City of Ramsey
Agenda

Environmental Policy Board (EPB)

Monday, November 16, 2026
6:30 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. Citizen Input

3. Approve Agenda

4. Approve Minutes

1. Approve Meeting Minutes Dated September 21, 2026

5. Policy Board Business

1. 2050 Comprehensive Plan Update - Natural Systems and Climate Chapters

2. Consider the Environmental Policy Board Meeting Calendar for 2027

6. Board/Staff Input

7. Adjournment

Environmental Policy Board (EPB)

Meeting Date: 11/16/2026

Primary Strategic Plan Initiative:

Information

Title:

Approve Meeting Minutes Dated September 21, 2026

Purpose/Background:

The purpose of this case is to approve the meeting minutes from the September 21, 2026 meeting.

Recommendation:

Staff recommends approving the meeting minutes dated September 21, 2026.

Outcome/Action:

Motion to approve the September 21, 2026, meeting minutes.

Attachments

Meeting Minutes Dated September 21, 2026

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	11/12/2026 01:58 PM
Form Started By: Chris Anderson		Started On: 11/10/2026 01:43 PM
Final Approval Date: 11/12/2026		

ENVIRONMENTAL POLICY BOARD
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

On Monday, September 21, 2026, the Environmental Policy Board (EPB) met in the Council Chambers at the Ramsey Municipal Center, 7550 Sunwood Drive N.W., Ramsey, Minnesota.

Members Present:	Chairperson Melissa Fetterley Board Member Reid Bernard Board Member Nick Burgess Board Member Thomas Hagerty Board Member Daniel Payne Board Member Hassan Salami
Members Absent:	Board Member Paula Houts
Also Present:	Senior Planner Chris Anderson City Council Liaison Kirsten Buscher

1. CALL TO ORDER

Chairperson Fetterley called the meeting to order at 6:30 p.m.

2. CITIZEN INPUT

None.

3. APPROVE AGENDA

Motion by Board Member Bernard and seconded by Board Member Hagerty to approve the agenda as submitted.

Motion carried. Voting Yes: Chairperson Fetterley, Board Member Bernard, Hagerty, Burgess, Payne, and Salami. Voting No: None. Absent: Board Member Houts.

4. APPROVE MINUTES

4.01: Approve Meeting Minutes Dated August 17, 2026

Motion by Board Member Hagerty and seconded by Board Member Burgess to approve the regular meeting minutes dated August 17, 2026.

Motion carried. Voting Yes: Chairperson Fetterley, Board Member Hagerty, Burgess, Bernard, Payne, and Salami. Voting No: None. Absent: Board Member Houts.

5. POLICY BOARD BUSINESS

5.01: Consider the Natural Resources Aspects of a Site Plan for Elevate Hope House Located at the Southeast Corner of Sunwood Drive and Yolite Street (Project No. 26-111); Case of Elevate Hope House

Senior Planner Anderson presented the staff report. He stated that the City has received an application from Melinda McDermott with Elevate Hope House for a proposed mixed-use project to be located at the southeast corner of Sunwood Drive and Yolite Street. The applicant is proposing a new, mixed-use building that includes a tea/coffee house on the first floor, along with flexible community gathering, meeting, and event spaces for local artisans and small businesses. The second floor of the building will consist of three two-bedroom apartments, intended to provide affordable transitional housing for graduates of Elevate Hope House, as they move toward independent living.

Chairperson Fetterley asked and received confirmation that the landscaping could be moved or eliminated, recognizing there is not much space to move the landscaping.

Board Member Payne asked if the street trees would satisfy the tree requirement for the property.

Senior Planner Anderson confirmed that is accurate. He stated that they are not requiring trees along Veterans Drive as there would not be much space between the parking lot and sidewalk. He provided additional information about the setbacks and build-to requirements within the COR and along Sunwood Drive.

Motion by Board Member Salami and seconded by Board Member Bernard to recommend approval of the natural resources aspects of the Site Plan, contingent upon compliance with staff's review comments.

Motion carried. Voting Yes: Chairperson Fetterley, Board Member Salami, Bernard, Burgess, Hagerty, and Payne. Voting No: None. Absent: Board Member Houts.

6. BOARD / STAFF INPUT

Senior Planner Anderson provided information on the upcoming fall recycling event, which will take place this Saturday. He stated that the Recreation Program Coordinator is working with the Andover Recycling Coordinator to hold a joint puzzle swap and puzzle competition at the Andover Community Center on October 10th. He noted that it is a reuse event; therefore, he was asked to assist with the event. He stated that the last Andover puzzle swap received over 3,000 puzzles and provided information on how that process works. He stated that they will begin collecting puzzles at the Ramsey City Hall in the planning department on September 28th, noting that they will be brought to Andover prior to the swap and competition event. He noted that if the event is successful, Ramsey may look to do its own event in the future. He confirmed that the event would be promoted on the City website and social media.

7. ADJOURNMENT

Motion by Board Member Payne and seconded by Board Member Hagerty to adjourn the meeting.

The meeting adjourned at 6:52 p.m.

Respectfully submitted,

_____
Chris Anderson
Senior Planner

ATTEST:

_____
Kalia Lor
Planning Administrative Assistant

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Environmental Policy Board (EPB)

Meeting Date: 11/16/2026

Primary Strategic Plan Initiative:

Information

Title:

2050 Comprehensive Plan Update - Natural Systems and Climate Chapters

Purpose/Background:

Every ten years, city, county, and township jurisdictions in the seven-county metropolitan area are required to update their Comprehensive Plans. These updates are all done at the same time to ensure consistency and continuity across jurisdictional borders and levels. It is now time to start the process to prepare the 2050 Comprehensive Plan. These Plans are due in years ending in 8 (2028) and are reviewed by the surrounding jurisdictions and the Metropolitan Council with the intent that they are placed in effect beginning in years ending in 0 (2030). The Plans are 20-year documents, with a midpoint check in (2040), and are the guiding land use and development policy for each jurisdiction. The 2040 Plan, appendices, and amendments can be found herehttps://www.cityoframseymn.gov/business-development/planning-and-development/future-plans-studies/2040-comprehensive-plan-update/

The Metropolitan Council is the regional organization that is charged with coordinating the plans. They start the process by looking at big-picture regional growth trends. For example, when a large manufacturer opens in Coon Rapids or Rogers, there will be housing demand from it in Ramsey and other area communities. They prepare "system statements" for each community, which are documents that allocate each community's share of the regional growth based on those regional growth trends. Ramsey's systems statement is attached to this case and staff will discuss it more in-depth this evening. Staff has reviewed the document and does not have concerns with the requirements set forth by the Met Council.

The currently-adopted 2040 plan, in Staff's opinion, is a very good start. Staff is proposing to take the 2040 Plan and update it with current data and make updates, as needed. The Environmental Policy Board (EPB) will be heavily involved with the Natural Systems and Climate Chapters of the 2050 Comprehensive Plan. Attached to this case are the minimum requirements outlined for each of these chapters. Regarding the Natural Systems Chapter, a lot of what is in the 2040 Comprehensive Plan can be carried forward into the 2050 Comprehensive Plan. Some of the data may need to be updated and/or eliminated, but much of the data in the existing Natural Resources Chapter can be used as the foundation for the Natural Systems Chapter of the 2050 Comprehensive Plan.

Climate Mitigation is a new required component of the 2050 Comprehensive Plan Update. This chapter's focus is on reducing greenhouse gas emissions by 50% by 2030 and net-zero by 2050 (from a 2005 baseline). In this chapter, Ramsey will need to identify social, built, and natural systems vulnerabilities to climate hazards such as extreme heat and localized flooding.

The intention of tonight's discussion is not to finalize either of these chapters. Rather, the intent is to introduce the Comprehensive Plan Update process, highlight available tools Ramsey can utilize to develop the 2050 plan, and to introduce the EPB to the Metropolitan Council's webpages, which have an abundance of information/data that can be used to develop the 2050 Comprehensive Plan Update.

Funding Source:

These tasks are put of Staff's regular duties.

Recommendation:

NA

Outcome/Action:

No action is needed this evening.

Attachments

Systems Statement

Natural Systems Chapter Minimum Requirements

Climate Chapter Minimum Requirements

2040 Comprehensive Plan Natural Resources Chapter

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	11/12/2026 01:58 PM
Form Started By: Chris Anderson		Started On: 11/09/2026 09:18 AM
Final Approval Date: 11/12/2026		

CITY OF
RAMSEY

2025 SYSTEM STATEMENT

IMAGINE 2050

METROPOLITAN COUNCIL

2025 SYSTEMS STATEMENT
CITY OF RAMSEY

Regional Development Plan Adoption

On February 12, 2025, the Met Council adopted Imagine 2050 as a comprehensive development guide for the Twin Cities metro region. Imagine 2050 includes regional systems plans, including the 2050 Transportation Policy Plan, the 2050 Water Policy Plan, the 2050 Regional Parks and Trails Policy Plan, and the 2050 Housing Policy Plan. The development guide also outlines land use policies and community designations important for local comprehensive planning updates.

The Metropolitan Council is now issuing systems statements pursuant to State statute.

Systems Statements

Metropolitan systems plans are long-range comprehensive plans for the regional systems – transit, highways, and airports; wastewater services; and parks and open space – along with the capital budgets for those systems. Systems statements explain the implications of metropolitan system plans for each community in the region. They are intended to help communities prepare or update their comprehensive plan, as required by the Metropolitan Land Planning Act:

> *Within nine months after receiving a system statement for an amendment to a metropolitan system plan, and within three years after receiving a system statement issued in conjunction with the decennial review required under section 473.864, subdivision 2, each affected local governmental unit shall review its comprehensive plan to determine if an amendment is necessary to ensure continued conformity with metropolitan system plans. If an amendment is necessary, the governmental unit shall prepare the amendment and submit it to the council for review.*

The system statement includes information specific to a community, including:

- community designation or designation(s)
- forecasted population, households, and employment through the year 2050
- guidance on appropriate densities to ensure that regional services and costly regional infrastructure can be provided as efficiently as possible
- affordable housing need allocation.

In the following sections, this systems statement contains an overview of key changes and updates to the policies and plans from the previous 2040 regional development guide and specific system changes that affect your community:

- Transportation, including metropolitan highways, aviation, and transit
- Water Resources, including wastewater, surface water, and water supply planning

- Regional parks and trails

Regional Development Guide

The development guide adopted in February 2025 reflects the vision and plans adopted by communities for a prosperous, equitable, and resilient region with abundant opportunities for all to live, work, play, and thrive.

Regional values are shared core beliefs or principles that guide the work of developing and implementing Imagine 2050. The values build on those identified in Thrive MSP 2040 and incorporate what we've learned over the last ten years as well as the common values expressed by local governments and partners across the region. These values guide the Met Council in building partnerships and developing policies and programs to support Imagine 2050.

The Met Council has endorsed the following goals for our region to achieve through our policies, practices, programs, and partnerships:

- Our region is equitable and inclusive.
- Our communities are healthy and safe.
- Our region is dynamic and resilient.
- We lead on addressing climate change.
- We protect and restore natural systems.

Dispute Process

If your community disagrees with elements of this systems statement or has any questions about the process, please contact your Sector Representative, Patrick Boylan, at 651-602-1438, to review and discuss potential issues or concerns. The Council and local government units and districts have usually resolved issues relating to the system statement through discussion.

Request for Hearing

If a local governmental unit and the Met Council are unable to resolve disagreements over the content of a system statement, the unit or district may, by resolution, request that a hearing be conducted by the Met Council's Land Use Advisory Committee or by the State Office of Administrative Hearings to consider amendments to the system statement. According to Minnesota Statutes section 473.857, the request shall be made by the local governmental unit or school district within 60 days after receiving the system statement. If the Met Council does not receive a hearing request within 60 days, the statement becomes final.

Next Steps in the Regional Planning Cycle

Receipt of this system statement and the metropolitan system plans triggers a community's obligation to review and amend its comprehensive plan by December 2028. Local comprehensive plans and amendments will be reviewed by the Met Council for conformance to

metropolitan system plans, consistency with Met Council policies, and compatibility with adjacent and affected governmental units. Updated local comprehensive plans are due to the Met Council for review by Dec. 31, 2028.

Forecasts

The Met Council uses the forecasts developed as part of Imagine 2050 to plan for regional systems. Communities should base their planning work on these forecasts. Given the nature of long-range forecasts and the planning timeline undertaken by most communities, the Met Council will maintain on-going dialogue with communities to consider any changes in growth that may have an impact on regional systems.

Imagine Forecasts for the City of Ramsey

	2020 (actual)	2030	2040	2050
Population	27,646	30,000	33,500	37,200
Households	9,591	10,800	12,200	13,600
Employment	6,345	8,300	9,300	10,600

Housing Policy

The purpose of the Housing Policy Plan, adopted by the Metropolitan Council in February 2025, is to provide leadership and guidance on regional housing needs and challenges and to support Imagine 2050. The Housing Policy Plan provides an integrated policy framework that unifies our existing roles in housing and identifies opportunities to expand our role in supporting safe, affordable and dignified housing in the region.

Consistent with state statute (Minn. Stat. 473.859, subd. 2(c) and subd. 4), cities and townships must include a housing element and implementation program in their local comprehensive plans that address existing and projected housing needs.

The Met Council has determined the regional need for low-income housing for the decade of 2031-2040 (see Appendix B in the Housing Policy Plan).

Based on regional forecasts, the regional need for future affordable housing units is 39,700. Ramsey's share of the region's future need for low-income housing is 561 new units of affordable housing. Of these new units, the need is for 211 affordable to households earning at or below 30% of AMI, 211 affordable to households earning 31% to 50% of AMI, and 41 affordable to households earning 51% to 60% of AMI.

Affordable Housing Need Allocation for the City of Ramsey

	Units
At or below 30% AMI	309
31 to 50% AMI	211
51 to 60% AMI	41
Total Units	561

Future Affordable Housing Need allocations may be updated throughout the decade if local projected sewered growth changes.

Ramsey should consult the complete Housing Policy Plan when preparing its local comprehensive plan. In addition, Ramsey should consult Imagine 2050 and the Local Planning Handbook for specific requirements necessary for the housing element and housing implementation programs of local comprehensive plans.

Climate Policy

In 2023, the State legislature amended the Metropolitan Land Planning Act (Minn Stat. § 473.859, subd. 2 and 7*)* to include new requirements that comprehensive plans address climate mitigation and adaptation. In climate policy, mitigation strategies focus on minimizing contributions to climate change through efficiency measures and reducing greenhouse gas emissions. Adaptation strategies focus on how to change policies and practices to adjust to ongoing and future impacts of climate change.

The Met Council will assist communities in addressing climate mitigation and adaptation elements by providing communities with greenhouse gas inventories and technical assistance for identifying appropriate strategies.

Community Designation

Community designations group jurisdictions with similar characteristics for the application of regional policies. The Council uses community designations to guide regional growth and development; establish land use expectations including overall development densities and patterns; and outline the respective roles of the Council and individual communities, along with strategies for planning for forecasted growth. If there are discrepancies between the Imagine 2050 Community Designations Map and the Community Designation map contained within this systems statement, communities should follow the specific guidance contained in this document. Imagine identifies the City of Ramsey with the community designation of Suburban Edge on the Community Designation map.

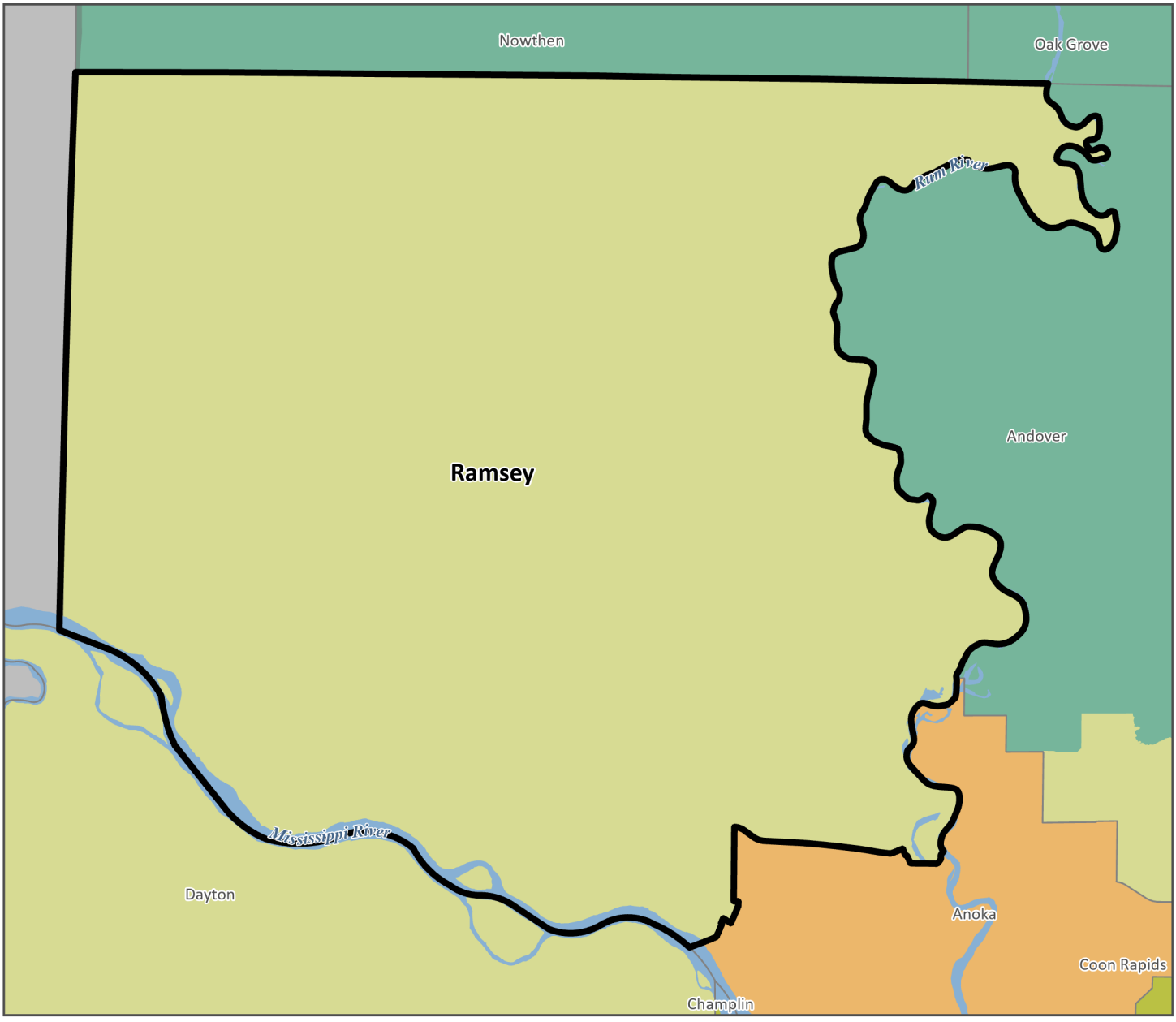
Suburban areas are primarily residential, featuring auto-oriented, medium-density housing developments. Many Suburban jurisdictions have a downtown or core area with a more urban development pattern, reflecting their initial phase of development; however, all of these municipalities experienced most of their growth in the 1980s and early 1990s. This has resulted in an overall development pattern of expansive subdivisions that prioritize vehicle access and exhibit limited intersection density, which affects the efficiency of public transit. Many Suburban areas also feature park-and-ride facilities to enhance connectivity to larger transit networks, supporting commuter needs. Unlike Urban and Urban Edge cities, these jurisdictions often include small amounts of undeveloped land, providing opportunities for future development or green space conservation. Additionally, as the last of their greenfield areas are developed and their earlier developments age, these municipalities are experiencing opportunities for infill and redevelopment, often at higher densities than the prevailing development pattern. As these areas continue to grow, they face challenges such as rising

surface temperatures and strains on local water supplies, emphasizing the importance of integrated resource management strategies.

Specific strategies for Ramsey can be found on your Community Page in the Local Planning Handbook.

