

City of Ramsey
Agenda
Regular Planning Commission
Thursday, September 24, 2026

6:30 pm

Ramsey Municipal Center, 7550 Sunwood Drive NW

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

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Citizen Input**
4. **Approve Agenda**
5. **Consent Agenda**
 1. Approve the Planning Commission Meeting Minutes for August 27, 2026
6. **Public Hearing**
 1. Consider a Code Amendment to the Subdivision Code (Chapter 117) Pertaining to Streets.
7. **Commission Business**
 1. Consider an Amendment to Chapter 106 (Zoning Code) and the COR Framework Pertaining to Streetscaping and Bulk Standards in the COR Zoning Districts
 2. 2050 Comprehensive Plan Update - System Statement Discussion
8. **Commission/Staff Input**
9. **Adjournment**

Regular Planning Commission

Meeting Date: 09/24/2026

Primary Strategic Plan Initiative: Enhance City's communication through transparency and accountability.

Information

Title:

Approve the Planning Commission Meeting Minutes for August 27, 2026

Purpose/Background:

The purpose of this case is to approve the Planning Commission Meeting Minutes for August 27, 2026.

Recommendation:

Staff recommends approving the minutes.

Outcome/Action:

Motion to approve the minutes for August 27, 2026.

Attachments

PC August 2026 Minutes

Form Review

Inbox

Brian Hagen

Form Started By: Kalia Lor

Final Approval Date: 09/17/2026

Reviewed By

Brian Hagen

Date

09/17/2026 09:51 AM

Started On: 09/08/2026 01:08 PM

**PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA**

The Ramsey Planning Commission conducted a regular meeting on Thursday, August 27, 2026, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Cheri Gengler
 Commissioner Michael Allshouse
 Commissioner Bradley Cochrane
 Commissioner Jeffrey Lubarski
 Commissioner Debra Musgrove
 Commissioner Layee Sanoe (arrived at 6:32 p.m.)

Members Absent: Commissioner Randy Bauer

Also Present: Planning Manager Todd Larson
 Senior Planner Chris Anderson
 City Council Liaison Eric Peters

1. CALL TO ORDER

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

2. PLEDGE OF ALLEGIANCE

Chairperson Gengler led the group in the Pledge of Allegiance.

3. CITIZEN INPUT

None.

4. APPROVAL OF AGENDA

Motion by Commissioner Lubarski, seconded by Commissioner Allshouse, to approve the agenda as presented.

Motion Carried. Voting Yes: Chairperson Gengler, Commissioners Lubarski, Allshouse, Cochrane, and Musgrove. Voting No: None. Absent: Commissioners Bauer and Sanoe.

5. CONSENT AGENDA

5.01: Approve the July 23, 2026, Planning Commission Meeting Minutes

Motion by Commissioner Musgrove, seconded by Commissioner Allshouse, to approve the consent agenda as presented.

Motion Carried. Voting Yes: Chairperson Gengler, Commissioners Musgrove, Allshouse, Cochrane, and Lubarski. Voting No: None. Absent: Commissioners Bauer and Sanoe.

Commissioner Sanoe arrived.

6. PUBLIC HEARINGS/COMMISSION BUSINESS

6.01: Public Hearing: Scooter's Coffee – Conditional Use Permit for a Coffee Shop with a Drive-Thru at 14340 Ramsey Boulevard NW

Public Hearing

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

Presentation

Planning Manager Larson presented the staff report stating that staff recommends approval of the Conditional Use Permit.

Citizen Input

Commissioner Musgrove asked about business hours and staffing.

Daniel and Natalie Dewy, applicants, 2680 243rd Avenue NW, St. Francis, replied that Scooters requires that there be at least two employees at all times for safety, and during busy times they would have up to five employees. She stated that they would open around 5 a.m. and would be open until at least 8 p.m. She noted that they would like to remain open as late, or later, than Caribou. They noted that there is a quick drive-thru timeline, as you should not be in the drive-thru longer than two minutes for a Scooters coffee. Mr. Dewy stated that if stacking does become an issue, they have the ability to add an additional drive-thru lane.

Motion by Commissioner Lubarski, seconded by Commissioner Musgrove, to close the public hearing.

Motion Carried. Voting Yes: Chairperson Gengler, Commissioners Lubarski, Musgrove, Allshouse, Cochrane, and Sanoe. Voting No: None. Absent: Commissioner Bauer.

Chairperson Gengler closed the public hearing at 6:40 p.m.

Commission Business

Motion by Commissioner Allshouse, seconded by Commissioner Cochrane, to recommend that City Council approve of a Conditional Use Permit for a restaurant with a drive-thru located at 14340 Ramsey Boulevard Northwest.

Motion Carried. Voting Yes: Chairperson Gengler, Commissioners Allshouse, Cochrane, Lubarski, Musgrove, and Sanoe. Voting No: None. Absent: Commissioner Bauer.

6.02: Public Hearing: “Rum River Retreat” – Preliminary Plat and Variance Request for 17400 and 17650 Erkium Street NW (Project No. 26-106); Case of Sundance Woods, LLC

Public Hearing

Chairperson Gengler called the public hearing to order at 6:41 p.m.

Presentation

Senior Planner Anderson presented the staff report stating that staff recommends approval of both variances and the Preliminary Plat, contingent upon compliance with staff’s review comments. He noted that two written comments were received and emailed to the Commission. He stated that at the time of the Sketch Plan review, a “petition” was received identifying concerns related to traffic, emergency access, environmental/wildlife impacts, and infrastructure capacity. He explained that an EAW is only mandatory for 250 or more unattached units, and this proposal would create 15 lots (14 new units). Engineering has reviewed traffic and road capacities and did not have any concerns. Public Safety has reviewed the plans regarding access and did not have any objections or concerns.

Commissioner Musgrove comments that the custom grading is a good plan in an attempt to preserve trees.

Citizen Input

Paul Olson, 5750 177th Avenue NW, asked that the cul-de-sac be evaluated as a dead-end road, as there is no mechanism to extend the road in the future. He also noted that the Commission would need to evaluate the hardship that would make an overlength cul-de-sac necessary. He stated that the question is not whether 15 lots can be created through variances, but what could be created through reasonable use of the property. He asked that exceptions not be granted to fit a lot count, noting that the plan should meet City standards, and asked that the Commission deny the variance requests and Preliminary Plat until the applicant provides a less dense and Code-compliant proposal.

Elvis Lomosi, 17630 Cobalt Street NW, commented that he has concerns with traffic and emergency access. He noted that equipment has been sold in the neighborhood through auctions, which has caused traffic issues in the area. He commented that the neighbors have not received prior notice about this, and it is causing issues for the people who live there. He believed that construction would cause similar problems for neighbors. He asked for better coordination from

the developer and communication with the neighborhood. He commented that while the plan looks practical on paper, it would not be as fluid in person.

Senior Planner Anderson replied that there is an ordinance that regulates hours of construction between 7 a.m. and 10 p.m. Monday through Saturday, and any work on a Sunday would require Council approval. He noted that the end time could be negotiated to an earlier time if needed.

Tom Dean, applicant, 11261 Fernbrook Lane, St. Francis, stated that he is not the property owner, so he did not hold the auction. He stated that he was told the last piece of equipment was removed on Monday.

Jim Steffen, 5431 173rd Avenue NW, asked for clarification on the location of lots one and two.

Senior Planner Anderson identified the two lots and explained that both lots are over 2.5 acres in size and have more than 200 feet of lot width, but each has a depth of 185 feet because of the location of the existing road easement.

Mr. Steffen asked if there would be two or three lots along Trott Brook.

Senior Planner Anderson explained that the existing home would remain and three additional lots would be along Trott Brook, noting that those are larger lots, all over five acres in size.

Mr. Steffen asked if the homes on those lots would be placed away from Trott Brook.

Senior Planner Anderson identified the potential home pads for those lots and explained that homes cannot be placed within the identified floodway. He noted that those homes would be closer to the road than the Brook.

Mr. Steffen asked if those lots would have any special considerations for the scenic overlay.

Senior Planner Anderson reviewed the related requirements for those four lots, noting that all four of those lots would meet the scenic river overlay district requirements.

Mr. Steffen agreed with Commissioner Musgrove that the custom grading would be a great idea to preserve trees. He asked if the trees within the floodway would be protected.

Senior Planner Anderson explained that those trees were not counted because they would not be touched as part of the project. He stated that when homeowners purchase a lot, there would be nothing preventing them from removing a diseased tree.

Mr. Steffen asked if there is another similar development with lots ranging from 2.5 to nine acres.

Senior Planner Anderson replied that there is rural residential development that occurs, although it is not as common as more urban developments. He referenced a recent plat along 175th Avenue which had acreage lots and received a variance for a long cul-de-sac.

Mr. Steffen asked if the mentioned petition has any relevance.

Senior Planner Anderson stated that staff feels that the points of concern raised through that petition have been adequately addressed.

Mr. Steffen commented that this is a beautiful piece of property along the Trott Brook corridor and asked that they do this right, not cut any corners, and pay attention to the custom grading and tree removal to ensure it stays a beautiful property.

Motion by Commissioner Musgrove, seconded by Commissioner Lubarski, to close the public hearing.

Motion Carried. Voting Yes: Chairperson Gengler, Commissioners Musgrove, Lubarski, Allshouse, Cochrane, and Sanoe. Voting No: None. Absent: Commissioner Bauer.

Chairperson Gengler closed the public hearing at 7:23 p.m.

Commission Business

Commissioner Musgrove asked if the road easement is driving the size of the lots in that area.

Senior Planner Anderson stated that there is an existing road easement that runs through the property and provided information on dedications that were made as a part of a previous development. He stated that the applicant is proposing to divide that land in half, with one lot to the north and south of the dividing lot. He explained that it is not a result of a request of the applicant, but the applicant working with the existing conditions, noting that the dedicated land would become right-of-way dividing the two lots.

Commissioner Musgrove asked the reasons that could be used to deny the variance request.

Senior Planner Anderson replied that, based on the staff review and input from the City Attorney, they feel that this request would meet the practical difficulties test for a variance, as the existing road easement is in place and was not created by the applicant. He stated that shifting the line by 15 feet would result in additional tree removal, and tree removal was a top concern of the existing residents in that neighborhood. He stated that when the Commission reviewed the Sketch Plan, direction was given to the applicant not to adjust that line because it would result in more tree removal.

Commissioner Musgrove commented that she does agree with that variance, as the alternative would result in more tree removal.

Motion by Commissioner Musgrove, seconded by Commissioner Lubarski, to recommend that City Council adopt Resolution #26-187 Granting a Variance to Lot Depth for Lots 1-2, Block 2.

Further discussion

Mr. Olson asked why the cul-de-sac length was removed from the variance request. Senior Planner Anderson stated that the cul-de-sac is considered a temporary turnaround for a potential future street. He recognized that temporary could mean one year or 50 years. Mr. Olson commented that they just purchased the adjacent property and have no plans to sell. He expressed concern with the extended length of the cul-de-sac and believed it to be irresponsible.

Todd Blanchard, 17500 Erkium Street, commented that they would not lose more trees if the property line and road were shifted west.

Senior Planner Anderson stated that ideally, they like to center a road within the right-of-way and believed that there would be additional tree loss if the road corridor is shifted or bent. He noted that there are also significant slopes to the west.

Motion Carried. Voting Yes: Chairperson Gengler, Commissioners Musgrove, Lubarski, Allshouse, Cochrane, and Sanoe. Voting No: None. Absent: Commissioner Bauer.

Motion by Commissioner Musgrove, seconded by Commissioner Allshouse, to recommend that City Council adopt Resolution #26-188 Approving the Preliminary Plat for Rum River Retreat.

Further discussion

Commissioner Musgrove commented that the developer has tried to maintain the rural character of the lot and area, so she will be supporting this request.

Motion Carried. Voting Yes: Chairperson Gengler, Commissioners Musgrove, Allshouse, Cochrane, Lubarski, and Sanoe. Voting No: None. Absent: Commissioner Bauer.

7. COMMISSION BUSINESS

7.01: Sketch Plan Review for "Deemer Acres," a 14-Lot Single-Family Subdivision Southeast of Sunfish Lake Boulevard and Sunwood Drive NW

Presentation

Planning Manager Larson presented the Staff Report and asked the Commission to provide feedback to the developer prior to Preliminary Plat submittal.

Commission Business

Commissioner Musgrove stated that the case mentioned land the City might retain and asked for more information.

Planning Manager Larson explained that there is a parcel north of Sunwood Drive that is also owned by the same property owner, which is almost all wetland with the exception of a sliver of land between the trail and wetland. He commented that the sliver is so minute that it does not

factor into land calculations. He stated that if the applicant does not want the land, the City would take it as a donation, but it would not be enough buildable land to be considered for park dedication.

Commissioner Musgrove asked if the current driveway access would be closed.

