City of Ramsey
Agenda
Regular Planning Commission
Thursday, October 29, 2026
6:30 pm
Ramsey Municipal Center, 7550 Sunwood Drive NW

Remote Attendance available at www.cityoframseymn.gov/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 September 24, 2026
2. Adopt the Planning Commission's 2027 Calendar.

6. Public Hearing

1. PUBLIC HEARING: Consider a Site Plan Review for Elevate Hope House at 7782 Sunwood Drive NW

7. Commission Business

1. "Rivenwick Village 5th Addition" - Sketch Plan Review for a 20-22 unit townhome development.
2. 2050 Comprehensive Plan Update - Land Use Chapter

8. Commission/Staff Input

9. Adjournment

Regular Planning Commission

Meeting Date: 10/29/2026

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

Information

Title:

Approve the Planning Commission Meeting Minutes for September 24, 2026

Purpose/Background:

The purpose of this case is to approve the Planning Commission Meeting Minutes for September 24, 2026.

Recommendation:

Staff recommends approving the minutes.

Outcome/Action:

Motion to approve the minutes for September 24, 2026.

Attachments

PC September 2026 Minutes

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	10/21/2026 05:04 PM
Form Started By: Kalia Lor		Started On: 10/12/2026 09:43 AM
Final Approval Date: 10/21/2026		

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a regular meeting on Thursday, September 24, 2026, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Cheri Gengler Commissioner Michael Allshouse Commissioner Randy Bauer (arrived at 6:31 p.m.) Commissioner Bradley Cochrane Commissioner Jeffrey Lubarski Commissioner Debra Musgrove Commissioner Layee Sanoe
Members Absent:	None
Also Present:	Planning Manager Todd Larson City Planner Adam Martin Senior Planner Chris Anderson Fire Chief Andrew Winkel

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, Musgrove, and Sanoe. Voting No: None. Absent: Commissioner Bauer.

Commissioner Bauer arrived.

5. CONSENT AGENDA

5.01: Approve the August 27, 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, Lubarski, and Sanoe. Voting No: None. Absent: None. Abstained: Commissioner Bauer.

6. PUBLIC HEARINGS/COMMISSION BUSINESS

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

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 proposed Code Amendment.

Chairperson Gengler invited the Fire Chief to provide information on the Fire Code.

Fire Chief Winkel provided background information on the Fire Code, noting that the last version was adopted in 2020. He provided additional comments on the different regulations included in the Fire Code related to street regulations. He stated that instead of having a set number, they would just reference the Fire Code to encompass all those regulations.

Citizen Input

Paul Olson, 5750 177th Avenue NW, referenced the example that was given of Iodine and 172nd and stated that when that development was proposed, the Fire Department mentioned that they were accepting the layout there because the intersection was viewed as a turnaround point. He asked how many of the existing cul-de-sacs mentioned were constructed before the City's regulation was put into place in the 1970s. He stated that while the Fire Code encompasses a lot of regulations, he believed it sets the bare minimum for public safety, and it is the choice of the City to adopt the appendices it sees fit. He stated that without proper regulations, they could end up with another Bowers Drive. He referenced comparable communities which have a maximum cul-de-sac length of 500 feet. He believed that Ramsey finds public safety as a priority and did not believe it would be responsible to fall back to a bare minimum.

Commissioner Musgrove asked about the uniqueness of Ramsey and its buildout as a community, compared to other communities that may have that restriction.

Planning Manager Larson stated that Ramsey became a city in 1974 and it is said that the city copied Fridley's City Code and made some revisions. He stated that Subdivision Codes do not change very often, noting that most of the revisions are made to the Zoning Code. He stated that cities with similar rules have probably also had the rule on their books for over 50 years. He commented that Ramsey has a lot of wetlands and development has occurred around them. He stated that they are bound by natural features and did not believe that it was unique, as many communities begin as townships and develop into cities.

Chairperson Gengler asked for more information on the review that is done by public safety when a project is presented.

Fire Chief Winkel stated that Ramsey does things a little differently, but it would be his assumption that the Fire Marshal would receive the plans along with the rest of the committee, and a step-by-step review would be done to ensure the proposal meets the requirements of the Fire Code.

Planning Manager Larson stated that there is a preapplication meeting with staff from every applicable department to review any issues and answer questions of the applicant. He stated that direction is then provided to the applicant, and it is up to them to submit something that meets Code requirements. He stated that once the application is submitted, the group would meet again to identify any potential issues. He noted that each department reviews its applicable portion of the plan, noting that both Fire and Police are involved.

Commissioner Allshouse asked about the challenges that might concern the Fire Department about a cul-de-sac over 600 feet.

Fire Chief Winkel replied that the largest concern would be whether there is access to water on the street. He explained that the cul-de-sac provides a turnaround point for the tenders that bring in water. He explained that a ladder truck needs a 14-foot width to function, which can clog up the roadway. He explained that a cul-de-sac up to 500 feet in length would require a roadway width of 20 feet, whereas a cul-de-sac length over 500 feet would require a roadway width of 26 feet to ensure there is more room for vehicles to maneuver if the ladder truck is deployed. He explained that the width of the road will be the deterrent when a ladder truck is used. He reiterated that the primary concern is water access, while the second is road width.

Commissioner Musgrove asked if all recent developments are connected to City water, specifically the last request the Commission heard with a longer cul-de-sac.

Planning Manager Larson replied that specific subdivision is a rural development, so it does not have City water and sewer. He commented that there are some water lines that snake through rural areas with hydrants available in some locations.

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

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

Chairperson Gengler closed the public hearing at 7:25 p.m.

Commission Business

Commissioner Bauer commented that there have been numerous developments that have come before the Planning Commission, some exceeding 600 feet in length. He stated that Public Safety does review all of the requests and could not recall a request over 600 feet that had concerns from Public Safety. He stated that this would eliminate the need for a variance on something that was virtually always approved.

Motion by Commissioner Bauer, seconded by Commissioner Allshouse, to recommend that City Council adopt Ordinance #26-18, Amending Chapter 117 (Subdivision Code) Pertaining to Streets.

Further discussion

Commissioner Musgrove asked for some of the positives and negatives discussed at the staff level about the proposed change. Planning Manager Larson stated that the argument has always been presented as a public safety issue and the Fire Code would then be the proper form of regulation, whereas a distance of 600 feet was arbitrary. He stated that planning staff is more comfortable relying on something with developed standards.

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

7. COMMISSION BUSINESS

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

Presentation

City Planner Martin presented the Staff Report stating that staff recommends approval of the Zoning Text Amendment as presented.

Commission Business

Commissioner Musgrove referenced the build-to line for front yard parkways and noted that the numbers are varied within the table. She asked for clarification.

City Planner Martin explained that the numbers in the COR Framework are currently largely not changing. He explained that the table is a consolidation of each of the existing tables, which are

currently broken out by street type. He stated that the difference in the requirement for each different street type depends on how those streets are built. He explained that arterial streets are County roads that have various utilities that need to be avoided. He stated that the build-to line is a maximum setback, where a setback is a minimum distance from the right-of-way. He provided an example of a proposal for a parcel that has three frontages and the current requirement that 60 percent façade would be required on all three frontages, noting that would not be practical for any building. He explained that they are looking at the intent of the COR Framework, to build a downtown along Sunwood with a dense urban environment. He explained that prioritizing certain roadways meets that intent while providing flexibility in the Code.

Commissioner Musgrove thanked staff for the additional definitions that have been included.

Commissioner Bauer stated that there are currently two different documents addressing the same area, which can create conflicts and confusion. He agreed that cleaning it up and simplifying it is a great move.

Chair Gengler agreed that this reads much more smoothly and easily.

Motion by Commissioner Lubarski, seconded by Commissioner Musgrove, to recommend that 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.

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

7.02: 2050 Comprehensive Plan Update – System Statement Discussion

Presentation

Planning Manager Larson presented the Staff Report.

Commission Business

Chair Gengler asked how people working from home impact the employment numbers.

Planning Manager Larson commented that there is a survey as part of the census that asks about working from home, but was not sure how that is factored in.

Commissioner Bauer recommended that staff work with Councilmember Olson and the rest of the Council to invite the Dayton Councilmembers for a discussion related to a potential bridge.

Planning Manager Larson commented that the legislature did award funds to complete a tier one Environmental Impact Statement (EIS) for a bridge, noting that a consultant will be brought on board this year to begin that process.

Commissioner Bauer asked if the MET Council numbers have to be used for projected growth or whether the City can use its own numbers.

Planning Manager Larson stated that they will be looking for the 2050 number, regardless of the starting point. He stated that they would have a head start, based on recent growth that exceeded prior expectations from the MET Council.

Commissioner Allshouse asked how confident they are in those numbers, as they seem to be on the low side.

Planning Manager Larson explained how those numbers are generated based on prior land use designations. He commented that there are a handful of large properties left for development and the remainder will be lot splits or redevelopment.

Commissioner Musgrove asked if the 2050 number is a minimum, maximum, number that must be reached, or whether it is based on the MET Council investment into the sewer system.

Planning Manager Larson replied that it is the target number and explained that the City's plan needs to accommodate that number for households and employment. He stated that the City could project beyond that target, but the MET Council does not want the City to project lower than that target.

Commissioner Musgrove asked if the target is based on private land sales.

Planning Manager Larson stated that the MET Council does look at sales data regionally, recognizing that there will be holdouts. He stated that the best they can do is to accommodate it on the map. He explained that they are not forcing anyone to develop but simply providing them with those rights.

Commissioner Musgrove asked if the numbers in the 2050 plan are within the MUSA.

Planning Manager Larson replied that these are community-based numbers and, further, there are sewer and unsewered lines. He confirmed that most of the development would occur within the MUSA.

8. COMMISSION / STAFF INPUT

Senior Planner Anderson noted the fall recycling event this Saturday at the Public Works Facility. He stated that he is working with the Recreation Coordinator and an Andover staff person on an upcoming puzzle competition and puzzle swap that will be held at the Andover Community Center on October 10th. He stated that staff will begin collecting puzzles on September 28th in the planning department at City Hall.

Planning Manager Larson noted a case that will appear before the Commission at its October meeting.

Chair Gengler noted the date of the October meeting is on October 22nd. She stated that oftentimes the November and December meeting dates are changed and asked staff to review those dates.

Planning Manager Larson noted that the October meeting will actually be on the 29th because of a scheduling conflict with a staff conference on the 22nd. He stated that the November and December meetings will take place on the third Thursdays because of the holiday conflicts. He stated that he will bring the proposed 2027 calendar to the Commission at its next meeting for review.

9. ADJOURNMENT

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

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

The regular meeting of the Planning Commission adjourned at 7:36 p.m.

Respectfully submitted,

Todd Larson
Planning Manager

ATTEST:

Kalia Lor
Planning Assistant

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Regular Planning Commission

Meeting Date: 10/29/2026

Primary Strategic Plan Initiative: Promote economic growth and development.

Information

Title:

Adopt the Planning Commission's 2027 Calendar.

Purpose/Background:

City Code Section 106-213 requires the Planning Commission adopt an annual calendar of applicant submittal dates and meeting dates that are in accordance with the 60-day law (MN Statutes 15.99). Attached is the proposed calendar for 2027 that follows the same fourth-Thursday schedule that has been followed for several years. In November and December, the third Thursdays (one week earlier) are proposed for meetings due to the Thanksgiving and Christmas Eve holidays, respectively. Delaying those months' meetings until after the holidays does not work for getting applications moved to the next City Council meeting within the 60-day window.

Recommendation:

Staff recommends approving the 2027 calendar.

Outcome/Action:

Motion to adopt the 2027 Planning Commission Calendar.

Attachments

2027 Public Calendar

2027 Internal Calendar

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	10/21/2026 05:04 PM
Form Started By: Todd Larson		Started On: 09/15/2026 04:19 PM
Final Approval Date: 10/21/2026		

City of RAMSEY

7550 Sunwood Drive NW • Ramsey, MN 55303
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www.cityoframseymn.gov

2027 Land Use Application Calendar

The Planning Division accepts land use applications for proposed development projects, easement vacations, encroachment agreements, and Type-II home occupation permits. Applications must be submitted during the application window each month. Please do not submit your application early or late, however, we recommend calling the Planning Division (763-433-9824) a few days ahead of submitting to set up an account in our plan review software system. Please consult a separate how-to guide for the application type(s) you are requesting for the complete submittal requirements and fees.

Plans are reviewed by City Staff and comments will be provided to the applicant within 10 business days. The applicant will have time to review comments and provide responses or revised plans. Staff will then prepare a staff report for the Planning Commission which generally meets on the fourth Thursday of every month. The Planning Commission makes a recommendation to the City Council who will generally meet on the second Tuesday of the following month. In most cases, the City Council makes the final determination on approving or denying a proposal.

Application window opens (8:00 am Friday)	**Application window closes (4:30 pm)**	**Planning Commission Date (6:30 pm)**	**City Council Date (7:00 pm)**
December 11, 2026	December 14, 2026	January 28, 2027	February 9, 2027
January 8, 2027	January 11, 2027	February 25, 2027	March 9, 2027
February 12, 2027	February 16, 2027*	March 25, 2027	April 13, 2027
March 12, 2027	March 15, 2027	April 22, 2027	May 11, 2027
April 9, 2027	April 12, 2027	May 27, 2027	June 8, 2027
May 14, 2027	May 17, 2027	June 24, 2027	July 13, 2027
June 11, 2027	June 14, 2027	July 22, 2027	August 10, 2027
July 9, 2027	July 12, 2027	August 26, 2027	September 14, 2027
August 13, 2027	August 16, 2027	September 23, 2027	October 12, 2027
September 10, 2027	September 13, 2027	October 28, 2027	November 9, 2027
October 15, 2027	October 18, 2027	November 18, 2027* *(3rd Thursday)*	December 14, 2027
November 12, 2027	November 15, 2027	December 16, 2027* *(3rd Thursday)*	January 11, 2028
December 10, 2027	December 13, 2027	January 27, 2028	February 8, 2028

* *Change in date due to holiday.*

2027 Land Use Application Calendar with Various Deadline Dates

Application window opens (Friday)	**Deadline 5.5 weeks ahead of PC (4:30 pm Monday)**	**Development Review Meeting (3rd Thursday)**	**9-Day Staff Review Due (Friday at noon)**	**8-Day Applicant Revision Period (Wed)/ Public Hearing Newspaper Deadline (10:00 am)**	**PC Packet Posted (Thursday following week)**	**PC Date – 6:30 pm (4th Thursday)**	**CC Date – 7:00 pm (2nd/4th Tuesday)**	**Days between Deadline CC**
November 13, 2026	November 16, 2026	November 19, 2026	November 25, 2026 *Wednesday*	December 2, 2026	December 10, 2026	December 17, 2026 *3rd Thursday*	January 12, 2027	57
December 11, 2026	December 14, 2026	December 17, 2026	December 23, 2026 *Wednesday*	January 6, 2027	January 21, 2027	January 28, 2027	February 9, 2027	57
January 8, 2027	January 11, 2027	January 14, 2027	January 29, 2027	February 10, 2027	February 18, 2027	February 25, 2027	March 9, 2027	57
February 12, 2027	February 16, 2027 *Tuesday*	February 18, 2027	February 26, 2027	March 10, 2027	March 18, 2027	March 25, 2027	April 13, 2027	56
March 12, 2027	March 15, 2027	March 18, 2027	March 26, 2027	April 7, 2027	April 15, 2027	April 22, 2027	May 11, 2027	57
April 9, 2027	April 12, 2027	April 15, 2027	April 23, 2027	May 12, 2027	May 20, 2027	May 27, 2027	June 8, 2027	57
May 14, 2027	May 17, 2027	May 20, 2027	May 28, 2027	June 9, 2027	June 17, 2027	June 24, 2027	July 13, 2027	57
June 11, 2027	June 14, 2027	June 17, 2027	June 25, 2027	July 7, 2027	July 15, 2027	July 22, 2027	August 10, 2027	57
July 9, 2027	July 12, 2027	July 15, 2027	July 23, 2027	August 11, 2027	August 19, 2027	August 26, 2027	September 14, 2027	57
August 13, 2027	August 16, 2027	August 19, 2027	August 27, 2027	September 8, 2027	September 16, 2027	September 23, 2027	October 12, 2027	57
September 10, 2027	September 13, 2027	September 16, 2027	September 24, 2027	October 6, 2027	October 21, 2027	October 28, 2027	November 9, 2027	57
October 15, 2027	October 18, 2027	October 21, 2027	October 29, 2027	November 3, 2027	November 11, 2027	November 18, 2027 *3rd Thursday*	December 14, 2027	57
November 12, 2027	November 15, 2027	November 18, 2027	November 24, 2027 *Wednesday*	December 1, 2027	December 9, 2027	December 16, 2027 *3rd Thursday*	January 11, 2028	57
December 10, 2027	December 13, 2027	December 16, 2027	December 22, 2027 *Wednesday*	January 12, 2028	January 20, 2028	January 27, 2028	February 8, 2028	57

Notes:

"Application window opens" is generally 60 days prior to Council meeting.

Deadlines

The 9-Day Staff and 8-Day Applicant periods should be seen as "no later than…" as comments can always be finalized prior to that date and applicants are welcome to re-submit earlier.
In November and December, staff review is due on Wednesday due to holidays.

Regular Planning Commission

Meeting Date: 10/29/2026

Primary Strategic Plan Initiative: Promote economic growth and development.

Information

Title:

PUBLIC HEARING: Consider a Site Plan Review for Elevate Hope House at 7782 Sunwood Drive NW

Purpose/Background:

Elevate Hope House (the "Applicant") has submitted a Land Use Application for development of a 0.52-acre parcel in the COR, located at 7782 Sunwood Drive NW and legally described as Outlot B, COR Stone Brook Academy (the "Subject Property"). The Applicant submitted architectural plans from Thielen & Green and civil plans from Plowe Engineering, Inc. The project will consist of approximately 5,700 square feet of commercial space geared toward community gathering, co-working, office, meeting space, and a coffee shop, plus 3 apartment units on the second floor, situated along Sunwood Drive on the north end of the site. The site is zoned COR-1 and guided for Mixed Use in the City's 2040 Comprehensive Plan. The Applicant is working with the City's EDA to purchase the site for the proposed development. To accommodate the proposed development, the Applicant is requesting a Minor Subdivision (to convert the property from an outlot to a buildable lot of record) and a Site Plan Review (to construct the building and site improvements).

The Commission may recall a previous project by Storyteller Cafe that was approved for this same site. At that time, the site was under contract for purchase and development by the Storyteller Cafe team; however, they have withdrawn their Purchase Agreement with the EDA, thus reopening the site for development. Elevate Hope House came forward with their own development proposal that has a similar residential density and commercial space, but it has several distinct architectural and site changes and improvements..

Notification:

Staff attempted to notify property owners within 350 feet of the Subject Property, as reflected in the Anoka County Property Records, of the request and the Public Hearing to be held by the Planning Commission. A notice of the Public Hearing was published in the Anoka County UnionHerald, the City's official newspaper. A "proposed development" signs was placed on the property along Sunwood Drive.

Time Frame/Observations/Alternatives:

Subject Property

The Subject Property is located in the COR, bounded by Sunwood Drive to the north, Yolite Street to the west, Veterans Drive to the south, and Sunwood Village to the east. The Subject Property is currently platted as an outlot within the COR Stone Brook Academy plat, which created the lot currently occupied by New Horizon Academy just west of the Subject Property. The Subject Property is zoned COR-1, which allows for mixed-use development consisting of several commercial uses and high-density residential between 5 and 15 units per acre. It is guided for Mixed Use in the City's 2040 Comprehensive Plan, as are other surrounding properties in the COR. The proposed building will contain 3 residential units and approximately 5,700 square feet of commercial space. The proposed density is 5.76 units per acre, which is in conformance with the Comprehensive Plan. This building will only be the fourth instance of vertical mixed-use development in the COR, with the first three instances being The Residence at the COR Apartment Homes (7700 Sunwood Drive NW), Skyline on Sunwood (7545 Sunwood Drive NW), and The Sinclair by Roers (7979 Sunwood Drive NW, currently under construction).

Site Plan

The proposed building has a footprint of approximately 5,700 square feet (25.12% lot coverage). The building is

rectangular-shaped, similar to the lot it will be built upon, with the building facade positioned closest to Sunwood Drive and Yolite Street. In lieu of the building facade being located within 20 feet of the Sunwood Drive right-of-way line, the site plan includes a large sidewalk patio along the front edge of the building, surrounded by a decorative fence that will run along the north property line for about 45.8 feet. When measuring the length of the 45.8-foot-long fence along Sunwood Drive, in comparison to the building width of 57 feet, it equals 80.35% of the building facade (or, in this case, an ornamental fence surrounding an outdoor seating area) within the 5-foot build-to line along Sunwood Drive. Additionally, though it is no longer required in accordance with Ordinance #26-16, the building also meets the build-to line requirement of 5 feet along Yolite Street by the inclusion of a second fence along the Yolite Street property line to define the edge of a secondary outdoor patio and small playground. The proposed development has approximately 72% impervious area, including the building footprint, parking lot, and outdoor patios, which is consistent with other developments in the COR.

The building is designed to have four main entrances: two secure entrances to the apartments on the second floor (one along the south wall, and one along the east wall, both connected to sidewalks leading to the parking lot south of the building) and two entrances to the commercial space on the first floor (one in the northwest corner to access the gathering space, and the other along the west wall to directly access the coffee shop). The north and west building facades are accented with outdoor patios to activate the storefront. The patios and the building are slightly elevated from the grade of the adjacent public sidewalks due to the site's existing elevation. In addition to the main entrances to the building, there are garage-style doors proposed along the north building facade, opening the indoor gathering space up to the north outdoor patio. There is also a service door along the south building facade to access the back-of-house space for the coffee shop. Vehicular access to the Subject Property will come from a driveway along Yolite Street. The building placement and landscape buffer are intended to screen the parking lot from all adjacent streets. Additionally, a trash enclosure will be located along the south edge of the building, using materials that complement the building facade.

The minimum parking requirements for apartment units are 1.5 stalls per unit. Additionally, retail shopping uses require one parking stall for each 200 square feet of floor space for retail uses under 20,000 square feet in area. Office spaces require one parking stall for each 300 square feet of floor space. Lastly, restaurants (including the coffee shop) have a minimum parking requirement of one stall per three seats of design capacity. Based on the proposed 3 apartment units, 16 seats in the coffee seating area, 12 seats in the outdoor patio area, 391 square feet of dedicated retail space for artist exposition sales, 445 square feet for office space, and 1,904 square feet of gathering space, a total of 27 parking stalls would be required. However, the Applicant submitted a parking narrative that explains their anticipated parking demand, which includes the following:

- 1 parking stall per apartment unit x 3 apartment units = 3 parking stalls
- 1 parking stall per coffee shop employee x 2 onsite employees = 2 parking stalls
    - Note: the intent of the skills training program is to employ the apartment residents at the coffee shop.
- 1 parking stall per 3 seats of restaurant seating capacity x 28 seats = 10 parking stalls
- 1 parking stall per 200 square feet of retail space (for the artist wares) x 391 square feet = 2 parking stalls
- 3 additional parking stalls for the office/break room area
- TOTAL: 20 parking stalls required (20 provided)

If general parking requirements exceed supply, there are several on-street parking spaces along Sunwood Drive and Veterans Drive to accommodate any overflow of retail customers or visitors.

Architecture and Building Elevations

The building will be two stories tall. The building's overall height (as measured from the finish floor elevation to the top of the parapet) is 26 feet. The building facade will consist of glass overhead doors along the north outdoor patio, and storefront windows and brick veneer along the first floor, plus lap siding along the entirety of the second floor. The building facade is designed with 52.8% brick veneer and exterior split face veneer, which meets the requirement that at least 50% of the total building facade not covered by windows consists of brick veneer, exterior split face block, or a similar material, as required by the architectural standards for the COR-1 district in the COR Framework. In addition to the building itself, the Applicant is proposing to install pergolas over the north outdoor patio, in line with the overhead doors.

Signage

As noted during the development and adoption of Chapter 108, Ramsey's Sign Code, signage in the COR will be reviewed and approved administratively. Staff will work with the Applicant as construction commences to review proposed signage for the residential and commercial components of the building.

Landscape Plan
The Landscape Plan was reviewed by the Environmental Policy Board (EPB) at their regular meeting on September 21st, 2026. The EPB recommended approval of the plan, contingent upon the resolution of Staff review comments.

Lighting Plan
Section 106-310 of City Code provides lighting regulations for all developments in the City. All photometric readings will measure less than 0.5 footcandles at the property line and will measure at least 1.0 footcandle throughout the parking lot in compliance with City Code. All lighting must be downcast and shielded.

Utilities
The building will be connected to municipal water and sanitary sewer via stubs along Yolite Street on the west edge of the property.

Stormwater Management
All stormwater from the site will be directed into a network of pipes that flow into the large regional retention basin in Waterfront Park, then into the regional infiltration basin at the southeast portion of the COR. In lieu of constructing a storm water basin onsite, the Applicant will contribute the cost of constructing a storm water basin onsite into a fund to maintain the regional basin.

Plat
The application includes a Minor Plat that replats the existing outlot into a buildable lot. This review is not a public hearing and is reviewed and approved by the City Council. The proposed parcel conforms to the zoning requirements.

Alternatives
Alternative 1: Recommend approval of the Site Plan, as requested by the Applicant and recommended by Staff.
Alternative 2: Recommend approval of the Site Plan with modifications based on discussion.
Alternative 3: Recommend denial of the Site Plan based on supporting findings of fact.

Funding Source:

All costs associated with this request are the Applicant's responsibility.

The property is City-owned and the Applicant would be purchasing the property. Development fees will be calculated at the time of Development Agreement.

Recommendation:

Staff recommends approval of the Site Plan.

Outcome/Action:

Motion to recommend approval of Resolution #26-248, Approving a Site Plan for a mixed-use building at 7782 Sunwood Drive NW.

Attachments

Site Location Map

Resolution #26-248 Site Plan Review

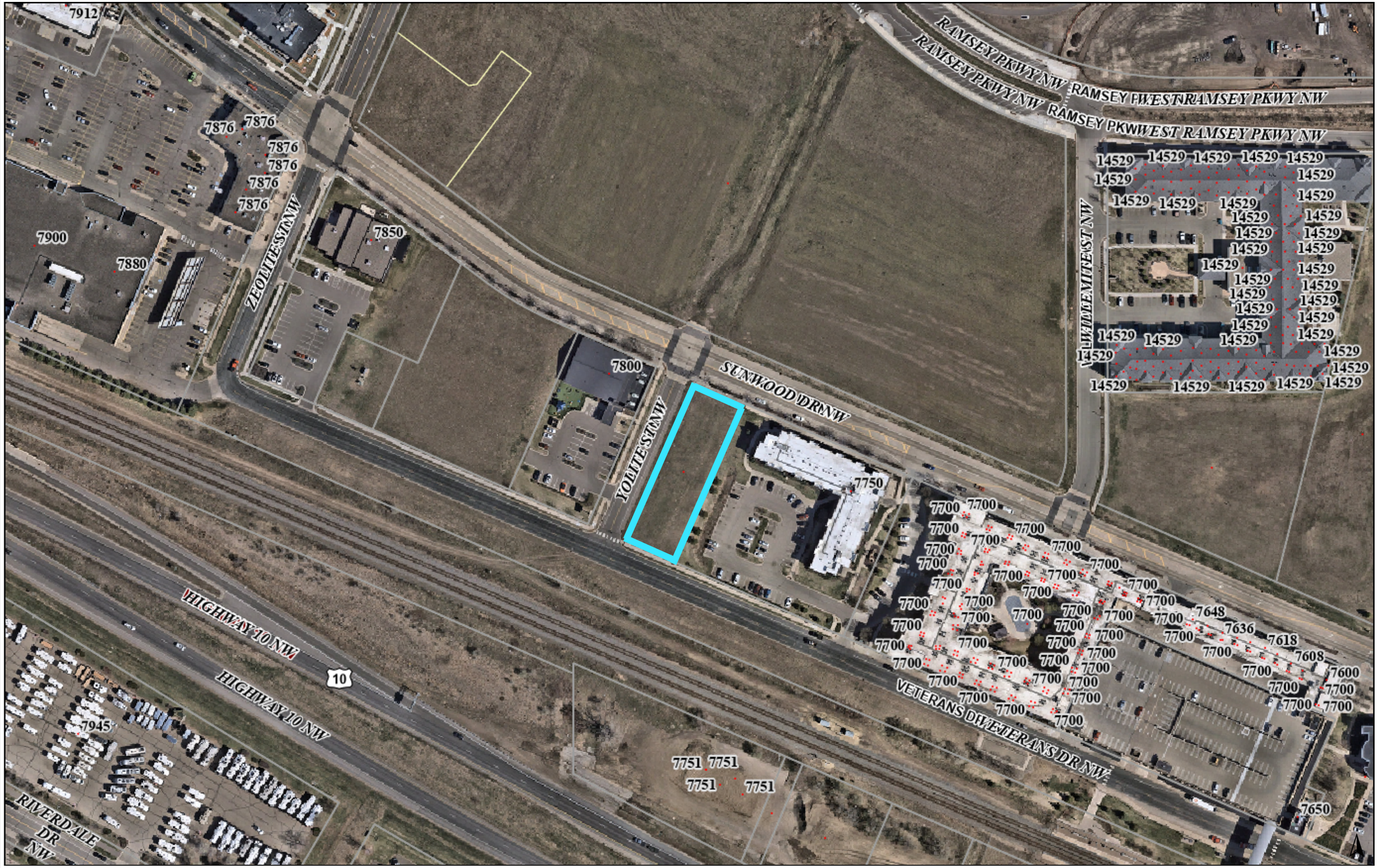
Architectural & Landscaping Plan Set

Civil Plan Set
Draft Final Plat

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	10/21/2026 05:11 PM
Form Started By: Adam Martin		Started On: 10/19/2026 01:55 PM
Final Approval Date: 10/21/2026		

Elevate Hope House





PID:
28-32-25-31-0023

Southeast Corner of Yolite Street NW and Sunwood Drive NW.

0 500 1000 ft

Created on: 09/21/2026

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

RESOLUTION #26-248

A RESOLUTION APPROVING A SITE PLAN FOR A MIXED-USE BUILDING AT 7782 SUNWOOD DRIVE NW

WHEREAS, The City of Ramsey received an application from Elevate Hope House (the "Applicant"), requesting Site Plan Review approval on the property legally described as follows:

Lot 1, Block 1, Gather Addition, Anoka County, Minnesota

(the "Subject Property").

WHEREAS, the Subject Property is zoned COR-1, Mixed Use Core Subdistrict, which is a mixed-use zoning designation, and guided for Mixed Use in the 2040 Comprehensive Plan; and

WHEREAS, all principal uses within the COR-1 zoning district require a formal Site Plan Review from Planning Commission and City Council; and

WHEREAS, the Applicant appeared before the Planning Commission for a public hearing on October 29, 2026, that said public hearing was properly advertised; and

WHEREAS, the Planning Commission reviewed the Site Plan and recommended _____; and

WHEREAS, the City Council reviewed the request at their meeting on November 10, 2026.

