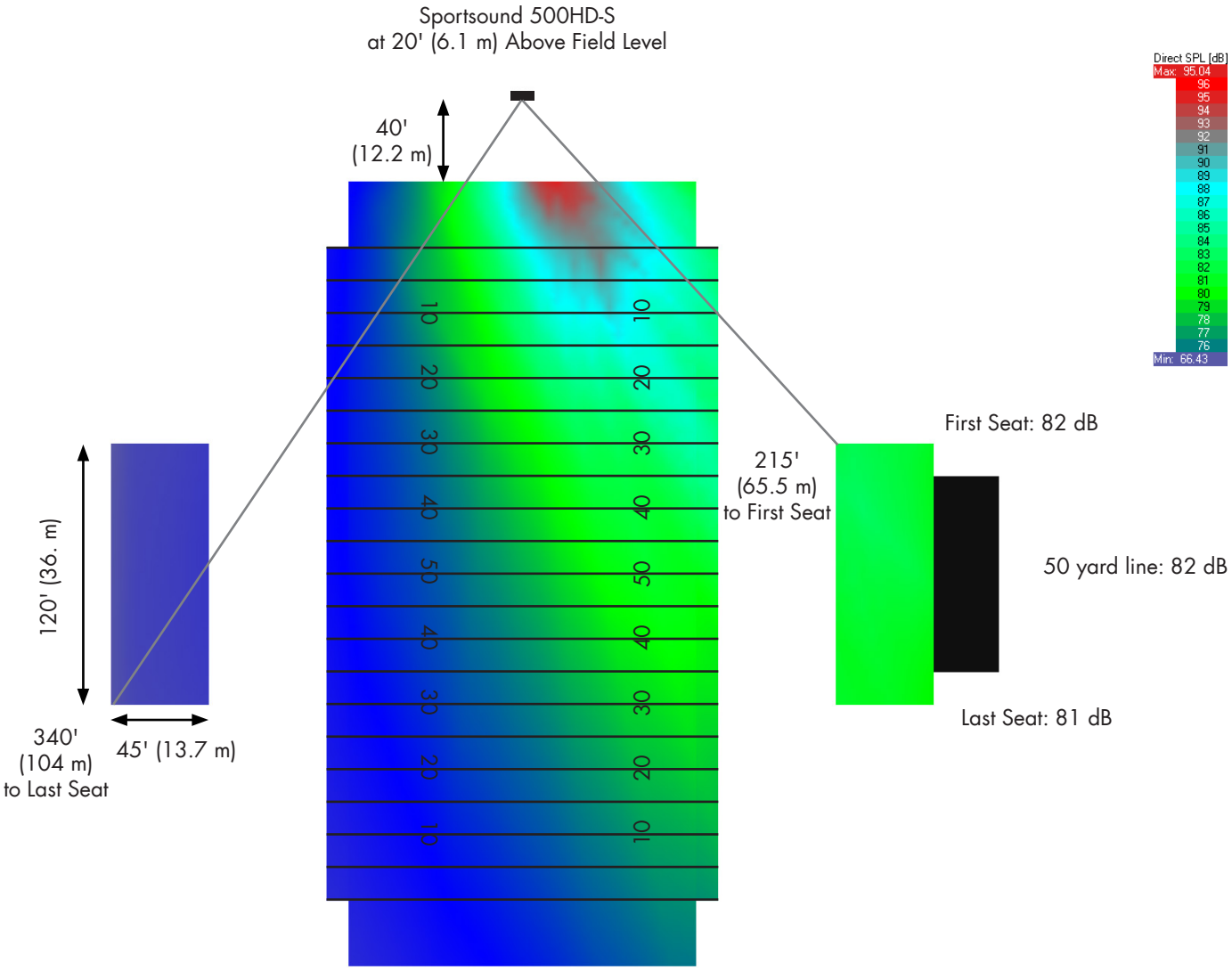
TYPICAL FOOTBALL/SOCCER – 500HD DUAL

- SPL Coverage for a Sportsound® 500HD-D in a typical small football/soccer stadium
- Performance: 82 dBA +/- 1 dB Max SPL
- Frequency Shown: Broadband A-Weighted



TYPICAL FOOTBALL/SOCCER – 500HD SINGLE

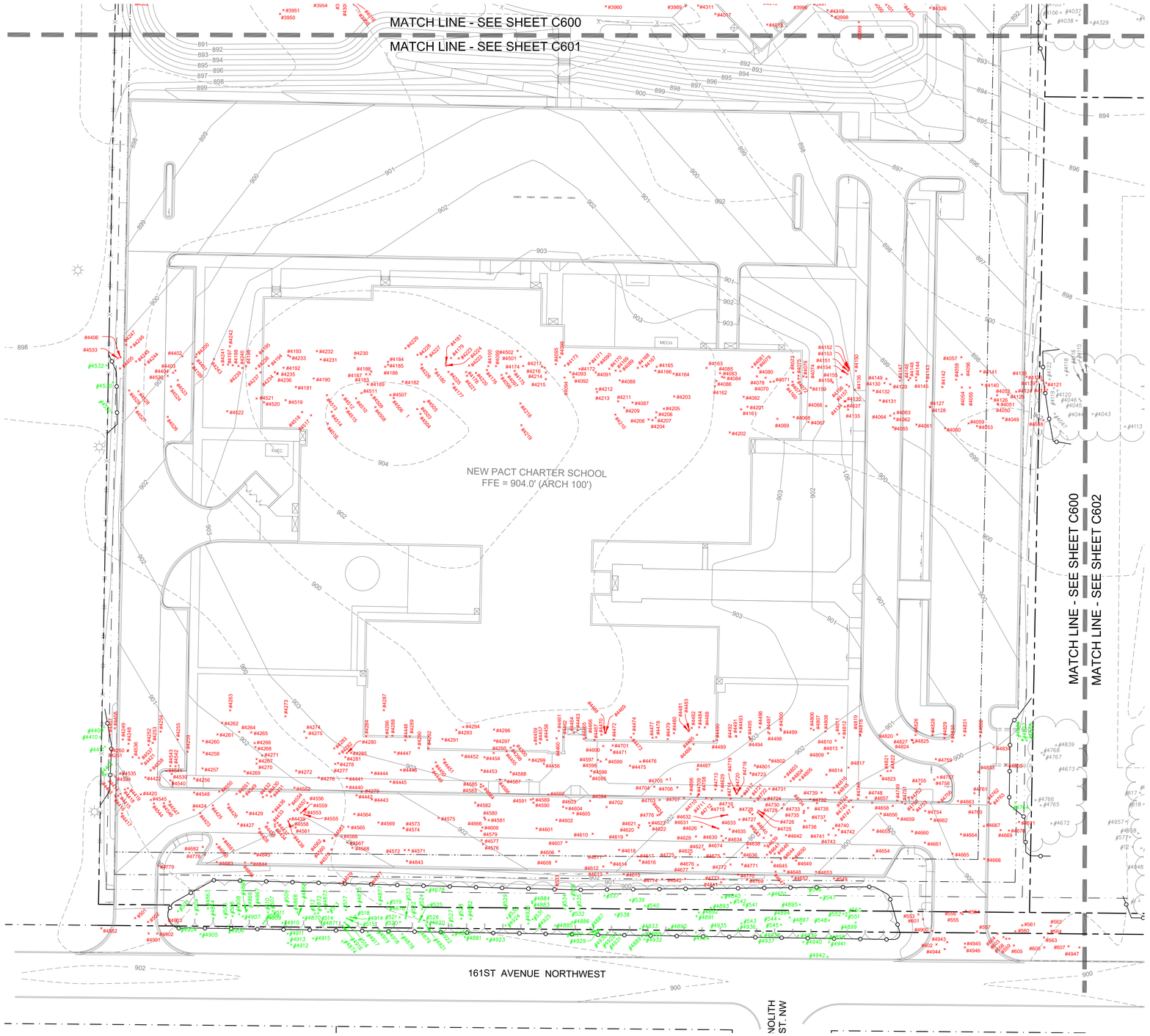
- SPL Coverage for a Sportsound® 500HD-S in a typical small football/soccer stadium
- Performance: 82 dBA +/- 1 dB Max SPL
- Frequency Shown: Broadband A-Weighted



Please contact Daktronics with any questions about adding a Sportsound 500HD to your venue.

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DAKTRONICS



LEGEND

- #4613 TREE TO BE REMOVED
- #537 TREE TO BE PRESERVED
- REMOVAL EXEMPTION AREA
- #4048 OFFSITE TREE (FOR REFERENCE)
- TREE PROTECTION
- PROPERTY LINE
- RIGHT OF WAY LINE
- EASEMENT LINE
- SETBACK LINE
- WETLAND
- WETLAND BUFFER

TREE PRESERVATION SUMMARY

Existing Significant Trees (PACT site)	=	8,976 inches
Total Removed Significant Trees	=	7,703 inches
Exempt Removals (dead / stormwater location)	=	1,802 inches
Existing Non-Exempt Significant Trees	=	7,174 inches
Total Non-Exempt Removals	=	5,901 inches
Significant Trees Preserved	=	1,273 inches
Significant Trees Preserved % = 1,273 / 7,174	=	17.7%
Reforestation Requirements		
Threshold: 30.0% - 17.7%	=	12.3%
Excess removal 7,174 inches x 12.3%	=	882 inches
Reforestation: 882 inches x 1.25 (1,103" / 2.5" = > 441 new trees)	=	1,103 inches
Restitution: 882 inches x $125	=	$110,250

NORTH

0 15 30 60

LAND USE APPLICATION SET - NOT FOR CONSTRUCTION

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PACT CHARTER SCHOOL
RAMSEY, MN

TREE PRESERVATION PLAN - SOUTH

Issues and Revisions:

CITY RE-SUBMITTAL	6.10.2022

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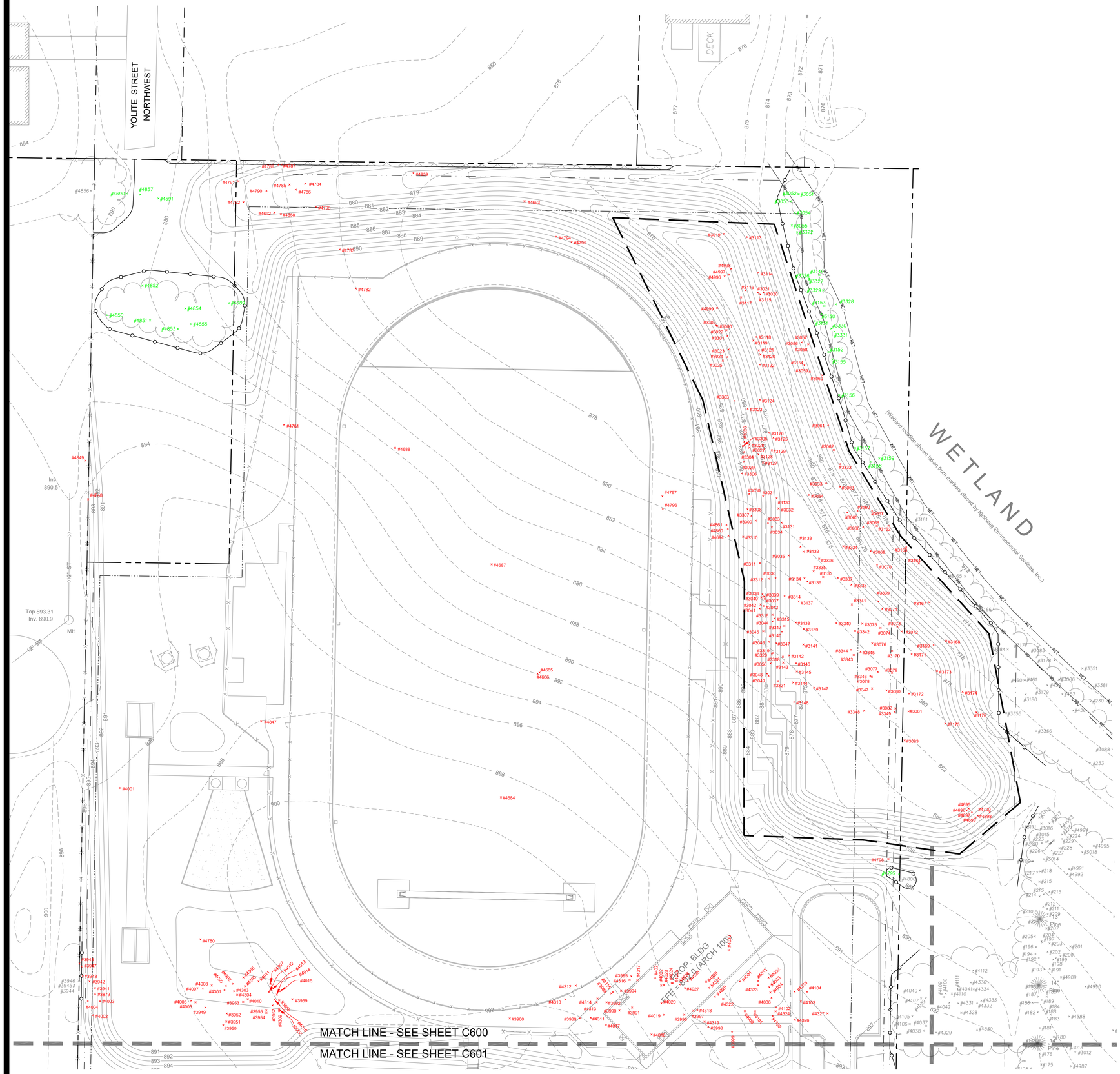
Date: 06.10.2022 Lic. No.: 44592

Commission No:	12216178
Drawn by:	MTH
Checked by:	EGM

SHEET

C600

TRUE SHEET SCALE
0" 1/2" 1"



LEGEND

- #4613 TREE TO BE REMOVED
- #537 TREE TO BE PRESERVED
- REMOVAL EXEMPTION AREA
- #4048 OFFSITE TREE (FOR REFERENCE)
- TREE PROTECTION
- PROPERTY LINE
- RIGHT OF WAY LINE
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NORTH

0 15 30 60

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RAMSEY, MN

TREE PRESERVATION PLAN - NORTH

Issued / Revised	
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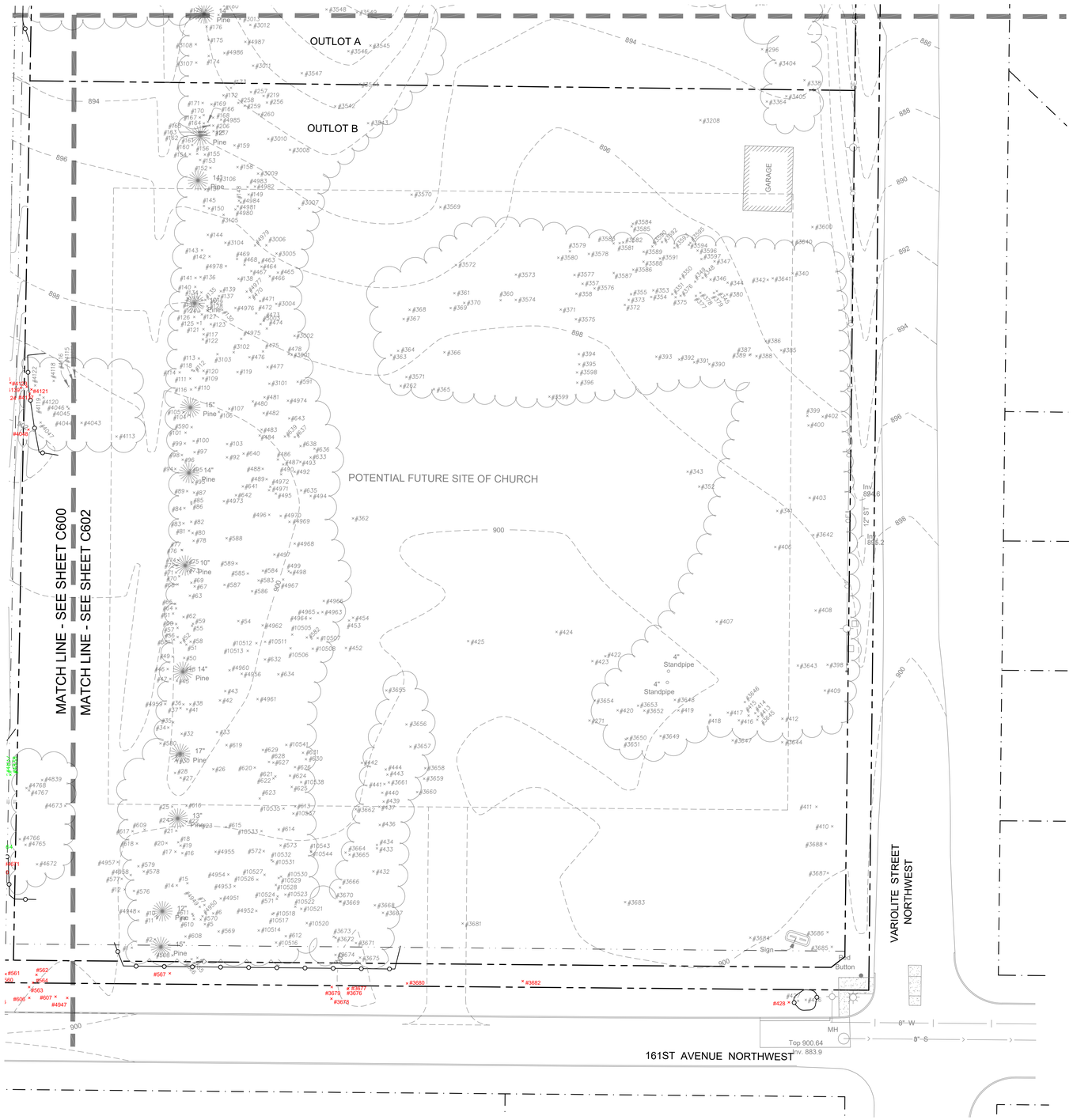
SHEET

C601

TRUE SHEET SCALE
0" 1/2" 1"

LEGEND

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- #537 TREE TO BE PRESERVED
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NORTH

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TREE PRESERVATION PLAN - NORTHEAST

Issue / Revision	
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Drawing No: 12216178
Drawn by: MTH
Checked by: EGM

SHEET

C602

TRUE SHEET SCALE
0" 1/2" 1"