Planning Manager Larson confirmed that the existing driveway would be closed.

Chair Gengler invited the applicant to provide input.

Brandon Bomberg, applicant, 14501 Sunfish Lake Blvd NW, commented that he did not know Ben Deemer for long, but he had known him for the past three years and believed he would like this project.

Chair Gengler asked if some of the trees along Sunwood Drive would remain.

Planning Manager Larson commented that a lot of the trees would remain, as that is what would provide value to the lots. He commented that the next phase of the review process would include a tree inventory to determine what would need to be removed for infrastructure and home pads.

Chair Gengler invited public comments.

Brian Saastamoinen, 6130 145th Lane NW, commented on the elevation of the lot and asked if the retaining wall would remain in place and whether there would be any elevation changes.

Planning Manager Larson commented that additional information on grading would be provided through the Preliminary Plat process. He commented that entrance to the property would occur in the location where there is no retaining wall to take advantage of that location.

Commissioner Musgrove commented that this is a beautiful area and she likes the proposed entrance location. She hoped that the retaining wall could remain in place. She stated that it would be nice to have fewer homes, but the applicant has done their due diligence in plotting out the lots to meet the requirements of the City.

Chair Gengler commented that she also likes that entrance location. She asked for more information on the triangular space on the right.

Planning Manager Larson commented that it is the low spot on the site where the stormwater management basin would be anticipated.

Chair Gengler commented that she agrees that this is a well-thought-out proposal.

8. COMMISSION / STAFF INPUT

Planning Manager Larson provided an update on items of interest to the Commission.

Councilmember Peters noted the upcoming Happy Days events and encouraged interested residents to volunteer. He challenged others to try to beat him in the 5k.

9. ADJOURNMENT

Motion by Commissioner Lubarski, seconded by Commissioner Musgrove, to adjourn the meeting.

Motion Carried. Voting Yes: Chairperson Gengler, Commissioners Lubarski, Musgrove, Allshouse, Cochrane, and Sanoe. Voting No: None. Absent: Commissioner Bauer.

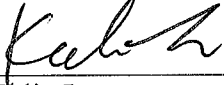
The regular meeting of the Planning Commission adjourned at 7:59 p.m.

Respectfully submitted,



Todd Larson
Planning Manager

ATTEST:



Kalia Lor
Planning Administrative Assistant

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Regular Planning Commission**Meeting Date:** 09/24/2026**Primary Strategic Plan Initiative:** Address infrastructure needs.

Information**Title:**

Consider a Code Amendment to the Subdivision Code (Chapter 117) Pertaining to Streets.

Purpose/Background:

During the discussion of the Rum River Retreat plat, it was clear that a provision in Chapter 117 (Subdivision Code) created confusion. Section 117-614(c)(7) notes that the maximum length of cul-de-sac streets is limited to 600 feet, though two other provisions ((b)(2) and (c)(11)) require extending streets to serve other properties. This leads to confusion as to what is considered a true permanent cul-de-sac and what is a future through street with a temporary cul-de-sac turnaround.

Ramsey has several roadways that exceed this length and only a few of them actually received variances when their plats were reviewed. Sapphire Street in Williams Woods, north of 175th Avenue, is a recent example, but not all "permanent" cul-de-sacs have received variances. Attached to this report is a map identifying all the dead-end streets and clusters of streets that have a single access point exceeding 600 feet in length (individual or combined length, respectively). The map also identifies with streets that are considered permanent (standalone) and those that could be extended into adjacent properties (stub), should those properties develop.

Staff met and discussed the issue as it has historically been perceived as a public safety issue. Police noted that their concern arises from having more than one way out of a neighborhood. The Fire Department noted that the Fire Code specifies street lengths and widths in order to maneuver fire trucks as well as regulations on the number of access points for certain numbers of units (sprinkled or unsprinkled). Furthermore, streets over 750 feet long are allowed when reviewed by the Fire Marshall. It was agreed upon to bring forward a Code Amendment that simply strikes the 600-foot language while inserting the Fire Code references. A representative of the Fire Department will be at the Planning Commission meeting to answer any questions.

All plats will be reviewed for reasonableness while balancing property owner's rights (both developing properties and adjacent properties). Sticking firm to a 600-foot limit, even in a temporary situation, and not providing neighboring properties access could be seen as a taking of their development rights.

A larger-scale revamp of the Subdivision Code is expected over the winter months.

Notification:

A public hearing notice was placed in the September 11 Anoka Union-Herald Newspaper. Amendments to the Subdivision Code are not required to have a public hearing.

Funding Source:

Costs associated with this work are a part of staff's duties.

Recommendation:

Staff recommends approval of the proposed Code Amendment.

Outcome/Action:

Motion to recommend approval of Ordinance #26-18 amending Chapter 117 (Subdivision Code) pertaining to Streets.

Attachments

Draft Ordinance #26-18
Map

Form Review

Inbox

Brian Hagen

Form Started By: Todd Larson

Final Approval Date: 09/17/2026

Reviewed By

Brian Hagen

Date

09/17/2026 09:51 AM

Started On: 09/10/2026 01:53 PM

ORDINANCE #26-18

**CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA**

**AN ORDINANCE AMENDING CHAPTER 117
PERTAINING TO STREETS**

The City Council of Ramsey ordains:

SECTION 1. AUTHORITY

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

SECTION 2. AMENDMENT TO SECTION 117-614 PERTAINING TO STREETS.

Underlined text is to be inserted
~~Strikethrough text is to be deleted.~~

The following Section 117-614 – Subdivision design standards – is amended pertaining to streets:

- (a) *General requirements.* The planning commission in its review of a preliminary plat shall determine whether the proposed subdivision is in conformity with this Code and shall take into consideration the requirements of the community and the best use of the land. Particular attention shall be given to the arrangement, location and widths of streets, drainage and lot sizes and arrangements.
- (b) *Street plan.*
 - (1) The arrangement, character, extent, width, grade and location of all streets shall conform to the approved standard street specifications and all applicable sections of this Code and the State Fire Code. All streets shall be paved with concrete or bituminous surfacing.
 - (2) The arrangement of streets in new subdivisions shall connect to adjacent street stubs and provide future street stubs to adjoining areas. In instances where a stub street abuts an undeveloped parcel, it is the stated intention of the city to connect streets with the adjoining parcel for development. In the interim, the stub streets shall have a sign stating that the stub street is a future through street.
- (c) *Streets.*
 - (1) Right-of-way width.
 - a. All right-of-way widths shall conform to the following minimum dimensions:

Classification	Right-of-Way
Major and minor arterials (state and county highways)	120 feet, except for those segments for which different rights-of-way are specified in the city comprehensive plan.
Collector (MSA)	80 feet
Rural residential (minor)	66 feet
Urban residential (minor)	60 feet
Cul-de-sac (urban)	60 feet radius

Cul-de-sac (rural)	65 feet radius
Service	60 feet

- b. Different widths may be required, depending upon anticipated traffic volume, planned functions of street, and character of abutting land use.
 - c. The classification of street and determined right-of-way width shall be determined by the city comprehensive plan.
- (2) Where horizontal street lines deflect from each other at any point more than ten degrees, said street lines shall be connected by a curve with a radius of not less than 100 feet for minor streets and of such greater radii in the case of other streets as the planning commission may determine. Streets that shall serve as collector and arterial streets shall have a minimum radius of 310 feet. Such street may be reduced to a minimum of 240 feet providing full super elevation is incorporated in the street design. All municipal state aid (MSA) roads shall meet current MSA standards for horizontal alignment that is ~~dependant~~ dependent upon design speed.
 - (3) Street grades shall not exceed seven percent for minor and collector streets and four percent for thoroughfares, and in no case shall they be less than 0.4 percent. Wherever feasible, grades within 30 feet of street intersections shall not exceed three percent and all private driveways providing access to public right-of-way shall approach to grade level.
 - (4) Different connecting street gradients shall be connected with vertical curves. Minimum length, in feet, of said vertical curves shall be 100 feet or 20 times the algebraic difference in the percentage of grade of the two adjacent gradients.
 - (5) Street jogs in minor and service streets shall have a centerline offset of not less than 150 feet. Street jogs in collector streets shall have a centerline offset of not less than 300 feet.
 - (6) Minor streets shall be so aligned that their use by through traffic will be discouraged.
 - (7) ~~The maximum length of cul-de-sac streets shall be 600 feet, measured along the centerline from the intersection of origin to the end of the right-of-way. Each cul-de-sac shall have a terminus of nearly circular shape with a minimum right-of-way diameter of 130 feet and a minimum roadway diameter of 100 feet.~~ Repealed
 - (8) In those instances where a subdivision abuts or contains an existing or planned thoroughfare or a railroad right-of-way, the planning commission may require a service street approximately parallel to and on each side of such right-of-way.
 - (9) Half streets shall be prohibited except where essential to the reasonable development of the subdivision in conformity with the requirements of this chapter.
 - (10) Private streets shall be permitted in accordance with applicable zoning district.
 - (11) Street rights-of-way shall not be planned so as to cause hardship to owners of adjoining property and their ability to subdivide.
 - (12) The angle formed by the intersection of streets shall not be less than 75 degrees, with 90-degree intersections preferred as measured 100 feet from the intersection. Intersections of more than four corners are prohibited.
 - (13) A tangent of at least 100 feet in length shall be introduced between reverse curves on thoroughfare and collector streets and a tangent of at least 50 feet in length shall be introduced between reverse curves on all other streets, unless otherwise approved by the city engineer.

(14) Roadways of street intersections shall be rounded by a radius of not less than 20 feet for suburban type streets and 30 feet for rural type streets. Roadways of alley-street intersections shall be rounded by a radius of not less than ten feet.

(15) Pursuant to Minnesota State Fire Code Appendix D, as amended, developments of one or two-family dwellings with more than 30 dwelling units shall have at least two separate fire apparatus approved accesses.

Exceptions: (1) All dwelling units are equipped with an automatic sprinkler system; or (2) The current roads will connect with future development, as determined by the Fire Chief.

(16) Pursuant to Minnesota State Fire Code Appendix D, as amended, multi-family residential developments with more than 100 dwelling units shall have at least two separate fire apparatus approved accesses, unless all dwelling units are equipped with an automatic sprinkler system. Multi-family residential developments with more than 200 dwelling units shall have at least two separate fire apparatus approved accesses.

SECTION 3. SUMMARY

The following official summary of Ordinance #26-18 has been approved by the City Council of the City of Ramsey as clearly informing the public of the intent and effect of the Ordinance:

“Ordinance #26-18 amends the Street Plan and Streets subsections of Section 117-614 of the Subdivision Code. It requires that all roadways conform to the design provisions of the State Fire Code. It repeals subsection 117-614(c)(7) pertaining to a maximum length of a cul-de-sac street.”

SECTION 4. EFFECTIVE DATE

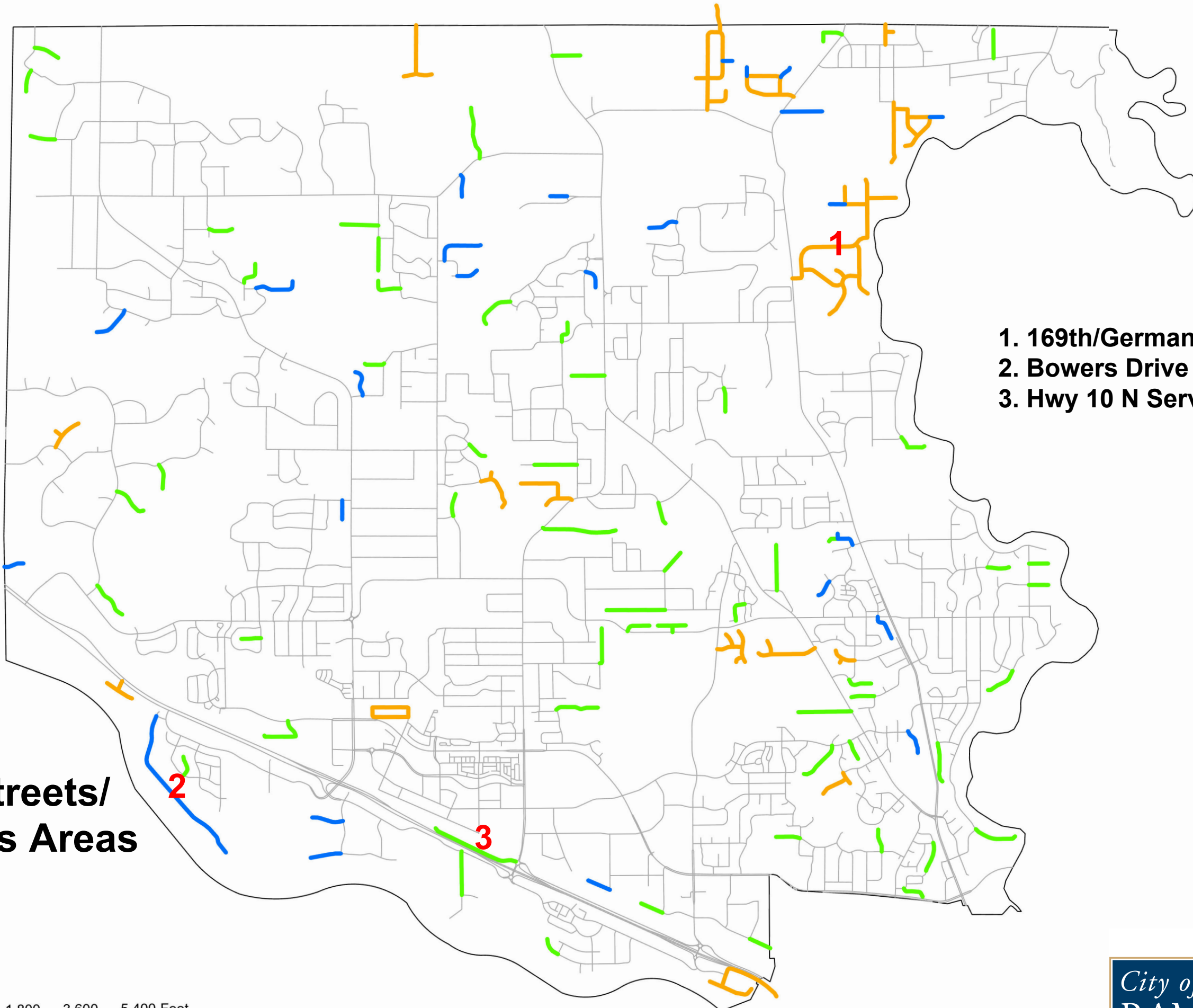
This ordinance becomes effective upon publication, subject to City Charter Section 5.07.