City of Ramsey
Community Designations

Suburban Edge



Urban Service Areas

- Urban
- Urban Edge
- Suburban
- Suburban Edge

Rural Service Areas

- Rural Center
- Diversified Rural
- Rural Residential
- Agricultural
- Non-Council Community

2025 TRANSPORTATION SYSTEM STATEMENT
CITY OF RAMSEY

Transportation Policy Plan Overview

The 2050 *Transportation Policy Plan* (TPP) is the metropolitan system plan for transportation, including highways, transit, bicycle, pedestrian, freight, aviation, and travel demand management, to which local comprehensive plans must conform. The TPP also includes regional transportation objectives, supporting policies and actions, and regional performance measures. The full TPP can be found at the following url: *https://imagine2050.metrocouncil.org/chapters/transportation*.

This system statement summarizes the regional systems and any significant changes to them, other important regional transportation considerations, and changes made to the 2050 TPP since the 2040 TPP was adopted in 2015. Additionally, this system statement highlights those elements of the system plan that apply to your community. The TPP incorporates policy direction and new 2050 socioeconomic forecasts adopted by the Metropolitan Council in Imagine 2050 and extends the planning horizon from 2040 to 2050.

Federal and State Requirements

The TPP is a document that meets both state requirements outlined in statute for a metropolitan system plan, and federal requirements as a fiscally constrained long-range investment plan for surface transportation. As the region has recently received a significant number of new and increased sources of transportation revenue, the 2050 TPP no longer includes an increased revenue scenario, but it does include additional opportunities for investment. The plan also continues to assume competitive transportation funding (e.g., state and federal discretionary programs like INFRA and Corridors of Commerce) will be sought and amended into the plan as awarded.

Under the Metropolitan Land Planning Act, local comprehensive plans are expected to conform to the projects currently identified as funded in the fiscally constrained plan, which is the official metropolitan system plan. The additional opportunities for investment may be identified separately in local plans as unfunded proposals but are not required to be included.

Federal requirements also call for metropolitan transportation plans to be performance based, so the TPP includes objectives, policies, and actions for the regional transportation system. These objectives, policies, and actions guide the Council and regional partners in their planning and investment in the surface transportation system.

In addition to reviewing this system statement, consult the TPP to ensure that your community's local comprehensive plan and plan amendments conform to the metropolitan transportation system plan. Communities should also review the Imagine 2050 Land Use Policy for land use considerations near certain transportation infrastructure. The format of this plan is different than past TPPs. The plan is no longer separated by chapter, rather each modal plan is distinguished from each other as individual investment or system plans. If the Council has a role in the funding of a regional system, the plan is identified as an investment

plan, if not, then it is identified as a system plan. There is no appendix in the 2050 TPP, supporting documentation is combined directly with the specific investment or system plan and identified as support documentation.

2050 Transportation Policy Plan Regional Systems

Adopted by the Metropolitan Council in February 2025, the TPP identifies the regional transportation systems, regional transportation objectives and policies, and other regional transportation issues communities should consider when producing their own comprehensive plans. This section will cover descriptions of each system and key changes made to these systems in the TPP.

Regional Transportation Policies and Actions

In addition to identifying regional systems and investment needs, the TPP includes a set of policies and related actions to guide investments, planning and priorities for the regional transportation system. The policies and actions cover many topics including safety, highway planning priorities, complete streets, non-motorized transportation, equity, climate and natural systems. Communities are encouraged to incorporate regional policies in their local plans.

Regional Highway System

The Metropolitan Highway System is made up of principal arterials, shown in Figure 1 of the *Highway Investment Plan* and included with this system statement. This system is federally known as the National Highway System. The Metropolitan Highway System is a vital element of the regional transportation system; while minor arterials are lower order roadways that provide connectivity to and relieve congestion in the principal arterial system. Principal and minor arterials combined represent the Regional Highway System.

Key Changes from the 2040 TPP

- A major shift from previous TPPs is that potential new revenues are no longer considered a means to resolve unmet needs on the system. The 2050 TPP does not have a current and increased revenue scenario as a result. Instead, the 2050 TPP identifies funded projects in the fiscally constrained plan and additional opportunities beyond what is funded. Multiple studies completed since the 2040 TPP identified additional opportunities for investment, these are shown in figures 8 and 10.
- The 2050 TPP identifies highway investments in five major categories:
    - Safety: Figure 7 in the *Highway Investment Plan* shows regionally significant safety investments.
    - Spot mobility: Figure 8 in the *Highway Investment Plan* shows funded regionally significant spot mobility projects alongside identified additional opportunities for investment.
    - Interchanges: Figure 9 in the *Highway Investment Plan* shows funded and planned regionally significant interchange investments.
    - Managed lanes: Figure 10 in the *Highway Investment Plan* shows the existing, under construction and planned E-ZPass system. It also includes managed lane corridors which are identified additional opportunities for investment.

    - Targeted regional capacity: Figure 11 in the *Highway Investment Plan* shows funded and planned regionally significant highway capacity investments. It also includes potential future capacity enhancements identified in studies.
- Modifications were made to the 2050 TPP that removed appendix naming found in previous plans and reworks previous chapters. Support documents for the *Highway Investment Plan* are now: Functional Classification, Preliminary Interchange Approval Process, and Congestion Management Process. The project list appendix item is now a separate section of the TPP, titled Long Range Highway and Transit Capital Project List. This updated list identifies projects from 2025 to 2050.

Regional Transit System

The regional transit system is comprised of the region's transitways, regular route bus services, demand response services, transit centers and park and rides, and transit advantages. This system is operated by six different service providers in the region. The COVID-19 pandemic upended transit, and some services vary dramatically from pre-pandemic levels. Many routes were suspended in the region and are still in the process of restructuring.

Key Changes from the 2040 TPP

- A major shift from previous TPPs is from new revenues raised to fill budget gaps in the system. A new source of revenue for transit was created in 2023 to fund operations and maintenance for the region. Similar to highways, the *Transit Investment Plan* no longer contains a current and increased revenue scenario. The projects shown in the 2050 TPP are those in the fiscally constrained plan. Additional opportunities for investment are also identified in the plan and these may be incorporated into local comprehensive plans.
- Several transitways have been implemented and opened and additional transitways have been identified in the region. Multiple arterial bus rapid transit (BRT) routes have been completed and put into operation, while more alignments have been identified in studies for future implementation. The *Transit Investment Plan* identifies investments planned to be implemented in the 2050 TPP:
    - Two light rail extensions (Green Line Extension, Blue Line Extension)
    - Two dedicated BRT routes (Gold Line, Purple Line)
    - Five arterial BRT routes (B Line, E Line, F Line, G Line, H Line)
- Modifications were made to the 2050 TPP that removed appendix naming found in previous plans and reworks previous chapters. Support documents for the Transit Investment Plan are now: Transit Design and Performance Guidelines.

Regional Aviation System

The regional aviation system is composed of Minneapolis-St Paul International Airport, eight publicly owned regional airports, and two privately owned seaplane bases. These regional airports are owned and operated by the Metropolitan Airports Commission (MAC) and local communities.

Key Changes from the 2040 TPP

- The MAC completed an update to the Long-Term Comprehensive Plan (LTCP) for the Minneapolis-St Paul International Airport in 2024. This update moves the planning horizon to 2040 with new operation forecasts, anticipated noise impacts and capital project needs.
- The Aviation System Plan now identifies all facilities where aviation activity may take place in the region beyond regional airports. These facilities may be incorporated into and considered in local planning. Aviation appendix items of the TPP are now included as a single support document titled Aviation Supporting Information.

Regional Bicycle System

The regional bicycle system is identified through the Regional Bicycle Transportation Network (RBTN). The RBTN is made up of alignments and corridors. Corridors are shown where more specific alignments within those corridors have not yet been designated. The process used to develop the RBTN, the general principles and analysis factors used in its development, and studies done to analyze and update the network can be found in the *Bicycle Investment Plan*. The RBTN was established in the 2040 TPP with the intent of achieving the following goals:

- Establish an integrated and seamless network of on-street bikeways and off-road trails.
- Provide the vision for a “backbone” arterial network to serve daily bicycle trips by connecting regional destinations and local bicycle networks.
- Encourage cities, counties, park agencies, and the state to plan and implement future bikeways in support of the network vision.

The RBTN also incorporates regional bicycle barriers which are established in the TPP as the region’s most significant physical barriers to everyday bicycle travel and include freeways and expressways, railroad corridors, and secondary rivers and streams. They were developed and analyzed through the Regional Bicycle Barrier Study, the map which displays these barriers can be found here: Regional Bicycle Barriers Map**.**

Key Changes from 2040 TPP

- The RBTN has been refined and expanded since it was first implemented in the 2040 TPP. Requests from local governments to add and revise RBTN corridors and alignments prompted the Regional Bicycle Guidelines and Measures Study which developed specific measures used in reviewing update requests submitted by local agencies.
- The RBTN undergoes a formal update of alignments and corridors about every 2 years. The next formal update will take place in 2025 prior to the 2026 Regional Solicitation.

Regional Freight System

The regional freight system is composed of interconnecting transportation modes, some of which are unique to freight and some which overlap with passenger travel modes. There are five distinct modes of freight transportation: highway trucks, railroads, river barges, air freight, and pipelines. Combined with intermodal or warehouse/distribution terminals and supporting

infrastructure these modes of transportation comprise the regional freight system, known as the Metropolitan Freight System.

Key Changes from 2040 TPP

- E-commerce has become an increasingly important segment of freight movements and deliveries of goods to homes. The Urban Freight Distribution Study focused on e-commerce trends and impacts or opportunities of last-mile parcel deliveries in regional communities. The study notes that as urban deliveries become more common local communities are encouraged to create curb management policies, consider delivery needs in their complete streets planning and identify microhubs for last mile parcel distribution in addition to other recommendations.

Pedestrian System

The Council coordinates with local partners on pedestrian issues and trends, and aids in funding for pedestrian needs in a variety of ways.

Key Changes from 2040 TPP

- In previous TPPs pedestrian and bicycle travel were combined into one chapter and discussed together. The pedestrian system is now discussed and considered as an independent investment section of the 2050 TPP.
- To address rising pedestrian danger on our streets, the Council undertook a study to create the Pedestrian Safety Action Plan, which was released in 2022. This plan includes analysis of crash trends in the region, recommendations of actions to take to increase pedestrian safety, and a weighted crash score on every road in the region to aid in future safety planning and project prioritization. Communities are encouraged to incorporate the plan's findings into the pedestrian elements of their comprehensive plans.

Travel Demand Management

Travel demand management (TDM) is the application of strategies, programs and policies to increase the efficiency of transportation systems by reducing travel demand, or redistributing this demand in space or in time. These initiatives are intended to inspire new travel habits to support infrastructure investments and a more efficient use of the transportation system by reducing the demand for personal vehicle trips.

Key Changes from 2040 TPP

- TDM has its own dedicated investment plan and discussion in the 2050 TPP, which is completely new to the plan. This section describes key partners in TDM in the region and identifies roles and responsibilities for these partners. As a result of this new investment plan, local communities are being asked to discuss how they include travel demand management strategies in their local plans, since some of them have relationships to land use controls and ordinances.
- The Council conducted the Regional Travel Demand Management Study that concluded with the Regional Travel Demand Management Action Plan in 2023. The Action Plan outlines a structure for a regional TDM program to implement and operationalize

strategies, programs and incentives that achieve reductions in single-occupant vehicle trips, vehicle-miles traveled, and greenhouse gas emissions through travel behavior change. The Action Plan is summarized in the 2050 TPP Travel Demand Management Investment Plan.

System Plan Considerations Affecting Your Community

Your community should consult the complete TPP in preparing its local comprehensive plan. In addition, your community should consult Imagine 2050 and the current version of the Metropolitan Council's Local Planning Handbook (LPH) for specific information needed in its comprehensive plan. Specific system plan considerations affecting your community are detailed below.

Regional Highway System

There is a principal arterial located within your community:

- US Highway 10

The TPP includes programmed safety investments in your community, these investments can be seen on this system statement and in Figure 7 of the TPP. Communities should incorporate these investments in your local plans and consider local planning to support these investments on your local system.

Regional Transit System

Your community is located within the following Transit Market Areas: TMA 3, TMA 4, and TMA 5. Your community is located within the Transit Capital Levy District.

- TMA 3 is primarily lower density Urban Edge and Suburban communities. It is characterized by lower density and less transit-supportive street networks and land use but with some pockets of denser development. Transit service in this market area includes suburban local routes, express and commuter service, and non-regular route transit services, usually dial-a-ride, providing basic transportation access.
- TMA 4 is primarily Suburban Edge communities along with portions of Suburban communities. It is characterized by low population and job densities that do not support frequent local transit service and a spread out, often circuitous, street network that hinders efficient routing. Transit service in Market Area 4 is mainly peak-period express and commuter service at park-and- rides which can effectively gather the lower density transit demand into one spot. There are some suburban local routes, including suburb-to-suburb connectors, although service is typically very infrequent. Non-regular route transit, usually dial-a-ride, is generally available.
- TMA 5 is primarily Rural communities including rural centers but also some suburban edge communities as well as freestanding town centers characterized by very low-density development or undeveloped land not well suited for regular-route transit service outside of limited peak-period express and commuter service.

Your community should acknowledge in your local comprehensive plan existing transitway and planned investments for your community in the TPP. The transitway with a mode and alignment identified located within your community is: Northstar.

Regional Aviation System

All communities must include an aviation element in the transportation sections of their comprehensive plans. The degree of aviation planning and development considerations that need to be included in the comprehensive plan varies by community. Even those communities not impacted directly by an airport have a responsibility to include airspace protection in their comprehensive plan. The protection element should include potential hazards to air navigation including electronic interference. Local comprehensive plans can also begin to consider other aviation uses which do not take place at airports, like drones.

Local communities should also consider other facilities which may generate aviation activity, such as heliports or private air facilities. To see all aviation facilities in the region including those that are not defined as a part of the regional aviation system, refer to Figure 6 of the *Aviation System Plan*.

Regional Bicycle Planning

The RBTN is depicted on Figure 2 of the *Bicycle Investment Plan.* The network consists of Tier 1 and Tier 2 corridors and alignments. These are not intended to be the only bicycle facilities in the region, and local units should also include local network plans in their communities.

In your community there is 1 RBTN corridor. Your community should incorporate the RBTN map within your local bicycle plan maps and use your comprehensive planning process to identify suitable alignments within and along the RBTN corridors for future incorporation into the TPP. In addition, agencies should plan their local on and off-road bikeway networks to connect to the designated Tier 1 and Tier 2 alignments, as well as any new network alignments within RBTN corridors to be proposed in local comprehensive plans. Bikeway projects that complete segments of, or connect to, the RBTN are given priority for federal transportation funds through the Transportation Advisory Board's biannual regional solicitation.

In your community there are one or more identified bicycle barrier crossings. To determine which regional bicycle barriers and prioritized barrier crossing improvement locations occur within your community, please review the Regional Bicycle Barriers Online Map. The tiered crossing improvement locations are used as one alternative criterion in the Regional Solicitation to distribute federal transportation funds. Communities are encouraged to analyze and address the need for new bicycle barrier crossings or improved bicycle facilities at existing barrier crossings.

Regional Freight Planning

The Council encourages all local governments to plan for freight movement in their communities. Trucks are the major mode of freight movement in the region and across the nation to distribute consumer goods as well as move manufactured goods and commodities, and they operate in every community.

The Metropolitan Freight System and the National Highway Freight Network are shown in Figures 1 and 5 of the *Freight Investment Plan*, respectively. The following freight facilities are in your community: one active railroad line and Highway US-10. These networks and facilities should be incorporated into your local comprehensive plan. The local plan should also plan for compatible adjacent land uses, consider last-mile freight delivery needs and curb management strategies for local deliveries, if applicable. Refer to the *Urban Freight Distribution Study* for

specific guidance on how to consider e-commerce and local deliveries on the local transportation system.

Other Transportation Policy Plan Considerations

Pedestrian Planning

The Council encourages local governments to address pedestrian needs for transportation in their local comprehensive plans. The necessary planning for pedestrians can be done within your community's comprehensive plan. An adopted pedestrian, active transportation, or multimodal plan can be included as an addendum to or in addition to the comprehensive plan. This planning should also include ensuring your local community has a current ADA self-evaluation that covers the public rights-of-way for transportation. Agencies with 50 or more employees must also have an adopted ADA transition plan, not just a self-evaluation.

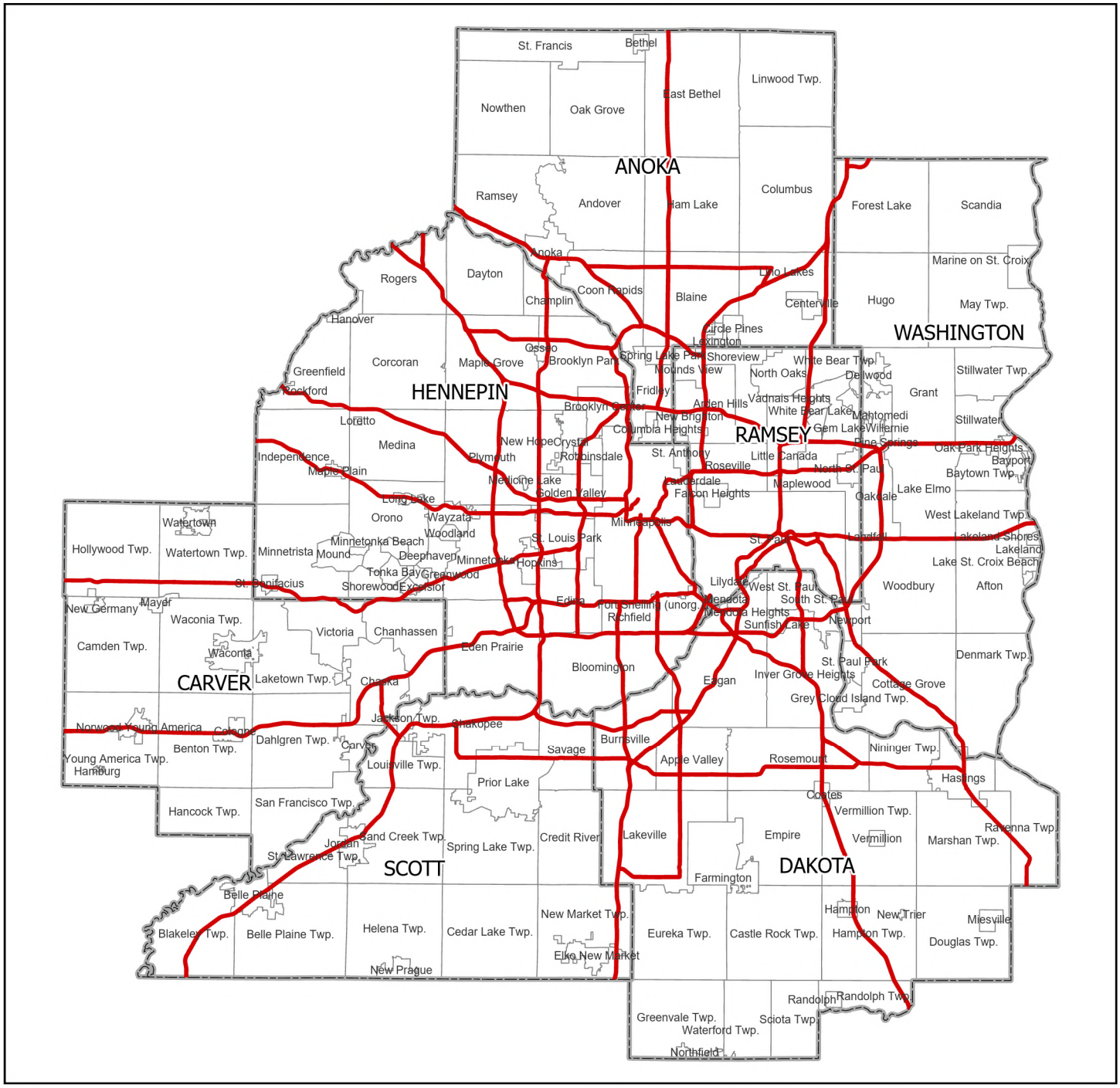
Travel Demand Management

The Council encourages local governments to address travel demand management needs for areas which experience traffic congestion. Your community is served by Anoka County TMO. Local governments should identify the transportation management organization which serves their community and describe any policies, ordinances, practices or programs in place which would aid in regional TDM work in their local comprehensive plans.