Tag	DBH (in)	Species	Condition	Stems	Easting	Northing	Removed	Removed In	Exempt	Exempt In
428	14	Jack Pine	Good	1	4502122.6710	183113.3961	Y	14		0
501	15	Red Pine	Good	1	449047.3070	183135.7564	Y	15		0
502	14	Red Pine	Good	1	449055.9702	183133.1827	Y	14		0
503	4	Jack Pine	Good	1	449075.9446	183140.2196		0		0
504	4	Jack Pine	Good	1	449088.1722	183138.3545		0		0
509	14	Red Pine	Good	2	449146.5676	183144.4095		0		0
510	6	Red Pine	Good	1	449135.7645	183139.6044		0		0
515	4	Jack Pine	Good	1	449188.4608	183135.5001		0		0
519	5	Jack Pine	Good	1	449215.6649	183145.6379		0		0
525	4	Jack Pine	Good	1	449236.5893	183133.3585		0		0
533	4	Red Pine	Good	1	449328.2099	183155.2464	Y	4		0
533	10	Red Pine	Good	1	449796.6928	183219.2856	Y	10		0
534	5	Jack Pine	Good	1	449333.9279	183141.7409		0		0
536	7	Jack Pine	Good	1	449339.6009	183148.6952		0		0
536	9	Jack Pine	Good	1	449835.4593	183230.1366		0		0
539	8	Red Pine	Good	1	449377.2897	183147.7127		0		0
540	5	Red Pine	Good	1	449387.1515	183143.9207		0		0
542	4	Jack Pine	Good	1	449344.3231	183145.9693		0		0
545	6	Red Pine	Good	1	449477.7636	183131.3025		0		0
546	7	Jack Pine	Good	1	449497.2107	183151.0572		0		0
547	4	Red Pine	Good	1	449504.2447	183149.2269		0		0
548	5	Jack Pine	Good	1	449509.7873	183134.1419		0		0
549	6	Jack Pine	Good	1	449513.1174	183152.2108	Y	6		0
550	6	Jack Pine	Good	1	449521.4731	183139.0969		0		0
551	9	Red Pine	Good	1	449523.1393	183137.3494		0		0
552	7	Jack Pine	Good	1	449519.4192	183138.4554		0		0
553	8	Jack Pine	Good	1	449569.3764	183138.1428	Y	8		0
554	10	Jack Pine	Good	1	449600.9494	183140.5655	Y	10		0
555	5	Red Pine	Good	1	449597.5081	183138.4059	Y	5		0
556	5	Red Pine	Good	1	449597.5573	183139.1687	Y	5		0
557	10	Red Pine	Good	1	449608.4001	183126.7630	Y	10		0
558	8	Red Pine	Good	1	449627.9251	183121.9564	Y	8		0
559	7	Red Pine	Good	1	449629.9576	183121.9849	Y	7		0
560	7	Red Pine	Good	1	449633.9474	183126.8985	Y	7		0
561	5	Red Oak	Good	1	449638.5862	183130.8744	Y	5		0
562	6	Red Oak	Good	1	449657.6260	183130.4887	Y	6		0
563	6	Jack Pine	Good	1	449653.1130	183122.8157	Y	6		0
564	8	Jack Pine	Good	1	449655.4933	183125.5697	Y	8		0
567	8	Jack Pine	Good	1	449740.0548	183131.3290	Y	8		0
601	6	Red Pine	Good	1	449572.4875	183134.9502	Y	6		0
602	4	Red Pine	Good	1	449581.3711	183118.1491	Y	4		0
603	7	Red Pine	Good	1	449626.0839	183122.9946	Y	7		0
604	10	Red Pine	Good	1	449622.2007	183125.3547	Y	10		0
605	6	Jack Pine	Good	1	449632.9936	183117.4366	Y	6		0
605	16	Red Pine	Good	1	449053.1900	183116.1582	Y	16		0
607	6	Jack Pine	Good	1	449669.4296	183116.9115	Y	6		0
3019	6	Jack Pine	Good	1	449523.4038	184338.5128	Y	6	Y	6
3020	10	Jack Pine	Good	1	449553.5871	184293.9710	Y	10	Y	10
3021	10	Jack Pine	Good	1	449549.2455	184293.7903	Y	10	Y	10
3022	10	Jack Pine	Good	1	449535.5344	184265.8919	Y	10	Y	10
3023	10	Jack Pine	Good	1	449527.0543	184250.7486	Y	10	Y	10
3024	8	Red Pine	Good	1	449525.5704	184244.9890	Y	8	Y	8
3025	6	Jack Pine	Good	1	449522.6214	184242.2702	Y	6	Y	6
3026	5	Jack Pine	Good	1	449538.8598	184180.6210	Y	5	Y	5
3027	5	Jack Pine	Good	1	449542.7945	184176.2038	Y	5	Y	5
3028	4	Red Pine	Good	1	449542.7947	184176.6509	Y	4	Y	4
3029	4	Jack Pine	Good	1	449538.6972	184165.3844	Y	4	Y	4
3030	10	Jack Pine	Good	1	449542.5866	184141.1632	Y	10	Y	10
3031	12	Jack Pine	Good	1	449553.1667	184139.3814	Y	12	Y	12
3032	10	Jack Pine	Good	1	449564.9093	184130.2168	Y	10	Y	10
3033	15	Jack Pine	Good	1	449556.8450	184119.1134	Y	15	Y	15
3034	8	Jack Pine	Poor	1	449559.8199	184115.8304	Y	8	Y	8
3035	12	Jack Pine	Dead	1	449572.4914	184094.5241	Y	12	Y	12
3036	8	Jack Pine	Good	1	449552.5860	184077.3954	Y	8	Y	8
3037	6	Jack Pine	Good	1	449554.4143	184061.7718	Y	6	Y	6
3038	9	Jack Pine	Good	1	449552.6694	184065.1516	Y	9	Y	9
3039	7	Jack Pine	Good	1	449553.8570	184063.4304	Y	7	Y	7
3040	9	Jack Pine	Good	1	449553.8364	184062.7945	Y	9	Y	9
3041	4	Jack Pine	Good	1	449550.6590	184054.3042	Y	4	Y	4
3042	7	Jack Pine	Good	1	449551.2953	184057.3261	Y	7	Y	7
3043	7	Jack Pine	Good	1	449553.8520	184056.1850	Y	7	Y	7
3044	5	Jack Pine	Good	1	449560.3436	184044.5340	Y	5	Y	5
3045	12	Jack Pine	Good	1	449553.2524	184036.9983	Y	12	Y	12
3046	4	Jack Pine	Good	1	449557.4174	184028.9601	Y	4	Y	4
3047	10	Jack Pine	Good	1	449553.2351	184027.9805	Y	10	Y	10
3048	5	Jack Pine	Good	1	449555.1588	184004.8553	Y	5	Y	5
3049	4	Jack Pine	Good	1	449557.2529	184003.2177	Y	4	Y	4
3050	5	Jack Pine	Good	1	449558.9081	184012.6270	Y	5	Y	5
3051	18	Quaking Aspen	Good	1	449580.2807	184358.4553		0		0
3052	8	Quaking Aspen	Good	1	449579.9238	184366.7971		0		0
3053	12	Quaking Aspen	Good	1	449574.0267	184363.1826		0		0
3054	12	Quaking Aspen	Good	1	449577.3302	184354.5931		0		0
3055	12	Quaking Aspen	Good	1	449574.9259	184344.6545		0		0
3056	8	Quaking Aspen	Good	1	449582.4342	184256.0765	Y	8	Y	8
3057	9	American Elm	Good	1	449589.4198	184260.2686	Y	9	Y	9
3058	9	Quaking Aspen	Good	1	449597.4539	184254.6145	Y	9	Y	9
3059	10	Quaking Aspen	Good	1	449588.5382	184233.8430	Y	10	Y	10
3060	10	Quaking Aspen	Good	1	449598.0839	184231.1158	Y	10	Y	10
3061	8	Quaking Aspen	Dead	1	449602.4776	184193.6729	Y	8	Y	8
3062	8	Quaking Aspen	Good	1	449605.6970	184174.5642	Y	8	Y	8
3063	8	Quaking Aspen	Good	1	449611.4818	184146.6306	Y	8	Y	8
3064	13	Jack Pine	Good	1	449588.1358	184140.3740	Y	13	Y	13
3065	6	Red Oak	Good	1	449616.9010	184127.1690	Y	6	Y	6
3066	38	Red Oak	Good	2	449629.0203	184116.1928	Y	38	Y	38
3067	23	Red Oak	Fair	1	449625.0962	184128.3662	Y	23	Y	23
3068	13	Bur Oak	Good	1	449639.3463	184116.8565	Y	13	Y	13
3069	4	Bur Oak	Good	1	449634.7802	184097.5152	Y	4	Y	4
3070	18	Red Oak	Good	1	449639.5797	184086.9165	Y	18	Y	18
3071	5	Red Oak	Good	1	449643.5297	184054.1248	Y	5	Y	5
3072	11	Black Cherry	Good	1	449658.1424	184036.8522	Y	11	Y	11
3073	4	Bur Oak	Good	1	449655.0515	184040.6265	Y	4	Y	4
3074	18	Bur Oak	Good	1	449641.7515	184039.6252	Y	18	Y	18
3075	10	Bur Oak	Good	1	449628.4082	184042.7441	Y	10	Y	10
3076	18	Bur Oak	Good	1	449635.9060	184027.7619	Y	18	Y	18
3077	13	Bur Oak	Good	1	449645.7206	184005.1492	Y	13	Y	13
3078	4	Red Oak	Good	1	449635.5828	184002.5306	Y	4	Y	4
3079	16	Bur Oak	Good	1	449650.8639	184005.5087	Y	16	Y	16
3080	4	Red Oak	Good	1	449646.6964	183992.2027	Y	4	Y	4
3081	5	Red Oak	Good	1	449663.4944	183976.2724	Y	5	Y	5
3082	5	Red Oak	Good	1	449653.4566	183978.5973	Y	5	Y	5
3083	5	Red Oak	Good	1	449660.3825	183954.3014	Y	5	Y	5
3113	20	Jack Pine	Good	1	449541.2025	184335.9319	Y	20	Y	20
3114	20	Jack Pine	Good	1	449549.4622	184308.7869	Y	20	Y	20
3115	15	Jack Pine	Good	1	449550.9673	184292.3746	Y	15	Y	15
3116	14	Jack Pine	Good	1	449539.8170	184295.5519	Y	14	Y	14
3117	10	Jack Pine	Good	1	449539.4565	184290.2222	Y	10	Y	10
3118	16	Jack Pine	Good	1	449547.7134	184250.1729	Y	16	Y	16
3119	8	Jack Pine	Good	1	449545.8185	184257.5034	Y	8	Y	8
3120	16	Jack Pine	Good	1	449551.1141	184246.7946	Y	16	Y	16
3121	20	Jack Pine	Dead	1	449549.8346	184250.0795	Y	20	Y	20
3122	18	Jack Pine	Good	1	449550.7525	184239.2596	Y	18	Y	18
3123	16	Jack Pine	Good	1	449541.4872	184205.7355	Y	16	Y	16
3124	20	Jack Pine	Good	1	449550.7737	184212.6410	Y	20	Y	20
3125	14	Jack Pine	Good	1	449561.0084	184183.8097	Y	14	Y	14
3126	14	Jack Pine	Good	1	449557.4933	184187.4647	Y	14	Y	14
3127	16	Jack Pine	Dead	1	449553.0614	184164.9893	Y	16	Y	16
3128	12	Jack Pine	Good	1	449549.5570	184171.0751	Y	12	Y	12
3129	10	Jack Pine	Dead	1	449559.7789	184174.3321	Y	10	Y	10
3130	14	Jack Pine	Good	1	449563.4673	184137.9809	Y	14	Y	14
3131	16	Jack Pine	Dead	1	449567.1888	184119.3754	Y	16	Y	16
3132	4	Jack Pine	Good	1	449583.7969	184097.4568	Y	4	Y	4
3133	5	Red Oak	Good	1	449581.4885	184101.3387	Y	5	Y	5
3134	7	Jack Pine	Dead	1	449568.2774	184268.8961	Y	7	Y	7
3135	6	Jack Pine	Dead	1	449598.6852	184078.2165	Y	6	Y	6
3136	9	Jack Pine	Good	1	449586.6605	184074.8424	Y	9	Y	9
3137	14	Jack Pine	Good	1	449580.1863	184059.6648	Y	14	Y	14
3138	4	Red Oak	Good	1	449578.0872	184041.6259	Y	4	Y	4
3139	6	Red Oak	Good	1	449583.9982	184038.8711	Y	6	Y	6
3140	6	Red Oak	Good	1	449587.4274	184036.7195	Y	6	Y	6
3141	4	Red Oak	Dead	1	449583.7117	184026.9603	Y	4	Y	4
3142	13	Jack Pine	Good	1	449572.9627	184018.7214	Y	13	Y	13
3143	12	Jack Pine	Good	1	449568.4005	184013.2626	Y	12	Y	12
3144	9	Jack Pine	Good	1	449576.0030	183998.1726	Y	9	Y	9
3145	13	Jack Pine	Good	1	449578.6841	184006.5528	Y	13	Y	13
3146	16	Jack Pine	Good	1	449578.1840	184012.7529	Y	16	Y	16
3147	11	Red Oak	Good	1	449591.8725	183994.2488	Y	11	Y	11
3148	10	Red Oak	Good	1	449576.9110	183983.3418	Y	10	Y	10
3149	11	Quaking Aspen	Good	1	449595.8069	184307.0944		0		0
3150	8	Jack Pine	Good	1	449597.3660	184277.5551		0		0
3151	12	Quaking Aspen	Good	1	449592.2034	184272.3410		0		0
3152	5	Red Oak	Good	1	449602.7037	184248.8573		0		0
3153	12	Quaking Aspen	Good	1	449599.6124	184283.6269		0		0
3154	12	American Elm	Good	1	449598.3975	184238.8132	Y	12	Y	12
3155	12	Quaking Aspen	Good	1	449625.6944	184243.2590		0		0
3156	10	Quaking Aspen	Good	1	449610.8641	184216.0399		0		0
3157	5	Red Oak	Good	1	449622.8690	184175.8807		0		0
3158	9	Bur Oak	Good	2	449634.5168	184165.3997		0		0
3159	5	Red Oak	Good	1	449641.2181	184158.0573		0		0
3160	6	Red Oak	Good	1	449624.8137	184128.3515	Y	6	Y	6
3162	8	Quaking Aspen	Good	1	449586.2183	184135.9911	Y	8	Y	8
3163	9	Quaking Aspen	Good	1	449661.6552	184101.0361	Y	9	Y	9
3164	15	Bur Oak	Good	1	449671.1519	184088.3722	Y	15	Y	15
3167	10	Bur Oak	Good	1	449679.2348	184058.9385	Y	10	Y	10
3168	16	Bur Oak	Good	1	449691.9533	184029.8584	Y	16	Y	16
3169	10	Red Oak	Good	1	449682.4181	184026.5996	Y	10	Y	10
3170	5	Red Oak	Good	1	449650.9066	184022.0572	Y	5	Y	5
3171	4	Red Oak	Good	1	449685.7486	184019.7119	Y	4	Y	4
3172	9	Pine	Good	1	449663.7851	183989.7620	Y	9	Y	9
3173	15	Bur Oak	Good	1	449684.9451	184005.7815	Y	15	Y	15
3174	10	Red Oak	Good	1	449704.3913	183991.1766	Y	10	Y	10
3175	8	Bur Oak	Good	1	449691.2863	183967.0206	Y	8	Y	8
3176	84	Red Oak	Good	1	449714.7394	183975.5936	Y	84	Y	84
3301	4	Jack Pine	Good	1	449526.0391	184260.8882		0		0
3302	6	Snowdeer	Good	1	449517.5922	184158.8825	Y	8	Y	8
3303	6	Jack Pine	Good	1	449531.4908	184113.8240	Y	6	Y	6
3304	8	Jack Pine	Good	1	449538.2708	184173.0436	Y	8	Y	8
3305	6	Jack Pine	Good	1	449537.9162	184177.4416	Y	6	Y	6
3306	6	Jack Pine	Good	1	449536.9609	184156.5857	Y	6	Y	6
3307	6	Jack Pine	Good	1	449541.2987	184124.5249	Y	6	Y	6
3308	4	Jack Pine	Good	1	449541.3632	184129.6676	Y	4	Y	4
3309	4	Jack Pine	Good	1	449547.5775	184120.9437	Y	4	Y	4
3310	8	Jack Pine	Good	1	449538.0380	184128.6835	Y	8	Y	8
3311	4	Jack Pine	Good	1	449550.7571	184088.6889	Y	4	Y	4
3312	8	Jack Pine	Good	1	449557.3642	184076.8893	Y	8	Y	8
3314	6	Jack Pine	Good	1	449569.4372	184063.7347	Y	6	Y	6
3315	4	Jack Pine	Good	1	449561.9437	184046.7970	Y	4	Y	4
3316	6	Jack Pine	Good	1	449560.1966	184049.4596	Y	6	Y	6
3317	18	Jack Pine	Good	1	449559.2892	184041.0498	Y	18	Y	18
3318	4	Jack Pine	Good	1	449561.1257	184017.7262	Y	4	Y	4
3319	6	Jack Pine	Good	1	449560.2489	184000.5405	Y	6	Y	6
3320	4	Jack Pine	Good	1	449559.8372	184019.4430	Y	4	Y	4
3321	4	Jack Pine	Good	1	449564.4312	183999.3596	Y	4	Y	4
3322	13	Quaking Aspen	Good	1	449579.0083	184339.6196		0		0
3326	8	Quaking Aspen	Good	1	449588.0284	184304.5856		0		0
3327	12	Quaking Aspen	Good	1	449588.1202	184303.5456		0		0
3328	10	Quaking Aspen	Good	1	449609.2774	184284.8961		0		0
3329	10	American Elm	Good	1	449598.6868	184295.6221		0		0
3330	10	Quaking Aspen	Poor	1	449604.7937	184156.5823		0		0
3331	8	Quaking Aspen	Good	1	449607.2393	184254.3150		0		0
3332	8	American Elm	Good	1	449611.2336	184153.6993	Y	8	Y	8
3333	4	Bur Oak	Good	1	449603.9143	184149.5094	Y	4	Y	4
4013	8	Red Pine	Good	1	449586.2003	183760.0917	Y	8		0
4014	8	Red Pine	Good	1	449584.5819	183761.5841	Y	8		0
4015	6	Red Pine	Good	1	449586.9001	183764.0414	Y	6		0
4016	8	Jack Pine	Good	1	449582.7395	183757.6151	Y	8		0
4017	31	Red Pine	Dead	1	449434.0706	183738.4515	Y	31	Y	31
4018	8	Red Pine	Good	1	449468.5833	183731.3015	Y	8		0
4019	18	Red Pine	Good	1	449478.0404	183746.2300	Y	18		0
4020	17	Red Pine	Good	1	449476.0704	183754.9405	Y	17		0
4021	4	Red Pine	Good	1	449471.3809	183774.3465	Y	4		0
4022	5	Red Pine	Good	1	449475.8855	183768.4246	Y	5		0
4023	6	Red Pine	Good	1	449477.9533	183768.8221	Y	6		0
4024	7	Red Pine	Good	1	449483.8045	183770.2758	Y	7		0
4025	7	Red Pine	Good	1	449484.6822	183770.2179	Y	7		0
4026	6	Red Pine	Good	1	449489.9867	183769.2690	Y	6		0
4027	6	Jack Pine	Good	1	449494.0874	183766.4793	Y	6		0
4028	4	Jack Pine	Good	1	449496.0953	183772.1085	Y	4		0
4029	7	Red Pine	Good	1	449509.9702	183771.2077	Y	7		0
4030	9	Red Pine	Good	1	449527.0424	183795.4566	Y	9		0
4031	9	Red Pine	Good	1	449535.5405	183771.4515	Y	9		0
4032	7	Red Pine	Good	1	449557.2473	183774.4501	Y	7		0
4033	6	Red Pine	Good	1	449557.8397	183767.2003	Y	6		0
4034	5	Red Pine	Good	1	449558.6533	183763.1041	Y	5		0
4035	7	Red Pine	Good	1	449549.3808	183771.8438	Y	7		0
4036	6	Red Pine	Good	2	449559.5384	183759.1596	Y	6		0
4037	7	Jack Pine	Good	1	449552.8656	183467.5794	Y	7		0
4038	7	Jack Pine	Good	1	449625.8119	183468.9892	Y	8		0
4039	8	Jack Pine	Good	1	449622.5794	183473.9453	Y	10		0
4051	6	Jack Pine	Dead	1	449622.1502	183478.5705	Y	6	Y	6
4052	9	Jack Pine	Good	1	449621.8186	183484.2426	Y	9		0
4053	10	Jack Pine	Good	1	449608.4226	183463.6814	Y	10		0
4054	8	Jack Pine	Good	1	449598.3156	183489.4754	Y	8		0
4055	8	Jack Pine	Good	1	449603.6707	183489.2684	Y	8		0
4056	8	Jack Pine	Good	1	449598.2701	183497.9939	Y	8		0
4057	7	Jack Pine	Good	1	449597.9548	183509.5874	Y	7		0
4058	8	Jack Pine	Good	1	449594.5665	183494.6587	Y	8		0
4059	6	Jack Pine	Good	1	449602.8055	183465.5295	Y	6		0
4060	6	Jack Pine	Good	1	449587.0882	183462.2643	Y	6		0
4061	7	Jack Pine	Good	1	449568.0444	183464.6677	Y	7		0
4062	8	Jack Pine	Good	1	449553.2637	183468.7492	Y	8		0
4063	5	Jack Pine	Good	1	449553.1232	183472.1283	Y	5		0
4064	4	Jack Pine	Good	1	449550.9083	183470.5982	Y	4		0
4065	17	Jack Pine	Good	5	449552.4546	183462.9215	Y	17		0
4066	8	Jack Pine	Good	1	449507.9093	183477.0148	Y	8		0
4067	9	Jack Pine	Good	1	449496.1047	183466.3988	Y	9		0
4068	4	Jack Pine	Good	1	449486.2766	183469.0960	Y	4		0
4069	10	Jack Pine	Good	1	449475.4035	183468.5077	Y	10		0
4070	9	Jack Pine	Good	1	449470.7723	183493.1518	Y	9		0
4071	9	Jack Pine	Good	1	449472.9865	183493.3717	Y	9		0
4072	5	Jack Pine	Good	1	449489.3870	183495.2624	Y	5		0
4073	5	Jack Pine	Good	1	449485.9226	183499.3799	Y	5		0
4074	4	Jack Pine	Good	1	449494.7571	183496.4074	Y	4		0
4075	8	Jack Pine	Good	1	449489.4018	183497.2264	Y	8		0
4076	6	Jack Pine	Good	1	449492.7655	183496.8208	Y	6		0
4077	4	Jack Pine	Good	1	449485.3941	183493.2103	Y	4		0
4078	5	Jack Pine	Good	1	449467.4573	183495.8985	Y	5		0
4079	7	Jack Pine	Good	1	449462.7110	183502.4593	Y	7		0
4080	6	Jack Pine	Good	1	449461.7253	183496.8386	Y	6		0
4081	5	Jack Pine	Good	1	449458.6231	183503.1270	Y	5		0
4082	14	Jack Pine	Good	1	449452.9387	183483.2372	Y	14		0
4083	5	Jack Pine	Good	1	449438.5530	183496.4966	Y	5		0
4084	5	Jack Pine	Good	1	449439.9337	183496.0044	Y	5		0
4085	5	Jack Pine	Good	1	449437.1539	183498.9445	Y	5		0
4086	4	Jack Pine	Good	1	449434.6981	183493.7555	Y	4		0
4087	14	Jack Pine	Good	1	449378.8355	183479.3576	Y	14		0
4088	4	Jack Pine	Good	1	449370.2765	183494.1832	Y	4		0
4089	5	Jack Pine	Good	1	449370.7533	183500.2099	Y	5		0
4090	4	Jack Pine	Good	1	449356.1981	183504.6812	Y	4		0
4091	8	Jack Pine	Good	1	449354.2571	183499.4744	Y	8		0
4092	5	Jack Pine	Good	1	449339.5379	183496.2268	Y	5		0
4093	5	Jack Pine	Good	1	449339.3328	183499.5474	Y	5		0
4094	10	Jack Pine	Good	1	449331.5387	183496.0265	Y	10		0
4095	6	Jack Pine	Good	1	449327.5844	183504.9862	Y	6		0
4096	4	Jack Pine	Good	1	449330.4344	183509.5233	Y	6		0
4097	7	Jack Pine	Good	1	449294.7885	183498.8634	Y	7		0
4098	6	Jack Pine	Good	1	449291.5320	183497.7214	Y	6		0
4099	8	Jack Pine	Good	1	449287.8376	183503.6889	Y	8		0
4100	6	Jack Pine	Good	1	449282.7055	183503.6516	Y	8		0
4101	18	Red Pine	Good	1	449647.1126	183746.7793	Y	18		0
4102	4	Red Pine	Good	1	449562.9944	183791.8227	Y	4		0
4103	9	Red Pine	Good	1	449581.7876	183756.2179	Y	9		0
4104	8	Red Pine	Good	1	449586.4811	183763.6370	Y	8		0
4121	6	White Pine	Good	1	449654.5209	183492.3719	Y	6		0
4123	6	Jack Pine	Good	1	449651.6361	183494.0426	Y	6		0
4124	12	Jack Pine	Good	1	449634.5172	183486.5009	Y	12		0
4125	6	Jack Pine	Good	1	449629.1385	183484.6714	Y	6		0
4126	6	Jack Pine	Good	1	449617.9411	183482.0805	Y	6		0
4127	22	Red Pine	Good	2	449576.9898	183476.5898	Y	22		0
4128	17	Red Pine	Good	1	449577.3753	183476.2425	Y	17		0
4129	12	Jack Pine	Good	1	449550.5676	183491.5239	Y	12		0
4130	8	Jack Pine	Good	1	449546.7766	183492.3499	Y	8		0
4131	16	Jack Pine	Good	1	449543.8183	183480.6891	Y	16		0
4132	18	Jack Pine	Good	1	449539.4642	183487.3575	Y	18		0
4133	8	Jack Pine	Good	1	449522.4846	183474.7094	Y	8		0
4134	6	Red Pine	Good	1	449520.0980	183480.1811	Y	6		0
4135	6	Red Pine	Good	1	449520.8218	183480.2741	Y	6		0
4136	6	Red Pine	Good	1	449536.9664	183487.9203	Y	6		0
4137	4	Red Pine	Good	1	449663.4993	183489.8145	Y	4		0
4138	5	Red Pine	Good	1	449

4650	8	Jack Pine	Good	1	449485.7045	183175.4851	Y	8		0
4651	10	Jack Pine	Good	1	449470.1312	183151.8675		0		0
4652	8	Red Pine	Good	1	449485.1942	183163.2645	Y	8		0
4653	8	Jack Pine	Good	1	449501.1454	183166.5692	Y	8		0
4654	8	Siberian Elm	Good	1	449539.4681	183177.5630	Y	8	Y	8
4655	6	Jack Pine	Good	1	449539.3188	183194.4735	Y	6		0
4656	10	Red Cedar	Good	1	449544.3126	183205.3442	Y	10		0
4657	10	Jack Pine	Good	1	449538.5514	183212.6254	Y	10		0
4658	6	Jack Pine	Good	1	449552.2490	183210.4983	Y	6		0
4659	10	Jack Pine	Good	1	449555.8099	183202.1379	Y	10		0
4660	6	Jack Pine	Good	1	449568.1771	183193.4918	Y	6		0
4661	10	Red Pine	Good	1	449573.6866	183185.9685	Y	10		0
4662	7	Jack Pine	Good	1	449577.7711	183201.7411	Y	7		0
4663	12	Jack Pine	Good	1	449595.6710	183213.7173	Y	12		0
4664	8	Jack Pine	Good	1	449597.7786	183191.6134	Y	8		0
4665	14	Jack Pine	Good	1	449592.1273	183178.6648	Y	14		0
4666	7	Jack Pine	Good	1	449280.6255	183201.4535	Y	7		0
4667	14	Jack Pine	Good	1	449613.0044	183197.0017	Y	14		0
4668	12	Black Cherry	Good	1	449613.2577	183175.1564	Y	12		0
4669	12	Jack Pine	Good	1	449624.1808	183194.3544	Y	12		0
4670	5	Jack Pine	Good	1	449629.6459	183194.0820	Y	5		0
4671	10	Jack Pine	Good	1	449636.4017	183199.8179	Y	10		0
4674	4	Jack Pine	Good	1	449439.1596	183187.3755	Y	4		0
4675	6	Jack Pine	Good	1	449439.9136	183178.3785	Y	6		0
4676	6	Jack Pine	Good	1	449422.3354	183171.0929	Y	6		0
4677	6	Jack Pine	Good	1	449418.8554	183168.9985	Y	6		0
4678	16	Siberian Elm	Good	1	449241.5021	183154.3711		0	Y	16
4679	8	Siberian Elm	Good	1	449183.6655	183158.9861	Y	8	Y	8
4680	12	Red Cedar	Good	1	449101.7502	183184.9388	Y	12		0
4681	6	Jack Pine	Good	1	449106.2194	183188.5513	Y	6		0
4682	6	Jack Pine	Good	1	449092.4083	183183.1814	Y	6		0
4683	8	Jack Pine	Good	1	449103.7372	183173.0954	Y	8		0
4684	16	Scots Pine	Good	1	449354.4280	183911.1883	Y	16		0
4685	6	Red Cedar	Good	1	449383.7428	184005.7316	Y	6		0
4686	4	Red Cedar	Good	1	449382.1998	184004.8305	Y	4		0
4687	4	Red Cedar	Good	1	449347.3581	184087.7398	Y	4		0
4688	6	Red Cedar	Good	1	449374.1729	184175.1257	Y	6		0
4689	7	Jack Pine	Good	1	449146.1290	184265.9493		0		0
4690	19	Red Pine	Good	1	449071.6351	184368.9195		0		0
4691	12	Red Pine	Good	1	449094.7722	184366.2235		0		0
4692	10	Black Locust	Good	2	449182.5515	184354.5529	Y	10		0
4693	10	Boxelder	Good	1	449372.3103	184363.1697	Y	10		0
4694	5	Jack Pine	Good	1	449526.8585	184109.4952	Y	5		0
4695	4	Red Cedar	Good	1	449709.1252	183902.6689	Y	4	Y	4
4696	5	Jack Pine	Good	1	449707.4825	183901.3371	Y	5	Y	5
4697	7	Jack Pine	Good	1	449711.4186	183900.1178	Y	7	Y	7
4698	5	Jack Pine	Good	1	449715.9367	183897.3090	Y	5	Y	5
4699	4	Jack Pine	Good	1	449714.0320	183895.8563	Y	4	Y	4
4700	4	Jack Pine	Good	1	449724.5591	183899.7414	Y	4	Y	4
4701	5	Red Pine	Good	1	449355.6417	183250.7883	Y	5		0
4702	7	Jack Pine	Good	1	449361.5519	183209.7569	Y	7		0
4703	6	Jack Pine	Good	1	449396.8417	183214.4561	Y	6		0
4704	8	Jack Pine	Good	1	449393.3052	183223.3038	Y	8		0
4705	16	Jack Pine	Good	1	449403.8231	183228.3051	Y	16		0
4706	7	Jack Pine	Good	1	449408.7107	183222.8552	Y	7		0
4707	7	Jack Pine	Good	1	449413.0852	183215.7134	Y	7		0
4708	7	Jack Pine	Good	1	449423.1010	183218.1843	Y	7		0
4709	5	Jack Pine	Good	1	449422.7075	183218.0715	Y	5		0
4710	6	Jack Pine	Good	1	449422.0894	183215.6371	Y	6		0
4711	5	Jack Pine	Good	1	449427.5552	183215.6622	Y	5		0
4712	5	Jack Pine	Good	1	449431.5351	183215.0014	Y	5		0
4713	5	Jack Pine	Good	1	449434.0588	183221.4928	Y	5		0
4714	6	Jack Pine	Good	1	449444.2200	183215.3358	Y	6		0
4715	6	Jack Pine	Good	1	449442.8548	183209.9200	Y	6		0
4716	6	Jack Pine	Good	1	449445.7858	183209.7040	Y	6		0
4717	8	Jack Pine	Good	1	449451.6910	183215.9440	Y	8		0
4718	4	Jack Pine	Good	1	449448.4463	183218.8625	Y	4		0
4719	4	Jack Pine	Good	1	449448.1497	183218.4784	Y	4		0
4720	5	Jack Pine	Good	1	449448.5282	183221.5311	Y	5		0
4721	6	Jack Pine	Good	1	449457.5842	183216.0690	Y	6		0
4722	4	Jack Pine	Good	1	449460.1152	183213.5720	Y	4		0
4723	5	Jack Pine	Good	1	449457.4905	183232.3439	Y	5		0
4724	10	Jack Pine	Good	1	449467.1146	183214.8248	Y	10		0
4725	6	Jack Pine	Good	1	449462.2269	183206.0271	Y	6		0
4726	6	Jack Pine	Good	1	449462.8238	183207.3206	Y	6		0
4727	4	Jack Pine	Good	1	449458.7705	183204.9134	Y	4		0
4728	4	Jack Pine	Good	1	449457.0584	183206.2102	Y	4		0
4729	9	Jack Pine	Good	1	449478.5210	183208.8887	Y	9		0
4730	7	Jack Pine	Good	1	449479.5743	183211.5788	Y	7		0
4731	8	Jack Pine	Good	1	449470.0607	183221.9397	Y	8		0
4732	8	Jack Pine	Good	1	449497.2634	183214.9767	Y	8		0
4733	6	Jack Pine	Good	1	449493.1611	183207.2051	Y	6		0
4734	10	Jack Pine	Good	1	449495.8051	183209.1354	Y	10		0
4735	4	Jack Pine	Dead	1	449492.8616	183205.7926	Y	4	Y	4
4736	6	Jack Pine	Good	1	449493.6977	183200.5519	Y	6		0
4737	4	Jack Pine	Good	1	449507.2090	183200.6199	Y	4		0
4738	8	Jack Pine	Good	1	449501.7120	183212.3015	Y	8		0
4739	11	Jack Pine	Good	1	449504.8234	183219.3793	Y	11		0
4740	5	Jack Pine	Good	1	449512.5662	183195.4814	Y	5		0
4741	7	Jack Pine	Good	1	449509.5087	183191.3504	Y	7		0
4742	7	Jack Pine	Good	1	449516.2772	183194.9018	Y	7		0
4743	8	Jack Pine	Good	1	449514.2309	183190.8594	Y	8		0
4744	6	Jack Pine	Good	1	449524.4610	183214.2304	Y	6		0
4745	5	Jack Pine	Good	1	449522.9843	183213.4127	Y	5		0
4746	6	Jack Pine	Good	1	449529.0396	183215.1924	Y	6		0
4747	6	Jack Pine	Good	1	449525.6517	183209.6874	Y	6		0
4748	6	Jack Pine	Good	1	449534.6593	183216.2022	Y	6		0
4749	4	Red Pine	Good	1	449595.3478	183214.0641	Y	4		0
4750	5	Jack Pine	Good	1	449560.5363	183211.8659	Y	5		0
4751	4	Jack Pine	Good	1	449558.4163	183212.9728	Y	4		0
4752	6	Jack Pine	Good	1	449552.6235	183215.0829	Y	6		0
4753	5	Jack Pine	Good	1	449555.9922	183207.9618	Y	5		0
4754	8	Jack Pine	Good	1	449573.9477	183207.1141	Y	8		0
4755	4	Jack Pine	Good	1	449570.3856	183225.0515	Y	4		0
4756	7	Jack Pine	Good	1	449582.9185	183211.9952	Y	7		0
4757	18	Jack Pine	Fair	1	449592.1938	183229.5988	Y	18		0
4758	15	Jack Pine	Fair	1	449579.9675	183228.0475	Y	15		0
4759	15	Jack Pine	Good	1	449580.9847	183241.7019	Y	15		0
4760	5	Jack Pine	Good	1	449603.8627	183210.4155	Y	5		0
4761	8	Jack Pine	Good	1	449606.6602	183218.9801	Y	8		0
4762	7	Jack Pine	Good	1	449616.0107	183212.9455	Y	7		0
4763	10	Jack Pine	Good	1	449617.4268	183211.9723	Y	10		0
4764	10	Jack Pine	Good	1	449633.9770	183212.5415		0		0
4769	7	Jack Pine	Good	1	449455.3318	183161.3700	Y	7		0
4770	7	Jack Pine	Good	1	449449.2598	183164.7271	Y	7		0
4771	6	Jack Pine	Good	1	449451.9183	183171.5146	Y	6		0
4772	7	Jack Pine	Good	1	449444.1792	183171.4234	Y	7		0
4773	7	Jack Pine	Good	1	449439.2981	183161.5697	Y	7		0
4774	7	Jack Pine	Good	1	449398.6640	183161.6209	Y	7		0
4775	8	Jack Pine	Good	1	449407.2118	183176.0267	Y	8		0
4776	5	Red Pine	Good	1	449395.4897	183204.2502	Y	5		0
4777	8	Red Pine	Good	1	449204.1828	183158.8327	Y	8		0
4778	11	Jack Pine	Good	1	449093.7193	183178.0242	Y	11		0
4779	9	Red Cedar	Good	1	449062.6749	183170.5701	Y	9		0
4780	7	Red Cedar	Good	1	449126.5943	183803.4187	Y	7		0
4781	9	Red Cedar	Good	2	449189.8996	184199.6143	Y	9		0
4782	14	Jack Pine	Good	3	449244.4422	184296.9725	Y	14		0
4783	11	Jack Pine	Good	2	449232.3246	184326.5497	Y	11		0
4784	10	Red Cedar	Good	1	449206.0447	184375.4159	Y	10		0
4785	6	Jack Pine	Good	1	449194.1276	184375.6536	Y	6		0
4786	4	Red Cedar	Good	1	449198.9401	184371.8813	Y	4		0
4787	10	Jack Pine	Good	1	449188.0419	184390.9023	Y	10		0
4788	9	Jack Pine	Good	1	449185.7584	184390.6415	Y	9		0