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

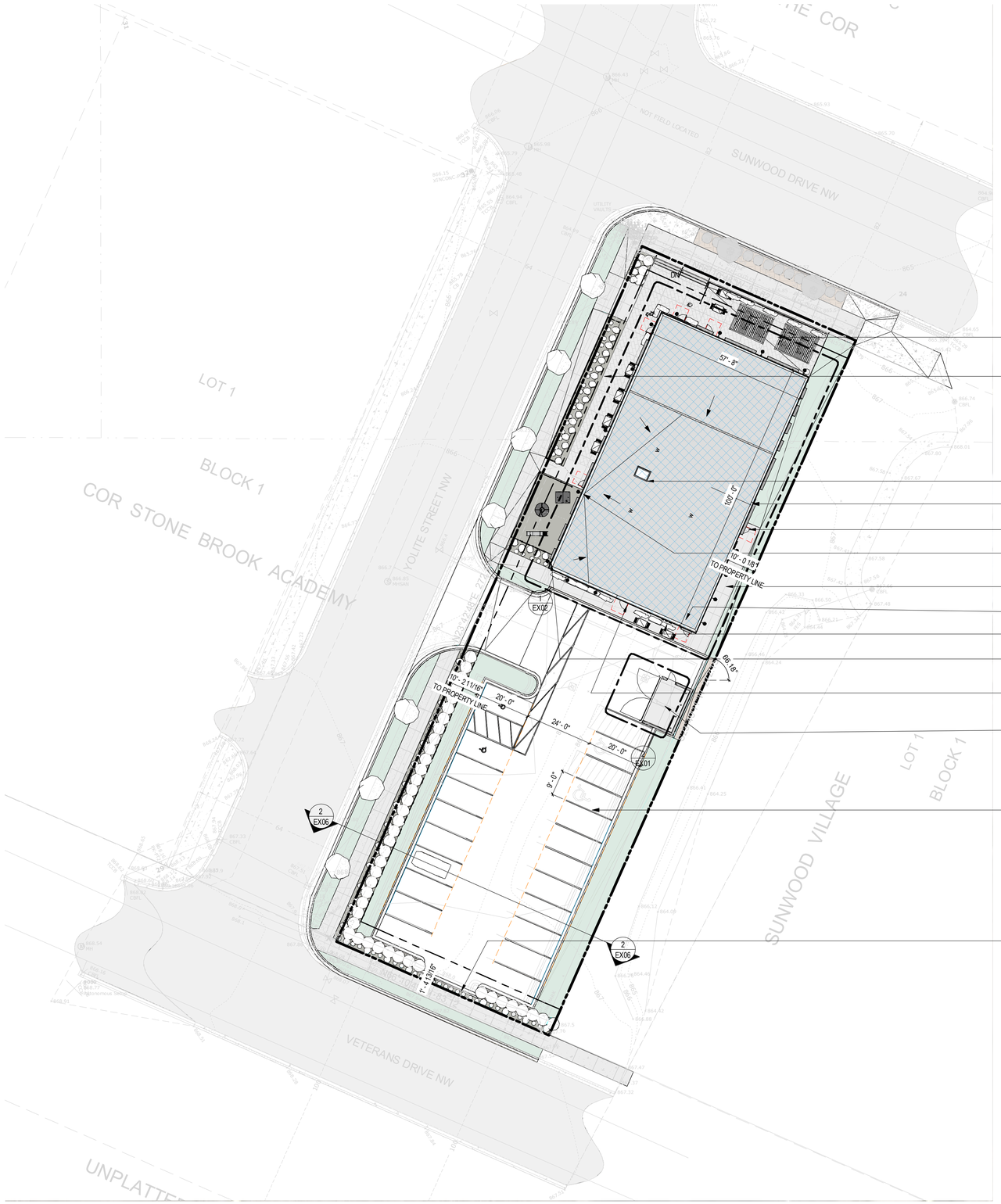
That the Ramsey City Council hereby grants approval of the Site Plan for a mixed-use building containing three residential units and approximately 5,700 square feet of commercial space on the Subject Property in accordance with relevant City Codes, subject to the following conditions:

1. That the Applicant enters into a Development Agreement with the City outlining development fees and site sureties.

2. That the Applicant shall comply with all Staff comments as noted in ProjectDox.

3. That a separate building and sign permits are required.

4. Securing all other necessary permits from other agencies and providing a copy of said permits to the City.



1 CONCEPTUAL SITE PLAN
1" = 20'-0"

SITE KEY



- EXTERIOR PERGOLA(S) WITH SEATING & PATIO FENCING
- EXTERIOR SEATING WITH PATIO FENCING
- ROOF ACCESS HATCH
- OVERFLOW SCUPPER
- NORTH STAIR TOWER EXIT DOOR
- LAMB'S TONGUE THRU WALL ROOF DRAIN
- SIDEWALK EXTENSION TO EXIT STAIRS
- SOUTH STAIR TOWER EXIT
- **METER BANKS**
- **RISER STANDPIPE / FDC CONNECTION**
- DELIVERIES DOOR
- TRASH ENCLOSURE
- 20 PARKING STALLS
  - 18 STANDARD
  - 2 ADA
- FENCING, SEE ELEVATION

PARKING ANALYSIS & NARRATIVE

1. THREE (3) 2 BEDROOM, 1 BATH APARTMENTS
   1. 1 STALL PER UNIT
      A. THREE (3) PARKING STALLS PROVIDED
2. COFFEE SHOP WORK
   1. TWO (2) PARKING STALLS FOR STAFF
      A. NOTE, AS PART OF SKILLS TRAINING PROGRAM THOSE WHO RESIDE IN APARTMENT WILL ALSO WORK AT COFFEE SHOP
3. COFFEE SEATING AND WAITING (16 SEATS)
   1. SIX (6) STALLS PROVIDED
4. OFFICE/BREAK (445 SF)
   1. THREE (3) PARKING STALLS
5. RETAIL (ARTISTS' SALES (391 SF)
   A. TWO (2) PARKING STALLS PROVIDED
6. EXTERIOR PATIO AREAS - SEASONAL (12 SEATS)
   A. FOUR (4) PARKING STALLS PROVIDED

TOTAL PARKING REQUIRED: 20 STALLS
TOTAL PARKING PROVIDED: 20 STALLS

AS A MIXED-USE BUILDING, IT WILL BE PRIMARILY OCCUPIED FOR RESIDENTS OF THE THREE (3) APARTMENTS, STAFF, AND PATRONS WHO ARE VISITING THE COFFEE SHOP AND/OR ARTIST SALES AREA DURING NORMAL BUSINESS HOURS OF ASSUMED 7AM-5PM. THERE ARE ACCESSORY ASSEMBLY AREAS OF CO-OP WORKING AND CONNECTIONS SPACES THAT WILL PRIMARILY BE USED INTERNALLY AS SUPPLEMENTAL SPACES FOR INTERNAL MEETINGS WITH EXCEPTION TO A SPECIAL EVENT NIGHT THAT MAY OCCUR ON A FRIDAY EVENING TO THOSE OUTSIDE OF THE IMMEDIATE PROGRAM

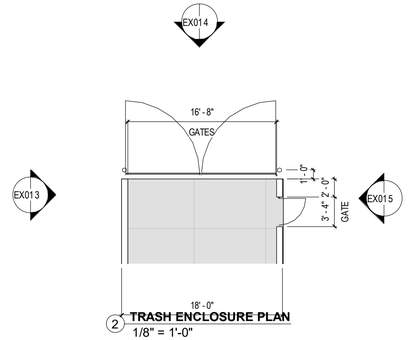
GENERAL SITE PLAN NOTES

ANOKA COUNTY PID: 28-32-25-31-0023
LAND AREA: 0.53 ACRES

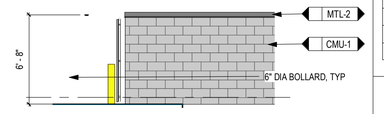
SEC. 106-611. - COR, ZONING; COR-1 (MIXED USE CORE SUBDISTRICT)

A. COR-1 MIXED-USE CORE SUBDISTRICT. THE MIXED-USE CORE IS INTENDED TO PROVIDE A MIX OF RESIDENTIAL, RETAIL, SERVICE, PROFESSIONAL, COMMUNITY SERVICE, RECREATIONAL AND SIMILAR USES ON EVERY BLOCK NEAR, AND WITHIN EASY WALKING DISTANCE OF THE TRANSIT STATION. THE BROADEST VARIETY AND HIGHEST INTENSITY OF USES, INCLUDING HIGH DENSITY HOUSING AND LODGING FACILITIES, ARE ENCOURAGED NEAR THE STATION. VERTICALLY-INTEGRATED MIXED-USE PROJECTS WITH RETAIL, RESTAURANT AND SERVICE USES, ESPECIALLY AT CORNER LOCATIONS, ARE STRONGLY ENCOURAGED. THIS DISTRICT INCORPORATES THE HIGHEST ARCHITECTURAL AND DESIGN STANDARDS TO ENCOURAGE PEDESTRIAN MOBILITY AND STREET ACTIVITY. IN ORDER TO CONTRIBUTE TO AN ACTIVE PEDESTRIAN ENVIRONMENT, EACH BLOCK WITHIN THE COR-1 SUBDISTRICT SHALL INCLUDE AT LEAST TWO OF THE FOLLOWING USES: COMMERCIAL, OFFICE, CIVIC AND/OR RESIDENTIAL USE
   a. **APPROVED USES**: DWELLING (MULTIPLE FAMILY); RESTAURANTS AND BREWPUBS
B. **SEC. 106-630. - BULK STANDARDS - HEIGHT**. ALL STRUCTURES WITHIN THE COR-1 SUBDISTRICT MUST BE AT LEAST 22 FEET IN HEIGHT WITH A TWO-STORY APPEARANCE.
C. **SEC. 106-611. - COR, ARCHITECTURAL STANDARDS** GENERAL DEVELOPMENT STANDARDS. ALL DEVELOPMENT 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. THESE STANDARDS WILL BE USED BY THE CITY AS THE MINIMUM REQUIREMENTS FOR EVALUATING DEVELOPMENT PROPOSALS AND SITE PLANS. HOWEVER, THE STANDARDS ARE NOT INTENDED TO RESTRICT CREATIVITY IN DESIGN. AN APPLICANT MAY REQUEST MODIFICATION OR WAIVER OF ANY STANDARD IN FAVOR OF AN ALTERNATE APPROACH THAT WILL ACHIEVE THE SAME DESIGN OBJECTIVE. DEVELOPMENT STANDARDS SET FORTH IN THIS ARTICLE (106-600—106-699) SHALL SUPERSEDE THOSE SET FORTH IN IN THE DEVELOPMENT FRAMEWORK

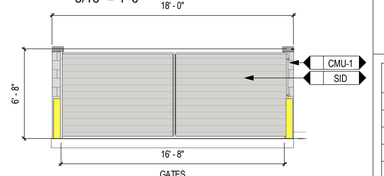
D. PARKING CALCULATIONS
   a. 1 SPACE PER 200' OF FLOOR AREA NOT TO EXCEED AN AVERAGE OF 5 SPACES PER PRACTITIONER
   b. STALL SIZE: 9' x 18'
   c. PARKING SETBACKS: 15' FROM ANY STREET RIGHT OF WAY AND 10' FROM ANY PROPERTY LINE
   d. SHARED PARKING FACILITIES: PARKING FACILITIES MAY BE SHARED BY TWO OR MORE COMMERCIAL USES IF THEIR ENTRANCES ARE LOCATED WITHIN 300 FEET OF EACH OTHER AND IF THEIR HOURS OF OPERATION DO NOT COINCIDE, PROVIDED THEY
      - RECEIVE SPECIAL USE AND DESIGN PERMIT SO THAT DESIGN CRITERIA ARE MET AND CONDITIONS OF USE MAY BE ESTABLISHED ALONG WITH PERIODIC REVIEW
      - SUBMIT A WRITTEN DOCUMENT GUARANTEEING MAINTENANCE, HOURS OF OPERATION AND SPECIFYING LENGTH OF AGREEMENT
      - DEMONSTRATE HOW THE SHARED PARKING ARRANGEMENT WILL FULFILL THE INTENT OF THIS SUBSECTION



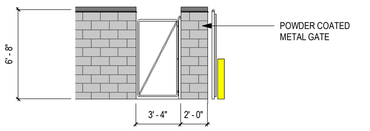
2 TRASH ENCLOSURE PLAN
1/8" = 1'-0"



3 TRASH ENCLOSURE ELEVATION 1
3/16" = 1'-0"



4 TRASH ENCLOSURE ELEVATION 2
3/16" = 1'-0"



5 TRASH ENCLOSURE ELEVATION 3
3/16" = 1'-0"

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ELEVATE HOPE HOUSE

RAMSEY, MN

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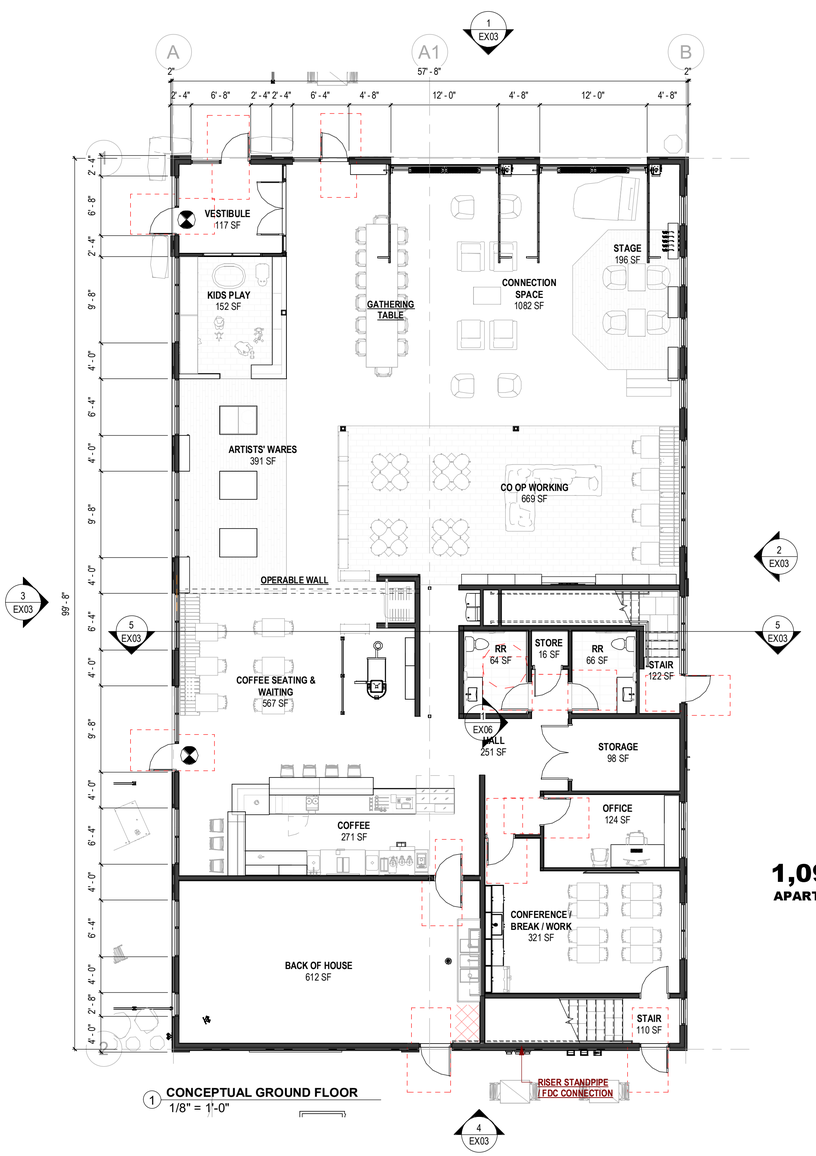
CONCEPTUAL ARCH SITE PLAN

Project Number	969_2026
Date	10/19/2026
Drawn By	?
Checked By	?

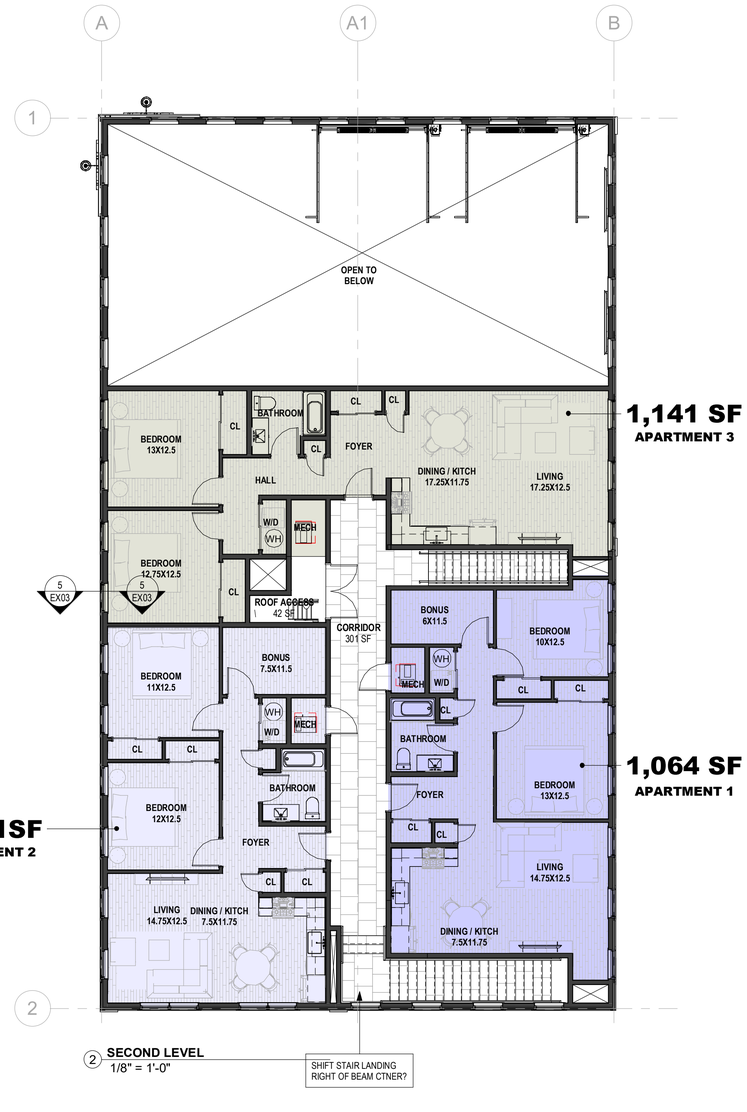
EX01

Scale **As indicated**

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1 CONCEPTUAL GROUND FLOOR
1/8" = 1'-0"



2 SECOND LEVEL
1/8" = 1'-0"

SHIFT STAIR LANDING RIGHT OF BEAM CTNER?



3 BUILDING SECTION
1/8" = 1'-0"

CODE INFORMATION

APPLICABLE CODES

BUILDING CODE:	2020 MINNESOTA STATE BUILDING CODE
ENERGY CODE:	2024 MINNESOTA COMMERCIAL ENERGY CODE
ACCESSIBILITY:	2020 MINNESOTA ACCESSIBILITY CODE
MECHANICAL:	2020 MECHANICAL AND FUEL GAS CODE
PLUMBING:	2020 MINNESOTA PLUMBING CODE
FIRE:	2020 MINNESOTA FIRE CODE
ELECTRICAL:	2023 NATIONAL ELECTRICAL CODE

CHAPTER 3: USE AND OCCUPANCY CLASSIFICATION

PROPOSED OCCUPANCY: "A-2, R-2" (ASSEMBLY, RESIDENTIAL)

CHAPTER 5: BUILDING HEIGHTS AND AREAS

BUILDING AREA:		10,344 SF
CONSTRUCTION TYPE:		VB
BUILDING SPRINKLED:		YES
504.3	ALLOWABLE BUILDING HEIGHT:	40'-0" (A-2 MOST RESTRICTIVE)
504.4	ALLOWABLE STORIES:	2 STORIES (A-2 MOST RESTRICTIVE)
506.2	ALLOWABLE AREA:	18,000 SF ALLOWABLE (A-2 MOST RESTRICTIVE)

CHAPTER 6: TYPES OF CONSTRUCTION

EXISTING BUILDING CONSTRUCTION TYPE:	VB
PRIMARY STRUCTURAL FRAME:	0
EXTERIOR BEARING WALLS:	0
INTERIOR BEARING WALLS:	0
NONBEARING EXTERIOR WALLS AND PARTITIONS:	0 (10 < X < 30)
NONBEARING INTERIOR WALLS AND PARTITIONS:	0
FLOOR CONSTRUCTION:	0
ROOF CONSTRUCTION:	0

CHAPTER 8: INTERIOR FINISHES

OCCUPANCY GROUP:		"A-2, R-2" (CLASSIFICATION)
SPRINKLED:		YES
803.13	INTERIOR EXIT STAIRWAYS AND RAMPS AND EXIT PASSAGEWAYS:	B
	CORRIDORS AND EXIT ENCLOSURE FOR EXIT ACCESS STAIRWAYS:	C
	ROOMS AND ENCLOSED SPACES:	C

CHAPTER 10: MEANS OF EGRESS

1004 FUNCTION OF SPACE: INDOOR

1006.2	NUMBER OF EXITS:	2 REQUIRED; 2 PROVIDED
1006.2.1	COMMON PATH OF EGRESS TRAVEL:	<75'-0" REQUIRED; TBD PROVIDED
1017.2	EXIT ACCESS TRAVEL DISTANCE:	<25'-0" REQUIRED; TBD PROVIDED
1020.1	CORRIDORS CONSTRUCTION:	0-HOUR RATED WITH EXISTING SPRINKLER SYSTEM

CODE PLAN LEGEND

EGRESS ROUTE

PATH OF EGRESS (36" MIN CLEAR)

COMMON PATH OF TRAVEL

EXIT ACCESS

DEAD END

00 — OCCUPANTS
0.0" / 00" — EXIT WIDTH PROV. / EXIT WIDTH REQ.

F — FIRE EXTINGUISHER LOCATION - FINAL LOCATION BY G.C. ONSITE WITH BUILDING OFFICIAL + FIRE MARSHAL. SEE LIFE SAFETY NOTE #5 FOR ADD INFO

CEILING MOUNTED EXIT LIGHT - REFER TO REFLECTED CEILING PLAN FOR ADDITIONAL INFORMATION - COORDINATE FINAL LOCATION W/ BUILDING OFFICIAL DURING INSPECTION

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CONCEPTUAL FLOOR PLAN & SECTION

Project Number	969_2026
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Checked By	?

EX02

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EXTERIOR MATERIALS SPECIFICATIONS



ROOF SYSTEM W. INSUL
EPDM-1
MANUF TBD
COLOR: BLACK



THIN BRICK VENEER
BRK-1
MANUF:GLEN GERY OR SIM
COLOR: ASPEN SHITE



COPING/FLASHING
MTL-1
MANUF: PAC-CLAD OR SIM
COLOR: MATTE WHITE



EXTERIOR HM PAINT
PT-1
MANUF: SHERWIN WILLIAMS
COLOR: TRICORN BLACK



LAP SIDING
SID-1
MANUF: LP LAP SIDING 6" REVEAL
COLOR: SAND DUNES



EXTERIOR TRIM (WHITE)
TRM-1
MANUF: LP OR SIM
COLOR: SNOWSCAPE WHITE



FABRIC AWNING (BLACK)
FAB-1
MANUF: CUSTOM
COLOR: BLACK



ALUM W/ GLAZING
ALUM-B / GLZ-1
MANUF: TBD
COLOR: ANNODIZED BLACK



EXT WINDOW - DOUBLE HUNG
WIN-#
MANUF: TBD
COLOR: BLACK



EXTERIOR SPLIT FACE WALL
CMU-1
MANUF: AMCON OR SIM
COLOR: ROCK FACE, COLOR TBD

GENERAL ELEVATION NOTES

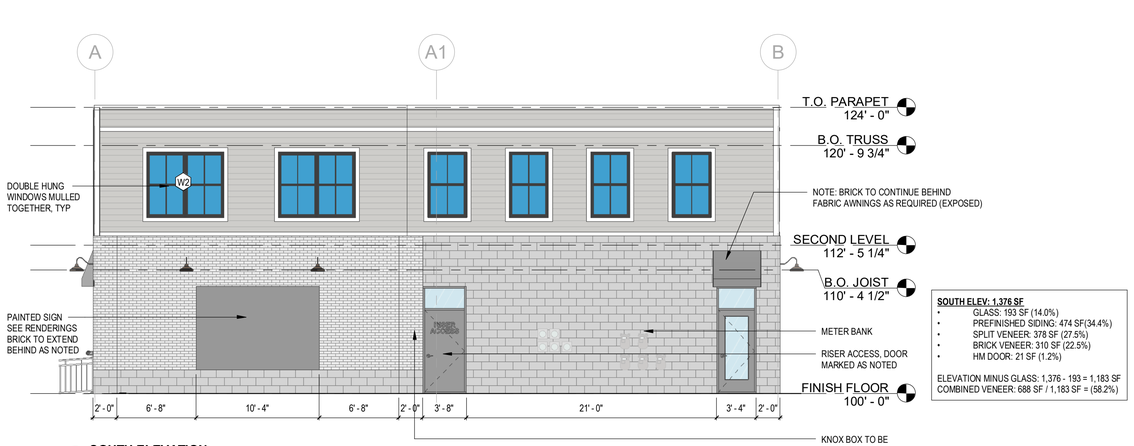
1. REVIEW ALL MANUFACTURER RECOMMNEDATIONS FOR INSTALLATION OF EXTEIOR MATERIAL AS SCHEDULED
2. ALL SIGNAGE SHOWN FOR REFERENCE ONLY - PROVIDED BY OTHERS UNDER A DEFERRED SUBMITTAL - PROVIDE POWER AS REQ, COORDINATE LOCATION WITH OWNER PRIOR TO ROUGH-IN
3. ALL EXTERIOR LIGHTING SHOWN FOR REFERENCE ONLY - REFER TO DESIGN-BUILD ELECTRICAL DRAWINGS FOR ADD. INFO. - COORDINATE FINAL LOCATIONS WITH OWNER IN FIELD PRIOR TO INSTALLATION
4. GC TO VERIFY THAT ALL ENTRANCE LANDINGS ARE FLUSH WITH FINISHED FLOOR
5. GC TO VERIFY THAT ALL PAVED SURFACES ADJACENT TO THE BUILDING SLOPE AWAY TO PROVIDE POSITIVE DRAINAGE
6. PROVIDE FLASHING AT GRADE AND/OR PAVED SURFACES AS REQ, REFER TO SECTIONS FOR ADD INFO
7. FINISHES TO MATCH EXISTING BUILDING



NORTH ELEV: 1,376 SF
- GLASS: 479 SF (34.8%)
- PREFINISHED SIDING: 458 SF (33.3%)
- SPLIT VENEER: 32 SF (2.3%)
- BRICK VENEER: 407 (29.6%)

ELEVATION MINUS GLASS: 1,376 - 479 = 897 SF
COMBINED VENEER: 439 SF / 897 SF = (48.9%)

1 **NORTH ELEVATION**
1 : 72



SOUTH ELEV: 1,376 SF
- GLASS: 193 SF (14.0%)
- PREFINISHED SIDING: 474 SF(34.4%)
- SPLIT VENEER: 378 SF (27.5%)
- BRICK VENEER: 310 SF (22.5%)
- HM DOOR: 21 SF (1.2%)

ELEVATION MINUS GLASS: 1,376 - 193 = 1,183 SF
COMBINED VENEER: 688 SF / 1,183 SF = (58.2%)

4 **SOUTH ELEVATION**
1 : 72



WEST ELEV: 2,392 SF
- GLASS: 708 SF (29.6%)
- PREFINISHED SIDING: 834 SF(34.9%)
- SPLIT VENEER: 159 SF (6.6%)
- BRICK VENEER: 691 SF (12.5%)

ELEVATION MINUS GLASS: 2,392 - 708 = 1,684 SF
COMBINED VENEER: 850 SF / 1,685 SF = (50.4%)

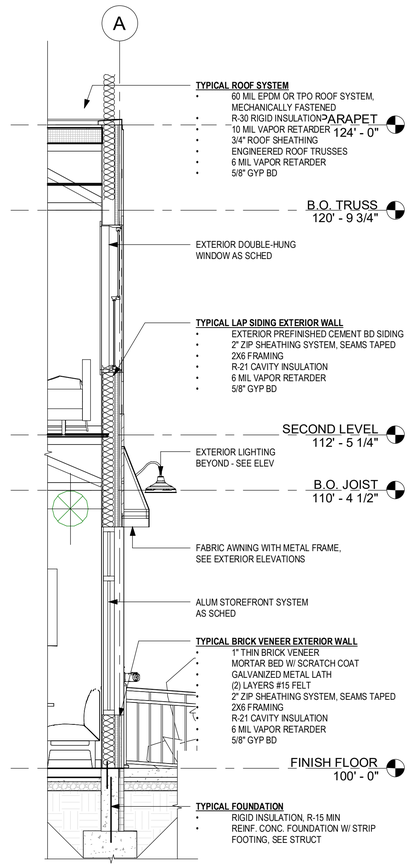
3 **WEST ELEVATION**
1 : 72



EAST ELEV: 2,392 SF
- GLASS: 631 SF (28.8%)
- PREFINISHED SIDING: 821 SF(44.6%)
- SPLIT VENEER: 568 SF (6.1%)
- BRICK VENEER: 372 SF (12.5%)

ELEVATION MINUS GLASS: 2,392 - 631 = 1,761 SF
COMBINED VENEER: 940 SF / 1,761 SF = (53.4%)

2 **EAST ELEVATION**
1 : 72



TYPICAL ROOF SYSTEM
- 60 MIL EPDM OR TPO ROOF SYSTEM, MECHANICALLY FASTENED
- R-30 RIGID INSULATION
- 10 MIL VAPOR RETARDER
- 3/4" ROOF SHEATHING
- ENGINEERED ROOF TRUSSES
- 6 MIL VAPOR RETARDER
- 5/8" GYP BD

TYPICAL LAP SIDING EXTERIOR WALL
- EXTERIOR PREFINISHED CEMENT BD SIDING
- 2" ZIP SHEATHING SYSTEM, SEAMS TAPED
- 2X6 FRAMING
- R-21 CAVITY INSULATION
- 6 MIL VAPOR RETARDER
- 5/8" GYP BD

TYPICAL BRICK VENEER EXTERIOR WALL
- 1" THIN BRICK VENEER
- MORTAR BED W/ SCRATCH COAT
- GALVANIZED METAL LATH
- (2) LAYERS #15 FELT
- 2" ZIP SHEATHING SYSTEM, SEAMS TAPED
- 2X6 FRAMING
- R-21 CAVITY INSULATION
- 6 MIL VAPOR RETARDER
- 5/8" GYP BD

TYPICAL FOUNDATION
- RIGID INSULATION, R-15 MIN
- REINF. CONC. FOUNDATION W/ STRIP FOOTING, SEE STRUCT

5 **TYP EXTERIOR WALL SECTION**
3/8" = 1'-0"

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CONCEPTUAL ELEVATIONS

Project Number	969_2026
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EX03

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CITY STAMP AREA

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CONCEPTUAL RENDERINGS

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EX04

Scale

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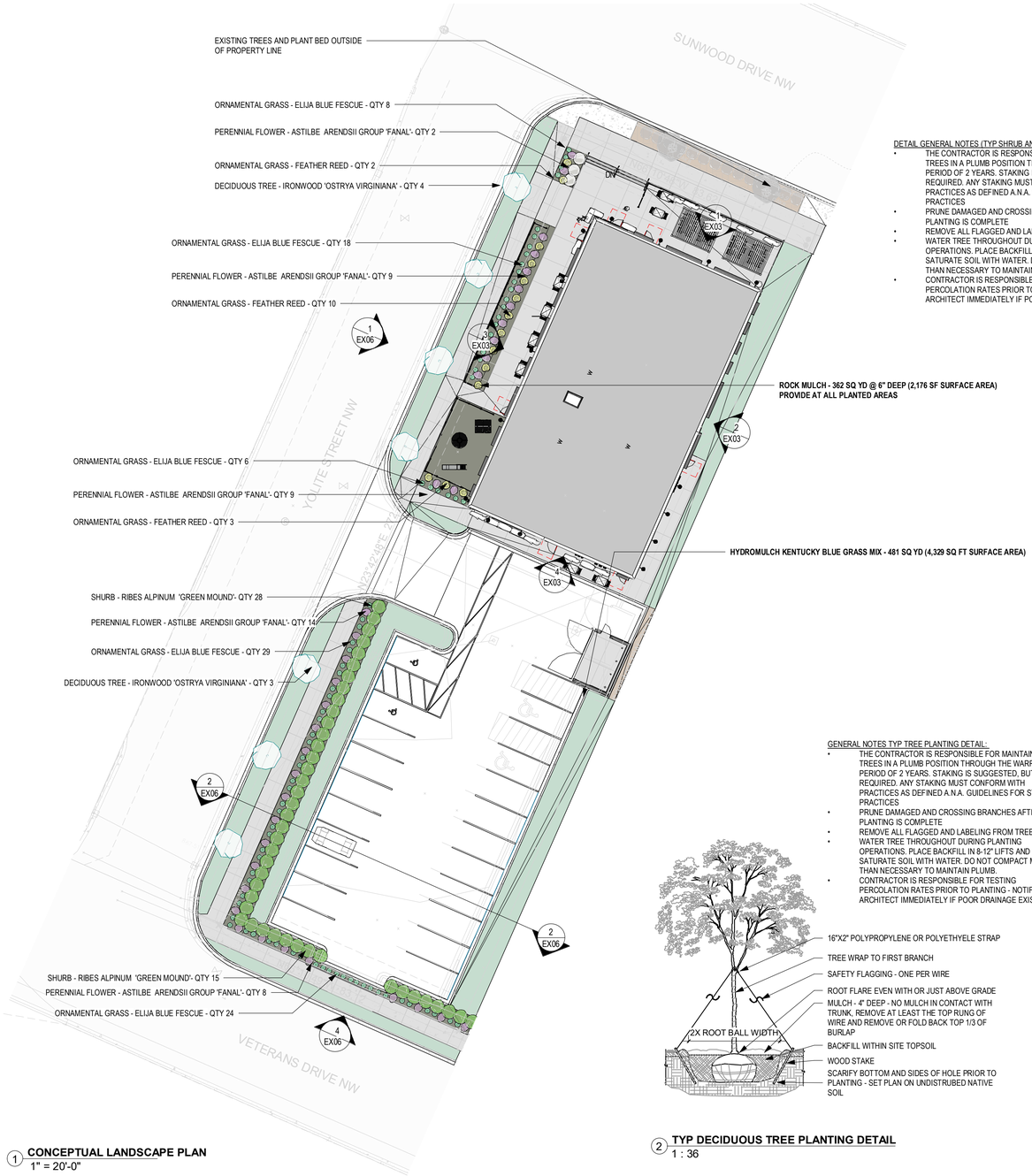
NOTE: ALL LANDSCAPING SUBJECT TO A 2-YEAR MAINTENANCE GUARANTEE PER CITY REQUIREMENTS, LANDSCAPE CONTRACTOR TO PROVIDE AS NOTED

NOTE: IRRIGATION IF PROVIDED TO INCLUDE RAIN SENSOR AND ADDITIONAL WATER CONSERVATION TECHNOLOGY (SMART COMPENSATING CONTROLLER)

NOTE: FOUR (4) INCHES OF TOPSOIL, CONSISTING OF NOT MORE THAN 35% SAND CONTENT, SHALL BE APPLIED TO ALL AREAS NOT OTHERWISE BEING IMPROVED WITH IMPERVIOUS SURFACING. A TOPSOIL INSPECTION BY THE CITY'S ENGINEERING DEPARTMENT IS REQUIRED PRIOR TO PLANTINGS/SEEDING BEING INSTALLED.

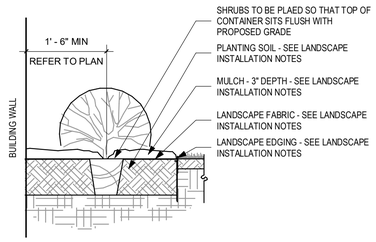
PLANT SCHEDULE

MARK	QTY	COMMON NAME	BOTANICAL NAME	CONT	SIZE	SPACING
DECIDUOUS TREES						
	7	BICOLOR OAK	QUERCUS BICOLOR	B&B	2.5" CAL	30'
SHRUBS						
	43	ALPINE CURRANT	RIBES ALPINUM 'GREEN MOUND'	5 GAL	36" HGT	4' AT PARKING LOT, 16' OTHER AREAS
GRASSES						
	15	FEATHER REED GRASS	CALAMAGROSTIS X ACUTIFLORA 'KARL FORESTER'	1 GAL	-	36" - 48" O.C.
	85	ELIJAH BLUE FESCUE	FESTUCA GLAUCA 'ELIJAH BLUE'		-	24" O.C.
PERENNIALS						
	35	ASTILBE	ASTILBE ARENDSII GROUP 'FANAL'	1 GAL	-	8' AT PARKING LOT, 6' AT PATIO

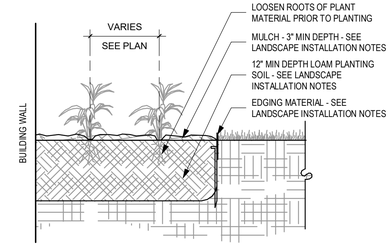


1 **CONCEPTUAL LANDSCAPE PLAN**
1" = 20'-0"

DETAIL GENERAL NOTES (TYP SHRUB AND PERENNIAL DEATAIL):
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL TREES IN A PLUMB POSITION THROUGH THE WARRANTY PERIOD OF 2 YEARS. STAKING IS SUGGESTED, BUT NOT REQUIRED. ANY STAKING MUST CONFORM WITH PRACTICES AS DEFINED A.N.A. GUIDELINES FOR STANDARD PRACTICES
- PRUNE DAMAGED AND CROSSING BRANCHES AFTER PLANTING IS COMPLETE
- REMOVE ALL FLAGGED AND LABELING FROM TREE
- WATER TREE THROUGHOUT DURING PLANTING OPERATIONS. PLACE BACKFILL IN 8-12" LIFTS AND SATURATE SOIL WITH WATER. DO NOT COMPACT MORE THAN NECESSARY TO MAINTAIN PLUMB.
- CONTRACTOR IS RESPONSIBLE FOR TESTING PERCOLATION RATES PRIOR TO PLANTING - NOTIFY ARCHITECT IMMEDIATELY IF POOR DRAINAGE EXISTS



3 **TYP SHRUB PLANTING DETAIL**
3/4" = 1'-0"



4 **TYP PERENNIAL PLANTING DETAIL**
3/4" = 1'-0"

GENERAL NOTES TYP TREE PLANTING DETAIL:
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL TREES IN A PLUMB POSITION THROUGH THE WARRANTY PERIOD OF 2 YEARS. STAKING IS SUGGESTED, BUT NOT REQUIRED. ANY STAKING MUST CONFORM WITH PRACTICES AS DEFINED A.N.A. GUIDELINES FOR STANDARD PRACTICES
- PRUNE DAMAGED AND CROSSING BRANCHES AFTER PLANTING IS COMPLETE
- REMOVE ALL FLAGGED AND LABELING FROM TREE
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- CONTRACTOR IS RESPONSIBLE FOR TESTING PERCOLATION RATES PRIOR TO PLANTING - NOTIFY ARCHITECT IMMEDIATELY IF POOR DRAINAGE EXISTS

2 **TYP DECIDUOUS TREE PLANTING DETAIL**
1 : 36

LANDSCAPE INSTALLATION

GENERAL NOTES

COORDINATE THE PHASES OF CONSTRUCTION AND PLANTING INSTALLATION WITH OTHER CONTRACTORS WORKING ON SITE.

NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.

ALL PLANTS TO BE INSTALLED AS PER PLANTING DETAILS. REMOVE ALL FLAGGING AND LABELS FROM PLANTS.

IF THE LANDSCAPE CONTRACTOR IS CONCERNED OR PERCEIVES ANY DEFICIENCIES IN THE PLANT SELECTIONS, SOIL CONDITIONS OR ANY OTHER SITE CONDITION WHICH MIGHT NEGATIVELY AFFECT PLANT ESTABLISHMENT, SURVIVAL OR GUARANTEE, THE CONTRACTOR MUST BRING THESE DEFICIENCIES TO THE ATTENTION OF THE DESIGN TEAM PRIOR TO PROCUREMENT AND / OR INSTALLATION.

PROTECT ALL EXISTING TREES ON SITE SCHEDULED TO REMAIN. IF EXISTING TREES ARE DAMAGED IN ANY MANNER, ABOVE OR BELOW GROUND IN THE ROOT SYSTEM, AN ASPHALTIC TREE PRUNING PAINT SHOULD BE APPLIED IMMEDIATELY AFTER WOUNDING.

SOIL & GROUNDCOVER

ALL PLANTING AREAS RECEIVING PLANTED GROUND COVER, PERENNIALS, ANNUALS, AND/OR VINES SHALL RECEIVE A MINIMUM OF 24" DEPTH OF PLANTING SOIL (MNDOT 3877 - 2B OR EQUAL).