PASSED by the City Council of the City of Ramsey, Minnesota the 27th day of October, 2026.

Mayor

ATTEST:

City Clerk



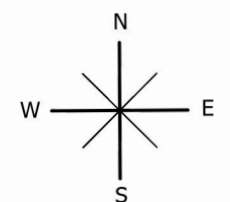
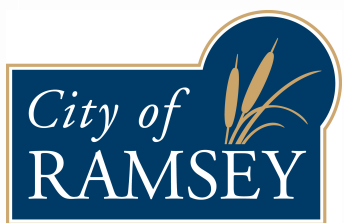
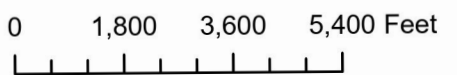
- 1. 169th/Germanium/173rd - 5276'
- 2. Bowers Drive - 5263'
- 3. Hwy 10 N Service Rd - 2759'

Cul-de-Sac Streets/ Single-Access Areas

Exceeding 600 feet
September 15, 2026

Type

- Cluster
- Standalone
- Stub



Regular Planning Commission**Meeting Date:** 09/24/2026**Primary Strategic Plan Initiative:** Create a positive image for residential neighborhoods, business districts and key corridors.

Information**Title:**

Consider an Amendment to Chapter 106 (Zoning Code) and the COR Framework Pertaining to Streetscaping and Bulk Standards in the COR Zoning Districts

Purpose/Background:

This case pertains to the repeal of a portion of the COR Framework, and the concurrent amendment of Ramsey City Code Chapter 106, to consolidate and update land use, streetscaping, and bulk standards in the COR zoning districts. The land use modifications were presented at the July 23rd Planning Commission meeting.

The current COR zoning regulations are split between two documents: Chapter 106 of Ramsey City Code, and the COR Framework. These separate Codes have been updated for various issues and topics over the years, but there are some outstanding inconsistencies between the two Codes. Additionally, having two separate Codes, and located in different areas of the City's website, has made it difficult to navigate for developers, residents, and Staff. City Staff from Community Development, Engineering, and Public Works have met to discuss these changes to determine what should be kept, modified, or deleted in the proposed Code, building upon the strengths and successes of the COR neighborhood while addressing Ramsey's vision for the future.

For reference, here is a link to the [Zoning Map](#) and a link to the [COR Framework Document](#).

The attached draft Code is color-coded to show where the language came from for transparency.

- Existing text to be retained is noted in black font.
- New text to be added is noted in blue font.
- Text that is rephrased or restructured, but that retains the general intent of current regulations, is noted in gold font.
- Text that is proposed for deletion is noted in red strike-through font.

Much of the language is retained from the existing COR Framework, with some rearrangements and consolidations of duplicated language. More detailed changes to the Code include the following:

- The Street Trees and Plantings standards on pages 83-85 of the COR Framework PDF have been simplified to eliminate a list of permitted tree species while retaining the policy language about groupings of tree species per block or street section, allowing developers and City Staff more flexibility to plan around tree diseases such as emerald ash borer (EAB) and oak wilt.
- The current bulk standards listed on pages 127, 129, 132, 134, and 136 of the COR Framework PDF are consolidated into the existing Section 106-630 for simplicity and searchability.
- There is also an adjustment to the building height requirements, changing from a minimum and maximum number of stories to a maximum height measured in feet, aligning with Ramsey's other zoning districts.
- The minimum floor area ratio has not historically been enforced, so it is proposed for deletion.
- The allowable residential density, as measured in dwelling units per acre, is clarified to align with current practices and the density ranges identified in the 2040 Comprehensive Plan.
- The definition of a "build-to line" (in contrast to a "setback") has been refreshed to clarify the intent of constructing buildings closer to the street in the COR, as opposed to having a parking lot between the building and street.
- The exceptions to build-to line standards are more clearly defined to include topography, utilities, wetlands,

- or other similar factors, aligning with past practice for developments in the COR.
- More specific guidance is provided for corner lots and lots with multiple street frontages, prioritizing building placement along Sunwood Drive and Ramsey Parkway.
- The standards for boulevard width and sidewalk width have been adjusted to align with what has been built in the COR, and what is anticipated to be needed for future build-out of the COR's vacant parcels.
- Lastly, COR-2 is renamed to COR-2a for consistency.

As was the case with the Zoning Code update in 2023 and the Sign Code update in 2025, most properties will not experience any negative impacts as bulk standards will remain essentially the same or become slightly less restrictive.

Notification:

A notice of the Public Hearing from the July 23rd Planning Commission was published in the Anoka County Union Herald, the City's official newspaper. These code amendments are part of that same Public Hearing.

Time Frame/Observations/Alternatives:

Alternatives to consider:

1. Recommend approval of Ordinance #26-16 as presented.
2. Recommend approval of Ordinance #26-16 with modifications based on discussion.
3. Recommend denial of Ordinance #26-16 based on discussion, leaving the existing language in place.

Funding Source:

The code amendment is being handled through Staff's normal duties. All work has been done in-house without the use of consultants.

Recommendation:

Staff recommends approval of the Zoning Text Amendment.

Outcome/Action:

Motion to recommend the City Council adopt Ordinance #26-16, Amending Chapter 106 (Zoning Code) and the COR Framework Pertaining to Streetscaping and Bulk Standards in the COR Zoning Districts.

Attachments

Ordinance #26-16

Attachment A - Proposed COR Framework Code Amendments

Form Review

Inbox

Brian Hagen

Form Started By: Adam Martin

Final Approval Date: 09/17/2026

Reviewed By

Brian Hagen

Date

09/17/2026 04:01 PM

Started On: 09/15/2026 08:33 AM

**ORDINANCE #26-16
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA**

**AN ORDINANCE AMENDING THE COR DESIGN FRAMEWORK AND CHAPTER
106 OF THE CITY CODE OF RAMSEY, MINNESOTA**

The City Council of Ramsey ordains:

SECTION 1. AUTHORITY

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

SECTION 2. AMENDMENT

The following pages of the COR Design Framework, as identified by the page number in the PDF, are hereby repealed and replaced with the contents found in Attachment A to this Ordinance:

Page 83-85, “Street Trees and Plantings” section

Page 121, “Definitions” subsection under “Minimum Standards” section

Page 127, “COR1 Development Standards” table and footnotes

Pages 129-130, “COR2 Development Standards” table and footnotes

Page 132, “COR3 Development Standards” table and footnotes

Page 134, “COR4 Development Standards” table and footnotes

Page 136, “COR5 Development Standards” table and footnotes

SECTION 3. SUMMARY

The following official summary of Ordinance #26-16 has been approved by the City Council of the City of Ramsey as clearly informing the public of the intent and effect of the Ordinance:

“The purpose of this ordinance #26-16 is to amend the COR Design Framework and Chapter 106 of the City Code of Ramsey, Minnesota, to consolidate and simplify bulk, performance, and streetscaping standards for the COR subdistricts, align the permitted land uses with comparable tables in Chapter 106, and make corrections to language in the COR Design Framework for improved accessibility and to align with current practices.”

SECTION 4. EFFECTIVE DATE

This Ordinance becomes effective upon publication, subject to City Charter Section 5.07.

PASSED by the City Council of the City of Ramsey, Minnesota the ____ day of _____, 2026.

Mayor

ATTEST:

City Clerk

Introduction date: August 11, 2026

Posting dates:

Adoption date:

Publication date:

Effective date:

Proposed Code Amendments for the COR Framework Development Standards

Section 106-105. – Definitions.

Build-to line means the ~~line at which construction of~~ maximum horizontal distance between a building facade ~~is to occur on a~~ and lot line or other distinguished area, such as a balcony or a decorative wall. Distances are to be measured from ground level except as provided hereinafter. ~~The build-to line provides a maximum setback for all building facades from the right-of-way or inside edge of the sidewalk, whichever is greater. The build to line applies to all facades abutting a street right of way. Build to line standards are based on the sub-district the parcel is located and the street in which the building is located upon.~~

Section 106-630. – Bulk standards.

~~All bulk standards within the COR district shall meet the COR development framework that is incorporated into this chapter by reference, as amended by the City Council on November 27, 2012. The following requirements also apply:~~

- (a) Minimum and maximum dimensional standards for lots and the principal structures for each of the mixed-use districts are established in the following table:

	COR-1	COR-2a and COR-2b	COR-3	COR-4a, COR-4b, & COR-4c
Minimum lot area size	None	None	None	None
Minimum lot width	20 feet	80 feet	40 feet	20 feet
Minimum lot depth	80 feet	100 feet	80 feet	80 feet
Building height (min. - max.)	2 – 5 stories minimum of 22 feet, maximum of 75 feet	1 – 4 stories maximum of 75 feet	2 – 4 stories maximum of 75 feet	1 – 4 stories maximum of 75 feet
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.75	N/A	.25	.25
Build-to Line (b)				
Front yard (Arterial Street)	30 feet	30 feet	30 feet	30 feet
Front yard (Parkway)	5 feet	30 feet	15 feet	20 feet

Front yard (All other streets)	5 feet	15 feet	15 feet	20 feet
Minimum percentage of front façade within build to line	60%	40%	60%	60%
Side yard	no requirement	no requirement	no requirement	no requirement
Rear yard	no requirement	no requirement	no requirement	no requirement
Allowable residential density in dwelling units per acre (c)(1)	>5-15 DU/AC	>5-15 DU/AC	none	4-15 5-75 DU/AC
Minimum driveway length for individual residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units

(b) *Build-to line.*

- (1) At least sixty (60%) percent of street frontage of any lot in the COR-1, COR-3, COR-4a, COR-4b, or COR-4c zoning districts and at least forty (40%) percent of street frontage of any lot in the COR-2a or COR-2b zoning districts shall be occupied by building facades meeting this build-to line. On lots with more than one (1) street frontage, the build to line shall apply on each to at least one side fronting a street, in accordance with the following street hierarchy:
 - a. Destination streets (Sunwood Drive)
 - b. Parkway streets (Ramsey Parkway)
 - c. Connection streets (Rhinestone Street, Veterans Drive between Rhinestone and Zeolite Streets, and Zeolite Street)
 - d. Downtown streets (Sapphire Street north of Sunwood Drive, Willemite Street, 145th Avenue between Center and Sapphire Streets, and Center Street south of Ramsey Parkway)
 - e. Local streets (Olivine Street, Peridot Street, Sapphire Street south of Sunwood Drive, Veterans Drive east of Rhinestone Street, Yolite Street, 145th Avenue between Rhinestone and Peridot Streets, and 146th Avenue)
- (2) An enclosed open area plaza space or outdoor seating with a decorative wall or ornamental fence with a minimum height of three feet (3') and a maximum of four and one-half feet (4.5') can be used to meet the street frontage requirement.

(c) *Exceptions:*

(1) The City may approve up to a 60-foot setback if it finds that topography, utilities, wetlands, or other similar factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.

(2) In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

~~(3) Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.~~

~~(4) Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.~~

(d) *Screening of parking areas.* Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, ornamental fence, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet (4.5') above the level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the sixty (60%) percent required.