4790	5	Red Cedar	Good	1	449176.6549	184371.0021	Y	5		0
4791	12	Jack Pine	Dead	1	449155.4404	184378.3854	Y	12	Y	12
4792	14	Black Locust	Good	2	449159.2023	184362.4542	Y	14	Y	14
4793	12	Black Locust	Good	3	449214.2634	184358.8365	Y	12	Y	12
4794	6	Jack Pine	Good	1	449396.2787	184336.1960	Y	6		0
4795	5	Jack Pine	Good	1	449407.9642	184332.1082	Y	5		0
4796	10	Jack Pine	Good	1	449477.1304	184129.7562	Y	10		0
4797	14	Jack Pine	Good	2	449476.8109	184139.4238	Y	14		0
4798	8	Red Cedar	Good	4	449648.1202	183864.4323	Y	8		0
4799	5	Jack Pine	Good	1	449656.2176	183853.0463		0		0
4801	23	Jack Pine	Good	1	449460.4023	183237.4457	Y	23		0
4802	13	Jack Pine	Good	1	449470.3179	183241.2557	Y	13		0
4803	13	Jack Pine	Good	1	449480.4851	183229.8666	Y	13		0
4804	12	Jack Pine	Good	1	449484.2649	183227.0734	Y	12		0
4805	14	Jack Pine	Good	1	449490.3317	183227.8729	Y	14		0
4806	8	Jack Pine	Good	1	449497.7326	183261.9914	Y	8		0
4807	5	Jack Pine	Good	1	449499.5788	183261.1454	Y	5		0
4808	6	Jack Pine	Good	1	449507.3968	183260.1272	Y	6		0
4809	5	Jack Pine	Good	1	449509.1437	183245.5444	Y	5		0
4810	5	Jack Pine	Good	1	449514.2011	183253.9655	Y	5		0
4811	5	Jack Pine	Good	1	449516.4797	183258.6715	Y	5		0
4812	8	Jack Pine	Good	1	449519.5953	183256.1293	Y	8		0
4813	4	Red Cedar	Good	1	449518.3561	183249.3474	Y	4		0
4814	4	Jack Pine	Good	1	449508.0699	183231.3049	Y	4		0
4815	5	Jack Pine	Good	1	449513.6926	183219.3792	Y	5		0
4816	4	Jack Pine	Good	1	449512.8527	183222.5353	Y	4		0
4817	16	Jack Pine	Good	1	449522.7392	183236.0425	Y	16		0
4818	4	Jack Pine	Good	1	449530.6763	183257.3488	Y	4		0
4819	8	Jack Pine	Good	1	449530.3787	183258.1662	Y	8		0
4820	5	Jack Pine	Good	1	449555.1797	183258.0309	Y	5		0
4821	7	Jack Pine	Dead	1	449548.8399	183233.8540	Y	7	Y	7
4822	15	Jack Pine	Dead	1	449550.9049	183233.8957	Y	15	Y	15
4823	17	Jack Pine	Good	1	449544.2257	183230.6121	Y	17		0
4824	5	Red Pine	Good	1	449566.0452	183252.6455	Y	5		0
4825	5	Jack Pine	Good	1	449555.4570	183254.2979	Y	5		0
4826	5	Jack Pine	Good	1	449567.4124	183257.7640	Y	5		0
4827	5	Jack Pine	Good	1	449564.6606	183254.4218	Y	5		0
4828	5	Jack Pine	Good	1	449578.5790	183257.7098	Y	5		0
4829	7	Jack Pine	Good	1	449586.5988	183255.0539	Y	7		0
4830	14	Jack Pine	Good	1	449591.9118	183253.5337	Y	14		0
4831	7	Jack Pine	Good	1	449600.0037	183257.5274	Y	7		0
4832	9	Quaking Aspen	Good	1	449610.5522	183256.8429	Y	9		0
4833	18	Jack Pine	Good	1	449609.2643	183233.1361	Y	18		0
4834	7	Jack Pine	Good	1	449618.5171	183249.4409	Y	7		0
4835	12	Jack Pine	Poor	1	449627.5775	183237.8672	Y	12		0
4836	5	Jack Pine	Poor	1	449638.4323	183254.4380		0		0
4837	5	Jack Pine	Poor	1	449639.0178	183254.1842		0		0
4838	4	Jack Pine	Good	1	449641.4948	183254.1013		0		0
4840	9	Jack Pine	Good	1	449438.3625	183149.4995		0		0
4841	8	Jack Pine	Good	1	449437.8657	183159.5308	Y	8		0
4842	7	Jack Pine	Good	1	449413.9003	183161.8237	Y	7		0
4843	8	Red Cedar	Good	1	449228.4553	183173.7447	Y	8		0
4844	9	Jack Pine	Good	1	449124.9030	183172.5185	Y	9		0
4845	7	Jack Pine	Fair	1	449127.0026	183178.7148	Y	7		0
4846	7	Red Cedar	Good	1	449120.5262	183172.9876	Y	7		0
4847	10	Red Cedar	Good	2	449172.6840	183968.9720	Y	10		0
4848	10	Red Cedar	Good	1	449041.4934	184137.1351	Y	10		0
4849	7	Red Cedar	Good	1	449039.2954	184166.4735	Y	7		0
4850	6	Red Cedar	Good	1	449055.9538	184276.5873		0		0
4851	5	Red Cedar	Good	1	449088.4057	184272.8046		0		0
4852	23	Red Cedar	Good	15	449082.6352	184299.0012		0		0
4853	10	Jack Pine	Good	1	449109.5064	184266.2903		0		0
4854	9	Red Pine	Good	1	449115.1991	184281.7852		0		0
4855	12	Jack Pine	Good	3	449119.6811	184269.9042		0		0
4857	19	Red Pine	Good	1	449080.6865	184368.1044		0		0
4858	8	Black Locust	Good	2	449187.5581	184353.4897	Y	8	Y	8
4859	8	Sugar Maple	Good	1	449288.0681	184384.5604	Y	8		0
4860	6	Jack Pine	Poor	1	449526.4138	184334.9868	Y	6		0
4861	7	Jack Pine	Good	1	449525.3823	184137.6035	Y	7		0
4862	16	Jack Pine	Good	1	449024.8278	183128.9154	Y	16		0
4863	6	Red Pine	Good	1	449095.8514	183142.1435		0		0
4864	6	Red Cedar	Good	1	449099.4958	183135.5707		0		0
4865	4	Jack Pine	Good	1	449121.2497	183140.1331		0		0
4866	5	Jack Pine	Good	1	449121.8564	183140.9895		0		0
4867	8	Red Pine	Good	1	449129.2542	183143.4890		0		0
4868	7	Red Pine	Good	1	449155.5626	183139.5054		0		0
4869	7	Red Pine	Good	1	449156.3476	183137.9803		0		0
4870	4	Red Pine	Good	1	449159.5013	183136.0141		0		0
4871	8	Jack Pine	Good	1	449171.2615	183132.6233		0		0
4872	4	Red Pine	Good	1	449169.2653	183138.8932		0		0
4873	7	Red Pine	Good	1	449174.3093	183142.1406		0		0
4874	4	Red Pine	Good	1	449185.3765	183130.3029		0		0
4875	4	Red Pine	Good	1	449197.1201	183144.1402		0		0
4876	6	Red Pine	Good	1	449215.2864	183143.2117		0		0
4877	8	Red Pine	Good	1	449210.9908	183144.9655		0		0
4878	16	Red Pine	Good	1	449225.3341	183124.9914		0		0
4879	15	Red Pine	Good	1	449236.7266	183129.4633		0		0
4880	5	Jack Pine	Good	1	449259.1352	183124.4720		0		0
4881	4	Jack Pine	Good	1	449267.0699	183123.0851		0		0
4882	13	Red Cedar	Good	1	449270.9527	183135.1266		0		0
4883	4	Red Pine	Good	1	449311.8913	183145.7177		0		0
4884	5	Jack Pine	Good	1	449312.0313	183146.8527		0		0
4885	8	Red Pine	Good	1	449327.2897	183130.8307		0		0
4886	10	Red Pine	Good	1	449338.6800	183133.0235		0		0
4887	14	Red Pine	Good	1	449350.7610	183128.8244		0		0
4888	14	Red Pine	Good	1	449386.0213	183124.6148		0		0
4889	9	Red Pine	Good	1	449384.9879	183123.5928		0		0
4890	4	Red Cedar	Good	1	449402.9971	183128.4758		0		0
4891	7	Red Pine	Good	1	449421.5316	183137.0057		0		0
4892	7	Jack Pine	Good	1	449423.0020	183139.4219		0		0
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4896	5	Jack Pine	Good	1	449417.5745	183238.4314	Y	5		0
4897	5	Jack Pine	Good	1	449491.0485	183131.9345		0		0
4898	29	Red Pine	Good	3	449508.4722	183122.4727		0		0
4899	9	Jack Pine	Good	1	449527.5345	183132.6626		0		0
4900	5	Red Pine	Good	1	449578.5894	183127.2082	Y	5		0
4901	19	Red Pine	Good	1	449056.3226	183125.4793	Y	19		0
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4903	8	Red Pine	Good	1	449267.7453	183131.3320	Y	8		0
4904	14	Red Pine	Good	1	449077.0940	183129.1438		0		0
4905	14	Red Pine	Good	1	449090.8384	183125.0369		0		0
4906	18	Red Pine	Good	1	449109.4056	183130.1706		0		0
4907	4	Red Pine	Good	1	449119.1842	183136.8726		0		0
4908	4	Red Pine	Good	1	449116.5488	183138.3131		0		0
4909	6	Jack Pine	Good	1	449132.0920	183132.2172		0		0
4910	4	Jack Pine	Good	1	449145.5366	183132.5745		0		0
4911	4	Jack Pine	Good	1	449148.9550	183125.3329		0		0
4912	4	Jack Pine	Good	1	449151.3991	183118.0235		0		0
4913	4	Jack Pine	Good	1	449149.2152	183119.0739		0		0
4914	4	Jack Pine	Good	1	449190.7242	183136.2466		0		0
4915	18	Red Pine	Good	1	449166.0362	183122.1508		0		0
4916	5	Jack Pine	Good	1	449165.5199	183130.0708		0		0
4917	16	Red Pine	Good	1	449202.3889	183126.2751		0		0
4918	15	Red Pine	Good	1	449215.5032	183127.5816		0		0
4919	4	Red Oak	Good	1	449209.5434	183128.2221		0		0
4920	6	Jack Pine	Good	1	449241.9438	183132.7183		0		0
4921	4	Red Pine	Good	1	449241.2979	183130.9921		0		0
4922	5	Jack Pine	Good	1	449250.1306	183128.7598		0		0
4923	18	Red Pine	Good	1	449281.9486	183121.9931		0		0
4924	22	Red Pine	Good	1	449294.2230	183130.7440		0		0
4925	18	Red Pine	Good	1	449314.7775	183128.5271		0		0

4926	12	Red Pine	Good	1	449309.3226	183132.0988		0		0
4927	9	Red Cedar	Good	1	449356.3219	183127.8404		0		0
4928	11	Red Pine	Good	1	449367.4642	183125.8186		0		0
4929	0	Red Pine	Good	1	449356.8248	183127.6395		0		0
4930	14	Red Pine	Good	1	449361.9281	183126.0361		0		0
4931	12	Red Pine	Good	1	449370.7413	183124.8833		0		0
4932	14	Red Pine	Good	1	449386.8463	183121.5898		0		0
4933	4	Red Pine	Good	1	449383.8439	183126.5794		0		0
4934	18	Red Pine	Good	1	449421.0464	183126.1912		0		0
4935	18	Jack Pine	Good	1	449431.2321	183127.5181		0		0
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4937	6	Red Oak	Good	1	449464.2731	183124.2684		0		0
4938	8	Jack Pine	Good	1	449465.6831	183126.1167		0		0
4939	4	Jack Pine	Good	1	449489.1089	183124.0588		0		0
4940	4	Red Oak	Good	1	449492.5841	183119.7201		0		0
4941	20	Red Pine	Good	1	449509.8687	183119.6657		0		0
4942	18	Red Pine	Good	1	449508.7979	183109.8578		0		0
4943	5	Red Pine	Good	1	449588.5883	183119.6362	Y	5		0
4944	18	Red Pine	Good	1	449586.6850	183115.0328	Y	18		0
4945	6	Red Pine	Good	1	449600.4078	183118.7082	Y	6		0
4946	4	Red Pine	Good	1	449600.3388	183116.1750	Y	4		0
4947	18	Red Pine	Good	1	449676.6592	183116.1252	Y	18		0
4996	8	Black Cherry	Good	1	449523.9550	184306.1742	Y	8	Y	8
4997	4	Jack Pine	Good	1	449527.3503	184307.3294	Y	4	Y	4
4998	10	Jack Pine	Good	1	449529.9386	184311.9331	Y	10	Y	10
4999	8	Jack Pine	Good	1	449518.3378	184282.2285	Y	8	Y	8
5000	8	Jack Pine	Good	1	449518.4014	184268.5307	Y	8	Y	8
	8976							7703		1802
	TOTAL INCHES							TOTAL REMOVED		TOTAL EXEMP

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PACT CHARTER SCHOOL
RAMSEY, MN

NORTH
0 15 30 60

LAND USE APPLICATION SET - NOT FOR CONSTRUCTION

TREE PRESERVATION PLAN - CALCS

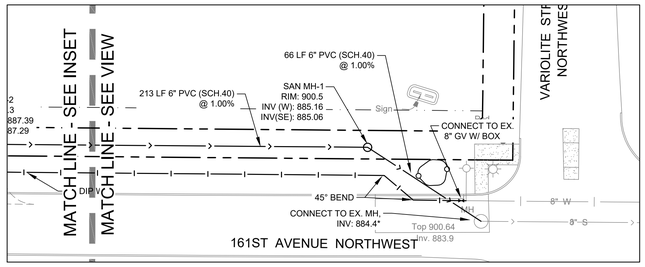
Issues and Revisions:

CITY RE-SUBMITTAL	6.10.2022

I hereby certify that this plan, specifications 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.

Eric G. Meyer, P.E.

Date: 06.10.2022 Lic. No.: 44592



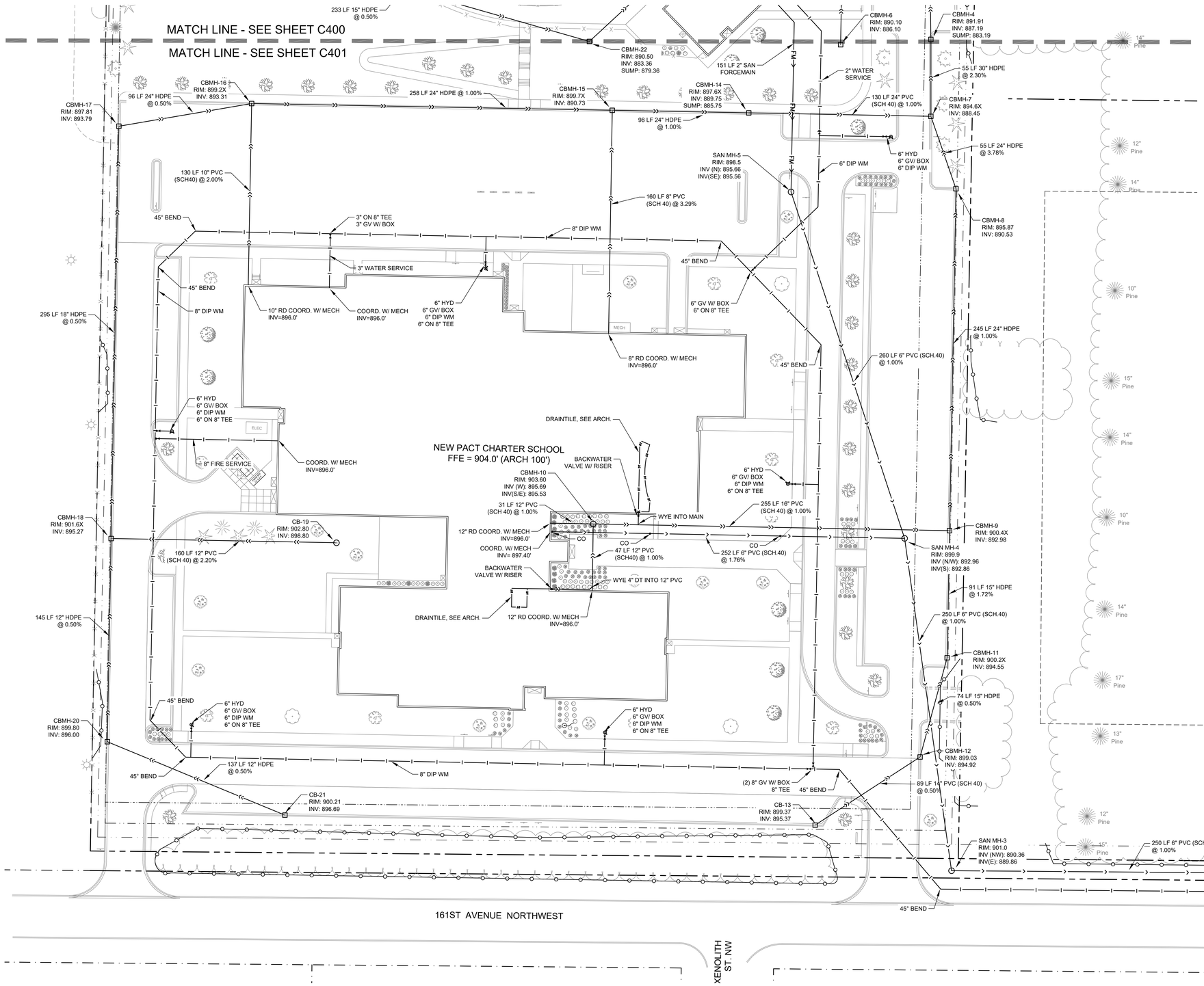
A C200

INSET

NOT TO SCALE

SYMBOL LEGEND

STORM MANHOLE	CABLE UNDERGROUND LINE
CATCH BASIN	ELECTRIC OVERHEAD LINE
CURB INLET	ELECTRIC UNDERGROUND LINE
FLARED END	FIBER OPTIC UNDERGROUND LINE
SANITARY MANHOLE	NATURAL GAS UNDERGROUND LINE
HYDRANT	SANITARY SEWER PIPE
GATE VALVE & BOX	STORM SEWER PIPE
WATER SHUTOFF	TELEPHONE UNDERGROUND LINE
LIGHT POLE	WATERMAIN PIPE
	DRAINTILE PIPE
	TREE PROTECTION
	PROPERTY LINE
	RIGHT OF WAY LINE
	EASEMENT LINE
	SETBACK LINE
	WETLAND
	WETLAND BUFFER



UTILITY NOTES

1. It is the responsibility of the contractor to perform or coordinate all necessary utility connections and relocations from existing utility locations to the proposed building, as well as to all onsite amenities. These connections include but are not limited to water, sanitary sewer, cable TV, telephone, gas, electric, site lighting, etc.
2. All service connections shall be performed in accordance with state and local standard specifications for construction. Utility connections (sanitary sewer, watermain, and storm sewer) may require a permit from the City.
3. The contractor shall verify the elevations at proposed connections to existing utilities prior to any demolition or excavation.
4. The contractor shall notify all appropriate engineering departments and utility companies 72 hours prior to construction. All necessary precautions shall be made to avoid damage to existing utilities.
5. Storm sewer requires testing in accordance with Minnesota plumbing code 4714.1109 where located within 10 feet of waterlines or the building.
6. HDPE storm sewer piping shall meet ASTM F2306 and fittings shall meet ASTM D3212 joint pressure test. Installation shall meet ASTM C2321.
7. Maintain a minimum of 7 ½' of cover over all water lines and sanitary sewer lines. Where 7 ½' of cover is not provided, install 2" rigid polystyrene insulation (MN/DOT 3760) with a thermal resistance of at least 5 and a compressive strength of at least 25 psi. Insulation shall be 8' wide, centered over pipe with 6" sand cushion between pipe and insulation. Where depth is less than 5', use 4" of insulation.
8. Install water lines 12" above sewers. Where the sewer is less than 12" below the water line (or above), install sewer piping of materials approved for inside building use for 10 feet on each side of the crossing.
9. All watermain piping shall be class 52 ductile iron pipe unless noted otherwise.
10. See Project Specifications for bedding requirements.
11. Pressure test and disinfect all new watermains in accordance with state and local requirements.
12. Sanitary sewer piping shall be PVC, SDR-35 for depths less than 12', PVC SDR-26 for depths between 12' and 26', and class 52 D.I.P. for depths of 26' or more.

LAND USE APPLICATION SET - NOT FOR CONSTRUCTION

POPE ARCHITECTS

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PACT CHARTER SCHOOL
RAMSEY, MN

UTILITY PLAN SOUTH

Issues and Revisions:

CITY RE-SUBMITTAL	6.10.2022

I hereby certify that this plan, specifications 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.

Eric G. Meyer, P.E.

Date: 06.10.2022 Lic. No.: 44592

Drawing No. 12216178
Drawn by: MTH
Checked by: EGM

SHEET
C400

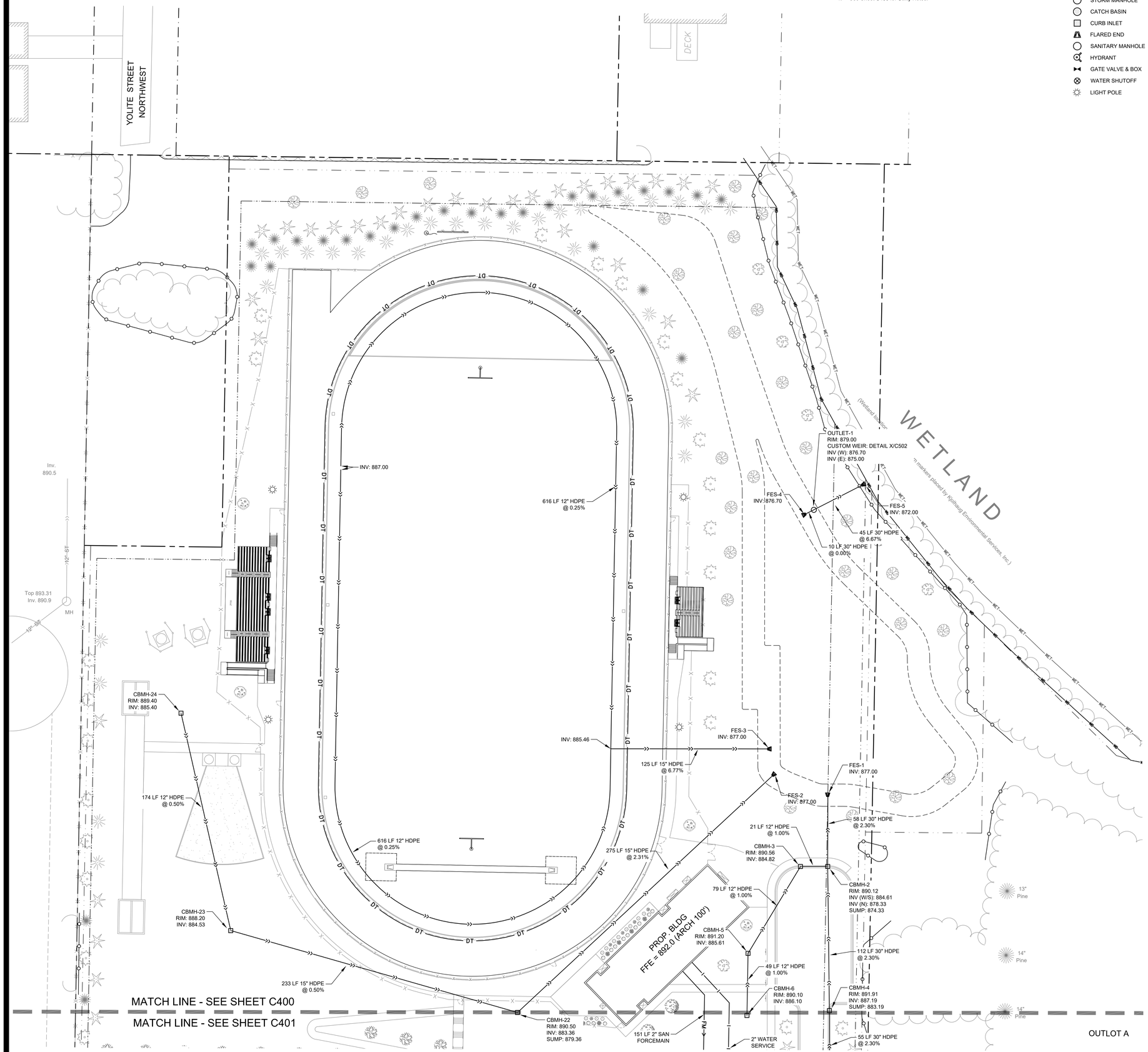
TRUE SHEET SCALE
0" 1/2" 1"

UTILITY NOTES

1. See Sheet C400 for Utility Notes.

SYMBOL LEGEND

STORM MANHOLE	CABLE UNDERGROUND LINE
CATCH BASIN	ELECTRIC OVERHEAD LINE
CURB INLET	ELECTRIC UNDERGROUND LINE
FLARED END	FIBER OPTIC UNDERGROUND LINE
SANITARY MANHOLE	NATURAL GAS UNDERGROUND LINE
HYDRANT	SANITARY SEWER PIPE
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PACT CHARTER SCHOOL
RAMSEY, MN

LAND USE APPLICATION SET - NOT FOR CONSTRUCTION

UTILITY PLAN NORTH

Issued/Action	
CITY RE-SUBMITTAL	6.10.2022

I hereby certify that this plan, specifications 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.

Eric G. Meyer, P.E.

Date: 06.10.2022 Lic. No.: 44592

Commission No:	12216178
Drawn by:	MTH
Checked by:	EGM

SHEET

C401

TRUE SHEET SCALE
0" 1/2" 1"

2nd Draft Memorandum

SRF No. 02215657

To: Josh Nyquist, Executive Director of Building Operations
PACT CHARTER SCHOOL

From: Jeff Bednar, TOPS, Senior Traffic Engineering Specialist
Tom Sachi, PE, Project Manager | Traffic Studies

Date: May 26, 2022

Subject: PACT Charter School | Traffic Impact Study | City of Ramsey, Minnesota

Introduction

This traffic impact study (TIS) has been completed for the proposed PACT Charter School development in the City of Ramsey to be located at 7633 161st Avenue NW (see Figure 1). The proposed education facility development will accommodate grades six (6) through grade twelve (12) with up to 734 students and 100 fulltime faculty and staff on a school weekday. The school's existing campus will then become home to kindergarten (K) through grade five (5). The City of Ramsey has also requested the adjacent future proposed St. Katharine Drexel Church be incorporated into this TIS. The St. Katharine Drexel Church on the 6.5 acres east of the proposed school site will accommodate up to 400 parishioners and 250 seats, primarily on weekends and mostly on Sunday.

The primary objectives of the study are; to review existing traffic operations, evaluate trip generation, access, and circulation within the site and recommend improvements to ensure safe and efficient operations. A summary of the traffic impact study findings, conclusions and recommendations can be found on page 20 of this memorandum.

Existing Conditions

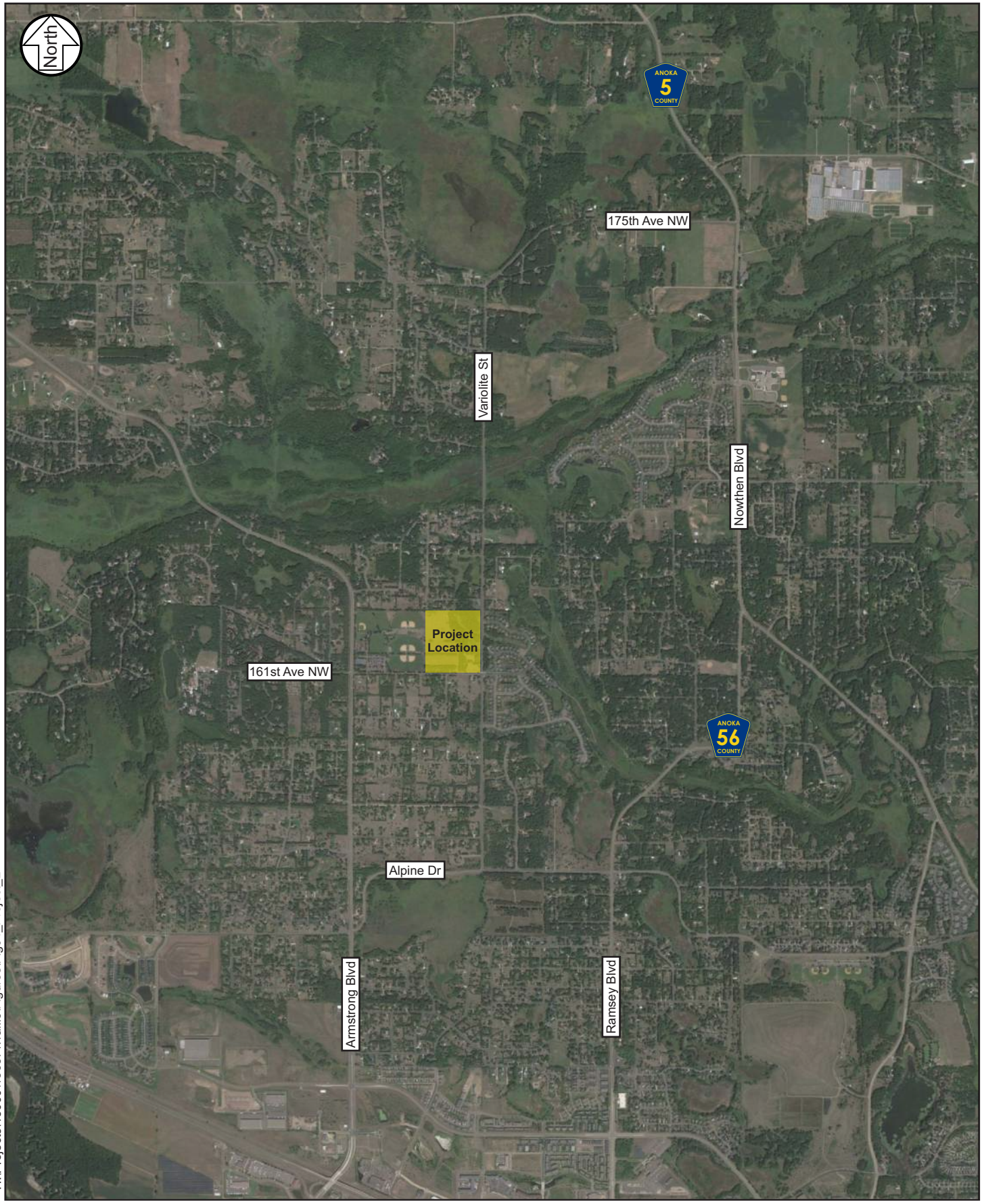
The existing conditions were reviewed to establish a baseline to identify any future impacts associated with the proposed development. The evaluation of existing conditions includes data collection efforts and intersection capacity analyses. The following information summarizes the existing conditions.