Greenhouse Gas Emissions

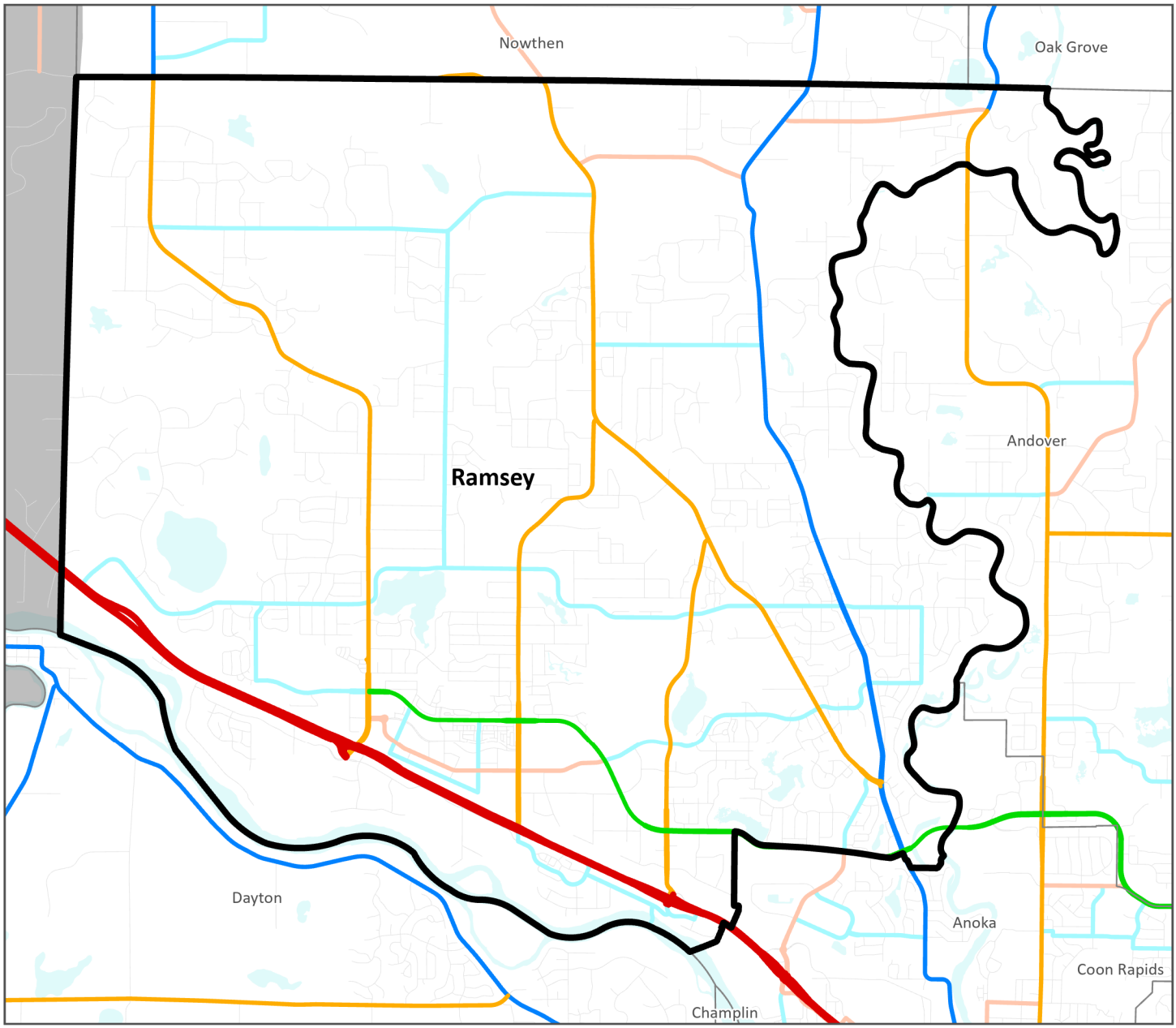
State law directs the Minnesota Department of Transportation to establish targets to meet greenhouse gas (GHG) emissions reduction for the seven-county metro to reach net-zero emissions in the transportation sector by 2050. Your community must include plans or strategies to limit GHG emissions on the surface transportation system in your comprehensive plan to meet the designated regional targets.

Principal Arterial Highways



Principal Arterial Roads

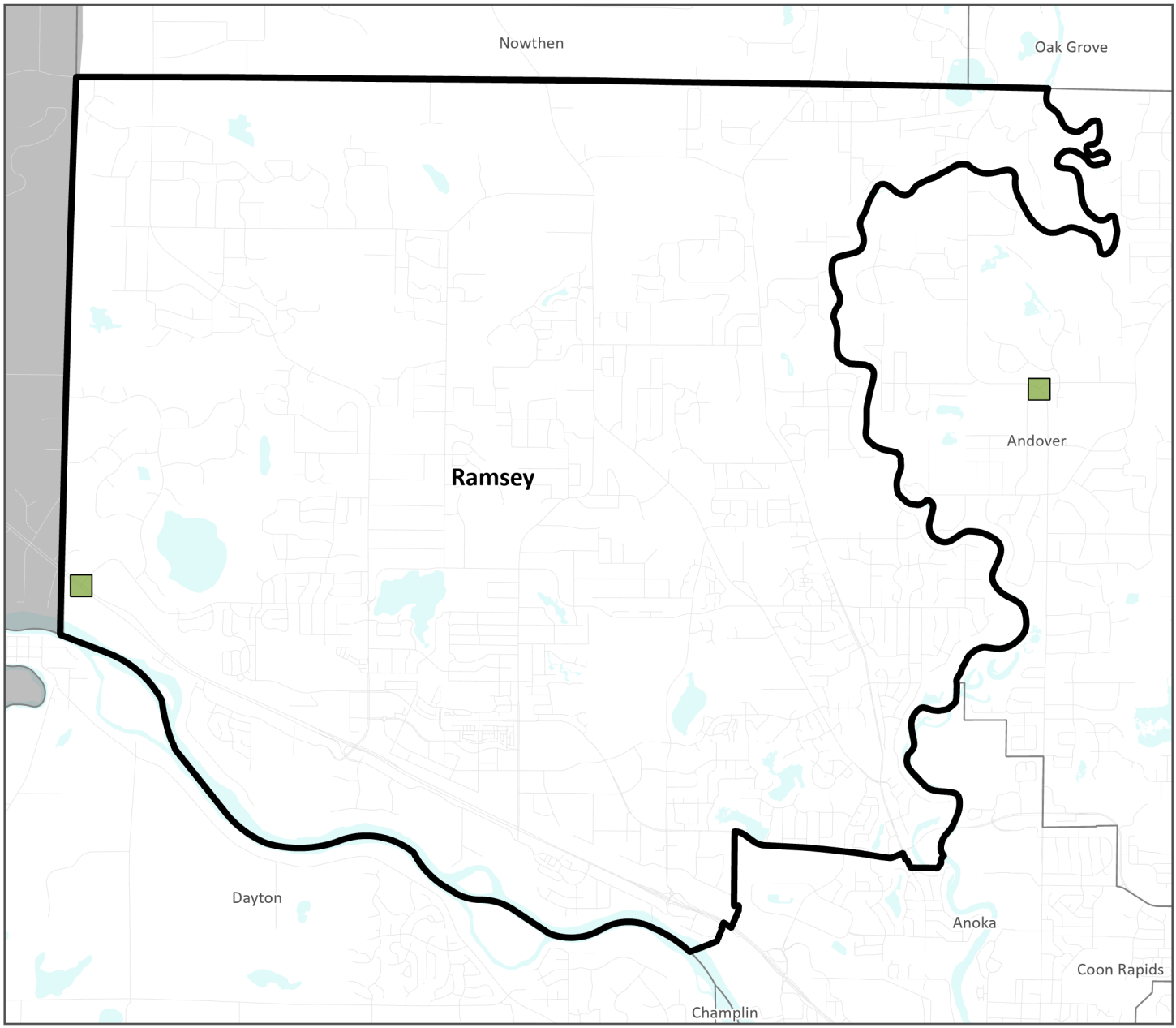
City of Ramsey
Functional Class - All Roads



Functional Class

- Principal Arterial
- Minor Arterial Augmentor
- Minor Arterial Reliever
- Minor Arterial Expander
- Minor Arterial Connector
- Major Collector
- Minor Collector
- Local Roads

City of Ramsey
Long Range Highway Projects

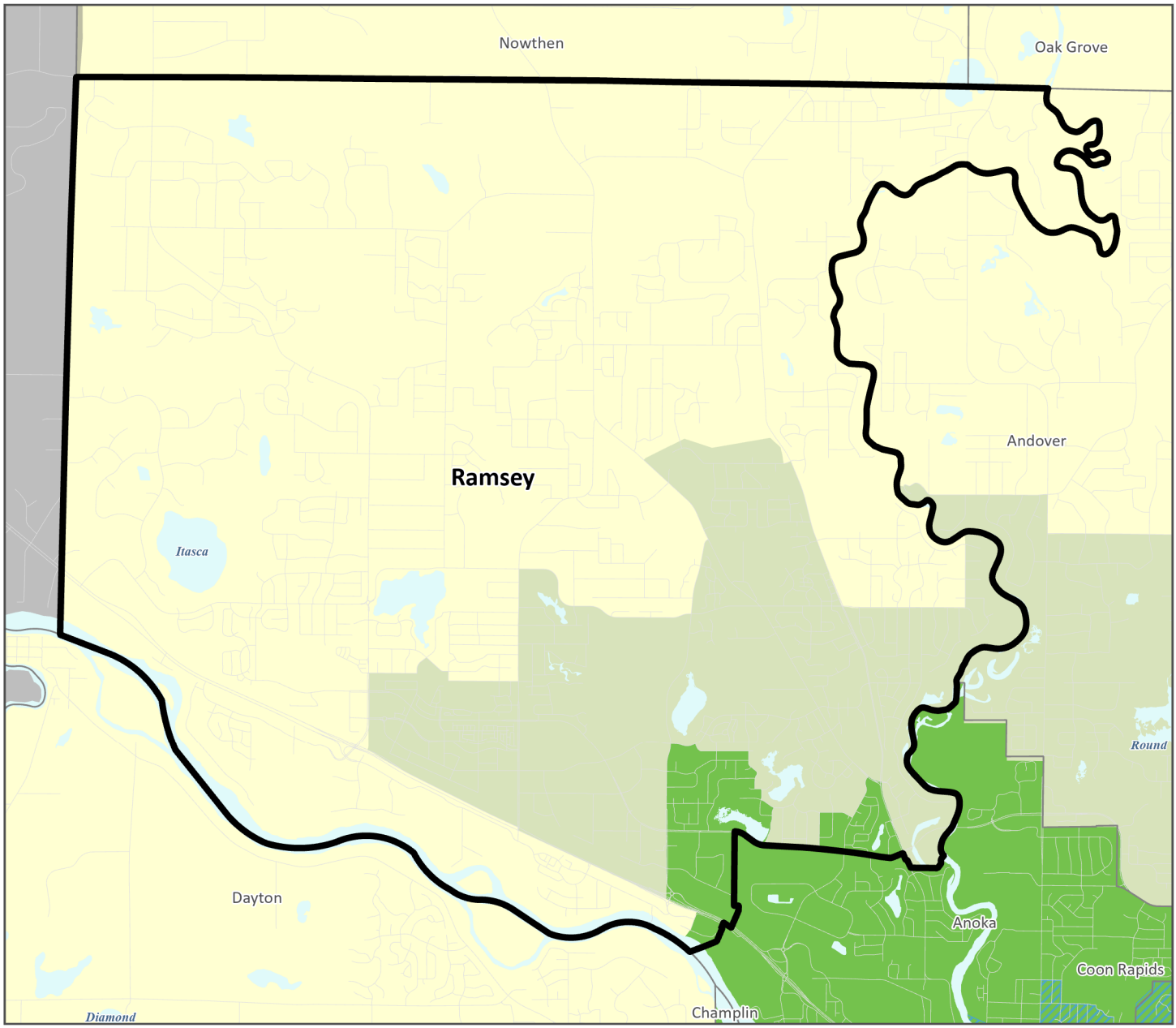


- Interchanges
- Targeted Regional Capacity
- Safety
- Spot Mobility

E-ZPass System

- Existing E-ZPass System
- Under Construction E-ZPass
- Planned Managed Lanes
- Under Study Managed Lanes
- Vision Managed Lanes

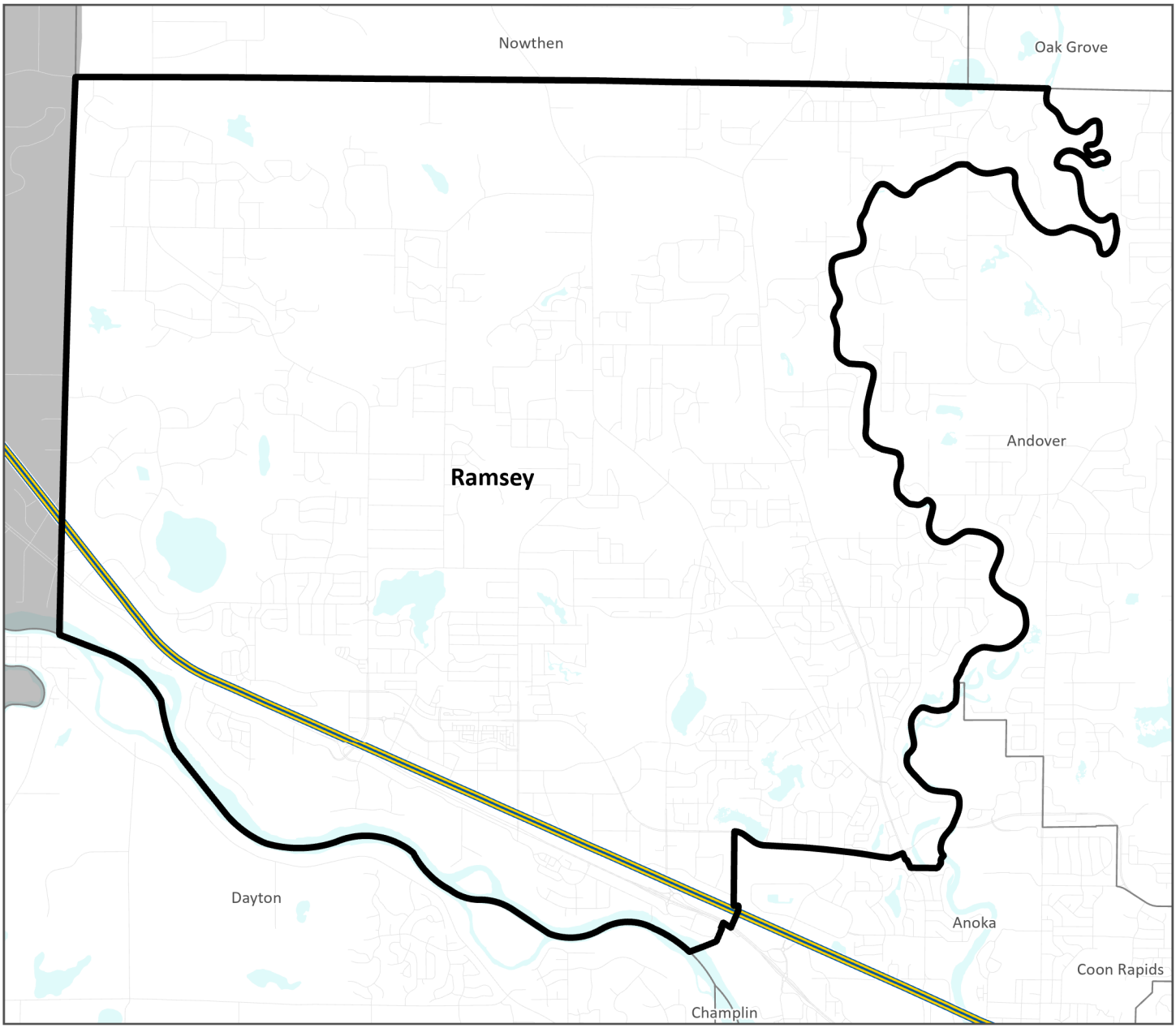
City of Ramsey
Transit Market Areas



Transit Market Areas
- TMA 1
- TMA 2
- Emerging TMA 2
- TMA 3
- Emerging TMA 3
- TMA 4
- TMA 5

Freestanding Town Center

City of Ramsey
Current Transitways and High Frequency Bus Network

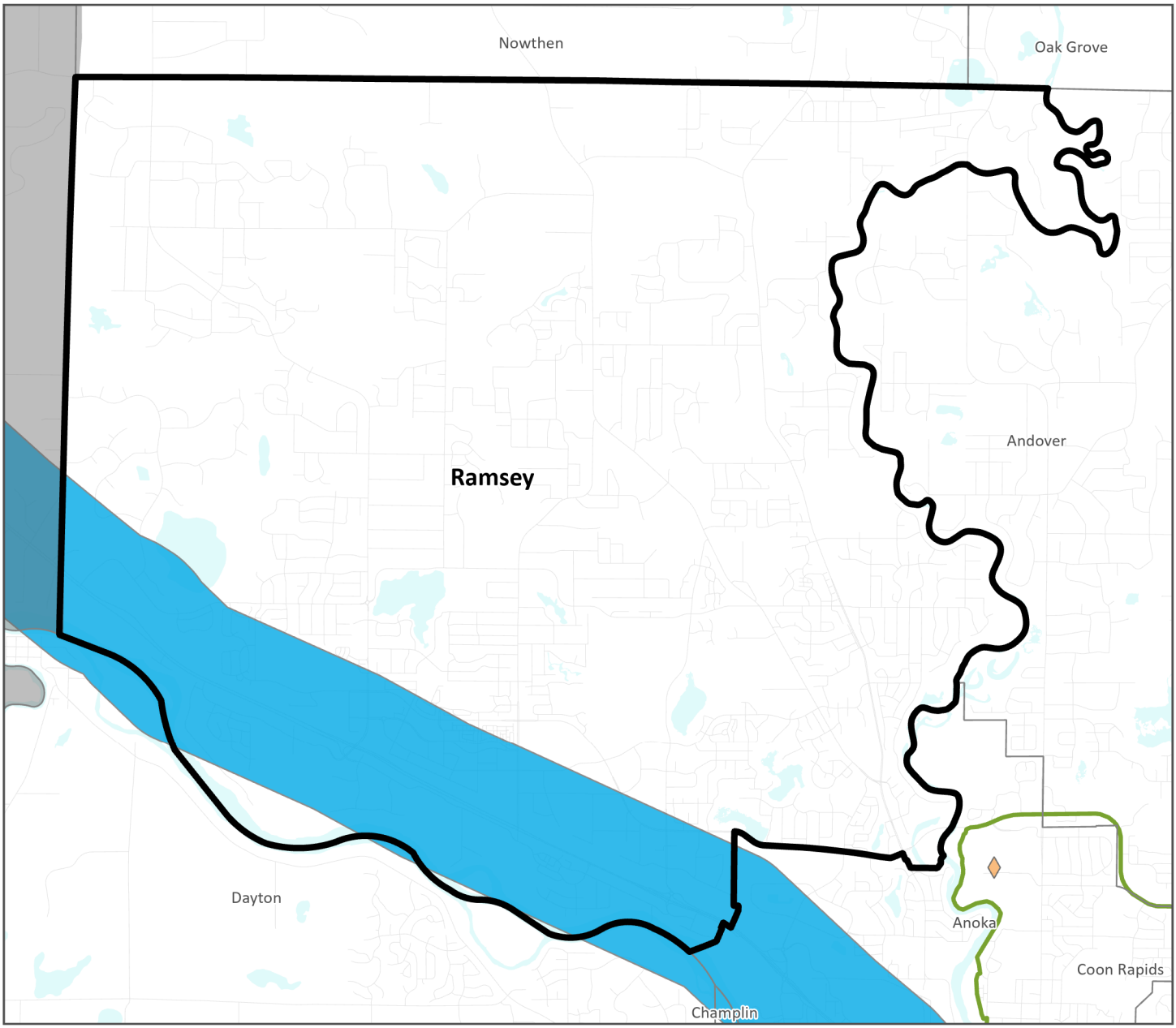


Existing Transitways

- A Line
- C Line
- D Line
- Blue Line
- Green Line
- Northstar
- Orange Line
- Red Line
- Gold Line