Section 106-670. – COR landscaping standards.

All landscaping, including streetscape requirements, within the COR districts shall adhere to the following standards ~~meet the COR development framework that is incorporated into this chapter by reference, as amended by the city council on November 27, 2012.~~

	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Planter style	N/A	Boulevard Sod (COR-2a & COR-2b) Planter Bed (COR-1, COR-3, COR-4a, COR-4b, COR-4c);	Boulevard Sod	Boulevard Sod	N/A Boulevard Sod	Boulevard Sod

Tree Spacing (on center)	N/A	35 feet ¹	35 feet ¹	35 feet ¹	35 feet ¹	35 feet ¹
Boulevard Width	N/A	6 feet N/A	6 feet	6 feet	N/A 6 feet	6 feet
Sidewalk Width	10 feet	10 feet (6 feet in COR-2a and COR-2b) (COR-1, COR-3, COR-4); 6 feet (COR-2)	6 feet	10 6 feet	10 6 feet	10 6 feet

¹ Tree spacing may be adjusted where necessary to avoid conflicts with other improvements within the right-of-way.

- (1) Street trees ~~will~~ shall be chosen to ensure that the species allow for clear pedestrian access along the streets and require minimal maintenance.
- (2) Along Destination, Downtown, Parkway, and Local streets, where regularly spaced blocks exist, one (1) tree species shall be provided per block. In order to provide variety and protect against disease, ~~projects on~~ adjacent blocks shall not ~~be-allowed~~ plant the same ~~street-tree~~ species. Initial development along a block shall establish the tree species for that block, subject to City review and approval.
- (3) Along streets without regular block spacing or longer blocks, such as Connector and Arterial streets, the City may approve groupings of three to six (3-6) trees of one (1) species in lieu of the regular block spacing.
- (4) Planter beds, ~~tree grates and planters~~ shall be installed in accordance with the City's Engineering Design Standards for Planter Beds. The length of a planter bed may be adjusted as needed due to other improvements in the right-of-way and/or to align with entrances/exits of adjacent buildings. ~~as shown on the Streetscape Master Plan. Details and specification shall be added to Appendix A as developed and approved by the City. Appendix A shall be amended as needed.~~
- (5) Irrigation shall be provided ~~within all planter beds to aid the~~ ensure survival of plant materials. ~~The City shall provide irrigation systems along the Parkway and Destination streets.~~ Unless otherwise ~~provided~~ approved, all other irrigation shall be the responsibility of the adjacent landowner.
- (6) ~~The interior of a site shall be landscaped with appropriate ground cover(s), perennials, shrubs, and trees, as space permits, to complement the streetscape.~~
- (7) Alternatives to these standards ~~above-mentioned planting plan~~ shall be subject to review and approval by the City Council.

Regular Planning Commission**Meeting Date:**

09/24/2026

Primary Strategic Plan Initiative:

Promote economic growth and development.

Information**Title:**

2050 Comprehensive Plan Update - System Statement Discussion

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 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 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 system 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. There are portions of the 2040 Plan, however, that will need in-depth discussion; mainly the Land Use and Housing sections. A few portions may need to be prepared by consultants—traffic, sanitary sewer, and surface water management--should they not get done in-house, though these portions are dependent upon decisions made in the Land Use chapter. Staff is applying for a grant to help cover our expenses.

This planning cycle, the Metropolitan Council provided a detailed tailored checklist of all the items that we need to address in our Plan (<https://handbook.metrocouncil.org/required-plan-elements/>)

The 2040 Plan, appendices, and amendments can be found here: <https://www.cityoframseymn.gov/business-development/planning-and-development/future-plans-studies/2040-comprehensive-plan-update/>

Property Owner Focused Conversations

Staff has been meeting with the larger landowners in Ramsey to hear what they would like for their properties along with the anticipated timeline to make it happen. Staff still has more meetings to schedule.

Funding Source:

As much as possible will be done in-house as a part of staff's normal duties. Some portions of the work might be done by consultants as City staff has limited capabilities or software to conduct certain analysis (traffic, sewer modeling, etc.).

Recommendation:

N/A

Outcome/Action:

No action needed at this time.

Attachments

Ramsey's System Statement

Form Review**Inbox**

Brian Hagen

Form Started By: Todd Larson

Final Approval Date: 09/17/2026

Reviewed By

Brian Hagen

Date

09/17/2026 04:02 PM

Started On: 09/08/2026 10:18 AM



**CITY OF
RAMSEY**

2025 SYSTEM STATEMENT



IMAGINE²⁰₅₀



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 sewerage 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.

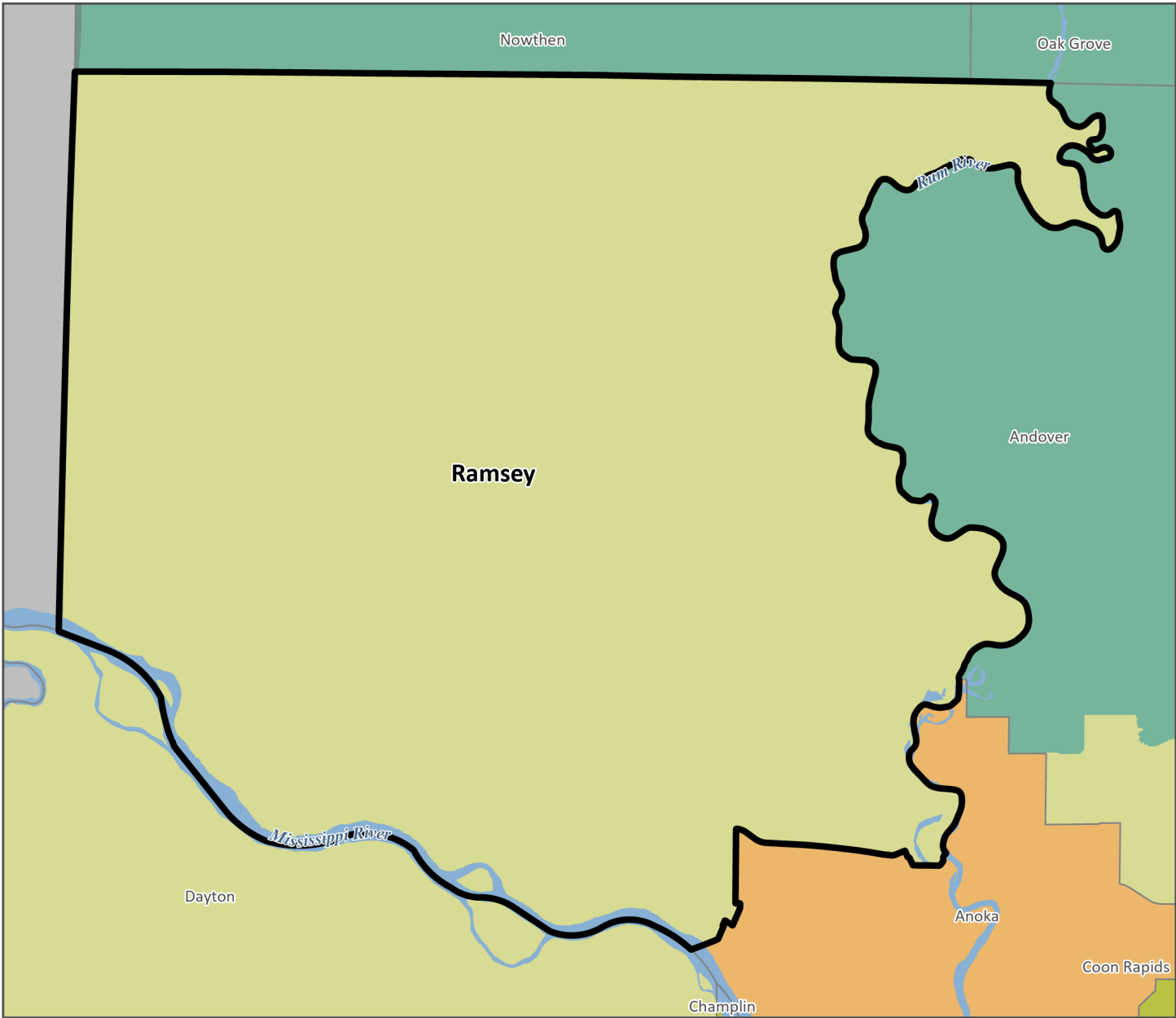
Suburban areas are primarily residential, featuring auto-oriented, medium-density housing developments. Many Suburban jurisdictions have a downtown or core area with a more urban development pattern, reflecting their initial phase of development; however, all of these municipalities experienced most 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.