Traffic Data Collection

Vehicle turning movement and pedestrian/bicyclist counts were collected (based on video camera imaging) by SRF for April 14 through April 17, 2022 for the weekday a.m. commuter/school arrival peak period (7-9 a.m.), p.m. school dismissal peak period (2:00-4:00 p.m.), p.m. commuter peak period (4:00-6:00 p.m.) and Sunday a.m. church peak period (9:30-11:30 a.m.) at the following seven study intersections:

- Variolite Street/161st Avenue
- Armstrong Boulevard/161st Avenue
- Ramsey Boulevard/Alpine Drive
- 175th Avenue/Nowthen Boulevard
- Variolite Street/Alpine Drive
- Armstrong Boulevard/Alpine Drive
- 173rd Avenue/Variolite Street

2nd Draft



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SRF

Project Location

PACT Charter School Traffic Impact Study
Ramsey, MN

Figure 1

02215657
April 2022

Due to limited camera availability (cameras committed to other areas previous to April 13, 2022), and the time to set the cameras, some study intersections did have cameras set later on Wednesday April 13, 2022. Therefore, the counts applied in the weekday traffic analysis were the counts collected on Thursday April 14,2022. We have compared these PACT School Thursday April 14, 2022 counts to previous counts collected for the Trottbrook Crossing EAW at many of the same intersections and find they compare generally very favorably. From this comparison we conclude the PACT School TIS Thursday April 14, 2022 traffic counts reasonably represent an existing typical study area weekday.

Roadway Characteristics

A field assessment was completed to identify various roadway characteristics within the study area transportation system, such as functional classification, general configuration, and posted speed limit. A summary of these roadway characteristics is shown in Table 1. Note that these are general characteristics and that there are some deviations within portions of roadway segments.

Table 1. Existing Study Area Roadway Characteristics

Roadway	Functional Classification (1)	General Configuration	Posted Speed Limit (mph)
Armstrong Boulevard	Minor Arterial	Two-lane undivided	55
Ramsey Boulevard	Minor Arterial	Two-lane undivided	50
Variolite Street	Major Collector	Two-lane undivided	50
161st Avenue	Local Street	Two-lane undivided	30

(1) Functional Classification based on the City of Ramsey 2040 Transportation Plan Update.

The segment of 161st Avenue between Armstrong Boulevard and Variolite Street has been identified to be improved/reconstructed as part of the City of Ramsey Capital Improvements Plan for year 2024. Design of this future 161st Avenue improvement/reconstruction is currently under consideration. It has been suggested that it may be possible to reschedule this 161st Avenue improvement and/or reconstruction to coincide with the proposed PACT Charter School project.

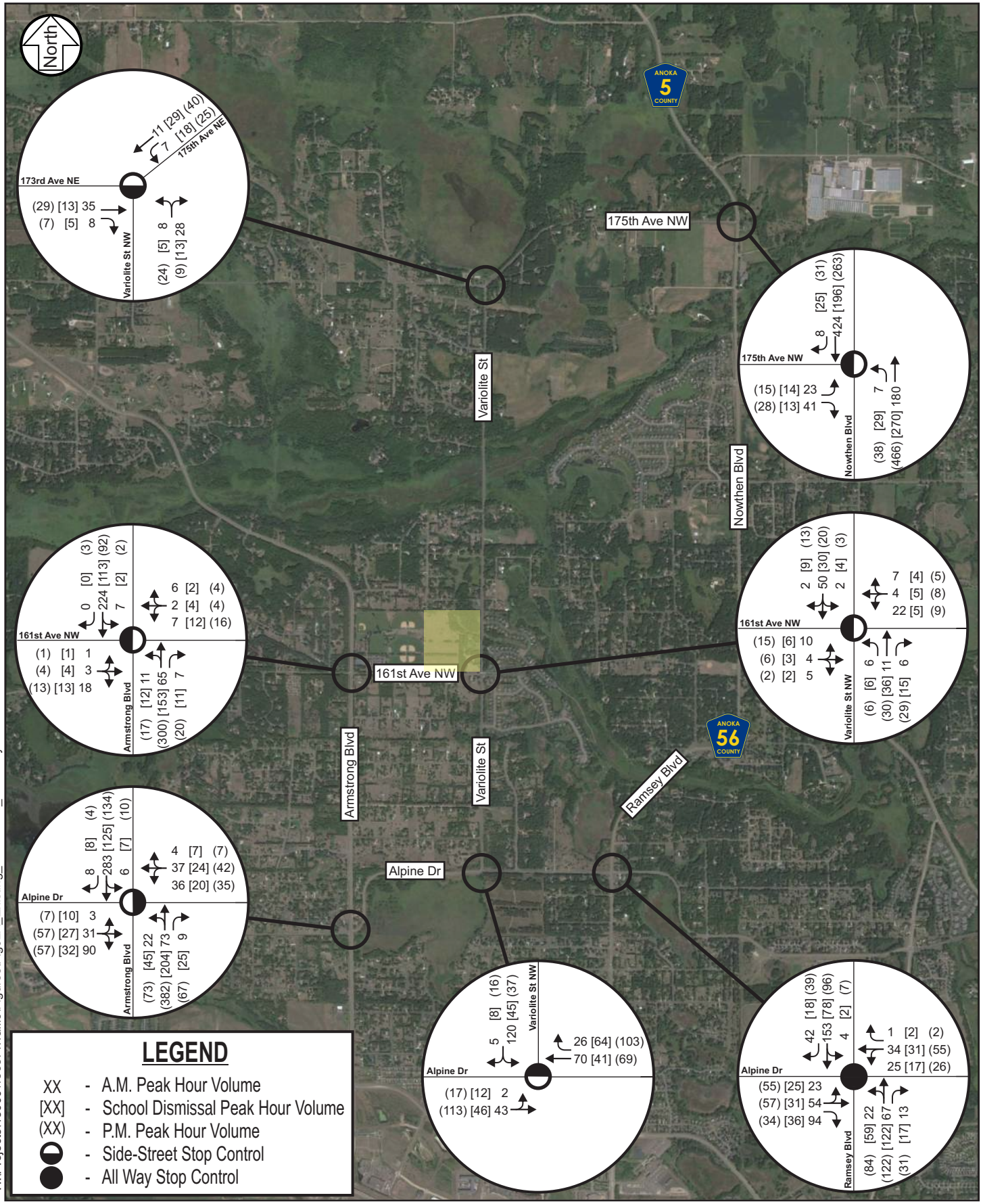
Study area existing geometrics, traffic control, and traffic volumes are shown in Figures 2A and 2B.

Existing Intersection Traffic Operations/Capacity Analysis

An existing intersection traffic operations/capacity analysis was completed to establish baseline conditions to which future traffic operations can be compared. The capacity analysis was completed for the a.m. and p.m. peak hours at the study intersections using the Synchro/SimTraffic computer traffic simulation model.

Capacity analysis results identify a Level of Service (LOS) which indicates the quality of traffic flow through an intersection. Intersections are given a ranking from LOS A through LOS F. The LOS results are based on average delay per vehicle, which correspond to the delay threshold values shown in Table 2. LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS F indicates an intersection where demand exceeds capacity, or a breakdown of traffic flow. Overall intersection LOS A through D are generally considered acceptable by drivers in the Twin Cities Metropolitan Area.

2nd Draft



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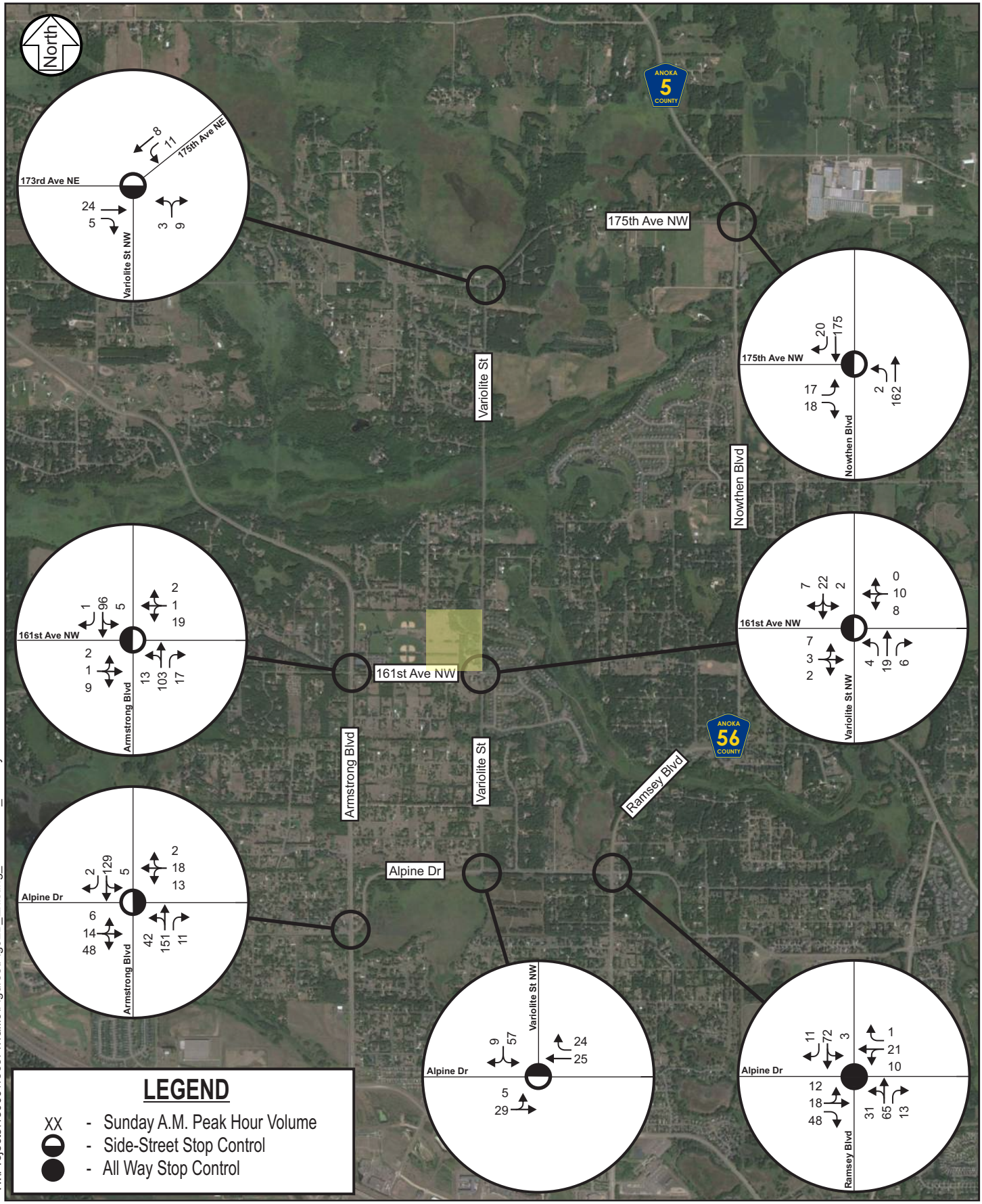
SRF

Existing Conditions - Weekday

PACT Charter School Traffic Impact Study
Ramsey, MN

Figure 2A

02215657
April 2022



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SRF

Existing Conditions - Sunday

PACT Charter School Traffic Impact Study

City of Ramsey

Figure 2B

02215657
April 2022

For side-street stop-controlled intersections, special emphasis is given to providing an estimate for the level of service of the side-street approach. Traffic operations at an unsignalized intersection with side-street stop control can be described in two ways. First, consideration is given to the overall intersection level of service. This considers the total number of vehicles entering the intersection and the capability of the intersection to support these volumes.

Second, it is important to consider delay on the minor approach. Since mainline traffic does not stop, most of the delay is attributed to the side-street approaches. It is typical of intersections with higher mainline traffic volumes to experience high levels of delay (i.e. poor levels of service) on the side-street approaches, but an acceptable overall intersection level of service during peak hour conditions.

Table 2. Level of Service Criteria for Signalized and Unsignalized Intersections

LOS Designation	Signalized Intersection Average Delay/Vehicle (seconds)	Unsignalized Intersection Average Delay/Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

Results of the existing weekday traffic operations analysis, shown in Table 3, indicate that all study intersections currently operate at an acceptable overall LOS B or better during the a.m. commuter (school arrival) peak hour (7:30-8:30 a.m.), school dismissal peak hour (2:30-3:30 p.m.) and p.m. commuter peak hour (4:00-5:00 p.m.), under existing traffic control and intersection geometrics. No significant queuing or delay issues were identified, except for the Armstrong Boulevard/Alpine Drive intersection where the westbound approach is operating at a LOS E during the p.m. peak hour. The future conversion of Armstrong Boulevard/Alpine Drive to a single-lane roundabout will improve the operations and all approaches will operate at a LOS A during the peak hours.

The existing Sunday a.m. church peak hour traffic operations analysis related to the adjacent future proposed St. Katharine Drexel Church will be combined with year 2028 No-Build and Build scenario Sunday a.m. church peak hour traffic operations analyses later in this memorandum.

2nd Draft

Table 3. Existing Weekday Conditions Peak Hour Traffic Operations/Capacity Analysis

Study Intersection	A.M. Peak Hour			Dismissal Peak Hour			P.M. Peak Hour		
	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue
Variolite Street/173rd Avenue (1)	A/A	9 sec.	NB/1	A/A	9 sec.	NB/1	A/A	10 sec.	NB/1
Variolite Street/161st Avenue (1)	A/A	10 sec.	WB/1	A/A	10 sec.	EB/1	A/A	10 sec.	EB/1
Variolite Street/Alpine Drive (1)	A/B	11 sec.	SB/1	A/A	10 sec.	SB/1	A/B	11 sec.	SB/1
Armstrong Boulevard/161st Avenue (1)	A/B	11 sec.	EB/1	A/B	12 sec.	WB/1	A/B	15 sec.	WB/1
Armstrong Boulevard/Alpine Drive (1)	A/C	18 sec.	WB/2	A/C	16 sec.	WB/2	A/**E**	**45 sec.**	WB/4
Armstrong Boulevard/Alpine Drive (3)	A/A	6 sec.	EB/1	A/A	6 sec.	NB/1	A/A	9 sec.	NB/3
Ramsey Boulevard/Alpine Drive (2)	B/B	12 sec.	SB/2	A/B	11 sec.	NB/1	B/B	13 sec.	NB/2
175th Avenue/Nowthen Boulevard (1)	A/B	13 sec.	EB/1	A/B	12 sec.	EB/1	A/B	13 sec.	EB/1

(1) Indicates a side-street stop-controlled intersection, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach average delay per vehicle. The queue shown is the 95th percentile queue (in vehicles) for the worst approach at the intersection. The 95th percentile queues shown in **red bold font** spill back to and beyond the adjacent upstream intersection.

(2) Indicates an all-way stop-controlled intersection, where the overall LOS and average delay per vehicle are shown. The queue shown is the 95th percentile queue (in vehicles) for the worst side-street approach at the intersection. The 95th percentile queues shown in **red bold font** spill back to and beyond the adjacent upstream intersection.

(3) Indicates an improvement to provide a single-lane roundabout intersection, where the overall LOS and average delay per vehicle are shown. The queue shown is the 95th percentile queue (in vehicles) for the worst side-street approach at the intersection. The 95th percentile queues shown in **red bold font** spill back to and beyond the adjacent upstream intersection.

Year 2028 No-Build Conditions

To understand how the existing transportation system and general background growth are expected to impact the study intersections, year 2028 no-build conditions were reviewed (no proposed PACT Charter School site-generated traffic is included in this scenario). Note that year 2028 represents the year where the PACT Charter School can be assumed to be completed with full occupancy of the proposed development and includes all phases of the proposed PACT Charter School project plus completion of the adjacent future proposed St. Katharine Drexel Church.

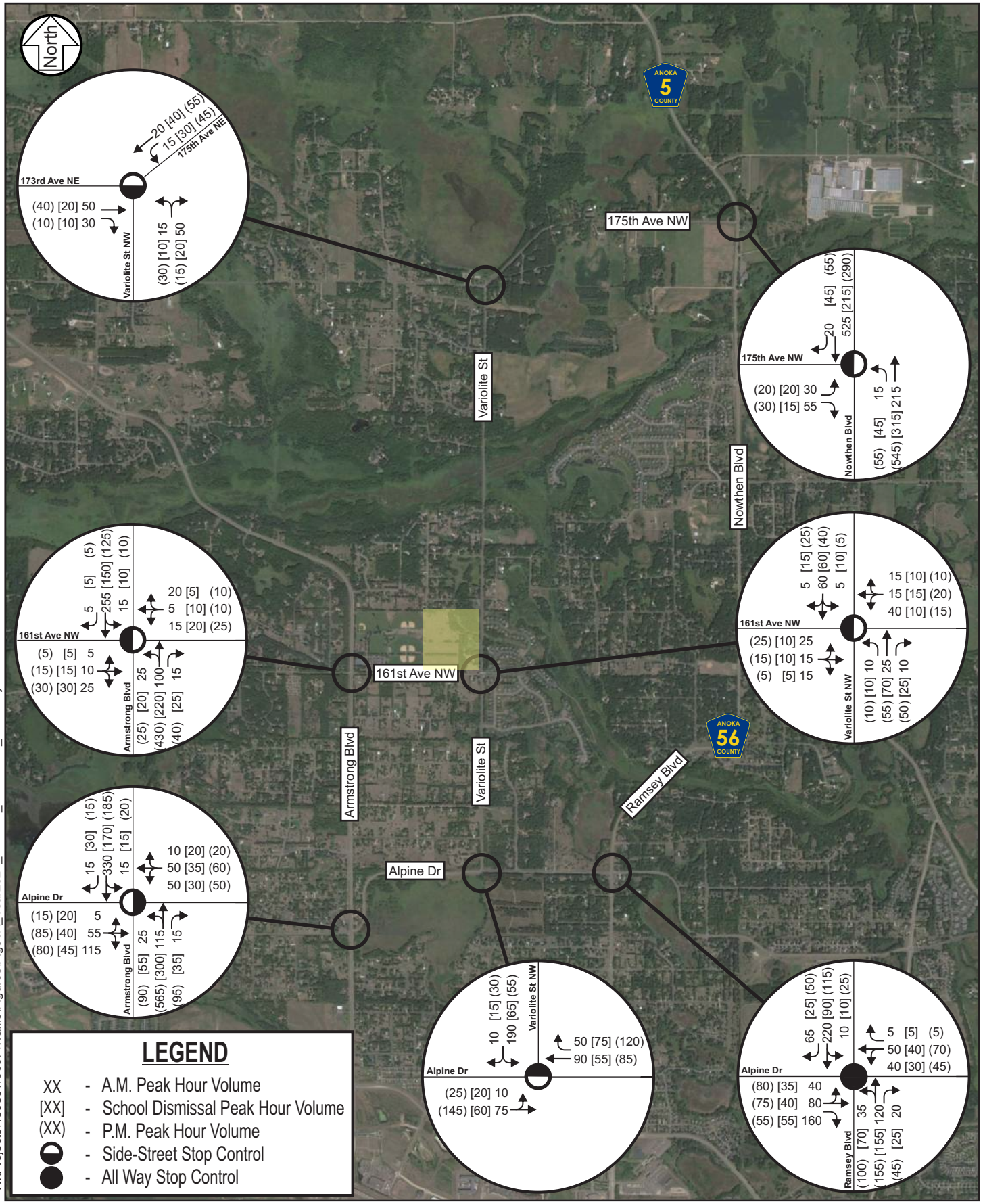
Background Growth

To account for general background traffic growth within the study area, a conservative annual growth rate of one (1) percent was applied to the existing peak hour volumes to develop year 2028 background traffic forecasts.

Intersection Capacity Analysis

To determine how the adjacent roadway network will accommodate the year 2028 no-build traffic volumes, an intersection capacity analysis was completed using Synchro/SimTraffic Software. 2028 no-build traffic forecasts, which include general background growth, are shown in Figures 3A and 3B.

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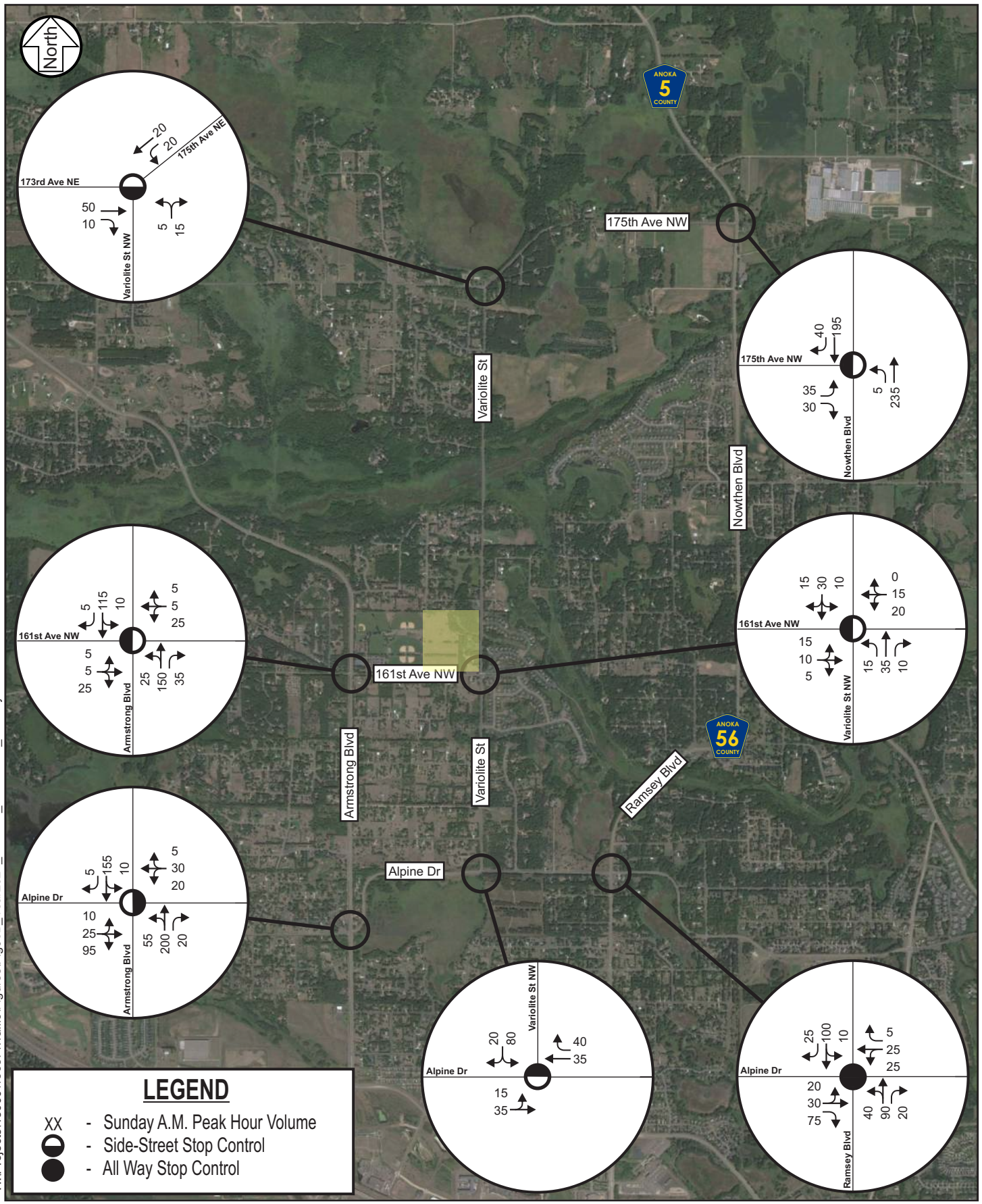
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Year 2028 No Build Conditions - Weekday

PACT Charter School Traffic Impact Study
Ramsey, MN

Figure 3A

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Year 2028 No Build Conditions - Sunday

PACT Charter School Traffic Impact Study
Ramsey, MN

Figure 3B

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Results of the year 2028 no-build intersection capacity analysis shown in Table 4, indicate that all study intersections are expected to continue to operate at an acceptable overall LOS B or better during the peak hours under existing traffic control and intersection geometrics. No significant queuing or delay issues were identified, except for the Armstrong Boulevard/Alpine Drive intersection where the westbound approach would now operate at a LOS F during the p.m. peak hour (note: no proposed PACT Charter School site-generated traffic is included in this scenario). The future conversion of Armstrong Boulevard/Alpine Drive to a single-lane roundabout will improve operations and all approaches will operate at a LOS A during the peak hours.

Table 4. Year 2028 Weekday No-Build Conditions Peak Hour Traffic Operations/Capacity Analysis

Study Intersection	A.M. Peak Hour			Dismissal Peak Hour			P.M. Peak Hour		
	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue
Variolite Street/173rd Avenue (1)	A/A	9 sec.	NB/1	A/A	9 sec.	NB/1	A/A	10 sec.	NB/1
Variolite Street/161st Avenue (1)	A/A	10 sec.	WB/1	A/A	10 sec.	EB/1	A/A	10 sec.	EB/1
Variolite Street/Alpine Drive (1)	A/B	11 sec.	SB/1	A/A	10 sec.	SB/1	A/B	11 sec.	SB/1
Armstrong Boulevard/161st Avenue (1)	A/B	11 sec.	EB/1	A/B	13 sec.	WB/1	A/B	15 sec.	WB/1
Armstrong Boulevard/Alpine Drive (1)	A/C	19 sec.	WB/2	A/C	17 sec.	WB/2	A/**F**	**60 sec.**	WB/6
Armstrong Boulevard/Alpine Drive (3)	A/A	6 sec.	EB/1	A/A	6 sec.	NB/1	A/A	9 sec.	NB/3
Ramsey Boulevard/Alpine Drive (2)	B/B	12 sec.	SB/2	A/B	11 sec.	NB/2	B/B	13 sec.	NB/2
175th Avenue/Nowthen Boulevard (1)	A/B	14 sec.	EB/1	A/B	12 sec.	EB/1	A/B	14 sec.	EB/1

(1) Indicates a side-street stop-controlled intersection, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach average delay per vehicle. The queue shown is the 95th percentile queue (in vehicles) for the worst approach at the intersection. The 95th percentile queues shown in **red bold font** spill back to and beyond the adjacent upstream intersection.

(2) Indicates an all-way stop-controlled intersection, where the overall LOS and average delay per vehicle are shown. The queue shown is the 95th percentile queue (in vehicles) for the worst side-street approach at the intersection. The 95th percentile queues shown in **red bold font** spill back to and beyond the adjacent upstream intersection.

(3) Indicates an improvement to provide a single-lane roundabout intersection, where the overall LOS and average delay per vehicle are shown. The queue shown is the 95th percentile queue (in vehicles) for the worst side-street approach at the intersection. The 95th percentile queues shown in **red bold font** spill back to and beyond the adjacent upstream intersection.