WHERE SOD / SEED ABUTS PAVED SURFACES, FINISHED GRADE OF SOD / SEED SHALL BE HELD 1" BELOW SURFACE ELEVATION OF TRAIL, SLAB, CURB, ETC.

SOD SHALL BE LAID PARALLEL TO THE CONTOURS AND SHALL HAVE STAGGERED JOINTS. ON SLOPES STEEPER THAN 3:1 OR IN DRAINAGE SWALES, THE SOD SHALL BE STAKED TO THE GROUND.

LANDSCAPE CONTRACTOR SHALL VERIFY THAT SOIL AND COMPACTION CONDITIONS ARE ADEQUATE TO ALLOW FOR PROPER DRAINAGE AT AND AROUND THE BUILDING

PLANTINGS INFO

ALL PLANT MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN. UNLESS NOTED OTHERWISE, ALL SHRUBS SHALL HAVE AT LEAST 5 CANES AT THE SPECIFIED MINIMUM SHRUB HEIGHT OR WIDTH. ORNAMENTAL TREES SHALL HAVE NO V CROTCHES AND SHALL BEGIN BRANCHING NO LOWER THAN 3' ABOVE ROOT BALL STREET AND BOULEVARD TREES SHALL BEGIN BRANCHING NO LOWER THAN 5' ABOVE FINISHED GRADE.

ANY CONIFEROUS TREE PREVIOUSLY PRUNED FOR CHRISTMAS TREE SALES SHALL NOT BE USED. ALL CONIFEROUS TREES SHALL BE FULL FORM, NATURAL TO THE SPECIES, WITHOUT PRUNING.

PRIOR TO PLANTING, FIELD VERIFY THAT THE ROOT COLLAR / ROOT FLAIR IS LOCATED AT THE TOP OF THE BALLED & BURLAP TREE. IF THIS IS NOT THE CASE, SOIL SHALL BE REMOVED DOWN TO THE ROOT COLLAR / ROOT FLAIR. WHEN THE BALLED & BURLAP TREE IS PLANTED, THE ROOT COLLAR / ROOT FLAIR SHALL BE EVEN OR SLIGHTLY ABOVE FINISHED GRADE.

ALL PROPOSED PLANTS SHALL BE LOCATED AND STAKED AS SHOWN ON PLAN. ADJUSTMENTS IN LOCATION OF PROPOSED PLANT MATERIALS MAY BE NEEDED IN FIELD. SHOULD AN ADJUSTMENT BE ADVISED, THE DESIGN TEAM MUST BE NOTIFIED.

PLAN TAKES PRECEDENCE OVER PLANT SCHEDULE IF DISCREPANCIES IN QUANTITIES EXIST. SPECIFICATIONS TAKE PRECEDENCE OVER NOTES.

NO PLANT MATERIAL SUBSTITUTIONS WILL BE ACCEPTED UNLESS APPROVAL IS REQUESTED OF THE DESIGN TEAM BY THE LANDSCAPE CONTRACTOR PRIOR TO THE SUBMISSION OF A BID AND / OR QUOTATION.

WRAPPING MATERIAL SHALL BE CORRUGATED PVC PIPING 1" GREATER IN CALIPER THAN THE TREE BEING PROTECTED OR QUALITY, HEAVY, WATERPROOF CREPE PAPER MANUFACTURED FOR THIS PURPOSE. WRAP ALL DECIDUOUS TREES PLANTED IN THE FALL PRIOR TO 12-1 AND REMOVE ALL WRAPPING AFTER 5-1

FERTILIZER

ALL PLANT MATERIALS SHALL BE FERTILIZED UPON INSTALLATION WITH A 27-3-3 SLOW RELEASE FERTILIZER MIXED IN WITH THE PLANTING SOIL PER THE MANUFACTURER'S INSTRUCTIONS. PLANTS MAY BE TREATED FOR SUMMER AND FALL INSTALLATION WITH AN APPLICATION OF GRANULAR 27-3-3 AT 6 OZ PER 2.5" CALIPER PER TREE AND 3 OZ PER SHRUB WITH AN ADDITIONAL APPLICATION OF 27-3-3 THE FOLLOWING SPRING IN THE TREE SAUCE.

EDGING FOR PLANTING BEDS

BLACK METAL EDGER TO BE USED TO CONTAIN SHRUBS, PERENNIALS, AND ANNUALS WHERE BED MEETS SOD / SEED UNLESS NOTED OTH PLANTINGS INFO

PLANTING BED PREPARATION

ALL ANNUAL AND PERENNIAL PLANTING BEDS TO RECEIVE 3" DEEP ROCK MULCH WITH LANDSCAPE FABRIC CUT TO ALLOW FOR GROWTH.

ALL SHRUB BED MASSINGS TO RECEIVE 3" DEEP ROCK MULCH AND FIBER MAT WEED BARRIER.

ALL TREES NOT IN PLANTING BEDS TO RECEIVE 4" DEEP SHREDDED HARDWOOD MULCH RING WITH NO MULCH IN DIRECT CONTACT WITH TREE TRUNK.

SPREAD GRANULAR PRE EMERGENT HERBICIDE (PREEN OR EQUAL) PER MANUFACTURER'S RECOMMENDATIONS UNDER ALL MULCHED AREAS.

MAINTENANCE STRIPS TO HAVE EDGER AND MULCH AS SPECIFIED / INDICATED ON DRAWING OR IN SPECIFICATION

INSPECTION AND WARRANTY

CONTRACTOR SHALL SUBMIT A WRITTEN REQUEST FOR THE OWNER ACCEPTANCE INSPECTION OF ALL LANDSCAPE AND SITE IMPROVEMENTS.

CONTRACTOR IS RESPONSIBLE FOR ON-GOING MAINTENANCE OF ALL NEWLY INSTALLED MATERIALS UNTIL TIME OF OWNER ACCEPTANCE. ANY ACTS OF VANDALISM OR DAMAGE WHICH MAY OCCUR PRIOR TO OWNER ACCEPTANCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL PROVIDE THE OWNER WITH A MAINTENANCE PROGRAM INCLUDING, BUT NOT NECESSARILY LIMITED TO, PRUNING, FERTILIZATION AND DISEASE / PEST CONTROL.

CONTRACTOR SHALL GUARANTEE NEW PLANT MATERIAL THROUGH TWO (2) CALENDAR YEAR FROM THE DATE OF OWNER ACCEPTANCE PER CITY REQUIREMENTS

TIMING OF INSTALLATION

UNLESS NOTED OTHERWISE THE APPROPRIATE DATES FOR SPRING PLANT MATERIAL INSTALLATION AND SEED / SOD PLACEMENT IS FROM THE TIME GROUND HAS THAWED TO JUNE 15.

FALL SODDING IS GENERALLY ACCEPTABLE FROM AUGUST 15 - NOVEMBER 1. FALL SEEDING FROM AUGUST 15 - SEPTEMBER 15. DORMANT SEEDING IN THE FALL SHALL NOT OCCUR PRIOR TO NOVEMBER 1. FALL CONIFEROUS PLANTING MAY OCCUR FROM AUGUST 15 - OCTOBER 1 AND DECIDUOUS PLANTING FROM THE FIRST FROST UNTIL NOVEMBER 15. PLANTING OUTSIDE THESE DATES IS NOT RECOMMENDED. ANY ADJUSTMENT MUST BE APPROVED IN WRITING BY THE LANDSCAPE ARCHITECT.

TREES ARE NOT TO BE PRUNED, REMOVED OR TRANSPLANTED BETWEEN APRIL 15 AND JULY 1. NOTIFY DESIGN TEAM IF THESE DATES ARE UNAVOIDABLE

CITY STAMP AREA

THIELEN & GREEN
7455 VILLAGE DRIVE, SUITE #110
LINO LAKES, MN 55014
763-553-7927
WWW.TANDGARCH.COM

ELEVATE HOPE HOUSE

RAMSEY, MN

ISSUE	DATE
CONCEPTUAL DESIGN 3	08/21/2026
CONCEPTUAL DESIGN 4	08/23/2026
P&Z PRELM DECK REVIEW	09/07/2026
P&Z SUBMITTAL	09/11/2026
P&Z RESPONSE	10/06/2026
P&Z RESPONSE #2	10/19/2026

PRELIMINARY
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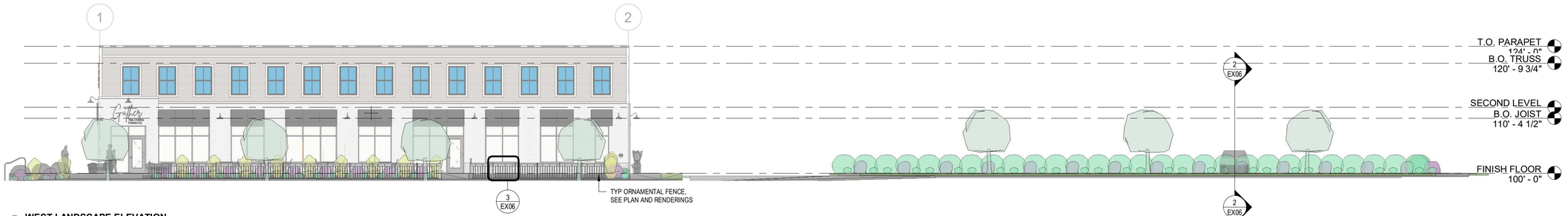
REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

LANDSCAPE PLAN

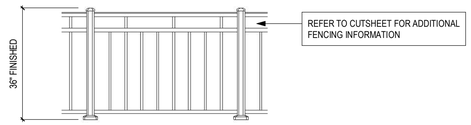
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Date	10/19/2026
Drawn By	?
Checked By	?
Scale	As indicated

EX05

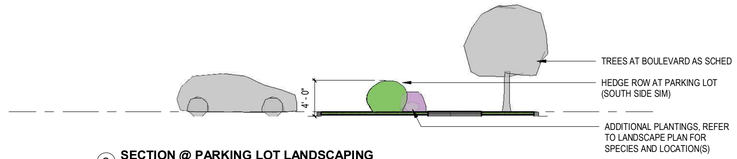
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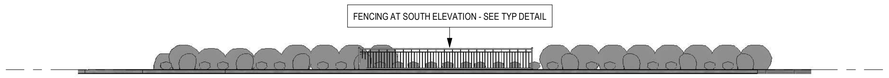
1 **WEST LANDSCAPE ELEVATION**
1" = 10'-0"



3 **TYP FENCE ELV**
1/2" = 1'-0"



2 **SECTION @ PARKING LOT LANDSCAPING**
1/8" = 1'-0"



4 **SOUTH LANDSCAPE ELEVATION**
1" = 10'-0"





CITY STAMP AREA

THIELEN & GREEN

7455 VILLAGE DRIVE, SUITE #110
LINO LAKES, MN 55014
763-553-7927
WWW.TANDGARCH.COM

ELEVATE HOPE HOUSE

RAMSEY, MN

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REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

LANDSCAPE ELEVATIONS, SECTION

Project Number	969_2026
Date	10/19/2026
Drawn By	?
Checked By	?

EX06

Scale **As indicated**

10/19/2026 11:54:52 PM

Schedule

Symbol	Label	Image	QTY	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage	Polar Plot
	AA1		2	DSX1 LED P4 40K 70CRI BLC4	D-Series Size 1 Area Luminaire P4 Performance Package 4000K CCT 70 CRI Type 4 Extreme Backlight Control		1	12044	0.9	123.94	 Max: 11344cd
	W1		17	WS10M010LDDW40K	10.0" WAREHOUSE SHADE 10W Cree LMH02B Module - 4000K CCT - Wide Distribution		1	1416	0.9	13.53	 Max: 516cd

Statistics

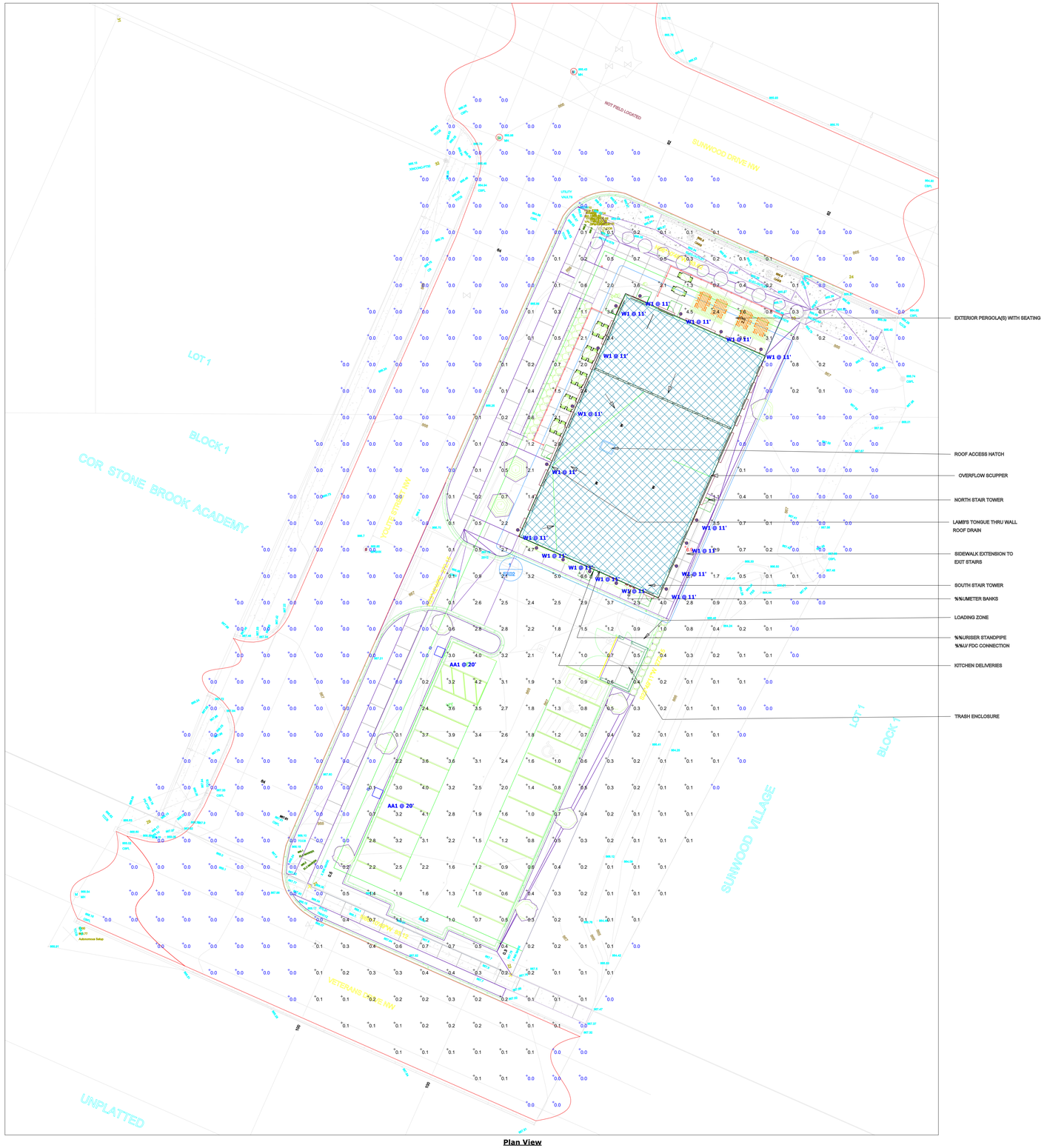
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Area Calculated @ Grade	+	0.5 fc	6.9 fc	0.0 fc	N/A	N/A

Note

1. Davis and Associates, Inc does not assume responsibility for the interpretation of this calculation, or compliance to local or state lighting codes and ordinances.

2. All readings/calculations are shown @ grade.

3. Fixture heights are shown on plan.



Plan View
Scale - 1" = 20ft

DAVIS

Elevate Hope House Ramsey, MN

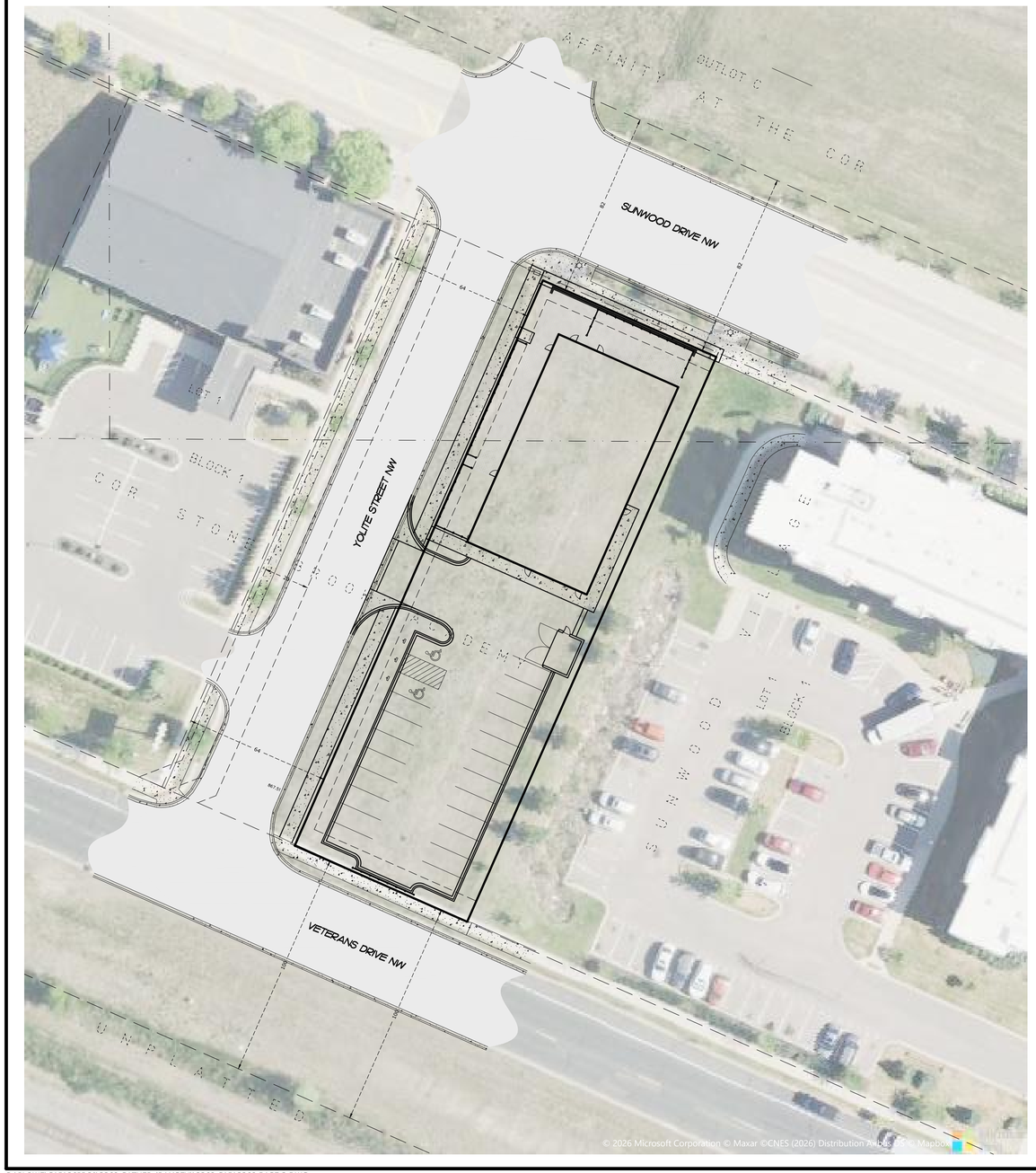
Designer
AM
Date
09/10/2026
Scale
As Noted
Drawing No.

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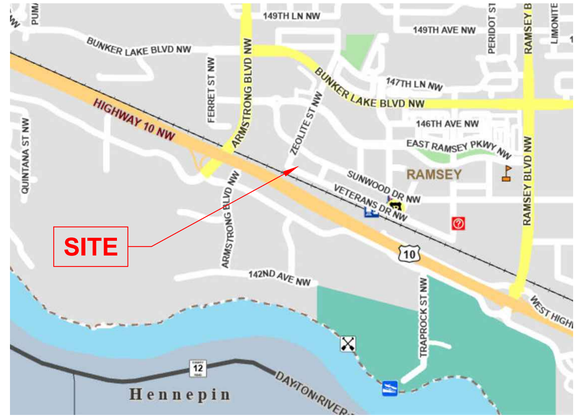
GATHER

TITLE SHEET

RAMSEY, MINNESOTA



VICINITY MAP (NOT TO SCALE)



DEVELOPER

ELEVATE HOPE HOUSE
2168 7TH AVE STE 845
ANOKA, MN 55303
MELINDA McDERMOTT
612-315-8824
MELINDA@ELEVATEHOPEHOUSE.ORG

ENGINEER

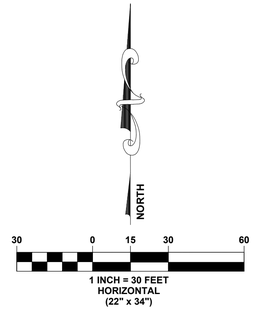
PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
LINO LAKES, MN 55014
ADAM GINKEL, P.E.
651-361-8234
ADAM@PLOWE.COM

SURVEYOR

E.G. RUD & SONS LAND SURVEYING, INC.
6776 LAKE DRIVE
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JASON RUD
651-361-8225
JRUD@EGRUD.COM

AN MPCA NPDES CONSTRUCTION PERMIT IS REQUIRED PRIOR TO THE START OF CONSTRUCTION

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SHEET INDEX

CO	TITLE SHEET
C1.1	CIVIL SITE PLAN
C2.1	GRADING & DRAINAGE PLAN
C2.2	GRADING DETAILS
C3.1	UTILITY PLAN - SANITARY & WATERMAIN
C3.2	UTILITY PLAN - STORM SEWER
C4.1	DETAILS
C4.2	DETAILS
C4.3	DETAILS

PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701
SITE PLANNING & ENGINEERING

DRAWN BY: AG
JOB NO: 26-2268
CHECK BY: MQA
DATE: 09/11/26

NO.	DATE	DESCRIPTION
1.	10.08.26	CITY REVIEW #1
2.	10.19.26	CITY REVIEW #2
3.		
4.		
5.		
6.		
7.		
8.		

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.

ADAM GINKEL
Date: 10.19.2026 License No. 43963

GATHER
RAMSEY, MN
TITLE SHEET
PREPARED FOR: ELEVATE HOPE

SHEET
C0

S:\PLOWE\CAD\26PROJ\2268 GATHER (RAMSEY)\2268 CAD\2268 BASE 3.DWG
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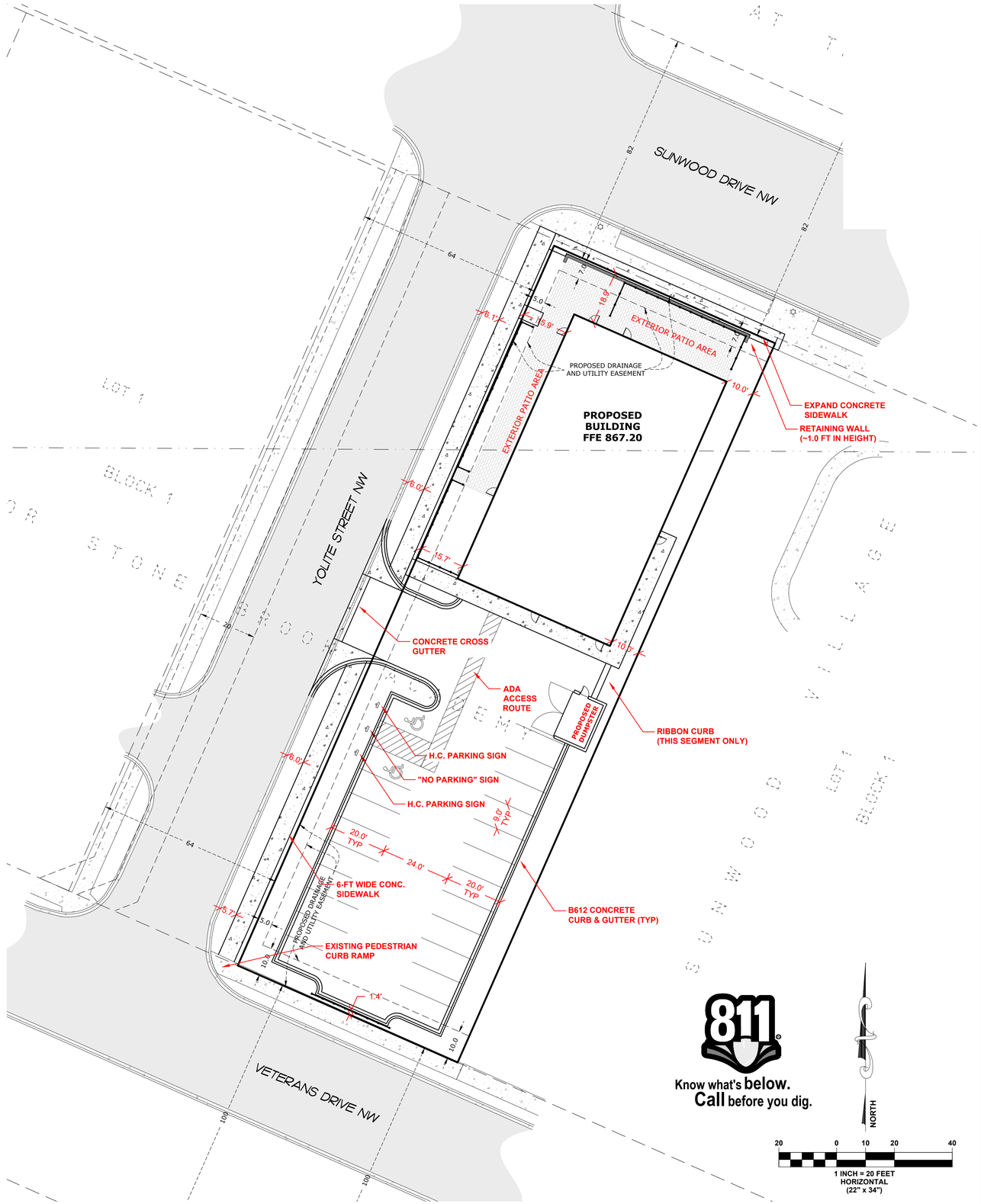
26-2268

GENERAL NOTES

1. THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF EXISTING UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UTILITIES AS NECESSARY TO AVOID DAMAGE TO THESE UTILITIES.
2. CALL GOPHER STATE ONE CALL AT LEAST 48 HOURS PRIOR TO ANY EXCAVATIONS FOR EXISTING UTILITIES LOCATIONS.
3. THE CONTRACTOR SHALL FIELD VERIFY SIZE, ELEVATION, AND LOCATION OF EXISTING UTILITIES AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO THE START OF INSTALLATIONS.
4. ALL WORK SHALL BE PERFORMED DURING CITY APPROVED WORKING HOURS.
5. PARKING, EQUIPMENT STORAGE OR MATERIAL STORAGE SHALL NOT BE ALLOWED ON PUBLIC STREETS OR WITHIN PUBLIC RIGHT-OF-WAY.
6. NOTIFY CITY A MINIMUM OF 48 HOURS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
7. ALL ELECTRIC, TELEPHONE, AND GAS EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL, SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS, AS NECESSARY TO CONTROL THE MOVEMENT OF TRAFFIC.

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

NORTH

20 0 10 20 40

1 INCH = 20 FEET HORIZONTAL (22" x 34")

PLOWE
ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701
SITE PLANNING & ENGINEERING

DRAWN BY: AG
JOB NO: 26-2268
CHECK BY: MQA
DATE: 09/11/26

NO.	DATE	DESCRIPTION
1	10.06.26	CITY REVIEW #1
2	10.19.26	CITY REVIEW #2
3		
4		
5		
6		
7		
8		

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.

ADAM GINKEL License No. 43963

Date: 10.19.2026

GATHER
RAMSEY, MN

CIVIL SITE PLAN

PREPARED FOR: ELEVATE HOPE

SHEET
C1.1

GENERAL NOTES

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TIMING FOR EROSION & SEDIMENT CONTROL

ALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS OR IMPLEMENTED IN THE FIELD SHALL BE IN ACCORDANCE WITH THE CITY REQUIREMENTS.

PHASE I:
1. INSTALL STABILIZED CONSTRUCTION ENTRANCE.
2. PROVIDE TEMPORARY PARKING AND STORAGE AREA.
3. INSTALL SILT FENCE AS SHOWN ON PLAN.
   - 3.1. ADDITIONAL SILT FENCE MAY BE NECESSARY IF LOCAL CONDITIONS REQUIRE.
   - 3.2. THE CONTRACTOR SHALL MAINTAIN SILT FENCE, INCLUDING THE REMOVAL OF ACCUMULATED SEDIMENT, THROUGH COMPLETION OF BUILDING CONSTRUCTION.
   - 3.3. SILT FENCE SHALL REMAIN IN-PLACE UNTIL SITE HAS BEEN STABILIZED.
   - 3.4. CONTRACTOR TO PROVIDE ADDITIONAL SILT FENCE, BIOROLLS, EROSION CONTROL BLANKET, OR OTHER APPROVED EQUAL FOR ANY SLOPES THAT APPEAR TO BE FAILING. (***NOTE: EROSION CONTROL BLANKET MUST HAVE NON-FIXED JOINTS AND BE FULLY BIODEGRADABLE; ANY BLANKET NETTING MUST BE LOOSE-WEAVE.)***
4. INSTALL INLET PROTECTION FOR EXISTING STORM SEWER INLETS.
5. INSTALL TREE PROTECTION FENCING AS APPLICABLE.
6. PERFORM SITE GRADING ON AN AREA-BY-AREA BASIS TO MINIMIZE UNSTABILIZED AREAS.
   - 6.1. CONTRACTOR MUST IMMEDIATELY INITIATE STABILIZATION OF EXPOSED SOIL AREAS AND COMPLETE THE STABILIZATION WITHIN SEVEN (7) CALENDAR DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE TEMPORARILY OR PERMANENTLY CEASES.
7. PAY SPECIAL ATTENTION TO ADJACENT PROPERTY LINES TO ENSURE THE EROSION CONTROL PRACTICES INPLACE IN THOSE AREAS PREVENT MIGRATION OF SEDIMENT ONTO ADJACENT PROPERTIES.
8. STABILIZE SOIL STOCKPILES; STABILIZATION SHALL BE INITIATED IMMEDIATELY.
9. FINAL GRADE SWALE AREAS UPON STABILIZATION OF UPSTREAM AREAS.
10. CONTRACTOR SHALL BE RESPONSIBLE TO SWEEP/SCRAPE ADJACENT STREETS WHEN MATERIALS OR DEBRIS HAVE WASHED/FLOWED ONTO ADJACENT STREETS OR AS DIRECTED BY CITY.

PHASE II:
1. PROVIDE TEMPORARY SEED FOR DISTURBED AREAS.
2. INSTALL RIP-RAP AT FLARED-END SECTIONS (AS APPLICABLE).
3. INSTALL TEMPORARY INLET PROTECTION FOR ALL STORM SEWER INLET STRUCTURES IN PAVING AREAS.
4. INSTALL UTILITIES INCLUDING SANITARY SEWER, WATER MAIN, STORM SEWER.
5. COMPLETE GRADING AND INSTALL PERMANENT SEEDING AND/OR SOD.
6. REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES ONLY AFTER SITE HAS BEEN STABILIZED.

REVEGETATION SPECIFICATIONS

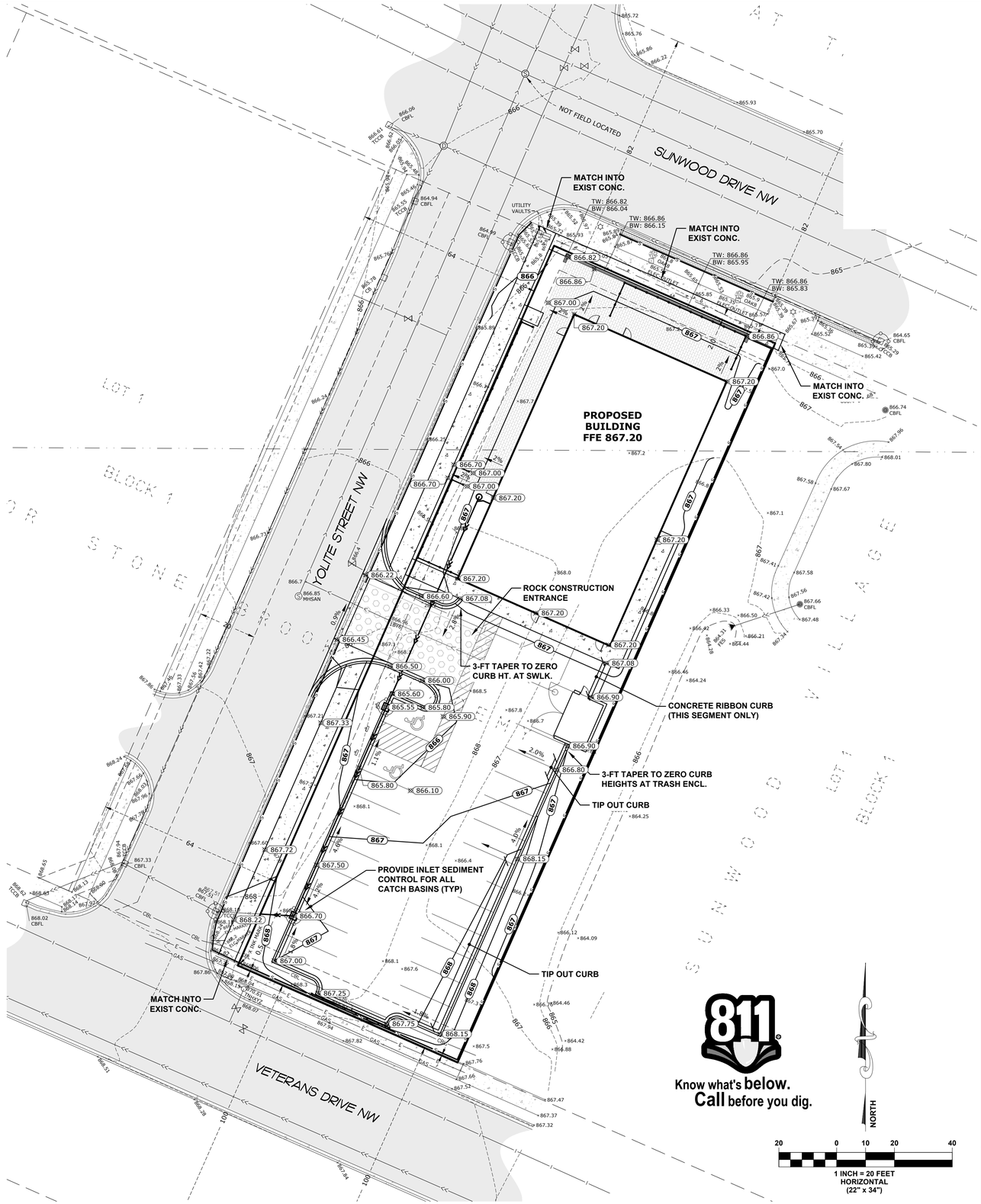
ITEM		MNDOT SPECIFICATION/NOTES
SOD		3878
SEED **		3876
* FOR TURF ESTABLISHMENT		
	COMMERCIAL TURF	MNDOT MIX SB - 2575.608 (160 LBS/ACRE)
	RESIDENTIAL TURF	MNDOT MIX RT - 2575.608 (200 LBS/ACRE)
TEMPORARY	FALL COVER	MNDOT MIX SI - 2575.608 (65 LBS/ACRE)
	SPRING/SUMMER	MNDOT MIX O - 2575.608 (100 LBS/ACRE)
	SOIL-BUILDING COVER	MNDOT MIX OP - 2575.608 (110 LBS/ACRE)
	1-2 YEARS COVER	MNDOT MIX TCC- 2575.608 (25 LBS/ACRE)
	2-5 YEARS COVER	MNDOT MIX WW - 2575.608 (10 LBS/ACRE)
MULCH		3882 (TYPE 1 - DISC ANCHORED)
HYDROMULCH		3884
FERTILIZER		3881
WOOD FIBER BLANKET		3885 (CATEGORY 2)

* MOW A MINIMUM OF:
RESIDENTIAL TURF - ONCE PER 2 WEEKS
COMMERCIAL TURF - ONCE PER 4 WEEKS

** SEEDED AREAS SHALL BE EITHER MULCHED OR COVERED BY BIODEGRADABLE, NON FIXED JOINT FIBROUS BLANKETS TO PROTECT SEEDS AND LIMIT EROSION.