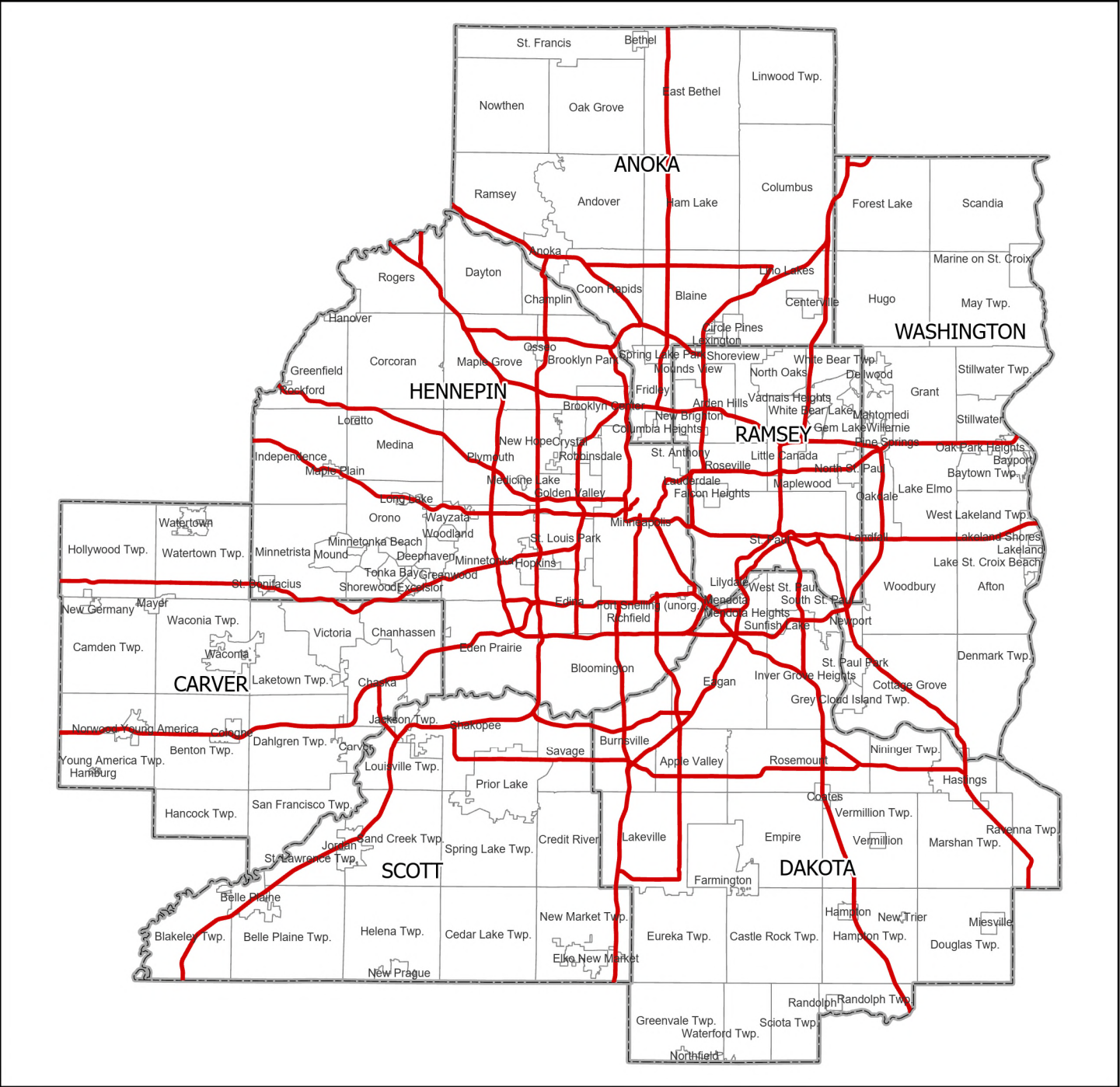
Travel Demand Management

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

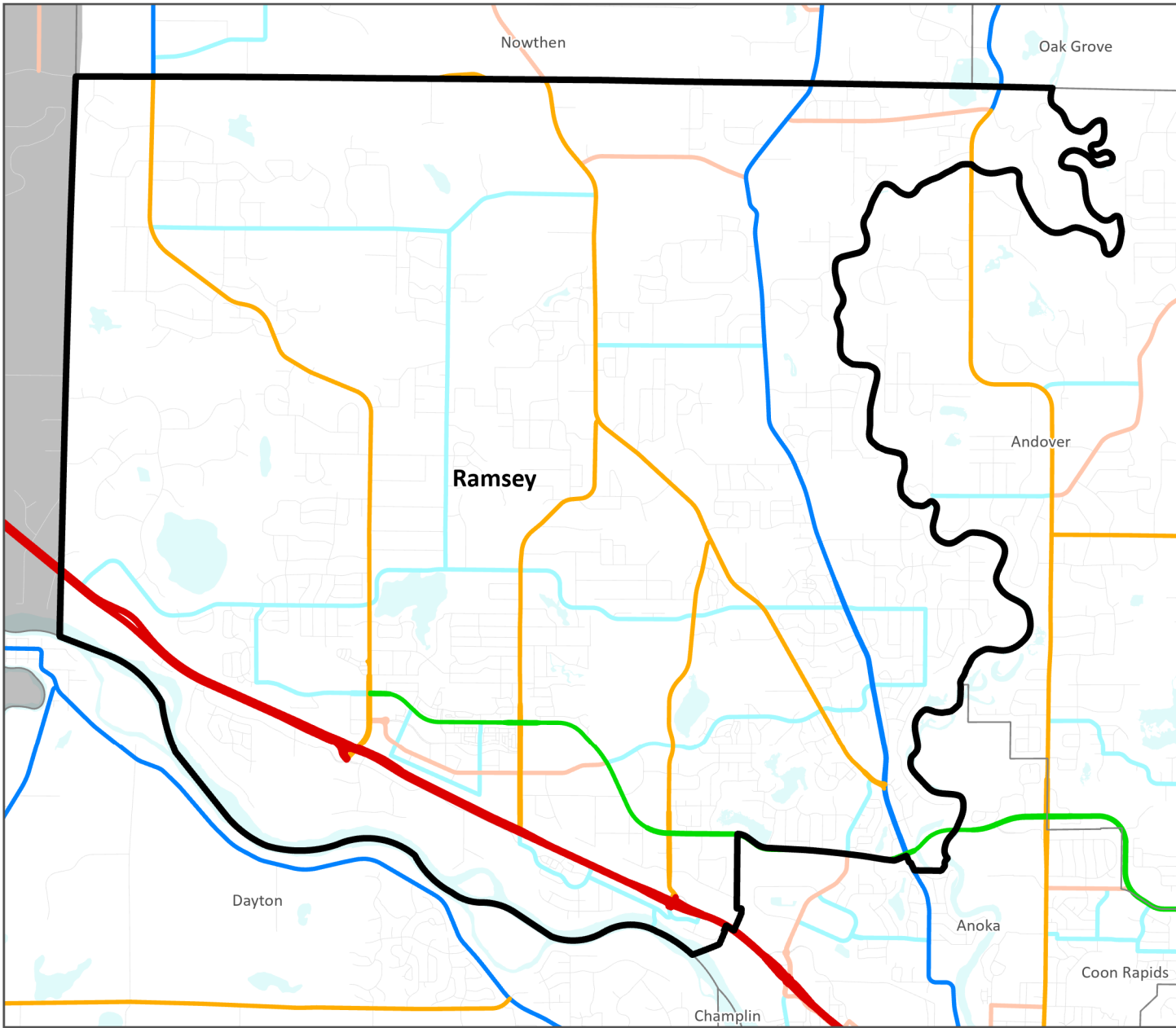
State law directs the Minnesota Department of Transportation to establish targets to meet greenhouse gas (GHG) emissions reduction for the seven-county metro to reach net-zero emissions in the transportation sector by 2050. Your community must include plans or strategies to limit GHG emissions on the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

Principal Arterial Highways



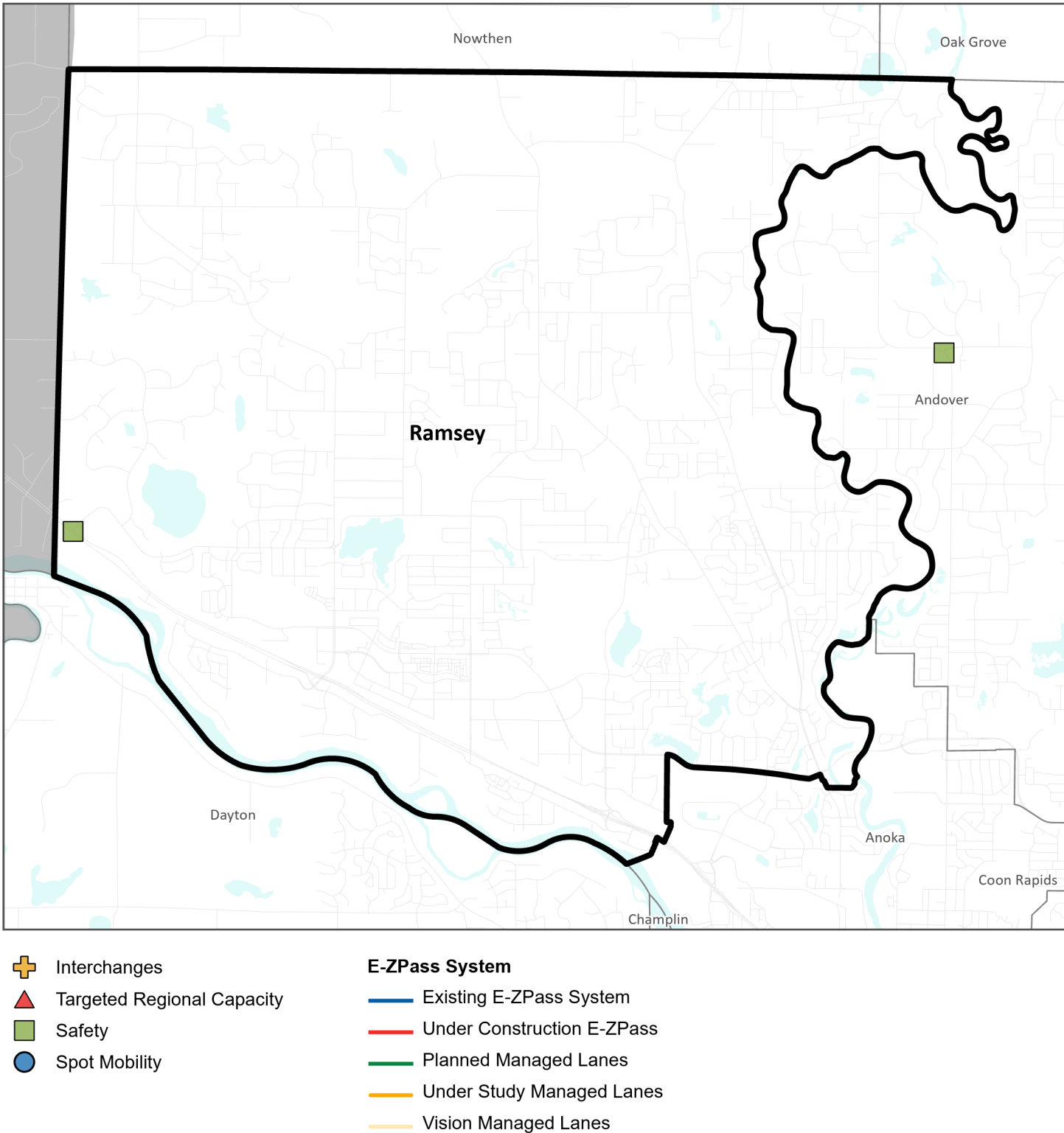
Principal Arterial Roads

City of Ramsey
Functional Class - All Roads

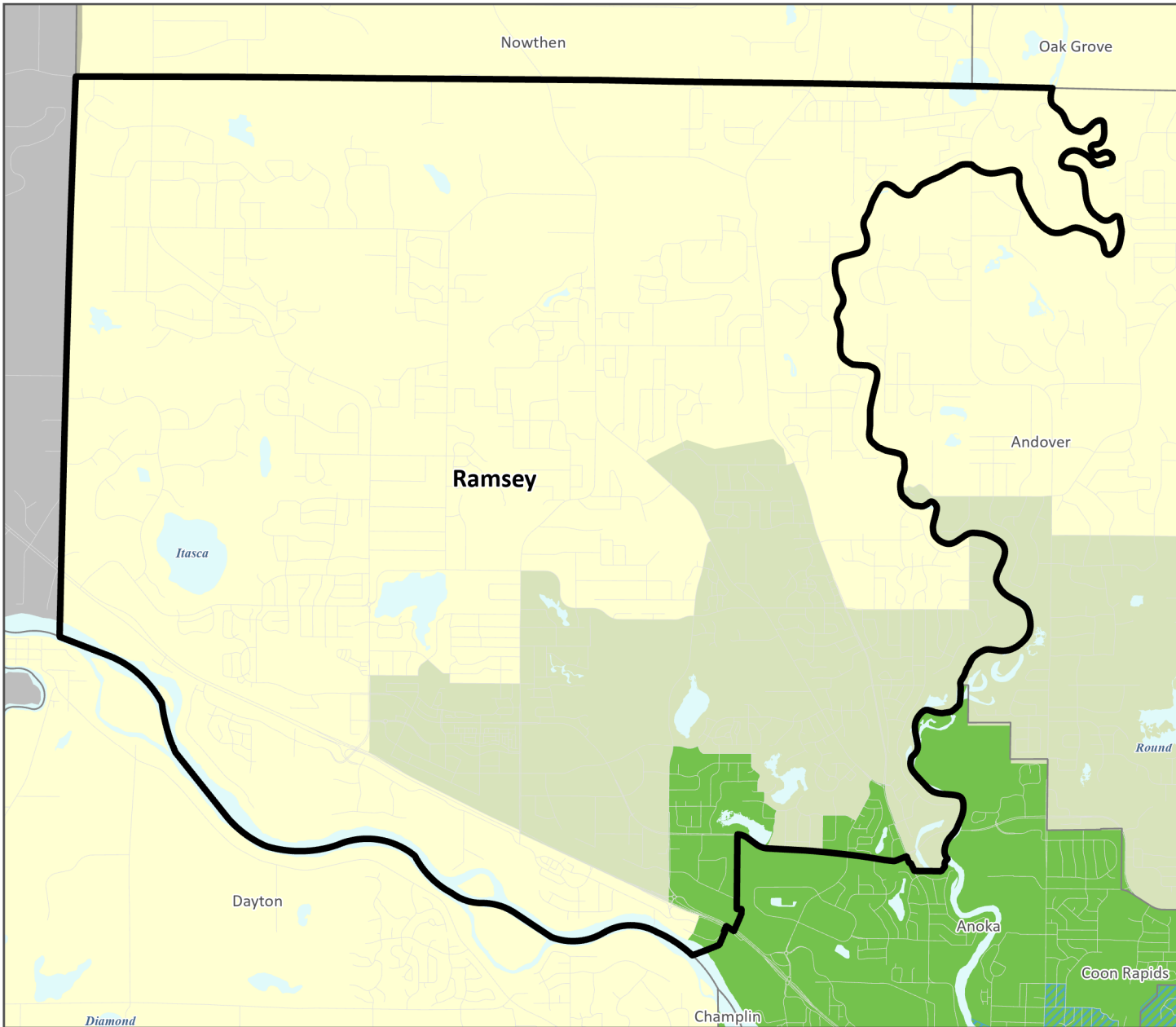


- Functional Class**
- Principal Arterial
 - Minor Arterial Augmentor
 - Minor Arterial Reliever
 - Minor Arterial Expander
 - Minor Arterial Connector
 - Major Collector
 - Minor Collector
 - Local Roads