Proposed Development

The site of the proposed PACT Charter School development is generally located north of 161st Avenue and roughly 0.25 miles east of Armstrong Boulevard (see Figure 1). It was assumed that the construction of the proposed development would be completed and fully occupied by year 2028. Access to the proposed site would be provided at two site access locations on 161st Street: a primary (east) site access approximately 600 feet west of Variolite Street (buses, pick-up/drop-off, staff) and a secondary (west) site access approximately 1,150 feet west of Variolite Street (buses, student drivers).

PACT Charter School is proposing to acquire approximately 18 acres of a larger 33-acre vacant land parcel located at 7633 161st Avenue NW in the City of Ramsey, with the intent to build a new charter school facility, approximately 115,000 square feet in size. This new facility will be designed to accommodate grades six through twelve. The schools existing campus will then be home to kindergarten through fifth grades. Minor interior renovations are being planned at their existing building to better accommodate these lower grade levels. The seller is the Church of St. Katharine Drexel and they plan to retain the remaining approximately 15 acres for a future church development.

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The proposed development (see Figure 4) consists of the PACT Charter School, a public school for grades six through twelve (6-12) to be developed in five student enrollment phases as follows:

Phase One: School Year 2022-2023 - 392 Grade 6-12 students enrolled
Phase Two: School Year 2023-2024 - 517 Grade 6-12 students enrolled
Phase Three: School Year 2024-2025 - 596 (potential increase to 637) Grade 6-12 students enrolled
Phase Four: School Year 2025-2026 - 675 (potential increase to 728) Grade 6-12 students enrolled
Phase Five: School Year 2026-2027 - 734 (potential increase to 790) Grade 6-12 students enrolled

PACT Charter School anticipates most of its student population will use provided school bus transportation. PACT anticipates 60 percent of the students will utilize 12-14 traditional, yellow, full-size and short buses for school transit at this time. PACT anticipates 25 percent will be parent drop-off/pick-up and the remaining 15 percent will be student drivers. PACT operations will include a 9-month academic calendar from August 31st to May 27th with hours of operation between 7:30AM to 4:00PM. Student drop-off/pick-up periods will be between the hours of 7:30AM to 8:00AM and 3:05PM to 3:35PM, respectively. The first 15-minutes of each period is the peak demand window.

The PACT Charter School may also generate special event related trips associated with the athletic facilities and diverse academic activities. It should be noted that the number of these special event trips may range widely depending on the event and that these trips are not regularly occurring trips. Therefore, these special event trips were not considered normal weekday activity and were not included in the traffic forecasts and analysis for the PACT Charter School development.

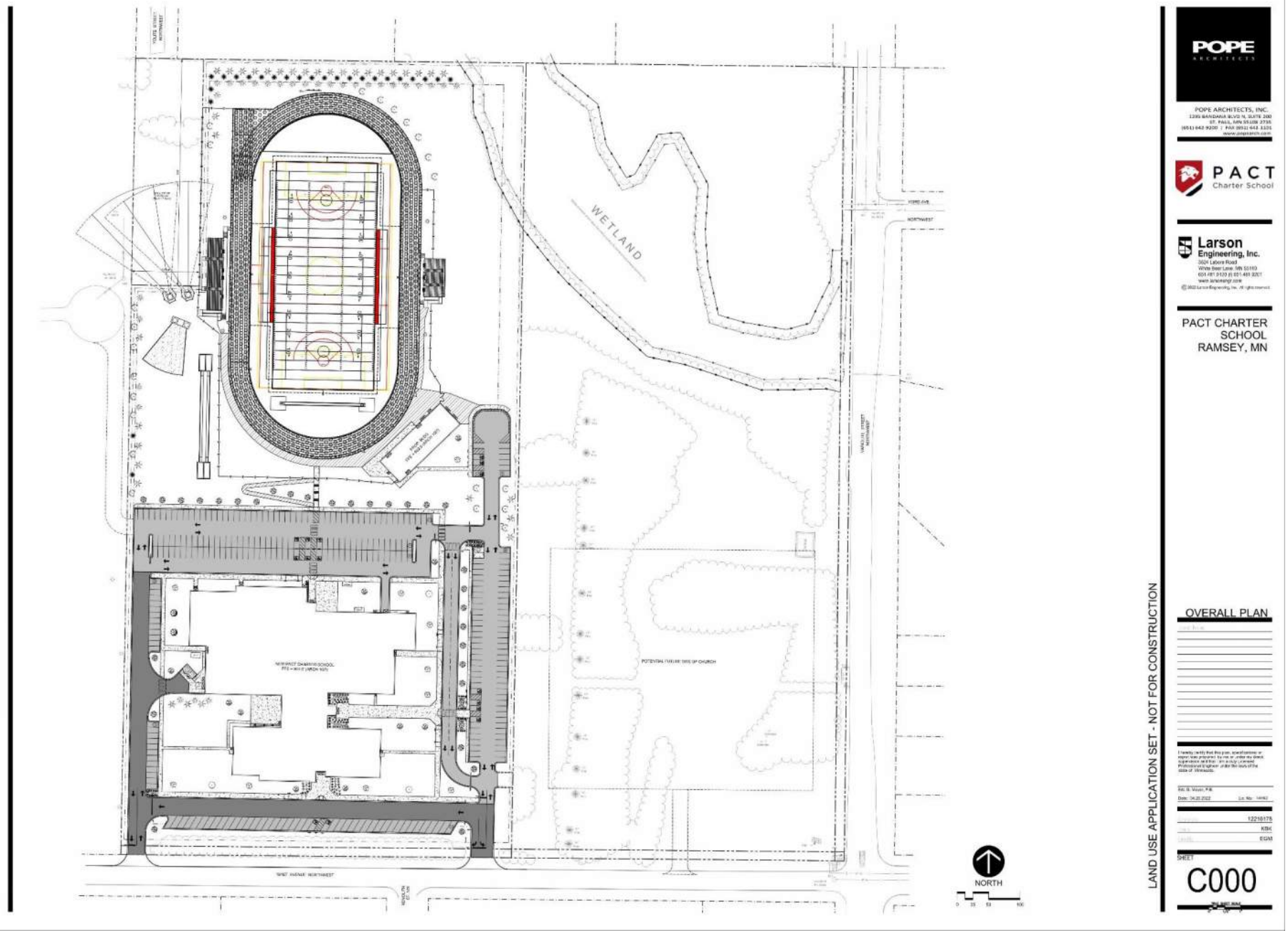
The proposed development also includes the Church of St. Katharine Drexel - 6.5 acres on southeast corner, approximately 400 parishioners (current facility seats 250 and only reaches capacity on Christmas and Easter Weekends and mostly on Sunday). The City has requested the church use to be incorporated in the traffic impact study. Access to the church site would be provided at the shared primary (east) site access. The Church's plans are preliminary and subject to change.

Trip Generation Estimates

Trip generation estimates for the weekday a.m. combined (commuter and school) peak hour, school dismissal peak hour and p.m. commuter peak hour plus daily trips were made for the proposed development and were developed based on the average rates contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*. The a.m. combined peak hour and p.m. commuter peak hour trips were estimated based on ITE peak hour of adjacent street data.

Results of the weekday vehicle trip generation estimate shown in Table 5 indicate that the proposed PACT Charter School and St. Katharine Drexel Church projects development is expected to generate a total of 627 a.m. combined peak hour trips, 547 school dismissal peak hour trips, 187 p.m. commuter peak hour trips, and 2,498 daily trip ends (50 percent in/50 percent out).

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Proposed Site Plan

PACT Charter School | Traffic Impact Study
City of Ramsey

Figure 4

Table 5. Weekday Vehicle Trip Generation Estimates – Proposed Development Full Occupancy (Year 2028)

Land Use (ITE Land Use Code)	Independent Variable	A.M. Peak Hour		Dismissal Peak Hour		PM Peak Hour		Daily Trips
		In	Out	In	Out	In	Out	
PACT Charter School (6-12) (1) (538)	734 (1)	358	251	220	316	78	84	2,273
Parent Drop-Off/Pick-Up (25% of Students)	*184*	*152*	*152*	*134*	*134*	*36*	*36*	*965*
High School Students Driving (15% of Students)	*110*	*92*	*14*	*12*	*80*	*4*	*21*	*698*
School Buses (60% of Students)	*440*	*14*	*14*	*14*	*14*	*1*	*1*	*58*
Faculty/Staff/Visitors/Service	-	*100*	*71*	*60*	*88*	*37*	*26*	*552*
St. Katharine Drexel Church (2) (560)	250 (2)	11	7	5	6	11	14	225
Project Development Totals		369	258	225	322	89	98	2,498

(1) The proposed PACT Charter School was assumed as a Public Charter School (Grades 6-12). Independent variable is "Students".
(2) The proposed St. Katharine Drexel Church independent variable is "Seats".

Trip generation estimates for the Sunday a.m. peak hour plus Sunday daily trips were made for the proposed St. Katharine Drexel Church development and were based on the average rates contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*. Results of the Sunday vehicle trip generation estimate shown in Table 6 indicate that the proposed St. Katharine Drexel Church projects development is expected to generate a total of 128 a.m. combined peak hour trips and 523 daily trip ends (50 percent in/50 percent out). It was assumed that there would be no PACT Charter School concurrent events held on Sunday.

Table 6. Sunday Vehicle Trip Generation Estimates – Proposed Development Full Occupancy (Year 2028)

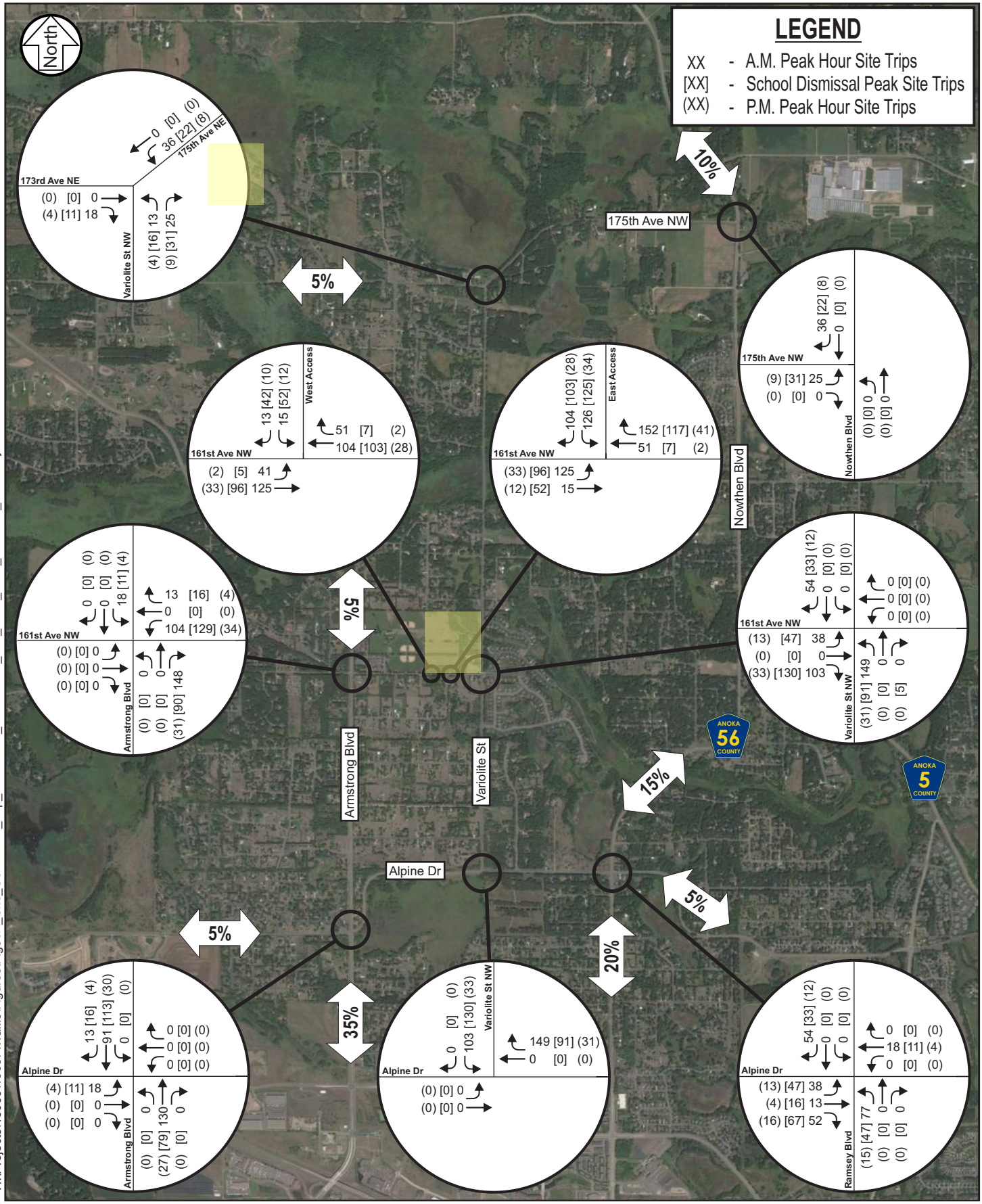
Land Use (ITE Land Use Code)	Independent Variable	A.M. Peak Hour Trips (9:30-10:30 a.m.)		Sunday Daily Trip Ends
		In	Out	
St. Katharine Drexel Church (560) (1)	250 (1)	62	66	523

(1) The proposed St. Katharine Drexel Church independent variable is "Seats".

Site-Generated Trip Directional Distribution and Peak Hour Volumes

The directional trip distribution and peak hour volumes for the proposed development (see Figures 5A and 5B) were developed based on the regional distribution of households and employment, existing/future study area travel patterns, and engineering judgment. Based on this directional distribution, new trips generated by the proposed PACT Charter School development were assigned to the background traffic on the study area roadways for the Year 2028 Development Build Conditions (see Figures 6A and 6B).

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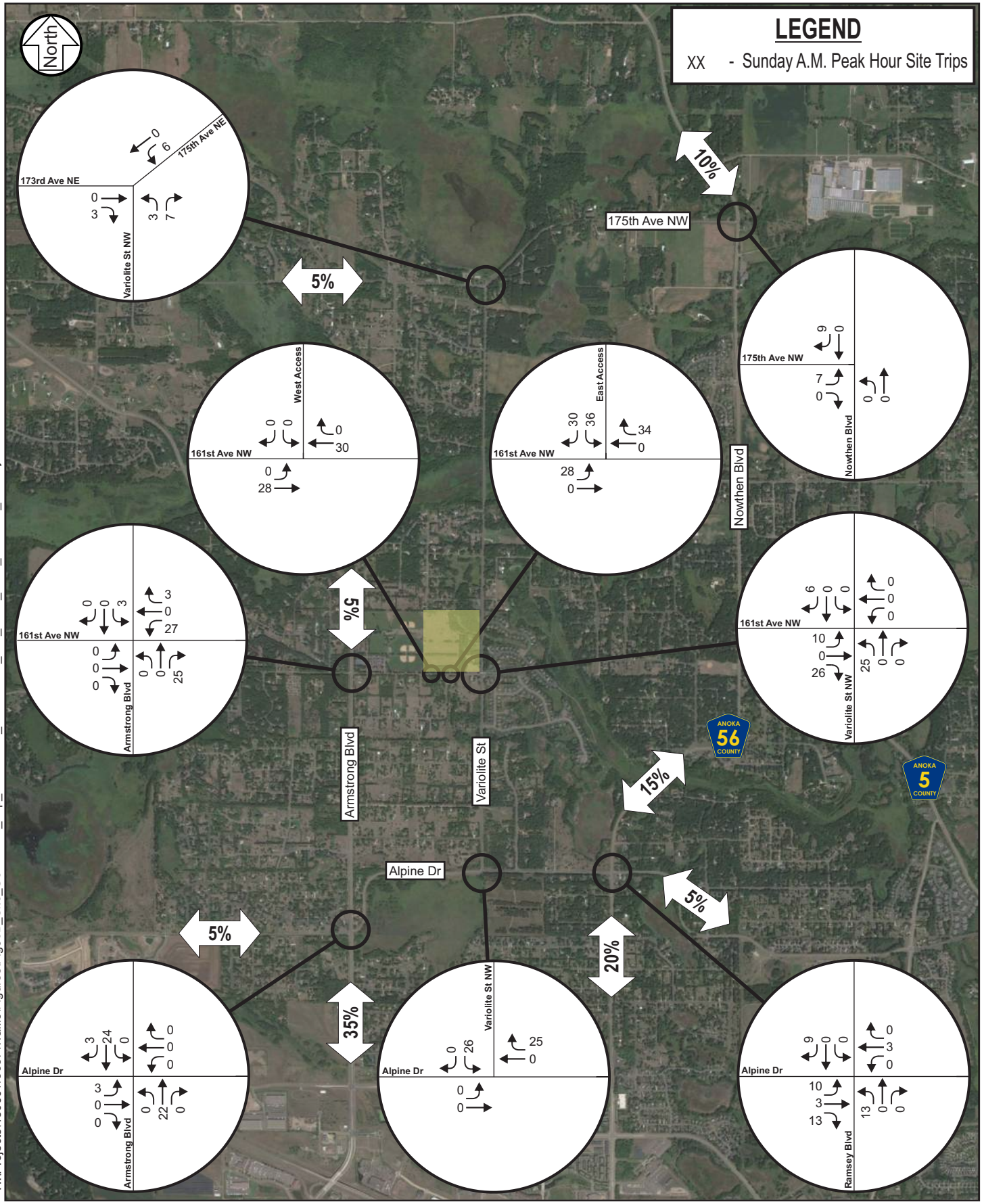
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Peak Hour Site Generated Trip Directional Distribution - Weekday

PACT Charter School Traffic Impact Study
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Figure 5A

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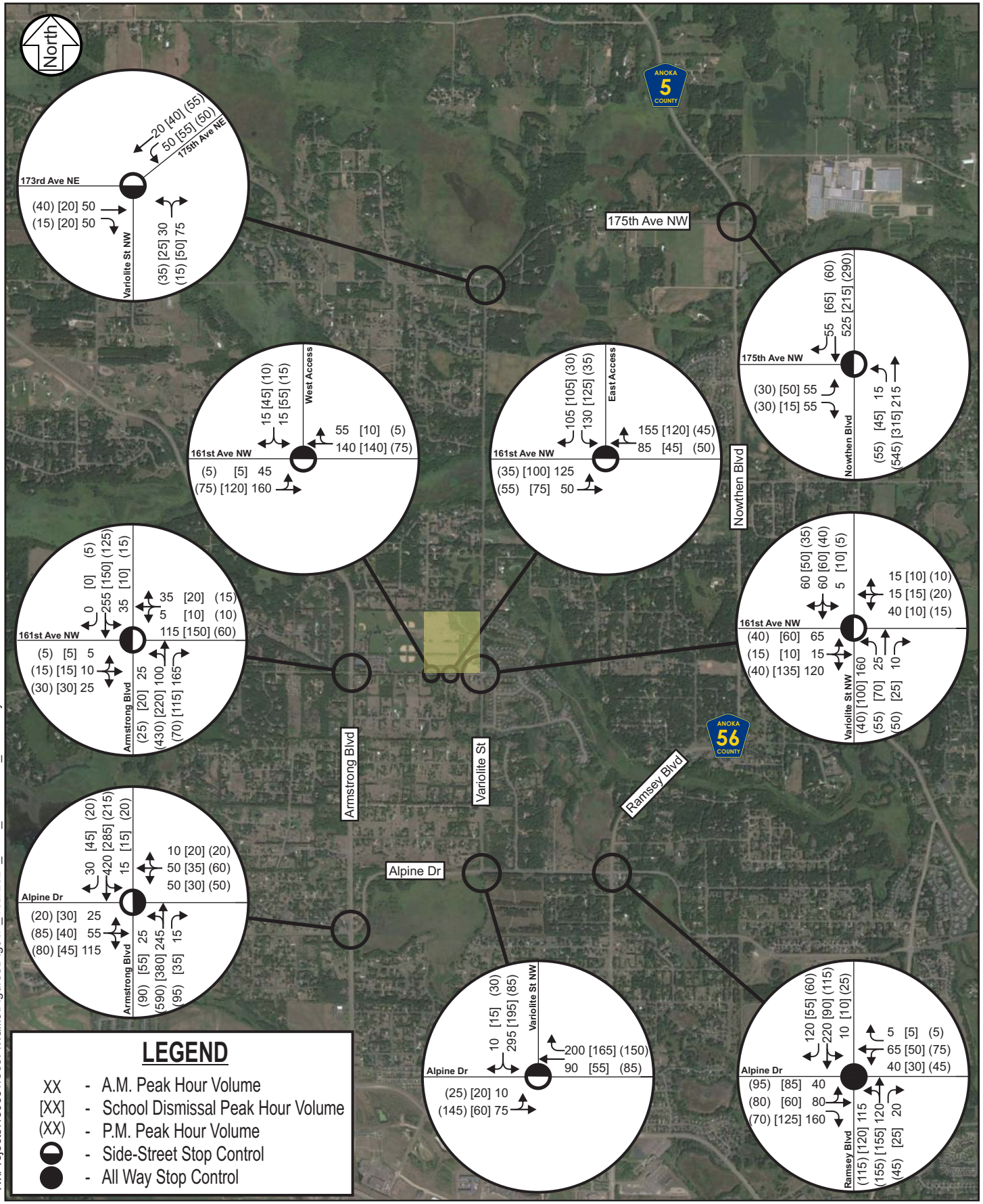


Peak Hour Site Generated Trip Directional Distribution - Sunday

PACT Charter School Traffic Impact Study
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Figure 5B

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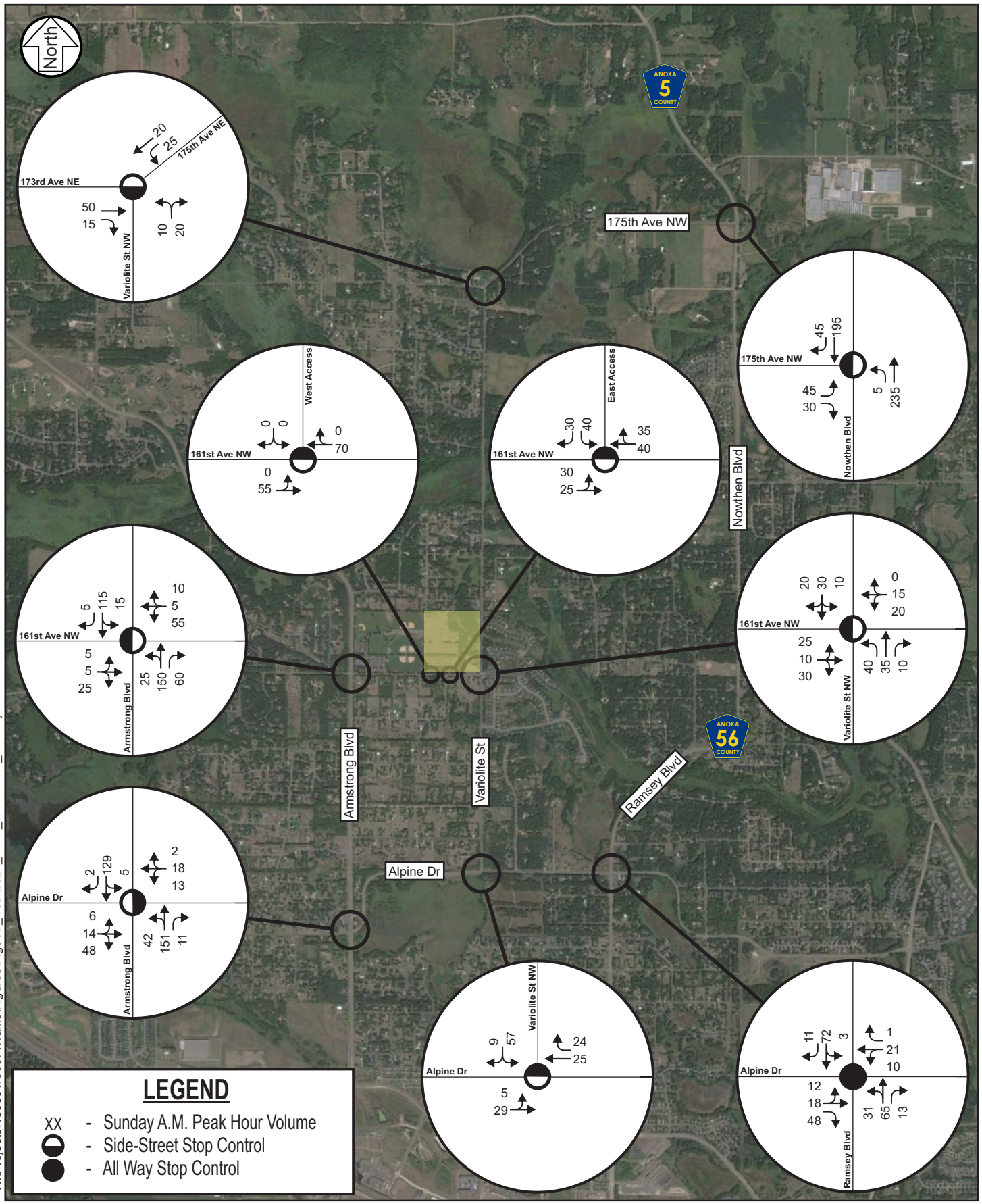
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Year 2028 Development Build Conditions - Weekday

PACT Charter School Traffic Impact Study
Ramsey, MN

Figure 6A

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Year 2028 Build Conditions - Sunday

PACT Charter School Traffic Impact Study
Ramsey, MN

Figure 6B

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Development Build Conditions

Intersection Traffic Operations/Capacity Analysis

The year 2028 Build Development Conditions intersection traffic operations/capacity analysis was completed to determine future traffic operations and development-generated traffic impacts. The capacity analysis was completed for the a.m., dismissal and p.m. peak hours at the study intersections using Synchro/SimTraffic model. Results of the Development Build Conditions traffic operations analysis are shown in Table 7.

Year 2028 Weekday Development Build Conditions

Results of the year 2028 Build Conditions intersection capacity analysis shown in Table 7, indicate that all study intersections are expected to continue to operate at an acceptable overall LOS B or better during the peak hours under existing traffic control and intersection geometrics. No significant queuing or delay issues were identified, except for the Armstrong Boulevard/Alpine Drive intersection where the westbound approach would continue to operate at a LOS F during the p.m. peak hour (note: no PACT Charter School traffic was assigned to this westbound Alpine Drive approach). The future conversion of Armstrong Boulevard/Alpine Drive to a single-lane roundabout will improve the westbound approach and all approaches will operate at a LOS A during the peak hours.

Table 7. Year 2028 Weekday Build Conditions Peak Hour Traffic Operations/Capacity Analysis

Study Intersection	A.M. Peak Hour			Dismissal Peak Hour			P.M. Peak Hour		
	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue
Variolite Street/173rd Avenue (1)	A/A	9 sec.	NB/1	A/A	9 sec.	NB/1	A/A	10 sec.	NB/1
Variolite Street/161st Avenue (1)	A/C	16 sec.	WB/1	A/B	12 sec.	EB/2	A/B	11 sec.	EB/1
Variolite Street/Alpine Drive (1)	A/B	13 sec.	SB/1	A/B	11 sec.	SB/2	A/B	11 sec.	SB/1
Armstrong Boulevard/161st Avenue (1)	A/C	16 sec.	WB/1	A/C	17 sec.	WB/2	A/C	17 sec.	WB/1
Armstrong Boulevard/Alpine Drive (1)	A/D	29 sec.	WB/2	A/C	22 sec.	WB/2	A/**F**	**77 sec.**	WB/6
Armstrong Boulevard/Alpine Drive (3)	A/A	8 sec.	SB/2	A/A	6 sec.	NB/2	A/A	10 sec.	NB/4
161st Ave/Primary (East) Site Access (1)	A/B	13 sec.	SB/2	A/B	12 sec.	SB/1	A/A	10 sec.	SB/1
161st Ave/Secondary (West) Site Access (1)	A/B	11 sec.	SB/1	A/B	11 sec.	SB/1	A/A	10 sec.	SB/1
Ramsey Boulevard/Alpine Drive (2)	B/B	14 sec.	SB/2	B/B	14 sec.	NB/3	B/B	14 sec.	NB/3
175th Avenue/Nowthen Boulevard (1)	A/B	15 sec.	EB/1	A/B	14 sec.	EB/1	A/B	15 sec.	EB/1

(1) Indicates a side-street stop-controlled intersection, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach average delay per vehicle. The queue shown is the 95th percentile queue (in vehicles) for the worst approach at the intersection. The 95th percentile queues shown in **red bold font** spill back to and beyond the adjacent upstream intersection.