LEGEND

- EXISTING UNDERGROUND ELECTRIC
- EXISTING UNDERGROUND GAS
- EXISTING UNDERGROUND CABLE
- EXISTING FIBEROPTIC BOX
- EXISTING LIGHT POLE
- EXISTING STORM SEWER
- EXISTING WATER MAIN
- EXISTING SANITARY SEWER
- EXISTING MISC. MANHOLE
- EXISTING CATCH BASIN MANHOLE
- EXISTING CATCH BASIN
- EXISTING FLARED-END SECTION
- EXISTING GATE VALVE
- EXISTING HYDRANT
- EXISTING SANITARY SEWER MANHOLE
- EXISTING CONTOUR
- EXISTING SPOT ELEVATION
- EXISTING BITUMINOUS
- PROPOSED WATER PIPE
- PROPOSED SANITARY SEWER PIPE
- PROPOSED STORM SEWER PIPE
- PROPOSED DRAINTILE AND CLEAN-OUT
- PROPOSED STORM MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED GATE VALVE
- PROPOSED CONTOUR
- PROPOSED SPOT ELEVATION (GUTTERLINE, BITUMINOUS SURFACE, OR GROUND SURFACE UNLESS OTHERWISE INDICATED)
- PROPOSED DIRECTION OF DRAINAGE
- PROPOSED SILT FENCE
- PROPOSED INLET PROTECTION



PLOWE
ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701
SITE PLANNING & ENGINEERING

DRAWN BY: AG
JOB NO: 26-2268
CHECK BY: MQA
DATE: 09/11/26

NO.	DATE	DESCRIPTION
1	10.06.26	CITY REVIEW #1
2	10.19.26	CITY REVIEW #2
3		
4		
5		
6		
7		
8		

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.

ADAM QINKEL
Date: 10.19.2026 License No. 43963

GATHER
RAMSEY, MN
GRADING, DRAINAGE & ESC PLAN
PREPARED FOR: ELEVATE HOPE

SHEET
C2.1

GENERAL NOTES

1. THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF EXISTING UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UTILITIES AS NECESSARY TO AVOID DAMAGE TO THESE UTILITIES.
2. CALL GOPHER STATE ONE CALL AT LEAST 48 HOURS PRIOR TO ANY EXCAVATIONS FOR EXISTING UTILITIES LOCATIONS.
3. THE CONTRACTOR SHALL FIELD VERIFY SIZE, ELEVATION, AND LOCATION OF EXISTING UTILITIES AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO THE START OF INSTALLATIONS.
4. ALL WORK SHALL BE PERFORMED DURING CITY APPROVED WORKING HOURS.
5. PARKING, EQUIPMENT STORAGE OR MATERIAL STORAGE SHALL NOT BE ALLOWED ON PUBLIC STREETS OR WITHIN PUBLIC RIGHT-OF-WAY.
6. NOTIFY CITY A MINIMUM OF 48 HOURS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
7. ALL ELECTRIC, TELEPHONE, AND GAS EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL, SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS, AS NECESSARY TO CONTROL THE MOVEMENT OF TRAFFIC.

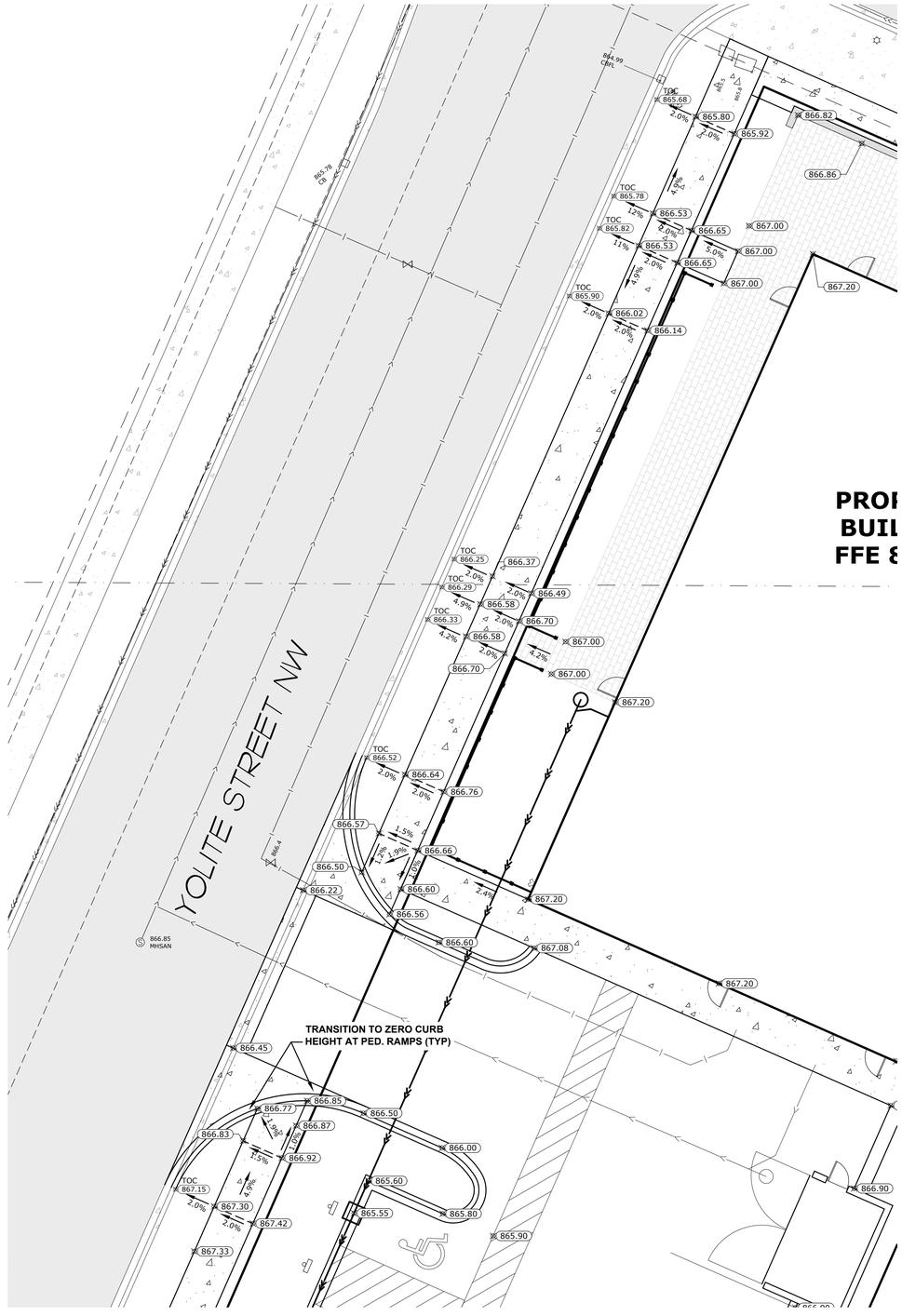
AN MPCA NPDES CONSTRUCTION PERMIT IS REQUIRED PRIOR TO THE START OF CONSTRUCTION

ALL PERMITS, INCLUDING BUT NOT LIMITED TO PERMITS FROM CITY OF RAMSEY, MNDOT, AND THE MINNESOTA DEPARTMENT OF LABOR AND INDUSTRY, SHALL BE OBTAINED PRIOR TO ORDERING OF MATERIAL AND STARTING OF CONSTRUCTION. NO INSTALLATION OF UTILITIES SHALL BE PERMITTED UNTIL ALL APPLICABLE PERMITS ARE RECEIVED BY CONTRACTOR. INSTALLATION OF UTILITIES SHALL BE CONSTRUCTED TO MINNESOTA DEPARTMENT OF LABOR AND INDUSTRY STANDARDS AND CITY STANDARDS AS IDENTIFIED IN THE PUBLIC WORKS/ENGINEERING STANDARDS.

LEGEND

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- EXISTING UNDERGROUND GAS
- EXISTING UNDERGROUND CABLE
- EXISTING FIBEROPTIC BOX
- EXISTING LIGHT POLE
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- EXISTING SANITARY SEWER
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- PROPOSED DIRECTION OF DRAINAGE
- PROPOSED SILT FENCE
- PROPOSED INLET PROTECTION

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



PROI BUIL FFE 8

PLOWE ENGINEERING, INC.
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PHONE: (651) 361-8210
FAX: (651) 361-8701
SITE PLANNING & ENGINEERING

DRAWN BY: AG | JOB NO: 26-2268 | CHECK BY: MQA | DATE: 09/11/26

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ADAM FINKEL
Date: 10.19.2026 License No. 43963

GATHER
RAMSEY, MN

GRADING DETAILS

PREPARED FOR: ELEVATE HOPE

SHEET
C2.2

S:\PLOWE\CAD\26PROJ\2268 GATHER (RAMSEY)\2268 CAD\2268 BASE 3.DWG
Thursday, October 15, 2026 3:05:45 PM

26-2268

GENERAL NOTES

1. THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF EXISTING UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UTILITIES AS NECESSARY TO AVOID DAMAGE TO THESE UTILITIES.
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4. ALL WORK SHALL BE PERFORMED DURING CITY APPROVED WORKING HOURS.
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7. ALL ELECTRIC, TELEPHONE, AND GAS EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY.
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AN MPCA NPDES CONSTRUCTION PERMIT IS REQUIRED PRIOR TO THE START OF CONSTRUCTION

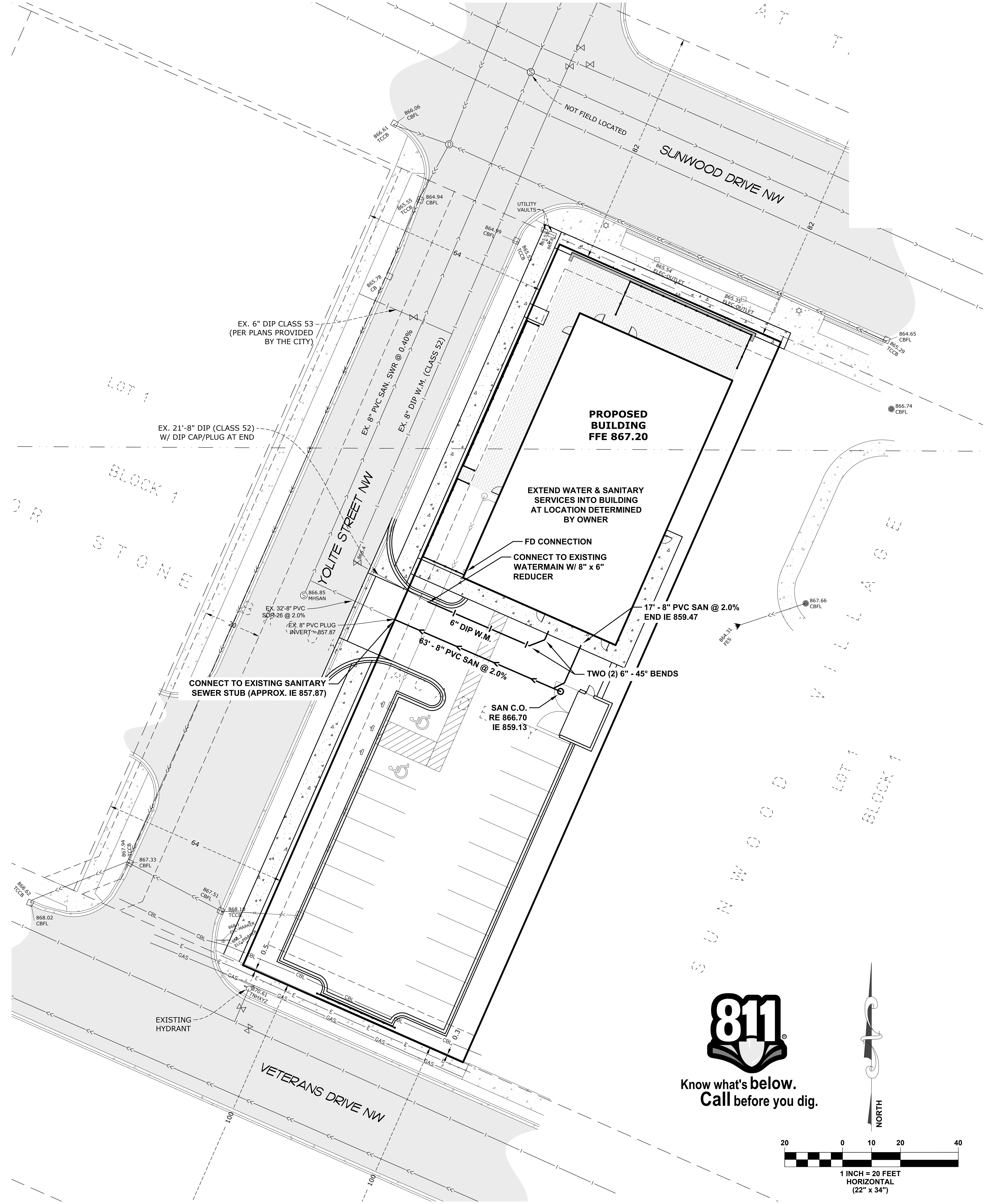
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SANITARY SEWER NOTES

1. SANITARY SEWER MATERIALS SHALL BE:
   1.1. 8" PVC SDR 26
2. FIELD VERIFY SIZE, ELEVATION AND LOCATION OF EXISTING SANITARY SEWER AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ANY INSTALLATIONS.
3. INSTALLATIONS SHALL CONFORM TO THE MOST CURRENT VERSION OF THE CEAM STANDARD SPECIFICATIONS.
4. CONTRACTOR TO CONTACT CITY ENGINEERING DEPARTMENT AT LEAST 48 HOURS PRIOR TO CONNECTION TO EXISTING PUBLIC SANITARY SEWER.

WATERMAIN NOTES

1. WATERMAIN MATERIALS SHALL BE:
   1.1. 6" DIP CLASS 53
2. FIELD VERIFY SIZE, ELEVATION, AND LOCATION OF EXISTING WATERMAIN AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ANY INSTALLATIONS.
3. INSTALLATIONS SHALL CONFORM TO THE MOST CURRENT VERSION OF THE CEAM STANDARD SPECIFICATIONS.
4. MAINTAIN A MINIMUM OF 7.5 FEET OF COVER OVER ALL WATERMAIN PIPE.
5. PROVIDE PREFORMED INSULATION, PPG FOAMGLASS, OR APPROVED EQUAL WHERE SANITARY SEWER OR STORM SEWER CROSSES WITHIN 24" OF WATERMAIN.
6. WATERMAIN SHUTOFF REQUIRES A MIN. 48 HOUR NOTICE TO CITY ENGINEERING DEPARTMENT AND ALL AFFECTED PROPERTY OWNERS.



LEGEND

EXISTING UNDERGROUND ELECTRIC	PROPOSED WATER PIPE
EXISTING UNDERGROUND GAS	PROPOSED SANITARY SEWER PIPE
EXISTING UNDERGROUND CABLE	PROPOSED STORM SEWER PIPE
EXISTING FIBEROPTIC BOX	PROPOSED DRAINTILE AND CLEAN-OUT
EXISTING LIGHT POLE	PROPOSED STORM MANHOLE
EXISTING STORM SEWER	PROPOSED CATCH BASIN
EXISTING WATER MAIN	PROPOSED GATE VALVE
EXISTING SANITARY SEWER	928 / 930 PROPOSED CONTOUR
EXISTING MISC. MANHOLE	920.60 PROPOSED SPOT ELEVATION (GUTTERLINE, BITUMINOUS SURFACE, OR GROUND SURFACE UNLESS OTHERWISE INDICATED)
EXISTING CATCH BASIN MANHOLE	4.0% PROPOSED DIRECTION OF DRAINAGE
EXISTING CATCH BASIN	PROPOSED SILT FENCE
EXISTING FLARED-END SECTION	PROPOSED INLET PROTECTION
EXISTING GATE VALVE	
EXISTING HYDRANT	
EXISTING SANITARY SEWER MANHOLE	
930 EXISTING CONTOUR	
920.99 GE EXISTING SPOT ELEVATION	
EXISTING BITUMINOUS	

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DRAWN BY: AG
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NO.	DATE	DESCRIPTION
8		
7		
6		
5		
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3		
2	10.19.26	CITY REVIEW #2
1	10.06.26	CITY REVIEW #1

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.

ADAM GINKEL
Date: 10.19.2026 License No. 43963

GATHER
RAMSEY, MN
UTILITY PLAN - SANITARY & WATERMAIN
PREPARED FOR: ELEVATE HOPE

SHEET
C3.1

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STORM SEWER NOTES

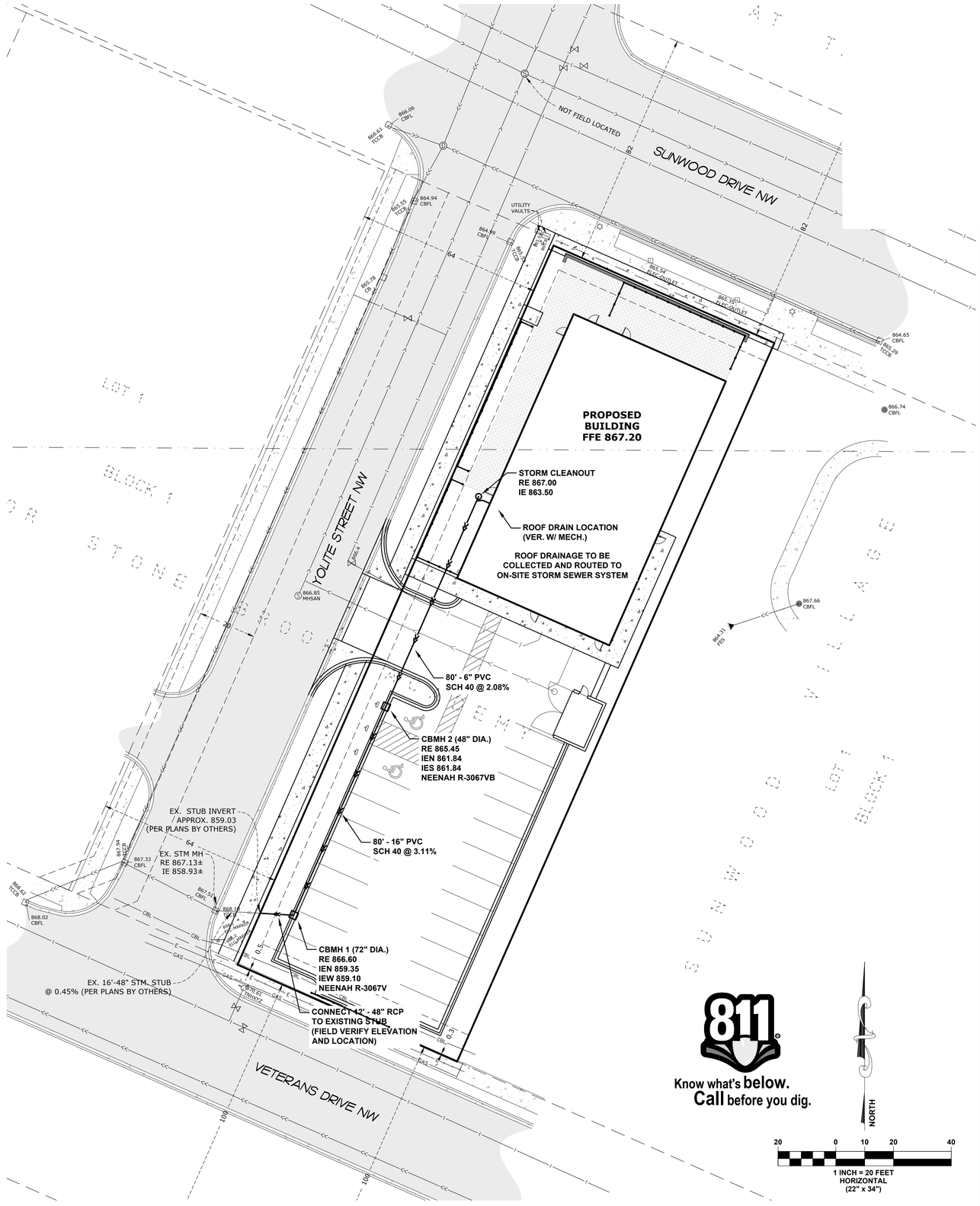
1. STORM SEWER MATERIALS SHALL BE:
   1.1. PVC SCHEDULE 40
   1.2. REINFORCED CONCRETE PIPE (RCP)
2. FIELD VERIFY SIZE, ELEVATION, AND LOCATION OF EXISTING STORM SEWER AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ANY INSTALLATIONS.
3. STORM SEWER LENGTHS INCLUDE THE LAYING LENGTH OF THE FLARED-END SECTION. LAYING LENGTH OF APRON TO BE DEDUCTED FROM PAYMENT LENGTH OF PIPE.
4. STORM SEWER TO CONNECT TO CATCH BASINS WITH APPROVED RESILIENT RUBBER JOINTS TO MAKE THE WATERTIGHT. CEMENT MORTAR JOINTS ARE PERMITTED ONLY FOR REPAIRS AND CONNECTIONS OF EXISTING LINES CONSTRUCTED WITH SUCH JOINTS.

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LEGEND

- EXISTING UNDERGROUND ELECTRIC
- EXISTING UNDERGROUND GAS
- EXISTING UNDERGROUND CABLE
- EXISTING FIBEROPTIC BOX
- EXISTING LIGHT POLE
- EXISTING STORM SEWER
- EXISTING WATER MAIN
- EXISTING SANITARY SEWER
- EXISTING MISC. MANHOLE
- EXISTING CATCH BASIN MANHOLE
- EXISTING CATCH BASIN
- EXISTING FLARED-END SECTION
- EXISTING GATE VALVE
- EXISTING HYDRANT
- EXISTING SANITARY SEWER MANHOLE
- EXISTING CONTOUR (930)
- EXISTING SPOT ELEVATION (920.99 GE)
- EXISTING BITUMINOUS
- PROPOSED WATER PIPE
- PROPOSED SANITARY SEWER PIPE
- PROPOSED STORM SEWER PIPE
- PROPOSED DRAINTILE AND CLEAN-OUT
- PROPOSED STORM MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED GATE VALVE
- PROPOSED CONTOUR (928 / 930)
- PROPOSED SPOT ELEVATION (920.60) (GUTTERLINE, BITUMINOUS SURFACE, OR GROUND SURFACE UNLESS OTHERWISE INDICATED)
- PROPOSED DIRECTION OF DRAINAGE (4.0%)
- PROPOSED SILT FENCE
- PROPOSED INLET PROTECTION



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

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DRAWN BY: AG | JOB NO: 26-2268 | CHECK BY: MQA | DATE: 09/11/26

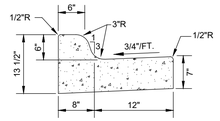
NO.	DATE	DESCRIPTION
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ADAM FINKEL
Date: 10.19.2026 License No. 43963

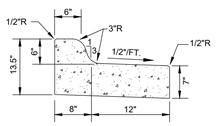
GATHER
RAMSEY, MN
UTILITY PLAN - STORM SEWER
PREPARED FOR: ELEVATE HOPE

SHEET
C3.2



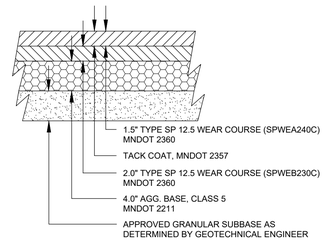
NOTES:
1. PROVIDE MIN. 4" CLASS 5 UNDER CURB (TYP)
2. FOR MECHANICALLY LAID CURB, SHOE MAY BE TILTED.

B612 CONCRETE CURB & GUTTER
N.T.S.



NOTES:
1. PROVIDE MIN. 4" CLASS 5 UNDER CURB (TYP)
2. FOR MECHANICALLY LAID CURB, SHOE MAY BE TILTED.

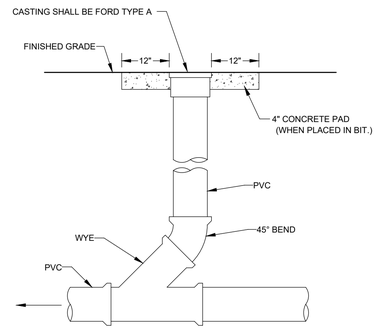
B612 CONCRETE CURB & GUTTER (TIP-OUT)
N.T.S.



1. PAVING SHALL CONFORM TO THE LATEST EDITION OF MNDOT'S STANDARD SPECIFICATIONS FOR CONSTRUCTION

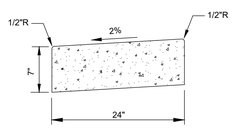
2. GEOTECHNICAL ENGINEER TO REVIEW PAVEMENT SECTION FOR MATERIALS PRIOR TO ANY INSTALLATIONS.

BITUMINOUS PAVEMENT
N.T.S.



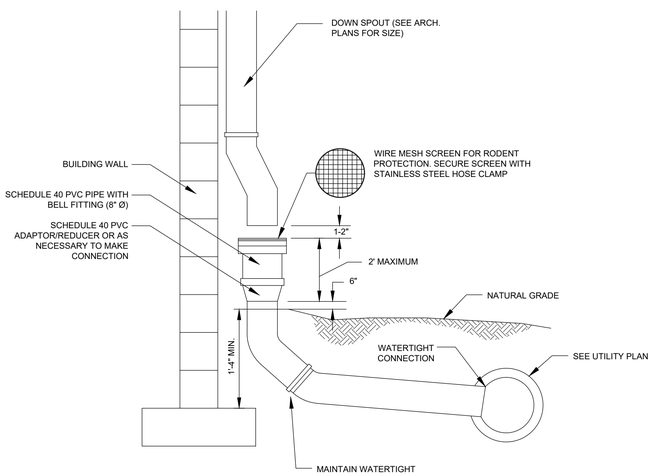
NOTES:
- ALL JOINTS SHALL BE SOLVENT WELD EXCEPT AS NOTED.
- ALL PIPE TO BE SCHEDULE 40

SANITARY CLEAN-OUT
N.T.S.

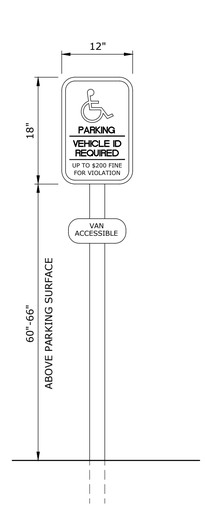


NOTES:
1. PROVIDE MIN. 4" CLASS 5 UNDER CURB (TYP)

CONC. RIBBON CURB
N.T.S.

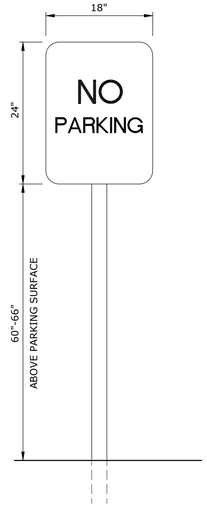


DOWN SPOUT COLLECTOR
N.T.S.



ALL STREET SIGNS SHALL MEET REQUIREMENTS OF THE MMUTCD

H.C. PARKING SIGNS
N.T.S.



ALL STREET SIGNS SHALL MEET REQUIREMENTS OF THE MMUTCD

NO PARKING SIGN
N.T.S.

PLOWE
ENGINEERING, INC.
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SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
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SITE PLANNING
& ENGINEERING

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1	10.06.26	CITY REVIEW #1
2	10.19.26	CITY REVIEW #2
3		
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8		

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.

ADAM YINKEL License No. 43963

Date: 10.19.2026

GATHER
RAMSEY, MN

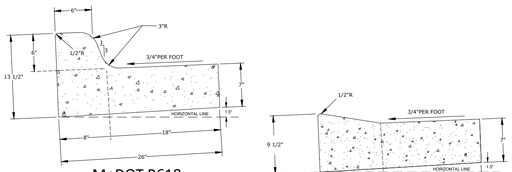
DETAILS

PREPARED FOR: ELEVATE HOPE

SHEET
C4.1

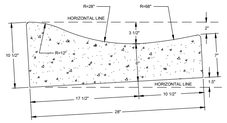
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Thursday, October 15, 2026 3:05:45 PM

26-2268

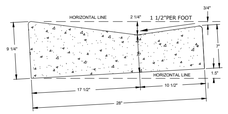


MnDOT B618

DRIVEWAY FOR B618



SURMOUNTABLE

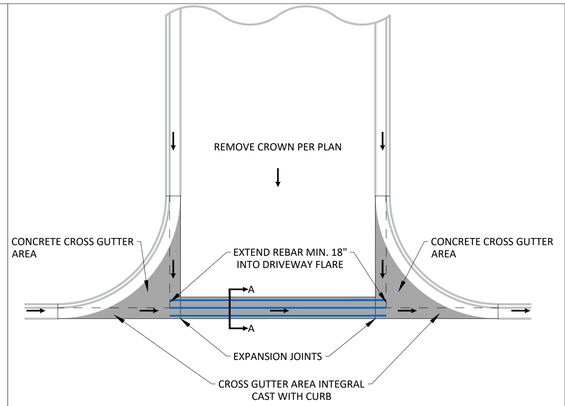


DRIVEWAY FOR SURMOUNTABLE

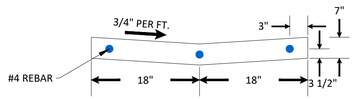
NOTES:

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

APPROVED: 9 - 2025		STANDARD DETAILS: CURB AND GUTTER
		CITY PLATE No. STR-1



PLAN

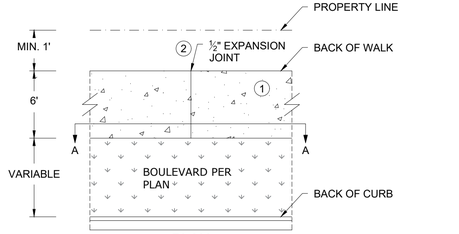


SECTION A-A

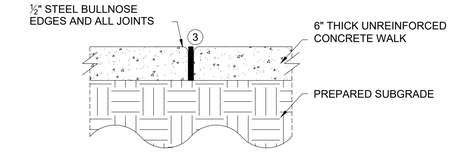
NOTE: NOT TO SCALE

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

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



PLAN



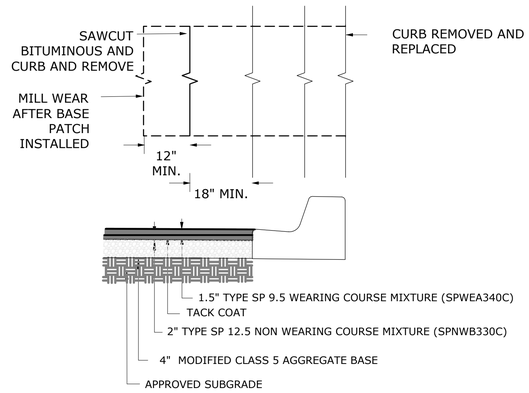
SECTION A-A

NOTE:

1. BROOM FINISH CONCRETE WALK SURFACE
2. MAXIMUM 100 FOOT SPACING BETWEEN EXPANSION JOINTS
3. 1/2" EXPANION JOINT MEETING MNDOT SPEC 3702. PROVIDE ONE PIECE OF FILLER FOR THE ENTIRE DEPTH AND WIDTH OF THE JOINT

NOT TO SCALE

APPROVED: 10 - 2015		STANDARD DETAILS: CONCRETE SIDEWALK
		CITY PLATE No. STR-3



NOTES:
1. BITUMNOUS SHALL BE SAWCUT AND REMOVED AFTER CURB IS REPLACED.
2. CLASS 5 AND BITUMINOUS COURSES SHALL BE MECHNICALLY COMPACTED.
3. SEE CITY PLATE STR-26 FOR MODIFIED CLASS 5 SPECIFICATIONS.

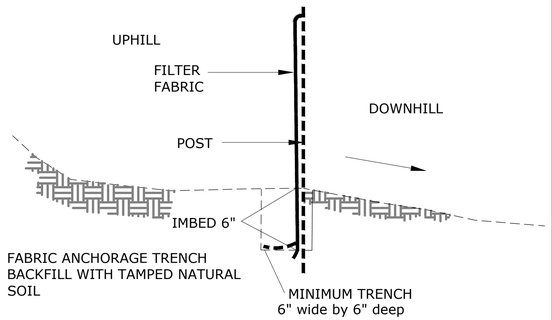
APPROVED: 3 - 2022		STANDARD DETAILS: STREET PATCHING STANDARDS
		CITY PLATE No. STR-25

TABLE A
MODIFIED CLASS 5 SPECIFICATIONS

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

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

APPROVED: 2 - 2003		STANDARD DETAILS: MODIFIED CLASS 5 SPECIFICATION
		CITY PLATE No. STR-26

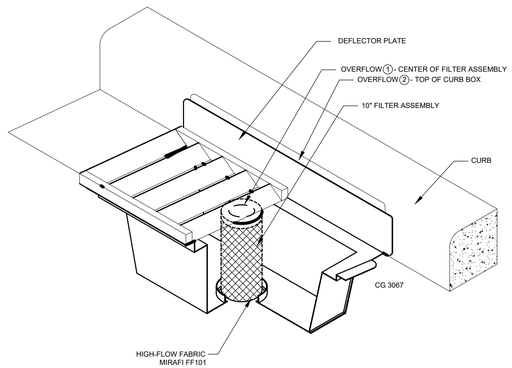


INSTALL AS PER FILTER FABRIC MANUFACTURER'S RECOMMENDATIONS

SILT FENCE DETAIL

NO SCALE

APPROVED: 1 - 2016		STANDARD DETAILS: SILT FENCE
		CITY PLATE No. ERO-1

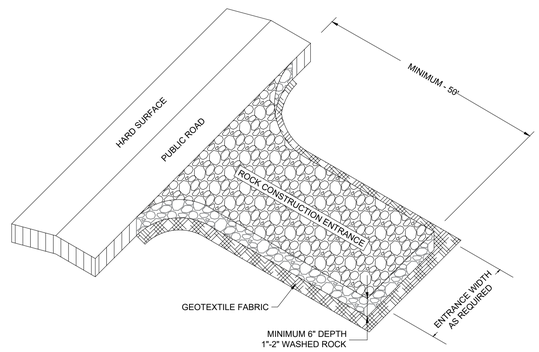


INLET PROTECTION – WIMCO OR EQUAL

N.T.S.

NOTE:
THIS INLET PROTECTION SHALL BE USED IMMEDIATELY FOLLOWING CURB & GUTTER CONSTRUCTION. INLET PROTECTION SHALL REMAIN INSTALLED AND MAINTAINTED UNTIL ALL HOME CONSTRUCTION IS COMPLETE.

APPROVED: 1 - 2016		STANDARD DETAILS: INLET PROTECTION
		CITY PLATE No. ERO-2



NOTE:
1. MINIMUM CONSTRUCTION ENTRANCE WIDTH EQUAL TO PROPOSED ROADWAY WIDTH.
2. WIDTH OF RADIUS AS REQUIRED TO ENSURE VEHICLES DO NOT TRACK ONTO PUBLIC ROAD.
3. MAINTAINENCE AS REQUIRED TO PREVENT TRACKING ONTO PUBLIC ROADS. THIS MAY REQUIRE TOP DRESSING WITH ADDITIONAL ROCK OR REMOVAL AND REINSTALLATION OF THE ENTRANCE AS NEEDED.