High Frequency Network

City of Ramsey
Regional Bicycle Transportation Network

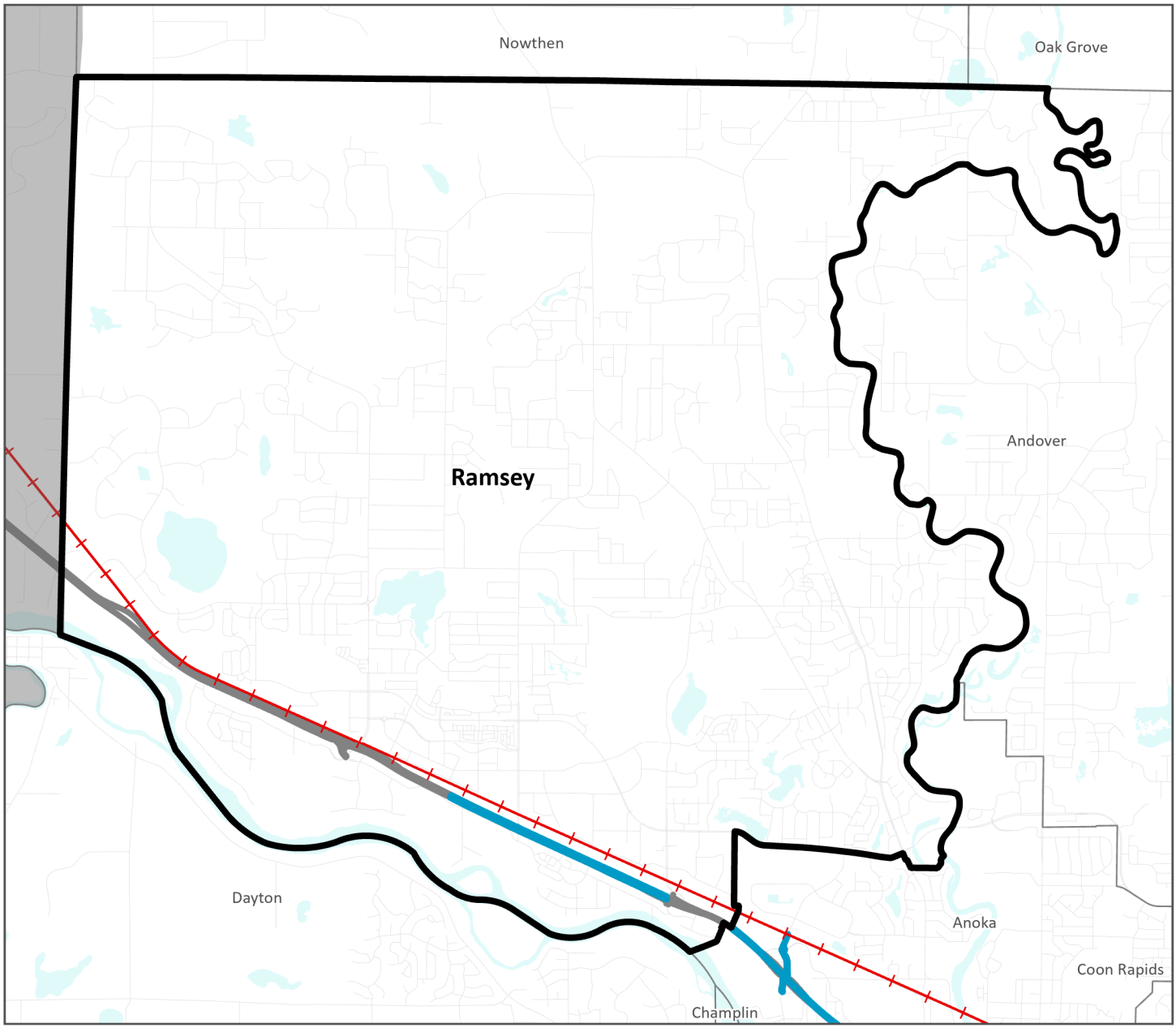


Alignments
- Tier 1
- Tier 2

Corridors
- Tier 1
- Tier 2

Regional Destination Subgroup
- Metropolitan Job Centers (> 50,000 Jobs)
- Regional Job Centers (15,000 - 50,000 Jobs)
- Subregional Job Centers (7,000 - 15,000 jobs)
- Colleges & Universities (>2,000 Students)
- Large High Schools (> 2,000 Students)
- Major Sports & Entertainment Centers
- Regional Parks (> 400,000 visits/year)

City of Ramsey
Metropolitan Freight System



Terminal Type

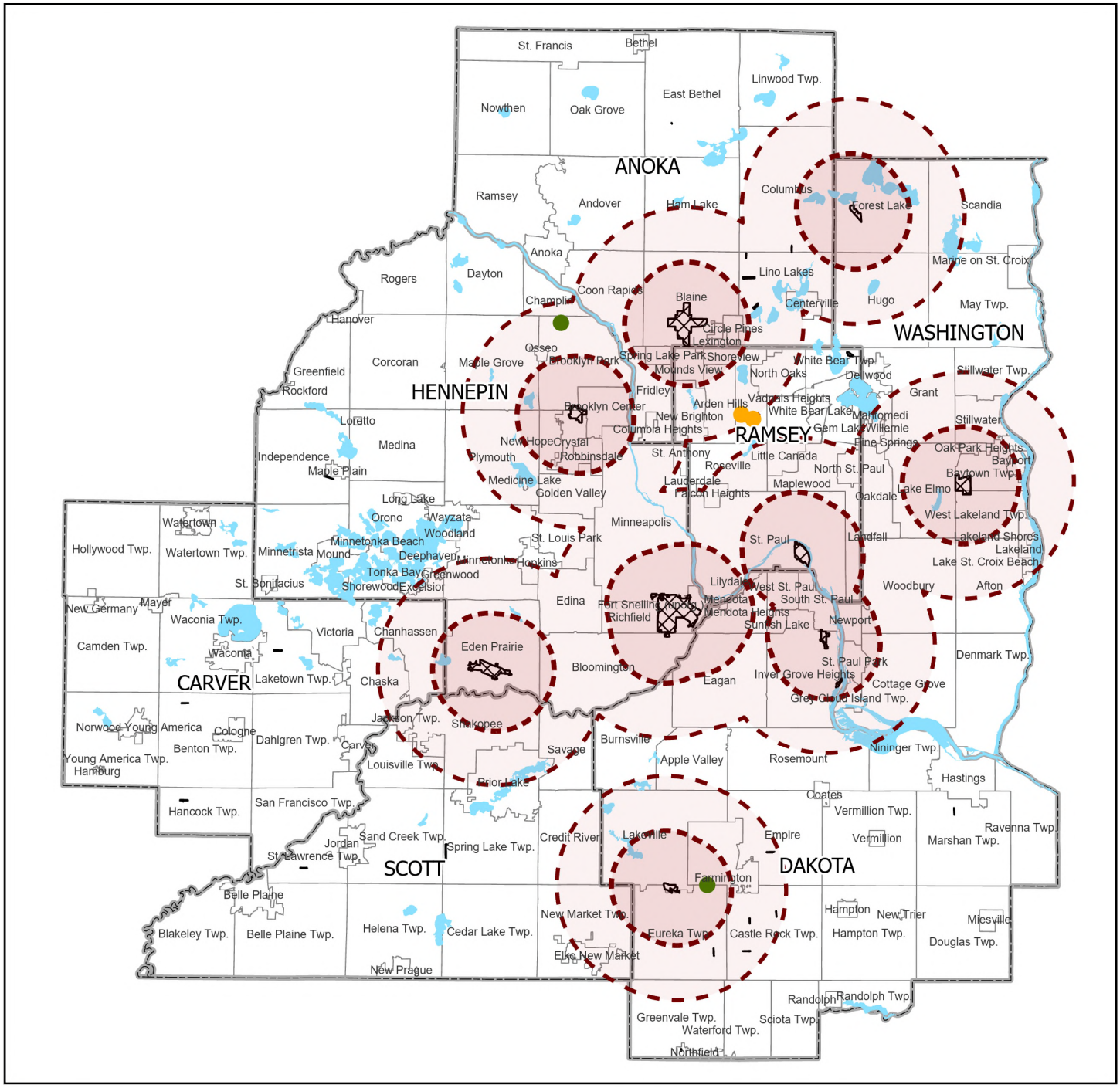
- Airport Terminal
- Pipeline
- Rail Terminal - Container
- Rail Terminal - Non Container
- River Terminal
- Trucking Terminal / Warehouse

Railroad Class

- Class I Railroads
- Class III Railroads

- Primary Highway Freight System
- Non-Primary Highway Freight System Interstates
- Critical Urban and Rural Freight Corridors

Regional Aviation System and Airport Influence Areas



- Tall Tower
- VOR
- 3 Mile Airport Influence Area - Noise, Zoning, Infrastructure
- 6 Mile Airport Influence Area - Landfills, Wind Towers
- Airport Land Area
- Aircraft Permitted Water

2025 WATER RESOURCES SYSTEM STATEMENT
CITY OF RAMSEY

Water Policy Plan Overview

The 2050 Water Policy Plan includes policies and strategies to achieve four objectives that support our regional goals:

- **CLIMATE:** The region's waters and water services are protected from and made resilient to the ongoing and future effects of climate change.
- **INVESTMENTS:** Water protection, planning, management, and infrastructure investments are optimized to ensure public and ecosystem health are fully protected now and for future generations.
- **HEALTH:** Natural waters, source waters, water services, and infrastructure are managed, restored, and enhanced to protect public and ecosystem health that ensures a high quality of life in the region.
- **EQUITY:** The benefits of clean and abundant water and water services are defined by local needs and environmental context, accessible, and justly shared by all residents and communities.

These objectives help to protect our region's groundwater and surface water, ensure the sustainability of water sources and utility service providers, support public and ecosystem health, and promote a thriving economy, sound development decisions, and a high quality of life for all who call this region home.

The Water Policy Plan strives to generate innovative actions, including water reuse, resource recovery, and nature-based approaches, that have multiple benefits at both the local and regional scales. Additionally, the plan includes policies and strategies to address the impacts of climate change, equitable access to water benefits, and water sector workforce concerns. The region has a strong history of water planning and management, and the 2050 Water Policy Plan continues this tradition. It progresses our organization and the region to ensure clean and abundant water for current and future generations.

Key Concepts

Adopted by the Metropolitan Council in February 2025, the 2050 Water Policy Plan - including the regional water policies, Wastewater System Plan, and the Metro Area Water Supply Plan - outline the conditions for regional wastewater service, surface water management, and water supply planning. Local comprehensive plans shall conform to these conditions. The Policy Plan incorporates the following changes:

Integrated Planning (next steps)

The Water Policy Plan is a guide for managing wastewater, water supply, surface waters, and groundwater. It takes an integrated approach to water planning and management from local to federal and Tribal levels, which helps to ensure a clean and plentiful water future. Water planning organizations need to work together to address issues that transcend political boundaries to achieve holistic water management.

Subregional Approach to Planning

The Met Council is committed to continuing and broadening the subregional approach to integrated water planning. Subregional groups will be expanded to include stakeholders from Tribal Nations, state agencies, county planning staff, municipal public works and planning staff, watershed organizations, non-governmental organizations, and others who want to participate in discussions about localized, integrated water concerns.

Water Equity

The Water Policy Plan prioritizes equitable access to clean water and water services, especially for historically marginalized communities. Reaching these outcomes requires initiatives such as prioritizing investments in overburdened communities, addressing historical harms, creating accessible information and communications, and including diverse perspectives of community members in water planning and management decisions.

Climate and Natural Systems

The Water Policy Plan includes climate and natural systems objectives, policies, and actions, which guide the Met Council and communities to employ approaches that lead to sustainable water and water services. This includes building water resiliency, limiting risks, and benefiting a growing and a thriving economy through convening partners, new tools and technologies, water conservation and protection efforts, and water planning and technical assistance.

Considerations Affecting Your Community

Regional Sewer Service

The treatment of wastewater is foundational to ensure public health and protect the region's natural environments. Reclamation of water and byproducts from the wastewater treatment process can help our region meet sustainability and climate goals. To operate and steward the regional wastewater system, it is essential for the Met Council to understand local conditions, identify current and future needs, and take innovative approaches to address the region's water sustainability challenges.

Local governments are required to submit both a wastewater plan element to their comprehensive plan and a comprehensive sewer plan describing service needs from the Met Council (Minnesota Statutes 473.513). A complete list of requirements for the comprehensive sewer plan, depending on wastewater service methods in your community, can be found in the Water Resources section of the Local Planning Handbook.

Forecasts

The forecasts of population, households, employment, and wastewater flows for Ramsey can be found on your Community Page in the Local Planning Handbook. These forecasts are for sewered development. The sewered forecasts were estimated using Met Council's census block forecast data, individual and communal sewage treatment system data, Sewer Availability Charge (SAC) data, annual city reports, current trends, existing and future local wastewater service areas and other municipal information. The wastewater flows are based on historical wastewater flow data, future wastewater generation rates, and the sewered population and employment forecast data.

The Met Council will use these growth and wastewater flow forecasts to plan future regional wastewater conveyance and treatment system improvements needed to serve your community.

Ramsey, through its comprehensive planning process, must decide the location and staging of development, and then plan and design its local wastewater collection system to serve this development.

Wastewater Service

Metropolitan Council Environmental Services (Environmental Services) designs, constructs, and operates the regional wastewater system (Metropolitan Disposal System): a publicly owned system of regional sanitary sewers and water resource recovery facilities (wastewater treatment plants), for the conveyance, treatment and disposal of domestic waste, industrial waste and other waste from residential, commercial, institutional, and industrial users in the metropolitan area. The regional wastewater system currently serves 111 communities and through its work it protects public health, protects the environment, and fosters the economic growth of the seven-county Twin Cities Metropolitan Area.

A Regional Sanitary Sewer System map is provided to assist in the completion of your community's comprehensive sewer plan. The map shows Environmental Services' wastewater infrastructure located within your community's boundaries, if your community is provided regional wastewater service.

A complete list of items required for inclusion in your community's comprehensive sewer plan, depending on wastewater service methods in your community, can be found in the Local Planning Handbook. A comprehensive plan will be found incomplete for review if all submittal requirements are not met.

If your community has multiple methods of wastewater service (including regional service, local (municipal) wastewater treatment system, private communal systems, and/or subsurface sewage treatment systems), review the information in each corresponding section and refer to the Local Planning Handbook for a complete list of requirements that must be included in the comprehensive sewer plan for these systems. We strongly encourage you to include this information in a water chapter of your comprehensive plan.

Areas Served by the Regional System

Current wastewater treatment services are provided to the City by Environmental Services. Wastewater generated within the City is conveyed by Met Council Interceptors 7707 and 8362-299 with treatment at the Metropolitan Water Resource Recovery Facility in St. Paul.

Regional Inflow and Infiltration Program

The Met Council is continuing implementation of its inflow and infiltration (I/I) reduction program and will continue to establish I/I goals for all communities discharging wastewater to the regional wastewater system. Communities that have excessive I/I in their sanitary sewer systems will be required to eliminate the excessive I/I. Those communities will be required to submit a work plan that details work activities to identify and eliminate I/I sources from both municipal and private sources. The Met Council will not design future regional sanitary sewer improvements or water resource recovery facilities to handle peak hourly flows in excess of the allowable rate for your community. Increases in service may be limited in communities that do not demonstrate progress in reducing excess I/I.

Two grant programs are currently available for communities with excessive I/I in their sanitary sewer systems: The Municipal Inflow and Infiltration Grant Program and the Private Property Inflow and Infiltration Grant Program. It is recommended that communities review these programs and determine if participation fits into their I/I work plan. The Municipal Inflow and Infiltration Grant Program is based on annual legislative action and funding amount and availability may vary year to year.

Areas Served by Local Wastewater Treatment System

The requirements of this element do not apply because Ramsey does not have a local wastewater treatment system.

Areas Served by Private Communal Treatment Systems and/or Subsurface Sewage Treatment Systems

The Met Council's position is that private communal wastewater treatment systems should only be permitted in areas not programmed for regional sewer service in the foreseeable future and they are provided for in a community's comprehensive plan. The community is responsible for permitting all private communal or cluster wastewater treatment systems consistent with current Minnesota Pollution Control Agency standards (Minnesota Rules Chapter 7080-7083). The Met Council will not provide financial support to assist communities if these systems fail.

Communities with individual subsurface sewage treatment systems (SSTS), commonly known as septic systems, must adopt a management program consistent with current Minnesota Pollution Control Agency regulations (Minnesota Rules Chapter 7080-7083). A description of the management plan and current SSTS ordinance must be included in the community's comprehensive sewer plan.

Surface Water Management

The metro region consists of hundreds of miles of rivers, streams, thousands of acres of wetlands, and nearly a thousand lakes. These surface waters define our region. They are where we play, exercise, find peace, and celebrate with friends and family. They support the region's ecosystems and biodiversity. They provide drinking water for the region's residents and energy for industry. They are critical transportation corridors and places to recreate, fueling local economies. Yet these waters are threatened by complex issues like ongoing pollution stress, climate change, and unsustainable development pressures. Comprehensive community planning includes surface water planning to ensure the region's residents, businesses, and ecosystems can benefit from clean and abundant water.

In 1995, Minnesota Statutes Section 473.859, subd. 2 was amended to make the local water plan (often referred to as local surface water management plans) required by Section 103B. 235 a part of the land use plan of the local comprehensive plan. Minnesota Rules Chapter 8410, updated in July of 2015, includes the requirements for local water management plans. All communities in the metro region must update their local water plan between Jan. 1, 2027 and Dec. 31, 2028. This means that Ramsey must update its local water plan as part of the comprehensive plan update. The community's updated local water plan should be submitted to the Met Council for its review concurrent with the review by the local watershed management organization.

The Surface Water Features map shows the watershed management organization, Lower Rum River WMO, that has jurisdiction in Ramsey.

Failure to have an updated local water plan approved by your watershed management organization will result in the comprehensive plan being incomplete for review. Local water plans shall be submitted to the Met Council for review in the timeframe described above, comments are sent from the Met Council to the appropriate watershed for inclusion in their review and approval of the plan, and finally the plan is approved by the appropriate watershed.

Local water plans must meet the requirements for local water plans in Minnesota Statutes, section 103B.235 and Minnesota Rules Chapter 8410. In general, local water plans need to include a summary of the priorities and problems in the community; structural, nonstructural and programmatic actions to take to address the priorities and problems; and clearly identified funding mechanisms to fix the problems.

More detailed guidance for the local water plans can be found in Appendix A of the 2050 Water Policy Plan and in the Met Council's current Local Planning Handbook.

Priority Waters List

The Met Council updated its Priority Waters List (formerly Priority Lakes List) in July 2022. This new version includes rivers, lakes, and streams. With more than 950 lakes and hundreds of miles of rivers and streams in the region, waterbodies needed to be prioritized to adequately dedicate staff and financial resources. The Met Council uses the Priority Waters List to focus its limited resources. The list is also used in the environmental review process. The Surface Water Features map and Priority Waters List table show the priority waters for Ramsey .

When using this Priority Waters List, for projects near a specific waterbody, we recommend you connect with local residents to understand how they value and interact with the waterbody. The Twin Cities region is home to many diverse communities with different cultural and personal relationships to water, so it's important to incorporate those perspectives in addition to the Priority Waters List when working on local-scale projects. Communities should identify the Priority Waters and the projects and/or programs that will protect or restore these waters.

The Water Contamination and Impaired Waters map includes any water bodies that are on the Minnesota Pollution Control Agency's 303d Impaired Waters List.

Table of Priority Waters for the City of Ramsey

Waterbody Type	Name	DNR Lake ID	DNR Kittle Number
River/stream	Mississippi River	---	M
River/stream	Rum River	---	M-063
River/stream	Trott Brook	---	M-063-001.5

Water Supply

Water supply is not a regional system. However, water supply information is required for local comprehensive plan updates to meet statutory requirements and for consistency with regional policy.