(2) Indicates an all-way stop-controlled intersection, where the overall LOS and average delay per vehicle are shown. The queue shown is the 95th percentile queue (in vehicles) for the worst side-street approach at the intersection. The 95th percentile queues shown in **red bold font** spill back to and beyond the adjacent upstream intersection.

(3) Indicates an improvement to provide a single-lane roundabout intersection, where the overall LOS and average delay per vehicle are shown. The queue shown is the 95th percentile queue (in vehicles) for the worst side-street approach at the intersection. The 95th percentile queues shown in **red bold font** spill back to and beyond the adjacent upstream intersection.

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Combined Sunday A.M. St. Katharine Drexel Church Development Conditions

The Sunday a.m. church related existing geometrics, traffic control, and traffic volumes and traffic operations analysis related to the adjacent future proposed St. Katharine Drexel Church have been combined with year 2028 No-Build and Build scenario Sunday a.m. church peak hour (9:30-10:30 a.m.) traffic operations analyses. Results of the combined Sunday a.m. church peak hour traffic operations analysis (shown in Table 7) indicate that all study intersections are expected to operate at an acceptable overall LOS A during the peak hour under existing traffic control and intersection geometrics. No significant queuing or delay issues were identified in this analysis.

Table 8. Sunday A.M. St. Katharine Drexel Church Combined Conditions Peak Hour Traffic Analysis

Study Intersection	Existing Sunday A.M. Peak Hour			2028 No-Build Sunday A.M. Peak Hour			2028 Build Sunday A.M. Peak Hour		
	LOS	Delay	Queue	LOS	Delay	Queue	LOS	Delay	Queue
Variolite Street/173rd Avenue (1)	A/A	9 sec.	NB/1	A/A	9 sec.	NB/1	A/A	9 sec.	NB/1
Variolite Street/161st Avenue (1)	A/A	10 sec.	WB/1	A/A	10 sec.	WB/1	A/B	11 sec.	WB/1
Variolite Street/Alpine Drive (1)	A/A	10 sec.	SB/1	A/A	10 sec.	SB/1	A/A	10 sec.	SB/1
Armstrong Boulevard/161st Avenue (1)	A/B	12 sec.	WB/1	A/B	12 sec.	WB/1	A/B	12 sec.	WB/1
Armstrong Boulevard/Alpine Drive (1)	A/B	14 sec.	WB/1	A/B	15 sec.	WB/1	A/C	16 sec.	WB/1
Armstrong Boulevard/Alpine Drive (3)	A/A	5 sec.	NB/1	A/A	5 sec.	NB/1	A/A	5 sec.	N/1
161st Ave/Primary Site (East) Access (1)	-	-	-	-	-	-	A/A	10 sec.	SB/1
161st Ave/Secondary Site (West) Access (1)	-	-	-	-	-	-	-	-	-
Ramsey Boulevard/Alpine Drive (2)	A/A	10 sec.	SB/1	A/A	10 sec.	NB/1	A/A	10 sec.	NB/1
175th Avenue/Nowthen Boulevard (1)	A/B	11 sec.	EB/1	A/B	11 sec.	EB/1	A/B	11 sec.	EB/1

(1) Indicates a side-street stop-controlled intersection, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach average delay per vehicle. The queue shown is the 95th percentile queue (in vehicles) for the worst approach at the intersection. The 95th percentile queues shown in **red bold font** spill back to and beyond the adjacent upstream intersection.

(2) Indicates an all-way stop-controlled intersection, where the overall LOS and average delay per vehicle are shown. The queue shown is the 95th percentile queue (in vehicles) for the worst side-street approach at the intersection. The 95th percentile queues shown in **red bold font** spill back to and beyond the adjacent upstream intersection.

(3) Indicates an improvement to provide a single-lane roundabout intersection, where the overall LOS and average delay per vehicle are shown. The queue shown is the 95th percentile queue (in vehicles) for the worst side-street approach at the intersection. The 95th percentile queues shown in **red bold font** spill back to and beyond the adjacent upstream intersection.

Proposed Site Access/Circulation Review

A review of the proposed PACT Charter School development site plan (see Figure 4) was completed to identify issues specific to the site plan configuration, site access and circulation and recommend potential improvements if needed. Vehicular access to/from the proposed site is planned at two locations on 161st Street: a primary (east) site access approximately 600 feet west of Variolite Street and a secondary (west) site access approximately 1,150 feet west of Variolite Street.

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Based on field observations, engineering judgement and applicable standards, there is adequate sight distance at the proposed site access locations to clearly identify approaching vehicles. Consideration should be made to limit any sight distance impacts from future onsite structures, landscaping and signing. The proposed site plan is generally well configured and the proposed site access locations do not appear to represent any significant traffic safety or traffic operations concerns.

Summary of Findings, Conclusions and Recommendations

Based on this proposed PACT Charter School development traffic impact study and analysis, the following summary of findings, conclusions and recommendations is offered for your consideration:

1. Results of the existing weekday traffic operations analysis indicate that all study intersections currently operate at acceptable overall LOS B or better during the a.m. commuter (school arrival) peak hour (7:30-8:30 a.m.), school dismissal peak hour (2:30-3:30 p.m.) and p.m. commuter peak hour (4:00-5:00 p.m.), under existing traffic control and intersection geometrics. No significant queuing or delay issues were identified, except at the Armstrong Boulevard/Alpine Drive intersection where the westbound approach is operating at a LOS E during the p.m. peak hour. The future conversion of Armstrong Boulevard/Alpine Drive to a single-lane roundabout will improve the operations and all approaches will operate at a LOS A during the peak hours.

2. The segment of 161st Avenue between Armstrong Boulevard and Variolite Street has been identified to be improved/reconstructed as part of the City of Ramsey Capital Improvements Plan for year 2024. Design of this future 161st Avenue improvement/reconstruction is currently under consideration. It has been suggested that it may be possible to reschedule this 161st Avenue improvement and/or reconstruction to coincide with the proposed PACT Charter School project.

3. An annual growth rate of one percent was applied to the existing peak hour traffic volumes to develop year 2028 background traffic forecasts (no proposed PACT Charter School site-generated traffic is included in this scenario). Note that year 2028 represents the year where the PACT Charter School can be assumed to be completed with full occupancy of the proposed development and includes all phases of the proposed PACT Charter School project plus completion of the adjacent future proposed St. Katharine Drexel Church.

4. Results of the year 2028 no-build intersection capacity analysis indicate that all study intersections are expected to continue to operate at an acceptable overall LOS B or better during the peak hours under existing traffic control and intersection geometrics. No significant queuing or delay issues were identified, except for the Armstrong Boulevard/Alpine Drive intersection where the westbound approach would now operate at a LOS F during the p.m. peak hour (note: no proposed PACT Charter School site-generated traffic is included in this scenario). The future conversion of Armstrong Boulevard/Alpine Drive to a single-lane roundabout will improve the operations and all approaches will operate at a LOS A during the peak hours.

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6. Results of the weekday vehicle trip generation estimate indicate that the proposed PACT Charter School and St. Katharine Drexel Church development is expected to generate a total of 627 a.m. combined peak hour trips, 547 school dismissal peak hour trips, 187 p.m. commuter peak hour trips, and 2,498 daily trip ends (50 percent in/50 percent out).

7. Results of the Sunday vehicle trip generation estimate indicate that the proposed St. Katharine Drexel Church development is expected to generate a total of 128 a.m. combined peak hour trips and 523 daily trip ends (50 percent in/50 percent out). It was assumed that there would be no PACT Charter School concurrent events held on Sunday.

8. The PACT Charter School may also generate special event related trips associated with the athletic facilities and diverse academic activities. Note that the number of these special event trips may range widely depending on the event and that these trips are not regularly occurring trips. Therefore, these special event trips were not considered normal weekday activity and were not included in the traffic forecasts and analysis for the proposed PACT Charter School development.

9. Results of the year 2028 Build Conditions intersection capacity analysis indicate that all study intersections are expected to continue to operate at an acceptable overall LOS B or better during the peak hours under existing traffic control and intersection geometrics. No significant queuing or delay issues were identified, except for the Armstrong Boulevard/Alpine Drive intersection where the westbound approach would continue to operate at a LOS F during the p.m. peak hour (note: no PACT Charter School traffic was assigned to this westbound Alpine Drive approach). The future conversion of Armstrong Boulevard/Alpine Drive to a single-lane roundabout will improve the operations and all approaches will operate at a LOS A during the peak hours.

10. The existing poor operation of the westbound approach to the Armstrong Boulevard/Alpine Drive intersection is due to higher traffic volumes and uninterrupted flow on Armstrong Boulevard and limited Alpine Drive approach capacity. It should be noted that no PACT Charter School site-generated traffic was assigned to the westbound Alpine Drive approach. The future conversion of Armstrong Boulevard/Alpine Drive to a single-lane roundabout will improve the operations and all approaches will operate at a LOS A during the peak hours.

11. Results of the combined Sunday a.m. church peak hour traffic operations analysis indicate that all study intersections are expected to operate at an acceptable overall LOS A during existing, 2028 No-Build and 2028 Build conditions for the Sunday a.m. peak hour under existing traffic control and intersection geometrics. No significant queuing or delay issues were identified in this analysis.

12. Vehicular access to/from the proposed site is planned at two locations on 161st Street: a primary (east) site access (serves bus entry, pick-up/drop-off and staff traffic) approximately 600 feet west of Variolite Street and a secondary (west) site access (serves bus exit, student driver traffic) approximately 1,150 feet west of Variolite Street.

13. The proposed site plan is generally well configured and based on field observations, engineering judgement and applicable standards, there is adequate sight distance at the proposed site access locations to clearly identify approaching vehicles. Consideration should be made to limit any sight distance impacts from future onsite structures, landscaping and signing.

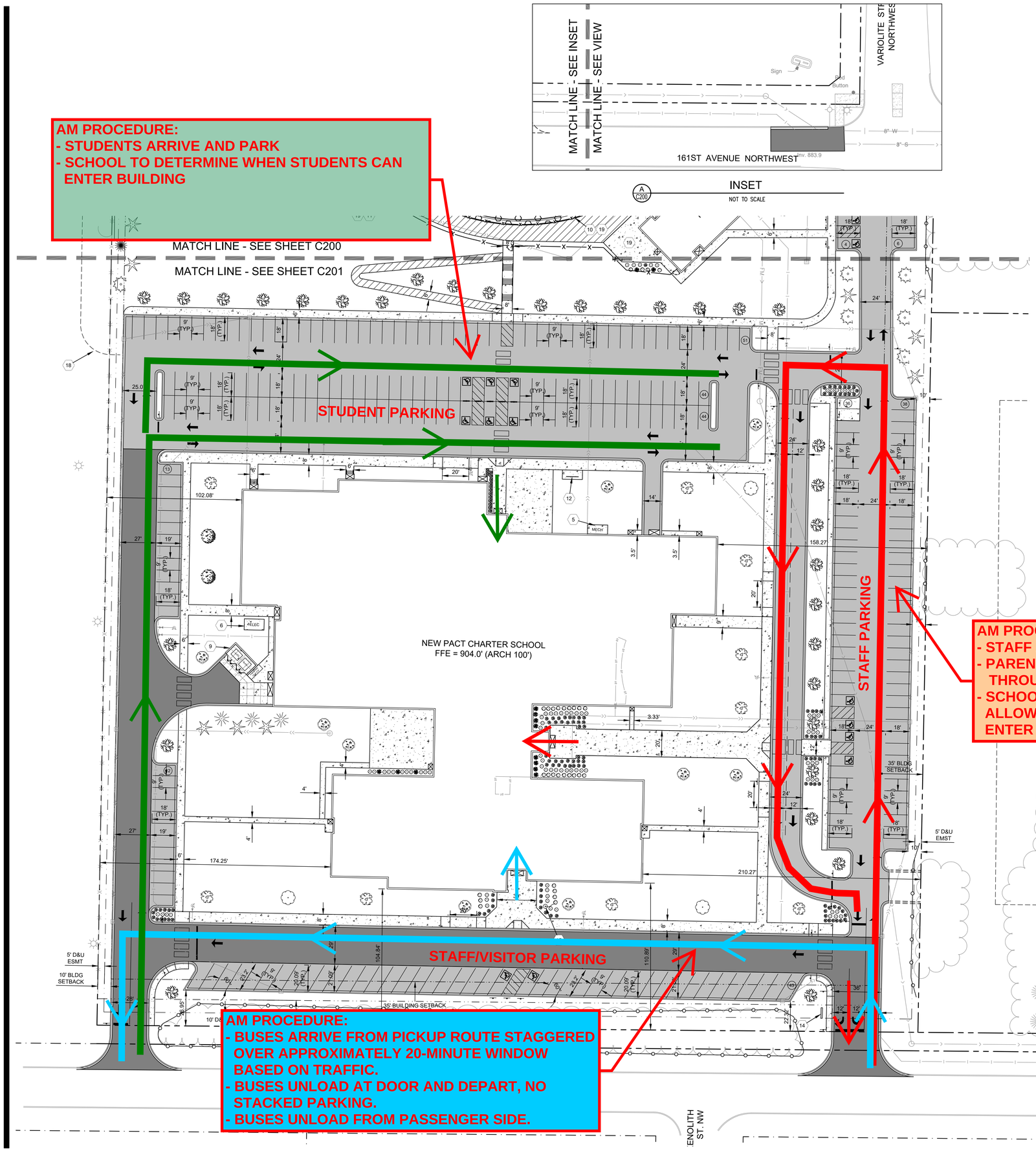
2nd Draft

14. Based on this proposed PACT Charter School traffic impact study it is concluded that there is more than adequate roadway and intersection reserve capacity to accommodate the proposed PACT Charter School site-generated traffic as forecast.

15. Based on the findings of this PACT Charter School traffic impact study, it is concluded that the City of Ramsey may consider the proposed PACT Charter School development, without concern that it would represent a significant negative traffic impact to the supporting area roadway system.

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2nd Draft



SYMBOL LEGEND

- NEW LIGHT-DUTY BITUMINOUS PAVEMENT SEE DETAIL
- NEW HEAVY-DUTY BITUMINOUS PAVEMENT SEE DETAIL
- NEW TRAIL BITUMINOUS PAVEMENT SEE DETAIL
- NEW LIGHT-DUTY CONCRETE PAVEMENT SEE DETAIL
- NEW HEAVY-DUTY CONCRETE PAVEMENT SEE DETAIL
- NEW GRAVEL/AG-LIME SEE DETAIL
- NEW CONCRETE STOOP/APRON SEE ARCH./STL.
- NEW ATHLETIC TRACK PAVING SEE DETAIL
- NATIVE GRASS AND WILDFLOWER PLANTINGS
- TREE PROTECTION
- PROPERTY LINE
- RIGHT OF WAY LINE
- EASEMENT LINE
- SETBACK LINE
- WETLAND
- WETLAND BUFFER

NOTE: THE CONCRETE JOINTS ARE SHOWN ONLY FOR GENERAL REFERENCE TO SIGNIFY LIGHT-DUTY CONCRETE PAVEMENT. ACTUAL JOINTS SHALL BE CONSTRUCTED PER PROJECT SPECIFICATIONS.

KEY NOTES

1. NEW B612 CONCRETE CURB AND GUTTER
2. NEW ACCESSIBLE CURB RAMP
3. NEW LIGHT-DUTY CONCRETE PAVEMENT
4. NEW HEAVY-DUTY CONCRETE PAVEMENT
5. SEE DUST COLLECTOR, SEE MECH.
6. NEW TRANSFORMER, SEE ELEC.
7. NEW PARKING SIGN AND POST
   - _A: ADA PARKING
   - _B: ADA ACCESS AISLE
   - _C: ADA LOADING
   - _D: STOP
   - _E: DO NOT ENTER
   - _F: BUSES ONLY
   - _G: MOTORCYCLE PARKING
   - _H: LANE USE SIGN
   - _I: FIELD ACCESS ONLY, NO EXIT
8. NEW PARKING SIGN, POST, AND BOLLARD
   - _A: ADA PARKING
   - _B: ADA ACCESS AISLE
9. NEW DUMPSTER ENCLOSURE, SEE ARCH
10. NEW 3.5' TALL CHAINLINK FENCING
11. NEW 6' TALL CHAINLINK FENCING
12. NEW BIKE RACK
13. NEW CONCRETE STAIRS
14. NEW MONUMENT SIGN
15. NEW FLAGPOLE
16. NEW SCOREBOARD

POPE ARCHITECTS, INC.
767 NORTH EUSTIS ST. SUITE 190
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PACT Charter School

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White Bear Lake, MN 55110
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www.larsonengr.com
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PACT CHARTER SCHOOL
RAMSEY, MN

PAVING PLAN SOUTH

Issue and Revisions
CITY RE-SUBMITTAL 6.10.2022

I hereby certify that this plan, specifications 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.

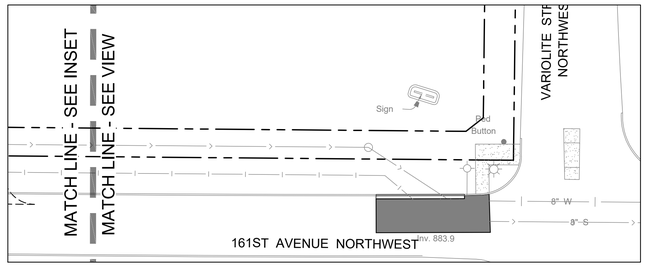
Eric G. Meyer, P.E.
Date: 06.10.2022 Lic. No.: 44592

Commission No. 12216178
Drawn by KBK
Checked by EGM

SHEET
C200

TRUE SHEET SCALE
0" 1/2" 1"

LAND USE APPLICATION SET - NOT FOR CONSTRUCTION



A C200 INSET

NOT TO SCALE

PM PROCEDURE:
- SCHOOL TO DETERMINE WHEN STUDENTS CAN LEAVE BUILDING
- SCHOOL CAN HOLD CARS AT EXIT UNTIL ALL BUSES ARE GONE.

MATCH LINE - SEE SHEET C200

MATCH LINE - SEE SHEET C201

STUDENT PARKING

NEW PACT CHARTER SCHOOL
FFE = 904.0' (ARCH 100')

STAFF PARKING

STAFF/VISITOR PARKING

PM PROCEDURE:
- PARENTS QUEUE FROM END OF DROP OFF LANE THROUGH PARKING LOT.
- SCHOOL TO DETERMINE WHEN PARENTS ARE ALLOWED TO ARRIVE AND WHEN STUDENTS CAN LEAVE BUILDING
- STAFF DEPART AFTER PARENT PICK-UP.

PM PROCEDURE:
- BUSES ARRIVE PRIOR TO DISMISSAL AND STACK, END TO END OR AT 20-DEGREES.
- BUSES LOAD THEN DEPART IN SEQUENCE.
- BUSES LOAD FROM PASSENGER SIDE.

ENOLITH ST. NW

MATCH LINE - SEE INSET
MATCH LINE - SEE VIEW

NORTH

0 15 30 60

SYMBOL LEGEND

- NEW LIGHT-DUTY BITUMINOUS PAVEMENT SEE DETAIL
- NEW HEAVY-DUTY BITUMINOUS PAVEMENT SEE DETAIL
- NEW TRAIL BITUMINOUS PAVEMENT SEE DETAIL
- NEW LIGHT-DUTY CONCRETE PAVEMENT SEE DETAIL
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13. NEW CONCRETE STAIRS
14. NEW MONUMENT SIGN
15. NEW FLAGPOLE
16. NEW SCOREBOARD

SCHOOL TRAFFIC CIRCULATION - PM

- STUDENT PICK UP
- BUSES
- STUDENT PARKING

LAND USE APPLICATION SET - NOT FOR CONSTRUCTION

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PACT CHARTER SCHOOL
RAMSEY, MN

PAVING PLAN SOUTH

Issue and Revisions
CITY RE-SUBMITTAL 6.10.2022

I hereby certify that this plan, specifications 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.

Eric G. Meyer, P.E.
Date: 06.10.2022 Lic. No.: 44592

Commission No. 12216178
Drawn by KBK
Checked by EGM

SHEET
C200

TRUE SHEET SCALE
0" 1/2" 1"

5.01: Consider Natural Resources Elements for PACT Charter School Site Plan, Preliminary Plat and Final Plat (Project No. 22-107); Case of JB Vang on Behalf of PACT Charter School

Senior Planner Anderson presented the staff report. He stated that the City has received an application from JB Vang Partners on behalf of PACT Charter School for review of a Site Plan, Preliminary Plat and Final Plat related to a proposed new, second school campus to be located at 7633 161st Avenue NW. The subject property is presently owned by The Church of Saint Katharine Drexel. As the EPB will recall, the City previously reviewed a Sketch Plan along with requested Comprehensive Plan Amendment and Zoning Amendment related to the same project. The City Council ultimately approved the Comprehensive Plan Amendment and Zoning Amendment, contingent upon approval of the Preliminary Plat. He noted that several public comments were received related to drainage. He noted that those plans are being reviewed by the engineering department as well as the Lower Rum River Water Management Organization (LRRWMO), which is the Board that would review and approve of the stormwater management plans.

Chairperson Moore invited the applicant to address the Board.

Justin Fincher, JB Vang, spoke in representation of the applicant and stated that they have been working diligently for the past few months to develop more detailed plans for the project and stormwater management. He stated that they did look at relocating a smaller catch basin onsite in terms of stormwater management but was unsure if that needed to be addressed tonight.

Senior Planner Anderson replied that they did not need to review that level of specificity as that is not under the purview of this Board. He noted that the overall level of treatment would not be reduced by shifting the location of the basin.

Chairperson Moore referenced the northern corner and asked if that is a wetland or oak forest.

Senior Planner Anderson replied that area is delineated wetland, which is being reviewed by the LRRWMO. He stated that the oak forest area is to the west of that delineated wetland. He commented that there would be impacts to the oak forest area, but areas within the wetland setback would be protected. He commented that the majority of the trees on the school site would be removed as part of the project.

Chairperson Moore recognized that there has been discussion with the parks department to extend plantings into Central Park and asked for details.

Senior Planner Anderson replied that staff does not release its comments until the agenda for the public hearing is released, which will be later in the week, therefore the applicant has not seen those comments. He stated that he did have a brief discussion with the applicant prior to the meeting but did not want to put the applicant in the position to address comments he has not yet seen.

Chairperson Moore asked if 161st would need to be widened.

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Senior Planner Anderson replied that the traffic study has been submitted and is being reviewed by City staff. He commented that improvements may be needed, but preliminarily that improvement was not mentioned but it is still being reviewed and staff will provide comments at the Planning Commission meeting.

Board Member Fetterley stated that staff indicated that 444 trees were needed in total and that the applicant was not meeting that threshold. She asked if the applicant were aware they would be under the threshold.

Senior Planner Anderson replied that summary came from the tree preservation plan submitted by the applicant, therefore they are aware of the standards. He stated that it is not uncommon that those calculations need to be adjusted. He stated that this is not an official public hearing, as that will be held on May 26th by the Planning Commission. He noted that resident input can still be obtained tonight.

Chairperson Moore invited residents to provide input.

Jason Patrow, 16209 Sapphire Street NW, commented that he has concern with the vegetation being planted around the retention ponds. He commented that there will be steep banks and vegetation will be needed to prevent erosion. He also asked what would prevent water from spilling into the wetland.

Senior Planner Anderson replied that a staff member has made comments to suggest additional plantings on the downslope side to create root structure and stability. He reviewed the stormwater standards that would need to be met by the applicant and noted that engineering would be ensuring the plans and construction meet those requirements.

Ron Lindenberg, 7600 163rd Lane NW, commented that he previously spoke about the oak trees on his property which range in age from 75 to 125 years. He was concerned that the construction could impact trees on his property. He stated that he would not want changes to the subject property to impact other properties. He commented that water does travel through the system but was concerned that the removal of the trees on the subject property could negatively impact other properties.

Danielle Holder, 7826 161st Avenue, stated that she has a lot of concerns but will focus her comments tonight on the trees. She commented that there are old growth oaks throughout the site and trees replanted will never reach that size. She stated that the wildlife that relies on those trees will leave that area. She stated that 161st will most likely need to be widened because it is a narrow road and there will need to be room for buses and the mentioned trail, which will remove more trees.

Matt Boe, 7650 163rd Lane, echoed the comments made by the previous residents.

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Amanda Patrow, 16209 Sapphire Street, stated that one of the main concerns she has is related to the floodplain area. She stated that she has another concern with noise and asked if a sound study has been completed.

Senior Planner Anderson replied that there will be a PA system.

Ms. Patrow commented that the neighborhood can already hear noise from Central Park and additional trees would help to buffer that noise. She stated that if this is going to go into a residential neighborhood, there should be assurance that this will not impact those homes. She stated that the staff presentation mentioned that Variolite was eliminated for safety reasons but noted that she watched the PACT School Board meeting, and it was said that option was eliminated because of a lack of funding.

Kristy Haight, 7600 163rd Lane NW, stated that there has been a large amount of rain in the last week which has filled the ditches. She stated that they have concern that removing the trees and developing the site could cause additional issues with water if the water is not managed appropriately on the site.

Mr. Patrow stated that the oak forest that will be removed to make space for the retention pond will also remove the shade provided by the forest to the wetland. He stated that could change the character of the wetland. He asked for additional details on a prevention system that would ensure that the pond does not overflow into the wetland.

Jeff Lubarski, 7826 161St Avenue, stated that he is concerned that all the traffic will now be placed on 161st which means the road needs to be widened and trees on adjacent properties will be damaged. He stated that if the road is widened it will also lend itself to commercial vehicles coming down the residential road. He was concerned with the safety of the children in the neighborhood because of the increased traffic.

Board Member Hiatt referenced the photos provided by residents related to rainfall levels and asked how often this situation is occurring.

Mr. Lindenberg replied that those photos are of his property and that typically happens a few times per season, maybe three times. He noted that the current system is not designed to handle much more water and confirmed that he has voiced concerns to the City in the past.

Mr. Fincher commented that funding was one aspect for eliminating Variolite, but it was not the only aspect of that decision. He stated that the way he understood it there are no specific light or noise ordinances that apply to this type of project. He stated that they have addressed the lighting concern with submission of their lighting plan. He stated that in terms of noise, they would be less programmed than Central Park in terms of how their football field would be used for events.

Board Member Hiatt asked the projected seating capacity for the football field.

Mr. Fincher estimated seating for 600, which would have 300 spaces per side. He noted that calculation is not exact but that would be the maximum.

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Eric Meyer, Larson Engineering, commented that the stormwater management would be the same for the site, regardless of the type of development. He provided additional details on the LRRWMO stormwater management requirements that have to be met. He stated that with the platting of the property, the school would have the park dedication and dedication of right-of-way. He noted that the improvements to widen the road and add the trail would happen on the school and church properties.

Chairperson Fetterley commented that it does sound like there is frequent filling of yards and wetlands now and asked if there would be a net zero flow or whether more water could even be moved out to help those other properties. She asked what would happen after development if there were issues with water flow.

Mr. Meyer commented that if there are drainage issues along 161st it would make sense to make those improvements when the improvements to the road are made.

Mr. Lindenberg commented that he coached at Central Park for ten years and noted that the proposed stadium is further north, near those homes. He stated that Central Park does not have stadium lighting or speakers but is still very bright and very loud. He commented that the football field will be much brighter and louder than the park activity.

Mr. Patro commented that it sounds like the water from the pond would drain to the wetland, which he views as a concern. He commented on the contamination that would be contained in the runoff from the parking lot and fertilized areas on the school property that could damage the wetlands and plant communities.

Senior Planner Anderson asked the focus to come back to the purview of this Board. He noted that the comments related to drainage can be forwarded to the engineering department. He stated that impacts from deicing and fertilizers is not limited to this property and would apply to all residential and commercial properties.

Ms. Patrow asked when the traffic study was completed. She stated that she noticed the study on a Thursday, Friday, Saturday during Easter break therefore kids were only in school one of those days. She believed that in order to be accurate the study should be done on days kids are going to school and parents are going to work.

Ms. Holder commented that the MPCA states that noise pollution is considered anytime noise traffics onto residential property in excess of 60 decibels for more than 50 percent of an hour. She stated that the park activity measured at 70 decibels in her child's room for seven hours. She stated that the MPCA also suggests that the City not place development in areas where it would impact residential properties. She stated that there is no room for a tree buffer to be installed with the development size proposed.

Mr. Fincher commented that the study was completed during three weekdays during peak school hours. He noted that a study was also done on Sunday in order to consider the plans for the church. He stated that information is detailed within the report that will be reviewed at the Planning

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Commission meeting. He stated that stadium continues to be mentioned but the school is viewing this as field space for soccer and football and the area will not be programmed to the high level that Central Park is.