NOT TO SCALE

APPROVED: 1 - 2016		STANDARD DETAILS: ROCK CONSTRUCTION ENTRANCE
		CITY PLATE No. ERO-5

PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701
SITE PLANNING & ENGINEERING

DRAWN BY: AG | JOB NO: 26-2288 | CHECK BY: MQA | DATE: 09/11/26

NO.	DATE	DESCRIPTION
2	10.19.26	CITY REVIEW #2
1	10.06.26	CITY REVIEW #1

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.

ADAM J. FINKEL License No. 43963

Date: 10.19.2026

GATHER
RAMSEY, MN

DETAILS

PREPARED FOR: ELEVATE HOPE

SHEET
C4.2

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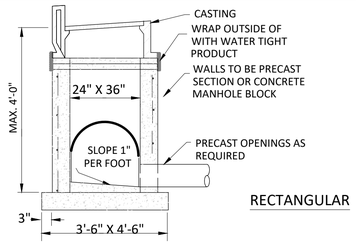
26-2268

Notes:

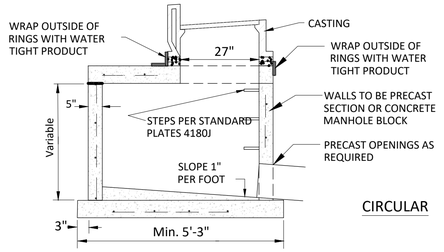
1. INSTALLATION OF 4" OF TOPSOIL REQUIRED ACROSS ALL DISTURBED AREAS.
2. TOPSOIL IS DEFINED AS BLACK DIRT COMPOSED OF UNCONSOLIDATED MATERIAL, LARGELY UNDECOMPOSED ORGANIC MATTER WHICH IS SUITABLE FOUNDATION FOR VEGETATIVE GROWTH.
3. THE COMPOSITION OF TOPSOIL SHOULD CONTAIN NO MORE THAN THIRTY-FIVE PERCENT (35%) SAND CONTENT.

APPROVED: 7 - 2019		STANDARD DETAILS: TOPSOIL REQUIREMENTS
		CITY PLATE No. ERO-6

A 5 FT. GREEN CARSONITE MARKER SHALL BE INSTALLED NEXT TO ALL STRUCTURES NOT IN A PAVED OR HARD SURFACE



RECTANGULAR

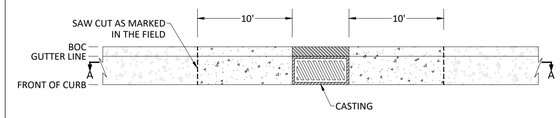


CIRCULAR

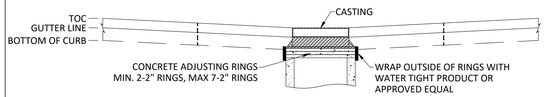
NOTES:

1. MANHOLE INVERT SHALL SLOPED TO PROVIDE A SMOOTH FLOW FROM INLET TO OUTLET
2. CONCRETE BASE SHALL BE 6" POURED IN PLACE OR 5" PRECAST SLAB
3. CONCRETE ADJUSTING RINGS TO BE INSTALLED MAX 7-2" RINGS, MIN 2-2" RINGS
4. GROUT BETWEEN RINGS, SHIMS SHALL BE METAL, CONCRETE OR PLASTIC
5. INSPECTION OF MANHOLE REQUIRED BEFORE BACKFILLING
6. A 12 GAUGE COPPER CLAD STEEL TRACER WIRE IS REQUIRED WITH ALL STORM LINES
7. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE
8. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS
9. STEPS ARE REQUIRED IF STRUCTURE FROM THE CASTING TO THE INVERT IS GREATER THAN 4 FEET

APPROVED: 1 - 2024		STANDARD DETAILS: CATCH BASIN
		CITY PLATE No. STO-1



PLAN



SECTION A-A

NOTE: NOT TO SCALE

NOTE:

1. CONCRETE CURB AND GUTTER TO BE REMOVED 10 FEET TO EITHER SIDE OF CATCH BASIN CASTING. CURB AND GUTTER MUST BE SAW CUT - FULL DEPTH.
2. CASTING SHALL BE BROUGHT UP TO PROPER GRADE. DAMAGED CONCRETE ADJUSTING RINGS MUST BE REPLACED. OUTSIDE OF RINGS MUST BE WRAPPED WITH APPROVED WATER TIGHT PRODUCT. INSIDE OF RINGS MUST BE GROUTED TO A SMOOTH FINISH.
3. CONCRETE CURB AND GUTTER SHALL BE REPLACED AND MATCH INTO THE RESET CASTING AND THE EXISTING CURB AND GUTTER.
4. DAMAGED BITUMINOUS PAVEMENT SHALL BE REPAIRED AND IS INCIDENTAL. FOLLOW CITY STANDARD PLATE STR-25.
5. PROPER TRAFFIC CONTROL DEVICES SHALL BE REQUIRED TO MAINTAIN A SAFE WORK ENVIRONMENT, AND IS INCLUDED IN THE TRAFFIC CONTROL LUMP SUM BIT ITEM.
6. ALL EQUIPMENT, MATERIALS, DISPOSAL, AND LABOR REQUIRED TO RESET CATCH BASIN CASTING AS DESCRIBED BY THIS DETAIL IS INCIDENTAL.
7. BOULEVARD RESTORATION BEHIND CURB IS NOT INCLUDED WITH THE RESET CATCH BASIN CASTING PAY ITEM.

APPROVED: 3 - 2017		STANDARD DETAILS: RESET CATCH BASIN CASTING
		CITY PLATE No. STO-13

PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701
SITE PLANNING & ENGINEERING

DRAWN BY: AG | JOB NO: 26-2268 | CHECK BY: MQA | DATE: 09/11/26

NO.	DATE	DESCRIPTION
8		
7		
6		
5		
4		
3	10.19.26	CITY REVIEW #2
2	10.06.26	CITY REVIEW #1
1		

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.

ADAM J. FINKEL
Date: 10.19.2026 License No. 43963

GATHER
RAMSEY, MN

DETAILS

PREPARED FOR: ELEVATE HOPE

SHEET
C4.3

GATHER ADDITION

City of Ramsey
County of Anoka
Section 28, T32, R25

KNOW ALL PERSONS BY THESE PRESENTS: That the City of Ramsey, a Minnesota Municipal Corporation, owner of the following described property situated in the City of Ramsey, County of Anoka, State of Minnesota:

Outlot B, COR STONE BROOK ACADEMY, Anoka County, Minnesota.

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

In witness whereof said City of Ramsey, a Minnesota Municipal Corporation, has caused these presents to be signed by its proper officer this ___ day of _____, 20__.

City of Ramsey

By _____
as_____

STATE OF MINNESOTA
COUNTY OF_____

This instrument was acknowledged before me this ___ day of _____, 20__, by _____, as _____ of the City of Ramsey, a Minnesota Municipal Corporation.

_____ (Signature)

_____ (Print Name)
Notary Public, _____ County, Minnesota
My Commission Expires _____

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

Dated this ___ day of _____, 20__.

_____
Jason E. Rud, Licensed Land Surveyor
Minnesota License No. 41578

STATE OF MINNESOTA
COUNTY OF_____

This instrument was acknowledged before me this ____ day of _____, 20___ by Jason E. Rud.

_____ (Signature)

_____ (Print Name)
Notary Public, _____ County, Minnesota
My Commission Expires _____

CITY COUNCIL, CITY OF RAMSEY, MINNESOTA

This plat of GATHER ADDITION was approved and accepted by the City Council of the City of Ramsey, Minnesota at a regular meeting thereof held this ___ day of _____, 20_____, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

By _____ Mayor By _____ Clerk

COUNTY SURVEYOR

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this ___ day of _____, 20__.

_____
David M. Zieglmeier
Anoka County Surveyor

COUNTY AUDITOR/TREASURER

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 20__ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this ___ day of _____, 20__.

_____
Property Tax Administrator

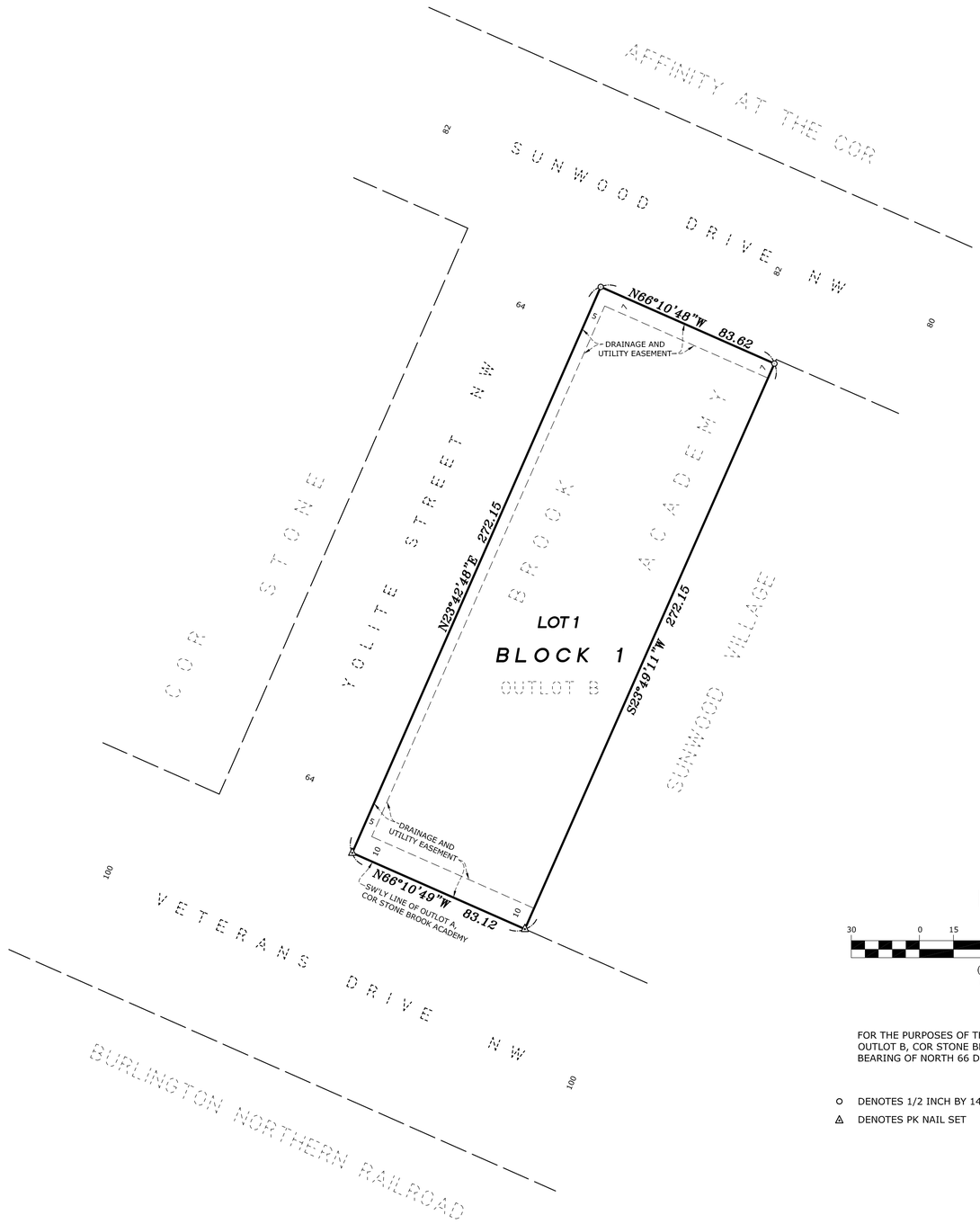
By _____, Deputy

COUNTY RECORDER/REGISTRAR OF TITLES
COUNTY OF ANOKA, STATE OF MINNESOTA

I hereby certify that this plat of GATHER ADDITION was filed in the office of the County Recorder/Registrar of Titles for public record on this day of _____, 20__, ___o'clock __.M. and was duly recorded in Book _____ Page _____, as Document Number _____.

_____
County Recorder/Registrar of Titles

By _____, Deputy



NORTH

30 0 15 30 60 120
(SCALE IN FEET)
1 inch = 30 feet

FOR THE PURPOSES OF THIS PLAT THE SOUTHWESTERLY LINE OF OUTLOT B, COR STONE BROOK ACADEMY IS ASSUMED TO HAVE A BEARING OF NORTH 66 DEGREES 10 MINUTES 49 SECONDS WEST.

○ DENOTES 1/2 INCH BY 14 INCH IRON MONUMENT SET, MARKED RLS# 41578

△ DENOTES PK NAIL SET

E. G. RUD & SONS, INC.
EST. 1977
Professional Land Surveyors

Regular Planning Commission

Meeting Date: 10/29/2026

Primary Strategic Plan Initiative: Promote economic growth and development.

Information

Title:

"Rivenwick Village 5th Addition" - Sketch Plan Review for a 20-22 unit townhome development.

Purpose/Background:

LGI Homes has submitted a sketch plan application for a 20- or 22-unit townhome development as an extension of the Rivenwick Village Fourth Addition that is currently under construction directly across 139th Lane. The 3.19-acre property is zoned B-1 Neighborhood Business District and guided Mixed Use in the 2040 Comprehensive Plan. The property has excellent visibility along Highway 10, right next to Village Bank. The applicant has noted that they have received very few calls from interested buyers and none from users that would meet the B-1 allowed uses. B-1 allows for general retail, service businesses, and restaurants, among others that are generally considered least offensive near or adjacent to residential. It does not allow for auto repair, auto sales, manufacturing, or warehousing/storage uses.

The applicant has submitted two similar "horseshoe" sketch plans for review (the difference is based on if an existing drainage easement must stay or if it can be eliminated). Typically, a sketch plan is required for any subdivision that results in four or more lot to make sure the developer is on the right track before investing significant financial resources in developing the detailed preliminary plat submittal. While that is true in this case, there is an added requirement of a rezoning to the R-2 Medium Density Residential district to make this development work. When the Planning Commission is reviewing this proposal, direction on both the plat and the rezoning are necessary. A rezoning application has a lot of discretion involved, unlike site plans and conditional use permits that are bound to be approved if they meet all the requirements.

The Rivenwick development began in the early 1990s as a mixed-use/master-planned development where the property would transition (south to north) from open space along the Mississippi River, then single-family lots, then townhomes, and then light business uses along Highway 10. In 2004, some townhomes were approved along Highway 10 followed by Slumberland and the office condos the next year. Suite Living, a multifamily assisted living facility, was approved in 2019. In 2022, Rivenwick Village Fourth Addition, a 27-unit townhouse development was approved, and the last units are under construction today. This leaves the subject property as the last piece of developable land in Rivenwick.

Should the Planning Commission feel the project is acceptable to proceed, the application will need to include a rezoning and a noise study and mitigation plan, in addition to the standard subdivision plan set (grading, drainage, utilities, landscaping, etc.). Additionally, the City-owned drainage and utility easement may need to be vacated or altered. The preliminary review of the drainage easement indicates that it is needed in some form and additional analysis for keeping, relocating, and/or adjustment will be necessary.

Time Frame/Observations/Alternatives:

Alternatives to Consider:

1. Keep the B-1 zoning in place, or at least for some time.
2. Proceed with the rezoning and plat process.

Additionally, should the Commission and/or applicant think it is advantageous, this discussion can be placed on an upcoming City Council work session to get their feedback before proceeding.

Recommendation:

Staff is not making a recommendation. Please provide direction on the use of the property. If the residential use is acceptable, please provide any comments on the sketch plans.

Outcome/Action:

Please provide any feedback to the applicant.

Attachments

Location Map

20-Lot Concept

22-Lot Concept

Rivenwick 4th Addition Townhome Plans

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	10/21/2026 05:04 PM
Form Started By: Todd Larson		Started On: 10/06/2026 01:54 PM
Final Approval Date: 10/21/2026		

Rivenwick Village 5th Addition





PID:
34-32-25-22-0086

Address:
7081 139TH Lane NW, Ramsey, MN 55303

0 500 1000 ft

Created on: 10/02/2026



SITE DATA

TOTAL SITE AREA ——— ±3.19 AC.
TOTAL NUMBER OF LOTS ——— 20

MINIMUM TOWNHOME SETBACK DATA:
FRONT (TO BACK OF CURB) ——— 25 FT.
SIDE (BETWEEN BUILDINGS) ——— 20 FT.
SIDE CORNER (TO BACK OF CURB) ——— 20 FT.
REAR BUILDING (TO PLAT BOUNDARY) ——— 30 FT.

REQUIRED OFF-STREET PARKING ——— 7
PROVIDED OFF-STREET PARKING ——— 10

* DEVELOPER AKNOWLEDGES THE NEED FOR US HIGHWAY 10/HIGHWAY 169 SOUND MITIGATION

LEGEND

—— Denotes Existing 2 Ft. Contour

—— Denotes Existing 10 Ft. Contour

N

0 15 30 60

(SCALE IN FEET)

CARLSON ENGINEERING
ENGINEERING
SURVEYING
PLANNING
3890 PHEASANT RIDGE DRIVE NE, SUITE 100, BLAINE, MN 55449
TEL 763.489.7900 \ FAX 763.489.7959 \ CARLSON-ENGINEERING.COM

CONCEPT PLAN A

RIVENWICK 5TH ADDITION
Ramsey, Minnesota

LGI HOMES - MINNESOTA, LLC
2850 Cutters Grove Avenue, Suite 207
Anoka, MInnesota 55303

REVISIONS
1.
2.
3.
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6.

DRAWN BY: C#
ISSUE DATE: 10/01/2026
FILE NO: XXX

REVIEW COPY

1 of 1

Date Date: 10/01/26 | F:\Jobs\7821 - 7840\7835-03 - Riverwick 5th addition\cad\Survey\Layouts\7835-03_site alt.dwg



SITE DATA

TOTAL SITE AREA	±3.19 AC.
TOTAL NUMBER OF LOTS	22

MINIMUM TOWNHOME SETBACK DATA:

FRONT (TO BACK OF CURB)	25 FT.
SIDE (BETWEEN BUILDINGS)	20 FT.
SIDE CORNER (TO BACK OF CURB)	20 FT.
REAR BUILDING (TO PLAT BOUNDARY)	30 FT.

REQUIRED OFF-STREET PARKING	8
PROVIDED OFF-STREET PARKING	12

* DEVELOPER AKNOWLEDGES THE NEED FOR US HIGHWAY 10/HIGHWAY 169 SOUND MITIGATION

LEGEND

-- Denotes Existing 2 Ft. Contour

-- Denotes Existing 10 Ft. Contour

N

0 15 30 60

(SCALE IN FEET)

CARLSON ENGINEERING
ENGINEERING
SURVEYING
PLANNING
3890 PHEASANT RIDGE DRIVE NE, SUITE 100, BLAINE, MN 55449
TEL 763.489.7900 \ FAX 763.489.7959 \ CARLSON-ENGINEERING.COM

CONCEPT PLAN A2

RIVENWICK 5TH ADDITION

Ramsey, Minnesota

LGI HOMES - MINNESOTA, LLC
2850 Cutters Grove Avenue, Suite 207
Anoka, MInnesota 55303

REVISIONS

1.	
2.	
3.	
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6.	
DRAWN BY:	C#
ISSUE DATE:	10/01/2026
FILE NO:	XXX

REVIEW COPY

1 of 1

Save Date: 10/01/2026 | Cpbrs7821 - 7840\7835-03 - rivenwick 5th addition\cad files\layouts\7835-03_site alt 2.dwg

GENERAL NOTES

DO NOT SCALE DRAWINGS. ANY CONFLICTS OR MISSING INFORMATION SHOULD BE BROUGHT TO THE ATTENTION OF THE BUILDER AND/OR DESIGNER.

THIS PROJECT WAS DESIGNED IN ACCORDANCE WITH THE 2020 MINNESOTA RESIDENTIAL CODE, 2020 MINNESOTA ENERGY CODE AND 2020 MEC

RE: STRUCTURAL FOR ALL LOADS AND HEADER SIZES

INTERIOR CONSTRUCTION

WALLS:
ALL ANGLED WALLS ARE 45°U.N.O.
PROVIDE 5/8" TYPE "X" GYPSUM BOARD AT ALL USABLE AREAS UNDERNEATH STAIRS

BARTOP TOP PLATE TO BE @ 34 1/2" A.F.F.

CEILINGS:
CATHEDRAL CEILING BEAM TO BE FURRED OUT TO 6" WIDE

DOORS:
ALL SHEETROCK ARCHES (SRA) AS FOLLOWS:
BOT OF ARCH @ 82" A.F.F. WITH TOP OF ARCH @ 92" A.F.F.

INTERIOR DOORS TO BE TWO PANEL COLONIAL INTERIOR PASSAGE DOORS
HEADER HEIGHT FOR GARAGE OHD TO BE @ 85 1/4"
HEADER HEIGHT FOR GARAGE ENTRY DOOR TO BE 81 1/2"
DOOR CONNECTING GARAGE AND HOUSE TO BE SELF CLOSING 1 3/8" THICK STEEL, INSULATED, 20 MINUTE FIRE RATED, GASKET AND SEALED PER LOCAL CODES

SRO (SHEET ROCK OPENINGS) AND SRA (SHEETROCK ARCHES):
REFER TO FLOOR PLANS FOR ALL SRO AND SRA WIDTHS
ALL SRO AND SRA HEIGHTS TO BE 12" BELOW SPECIFIED CEILING

WINDOWS: R1C310
PROVIDE 1/2" ADDITIONAL ROUGH OPENING HEIGHT AT ALL WINDOWS
DEFINITION OF WINDOW TAG EXAMPLED: 3050 SH DL @ 6'-8" HEADER HEIGHT= 36" X 60" SINGLE HUNG DIVIDED LITE @ 6'-8" A.F.F.

LIGHTING:
VANITY FIXTURES TO BE MOUNTED @ 87" A.F.F. TO THE CENTERLINE
COACH LIGHTS TO BE MOUNTED 5'-10" A.F.F. TO THE CENTERLINE

CABINETS:
KITCHEN AND UTILITY CABINETS: COUNTERTOP @ 36"
BATHROOM CABINETS: COUNTERTOP @ 34"
PROVIDE CROWN MOULDING AS SPECIFIED @ KITCHEN WALL CABINETS

GARAGE:
PROVIDE 5/8" TYPE "X" GYPSUM BOARD ON ALL WALLS AND CEILING.
SLOPE FLOOR, FULL WIDTH, 1% FROM REAR WALL TO OHD, U.N.O.

STAIRS: IRC311.5
STAIR WIDTH SHALL BE NO LESS THAN 36"
ALL RISERS TO BE 7 3/4" MAX AND MAY NOT VARY MORE THAN 3/8" IN HEIGHT
ALL TREADS TO BE NO LESS THAN 10"
HANDRAIL SHALL BE PROVIDED ON AT LEAST ONE SIDE OF EACH CONTINUOUS RUN OF TREADS OR FLIGHT WITH FOUR OR MORE RISERS AT NO LESS THAN 34" OR MORE THAN 38" A.F.F.

EXTERIOR CONSTRUCTION

STONE VENEER:
THIN SET STONE VENEER OR PANELIZED REPLICA STONE, STACK NATURALLY AND CONFORM WITH ALL STANDARD INDUSTRY PRACTICES AND ALL APPLICABLE IRC CODES

WALLS:
ALL EXTERIOR WALLS TO BE 2X6 STUDS, UNLESS NOTED OTHERWISE

PORCHES:
ALL PORCHES AND PATIO SOFFITS TO BE VINYL AND MATCH SOFFIT MATERIAL AT EAVES

ROOFS:
TERMINATION OF FASCIA AT GABLES WILL BE HELD 1 INCH OFF THE SHINGLES

EXIT DOORS:
INSTALL "Z" FLASHING OVER ALL EXPOSED EXTERIOR DOORS

ADDRESS BLOCK:
SHALL BE MOUNTED IN STONE WAINSCOT WITH TOP OF 36" A.F.F.

EXTEIOR TRIM:
ALL WINDOW AND DOOR TRIM TO BE 45 DEGREE MITER

SOFFITS:
SOFFITS AT ALL GABLES TO BE 12" VINYL
SOFFITS AT ALL HIPS TO BE 12" VINYL

CODE INFORMATION

CONSTRUCTION TYPE: 5B
OCCUPANCY: R3, U (garage)
2020 MINNESOTA RESIDENTIAL CODE
2020 MINNESOTA ENERGY CODE
2020 NEC

CONSULTANTS

DESIGNER

NASH AND ASSOCIATES ARCHITECTS
8003 118th AVE NE
KIRKLAND, WA 98033
PHONE: (425) 242-7490

STRUCTURAL ENGINEER

HANSON GROUP
3407 KILMER LANE N. SUITE #4
PLYMOUTH, MN 55441
PHONE: (612) 708-3572

LGI HOMES®

AFTON PLAN

FLOOR AREAS	
MAIN	636
UPPER	860
TOTAL	1496
GARAGE	403
COVERED PORCH	40

CAMDEN PLAN

FLOOR AREAS	
MAIN	748
UPPER	1001
TOTAL	1749
GARAGE	404
COVERED PORCH	22

HAYES PLAN

FLOOR AREAS	
MAIN	883
UPPER	1189
TOTAL	2072
GARAGE	401
COVERED PORCH	24

SHEET INDEX

C - COVER SHEET
A1 - SLAB FOUNDATION (2)
A2 - MAIN FLOOR PLAN (2)
A3 - UPPER FLOOR PLAN (2)
A4 - FRONT AND REAR ELEVATION (2)
A5 - SIDE ELEVATIONS
A6 - ROOF PLAN
A7 - BUILDING SECTION
A8 - PARTY WALL DETAIL
A9 - ELECTRICAL PLAN (MAIN)
A10 - ELECTRICAL PLAN (UPPER)



6 UNIT BUILDING (CHP)

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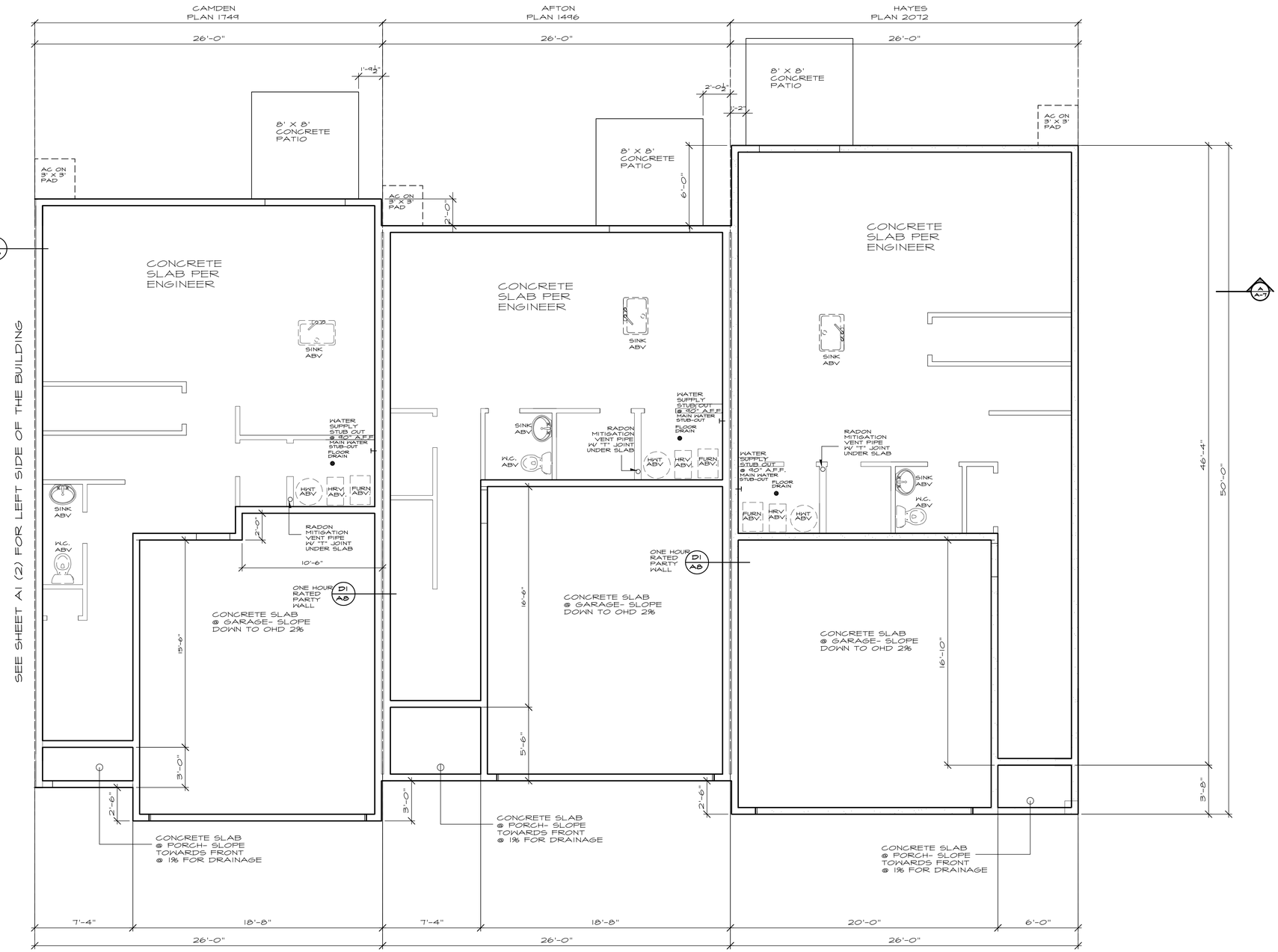
RIVENWICK VILLAGE
6 UNIT BUILDING
RAMSEY, MINNESOTA

date: 01-04-24
permit:
revisions:
03-06-24
04-30-24
04-23-25
06-09-25

drawn by: MWJ
checked by:

SHEET
C

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SLAB FOUNDATION

SEE GENERAL NOTES

SCALE: 1/4" = 1'-0"

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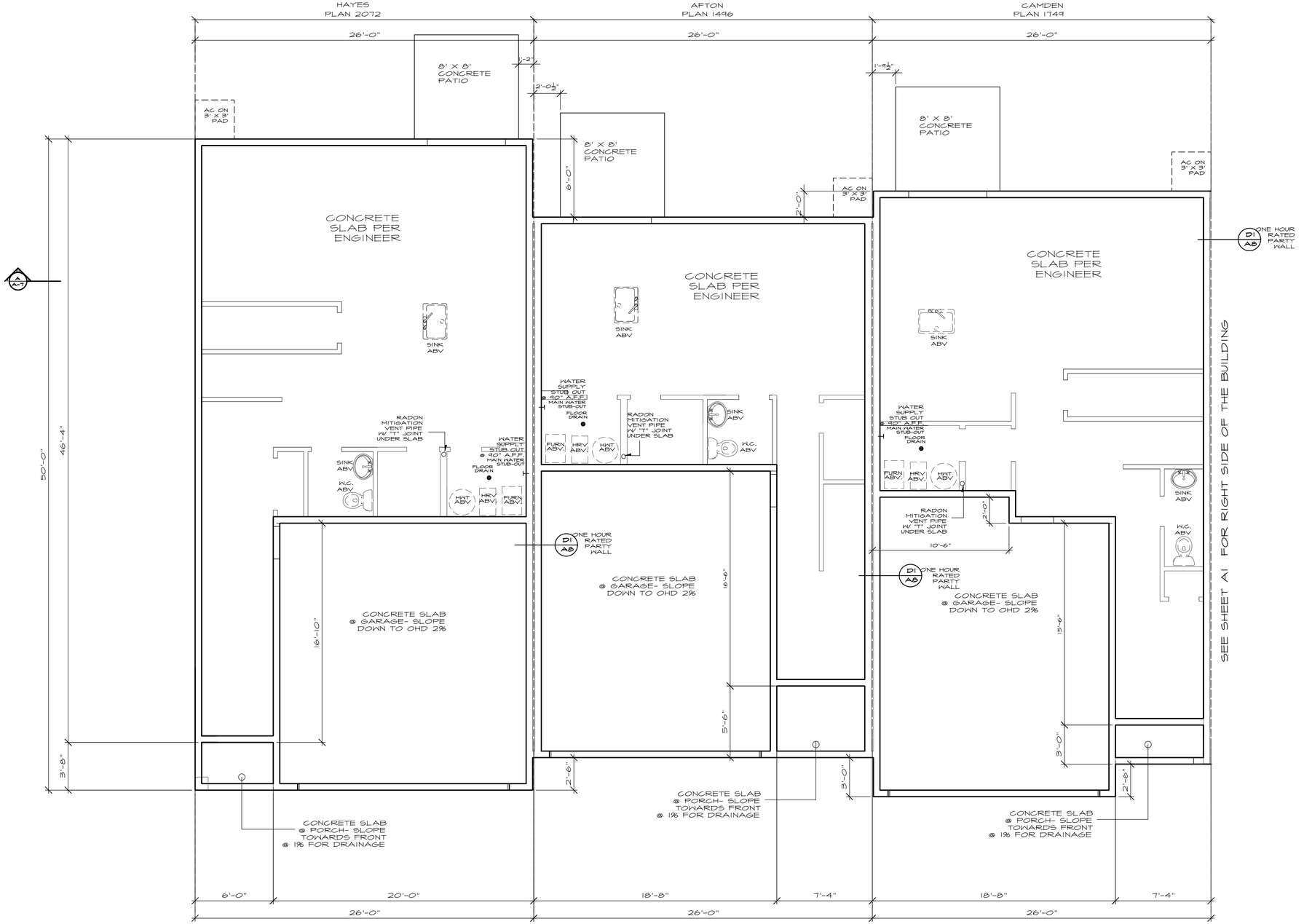
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A1

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SLAB FOUNDATION

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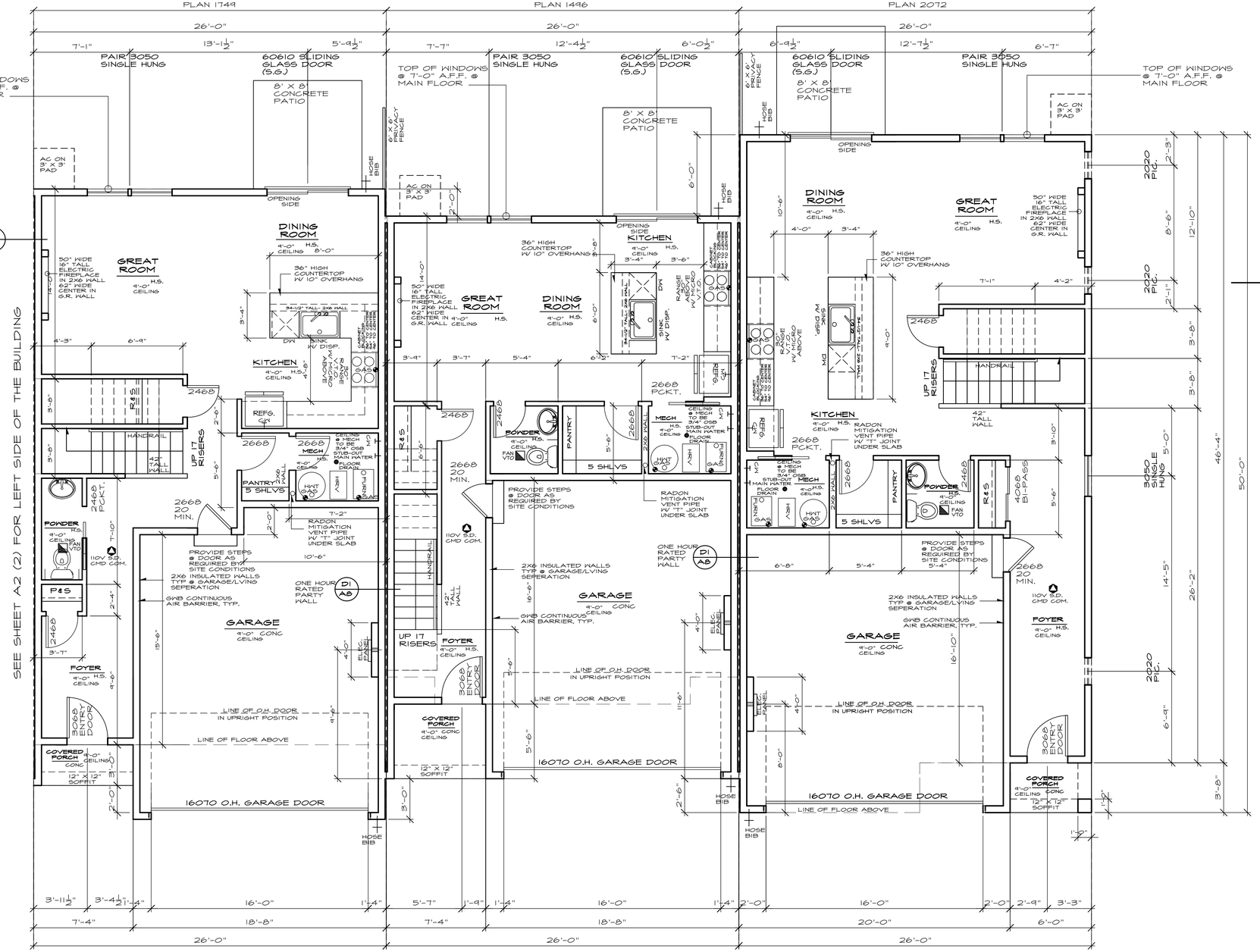
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A1
(2)