To ensure that there is a safe and plentiful supply of water–for a wide range of residential, commercial, institutional, industrial, recreational, and other purposes–it is important to make sure local water supply sources, infrastructure, and planned investments are aligned with planned land use changes.

The Met Council recognizes the local responsibility and authority for water supply planning. However, a regional perspective is also valuable, because the effects of local water supply decisions do not stop at community boundaries. The Met Council provides regional planning, guidance, and resources to support communities and help safeguard our shared water resources.

Water supply plan-related requirements generally include:

- Clearly identifying the locations of water sources and amount of water that is currently used and is planned to be used for things like agriculture, homes, businesses, industries, and other public and private purposes. This includes areas that affect those water sources, such as source water protection areas.
- Creating a program for how to implement local rules and regulations about water supply, including when and how these rules will be developed, adopted, and administered.

Communities served by a municipal community public water supply system must fulfill part of these requirements by attaching a local water supply plan approved by the Minnesota Department of Natural Resources as an appendix to the comprehensive plan.

The Water Supply Considerations map illustrates some key content for your community, including Drinking Water Supply Management Areas, Special Well and Boring Construction Areas, and Priority Waters qualifying as drinking water sources.

We strongly encourage you to include any required information that isn't in the local water supply plan—such as source water protection and privately-owned wells—in a water chapter of your comprehensive plan.

A customized checklist of minimum requirements for your community is included in the Local Planning Handbook, along with resources to help you meet and go beyond minimum requirements.

Source Water Protection

Your comprehensive plan should consider water use (including water supply sources) as part of land use planning, to promote land use practices and development decisions that protect public health for your community and the region. Include information about the location of both groundwater and surface water source water protection areas and their vulnerability for all community public drinking water source(s) within your community's borders and associated contaminant threats. Also include a commitment to collaborate with neighbors on source water protection, when applicable.

Privately-Owned Wells and Nonmunicipal Public Water Supply Systems

Your comprehensive plan should include information about the current and planned use and management strategies for privately-owned wells and nonmunicipal public water supply systems, because people, institutions, and businesses in your community use those sources for a wide range of agricultural, residential, commercial, industrial and/or other nonmunicipal purposes.

If a new municipal community public water supply system is planned by 2050, a water chapter of the updated comprehensive plan should include details about the planned system.

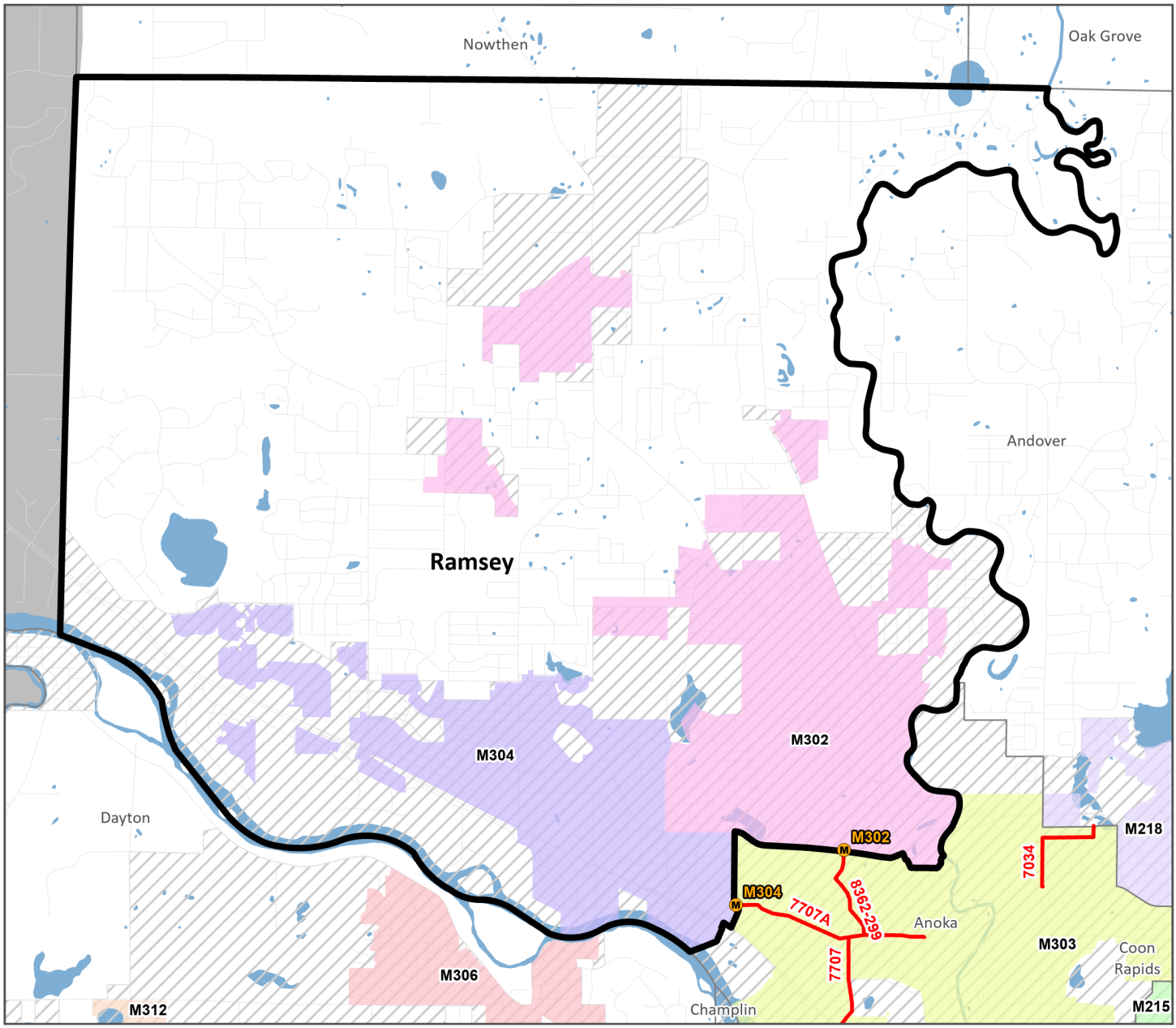
Municipal Community Public Water Supply Systems

Water Supply System Information

Because people, institutions, and businesses in your community get water through a municipal community public water supply system, you must include information about that system and an implementation program in your comprehensive plans, to demonstrate the availability of clean, safe drinking water to meet projected water demand consistent with the Met Council's forecasts.

The Minnesota Department of Natural Resources (DNR)-approved local water supply plan for the municipal public water supplier providing service to your community must be attached as an appendix to the comprehensive plan. To ensure that the DNR-approved local water supply plan is consistent with regional policies and is compatible with adjacent and affected governmental units, you should provide the Met Council and adjacent and affected jurisdictions with the opportunity to review and comment on your draft local water supply plan update. Failure to include an updated local water supply plan approved by the DNR will result in the comprehensive plan being incomplete for review until the required plan is submitted to the Met Council.

City of Ramsey
Regional Sanitary Sewer System



Meters

Regional Sewer

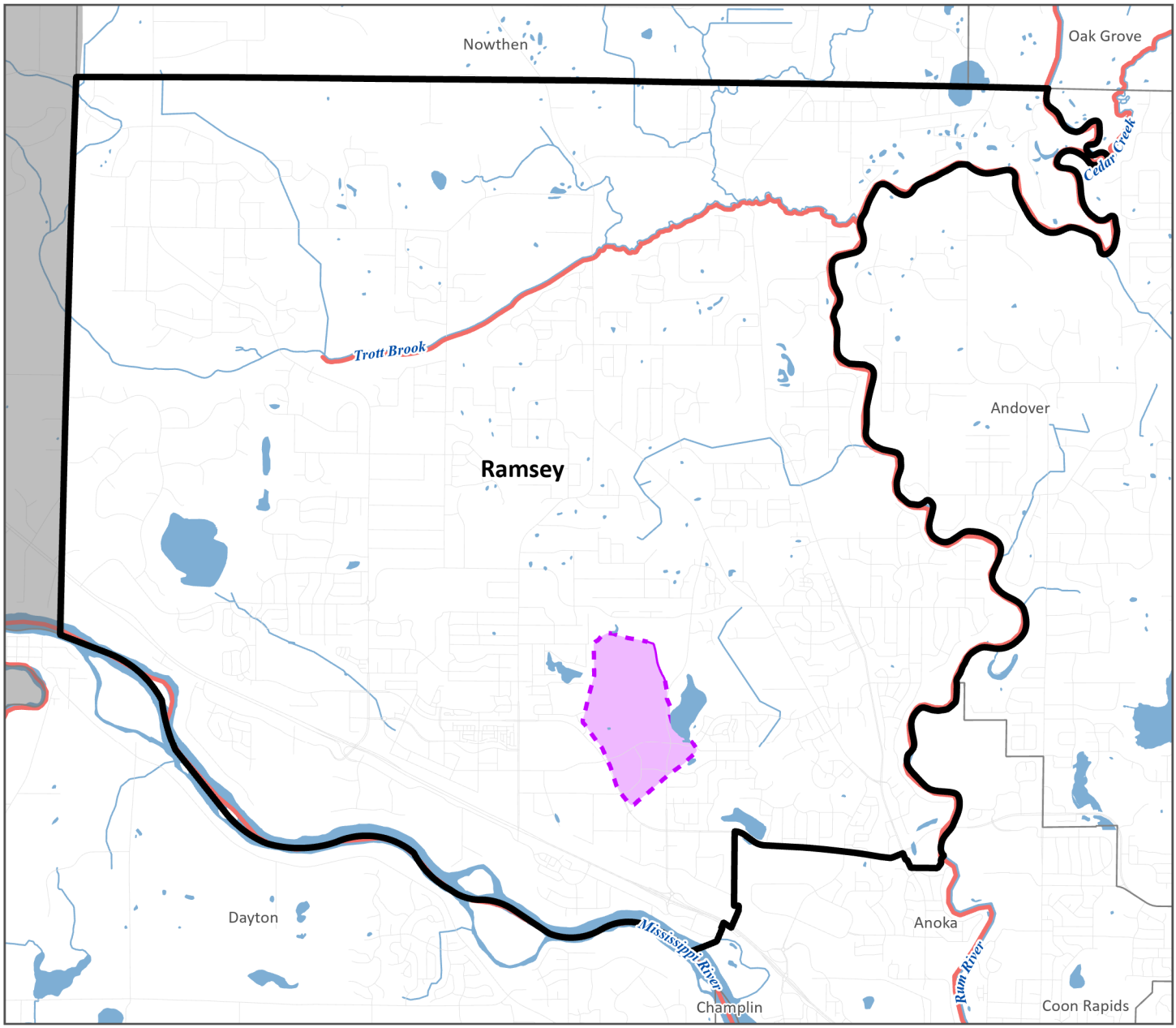
Gravity

2050 MUSA

Sewer Service Areas

To Meter M###	*Not Served*

City of Ramsey
Water Contamination and Impaired Waters



Minnesota Groundwater Contamination Atlas

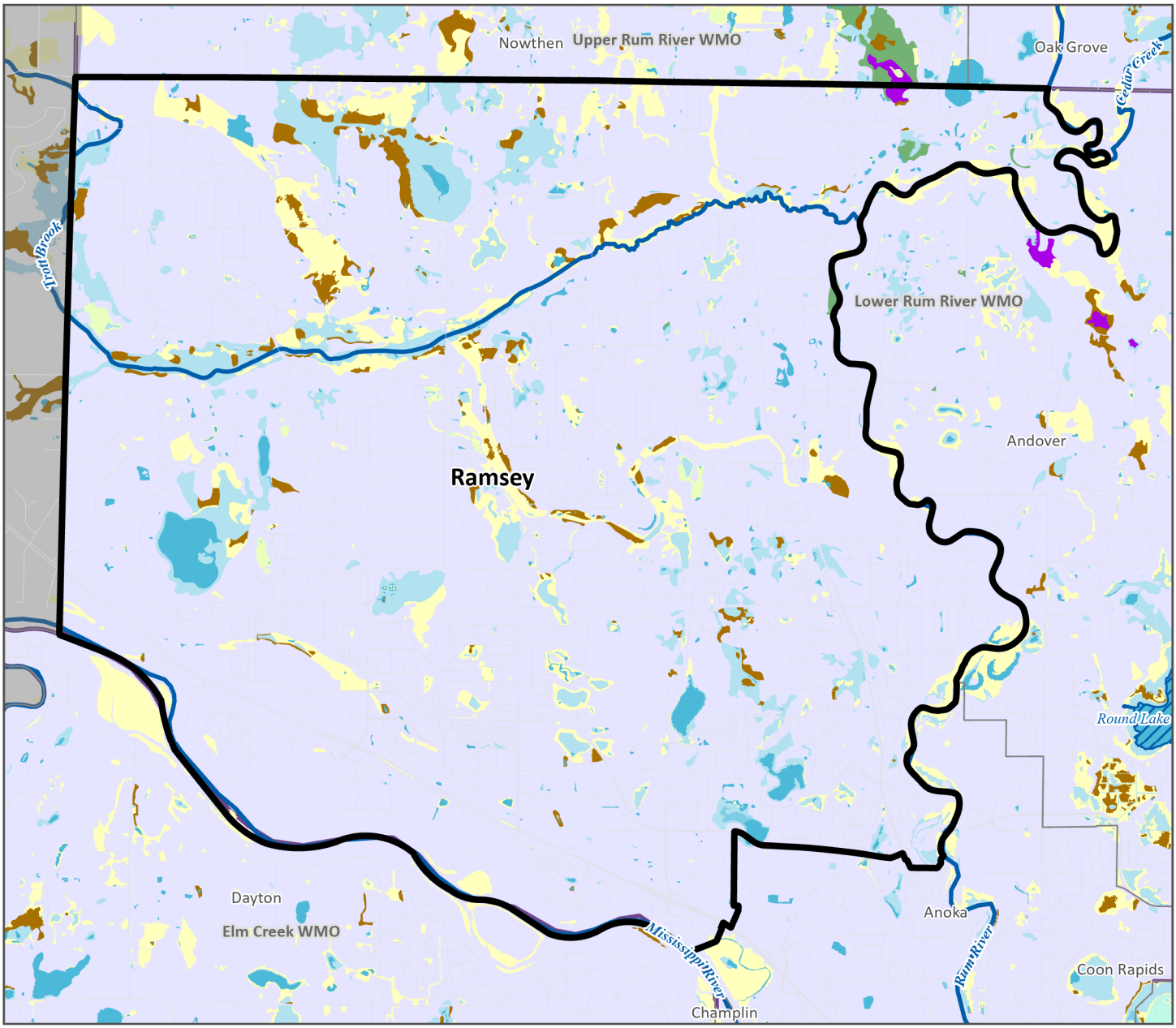
- High Confidence Boundary
- Low Confidence Boundary
- Groundwater area of concern *

Minnesota's 2024 Impaired Waters List

- Impaired Rivers or Streams
- Impaired Lake

** darker shades of purple represent multiple overlapping areas of concern*

City of Ramsey
Surface Water Features



Watershed Management Type

- County Administered Planning
- Watershed District (WD)
- Watershed Management Organization (WMO)

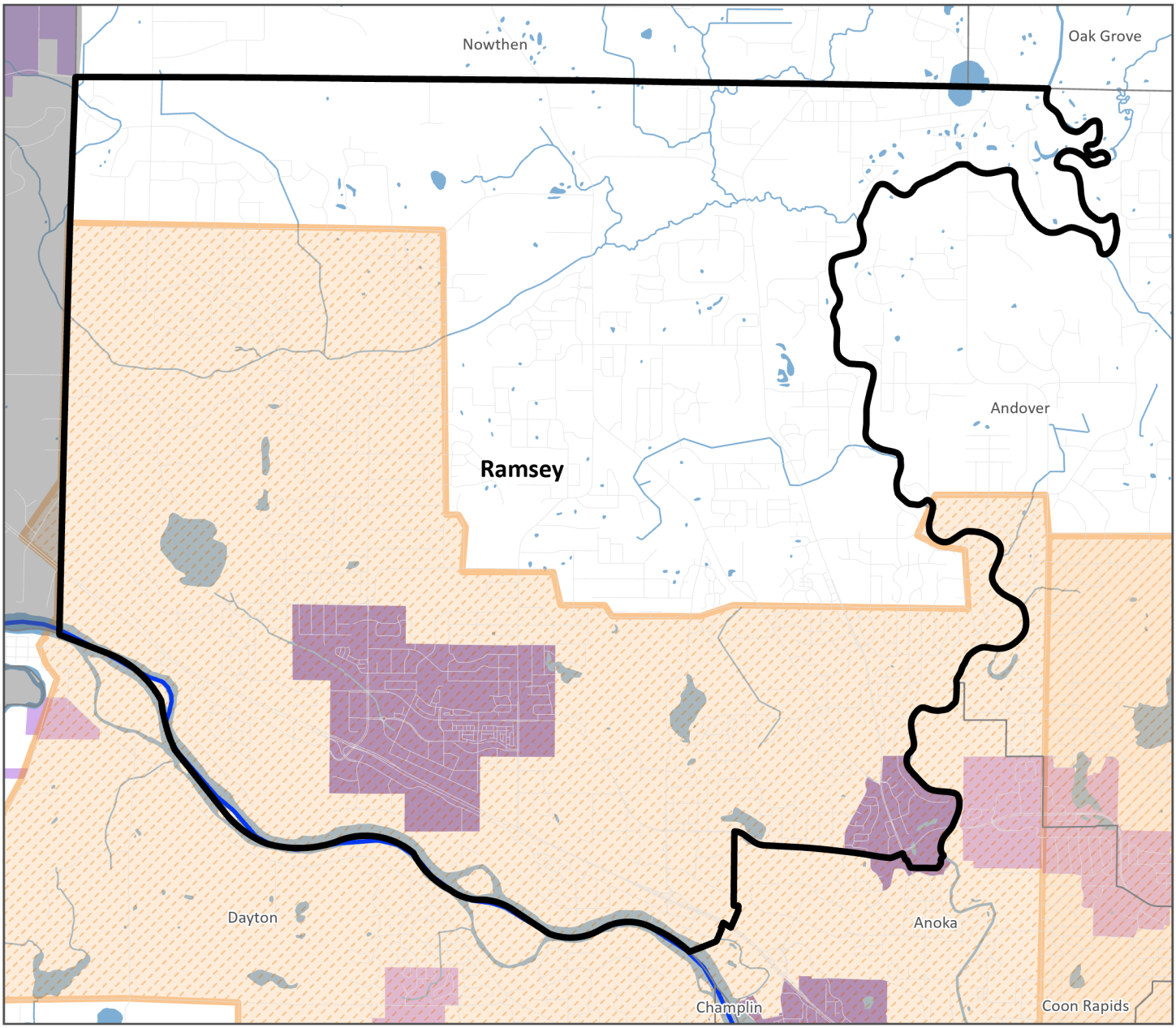
Wetland Type

- Seasonally Flooded Basin or Flat
- Wet Meadow
- Shallow Marsh
- Deep Marsh
- Shallow Open Water
- Shrub Swamp
- Wooded Swamp
- Bog

Priority Water

- Priority River or Stream
- Priority Lake

City of Ramsey
Water Supply Considerations



Drinking Water Supply Management Areas for Groundwater (DWSMA)

- High Vulnerability
- Moderate Vulnerability
- Low Vulnerability

Drinking Water Supply Management Areas for Surface Water (DWSMA)

- Surface Water DWSMA Priority Area A
- Special Well and Boring Construction Area
- Priority river or stream qualifying as a drinking water source
- Priority lake qualifying as a drinking water source

REGIONAL PARKS AND TRAILS SYSTEM STATEMENT
CITY OF RAMSEY

Overview of the Regional Parks and Trails System

The Regional Parks and Trails System includes 66 regional parks, park reserves, and special features, plus more than 487 miles of regional trails that showcase the unique landscapes of the region and provide year-round recreation. The Regional Parks and Trails System is well-loved by our region's residents and attracted over 69 million visits in 2023.