Board Member Fetterley commented that there are lots of things happening with the planning of this plot and the school use. She stated that in looking at this from the normal objective of the Board, specific to plantings and trees, she does not love the plan to remove large trees with replacement by small trees and/or restitution. She stated that she would prefer to see more trees preserved or planted on the school site, rather than spreading more onto Central Park.

Board Member Arts agreed with those comments.

Senior Planner Anderson stated that it is not uncommon to see adjustments to the number or quantity of trees on a plan. He stated that the Board could recommend that the required number of plantings be accommodated on site, but there has to be consideration that it would be hard to fit that number of trees without impacting growth characteristics therefore it could be helpful to allow additional planting on Central Park property. He stated that the trees could be strategically placed in attempt to mitigate concerns raised.

Board Member Fetterley stated that the project is working well to meet the guidelines of the City. She stated that they can advocate for trees and the environment the best they can but must consider the rules in place as well.

Board Member Hiatt asked if there is a timeline on the reports from engineering and the LRRWMO, as that watershed issue is a key piece in this discussion.

Senior Planner Anderson replied that the City staff review should be wrapped up later this week to prepare for the public hearing that will be conducted by the Planning Commission. He noted that after that meeting, the case would be sent to the LRRWMO. He stated that the wetland delineation has been submitted to the LRRWMO for review as well.

Board Member Hiatt asked if the City considers stormwater retention an issue in this area currently.

Senior Planner Anderson replied that the stormwater management staff person is out of the office, therefore is he unsure if those photos are common. He stated that he does not doubt the statements of the residents but cannot confirm that either without that staff person.

Board Member Fetterley referenced the comments related to improvements to 161st and asked for details on that potential project.

Senior Planner Anderson replied that if this project is the premise to need to widen 161st, that would fall as a cost to the developer. He stated that the project is in the CIP for a reconstruction for 2024. He stated that there are discussions to perhaps move that to a 2023 project to better correspond with the timing of this project. He stated that improvements that would be needed because of the project (turn lanes, widening, trails) would be a cost of the developer. He stated

that the developer is dedicating right-of-way on the north side of 161st, therefore those improvements, if needed, would go to the north.

Board Member Arts referenced the tree preservation along 161st and supports that. He stated that a trail was mentioned that would remove those plantings. He stated that he would recommend not to put the trail in and instead tie in Central Park to Variolite with sidewalks in order to preserve additional trails. He referenced the northeast portion of the property which shows a lot of tree removal. He believed that preservation of some of those trees would assist in providing a buffer as well.

Senior Planner Anderson commented that there are oaks in that area, which is classified as an oak forest, but there are other species of trees in there as well.

Chairperson Moore summarized some of the comments that had been received tonight and recognized that some revisions would be needed to the plan. She stated that the Board would like to see as many of the native plants and trees retained as possible. She recognized that technically speaking the requirements of the City have generally been met by the request.

Senior Planner Anderson recognized the comments of the Board to work with the applicant in an attempt to preserve additional trees in the northeast corner of the site and to maximize the reforestation onsite in strategically placed locations to mitigate resident concerns.

Board Member Hiatt asked if the Board could recommend a percentage of reforestation, such as no more than 50 percent of reforestation could be done monetarily.

Senior Planner Anderson commented that the Board could make that as part of its recommendation, and it would be the decision of the City Council as to whether to incorporate that into their action.

Motion by Board Member Fetterley and seconded by Board Member Little to recommend approval of the Landscape and Tree Preservation Plans, contingent upon compliance with staff review comments, the applicant review the plan to focus on preservation of trees in the northeast portion of the property, and that tree preservation be focused on the property with no more than 50 percent of the reforestation to occur through restitution.

Motion carried. Voting Yes: Chairperson Moore, Board Member Fetterley, Little, Arts, Bernard, and Hiatt. Voting No: None. Absent: None.

Senior Planner Anderson reminded the group that a public hearing will be held by the Planning Commission next week, at which time all staff review should be completed.

Board Member Fetterley thanked all the residents that came to speak tonight and recognized that this development proposal is causing some havoc in that neighborhood.

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6.04: Public Hearing: Consider Site Plan, Preliminary Plat, and Variance Request for a New PACT Charter School 6-12 Grade Campus at 7633 161st Avenue NW (Project No. 22-107): Case of JB Vang

Public Hearing

Chairperson Bauer noted that he and Commissioner VanScoy have involved with the Church of Saint Katharine Drexel and therefore would have a conflict and will be recusing themselves from this discussion.

Acting Chairperson Gengler called the public hearing to order at 7:44 p.m.

Presentation

Senior Planner Anderson presented the staff report stating that staff recommends approval of the variance, site plan and preliminary plat contingent upon compliance with staff review comments and providing an analysis of projected noise related to the athletic field activities.

Commissioner Anderson asked why the Variolite entrance was removed.

Senior Planner Anderson replied that the applicant could best address that question.

Commissioner Walker referenced the two retention ponds and asked if staff knows the size of those ponds.

Senior Planner Anderson replied that the project team could best address that as well.

Citizen Input

Justin Fincher, JB Vang, spoke in representation of the applicant and stated that there was concern expressed in a previous public hearing related to sightline access at Variolite and noted that was one reason to remove that entrance. He stated that they initially believed that entrance would be needed to alleviate traffic concerns, but upon completion of the traffic study they learned that would not be necessary.

Commissioner Anderson stated that he would prefer to have a separate entrance for buses to separate the bus and student driver traffic.

Mr. Fincher commented that they could look to reintroduce that entrance. He stated that there is a separate entry point and queuing area versus the parent pick-up/drop-off and student driver traffic.

Commissioner Anderson stated that he would prefer to have the Variolite access.

Commissioner Walker agreed noting that if nothing else, he would like to see a one way only exit for the buses to exit from the school to make a right hand turn onto Variolite. He asked for details on the retention ponds.

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Eric Meyer, Larson Engineering, provided details on the infiltration basins and ponding and how they would function.

Commissioner Walker commented that he is curious as to how they can make the majority of the site concrete and treat the runoff in the small basins and not impact the wetlands.

Mr. Meyer commented that the water is piped into the basin which is meant to infiltration water and then they will control the rate to ensure that the discharge does not exceed the current rates. He confirmed that their plans meet all the requirements of the LRRWMO and the State.

Commissioner Walker commented that he lives along Variolite and observes the water held in the ditches after a rain event, therefore he has concern that this development would add to that issue. He asked who would be responsible if there were issues caused to neighboring property owners.

Mr. Meyer commented that they are meeting the requirements.

Commissioner Walker commented that if more water comes off this property, which currently soaks up water, he has concern for the residents if the retention ponds are not functioning as intended.

Mr. Meyer commented that they will also have a maintenance agreement for the pond to ensure it continues to function.

Commissioner Walker commented that this is a very wet area already and asked what would be done if there is water in basements after this is built.

Mr. Fincher stated that there is a separate process for the review and approval of the stormwater design that is currently underway with the LRRWMO. He commented that there would be a detailed analysis to ensure that there would not be negative impacts. He stated that perhaps those concerns could be passed to the LRRWMO in its review as that is a separate process. He stated that there was a recommendation to complete a noise analysis. He stated that his company has represented many Charter Schools and has never had that required in the past. He noted that they would be willing to work with City staff to complete that. He commented that this is next to Central Park that has multiple fields. He stated that the school is proposing a football/soccer field with track improvements. He commented that typically there are 10 to 12 games in a football season, split between home and away games, therefore that activity would be controlled. He commented that they welcome the recommendations of the EPB and will work to preserve as many mature trees as possible and recognized that could help to mitigate the noise and impacts to residential properties.

Debra Musgrove, 15247 Fluorine St NW, stated that she is the Chair of the LRRWMO Board and provided details on the process that group follows for permit review. She noted that all applications are reviewed by an engineering to ensure the rules are being met.

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Jason Patrow, 16209 Sapphire Street, commented that he is an engineering project manager with 15 years of experience. He commented that the noise study is not just related to the stadium, field, and other items of note and believed that the rooftop mechanical equipment should also be included in the study. He commented that the field lights are 80 feet tall but noted that the field is also eight to ten feet higher than the properties to the north. He stated that recessing the field into the ground creates an amphitheater effect. He commented that removal of the trees will have an impact on the light and sound spilling onto neighboring properties. He did not believe there is adequate spacing for all the buses to que. He did not believe the retention pond was designed appropriately and provided his supporting information on his opinion. He commented that there are too many things being squeezed into a site. He commented that removal of the trees around the wetland would also change the dynamic of the wetland as shaded areas would then be exposed to sun. He commented that if there is an overflow the polluted water from the basin would enter the wetland and cause damage. He stated that the flooding in the area is already a concern but is manageable by the residents. He commented that discharging the water from the retention pond would not occur at the same rate as it would discharging through the soil. He stated that the elevated water from this site would compromise the drain field of the septic system for the neighbor to the north and could also impact the drinking water. He commented that the traffic study was completed for one day prior to Easter break, which is not accurate. He stated that he does have a concern with one access from 161st and the congestion that would bring to the residents in that area.

Danielle Holder, 7826 161st Avenue NW, stated that she has submitted written comments. She stated that this plan is overdone for the site. She noted that everything is being designed to minimum standards. She stated that the noise study was advised at the last meeting and has not been done yet. She asked how far the other schools of this nature are to residential homes. She stated that the trees are being removed and there will not be much to buffer that sound. She asked that the Commission table the request to meet higher standards. She noted that this site is already designed to the fullest capacity using minimum standards. She mentioned the cross easement with the church and stated that perhaps the pickup and drop off occur in the church parking lot to prevent stacking on 161st. She asked the Commission to hold the request until the noise study and other elements can be completed to ensure that the residents will be protected.

Jeffrey Lubarski, 7826 161st Avenue NW, asked the Commission to table the request tonight until the plat is completed and does not have contingencies. He believed that the neighborhood should have the ability to comment on the final plat before this moves forward. He commented that the school proposes one entrance and exit on 161st, which is a narrow residential street. He believed that there should be a secondary or primary exit/entrance on Variolite. He stated that if only one entrance/exit is proposed on 161st, his property is no longer viable as a residential property, and he should be allowed to covert it to commercial property.

Amanda Patrow, 16209 Sapphire Street NW, commented that she has had concerns from the beginning and does not feel the project should move forward due to water runoff, noise, light and traffic. She commented that the traffic study was completed only one day when school was in session. She did not believe the study should be used and should be redone. She commented that the numbers provided in the staff report equate to a total of 489 vehicles that would all use Variolite, Armstrong, and 161st Avenue. She stated that her neighborhood only has one road to get in and out, which is Variolite. She asked what would happen if emergency vehicles needed to

get down the road. She stated that they also have concern with the noise impacts from the PA system. She commented that the applicant has had plenty of time to get the sound study done but has not yet done so and noted that the rooftop equipment should be included. She stated that if everything cannot fit on the property, the school should look for a bigger lot rather than looking to use park or church space. She commented that Central Park is already used by many sports groups, and it would seem the school would want to connect to Central Park and use that space as well. She commented that the park is a public place where people should spend with their families, and it should not be allowed to be used by PACT. She stated that with the rising interest rates, PACT needed to make a decision as to whether to add more students or make the school smaller. He stated that they added more students which would compare to the attendance of Brookside, which has a much larger parcel on a County road. She asked that this continued to be reviewed by the Commission at a later date.

Mr. Patrow clarified that the dashed line is on the east side of the property and would connect Central Park to the school parking lot. He referenced the square footage of the school and noted that he used his software and the school plans and determined that the usable square footage of the space. He believed that the occupancy should be reviewed as his calculations show that being in excess of what would be allowed based on the usable space.

Mr. Fincher commented that instead of referring to a project manager in the neighborhood, he will refer to his team that are all licensed in their areas. He commented that they are not attempting to simply meet minimum standards, but to design what is needed for the school. He stated that rounding up, the square footage within the proposed plans would be 115,000 square feet. He stated that the traffic consultant could not attend tonight but clarified that they attempt to put the cameras up as quickly as possible following the solicitation process that PACT has to follow. He recognized that there was one day when the school was in session and the study was put into draft form, using the comments received before finalizing the report. He noted that the Trott Brook Crossing EAW was also cross-referenced and the findings within the draft report were consistent with those findings. He stated that the levels of service at the intersections they were required to review would not be impacted by the development. He noted that the intersections range from A, B and C ratings with the exception of one intersection that is already at a failing level currently. He stated that the dashed line was a recommendation from staff for PACT to consider at a potential in the future and therefore it was shown as potential in the future. He stated that there are building codes and standards in place regarding size and occupancy that they will meet. He stated that they did go through a separate Minnesota Department of Education (MDE) approval process where the plans from PACT were reviewed and approved by that entity. He stated that this is a public charter school and therefore is not sized or funded the same as a district school. He commented that they are not skirting anything under the rug and are going through all the necessary approvals.

Councilmember Woestehoff asked if the MDE report and comments could be shared.

Mr. Fincher commented that is public information that has been published and could be shared.

Commissioner Walker stated that after the first public hearing, the applicant assured the Commission that they would work with residents to address their concerns. He asked if anyone on the applicant's team has reached out to the neighbors to address their concerns.

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Mr. Fincher commented that they have not specifically reached out to residents but believe they are addressing the concerns to the extent possible through this process. He would welcome further conversation if that were necessary. He commented that part of the Variolite access removal was budget related and in attempt to address resident concerns related to that access. He recognized that they will never make all parties happy.

Commissioner Walker commented that it is obvious there are a few residents spearheading the opposition and recommended that the applicant work with those residents to address their concerns.

Jason Tossey, 14417 Bowers Drive NW, stated that he is a Board member of PACT and also a social studies teacher. He stated that he would like to address information that was brought up that is not as accurate as it was portrayed. He stated that they may need to expand some students because of higher bond rates, but that would be spread over the two campuses. He stated that this is a much larger facility with more space than the existing facility. He stated that the plans have been changed and altered to address the concerns of the residents. He stated that the comment today to add the Variolite entrance back in is frustrating as the change was made to address concerns related to the sightline in that area from residents. He commented that they are doing everything they can to ensure the concerns of residents are met while also meeting all applicable standards from the City, State, and watershed. He stated that they will be working with the LRRWMO to ensure there will not be issues with flooding.

Mike Stuedmann, 1478 159th Avenue in Andover, and trustee of the Church of Saint Katharine Drexel stated that he would like to clarify comments that were made earlier. He stated that a written comment referenced how much the church gained by entering into the deal. He stated that the resident stated that the church "gained only $400,000 versus what could have been gained through other options". He stated that the church explored many other options, and this was the option that could move forward. He stated that PACT approached the church many years ago and therefore this is not a kneejerk reaction. He commented that the email also states that the church "would be willing to do anything to make this happen and sacrifice the wellbeing at any cost". He stated that could not be further from the truth as the church is a good steward. He stated that the shared parking agreement was a suggestion of the church in order to result in a win/win situation where the entities could partner.

Ms. Holder commented that she has a copy of the letter from MDE which basically states that the financial information provided means that it would be fiscally responsible to move forward and that the school would need to comply with all other entities and their rules. She stated that the plans have not been reviewed and approved completed. She stated that she does not recall a statement from residents requesting that the Variolite access be removed. She suggested that the Commission watch the School Board video to hear that discussion themselves.

Mr. Patrow commented that the reason people were opposed to the Variolite access was that it was proposed to be a parent pick-up/drop-off access that would be used in both directions. He believed that it would be appropriate to have that access be bus access only.

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Josh Nyquist, 14852 Peridot Street NW, and Executive Director of Building Operations at PACT asked that the Commission give them a chance to meet the requirements from the LRRWMO and related to traffic. He stated that they would meet the building requirements and recognized that MDE does not review to that level, but more as to whether the site would work for a school and whether it could be done financially. He stated that they want to be good neighbors and address concerns of those that live nearby, which is why they are these public meetings to gain that input. He stated that they can review field scheduling and the types of systems in order to mitigate noise and light. He stated that the school wants to be a good presence. He noted that the students often clean up the park nearby the existing location and would hope they could do those things at the new location as well. He commented that they currently have a shared parking agreement with Northgate Church that works well. He stated that there is traffic two times per day and school is in session 154 days per year, therefore that is important when thinking about the impact of traffic.

Commissioner Peters commented that he does not believe that everyone is 100 percent against the school. He stated that if all the things were addressed, the school would be supported. He stated that a school going into a neighborhood adjacent to a park is a good fit. He commented that he also likes that there will be a secondary school coming to Ramsey. He believes that PACT should work with the residents and acknowledged that they are trying. He stated that he has been blessed to have the experience of living in different states and frequenting different schools for his kids. He stated that they will figure this out as a community. He believes that it makes sense to have a school in this location and if they all work together to figure it out, it should work. He encouraged PACT to work with these residents as they continue to come forward. He believed that this will be worked out but there needs to be more collaboration between the community and PACT.

Community Development Dir/Deputy City Admin Brian Hagen stated that if the Commission desires to continue this review, it should not close the public hearing but instead should continue it to the next meeting.

Commissioner Anderson asked for details on the review timeline.

Community Development Dir/Deputy City Admin Brian Hagen replied that they are still within the first 60-day review period and would have the ability to extend that by another 60 days. He stated that if the desire is to continue, it should be formally done through motion to a specific date.

Senior Planner Anderson commented that the City would need to issue a 60-day extension as the first 60-day period would expire before it reached the City Council.

Acting Chairperson Gengler commented that there would then be an option to continue the public hearing which would then not require a table or any action on the applications.

Senior Planner Anderson confirmed that to be true but asked that if that route is chosen, specific information is provided on what the Commission would desire before the next meeting.

Community Development Dir/Deputy City Admin Brian Hagen stated that he would also want input from the applicant on their timeline to respond as well.

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Mr. Fincher stated that he is unsure of the logistics of extending the 60-day review period. He reiterated the timeline of PACT which was to begin construction later summer, or early fall. He stated that he fears that if this is pushed too far down the road, it could become not feasible to begin construction this year. He stated that if there is a recommendation to work with the residents, they would do so and asked if that could be done in the time before the City Council meeting noting that they could also work with City staff during that time.

Community Development Dir/Deputy City Admin Brian Hagen stated that the desired open date for PACT is fall of 2023 and recognized the sizeable construction. He stated that ultimately the City has a process to follow as well. He stated that if the Commission feels that it has seen enough information to make a recommendation to the Council that could be done. He noted that the Commission could also request to see more information on the plans and provide another opportunity for residents to provide input. He recognized that this could delay the project by a minimum of one month. He stated that the applicant could also request a special meeting of the Commission, although that could be tricky with including a public hearing. He asked if the public hearing could be closed and whether a second public hearing could be noticed for a special meeting.

Senior Planner Anderson replied that could be done as long as the proper noticing timelines would be met. He stated that if the meeting were tabled to the next Commission meeting, it would be June 23rd, which would then follow to City Council on July 12th.

Mr. Fincher commented that following the City Council meeting there would be another 30-day period for the rezoning, which is tied to their entitlements.

Senior Planner Anderson confirmed that to be correct. He stated that the City Council approvals for the zoning and Comprehensive Plan amendment were contingent upon approval of the preliminary plat. He stated that once the preliminary plat is approved, the ordinance would be published and there would be a 30-day period before the ordinance goes into effect.

Randy Bauer, 14942 Quintana Street NW, commented that there have been preliminary plats with questions on numerous occasions that are addressed through conditions and contingencies. He stated that in those instances the preliminary plat is approved contingent upon the staff recommendations being met.

Councilmember Woestehoff referenced the small parcel of parkland that would be deeded back to the City and asked if that would be a better opportunity for stormwater management and what the alternative would be for park dedication.

Senior Planner Anderson commented that the Park Commission took action in the last month to reiterate a previous decision and formalize their interest in having that northwest corner dedicated as parkland for expansion of a flex field use there. He stated that the potential to use that as additional retention pond area would involve park staff and the Park and Recreation Commission. He stated that a potential alternative would be to continue to encourage the church and school to work together to determine if there is additional opportunity to provide additional treatment on the church site.

Councilmember Woestehoff stated that he understands the potential for the church to take on additional mitigation but sees this as a separate project. He stated that he did not recall seeing the park dedication request on the Council and it was confirmed that would come forward with the application.

Mr. Bauer commented that the church has talked about shared retention ponding as both sites would benefit and therefore the church would be open to exploring additional stormwater treatment on the site. He stated that the church has no plans to use the northern outlot and could use that for treatment.

Mr. Fincher commented that they have begun to space plan for that potential and confirmed that there have been discussions with the church on that concept. He stated that his firm finished a project in Brooklyn Park that used a shared agreement to address shared parking and retention ponding.

Commissioner Anderson asked for clarity on the concept of continuing the public hearing or forwarding the recommendation with conditions.

Community Development Dir/Deputy City Admin Brian Hagen stated that if the public hearing is continued or closed with a recommendation tabled, the Commission should give direction on anything specific it would like to see.

Commissioner Anderson stated that if the Commission requested the studies to be completed and the entrance to be reviewed, he did not believe a second public hearing would be needed.

Community Development Dir/Deputy City Admin Brian Hagen confirmed that the requirement for a public hearing has been held and the case could be tabled with direction. He stated that the noise analysis may not be able to be completed as of yet because the equipment is not yet known and therefore that provision could be added to the development agreement.

Commissioner Anderson commented that he feels that there has been sufficient input from residents.

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

Motion Carried. Voting Yes: Acting Chairperson Gengler, Commissioners Anderson, Walker, Hunt, and Peters. Voting No: None. Absent: Chairperson Bauer and Commissioner VanScoy.

Acting Chairperson Gengler closed the public hearing closed at 9:31 p.m.

Commission Business

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Motion by Commissioner Anderson, seconded by Commissioner Peters, to table the requested action, directing the applicant to research a one-way bus only access from Variolite, provide more information on a noise study, and provide more information on stormwater plans.

Further discussion

Gary VanScoy, 5851 147th Lane NW, stated that there has been a lot of discussion about an entrance from Variolite. He commented that there is about three feet of right of way on the west side of Variolite and therefore does not see how a right-in/right-out entrance could be provided. He commented that in that area there is also an eight to ten feet drop therefore there would be significant difficulties in that option. Commissioner Anderson stated that he would only request that to be a right-in access. Commissioner Walker commented that in that scenario the buses would still use 161st to exit the site. Commissioner Walker commented that he would support a right-in/right-out. Commissioner Anderson commented that he is unsure there is room for that, but he would also support that. Councilmember Woestehoff stated that he understands the desire for a right-in/right-out, there would not be buses coming from the north, most would come from the south. He stated that he did not like the idea of an access on Variolite but also does not like it without the Variolite access. He commented that Brookside is a good example of where buses and vehicle traffic go but recognized that there will always be backups. He stated that the Commission should continue to find the best ways to mitigate those issues. He commented that neither are good solutions and therefore would rely on engineers to make those decisions. Commissioner Walker asked if anyone could tell him the plans for 161st. City Engineer Westby stated that they have collected topography of the corridor and are processing that data to develop their plans with a trail and determine if trees could be saved. He noted that staff will be bringing those plans to the City Council to determine if the project should be moved forward one year. Commissioner Walker stated that if the road is going to be widened, it should occur to the north and not impact the neighbors on the south side. City Engineer Westby replied that typically streets are centered in the right-of-way. He noted that the trail will be on the north side and therefore it may be difficult to take the trail and all road width from that side, but staff will look into that option. Councilmember Woestehoff asked if the Council would have the data on the proposed road improvements before final plat, as it would seem that widening would only be required if the school is developed. City Engineer Westby replied that he is unsure when the final plat would be but believed that good data would be available in the next month or so. Senior Planner Anderson stated that based on the current motion there would be enough time. He stated that perhaps the Commission would want to discuss the variance portion of the request to determine if both actions are going to be tabled or whether the variance would move forward. He commented that it would be helpful to include a date continued to within the motion. Commissioner Anderson clarified that the case would be tabled to the next meeting.

Motion Carried. Voting Yes: Acting Chairperson Gengler, Commissioners Anderson, Peters, Hunt, and Walker. Voting No: None. Absent: Chairperson Bauer and Commissioner VanScoy.

Motion by Commissioner Anderson, seconded by Commissioner Hunt, to approve the Variance to the Parking/Maneuvering Area Setback from Residentially Zoned Land.

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Motion Carried. Voting Yes: Acting Chairperson Gengler, Commissioners Anderson, Hunt, and Peters. Voting No: Commissioner Walker. Absent: Chairperson Bauer and Commissioner VanScoy.

Chairperson Bauer and Commissioner VanScoy rejoined the Commission.

DRAFT

Chris Anderson

From: Amanda Patrow <amtrow@icloud.com>
Sent: Friday, May 13, 2022 11:21 AM
To: Chris Anderson
Cc: mattmwoestehoff@cityoframsey.com; Debra Musgrove
Subject: Flood plain
Attachments: Site Aerial Map with Narrative 2.pdf

To whom it may concern, with the EPB meeting coming up on Monday. I wanted to make sure this was posted in public record, just incase if the school goes in and residents in the area end up with flooding issues. We would then have grounds to take legal action if needed. The wetlands on the church property is connected through a culvert under Variolite St to my neighborhood and its concerned a Federal flood plain. It happens to be in my backyard! It seems like the the build of the school is being pushed through without thinking about the residents in the area, who will have the greatest impacts. I realize that the plans show two small retention ponds but is it enough to cover the acres of concrete land they will be adding especially when the church property wetlands area is down hill and houses behind it. The pictures are of my back yard and neighbors, as you can see our yards can't handle any more water and we are worried about runoff into the wetlands expecially in the spring during snow melt.

Thanks,
Amanda Patrow






City of Ramsey
270681
T32N R25W, S16
27003C0165E
eff. 12/16/2015
Zone A
AREA OF MINIMAL FLOOD HAZARD
Zone X

PACT CHARTER SCHOOL – PROJECT NARRATIVE

PACT Charter Schools proposes to acquire approximately 18 acres located at 7633 161st Ave NW, Ramsey, MN 55303 to construct a new schoolhouse approximately 115,000 square feet. This new facility will be designed to accommodate grades six through twelve. The schools existing campus will then be home to kindergarten through fifth grades. Minor interior renovations are being planned at their existing building to better accommodate these lower grade levels.

Student enrollment at the new facility is planned to reach 734 students over a 5-year period with approximately 517 students grades sixth through twelfth anticipated in its first year of operation in the Fall of 2023 at the new schoolhouse facility. PACT Charter School anticipates most of its student population will use Bus drop-off and pick-up, Parent drop-off and pick-up and Student drivers. PACT anticipates 65% (478 students) of the students will utilize approximately 12 traditional, yellow, full-size or short-size buses for school transit at this time. PACT anticipates 20% (147 students) will be parent drop off and pick up and the remaining 15% (111 students) will be student drivers. PACT anticipates these estimates to be conservative provided there are extracurricular activities occurring after standard school hours which decrease peak demand periods during standard school hours.

SCHOOL OPERATIONS

PACT operations will include a 9-month academic calendar from August to May with standard school hours of operations between 7:30AM to 4:00PM. Student drop-off & pick-up periods will be between the hours of 7:30AM to 8:00AM and 3:05PM to 3:35PM, respectively. The first 15-minutes of each morning and afternoon period is the peak demand window and it is anticipated to be similar for the new facility.