City of Ramsey Long Range Highway Projects



City of Ramsey Transit Market Areas



- Transit Market Areas

TMA 1

TMA 2

Emerging TMA 2

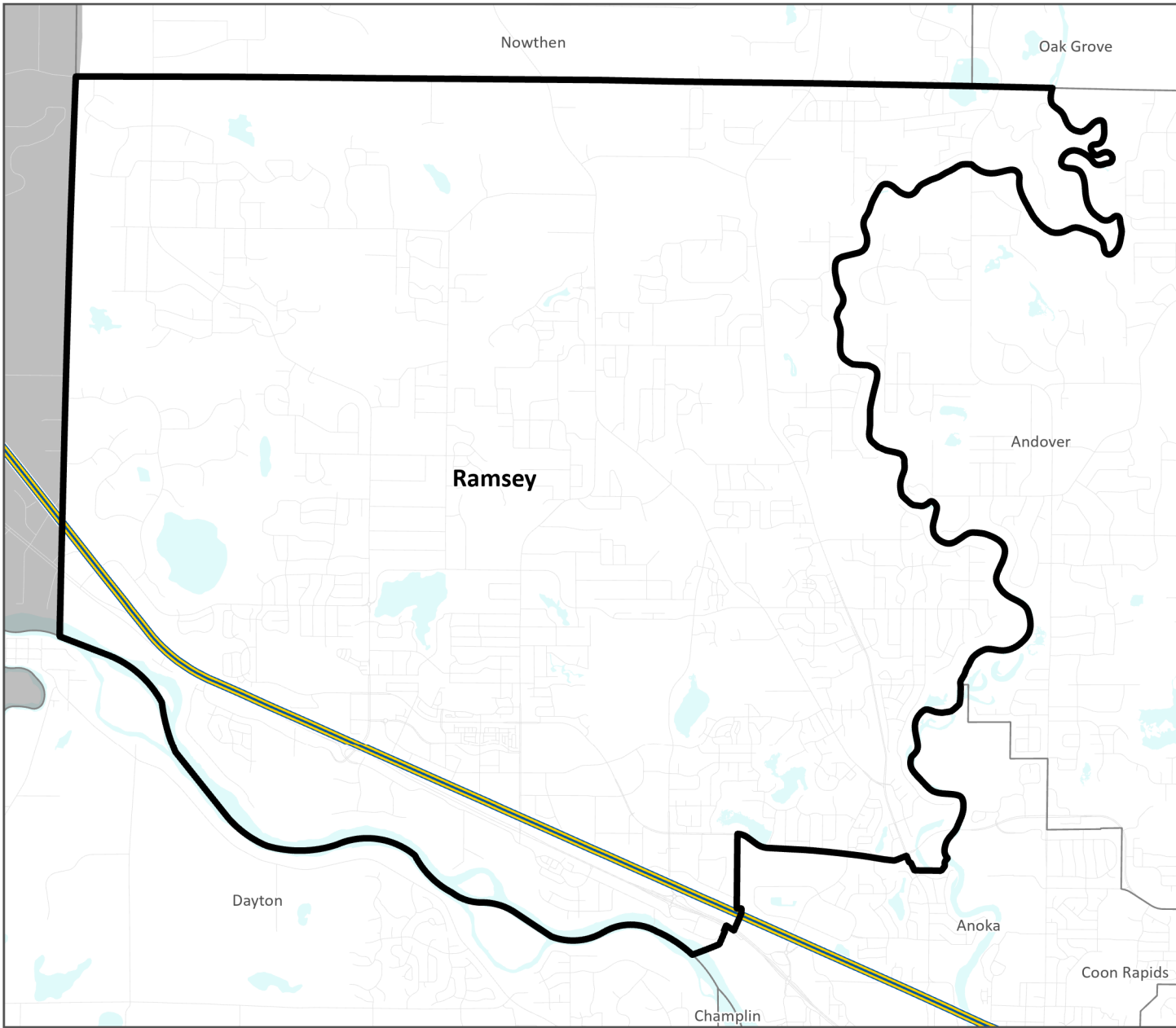
TMA 3

Emerging TMA 3

TMA 4

TMA 5
- Freestanding Town Center

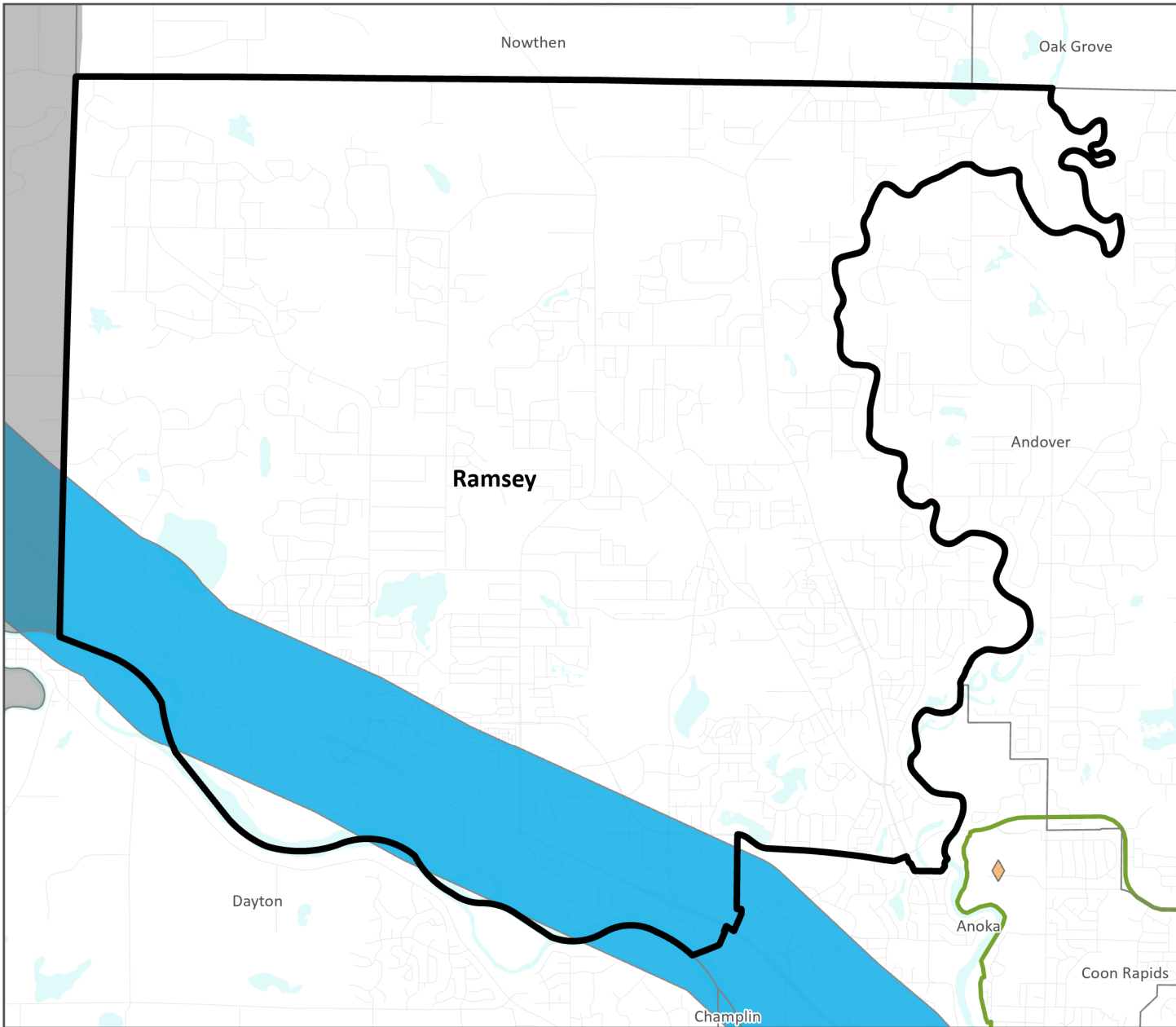
City of Ramsey Current Transitways and High Frequency Bus Network



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

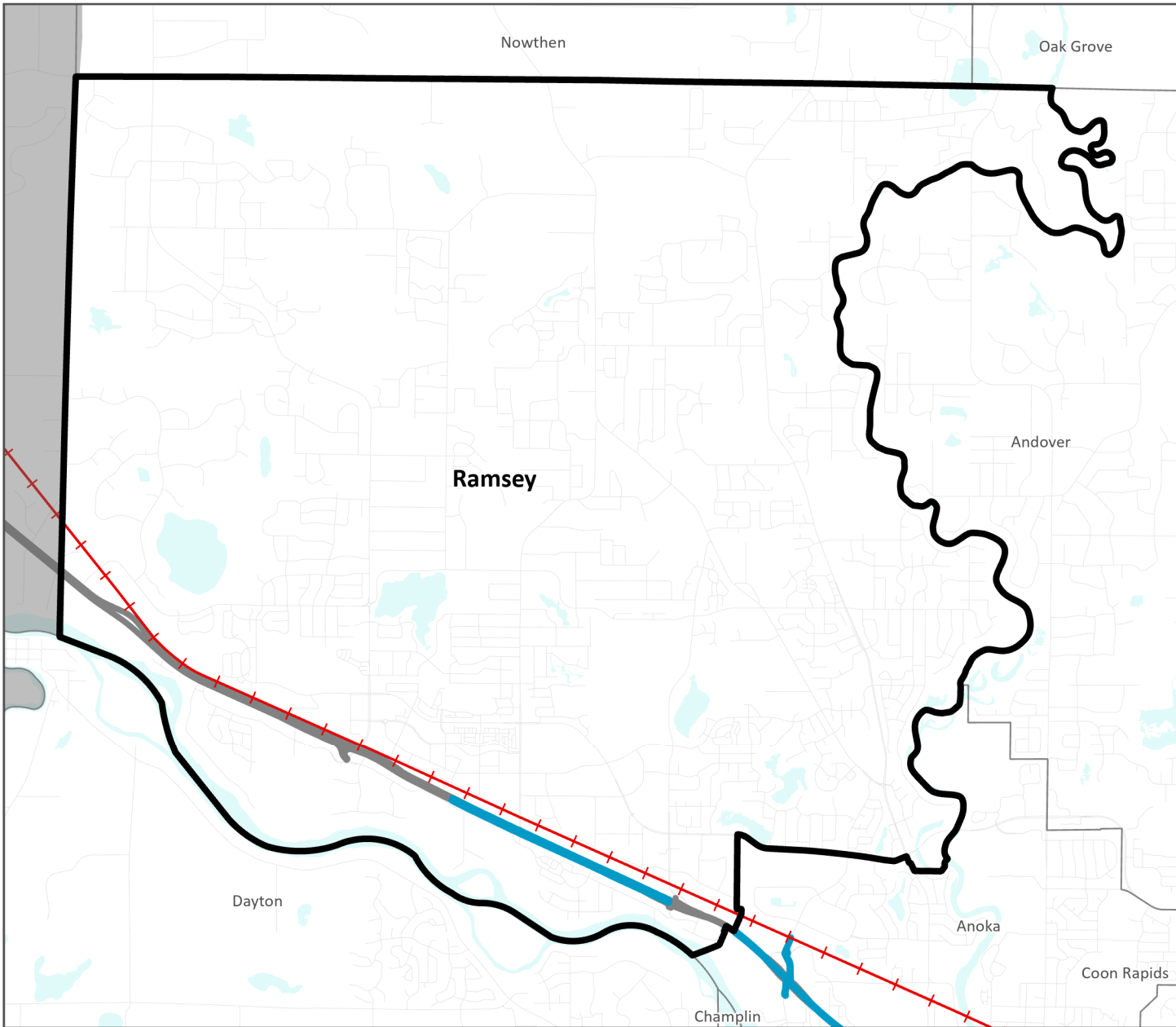
Corridors

- 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

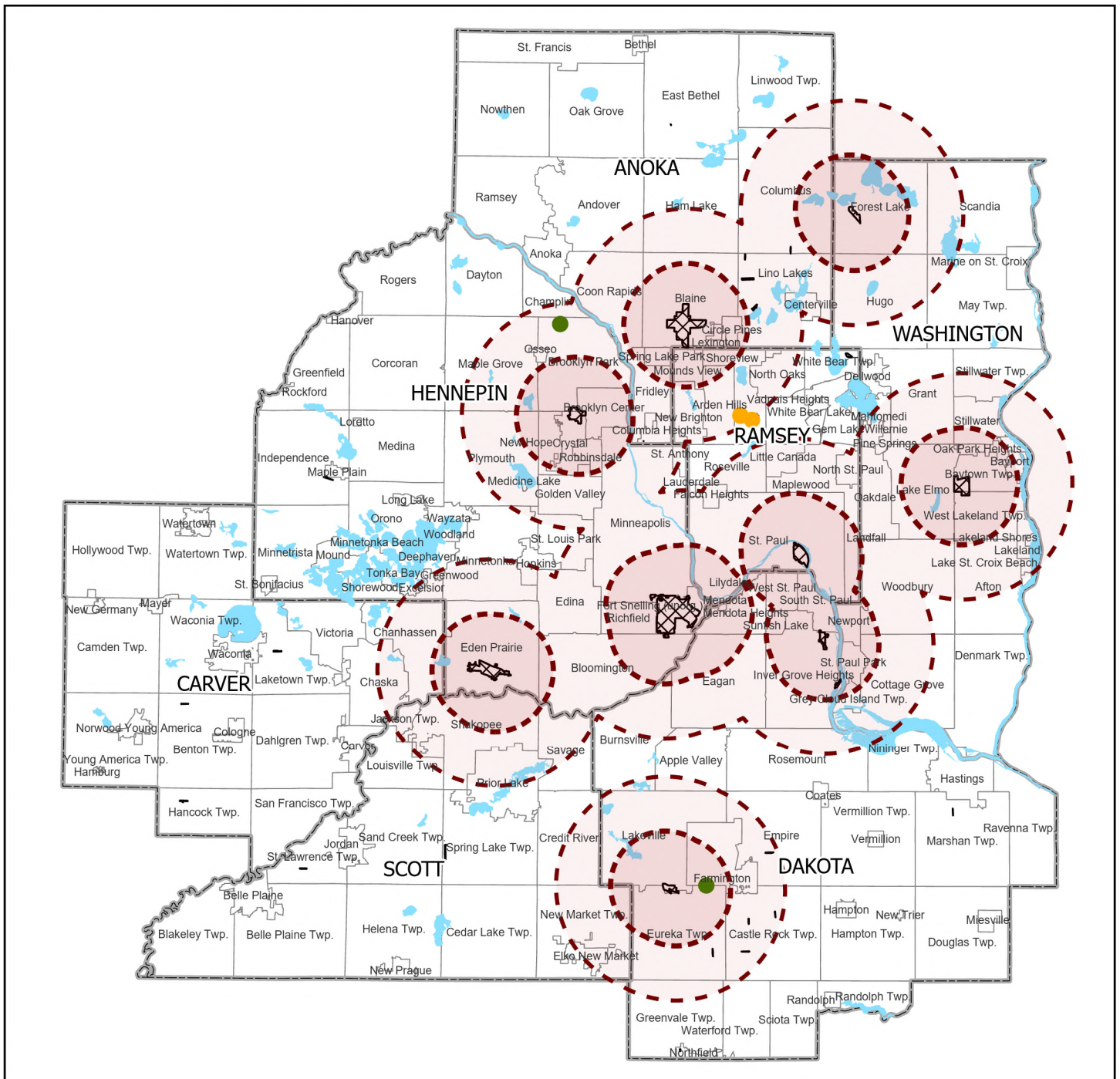
- Airport Terminal
- Pipeline
- Rail Terminal - Container
- Rail Terminal - Non Container
- River Terminal
- Trucking Terminal / Warehouse