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MAIN FLOOR PLAN

SEE GENERAL NOTES

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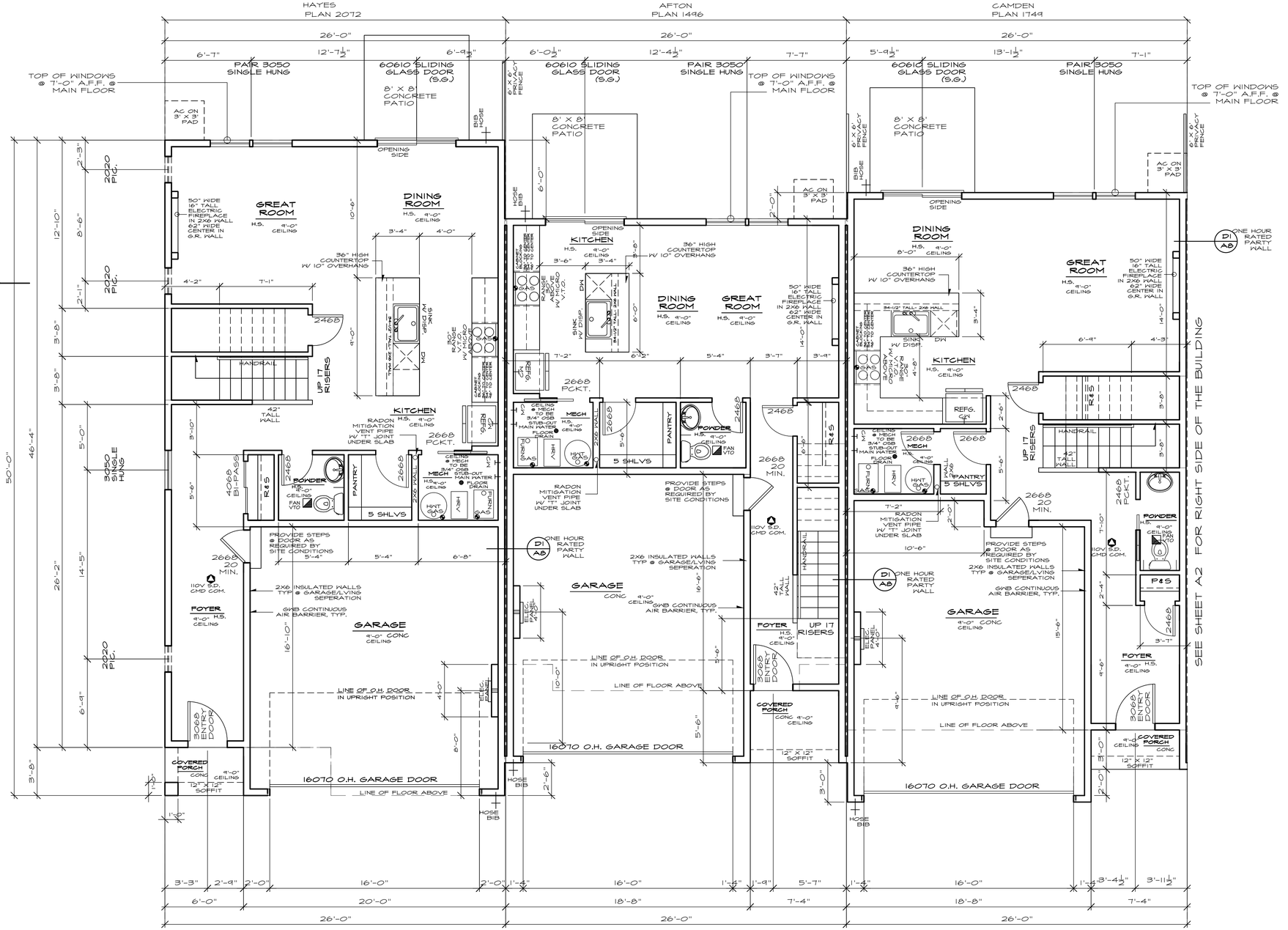
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MAIN FLOOR PLAN

SEE GENERAL NOTES — SCALE: 1/4" = 1'-0"

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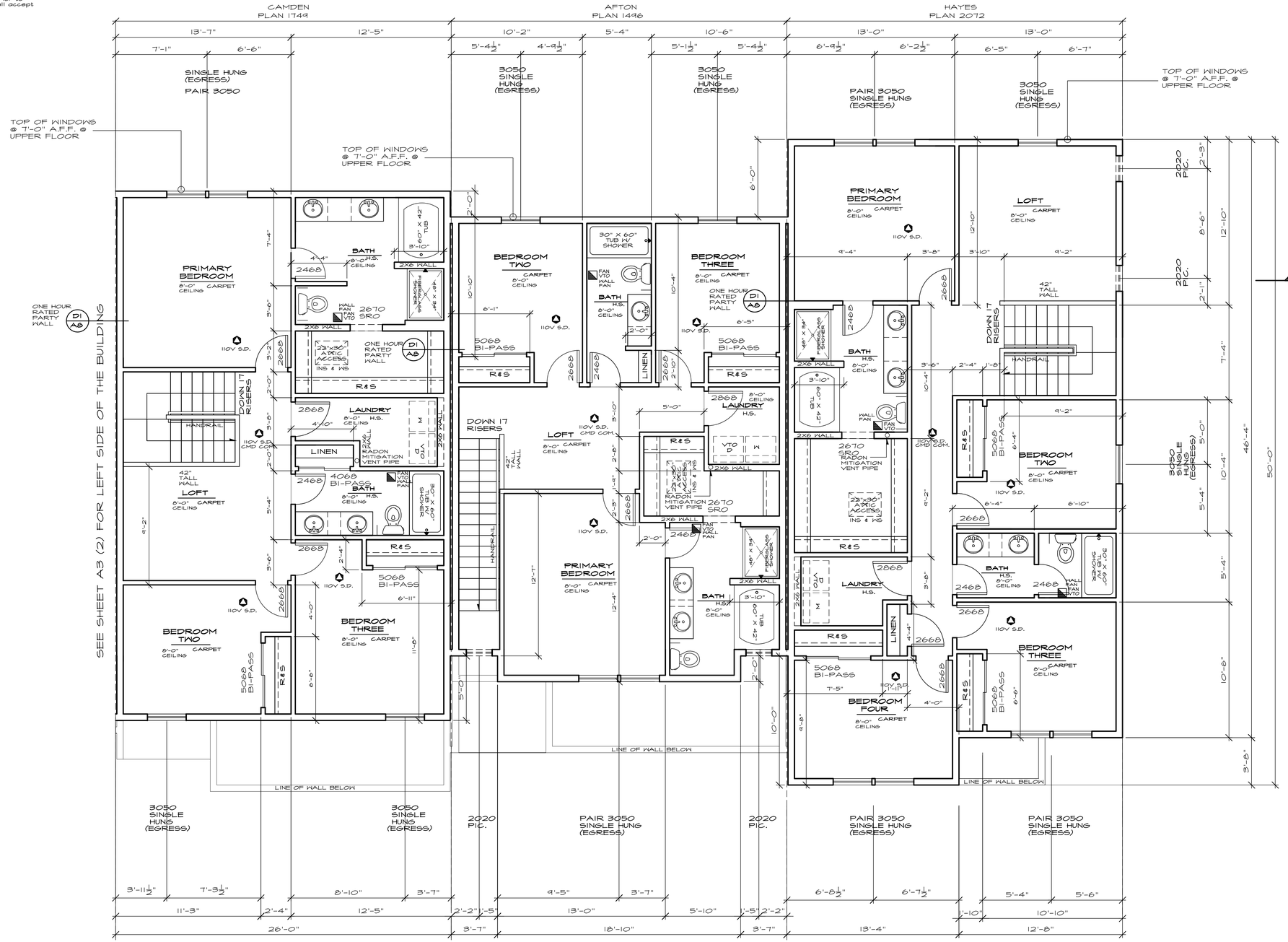
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UPPER FLOOR PLAN

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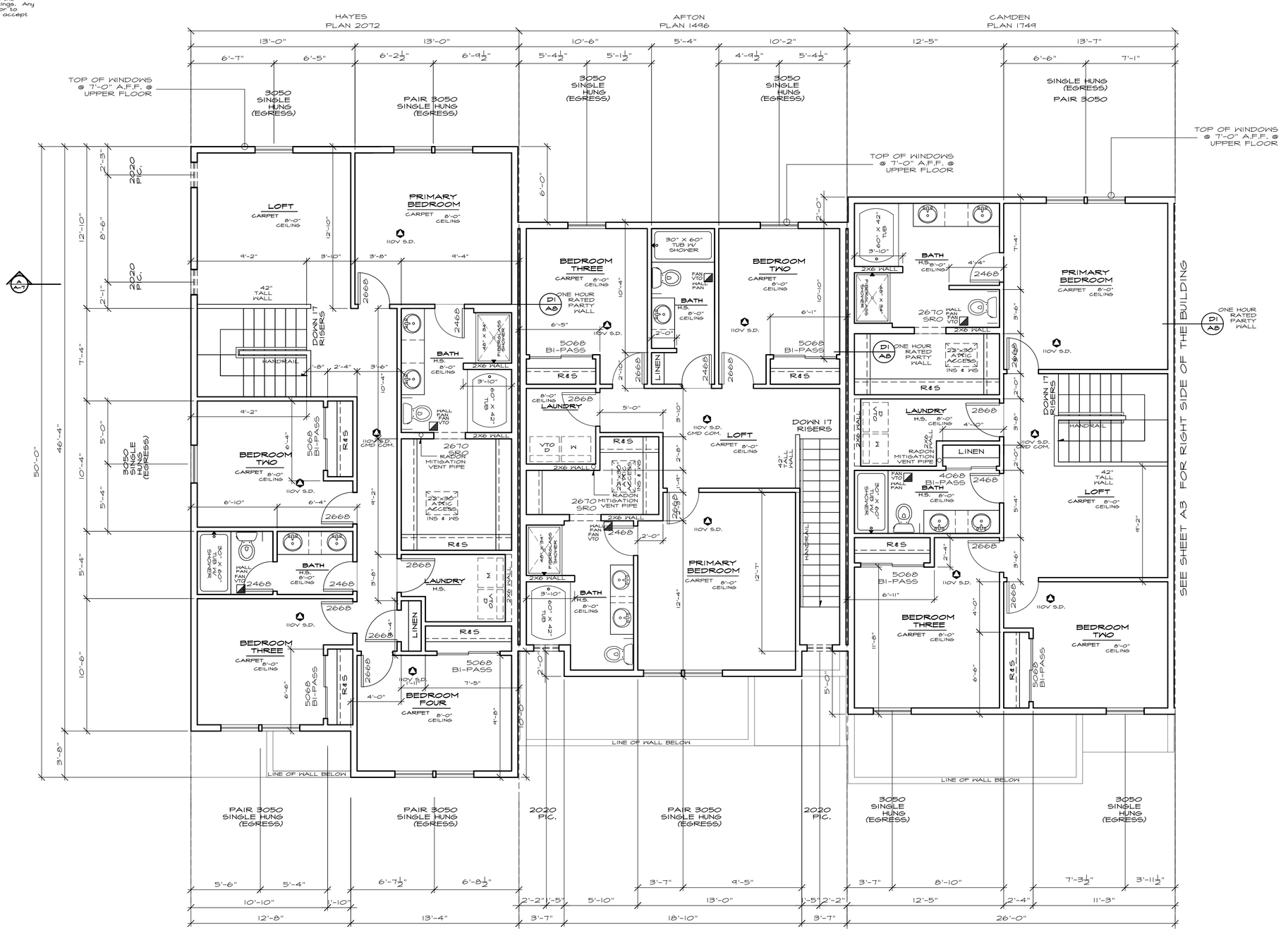
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UPPER FLOOR PLAN

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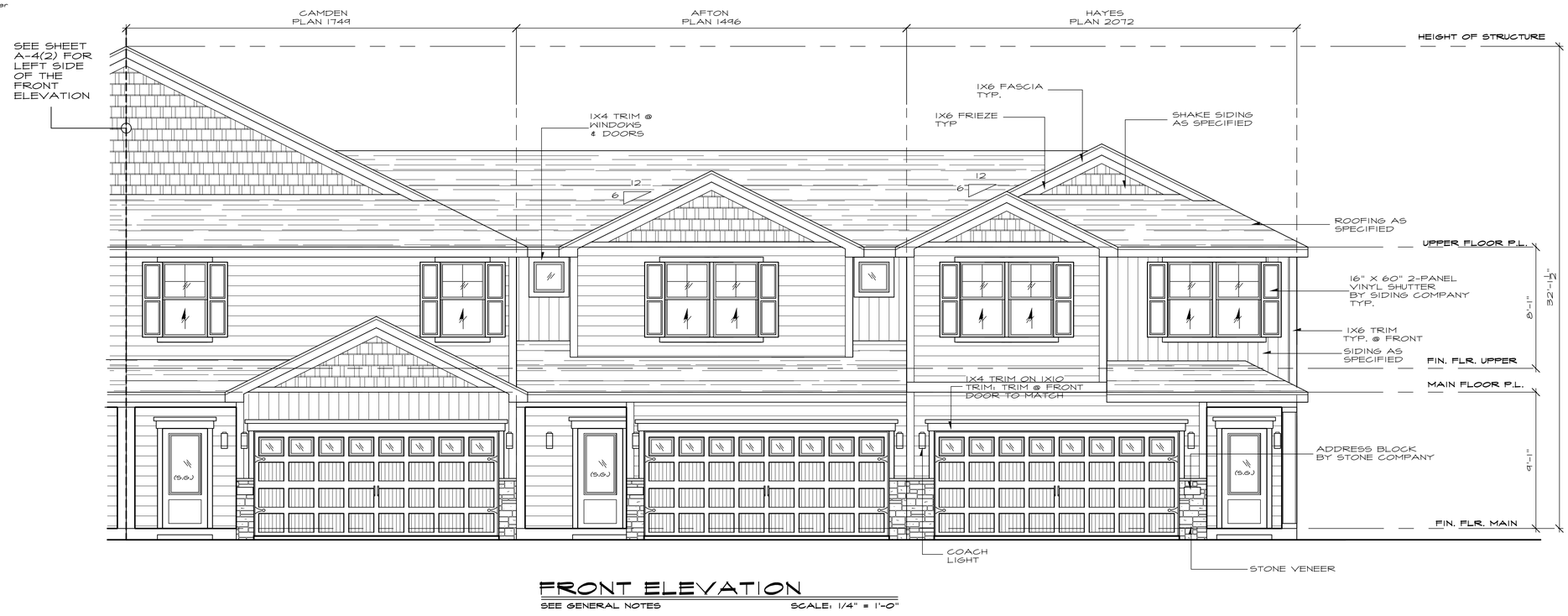
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FRONT ELEVATION

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REAR ELEVATION

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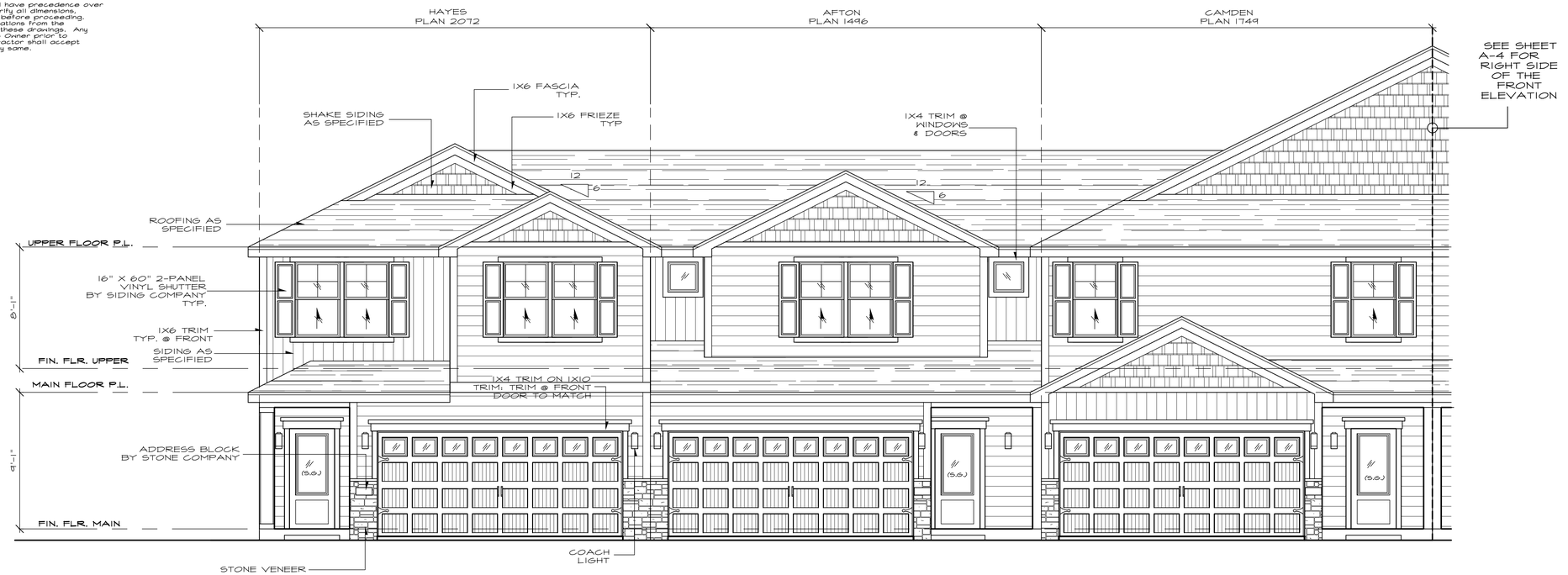
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FRONT ELEVATION

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REAR ELEVATION

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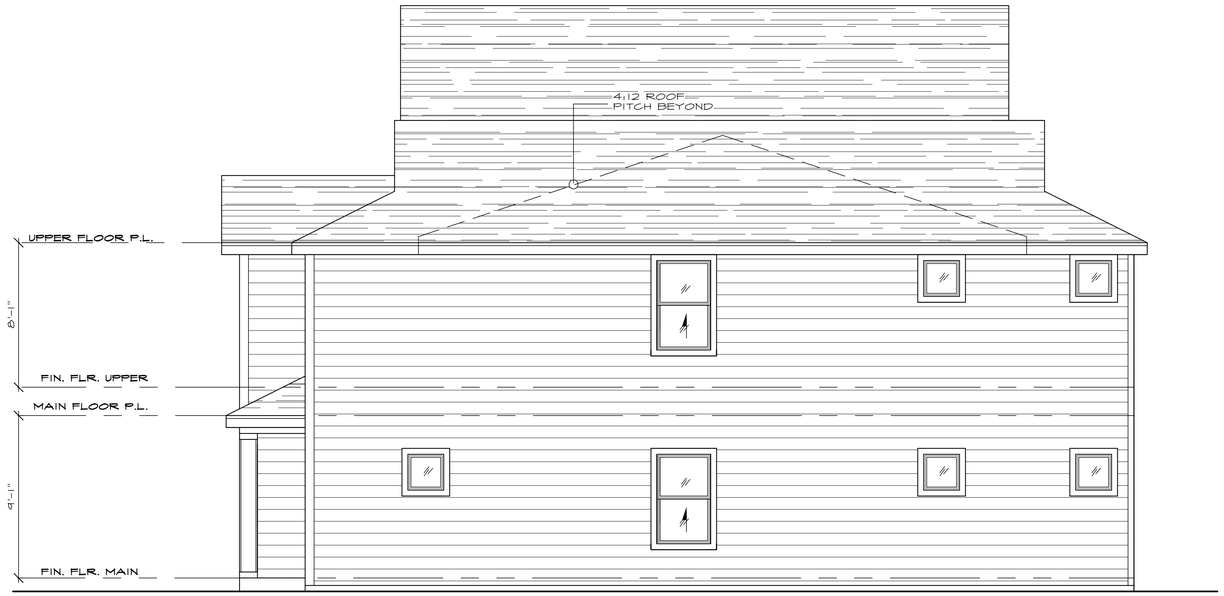
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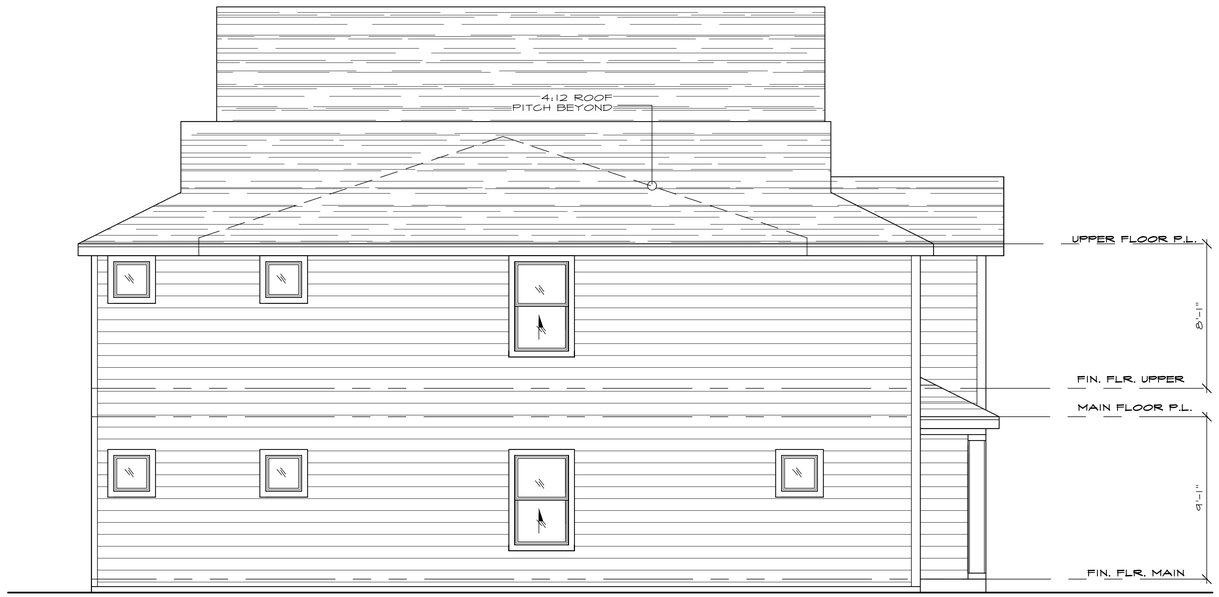
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RIGHT ELEVATION

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LEFT ELEVATION

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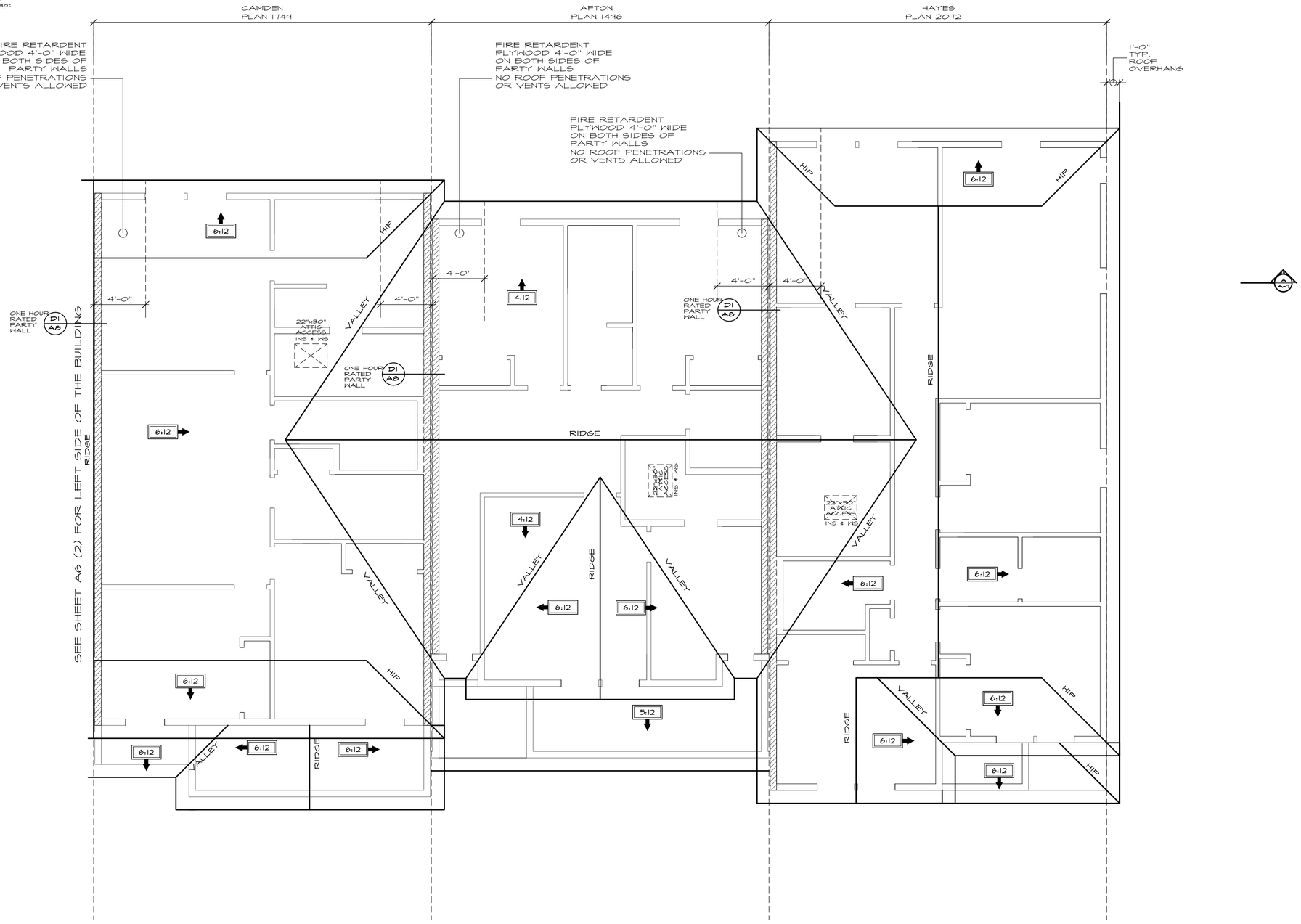
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ROOF FRAMING NOTES

CONNECTORS SHALL BE ENGINEERED BY TRUSS MANUFACTURER

ROOF PITCH SHALL BE 6:12 TYPICAL UNLESS NOTED OTHERWISE

ROOF OVERHANG SHALL BE 12" U.N.O. TRUSSES

PLAN 1496
ROOF VENTING CALCULATION

922 SQFT OF ATTIC
1/150 MUST BE AT SOFFITS

PLAN 1749
ROOF VENTING CALCULATION

1066 SQFT OF ATTIC
1/150 MUST BE AT SOFFITS

PLAN 2072
ROOF VENTING CALCULATION

1254 SQFT OF ATTIC
1/150 MUST BE AT SOFFITS

ROOF PLAN

SEE GENERAL NOTES

SCALE: 1/4" = 1'-0"

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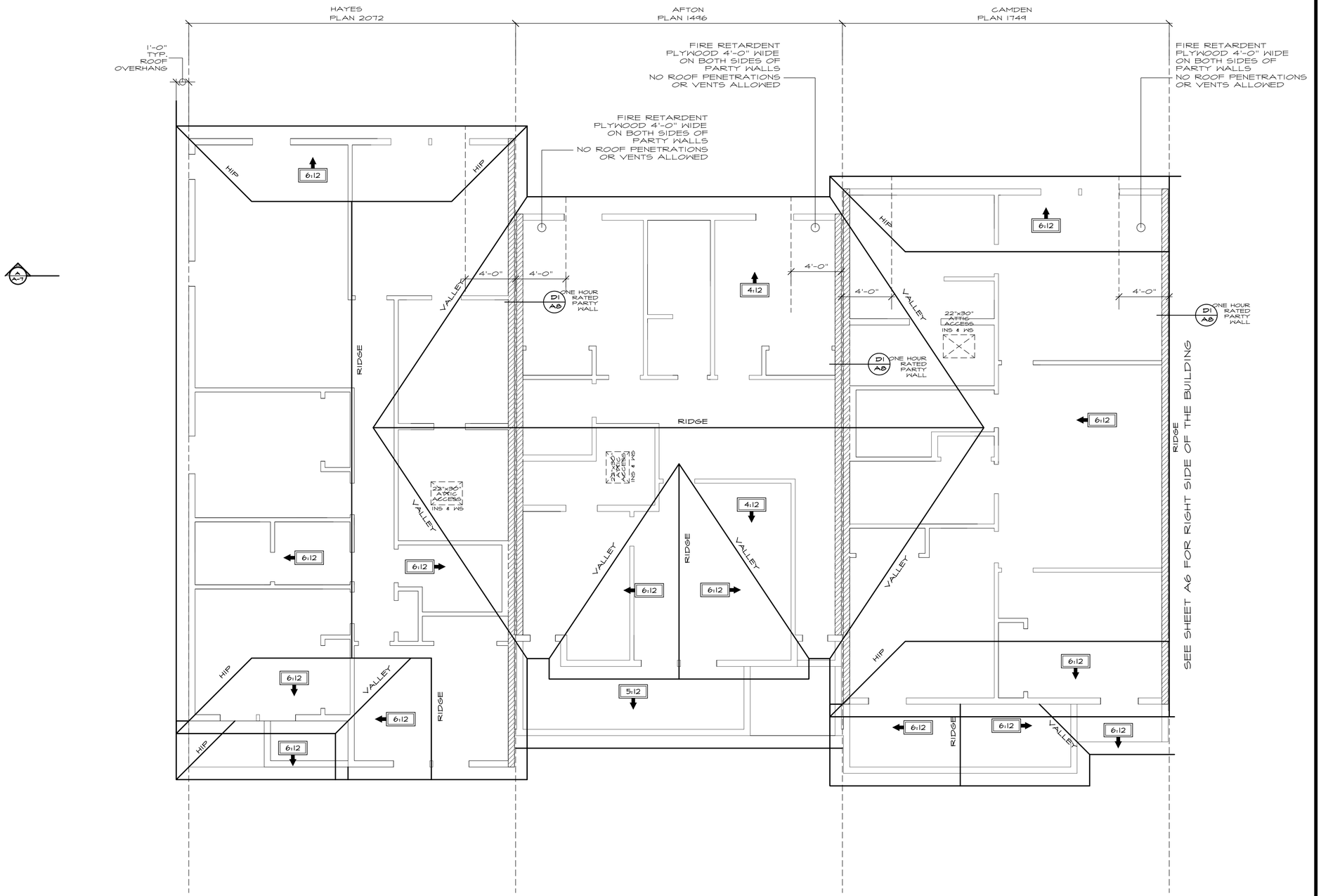
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RAMSEY, MINNESOTA

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ROOF PLAN

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~~A6~~
(2)

TYPICAL SECTION NOTES:

ROOF CONSTRUCTION:

1. PRE-MANUFACTURERED ROOF TRUSSES WITH 6" ENERGY HEEL, ENGINEERED BY OTHERS
2. 1/150 ROOF VENT AT SOFFITS
3. AIR CHUTE AT EACH TRUSS SPACE
4. 7/16" OSB SHEATHING
5. ICE AND WATER MEMBRANE APPLIED AT 24" PAST EXTERIOR WALL
6. ROOFING AS SPECIFIED

SOFFIT/FASCIA:

1. 2X6 SUB-FASCIA
2. VINYL FASCIA
3. VINYL VENTED SOFFITS

WALL CONSTRUCTION:

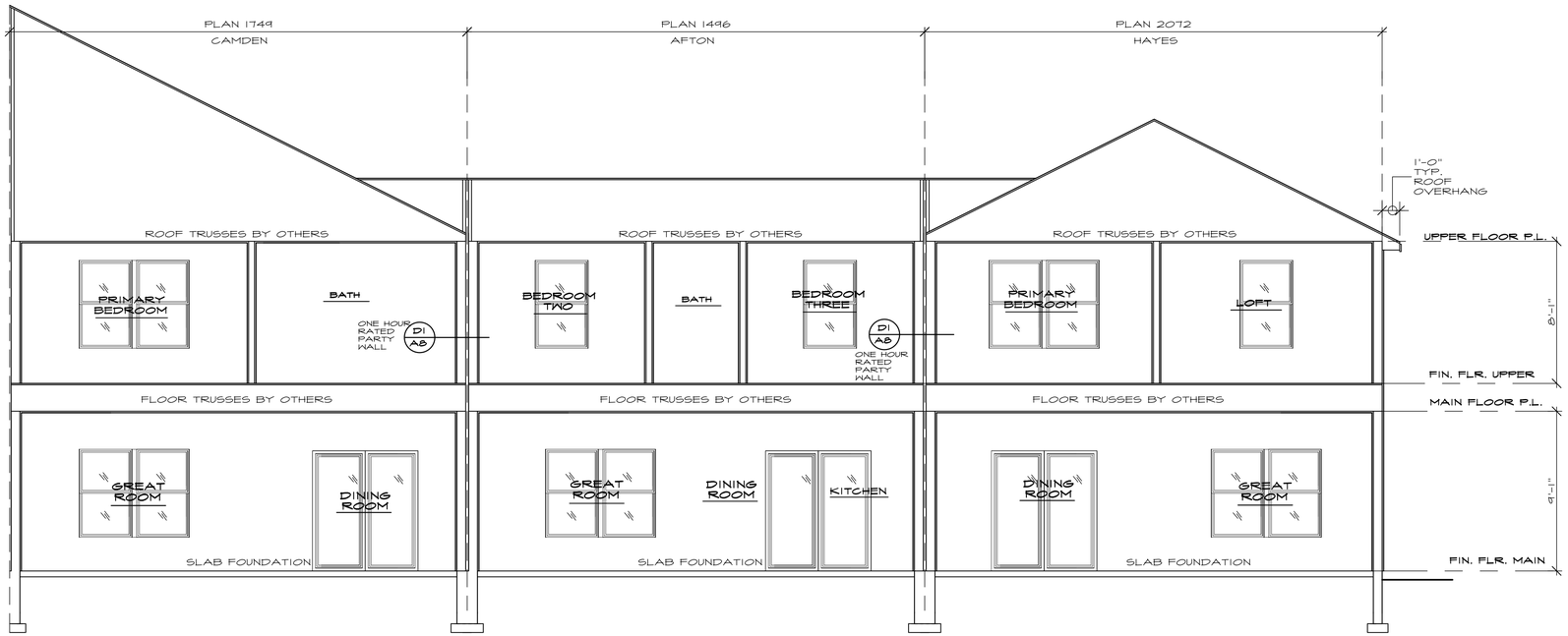
1. HOUSE WRAP
2. 2X6 STUDS @ 16" O.C. UNO
3. WINDOWS AS SPECIFIED
4. MIN R-15 FIBERGLASS BATT INSULATION
5. 4 MIL POLY VAPOR BARRIER
6. 1/2" GYPSUM WALL BOARD
7. HOLD SILL PLATE OF EXTERIOR WALLS IN, SO THAT THE FACE OF SHEATHING ALIGNS WITH FACE OF THE FOUNDATION WALLS