The organizational structure of the Regional Parks and Trails System is unique, built upon a strong partnership between the Met Council and the ten regional park implementing agencies that own and operate Regional Parks and Trails System units. The regional park implementing agencies are:

Anoka County	Ramsey County
City of Bloomington	City of Saint Paul
Carver County	Scott County
Dakota County	Three Rivers Park District
Minneapolis Park and Recreation Board	Washington County

The 2050 Regional Parks and Trails Policy Plan advances the Imagine 2050 regional goals and core values including Equity, Leadership, Accountability, and Stewardship by striving to:

- **Foster equity and belonging**: Connect people with nature, community, and cultural landscapes to better support their physical, mental, and emotional well-being
- **Take care of what we have:** Reinvest in existing regional parks and trails to maintain and enhance visitor experiences
- **Protect and restore:** Protect and restore natural systems to safeguard the well-being of all living things
- **Adapt and mitigate:** Increase the region's resilience to climate change through land stewardship practices that mitigate greenhouse gases and adapt to future climates
- **Meet future needs:** Meet the growing demand for regional parks and trails through strategic and timely land acquisition and development.

Key Concepts in the 2050 Regional Parks and Trails Policy Plan

The 2050 Regional Parks and Trails Policy Plan includes the following policies, each with specific associated strategies:

- **System Plan policy**: Maintain a robust and current set of data, maps, plans, processes, and applications to support regional parks and trails planning.
- **Natural Systems policy**: Identify lands with high-quality natural features and/or with high restoration potential that are desirable for Regional Parks and Trails System activities and put these lands in a protected status so they will be available for recreational uses and preservation purposes in perpetuity.
- **Climate Resilience policy**: Adapt and enhance the Regional Parks and Trails System to promote resilience to climate change, including the mitigation of greenhouse gas emissions.

- **Planning policy:** Promote long-range planning and help provide integrated resource planning across jurisdictions in order to create a seamless system that connects everyone to the outdoors.
- **System Protection policy:** Protect public investments in acquisition and development by assuring that every component in the system is able to fully carry out its designated role.
- **Recreation, Facilities, and Programming policy:** Foster a sense of belonging by providing a wide spectrum of leisure and play opportunities while connecting people, places, and the natural world.
- **Finance policy:** The Met Council administers, provides financial oversight, and collaborates with a range of partners to fund the ten regional park implementing agencies in support of the Regional Parks and Trails System.

The 2050 Regional Parks and Trails Policy Plan is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement highlights the elements of the system plan which apply specifically to your community. Find the complete text of the 2050 Regional Parks and Trails Policy Plan at the following url: *https://imagine2050.metrocouncil.org/chapters/regional-parks-and-trails*.

Key Changes in the 2050 Regional Parks and Trails Policy Plan

Adopted by the Met Council in February 2025, the 2050 Regional Parks and Trails Policy Plan incorporates the following changes:

- Unit name changes
  - Anoka County
    - "Northwest Search Area" changed to "Sugar Hills Search Area"
  - Dakota County
    - "Lebanon Hills-Big Rivers Greenway Trail Search Corridor" changed to "Lebanon Hills-Minnesota River Greenway Trail Search Corridor"
    - "Lebanon Hills-Mendota Greenway Regional Trail, Highway 62 segment" changed to "Lebanon Hills Greenway Regional Trail"
  - Scott County
    - "Scott West Regional Trail" changed to "Big Woods Regional Trail"
    - "Minnesota River Bluffs Extension and Scott County Connection Regional Trail" changed to "Merriam Junction Regional Trail"
    - "Louisville Trail Search Corridor" changed to "Merriam Junction Regional Trail"
    - Portion of "Southern Scott Trail Search Corridor" changed to "Shallow Waters Regional Trail"
- Trail refinements
  - Three Rivers Park District's Dakota Rail Regional Trail Search Corridor Extension moving the trail terminus from Highway 494 to Minnetonka City Hall
  - Three Rivers Park District is transferring a portion of the Lake Minnetonka Regional Trail to Carver County
- Future 2028/2029 system additions process candidates
  - Ramsey County's Rice Creek North Regional Trail Boundary Adjustment adding 2,407 acres to the current 792 acres at the former Twin Cities Army Ammunition Plant
  - Three Rivers Park District's 5.5-mile West Minnehaha Creek Trail Corridor Study Area
  - Dakota County's 58-acre Thompson County Park Study Area in West St. Paul serving the outdoor recreational needs of the more than 50,000 residents who live in the northern portion of Dakota County

The 2050 Regional Parks and Trails System Plan Map is depicted in Figure 1. Ramsey should consult the complete 2050 Regional Parks and Trails Policy Plan in preparing its local comprehensive plan. In

addition, your community should consult Imagine 2050 and the current version of the Met Council's Local Planning Handbook for specific comprehensive plan requirements.

2050 Regional Parks and Trails System Units

The Regional Parks and Trails System comprises four main types of units: regional parks, park reserves, special features and regional trails.

- **Regional parks** contain a diversity of natural features, either naturally occurring or restored, and are typically 200-500 acres in size. Regional parks accommodate a variety of outdoor recreation activities. In 2024, a total of 46 regional parks are open to the public.
- **Park reserves**, like regional parks, provide for a diversity of outdoor recreation activities. One major distinguishing feature is that the minimum size for a park reserve is 1,000 acres. Additionally, regional park implementing agencies are required to manage at least 80% of the park reserve as natural lands that protect the ecological functions of the native landscape. As of 2024, a total of 12 park reserves were open to the public.
- **Special features** provide opportunities not generally found in the regional parks, park reserves, or trail corridors. Special features often require a unique managing or programming effort. As of 2024, there are eight special features open to the public.
- **Regional trails:** The Met Council has defined two major types of trails to serve the region: destination or greenway trails and linking trails. Destination or greenway trails typically follow along corridors with high-quality natural features that make the trail itself a destination. Linking trails are predominately intended to provide connections between various Regional Parks and Trails System units. As of 2024, 56 regional trails totaling approximately 487 miles were open for public use.

2050 Regional Parks and Trails System Components

The 2050 Regional Parks and Trails Policy Plan identifies five components which together comprise the vision for the Regional Parks and Trails System in 2050, as described below.

- **Existing Regional Parks and Trails System facilities** are open for public use and include land that is owned by regional park implementing agencies. They may include inholding parcels within the boundaries of these parks and trail corridors that have not yet been acquired. Existing regional trails may include planned segments that will be developed in the future.
- **Planned Regional Parks and Trails System facilities (not yet open to the public)** have a Council-approved long-range plan and may be in stages of acquisition and development but are not yet open for public use.
- **Regional Parks and Trails System boundary adjustments** include general areas identified as potential additions to existing Regional Parks and Trails System facilities to add recreational opportunities or protect natural resources. Specific adjustments to park or trail corridor boundaries have not yet been planned.
- **Regional Park and Special Feature search areas** include general areas for future regional parks and special features to meet the recreational needs of the region by 2050 where the regional park boundary has not yet been planned.
- **Regional trail search corridors** include proposed regional trails to provide connections between Regional Parks and Trails System facilities where the trail alignment has not yet been planned.

System Plan Considerations Affecting Your Community

The following Regional Parks and Trails System Components within Ramsey are identified in the 2050 Regional Parks and Trails Policy Plan:

Regional Parks, Park Reserves, and Special Features

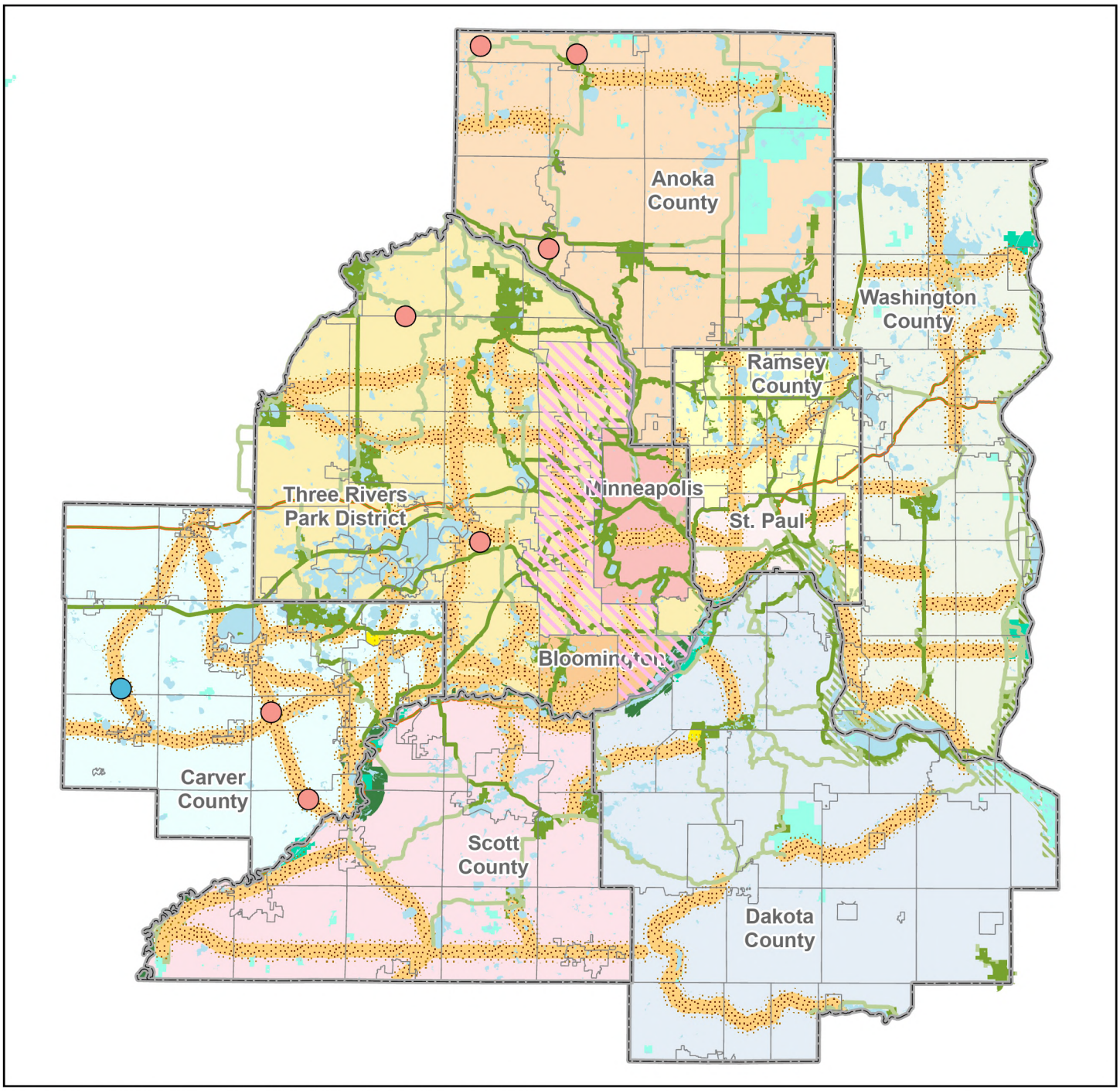
- **Mississippi West Regional Park:** This is an existing regional park with an established boundary. Mississippi West Regional Park, at nearly 280 acres, offers a variety of recreation amenities including a boat launch, canoe-in campsites, shore fishing, and trails. The park connects to the Mississippi River Regional Trail as well. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Rum River Central Regional Park:** This is an existing regional park with an established boundary. Rum River Central Regional Park, at nearly 400 acres, offers spaces for year-round activities, including numerous water trails, cross-country ski trails, and areas for horseback riding. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.

Regional Trails

- **Central Anoka Regional Trail:** This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Ramsey, Anoka, Andover, Ham Lake, Blaine, Lino Lakes, and Centerville as it connects Mississippi West Regional Park, Rum River Regional Trail, Bunker Hills Regional Park, East Anoka County Regional Trail and Rice Creek Chain of Lakes Park Reserve. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Mississippi River Regional Trail (Anoka County):** This is a regional trail that is open to the public. The regional trail travels through Ramsey, Anoka, Coon Rapids, and Fridley as it connects Mississippi West Regional Park, Rum River Regional Trail, Coon Rapids Dam Regional Park, Coon Creek Regional Trail, Rice Creek West Regional Trail, and Riverfront Regional Park. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Rum River Regional Trail:** This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Anoka, Andover, Ramsey, Oak Grove, and St. Francis as it connects Mississippi River Regional Trail, Central Anoka Regional Trail, Rum River Central Regional Park, North Anoka County Regional Trail Search Corridor, Sugar Hills Regional Trail and Lake George Regional Park. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

Please contact Anoka County for more information regarding Regional Parks and Trails System Components in Ramsey.

Regional Parks and Trails System

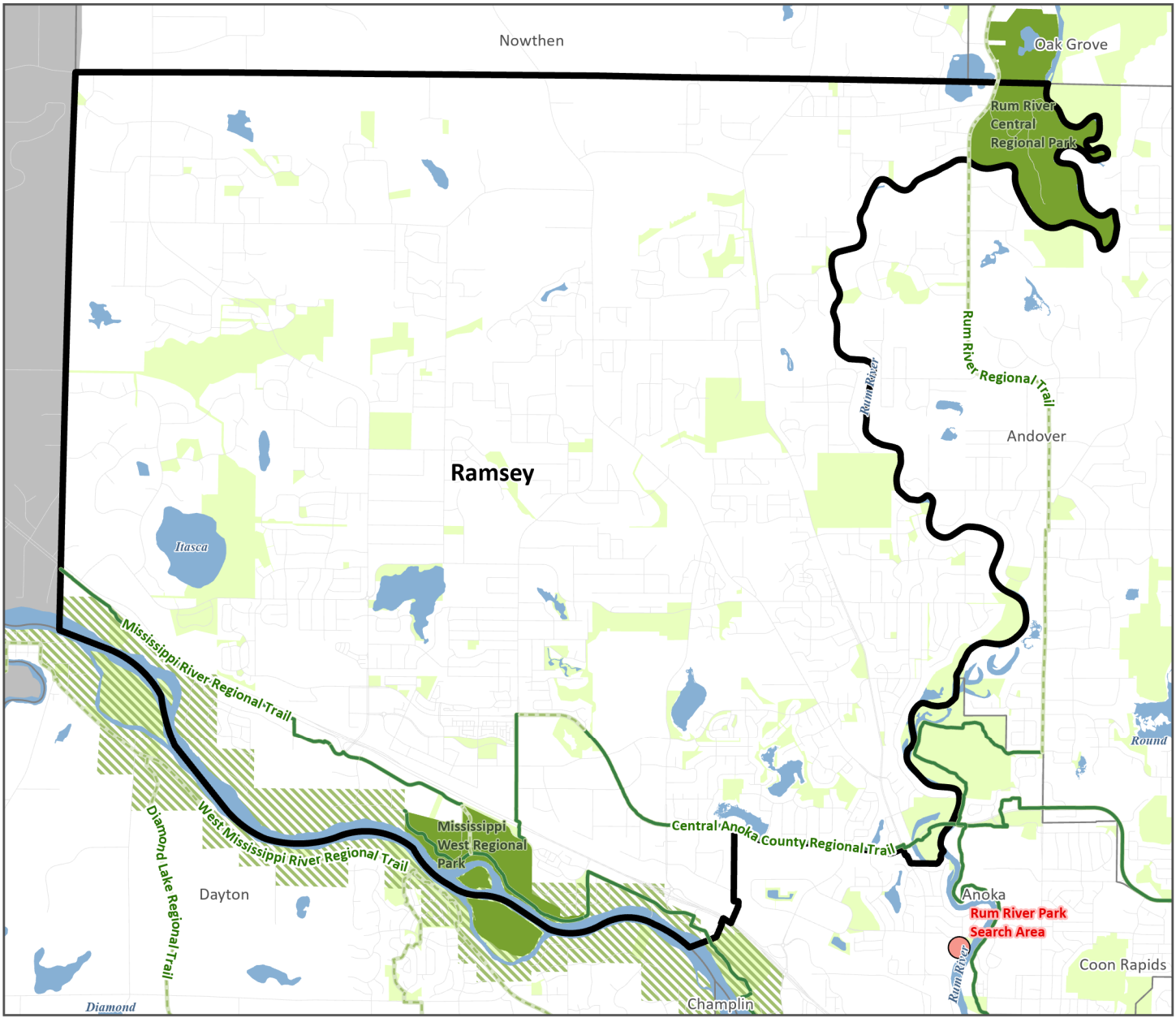


Long-Range Plan Boundary Adjustments and Search Areas

- Boundary Adjustment
- Park Search Area
- Special Feature Search Area
- Regional Trail Search Corridor
- Regional Trail (Open to the Public)
- Planned Regional Trail (Not Open to the Public)
- State Trails

- Regional Park (Open to the Public)
- Planned Regional Park (Not Open to the Public)
- Lower St. Croix National Scenic Riverway
- Mississippi National River & Recreation Area
- State Wildlife Management Areas
- State Parks and Recreation Areas
- MN Valley National Wildlife Refuge
- Special State Recreation Features

City of Ramsey
Regional Parks and Trails System



Regional Parks and Trails Systems

- Boundary Adjustment
- Search Area
- Special Feature Search Area
- Regional Trail Search Corridor
- Regional Trail (Open to the Public)
- Planned Regional Trail (Not Open to the Public)
- Regional Park (Open to the Public)
- Planned Regional Park (Not Open to the Public)

Other State and National Features

- State Trails
- State Parks and Recreation Areas
- State Wildlife Management Areas
- Special State Recreation Features
- Other Parks, Preserves, Refuges and Natural Areas
- Lower St. Croix National Scenic Riverway
- Mississippi National River & Recreation Area
- MN Valley National Wildlife Refuge

Natural Systems		Pg #
Natural Systems Requirements		
1	Identify existing natural systems in your community by mapping terrestrial areas and water bodies.	
2	Identify and map protected areas using the provided commonly protected areas data.	
3	Identify and map significant and sensitive terrestrial and water areas in your community.	
4	Identify areas within your community that present opportunities for protection or improvement. Use the Met Council mapping tool to guide your analysis, focusing on the provided opportunity areas data. • Based on this analysis, map or list the areas your community considers priorities for protection or improvement—including any areas the tool may have overlooked.	
5	List specific protection and improvement goals, and issues the goals are intended to address for your community's terrestrial systems. • Describe how your terrestrial systems goals and issues relate to the planned water systems outcomes that are identified in your locally adopted surface water management, watershed, wellhead protection, and local water supply plans.	
6	Identify and list protection and improvement strategies to help achieve your community's overall natural systems goals for terrestrial and water systems.	
7	List any planned or proposed protection or improvement initiatives for natural systems in your community in the next 10 years.	

Climate		Pg #
Climate Mitigation		
1	Include an acknowledgement of statewide targets for GHG reductions: 50% GHG reduction by 2030 and net zero by 2050 from a 2005 baseline.	
2	Include a greenhouse gas emissions inventory that includes transportation, energy use, solid waste, and livestock and agriculture (where applicable)	
3	Include at least one strategy to reduce greenhouse gas emissions for each of the above sectors	
4	Detail the emissions impact of reduction strategies through 2050 for the above sectors using the Met Council Greenhouse Gas Emissions Reduction Tool or an equivalent modeling tool.	
Climate Adaptation		
5	Identify social, built, and natural systems vulnerabilities to the following climate hazards: Extreme Heat and Localized Flooding	
6	Include strategies to address social, built, and natural systems vulnerabilities for the following climate hazards: Extreme Heat and Localized Flooding	
7	Include strategies that support local food systems to increase access to healthy food, food security, and community resilience	

Chapter 05: Natural Resources Plan

Natural Resources Goals and Strategies

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

- Prioritize areas of preservation to identify key areas of preservation
- Utilize staff and local knowledge to reduce consulting costs
- Utilize Planned Unit Development (PUD) process where applicable to acquire high-priority natural resource areas and provide flexibility in development design
- Ensure sustainability of food supply and food web
- Maintain and enhance the public community forest (boulevard tree program)
- Reduce erosion along both the Mississippi and Rum Rivers
- Preserve significant ecological resources through conservation design.
- Improve sustainability and resilience
- Improve connections to significant ecological resources
- Improve recreation opportunities along the City's Priority Greenway Plan
- Improve water quality of Mississippi River
- Improve awareness for groundwater planning
- Improve awareness for solid waste reduction
- Maintain efficient use of public works staff to maintain community natural resources

2030 Plan Accomplishments

Before looking forward to what Ramsey will strive to accomplish within the timeframe of this Comprehensive Plan, it is always good to pause and look back to what it was able to accomplish over during the course of the 2030 Comprehensive Plan. The last plan was adopted in 2010. While a number of factors have changed since the adoption of the last plan, the City can celebrate a number of successes as it relates to natural resources. Subsequent chapters of the 2040 Comprehensive Plan will celebrate their own successes.