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 sewer development. The sewer 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 sewer 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.

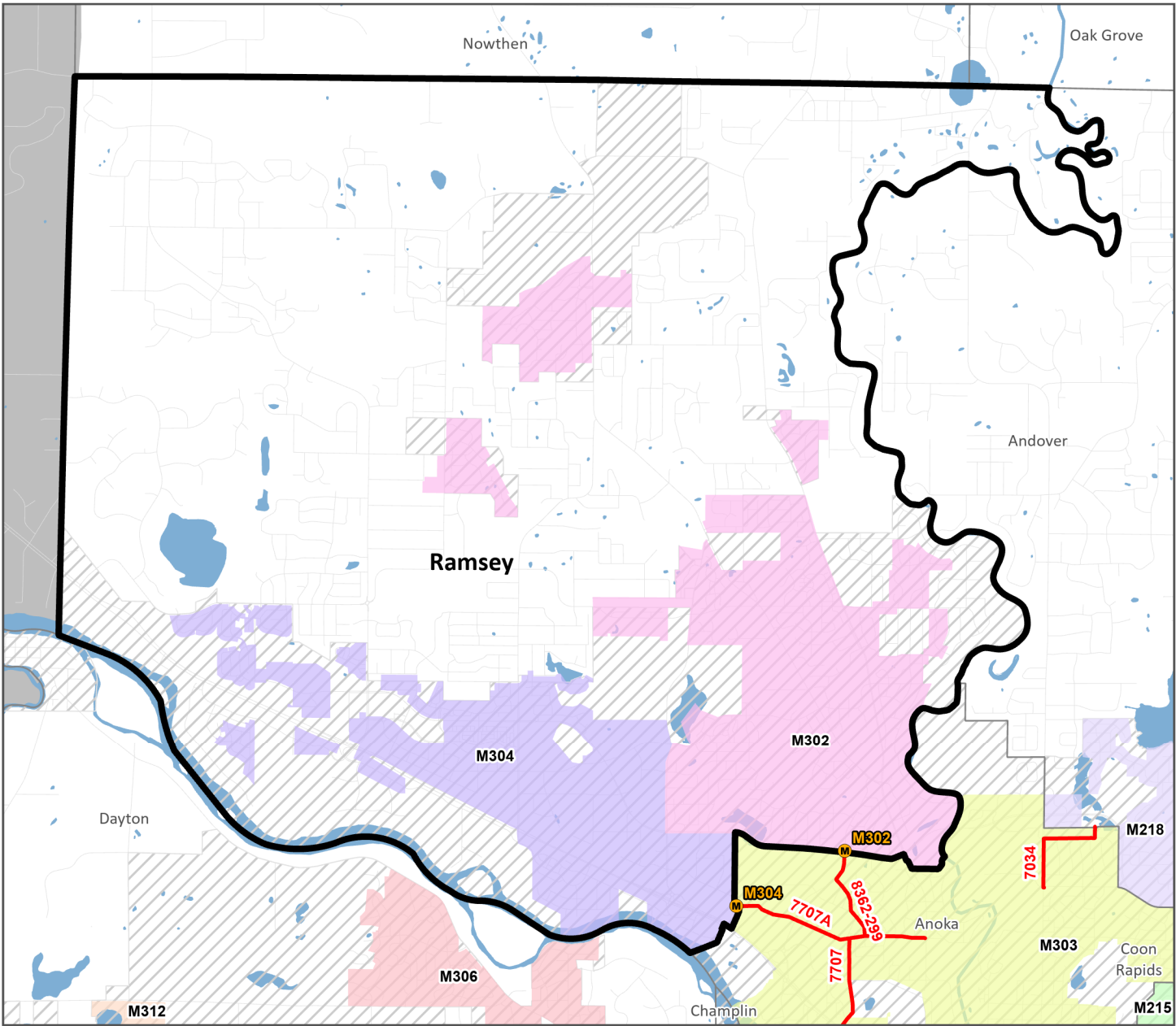
Municipal Community Public Water Supply Systems

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

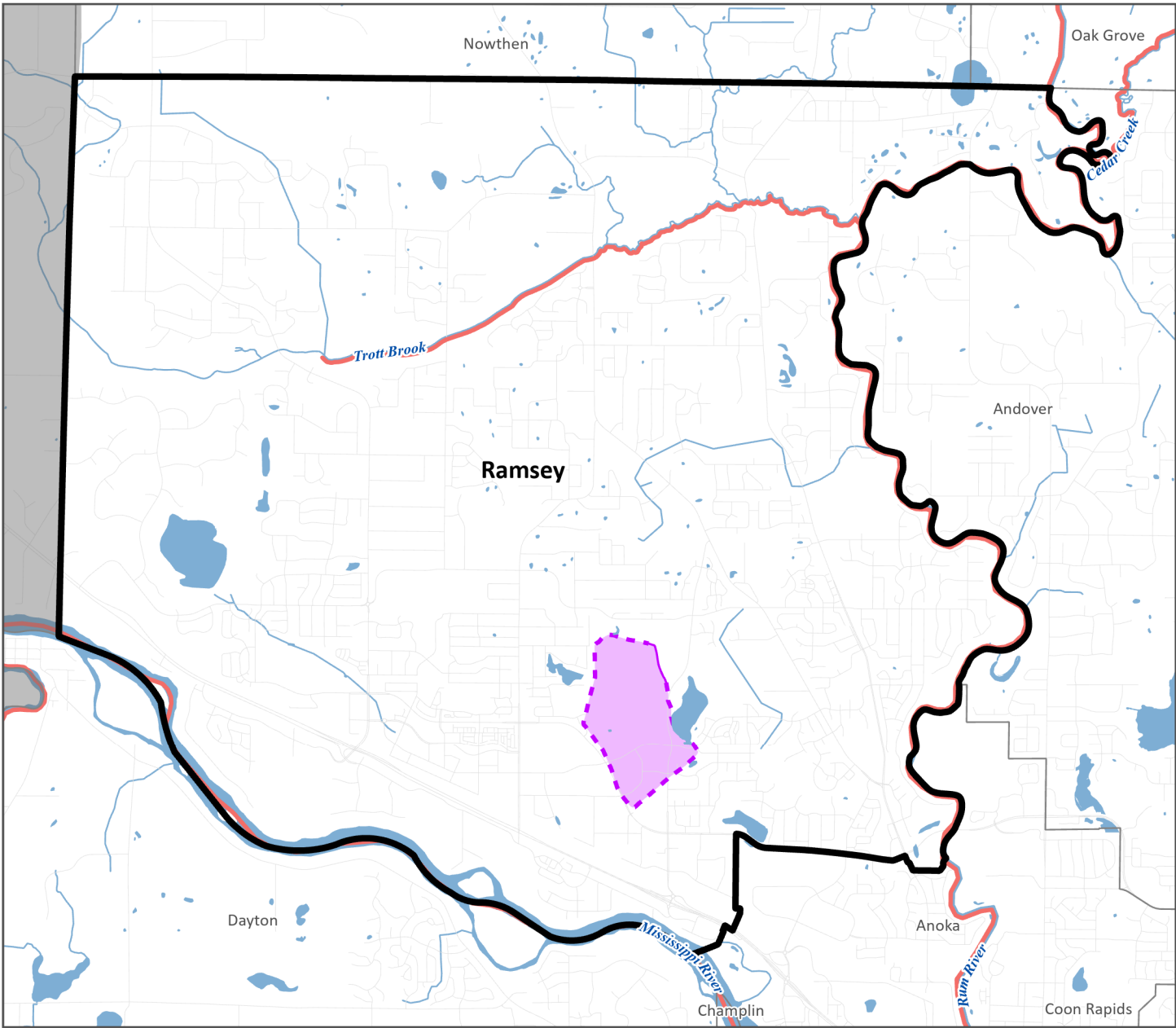
Regional Sewer
 Gravity

 2050 MUSA

Sewer Service Areas		
	To Meter M###	Not Served

City of Ramsey

Water Contamination and Impaired Waters



Minnesota Groundwater Contamination Atlas

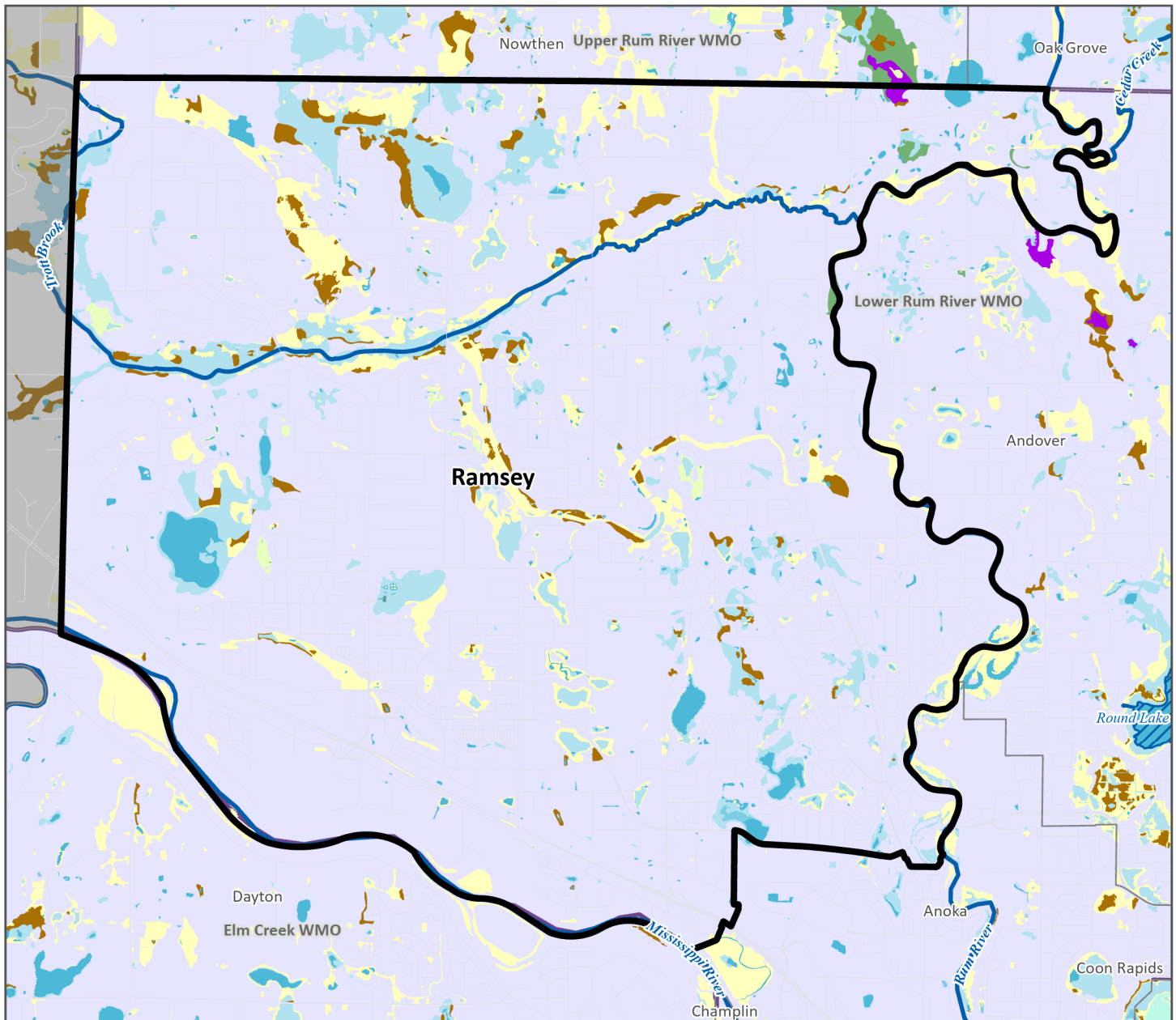
- High Confidence Boundary
- Low Confidence Boundary
- Groundwater area of concern *