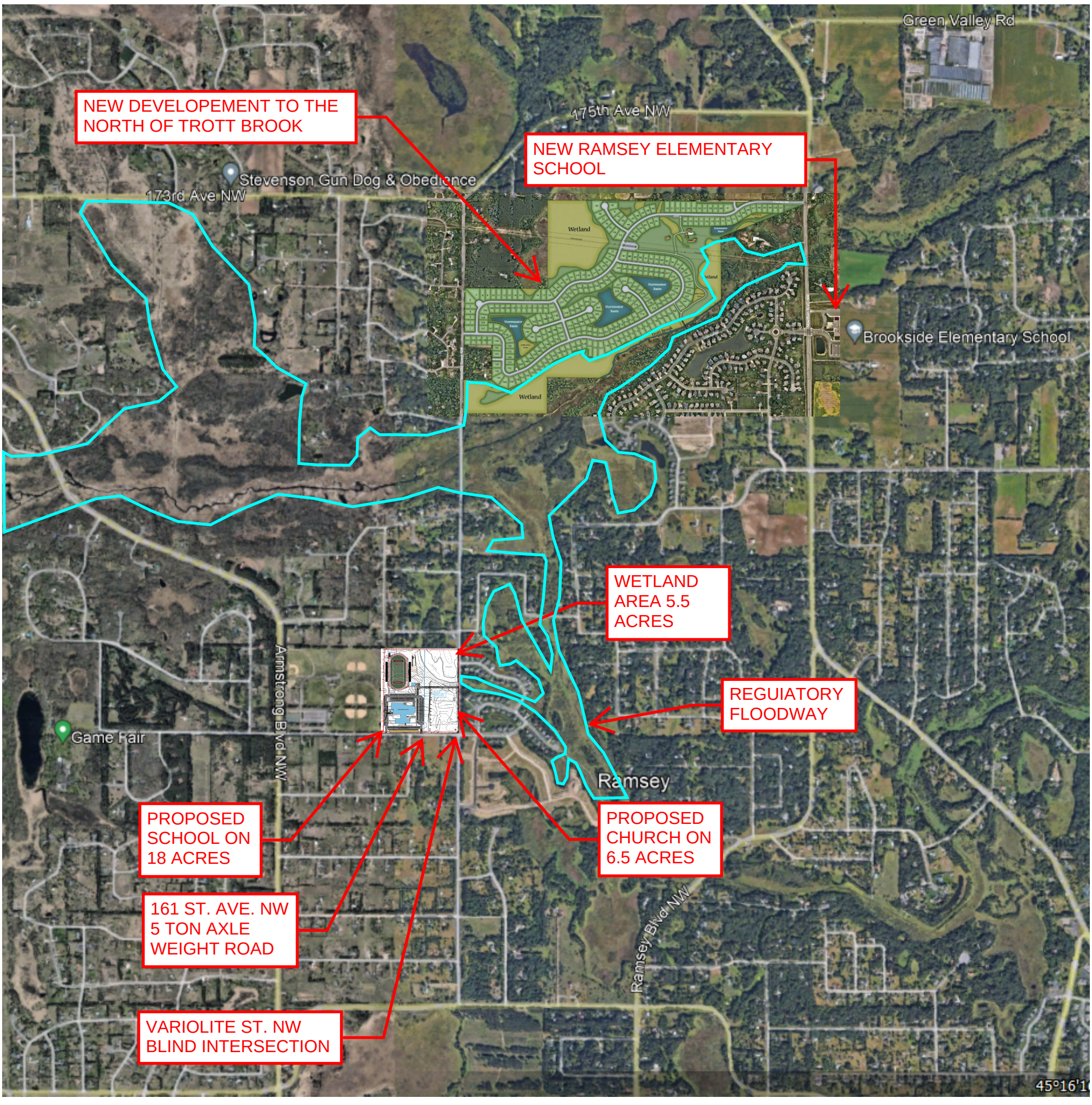
SITE CIRCULATION

The proposed site plan has been designed to segregate Bus/Student and Parent “transactions” in through 161st Ave entrance and Variolite Street respectively.

Buses would utilize the southernmost, proposed surface parking lot via east and west curb cuts along 161st Avenue.

Parent pick-up and drop-off will utilize easternmost, proposed curb cut along Variolite Street. Vehicles would utilize this curb cut for both ingress and egress.

Student drivers will utilize the westernmost, proposed curb cut along 161st Avenue for both ingress and egress



From: Matt Boe
To: Brian Hagen; Brian McCann; Chris Anderson
Subject: Pact Plan
Date: Thursday, May 26, 2022 4:37:23 PM

Dear planning commission

My name is Matt Boe I live at 7650 163rd Ln NW, I have deep concerns about storm water flow with the pact project. My property is part of the wetlands and can maintain as of now if we add a school and football stadium to this this will flood me and my neighbors out. Overflow ponds and things proposed do not address the issues. I also have a well and septic allowing this could flood my septic system. I agree with everything that all others opposed to this are saying.

This school is also not beneficial to most residents of Ramsey. Not everyone can go to this school so I don't see why we would want this in our city it makes no sense.

The football stadium will literally be 40 feet from my backyard this is not ok. With the lights my entire yard will be lit up. There are no lights at the alpine park fields due to houses nearby. Also The PA system. That will be very noisy. They say for 600 fans to attend. Let's be real that might be what it starts at but will be much more than this. That should not be that close to residents houses. This isn't a good idea.

Thank you
Matt Boe

From:	KRISTI HAIGHT
To:	Chris Anderson; Ryan Heineman; Matt Woestehoff; Chelsee Howell; Debra Musgrove; Mark Kuzma; Dan Specht; Chris Riley; Brian Walker
Cc:	Brian Hagen
Subject:	Re: Object to the rezoning & the building of PACT Charter School
Date:	Thursday, May 26, 2022 5:59:06 PM
Attachments:	image001.png

This is Kristi Haight & Ron Lindenberg. We reside at 7600 - 163rd Lane NW, Ramsey, MN 55303.

Unfortunately we cannot attend tonight's Planning Commission meeting due to Ron's mother being very ill. We planned on attending in person but due to the circumstances, we cannot be there.
We are extremely disappointed in how this entire project has been handled including the traffic study, watershed research, noise and lighting as well as the complete disregard for the surrounding neightborhood.
From our estimations, St. Catherine Drexel Church really only gained 400,000 more by selling the 17 acres to PACT Charter vs. many other options. So the way the community see's it, they will do anything to make this happen and sacrifice our well being at any cost.
Considering Mr. Bauer donated the land for free, you would think they would have more consideration for the adjacent properties.

If our land floods due to your negligence, you will be hearing from our attorney.

Kristi Haight
Ron Lindenberg
(612) 715-1755

From: Chris Anderson <CAnderson@ci.ramsey.mn.us>
Sent: Tuesday, March 8, 2022 5:36 PM
To: 'KRISTI HAIGHT' <kristihaight@msn.com>; Ryan Heineman <RHeineman@ci.ramsey.mn.us>; Matt Woestehoff <MWoestehoff@ci.ramsey.mn.us>; Chelsee Howell <CHowell@ci.ramsey.mn.us>; Debra Musgrove <DMusgrove@ci.ramsey.mn.us>; Mark Kuzma <mkuzma@ci.ramsey.mn.us>; Dan Specht <dspecht@ci.ramsey.mn.us>; Chris Riley <criley@ci.ramsey.mn.us>; Brian Walker <walkerforramsey@gmail.com>
Cc: Brian Hagen <BHagen@ci.ramsey.mn.us>
Subject: RE: Object to the rezoning & the building of PACT Charter School

Kristi and Ron,

Thank you for your comments. I will be printing off hard copies for each of the City Councilmembers and they will be entered into public record.

Sincerely,

Chris Anderson

Chris Anderson
Senior Planner | City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303
763-433-9817 (Direct) | 763-433-9848 (Fax)
canderson@cityoframsey.com

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

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From: KRISTI HAIGHT <kristihaight@msn.com>
Sent: Tuesday, March 8, 2022 5:25 PM
To: Ryan Heineman <RHeineman@ci.ramsey.mn.us>; Matt Woestehoff <MWoestehoff@ci.ramsey.mn.us>; Chelsee Howell <CHowell@ci.ramsey.mn.us>; Debra Musgrove <DMusgrove@ci.ramsey.mn.us>; Mark Kuzma <mkuzma@ci.ramsey.mn.us>; Dan Specht <dspecht@ci.ramsey.mn.us>; Chris Riley <criley@ci.ramsey.mn.us>; Brian Walker <walkerforramsey@gmail.com>; Chris Anderson <CAnderson@ci.ramsey.mn.us>
Subject: Object to the rezoning & the building of PACT Charter School

To whom it may concern,

We have been residents at 7600 - 163rd Lane NW of Ramsey for over 24 years. We are adjacent to the proposed development of the PACT Charter school and of the rezoning project. We **STRONGLY OBJECT** to allowing the property to be rezoned for commercial/school application. Having lived on this property for more than 24 years, we understand more than anyone how the wetlands react and what a delicate balance it is for the land to maintain the storm runoff. The 33 acres located just south of us up hill works as a great natural drainage for storm runoff. There is NO doubt in my mind that this large proposed project will adversely impact all of the properties located north of the proposed site. Ours being affected the most, because of the natural shape of the land and wetland area's. We can't understand how this project can possibly move forward for even rezoning without having a solid understanding of how the people responsible will control the storm runoff. Our ditches are completely full to the top, unable to accept any more runoff on a normal yearly basis.
We feel that this is a VERY substantial issue, one of many, but we feel this one would affect us as well as our neighbors in a way that could be catastrophic to our homes and properties.

We have spoken out at the meetings, to the city council as well as the EPB. Getting no solid answers from the city council and a unanimous NO moving forward from the EPB, we would like to know how this is possible to create something that may not be able to be fixed in the future.

Needless to say, that the other main concerns are the capacity of the roads directly impacting storm runoff as well as lights and sounds of a large stadium which will be in our back yard are

of great concern. Having raised our kids here along with our neighbors who have been property owners for 30 years, we feel our concerns are being brushed aside no matter the consequences

We have been here since the St. Anthony Gun Club was here. When the Sweet Bay Ridge Development was proposed and completed, we did not complain, we did not oppose the change. We completely understand that change is inevitable, but the amount of change will be much greater in a neighborhood that has been established for over 50 years in a rural setting!

We are zoned rural. It is hard to understand how a property zoned rural, can have a high school and a large athletic stadium within a rock throwing distance of our property..

This project is being allowed to advance without the common understanding that it is easier to sacrifice us, and our properties and neighborhood's than it is to have the proposed builders pay for the right piece of land, not what they feel is the best deal!

We will be speaking up again at the meeting tonight 3/8/2022, hoping to have our voices heard on these extremely first steps of ground water runoff and protecting our woods and wetlands that surround our properties and run throughout the city of Ramsey. EXTREMELY CONCERNED HOMEOWNERS!!!!!

This has caused a great deal of stress and undue anxiety that we cannot get past, or get any responsible answers to!

Sincerely,

Kristi Haight and Ron Lindenberg
7600 - 163rd Lane NW.
Ron's cell #612-715-1755
Kristi's cell #612-743-7295

From: Danielle Holder
To: Brian Hagen; Chris Anderson
Subject: Planning Commission Meeting May 26th Public Hearing PACT charter school
Date: Thursday, May 26, 2022 3:44:52 PM

To: Whom it may concern:

Please add this to the comments for tonight's meeting;

I am writing this letter as a request for the planning commission to not move forward with the Preliminary Plat or Final Plat for the proposal to build the PACT charter school on the Northeast corner of Variolite Street and 161st Avenue. This plan is not complete and if the City of Ramsey is going to allow this area to be rezoned and an oversized school be built the very least they can do for its residents is to wait to move forward on the preliminary plat until there is no longer any conditions that need to be met and the planning is complete. As you know the neighborhood that will be impacted by this development believes that there has been insufficient study on the detrimental effects on the surrounding houses. The plans need significant revisions to comply with local standards and numerous Minnesota State standards have not even been addressed. In addition to this the potential for the school to create a legal nuisance to the surrounding community.

Although the city staff have determined that the standards comply with the arbitrary decision to use B1 bulk standards on this property as that is what was used for the Elementary school built in the city. The two lots are very different in size and the type of school is very different. First of all the size of the schools are significantly the same but there is a large buffer. ALthough this has been brought up in prior meetings the size of the Hvac unit on the roof of the school and the accompanying constant noise will be an issue. Similar units require a very large buffer for it to not be considered noise pollution under the MPCA standards. This has not been addressed.

The PA system in the stadium has not been studied to determine if it falls under the city noise ordinance. Even if the City chooses not to enforce its rule it can fall under the State standards for noise pollution. Currently staff has chosen to state that an attempt to mitigate the damage is voluntary. The applicant and the City need to address this.

The light study as well claims there will be no light trespass to adjoining homes however even the light study states that additional strategies should be taken to mitigate the light trespass. The numbers for the lighting are only shown to the border of the applicant's property and those numbers are not zero. A city enforce ban on lighting on work nights and past a certain time frame should be enforced if lighting is allowed at all. Additional research should be made into State standards for light pollution prior to allowing the lighting in the stadium.

The traffic study which was completed on a school holiday is completely inaccurate as there was no regular school traffic on the intersections in the neighborhood to the two local schools. ALthough the city claims that 161st is a minor arterial road, MnDOT defines an arterial road as one that provides high speed service for high traffic volumes with few access points. Metropolitan council further defines a major or minor arterial road as connecting cities and towns and containing signalized intersections from local roads. Both define a local road as mainly providing access to residential homes. This road provides service to residential homes and a park.and does not provide for high speed access nor is it situated to allow for high volume traffic no matter how many improvements are made on the road. The homes are too close to the right of way. The fact that there is a park on 161st does not automatically make it an Arterial road. This will be a local residential road with all traffic from the school using it twice per day. All of that traffic will need to exit the local road through non signalized intersections. Locally we do not want to see this faulty traffic study lead to a situation that requires signals put in on 161st Ave and variolite and 161st Ave and Armstrong at taxpayer expense. A corrected traffic study during the week should be done. Will the applicant have to contribute to this? Will the city actually assess the school for this instead of the 8 homes on this road?

The parking and dropoff and pickup plan is also lacking. The current plan is short spaces for anticipated needs and relies on sharing parking. That shared parking should also be formalized before moving forward with this plat. There also needs to be study into how many cars can queue in the parking lot for the anticipated pickup. Currently 161st does not allow parking. If parking would be allowed it will be too narrow for emergency vehicles to use the road if needed. An opinion of the fire marshall should be obtained to account for that.

Additionally the stormwater retention pond has several serious faults most of which have been commented on by staff but given the small amount of land left to correct sloping the applicant should show that they are capable of complying prior to having this plat move forward. Notably absent is an access road to clean out the retention pond as needed. Additionally the site still has not addressed snow storage and melting. There does not appear to be a plan in place to make sure that the water runoff does not enter onto 161st Avenue creating a hazardous condition as can be seen from the park runoff that creates numerous potholes and a large puddle or ice hazard. The City should request that the applicant connect to the storm sewer on Variolite at its own cost if significant improvements are not made to the drainage on the site.

Another issue with the stormwater pond is the potential for it to become an attractive nuisance to the neighboring children. It should be required to be enhanced with fencing to sufficiently deter the children of the adjacent residential neighborhoods and visitors to the adjoining park. Privacy fencing would go a long way toward making this safer and non-obtrusive to the neighborhood.

The deforestation of this area also needs to be addressed in a more meaningful way. The count of the trees that will be removed continues to grow with the addition of the anticipated pathway. The pathway will remove the last of the buffer for the neighborhood from the school. There needs to be a more substantial buffer than a 4 foot berm and landscaping. A fence should be proposed behind the berm to protect the aesthetics of the neighborhood.I am writing this letter as a request for the planning commission to not move forward with the Preliminary site plan for the proposal to build the PACT charter school on the Northeast corner of Variolite Street and 161st Avenue. As you know the neighborhood that will be impacted by this development believes that there has been insufficient study on the detrimental effects on the surrounding houses. The plans need significant revisions to comply with local standards and numerous Minnesota State standards have not even been addressed. In addition to this the potential for the school to create a legal nuisance to the surrounding community.

I am writing this letter on behalf of myself and my neighbors who have given up hope to maintain our neighborhood. I am saddened by the fact that several of my long-time neighbors will be leaving because they do not believe that the City has any concern for us or our way of life. The least that can be done is to wait to move the plat forward until all of the issues are fully addressed so that we can have our input on the final product. If this is approved with contingencies we lose that chance and there is too much not yet addressed.

Thank you for your consideration,
Danielle Holder

7826 161st Avenue NW

From: Ron Lindenberg
To: Chris Anderson
Subject: Pact School project.(storm water concern)
Date: Friday, May 13, 2022 12:24:41 PM

Good Afternoon Mr Anderson . I wanted to take a moment to share with you our deep concern regarding the Pact Charter project. I have been present at as many of the Council meetings as possible expressing our concern regarding several issues about this project and it's location. I am contacting you today regarding storm water management. The city of Ramsey had some good size rainfalls over the last few days so I took the opportunity to take some photos to document how much water comes on to my property. As you can see on a normal year we get quite a bit of water . The land is capable of draining this water and has in the past but i am deeply concerned that when the 17 plus acres slated to be used for Pact charter is covered with concrete and asphalt that will not be the case . I know the city is well aware of how the storm water runoff works in my area unfortunately I don't think they are concerned about what is likely to take place on my property as well as neighboring properties. It's going to be to late after by basement is underwater. I know the is Retention ponds in the project but I just don't believe they quite understand what a fine line water management is for the properties located directly North of the build site . Please let me know your thoughts on my concerns and possibly what else I can do to politely voice my extremely serious concern.
Thank you for help on this .
Ron Lindenberg 7600 163rd ln NW .







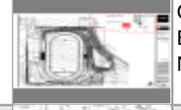
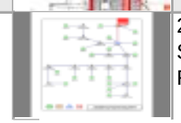




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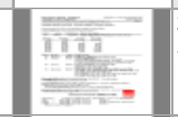
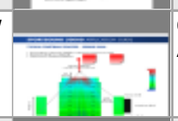
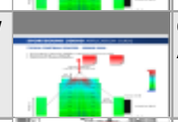
Changemarks Report

Project Name:	PACT Charter School New Campus
Workflow Started:	04/28/2022 3:56 PM
Report Generated:	06/17/2022 01:24 PM

Grouping	Cycle	Ref #	Complete?	Status	Department	Snapshot	File	Markup Name	Changemark Subject	Changemark Details	Markup Date
Main Workflow	1										
	2	122	False	Unresolved	Civil Engineer II		PACT Charter School Preliminary Plat 6-10-22.pdf	JF	Easement Line Information	we'll need to see the line information surfficient to re-create the linework.	06/17/2022 10:20 AM
		123	False	Unresolved	Civil Engineer II		PACT Charter School Preliminary Plat 6-10-22.pdf	JF	Western D&U Easement	This should be a 10-foot wide easement rather than 5-foot.	06/17/2022 10:20 AM
		120	False	Unresolved	Civil Engineer II		C400 - Utility Plan South.pdf	JF	Municipal Utility Extension	Extend 8" trunk lines under 161st Avenue - Continuation of existing lines. Stub services as needed for	06/17/2022 10:00 AM
		121	False	Unresolved	Civil Engineer II		C400 - Utility Plan South.pdf	JF	Church Property Utility Stubs	Coordinate location and size needs with Church, stub water and sewer to the church site.	06/17/2022 10:00 AM
		113	False	Unresolved	Civil Engineer IV		C301 - Grading and Erosion Plan North.pdf	LL	Rearange sheet	Move these notes down. The additional elevations required on the lots to the north must be shown on this	06/17/2022 9:37 AM
		112	False	Unresolved	Civil Engineer IV		C401 - Utility Plan North.pdf	LL	FES Elevations	The inverts for all FES needs to be withing 1 foot of the bottom elevation of the infiltration basin.	06/17/2022 9:34 AM
		119	False	Unresolved	Civil Engineer II		C200 - Paving Plan South.pdf	JF	Off-Street Trail	Need to show 10-foot off-street trail with this project. This is important to also include the location of	06/17/2022 9:14 AM
		118	False	Unresolved	Civil Engineer II		C101 - Demo Plan North.pdf	JF	Tree Save Fence	Tree protection required along the north lot line to protect trees on adjacent property.	06/17/2022 9:10 AM
		117	False	Unresolved	Civil Engineer II		C100 - Demo Plan South.pdf	JF	161st Avenue Removals	Water & Sewer will need to go into 161st Avenue. Depending on timeline this may need to happen before	06/17/2022 9:07 AM
		132	False	Unresolved	Environmental Review		PACT AM traffic circulation.pdf	CA	Stacking Space	If 25% of students will be dropped off by parents, that's approximately 200 cars in 2028. There's only	06/16/2022 2:55 PM
		114	False	Unresolved	Civil Engineer IV		22.06.09 PACT Stormwater Report.pdf	LL	Discharge area	Provide and elevation area curve for the existing wetland. See comment on proposed diagram.	06/17/2022 9:56 AM

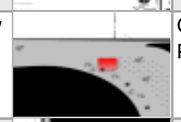
ProjectDox

Changemarks Report

		115	False	Unresolved	Civil Engineer IV		22.06.09 PACT Stormwater Report.pdf	LL	Discharge Area	Provide an elvation area curve for the existing wetland.	06/17/2022 9:55 AM
		110	False	Unresolved	Civil Engineer IV		22.06.09 PACT Stormwater Report.pdf	LL	CB ponds 2P-14P	The CB ponds must be modeled with surface ponding and a horizontal orifice matching the grate	06/17/2022 9:56 AM
		111	False	Unresolved	Civil Engineer IV		22.06.09 PACT Stormwater Report.pdf	LL	Model Results are unacceptable for the 100 year storm.	This comment applies to 6P, 7P, 8P, 10P, 11P, 12P and 13P.	06/17/2022 9:56 AM
		137	False	Unresolved	Environmental Review		daktronics 500HD Application Guide DD3477612 (1).pdf	CA	Decibels behind Speaker	What are the projected decibels in the opposite direction of travel of the sound (e.g. behind the	06/17/2022 9:41 AM
		138	False	Unresolved	Environmental Review		daktronics 500HD Application Guide DD3477612 (1).pdf	CA	Decibels at Property Line?	What are the estimated decibels at the property boundaries?	06/17/2022 9:41 AM
		133	False	Unresolved	Environmental Review		C000 - Overall Plan.pdf	CA	Trail	A 10 foot bituminous trail is required from Variolite Street to Central Park. This trail can be in the right of	06/17/2022 7:23 AM
		134	False	Unresolved	Environmental Review		C000 - Overall Plan.pdf	CA	Analysis of Access off Variolite Street	The Planning Commission requested an analysis of including a 3rd access, which would be off of	06/17/2022 7:23 AM
		135	False	Unresolved	Environmental Review		C000 - Overall Plan.pdf	CA	Turning Movements Exhibit	Provide a turning movements exhibit demonstrating that a fire truck can successfully	06/17/2022 7:23 AM
		136	False	Unresolved	Environmental Review		C000 - Overall Plan.pdf	CA	Farm Bin?	What is a Farm Bin and why is it outside the waste enclosure?	06/17/2022 7:23 AM
		116	False	Unresolved	Civil Engineer II		15657_PACT-Charter-School_TIS_220526_2nd-Draft.pdf	JF	Impacts from Student Drop-Off	This study is indicating 25% parent drop off of potentially 734 students, which is approximately 180 vehicles.	06/16/2022 12:12 PM
		109	False	Unresolved	Civil Engineer IV		C000 - Overall Plan.pdf	LL	Central Park	Access agreement required, especially with needing to cordon off landing area duriing events.	06/16/2022 11:39 AM
		128	False	Unresolved	Environmental Review		C700 - Landscape Plan South.pdf	CA	Topsoil	Modify Note #8 to specify that topsoil cannot consist of more than 35% sand. Topsoil required over all	06/16/2022 11:52 AM
		129	False	Unresolved	Environmental Review		C700 - Landscape Plan South.pdf	CA	Move Label	Move the Seed2 label so that the tree species is visible.	06/16/2022 11:52 AM

ProjectDox

Changemarks Report

		130	False	Unresolved	Environmental Review		C700 - Landscape Plan South.pdf	CA	EPB Recommendation	As previously noted, the EPB recommended that satisfaction of tree preservation standards be	06/16/2022 11:52 AM
		131	False	Unresolved	Environmental Review		C700 - Landscape Plan South.pdf	CA	Note #2	Modify Note #2 to specify that any size and/or species substitutions require City of Ramsey approval as well	06/16/2022 11:52 AM
		126	False	Unresolved	Environmental Review		C701 - Landscape Plan North.pdf	CA	Seed Type?	There is still no clear distinction or break between Seed 2 and Seed 3 areas. Different symbols should be	06/15/2022 11:11 AM
		127	False	Unresolved	Environmental Review		C701 - Landscape Plan North.pdf	CA	Seed Transition	There is no indication of the seed break or transition between Seed 2 and Seed 1, at least not with the	06/15/2022 11:11 AM
		124	False	Unresolved	Environmental Review		C601 - Tree Preservation Plan North.pdf	CA	Tree Removal	This revised plan results in even more tree loss along the wetland edge. While tree #3157 (a 5" red oak) is	06/15/2022 10:30 AM
		125	False	Unresolved	Environmental Review		C601 - Tree Preservation Plan North.pdf	CA	Clearing of Oaks	Add note to plan sheet(s) specifying that there shall be no clearing or grubbing activities involving oaks	06/15/2022 10:30 AM

Updated By	Applicant Response
Joe Feriancek	
Joe Feriancek	
Joe Feriancek	
Joe Feriancek	
Len Linton	
Len Linton	
Joe Feriancek	
Joe Feriancek	
Joe Feriancek	
Chris Anderson	
Len Linton	

Len Linton	
Len Linton	
Len Linton	
Chris Anderson	
Chris Anderson	
Chris Anderson	
Chris Anderson	
Chris Anderson	
Chris Anderson	
Chris Anderson	
Joe Feriancek	
Len Linton	
Chris Anderson	
Chris Anderson	

Chris Anderson	
Chris Anderson	
Chris Anderson	
Chris Anderson	
Chris Anderson	
Chris Anderson	

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

RESOLUTION #22-125

RESOLUTION APPROVING SITE PLAN, PRELIMINARY PLAT, FINAL PLAT, AND DEVELOPMENT AGREEMENT FOR PACT ADDITION

WHEREAS, JB Vang, hereafter referred to as "Developer," properly applied for Site Plan, Preliminary Plat, and Final Plat approval of the following described property located in the City of Ramsey:

THE SE1/4 OF NW1/4 OF SEC 16 TWP 32 RGE 25, EX W 185 FT THEREOF, EX RD, SUBJ TO EASE OF REC, Anoka County, Minnesota.

(the 'Subject Property');

WHEREAS, the Planning Commission reviewed the Sketch Plan and requests for a Comprehensive Plan Amendment and Zoning Amendment on February 24, 2022; and

WHEREAS, the Environmental Policy Board (EPB) reviewed the Sketch Plan and requests for a Comprehensive Plan Amendment and Zoning Amendment on February 28, 2022; and

WHEREAS, the City Council approved the Comprehensive Plan Amendment (re-guiding the land from Low Density Residential to Public/Institutional), contingent upon approval of a Preliminary Plat, on March 8, 2022; and

WHEREAS, the City Council approved the Zoning Amendment (rezoning from R-1 Residential (MUSA) – 80 to Public/Quasi-Public), contingent upon approval of a Preliminary Plat, on March 22, 2022; and

WHEREAS, the Park and Recreation Commission reviewed the project for Park Dedication purposes on May 12, 2022; and

WHEREAS, the EPB reviewed the natural resources aspects of the Preliminary Plat and Site Plan on May 16, 2022; and

WHEREAS, the Planning Commission held a Public Hearing on the Preliminary Plat and request for a Variance on May 26, 2022;

WHEREAS, on May 26, 2022, the Planning Commission approved a variance to parking and maneuvering setbacks and tabled action on the Preliminary Plat and Site Plan.

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

1. That the Ramsey City Council hereby grants approval of the Site Plan, Preliminary Plat, Final Plat, and Development Agreement for PACT Addition and PACT Charter School in accordance with relevant City Codes, subject to the following conditions:
    a. Compliance with the Staff Review Comments.
    b. Final approval by City Engineer and City Attorney.
    c. Permit(s) issuance by the Lower Rum River Watershed Management Organization.

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 12th day of July, 2022.

_____
Mayor

ATTEST:

_____
City Clerk

Regular Planning Commission **7. 2.**

Meeting Date: 06/23/2022

By: Todd Larson, Community Development

Information

Title:

Zoning Code Update Preliminary Discussion

Purpose/Background:

The Zoning & Subdivision Code (Chapter 117) has been updated several times over the years as individual issues or topics have surfaced. Staff noted several areas, mostly minor things, that need to be cleaned up, clarified, or rearranged. The goals of updating the Code are for ease of use by property owners, developers, and staff:

•Consistency in terms with definitions
•Clear purpose and intent of zoning districts
•Clear distinctions between districts
•Get regulations to align with the Comprehensive Plan
•Get it organized/Eliminate redundancies and contradictions
•Streamline processes

Staff is not proposing to make any changes to topics that the Planning Commission has worked on in recent years (such as Accessory Dwelling Units, Home Occupation Permits, etc.).

Notification:

An introductory article will appear in the next Ramsey Resident newsletter. It is asking for input on parts of the Zoning Code that they have experienced issues with or would like to see modified.

Observations/Alternatives:

Funding Source:

Not applicable.

Recommendation:

Action:

No formal action at this time. Please provide direction on any areas that the Planning Commission would like to discuss or explore. Staff will schedule time over the next several months, keeping mindful of other public hearing and development proposals on the agendas, to discuss various topics the Planning Commission has interest in.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	06/09/2022 02:17 PM
Form Started By: Todd Larson		Started On: 06/09/2022 01:21 PM
Final Approval Date: 06/09/2022		