- Relied on the Natural Resources Inventory (NRI) to inform recommendations on subdivision design and areas of focused protection/preservation where feasible.
- Purchased two (2) Weed Wrenches to assist property owners with managing and eradicating certain invasive species, specifically Buckthorn.
- Protected Ramsey's rural character in many areas of the community, representing the largest land area category in the community.
- Mitigated City's financial risks associated by new developments by encouraging new development to focus near existing infrastructure.
- Ensured new development protected natural resources, made trail connections, and blended in with surrounding development.
- Employed conservation subdivision practices intended to protect existing neighborhoods and natural resources.

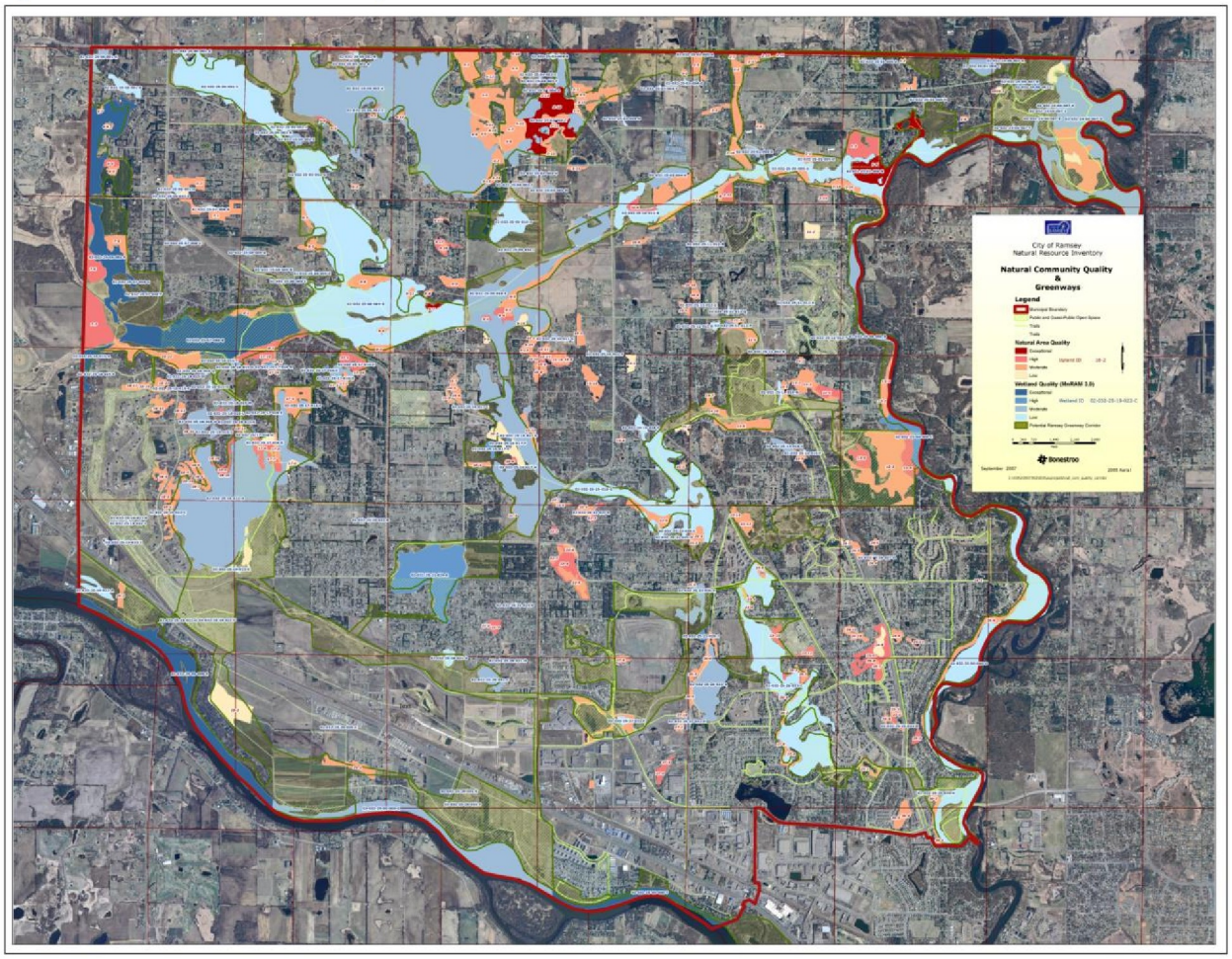
- Struck a balance between land use planning, policy development, natural resource protection, and private property rights.
- Refined the Tree Preservation Ordinance to establish a reforestation standard and proactively began working with developers to establish street trees rather than just front yard trees.
- Encouraged stormwater management systems/plans that incorporate rain harvesting techniques (reducing the demand on and use of groundwater for irrigation) and rain gardens (to promote infiltration and groundwater recharge).
- Employed new strategies to help residents recycle additional materials and divert more materials from landfills.
- Implemented an organics recycling drop-off program for residents.
- Secured grant funds to establish a 'mini-arboretum' of tree species native to Minnesota in North Commons.
- Continued to maintain the Tree City USA designation (twenty-five [25] years and counting).
- Updated the Floodplain Ordinance and adopted new Flood Insurance Rate Maps to remain compliant with the National Flood Insurance Program.
- Adopted an Emerald Ash Borer (EAB) Management Plan.

Existing Natural Resources

Ramsey undertook two (2) comprehensive inventories in the mid-2000s; a Natural Resources Inventory (NRI) and a Wetland Inventory. Both of these data sets are referenced any time a new development is proposed. These data sets help inform Ramsey if there are significant and/or high value natural resources within a development site that may warrant greater protections. While both provide valuable insight, Ramsey acknowledges that both require periodic updates to ensure that the data is accurate and relevant. There has been no specific timeframe identified for updates to either, but for this data to remain useful, they should be revisited no less than every ten (10) to fifteen (15) years.

Existing Natural Resource Quality

Figure 29: Natural Resource Inventory

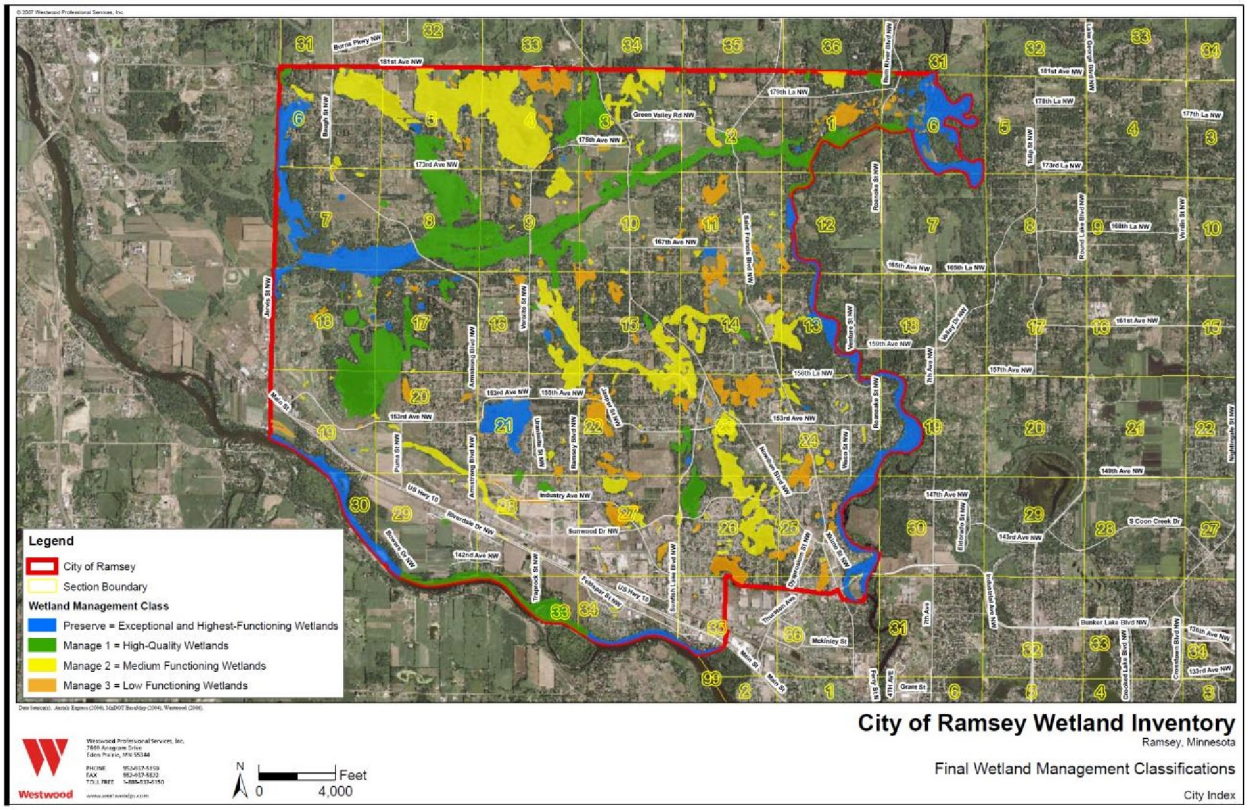


As part of the NRI, potential greenway corridors were identified. Thus, in addition to providing insight to the potential presence of higher value natural areas, the NRI can also be utilized as a reference and guide for critical corridor connections. As Ramsey continues to experience

development pressures, the NRI will eventually need to be 'recalibrated' to ensure that it is still a meaningful and reliable data source.

Existing Wetland Quality

Figure 30: Wetland Inventory



In 2006, Ramsey completed a Wetland Inventory utilizing the Minnesota Routine Assessment Method (MnRAM) to accompany a now repealed wetland buffer ordinance. While the wetland buffer standards are no longer codified, the Wetland Inventory is still relied upon to understand what, if any, impacts proposed development may have, especially regarding wetlands classified as high and exceptional.

Natural Resource Initiatives and Pilot Projects

Ramsey has completed a number of natural resource initiatives and pilot projects in recent years. Key programs include, but are not limited to the following.

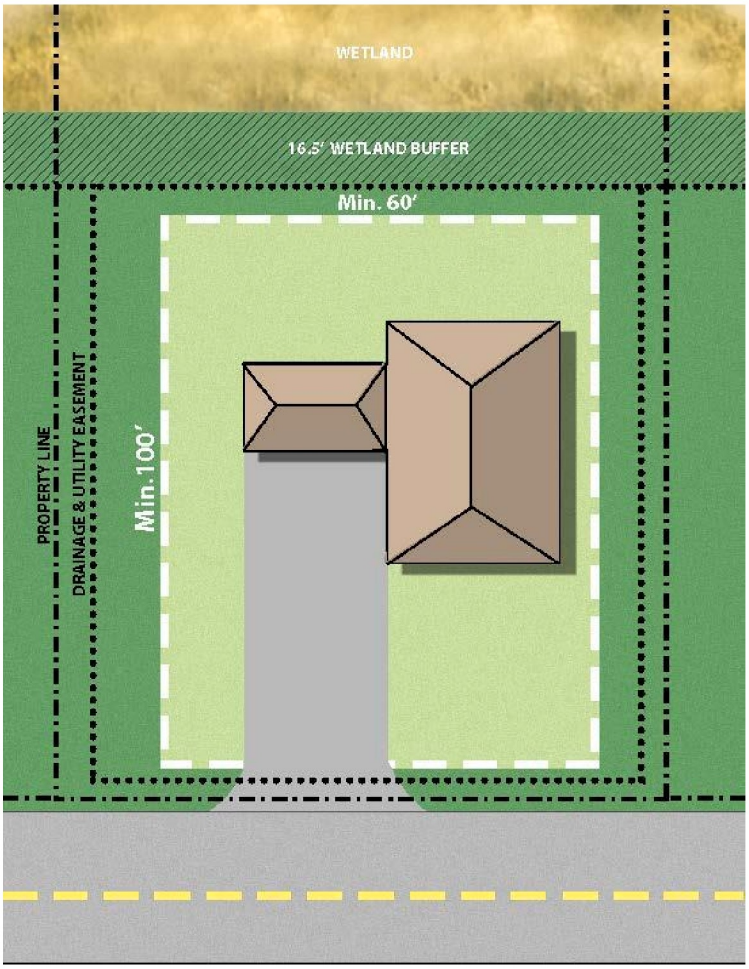
- Buildable Area Standards
- Pollinator Friendly Habitat
- Shoreline Protection

Buildable Area Standards

In 2016, the City adopted new standards related to lot depth as well as instituted a wetland setback. The purpose of both of these standards was to ensure that newly created lots would actually have

sufficient buildable and usable area to accommodate typical homeowner additions, such as a deck, small shed, a yard to play in, etc. Too often, homeowners attempting to make improvements to their property were discovering that there was not sufficient space to accommodate a new deck, a detached accessory building, or even to establish what they viewed as a usable backyard. This was creating a lot of frustration on their part and was also resulting in code violations as well. By implementing these new standards, it not only assured that each newly created lot would have buildable and/or usable space beyond the footprint of their home, but also helped to protect wetlands both from being filled in as well as from a water quality stand point (more filtration of runoff before entering the wetland).

Buildable Area and Wetland Setback Example



Pollinator Friendly Habitat

The City desires to encourage more pollinator friendly habitat for a multitude of reasons. First and foremost, Ramsey desires to ensure the sustainability of food supply and the food web, which relies heavily on pollinators. By promoting pollinator friendly practices and initiatives, the City not only helps foster the concept of local food through opportunities such as a local farmer's market, but also encourages the protection, restoration, and/or establishment of pollinator habitat.

Broadly speaking, pollinator habitat generally consists of native plants, shrubs and trees. Native species are generally more drought tolerant and require fewer inputs, such as water (irrigation) and chemicals (fertilizers and herbicides). Thus, by establishing more pollinator friendly habitat, the demand on groundwater for irrigation purposes should decrease. Furthermore, the reduced need for chemical applications should lower the potential of groundwater and/or surface water contamination from inappropriate application of these products on the landscape.

Protecting, restoring, and/or establishing pollinator habitat also creates habitat for a variety of wildlife. Where feasible, conglomerations of pollinator friendly landscapes can become the basis for wildlife corridors and potentially even a greenway corridor. Even small patches, such as a backyard butterfly garden, of pollinator friendly habitat can be beneficial for many pollinators whose populations are declining as habitat loss continues to increase.

Mayors for Monarchs

The City has taken the Mayors for Monarchs Pledge to affirm its support not only for the iconic monarch butterfly, but also for pollinators in general, whose habitat continues to be fragmented and/or destroyed.



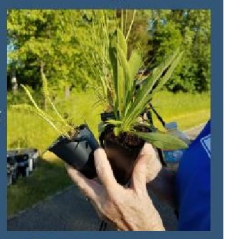
Mayors for Monarchs

Many people may not realize that Monarch butterflies play an important role in pollinating various plants, including many of our food crops. But their population has declined by more than 90% in the last two decades. That is why it is important to create special habitats for these pollinators in our yards and gardens. Recently, the City of Ramsey adopted a resolution to support pollinator initiatives throughout our community.



Ramsey Mayor, Sarah Strommen, launched the initiative by signing the Mayors for Monarchs Pledge to support Monarch butterflies in our community by implementing efforts to create, restore, and protect pollinator habitat and encouraging our citizens to do the same in their own backyards. The Mayors for Monarchs Pledge Signing event took place on June 6, 2017 at the Lake Itasca Trailhead in Ramsey.

At the pledge signing event Mayor Strommen designated a new "Monarch Trail" along the Lake Itasca Trail corridor. Together with the U.S. Fish and Wildlife Service, the City of Ramsey will be restoring six and a half acres of land along this trail to a natural habitat designed to support Monarch butterflies and other important pollinators.



Students from Youth First Community of Promise were there to jump-start the project by planting a small section of native plant plugs at this event, which was representative of the larger-scale planting that will happen this fall.

Fourth grade students from Ramsey Elementary also contributed to the event by creating 150 colorful butterflies, which served as the backdrop for this event and will also be on display in the Ramsey City Hall in honor of National Pollinator Week, June 19 - 25, 2017.

If you are interested in learning more about the Monarch butterfly, be sure to check out Ramsey Parks & Recreation's Monarch Lab on July 25. Visit www.cityoframsey.com/ParkEvents for more information on how to register.

City of RAMSEY

Lake Itasca Monarch Trail

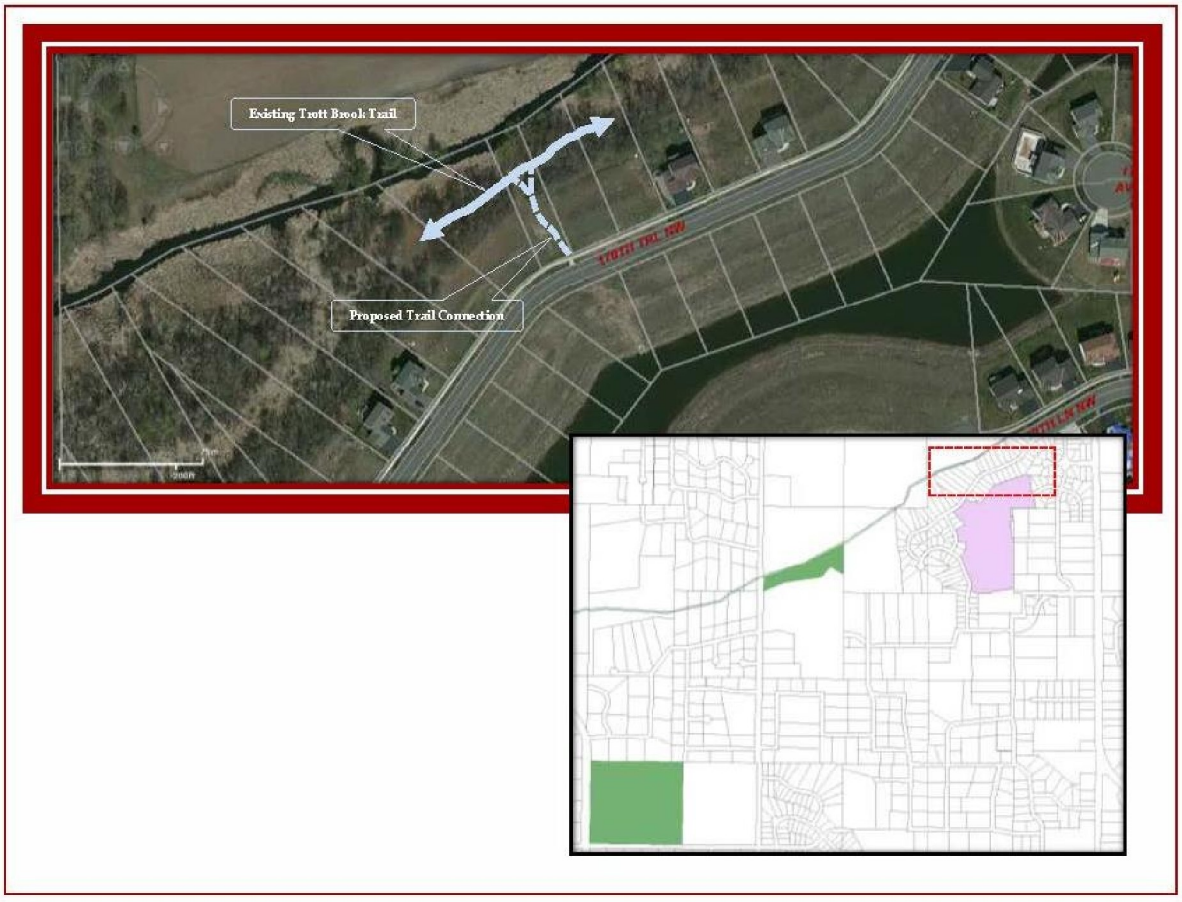
In the summer of 2017, the City designated a portion of the Lake Itasca Trail as a Monarch Trail. This was in conjunction with the Mayor's Monarch Pledge proclamation. The Monarch Trail includes roughly seven (7) acres of land on both sides of an existing, well used trail segment along Lake Itasca. A ceremonial planting of a mixture of plugs was completed in the summer of 2017. Site preparations occurred over the following fall, winter and spring seasons. This included a prescribed burn to eliminate non-native and undesirable vegetation (forbs/grasses) and removal of red cedar and Siberian elms within approximately 100 feet of the trail. The site was then seeded with species favored by monarch butterflies and other pollinators. This project converted fallow land into a native, pollinator friendly landscape that abuts a heavily used walking/biking trail in the community. Thus, it not only created new habitat but also did so in a location that would is highly visible to the community.