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)

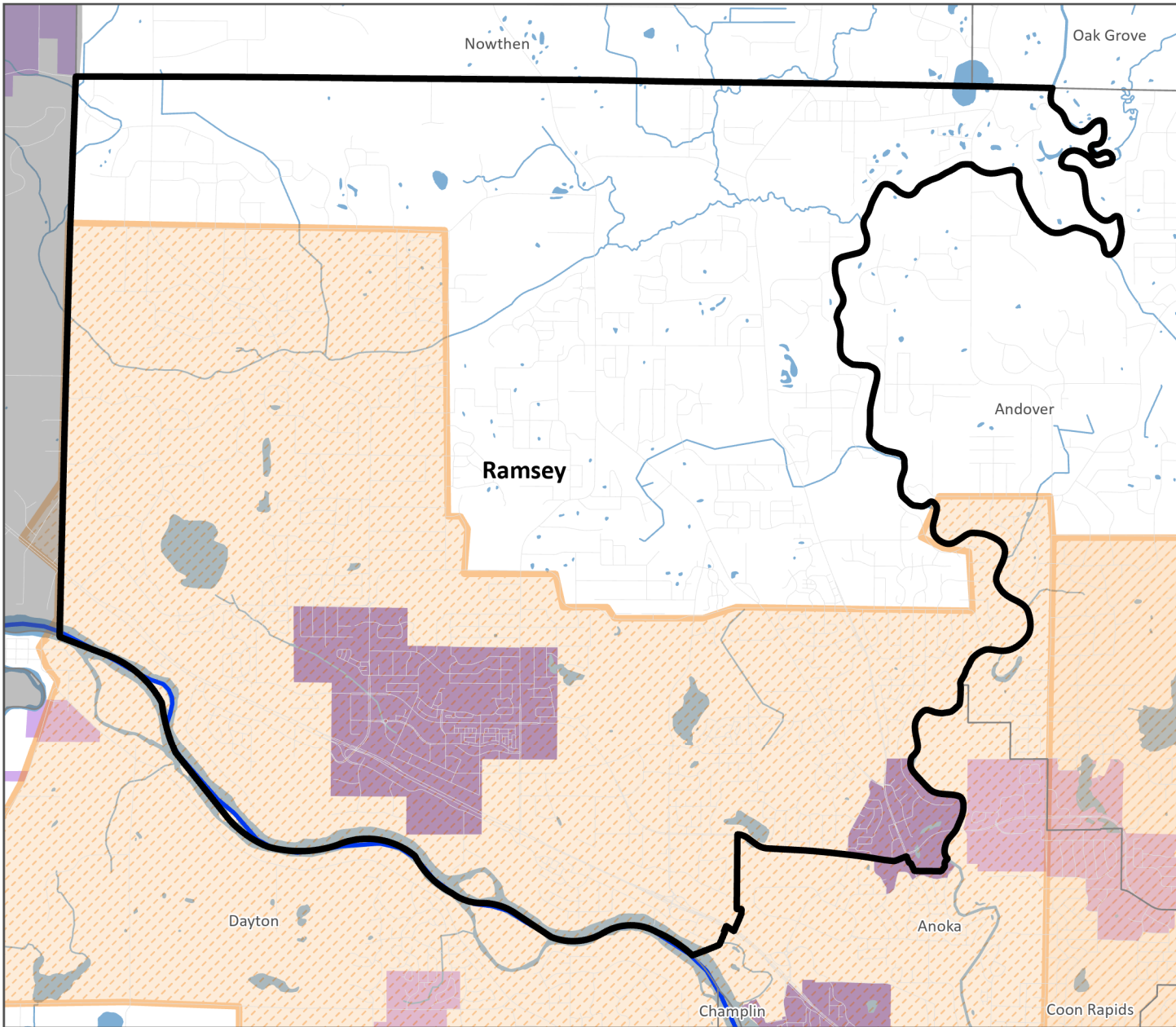
Wetland Type

-  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

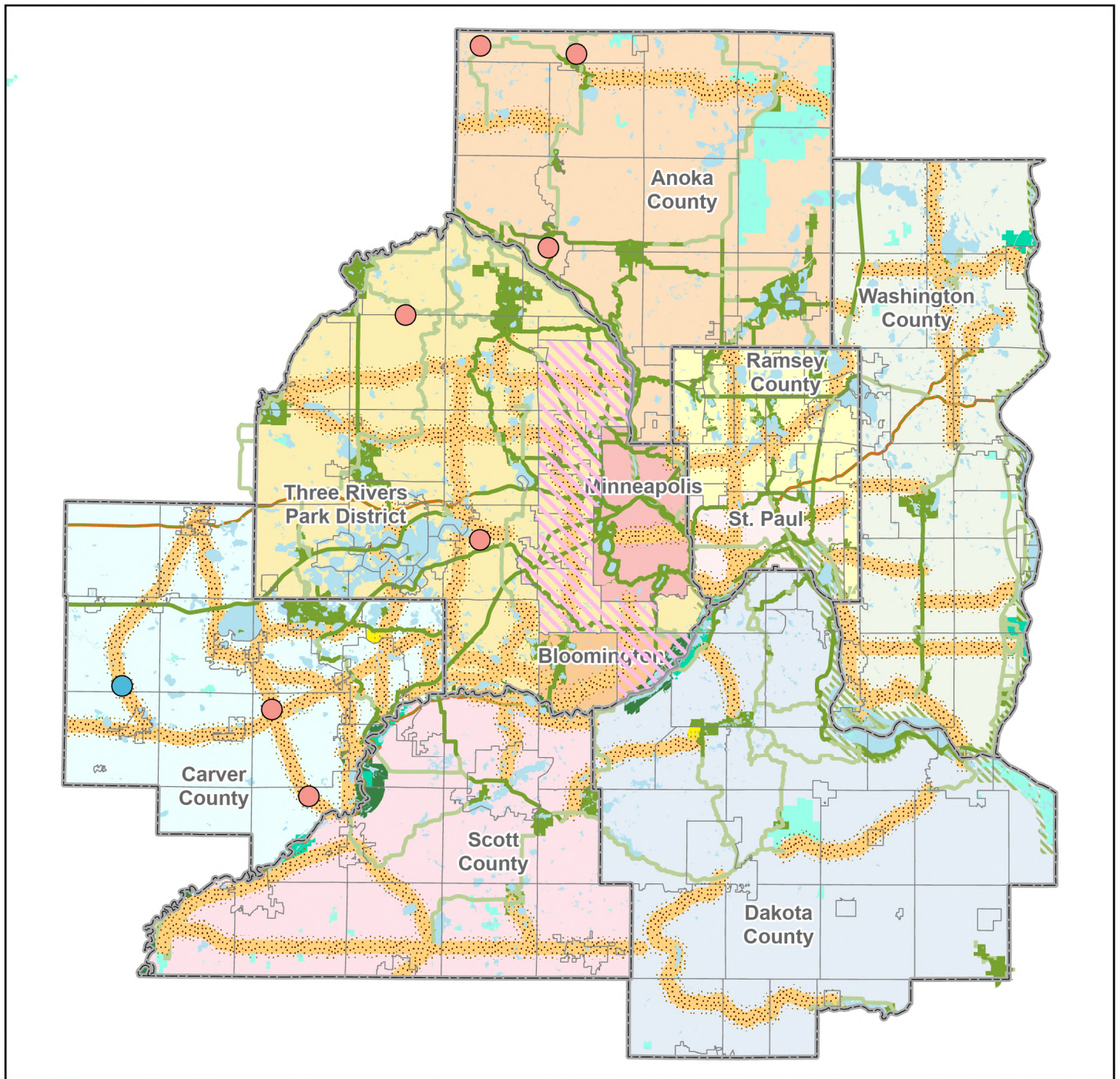
- **Mississippi West Regional Park:** This is an existing regional park with an established boundary. Mississippi West Regional Park, at nearly 280 acres, offers a variety of recreation amenities including a boat launch, canoe-in campsites, shore fishing, and trails. The park connects to the Mississippi 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.

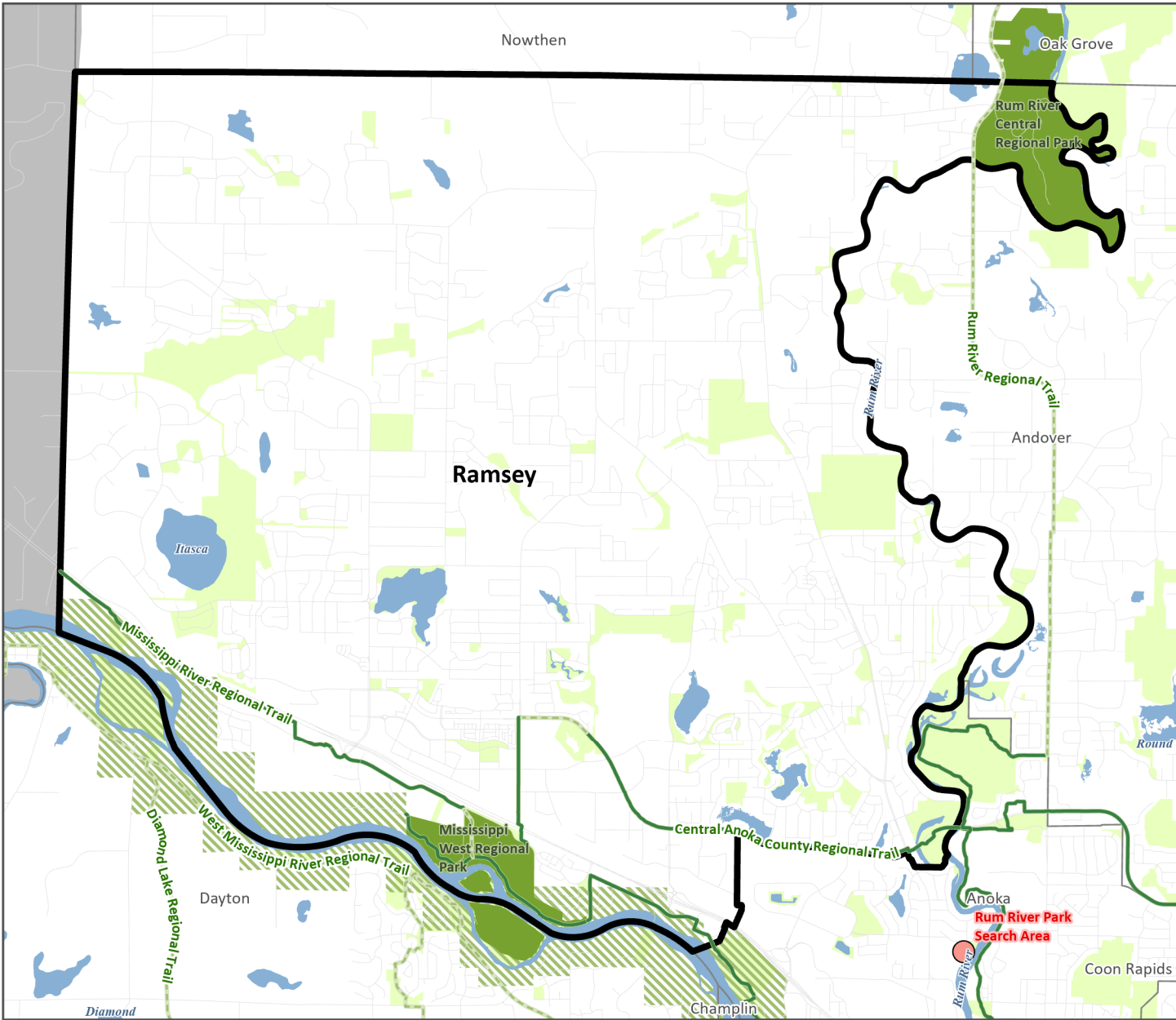
Regional Parks and Trails System



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

Other State and National Features

- 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)
- 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