CEILING CONSTRUCTION:

1. R49 BLOWN IN INSULATION
2. 1/2" SAG-RESISTANT GYPSUM WALL BOARD WITH VAPOR BARRIER

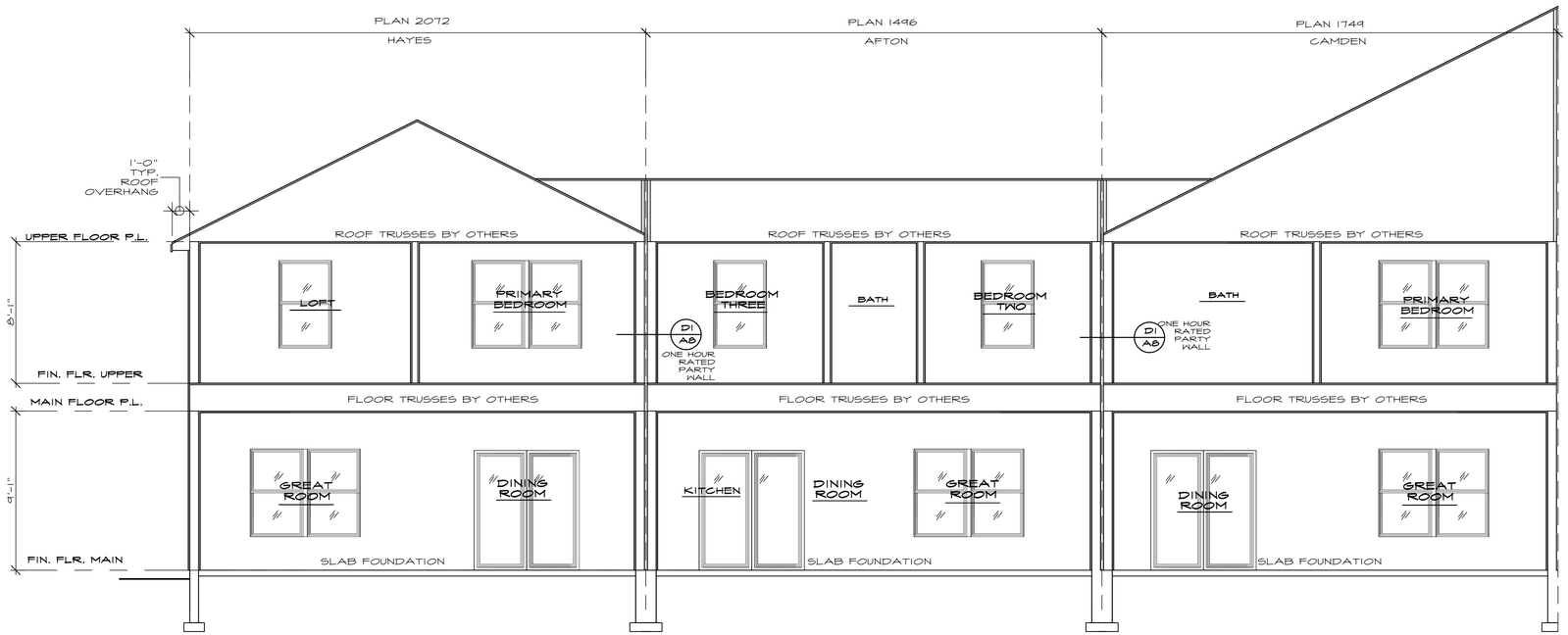
SILL CONSTRUCTION:

1. INSTALL SILL SEAL FLUSH @ ALL EXTERIOR WALLS
2. 2X TREATED SILL PLATE AND SEALER
3. 1/2" ANCHOR BOLTS @ 72" O.C.



SECTION A-A

SEE GENERAL NOTES SCALE: 1/4" = 1'-0"



SECTION A-A

SEE GENERAL NOTES SCALE: 1/4" = 1'-0"

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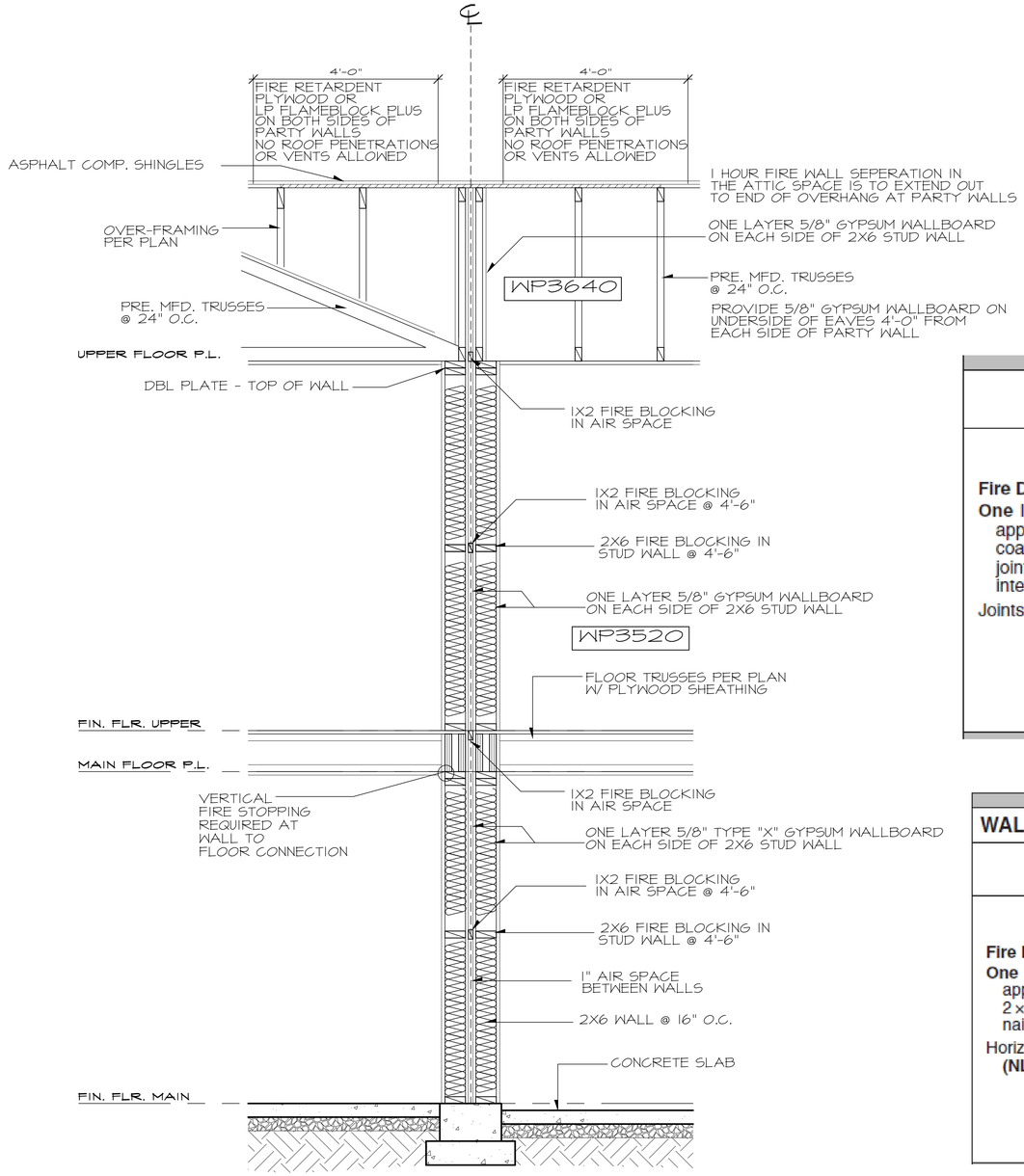
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6 UNIT BUILDING
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checked by:

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A7



D1 / A8 TYPICAL ONE HOUR PARTY WALLS/BUILDING SECTION

SEE GENERAL NOTES NO SCALE

GA FILE NO. WP 3520 & WP 3640 (ATTIC)

FIRE TEST: FM WP 90, 8-21-67

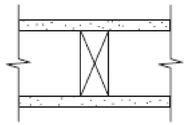
GA FILE NO. WP 3520	GENERIC	1 HOUR FIRE	

GYPSUM WALLBOARD, WOOD STUDS

Fire Design:

One layer 5/8″ type X plain or predecorated gypsum wallboard applied parallel to each side of 2 × 4 wood studs 24″ o.c. with 6d coated nails, 1-7/8″ long, 0.0915″ shank, 1/4″ heads, 7″ o.c. at joints and top and bottom plates and 3/8″ beads of adhesive at intermediate studs.

Joints staggered 24″ on opposite sides. **(LOAD-BEARING)**



Thickness: 4-7/8″ (Fire)

Approx. Weight: 7 psf (Fire)

Fire Test: FM WP 90, 08-21-67

WALLS AND INTERIOR PARTITIONS, WOOD FRAMED

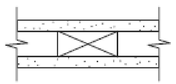
GA FILE NO. WP 3640	GENERIC	1 HOUR FIRE	

GYPSUM WALLBOARD, WOOD STUDS

Fire Design:

One layer 5/8″ type X gypsum wallboard or gypsum veneer base applied parallel or at right angles to each side of either 2 × 3 or 2 × 4 wood studs, turned flatwise, 24″ o.c. with 6d cement-coated nails, 1-7/8″ long, 0.0915″ shank, 1/4″ heads, 7″ o.c.

Horizontal joints staggered not less than 12″ on opposite sides. **(NLB)**



Thickness: 2-7/8″ (Fire)

Approx. Weight: 7 psf (Fire)

Fire Test: UL R1319, 09-12-96, UL Design U338

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RIVENWICK VILLAGE
6 UNIT BUILDING
RAMSEY, MINNESOTA

date: 01-04-24
permit:
revisions:

drawn by: MWJ
checked by:

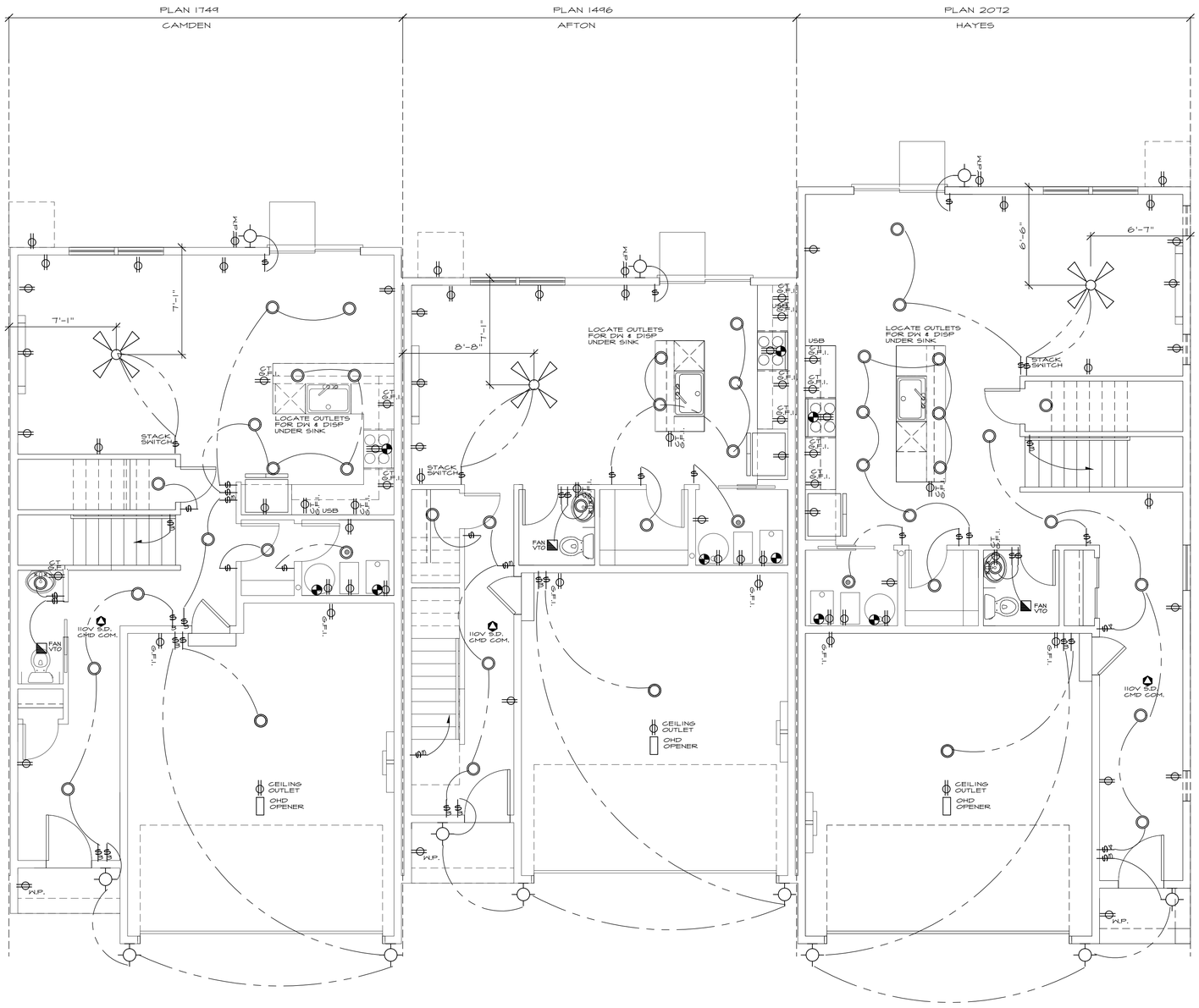
SHEET
A8

ELECTRICAL NOTES:

1. ALL DIMENSIONS FROM STUD FACE TO CENTER OF FIXTURE
2. CENTER OF ATTIC LIGHT SWITH TOBE 6'-6" A.F.F. UNO
3. EXTERIOR PLUGS TO BE 24" FROM BOTTOM OF SIDING
4. ALL CLOSET LIGHTS TO BE 30" FROM WALL WITH SHELF
5. CENTER ALL LIGHT STRIPS 92" A.F.F. UNO
6. CENTER ALL RECEPTACLES 14" A.F.F. UNO
7. CENTER ALL SWITCHES 54" A.F.F. UNO
8. MOUNT T-STAT @ 60" A.F.F.
9. ALL BATH VANITY OUTLETS TO BE 8" AND 10" FROM BACK WALL AND MATCHED
10. PROVIDE KEYLESS PULL CHAIN LIGHT IN ATTIC AND 110V OUTLET FOR FUTURE RADON MITIGATION SYSTEM
11. ALL SMOKE DETECTORS TO BE INSTALLED A MINIMUM OF 36" FROM ANY SUPPLY OR RETURN AIR GRILLE
12. BLOCK ALL SECONDARY BEDROOMS FOR CEILING FANS
13. PROVIDE AFCI PROTECTION ON ALL BRANCH CIRCUITS AS REQUIRED PER APPLICABLE CODES.
14. GFCI PROTECTION TO INCLUDE THE 240 VOLT RECEPTACLES FOR RANGES THAT ARE WITHIN 6' FROM THE EDGE OF SINKS AND FOR 240 VOLT RECEPTACLES LOCATED IN LAUNDRY ROOMS
15. GFCI PROTECTION FOR ALL INDOOR WET OR DAMP LOCATIONS. THE AHJ SHALL DETERMINE WHAT DAMP OR WET LOCATIONS ARE.
16. GFCI PROTECTION FOR ALL EXTERIOR RECEPTACLES FOR 125 VOLT THROUGH 250 VOLT INCLUDING HVAC EQUIPMENT WHEN HARD WIRED.
17. ALL NEW DWELLINGS WIL REQUIRE A SURGE PROTECTOR DEVICE
18. PROVIDE AN EMERGENCY DISCONNECT AT A READILY ACCESSIBLE OUTDOOR LOCATION FOR OUTDOOR UNITS.
19. PROVIDE TAMPER RESISTANT OUTLETS IN GARAGES

ELECTRICAL LEGEND:

- 110 VOLT WALL CONVENIENCE OUTLET
- G.F.I. — 110 VOLT WALL CONVEINIENCE OUTLET WITH GROUND FAULT INNTERUPTOR
- 220 VOLT WALL CONVENIENCE OUTLET
- W.P. — 110 VOLT WEATHERPROOF OUTLET WITH CAP
- 110 VOLT SPLIT WIRED CONVENIENCE OUTLET
- USB — 110 VOLT WALL CONVENIENCE OUTLET W/ USB PORTS
- 110 OR 220 VOLT SPECIAL PURPOSE OUTLET
- LED PUCK LIGHT
- PEND. — PENDANT LIGHT FIXTURE
- WALL MOUNTED LIGHT FIXTURE (OR SCONCE)
- CEILING FAN
- LIGHT BAR FIXTURE
- RECESSED LIGHT FIXTURE
- SURFACE MOUNTED STRIP FIXTURE
- SINGLE POLE SWITCH
- DIM. — SINGLE POLE SWITCH WITH DIMMER DEVICE
- 3 — THREE WAY SWITCH
- 4 — FOUR WAY SWITCH
- 110 VOLT SMOKE DETECTOR INTERCONNECTED
- CA — CABLE OUTLET
- COMPUTER CIRCUIT
- C — TELEPHONE, & T.V. CABLE
- TELEPHONE OUTLET
- FAN VTO — C.F.M. FAN (VENT TO OUTSIDE)
- CHIMES
- DOORBELL
- THERMOSTAT
- FLOOD LIGHT
- GAS OUTLET
- HEAT DETECTOR



ELECTRICAL MAIN FLOOR PLAN

SEE GENERAL NOTES — SCALE: 1/4" = 1'-0"

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permit:
revisions:

drawn by: MNJ
checked by:

SHEET
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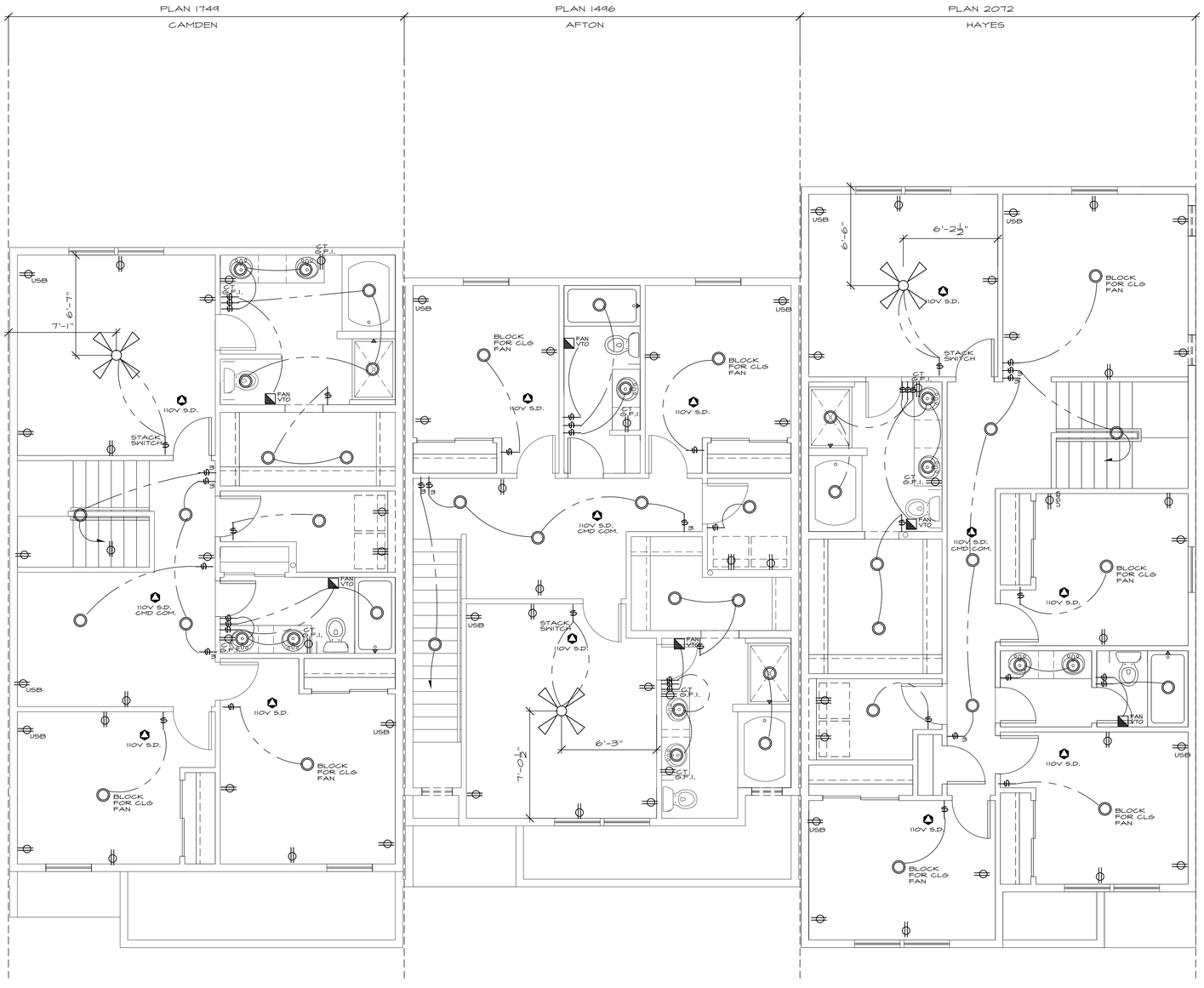
Written dimensions on this drawing shall have precedence over scaled dimensions. Contactor shall verify all dimensions, conditions, etc., pertaining to the work before proceeding. The Owner must be notified of any variations from the dimensions and/or conditions shown on these drawings. Any such variation shall be resolved by the Owner prior to proceeding with the work, or the Contractor shall accept full responsibility for the cost to rectify same.

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- T — THERMOSTAT
- FLOOD LIGHT
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ELECTRICAL UPPER FLOOR PLAN

SEE GENERAL NOTES — SCALE: 1/4" = 1'-0"

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Regular Planning Commission

Meeting Date: 10/29/2026

Primary Strategic Plan Initiative: Promote economic growth and development.

Information

Title:

2050 Comprehensive Plan Update - Land Use Chapter

Purpose/Background:

At the last meeting, staff presented an overview of Ramsey's System Statement, the document that identifies our share of the regional growth and the various systems that the Comprehensive Plan needs to contain. Many of the chapters in the Comprehensive Plan are derived from the Land Use section (transportation, waste water, etc.). The Land Use section identifies broad land use categories in both definition and location on a map along with any policies for development and growth. We will start by discussing the definitions. Eventually, the map will need to be created, and the resulting development potential must match the numbers identified in the System Statement.

The existing Land Use definitions can be found on pages 32-33 of the 2040 Comprehensive Plan.

Discussion Items:

Residential Density Averages — The way the potential number of units an acreage can yield is done with the *bottom* of the range defined for that density. For example, Low Density Residential (LDR, 2.25-4.00 units per acre) will be calculated at 2.25 u/ac. The current definitions include *averages* and *transitions* that are too difficult to calculate or even enforce. If one development constructs at the low end, does that *require* some other development to construct at the high end to offset it (or vice versa)? Eliminating the average and transition will make it easier and not place unnecessary burdens on other developers or property owners.

Residential Density Ranges — The breakpoint between Medium Density (MDR) and High Density Residential (HDR) is currently at 8.00 units per acre. As noted above, we have to calculate at the low end of the range. Additionally, we will not be able to get affordable housing credit for HDR until the low end is at least 12.00 u/ac.

Riverfront Low Density Residential — This would be a new residential category that acknowledges the slope and vegetation limitations and the open space goals when developing along the Mississippi and Rum Rivers with the MRCCA and Wild and Scenic Overlays. The density range will likely be 0.50-2.25 units per acre (based on historical development patterns), though this will need to be discussed further with the DNR to come up with a justified range. There are few properties along either river that have development potential beyond a simple lot split. All the existing developed land along the two rivers is for single-family residential uses.

Parks — This category includes City Parks, but also privately owned golf courses or preserved Homeowners Association open spaces. The name should be changed to "Parks and Open Space" so that these lands are not implied to be publicly-owned spaces.

Mixed Use — The current definitions have overlapping densities and they are not reflective of what is being developed, especially in the COR. These definitions will be revised to be more reflective of the type of development that has been happening and also likely to occur. When mapped, parcels will be labeled accordingly.

Mapping — When mapping the various land uses, some adjustments will be made to reflect what is actually on

the site. For example, there are several properties that are shown as developable, but in reality, they are not and should be identified as Parks (and Open Space) or Closed Landfill. As noted above, many Mixed Use properties are not actually a mix of business and residential uses, so those will be mapped as to what they are.

Map Changes — Staff have been meeting with some of the largest property owners in Ramsey and we will bring forward their requests for discussion. There are still some meetings to schedule. Some of the landowners have stated that they agreed with their current designations. Requests to date include:

- AMP EX LLC — This business entity owns a 3-acre piece of HDR adjacent to their Business Park (BP) properties at the northeast corner of Bunker Lake Boulevard and Puma Street. They have indicated that they would rather see this property BP to facilitate a manufacturing addition or for other associated manufacturing uses. This change should not affect the housing numbers as other HDR opportunities exist.
- Hunt Family — The family has indicated that they are interested in a mixed-use development on their 44-acre (combined) properties at 17455 and 17525 Nowthen Blvd. NW that offers a variety of housing choices and mixes in business uses to create a themed neighborhood.
- Anderson Property — There is a 7.57-acre undeveloped Commercial property northeast of the intersection of St. Francis Blvd. and 167th Avenue NW adjacent to the Rum River Hills Golf Course that the owner has indicated that this might be a better site for multi-family uses, once utilities are extended.

Notification:

None required at this time.

Recommendation:

Please provide any feedback. The goal is to have the Land Use definitions and map drafted by March 1, 2027, so that traffic and utilities modeling can begin.

Outcome/Action:

Please provide feedback.

Attachments

System Statement

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	10/21/2026 05:04 PM
Form Started By: Todd Larson		Started On: 10/12/2026 08:41 AM
Final Approval Date: 10/21/2026		

CITY OF
RAMSEY

2025 SYSTEM STATEMENT

IMAGINE 2050

METROPOLITAN COUNCIL

2025 SYSTEMS STATEMENT
CITY OF RAMSEY

Regional Development Plan Adoption

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

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

Systems Statements

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

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

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

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

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

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

- Regional parks and trails

Regional Development Guide

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

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

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

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

Dispute Process

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

Request for Hearing

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

Next Steps in the Regional Planning Cycle

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

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

Forecasts

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

Imagine Forecasts for the City of Ramsey

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

Housing Policy

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

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

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

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

Affordable Housing Need Allocation for the City of Ramsey

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

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

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

Climate Policy

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

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

Community Designation

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

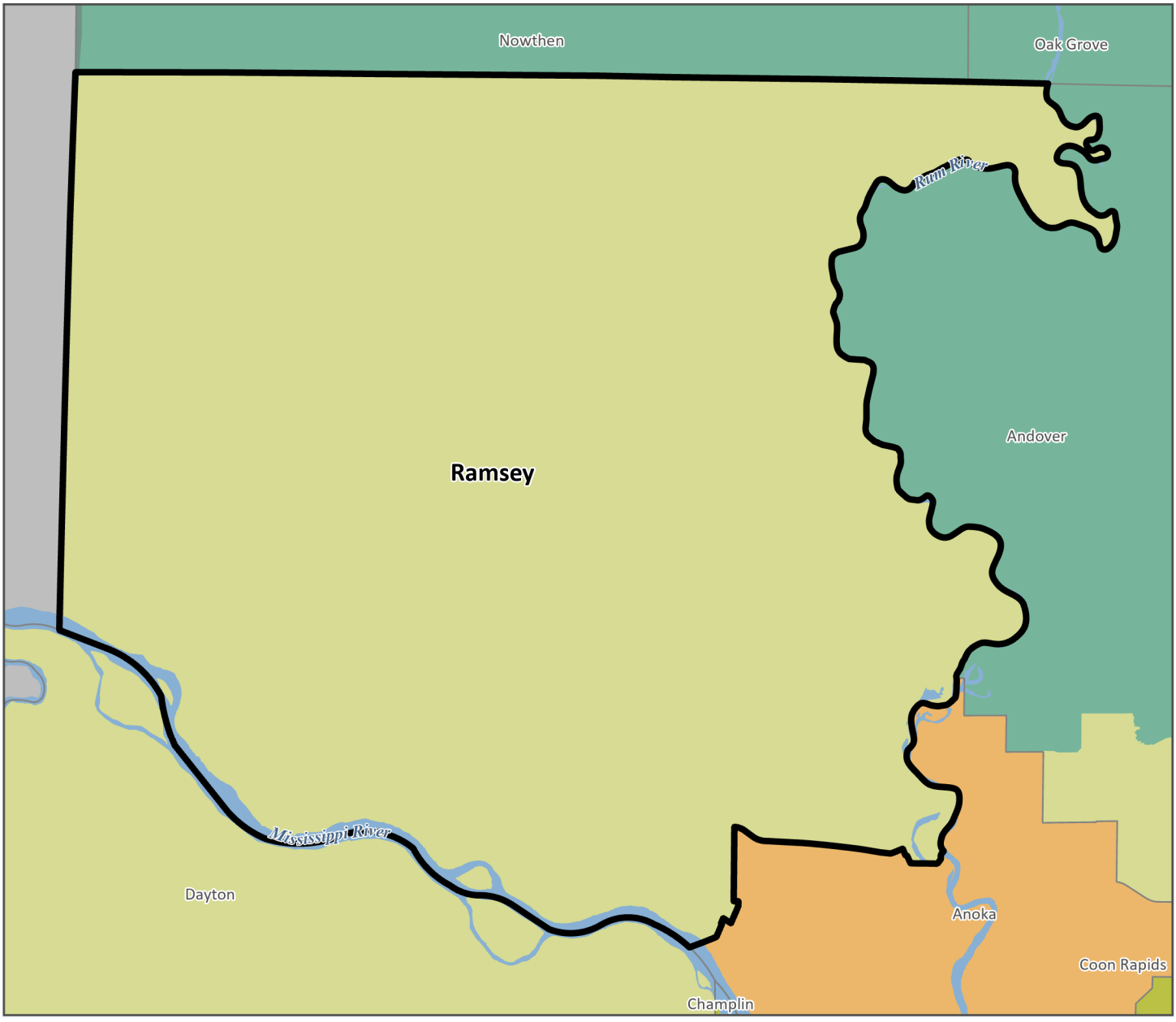
Suburban areas are primarily residential, featuring auto-oriented, medium-density housing developments. Many Suburban jurisdictions have a downtown or core area with a more urban development pattern, reflecting their initial phase of development; however, all of these municipalities experienced most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

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

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

City of Ramsey
Community Designations

Suburban Edge



Urban Service Areas

- Urban
- Urban Edge
- Suburban
- Suburban Edge

Rural Service Areas

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

2025 TRANSPORTATION SYSTEM STATEMENT
CITY OF RAMSEY

Transportation Policy Plan Overview

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

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

Federal and State Requirements

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

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

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

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

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

2050 Transportation Policy Plan Regional Systems

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

Regional Transportation Policies and Actions

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

Regional Highway System

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

Key Changes from the 2040 TPP

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

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

Regional Transit System

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

Key Changes from the 2040 TPP

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

Regional Aviation System

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

Key Changes from the 2040 TPP

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

Regional Bicycle System

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

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

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

Key Changes from 2040 TPP

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

Regional Freight System

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

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

Key Changes from 2040 TPP

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

Pedestrian System

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

Key Changes from 2040 TPP

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

Travel Demand Management

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

Key Changes from 2040 TPP

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

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

System Plan Considerations Affecting Your Community

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

Regional Highway System

There is a principal arterial located within your community:

- US Highway 10

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

Regional Transit System

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

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

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

Regional Aviation System

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

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

Regional Bicycle Planning

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

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

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

Regional Freight Planning

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

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

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

Other Transportation Policy Plan Considerations

Pedestrian Planning

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

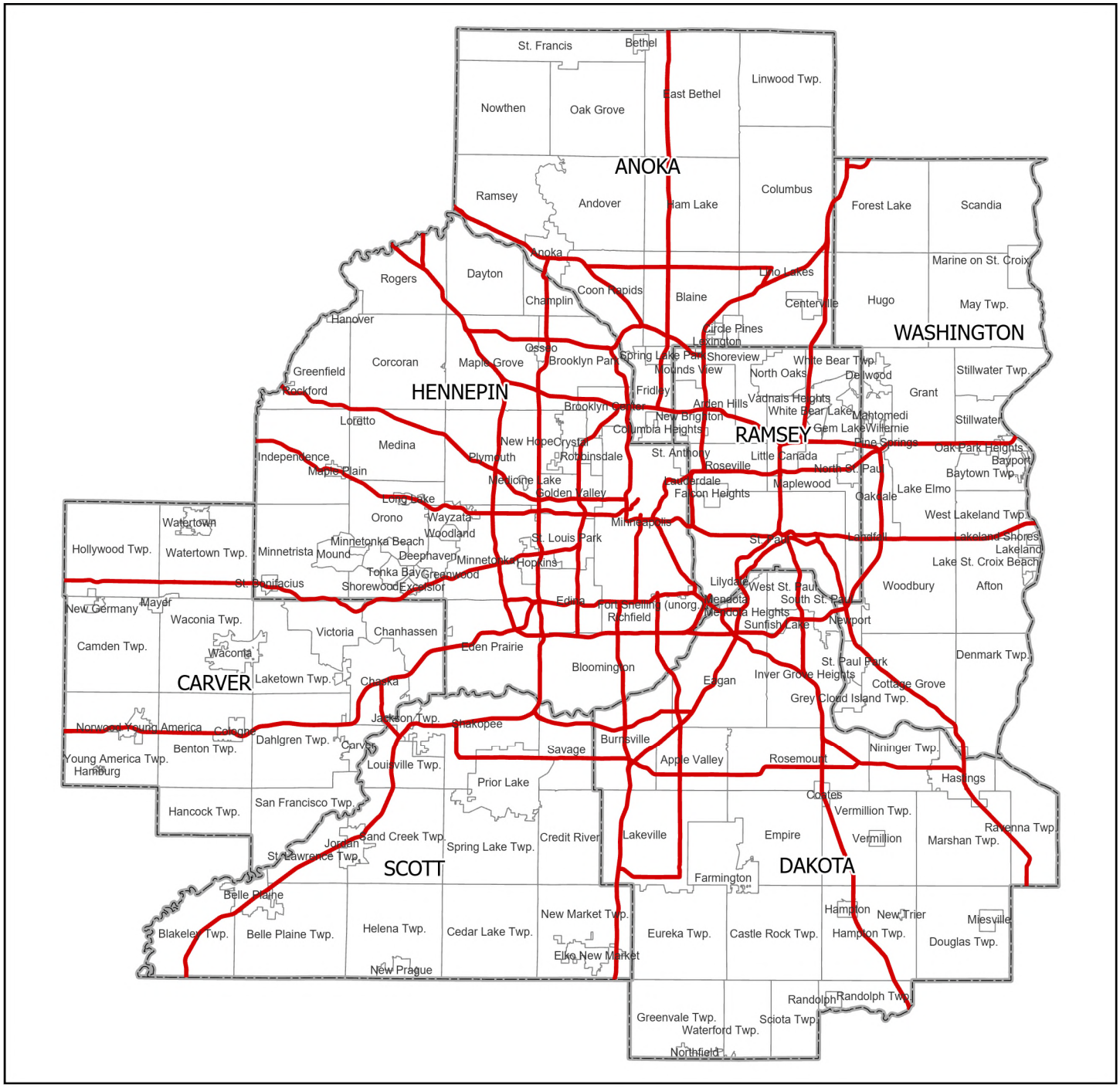
Travel Demand Management

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

Greenhouse Gas Emissions

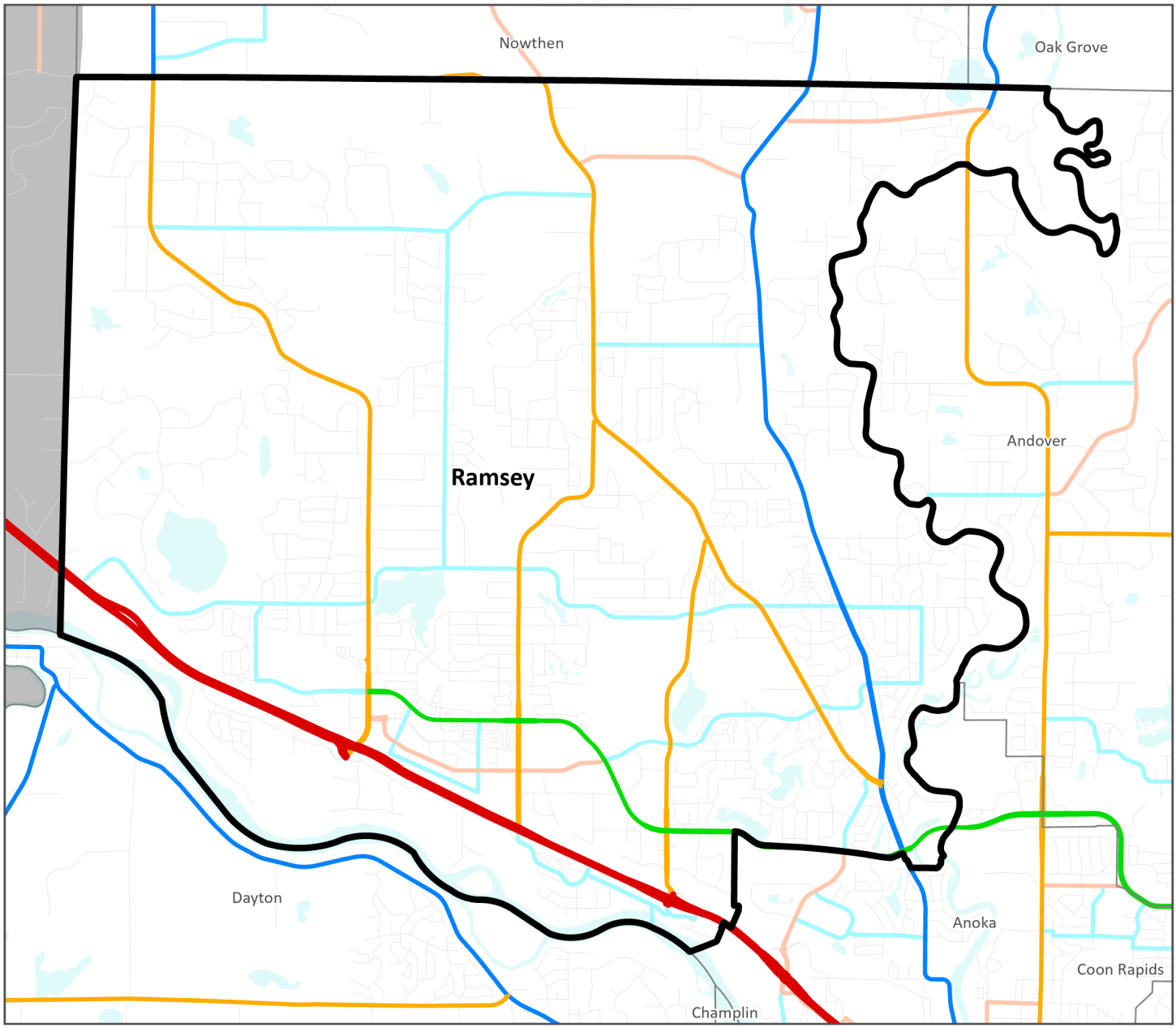
State law directs the Minnesota Department of Transportation to establish targets to meet greenhouse gas (GHG) emissions reduction for the seven-county metro to reach net-zero emissions in the transportation sector by 2050. Your community must include plans or strategies to limit GHG emissions on the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