Brookfield Trail Connection

In 2016, Ramsey identified an opportunity to create a new trail connection to the Trott Brook Trail, a very popular walking/biking trail that parallels Trott Brook. There were multiple facets to this project that, in concert, would improve mobility, create pollinator friendly habitat, promote infiltration and improve water quality. The new trail segment provided a 'mid-block' connection to the existing Trott Brook Trail. Since the existing pedestrian ramp was at the low spot in the road, an opportunity existed to incorporate a rain garden into this project to promote infiltration and groundwater recharge while also improving the water quality of a large stormwater pond that serves as a 'water feature amenity' for this neighborhood also. Finally, rather than installing a typically turf grass landscape that would require irrigation and regular, routine maintenance (mowing), a native, pollinator friendly landscape was established on both sides of the trail. This creates not only additional habitat for pollinators, but also will result in year round interest and variability in the view shed.

Figure 31: Brookfield Trail Connection



Shoreline Protection

The Mississippi River and Rum River experience significant erosion that poses a threat to individual properties and water quality as well. The Anoka Conservation District completed an inventory of the Mississippi River shoreline in December of 2015 to assess the severity of erosion. While a

formal shoreline erosion inventory has not been completed on the Rum River, the Lower Rum River Watershed Management Organization (LRRWMO), along with City Staff, do conduct annual inspections to identify potential erosion concerns (as well as potential violations of the Wild and Scenic River Overlay District).

One of the primary impetuses for the formal inventory of the Mississippi River shoreline was to identify the most problematic properties and to use that data to solicit funding assistance.

Acceptable Shoreline Stabilization Techniques

There are a number of potential acceptable stabilization techniques that can be employed. While Ramsey would look for guidance from other, more technically specialized agencies, such as the Anoka Conservation District and the Department of Natural Resources, some potentially acceptable techniques may include:

- Vegetation
- Natural Barriers
- Rip Rap
- Wing Dams
- Other

Oftentimes, a combination of techniques may be necessary. However, each site likely will have specific conditions or circumstances that will, at least in part, determine which method(s) will be most effective.

New Preservation Efforts

Moving forward, Ramsey desires to enhance efforts in two (2) main categories.

1. Groundwater Supply Preservation
2. Solid Waste Reduction
3. Access to Solar
4. Alternative Energy
5. Greenway Planning
6. Water Quality
7. Public Realm Landscaping

Groundwater Supply Preservation

Ramsey desires to protect the quantity and quality of our groundwater supply and aquifers. The City will accomplish this goal with two (2) broad strategies.

1. Programs, Incentives, and Rebates
2. Educational Initiatives

In the summer months, Ramsey's water usage typically doubles or almost triples that of winter months. This is not due to a lack of concern by Ramsey residents regarding water supply, but rather it is the result of the predominantly sandy nature of sandy soils. This previously prompted Ramsey to adopt a topsoil requirement applicable to any property with a Building Permit for a new

principal building. However, this is not necessarily addressing the water usage as many property owners have not altered the programming of their irrigation system to account for the higher organic content of the topsoil.

The Environmental Policy Board (EPB) recommended a change to City Code that required any new in-ground irrigation system to be equipped with some form of water efficient technology (e.g. smart controller, soil moisture sensors, evapotranspiration sensors, etc.). But, beyond that, the EPB also expressed an interest in incentives and/or rebates to encourage existing property owners with in-ground irrigation systems to consider retrofitting their irrigation system with water efficient technologies. Due to the greater financial impact of retrofitting, the EPB felt that a carrot, rather than a stick, approach would be better.

There continues to be a need for public education on the current status of groundwater availability and conservation techniques and measures that could be implemented by individual property owners to help reduce the demand on aquifers. Ramsey has a keen interest in this subject as it had previously explored utilizing surface water from the Mississippi River as a source of drinking water. However, this is truly a regional issue and one that Ramsey believes needs a regional solution. Thus, instituting an education and awareness campaign around groundwater has the distinct ability to help delay and defer any significant capital expenses that Ramsey may incur.

Solid Waste Reduction

Ramsey contracts with a single hauler for curbside service for single-family residential . This not only helps with participation rates and education, but also helps reduce the number of trucks traversing local streets (less wear and tear and likely reduces air pollutants as well). The curbside program provides collection of recyclables on an every other week (EOW) schedule. Ramsey is divided into an east side and west side for collection purposes, generally along Sunfish Lake Blvd and Nowthen Blvd (with all residential properties south of Highway 10 being considered west).

In 2014, State Statute 115A.551 (Recycling) was amending to specify that by December 31, 2030, each metropolitan county will have a goal to recycle seventy-five percent (75%), by weight, of the total solid waste generated. Furthermore, it states that counties will develop or require political subdivisions within the county to develop and implement programs, practices, and/or methods designed to achieve this goal.

In recognition of this aggressive goal, Ramsey has created new and/or additional opportunities for residents to properly dispose of recyclable materials. This includes expanding the list of acceptable materials collected during Ramsey's Recycling Day events, which now accepts carpet, carpet padding, textiles, motor oil, oil filters, and antifreeze. Additionally, Ramsey has added a third Recycling Day (summer) event to provide an additional opportunity for residents to properly dispose of materials generally not accepted through the curbside program.

After review of a recent metropolitan waste sort (completed for Hennepin County in 2016), it is clear that organic materials represent the largest component remaining in trash. This represents a potential opportunity to boost Ramsey's recycling tonnage, which led the city to implement an organics recycling drop-off program.



Ramsey is providing 'starter kits' at no cost to encourage residents to participate in this program. There are carts located at the Public Works Campus for participants to drop off their organics. Ramsey is continuing to explore various options to expand and improve the organics program. This could include a larger scale drop-off site and/or a curbside program is yet another attempt to increase the amount of material diverted from the trash to the recycling stream.



The greatest opportunity to realize significant gains in recycling, however, will likely come from the commercial sector. While Ramsey's recycling program is focused on the residential sector, primarily based on how the program is funded (Select Committee on Recycling and the Environment, aka SCORE), Anoka County does work with the commercial sector. They have partnered with Minnesota Waste Wise to conduct waste audits for interested commercial entities and guidance on how to increase recycling and reduce waste (and possibly costs too). Ramsey supports this work and will continue to explore opportunities to educate and assist the commercial sector with waste reduction measures where feasible.

Access to Solar

In the mid-2010s, Ramsey amended its Zoning Code to permit both ground mounted and building mounted solar arrays as an accessory use in any zoning district. This created the possibility for both the residential and commercial/industrial sectors to lawfully install solar energy systems if they so desired. In 2017, Ramsey amended its Zoning Code again to identify solar energy systems as a principal use with the issuance of a Conditional Use Permit within the Public/Quasi-Public zoning district.

Figure 32: Gross Solar Potential

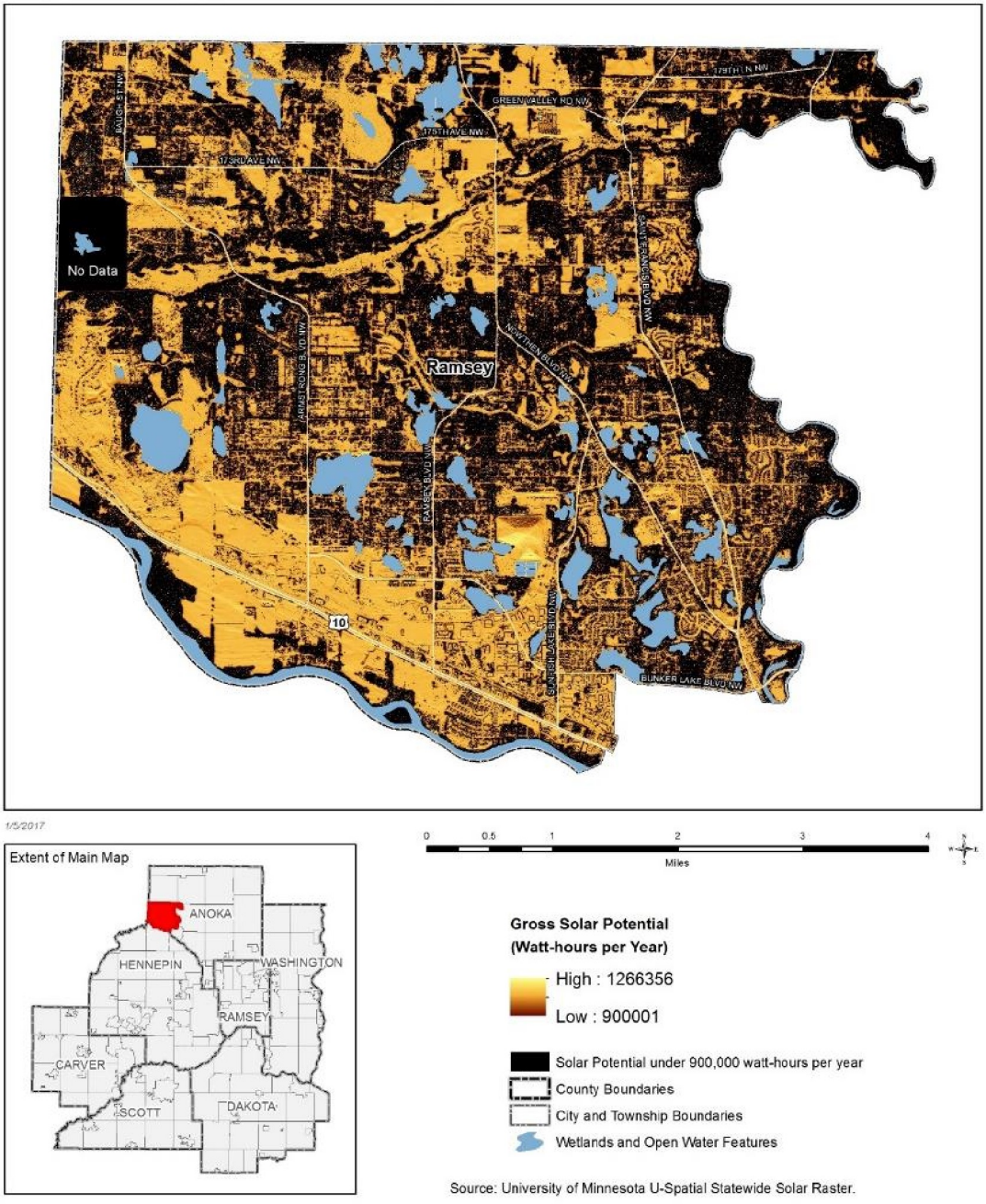


Table 58: Solar Resource Calculation

Gross Potential (Mwh/year)	Rooftop Potential (Mwh/year)	Gross Generation Potential (Mwh/year)	Rooftop Generation Potential (Mwh/year)
42,494,174	1,503,708	4,249,417	150,370

Alternative Energy

Ramsey recognizes the growing field of renewable energy sources and has taken steps over the past decade to include provisions in the Zoning Code that govern their installation. In addition to solar energy systems (as addressed above), Ramsey also permits, under certain conditions, Wind Energy Conversion Systems (WECS) and Ground Source Heat Pumps. Ramsey will continue to monitor the evolution of alternative energies and, where appropriate and supported by the community, will contemplate zoning amendments to avoid unintentionally prohibiting their installation.

Greenway Planning

Ramsey has developed a robust system of parks and trails. Trail connectivity is a key metric of success for our community. Ramsey desires to continue our tradition of prudent trail planning, connecting important recreational and ecological resources. In order prioritize limited resources to accomplish this goal, Ramsey has prioritized important trail connections around the 'Circle of Ramsey' connecting our system of Community Parks. More information on this topic is found in the parks section of this plan.

Water Quality

Chlorides (de-icing salts) are a growing concern, not only in Ramsey but across the state, due to their likely impact on water quality. Ramsey is committed to exploring opportunities to reduce the quantities of de-icing salts used on roadways as long as it does not negatively impact safety. Options that could be considered or further investigated include an outright reduction in salt applied to roadways and parking lots, installation of pervious pavement and/or pervious concrete roads, alternative road surfaces (e.g. 'solar' roads that aid in melting snow), etc.

Public Realm Landscaping

Ramsey is committed to growing its boulevard/street tree program. A well designed urban forest addresses several of the key imperatives that were identified throughout the public engagement process. Boulevard trees aid with reducing stormwater runoff (improved water quality and increased infiltration). As Ramsey continues to develop, it will inevitably result in a greater number of vehicles on the roads. Boulevard trees will help filter out pollutants and other particulates from the air while also having a traffic calming effect. Boulevard trees also add economic and aesthetic value to neighborhoods and commercial districts.

University of Minnesota Resilient Communities Project

During the 2017-2018 Academic School Year, Ramsey partnered with the University of Minnesota's Resilient Communities Project (RCP) to advance resilience planning and goals. A summary of the projects evaluated during the academic year is found below. Project reports are available upon requests. Many of the recommendations from the RCP partnership are integrated into this document's goals and implementation strategies.



RESILIENT COMMUNITIES PROJECT

What is the Resilient Communities Project?

The Resilient Communities Project (RCP) is a cross disciplinary program at the University of Minnesota whose mission is to connect communities in Minnesota with University faculty and students to advance local sustainability and resilience through collaborative, course-based projects. Ultimately, RCP strives to

- build local capacity to address community sustainability and resilience issues
- train students to be future sustainability practitioners in their fields
- produce case studies, tool kits, and other resources that advance sustainability and resilience practice at the community scale

How does RCP work?

Each academic year, RCP selects a partner community (typically a city, county, or tribal government) through a competitive process. RCP collaborates with the selected community to identify between 5 and 30 projects— based on community identified environmental, social, and economic issues and needs—that will advance local sustainability and resilience. Then, RCP serves as a matchmaker, strategically connecting the community's projects with existing U of MN courses that can provide appropriate research or technical assistance.

Staff and stakeholders from our partner communities work closely with faculty and students to provide local knowledge and deeper insight into the issues, ensuring the work students undertake is relevant to the community context. Outcomes from each University course are documented in a final report and presentation at the conclusion of the semester. Project results are shared with the community, and disseminated through RCP's website for use by other communities.

What are the benefits to students of collaborating with RCP?

- Efficient access to high quality and well-organized community projects
- Experience applying your knowledge and skills to real-world issues
- Opportunities to build your resume or portfolio for future job interviews
- Potential to meaningfully advance local sustainability and resilience
- Local and regional visibility and recognition for your work
- Opportunities to network with local government and industry professionals



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UNIVERSITY OF MINNESOTA
Driven to Discover℠



RCP–RAMSEY PROJECTS, 2017–2018

City of RAMSEY

For the 2017–2018 academic year, RCP is collaborating with the City of Ramsey on 20 projects that will engage dozens of U of MN courses and hundreds of students to provide information, ideas, and new perspectives on locally identified sustainability and resilience issues.

Community Identity and Engagement

Every Voice Matters
Resident Engagement and Volunteerism Plan

A Gathering Place for Community
Community Center Plan

Sustaining Our Legacy
Historic Town Hall Plan

Creating Community Identify
Branding and Marketing Plan

Land Use and Transportation

Highway 10: A Community and Regional Focal Point
U.S. Highway 10 Corridor Plan

Connecting Ramsey
City-Wide Greenway Plan

A Gathering Within: An Attraction Beyond
The COR Development Plan Update

Paying for Future Infrastructure Needs
Development Fee Study

Environmental Stewardship

Integrating Resources into Our Future
Natural Resources Management and Outreach Plan

Preventing Flood Damage and Disaster
Floodplain Communications Plan

Reduce Waste, Reuse Resources
Organics Recycling Plan

Clean Water, Clean Soil
Septic System Communications Plan

Will the Faucet Turn On?
Water Conservation Toolkit

Restoring Our Edge
Mississippi Shoreline Plan

Housing and Economic Development

Encouraging Small Business Growth and Expansion
Business Incubator Plan

Creating Housing Opportunities for All Generations
Housing Plan

Creating Destination
Retail Market Analysis

Administration

Protecting Our Investments
Asset Management Plan

Sustaining Our Team
Employee Development Plan

Employee Benefits for the Next Generation
Employee Benefits Plan

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Printed on recycled and recyclable paper with at least 10 percent postconsumer waste material.

Natural Resources Implementation Plan

Strategy: Ensure sustainability of food supply and food web

Policies and Actions:

1. Promote pollinator-friendly landscape practices

Strategy: Maintain and enhance the community forest

Policies and Actions:

1. Develop a boulevard tree program

Strategy: Reduce erosion along shorelines

Policies and Actions:

1. Create a Shoreline Protection Plan for the Mississippi River
2. Create a Shoreline Protection Plan for the Rum River

Strategy: Preserve significant ecological resources during development

Policies and Actions

1. Create a Conservation Subdivision Design policy
2. Create and overlay district for Trott Brook
3. Implement the Mississippi River Corridor Critical Area Plan

Strategy: Improve Sustainability and Resilience

Policies and Actions

1. Create a Community Resilience Plan

Strategy: Improve recreation opportunities along the City's Priority Greenway Plan

Policies and Actions

1. Complete the priority greenway plan

Strategy: Improve connections to significant ecological resources

Policies and Actions

1. Inventory potential access points to significant ecological resources

Strategy: Improve awareness for groundwater planning

Policies and Actions

1. Create an outreach plan for groundwater planning

Strategy: Improve awareness for solid waste reduction

Policies and Actions

1. Create an outreach plan for organics recycling

Environmental Policy Board (EPB)

Meeting Date: 11/16/2026

Primary Strategic Plan Initiative: Not Applicable

Information

Title:

Consider the Environmental Policy Board Meeting Calendar for 2027

Purpose/Background:

Annually, the Environmental Policy Board (EPB) reviews their meeting schedule and identifies alternative meeting dates when there is a conflict, such as with a holiday in which city offices are closed, or if there is a date that multiple board members identify as problematic. Attached is the 2027 meeting schedule. The January and February meeting dates will need to be adjusted due to the Martin Luther King Jr and Presidents' Day holidays (city offices are closed). The remainder of the year, it does not appear that there are any other conflicts. Staff would recommend that the Board select either January 11 or January 25, 2027, as the January meeting date and either February 8 or February 22, 2027, for the February meeting date. These alternative meeting dates are simply the Monday prior to and immediately following the regularly scheduled meeting dates for January and February. The meetings will still be held in the Council Chambers and will begin at 6:30pm. Additionally, if there are any other meeting dates that Board Members know they have a conflict, those should be mentioned to ensure there would still be a quorum.

Recommendation:

Identify alternative meeting dates for the January and February EPB meetings and approve the 2027 meeting calendar.

Outcome/Action:

Motion to approve the 2027 meeting calendar with the January meeting held on [January 11 or January 25] and the February meeting held on [February 8 or February 22].

Attachments

2027 Meeting Schedule

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	11/12/2026 01:58 PM
Form Started By: Chris Anderson		Started On: 11/10/2026 01:36 PM
Final Approval Date: 11/12/2026		

Meeting Date	Alternate Date 1	Alternate Date 2
January 18, 2027 (MLK Day)	January 11, 2027	January 25, 2027
February 15, 2027 (Presidents Day)	February 8, 2027	February 22, 2027
March 15, 2027		
April 19, 2027		
May 17, 2027		
June 21, 2027		
July 19, 2027		
August 16, 2027		
September 20, 2027		
October 18, 2027		
November 15, 2027		
December 20, 2027 (if needed)	December 13, 2027	