Principal Arterial Highways



Principal Arterial Roads

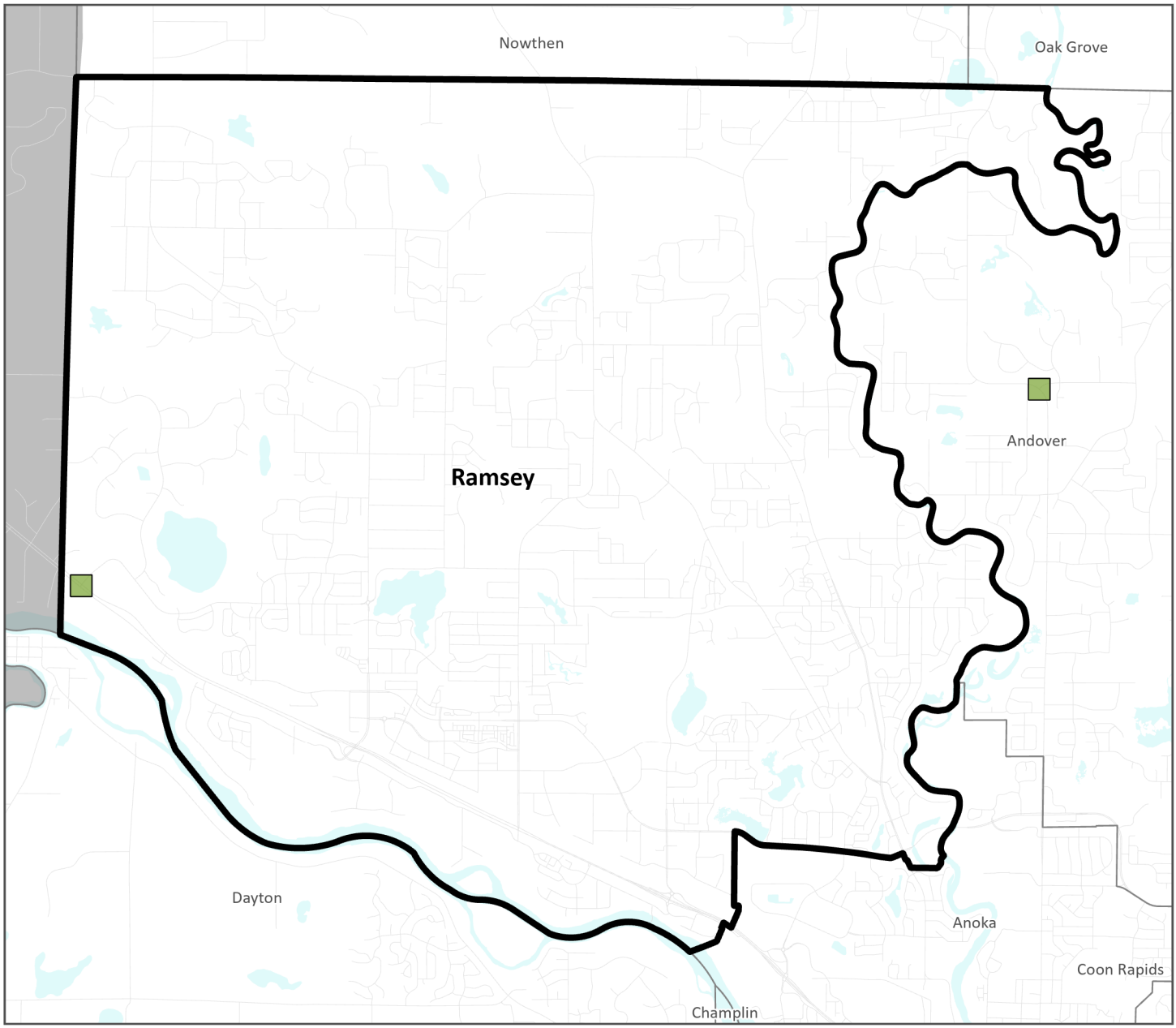
City of Ramsey
Functional Class - All Roads



Functional Class

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

City of Ramsey
Long Range Highway Projects

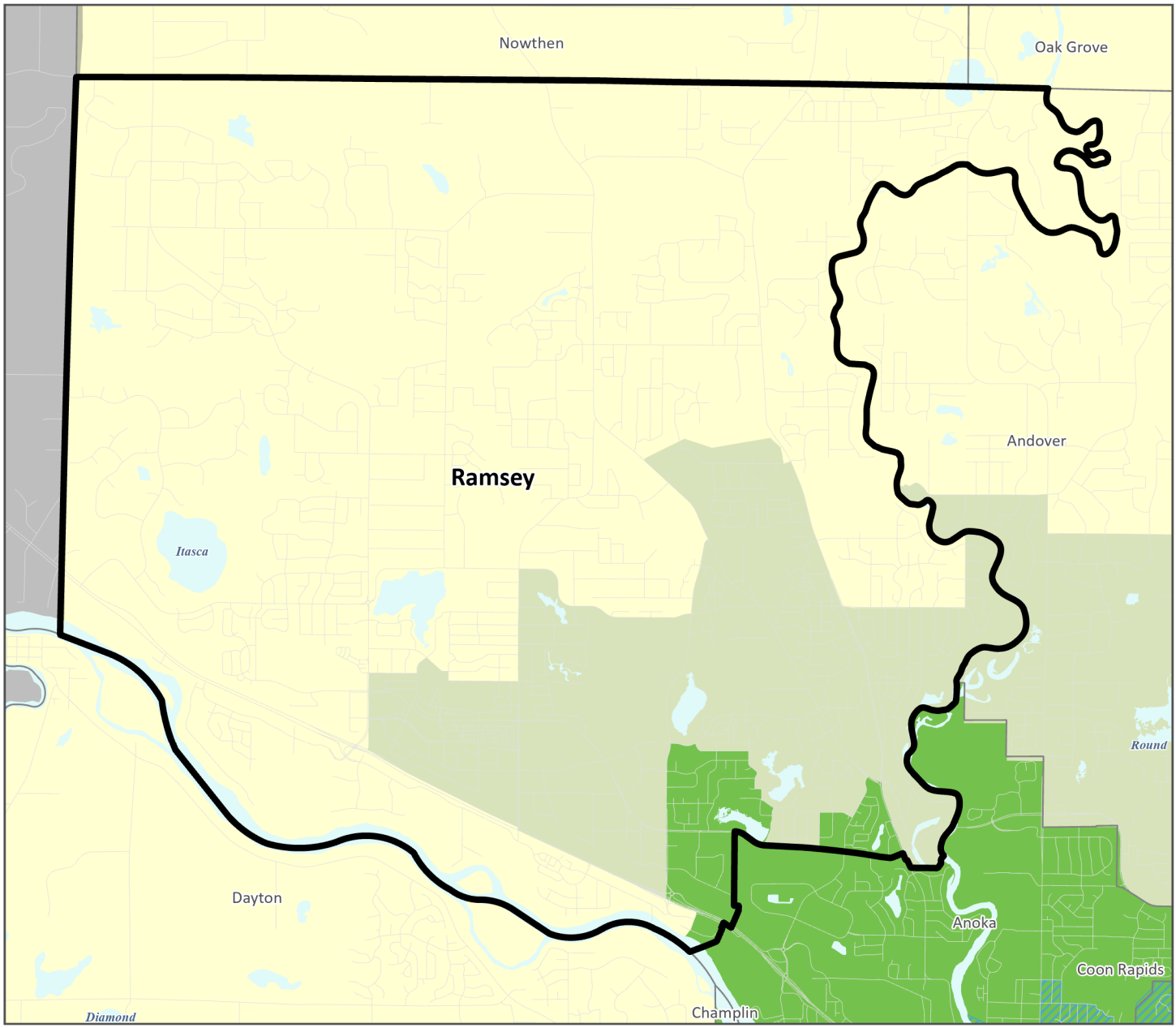


- Interchanges
- Targeted Regional Capacity
- Safety
- Spot Mobility

E-ZPass System

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

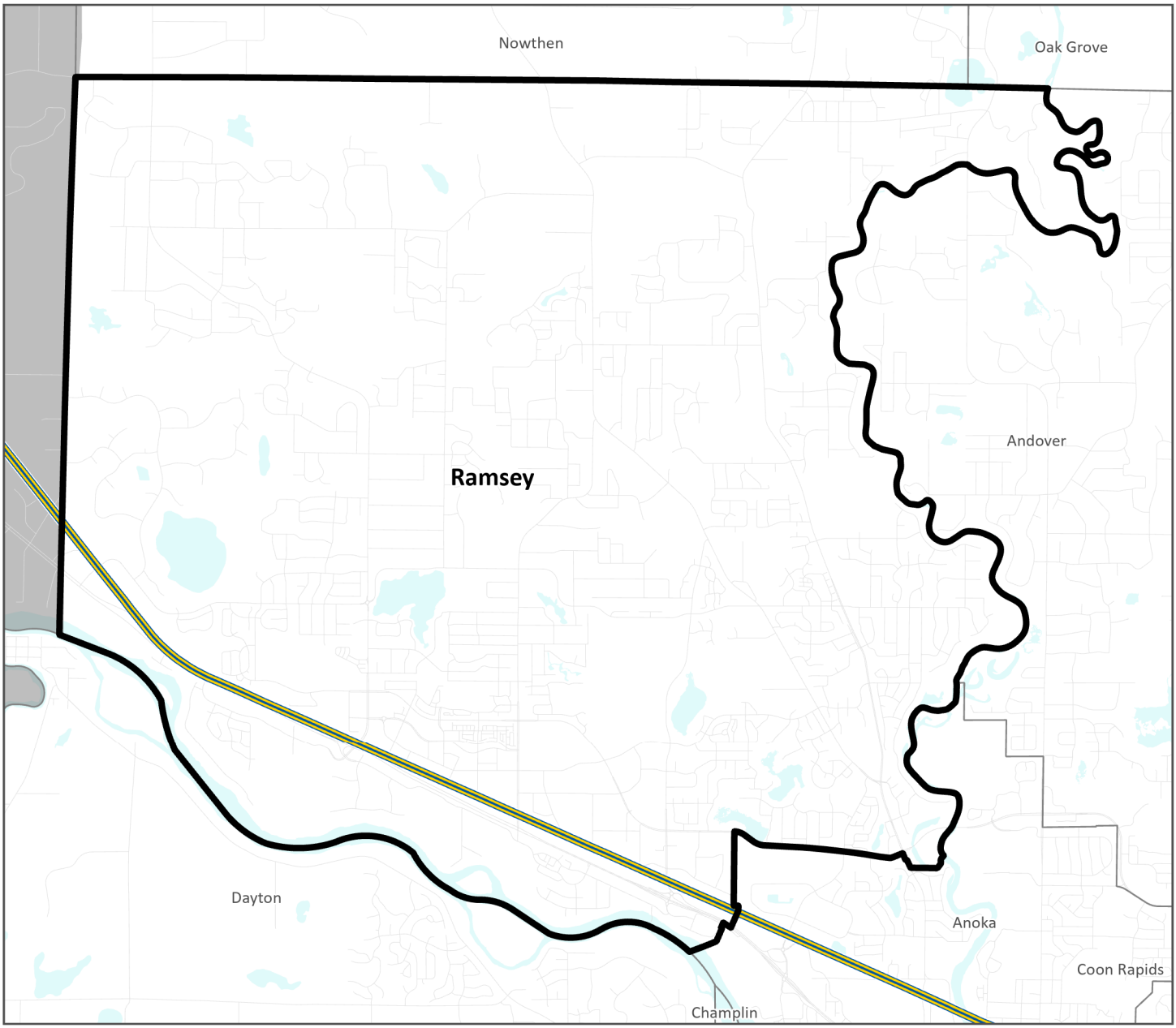
City of Ramsey
Transit Market Areas



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

Freestanding Town Center

City of Ramsey
Current Transitways and High Frequency Bus Network

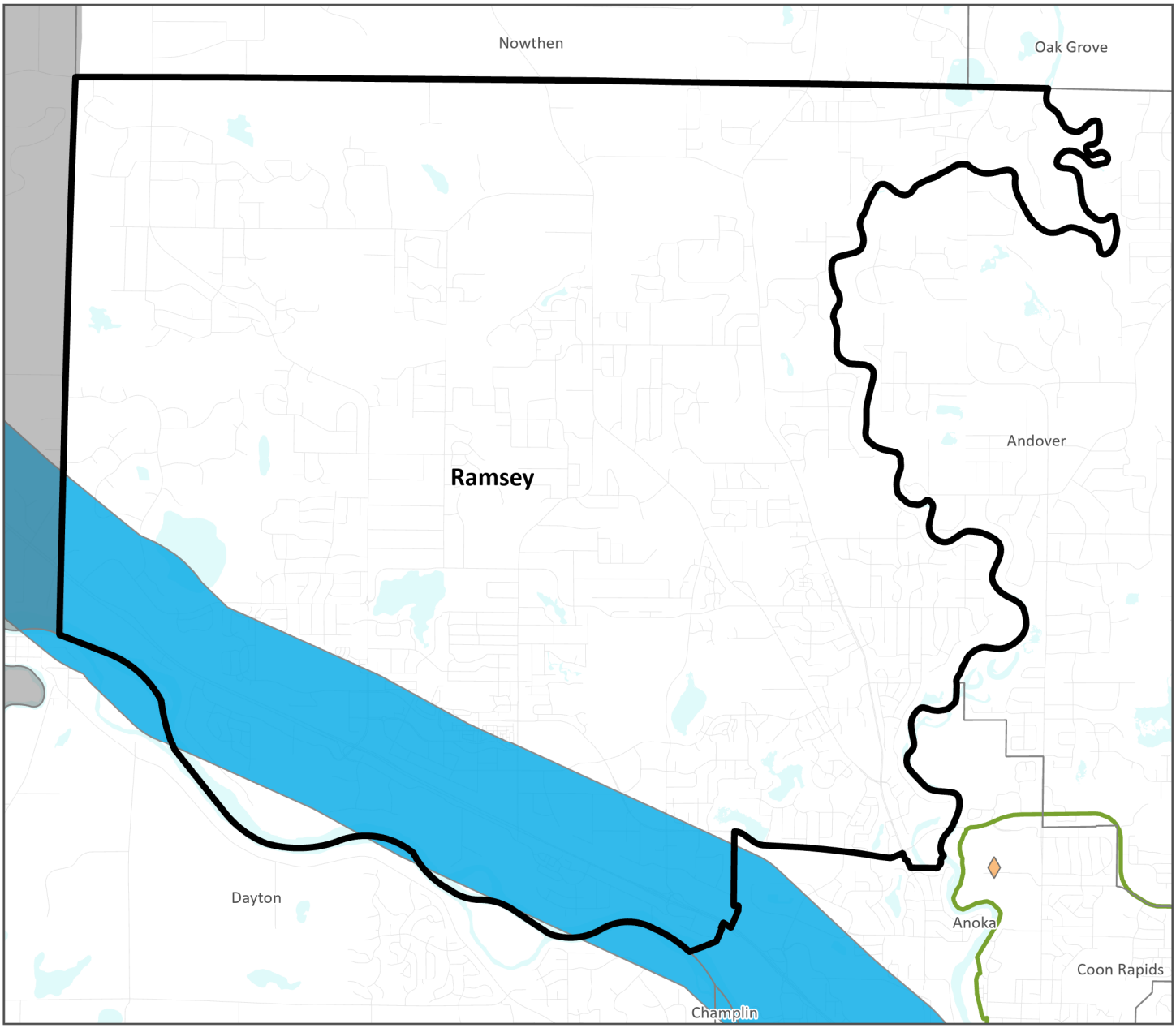


Existing Transitways

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

High Frequency Network

City of Ramsey
Regional Bicycle Transportation Network

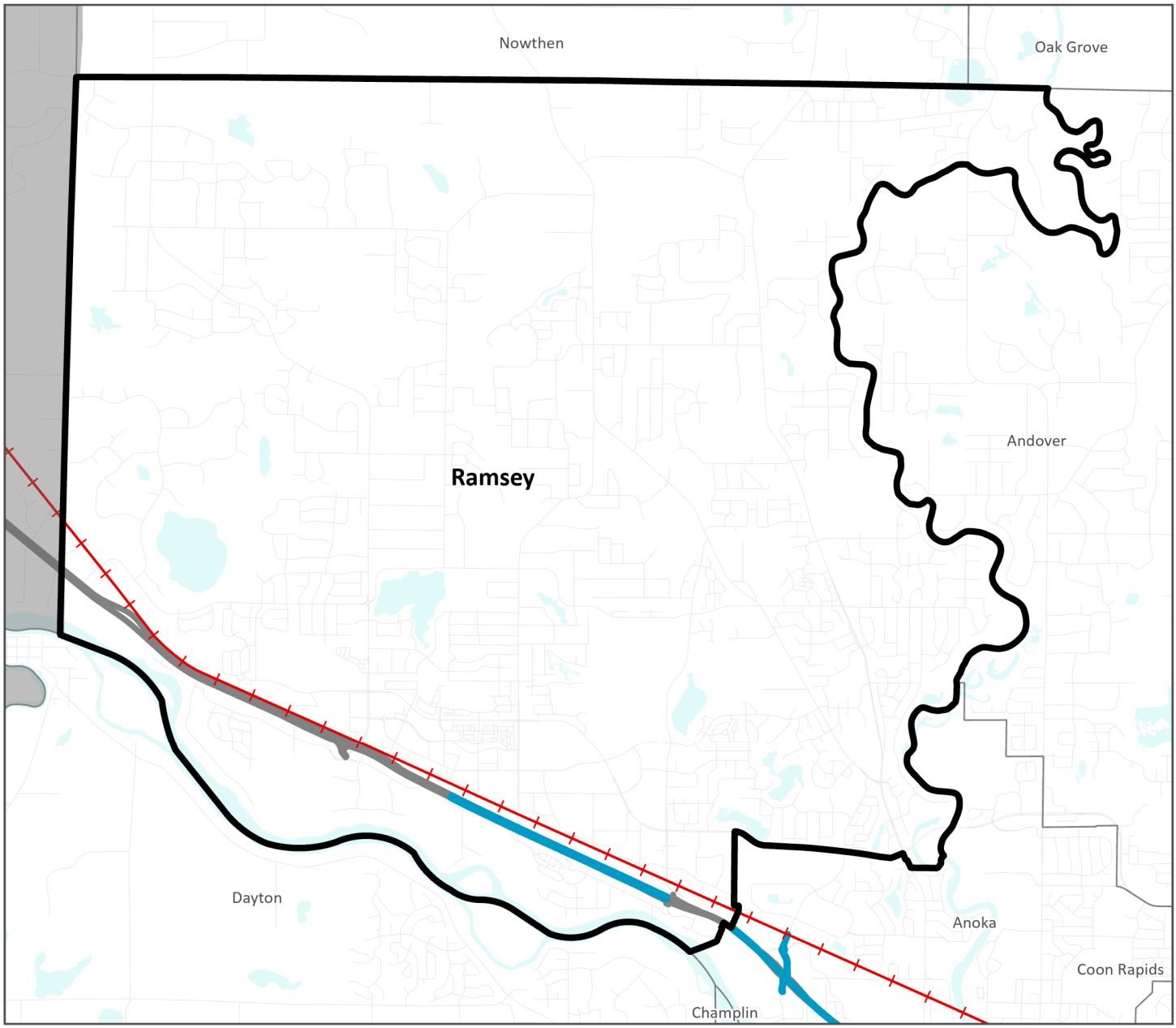


Alignments
- Tier 1
- Tier 2

Corridors
- Tier 1
- Tier 2

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

City of Ramsey
Metropolitan Freight System



Terminal Type

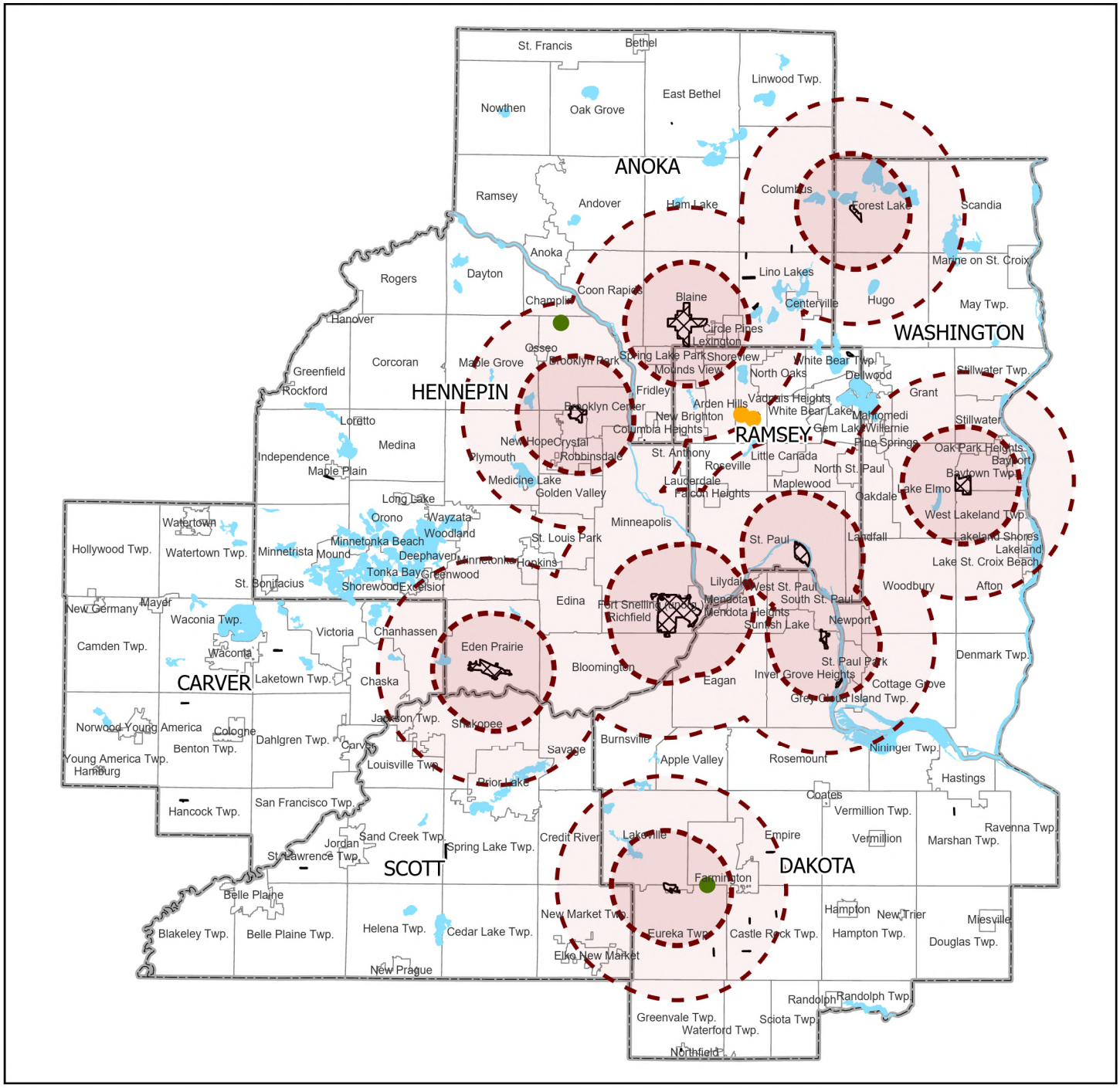
- Airport Terminal
- Pipeline
- Rail Terminal - Container
- Rail Terminal - Non Container
- River Terminal
- Trucking Terminal / Warehouse

Railroad Class

- Class I Railroads
- Class III Railroads

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

Regional Aviation System and Airport Influence Areas



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

2025 WATER RESOURCES SYSTEM STATEMENT
CITY OF RAMSEY

Water Policy Plan Overview

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

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

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

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

Key Concepts

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

Integrated Planning (next steps)

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

Subregional Approach to Planning

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

Water Equity

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

Climate and Natural Systems

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

Considerations Affecting Your Community

Regional Sewer Service

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

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

Forecasts

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

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

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

Wastewater Service

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

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

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

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

Areas Served by the Regional System

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

Regional Inflow and Infiltration Program

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

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

Areas Served by Local Wastewater Treatment System

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

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

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

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

Surface Water Management

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

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

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

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

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

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

Priority Waters List

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

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

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

Table of Priority Waters for the City of Ramsey

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

Water Supply

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

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

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

Water supply plan-related requirements generally include:

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

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

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

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

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

Source Water Protection

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

Privately-Owned Wells and Nonmunicipal Public Water Supply Systems

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

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

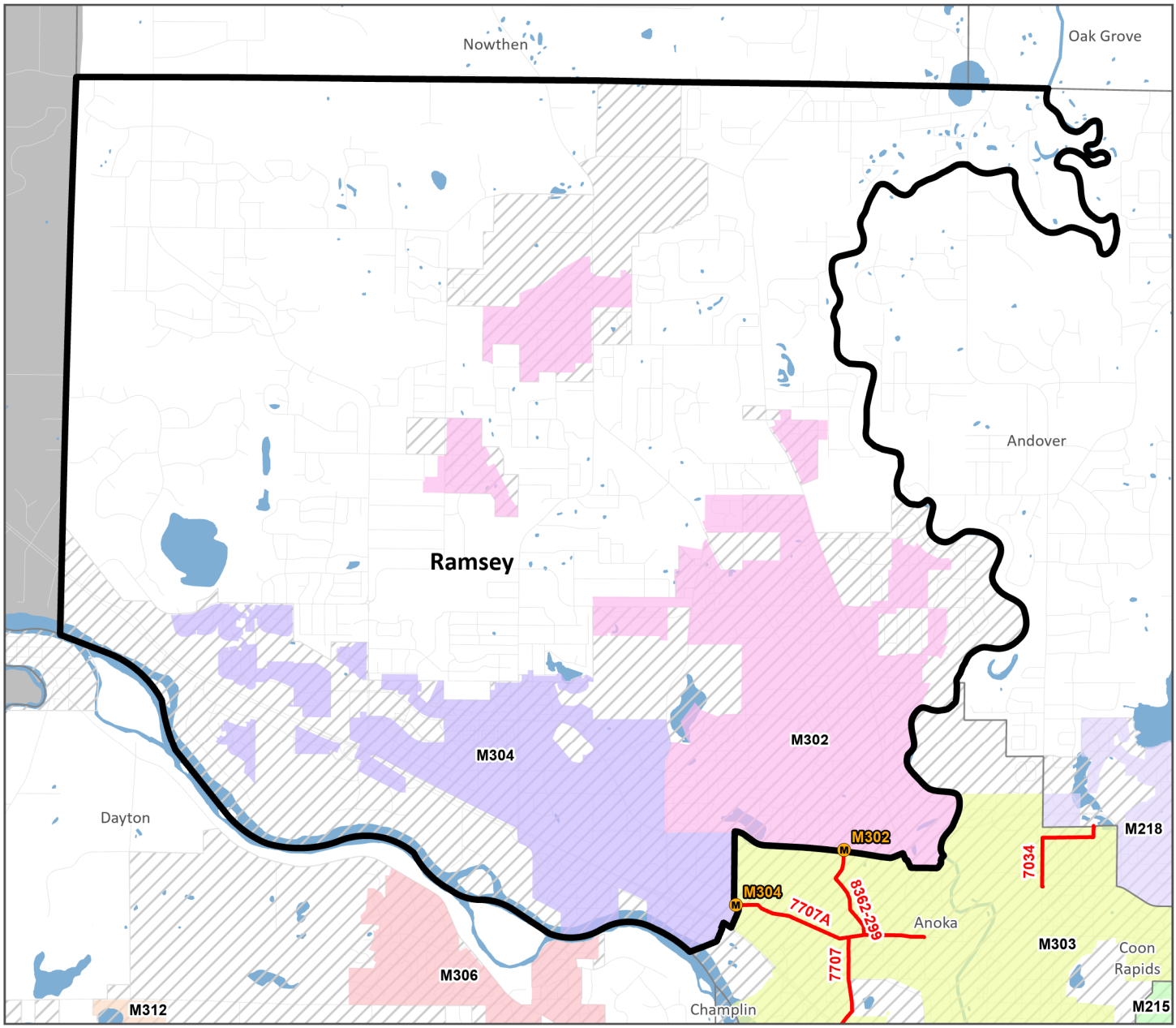
Municipal Community Public Water Supply Systems

Water Supply System Information

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

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

City of Ramsey
Regional Sanitary Sewer System



Meters

Regional Sewer

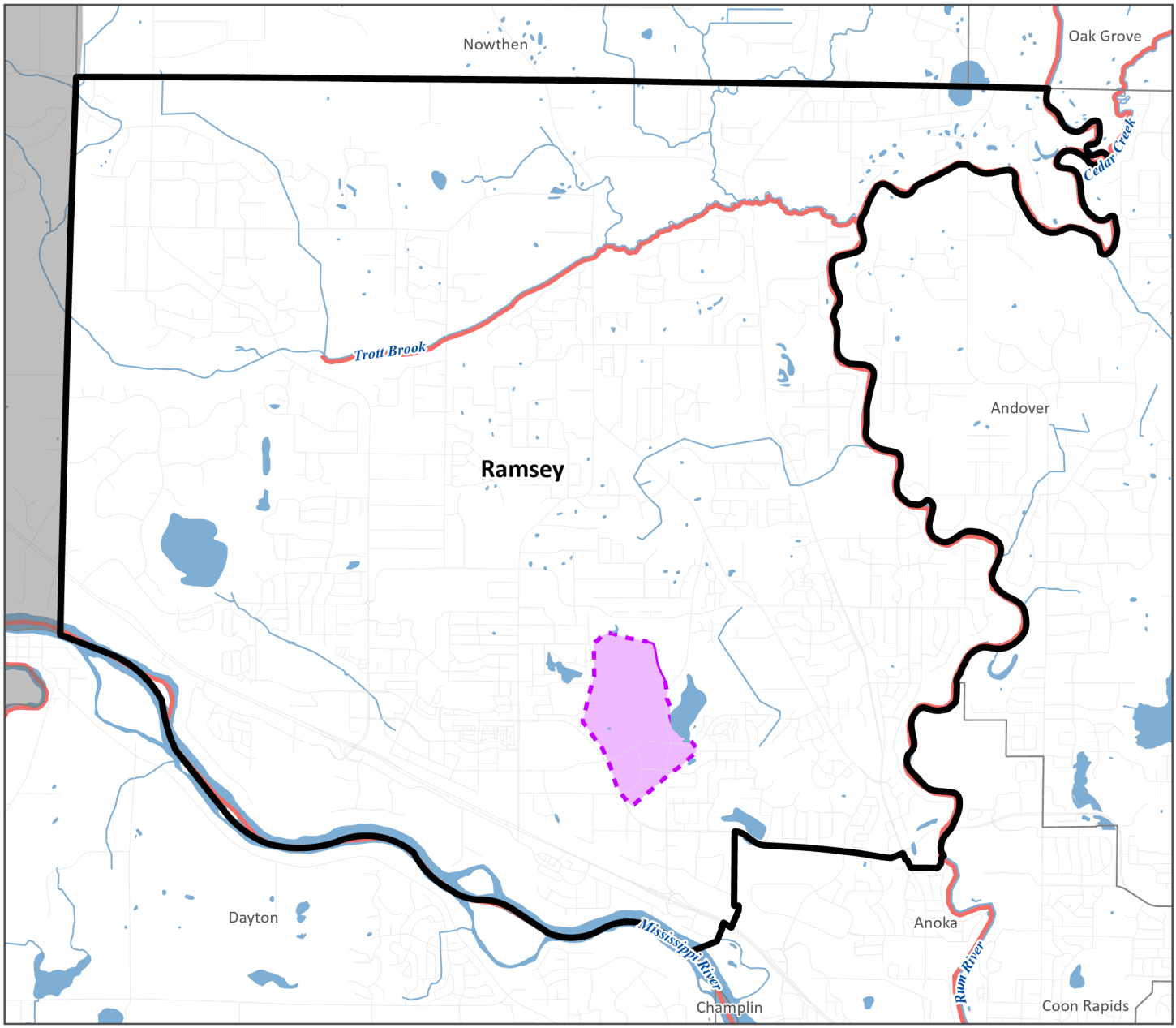
Gravity

2050 MUSA

Sewer Service Areas

To Meter M###	*Not Served*

City of Ramsey
Water Contamination and Impaired Waters



Minnesota Groundwater Contamination Atlas

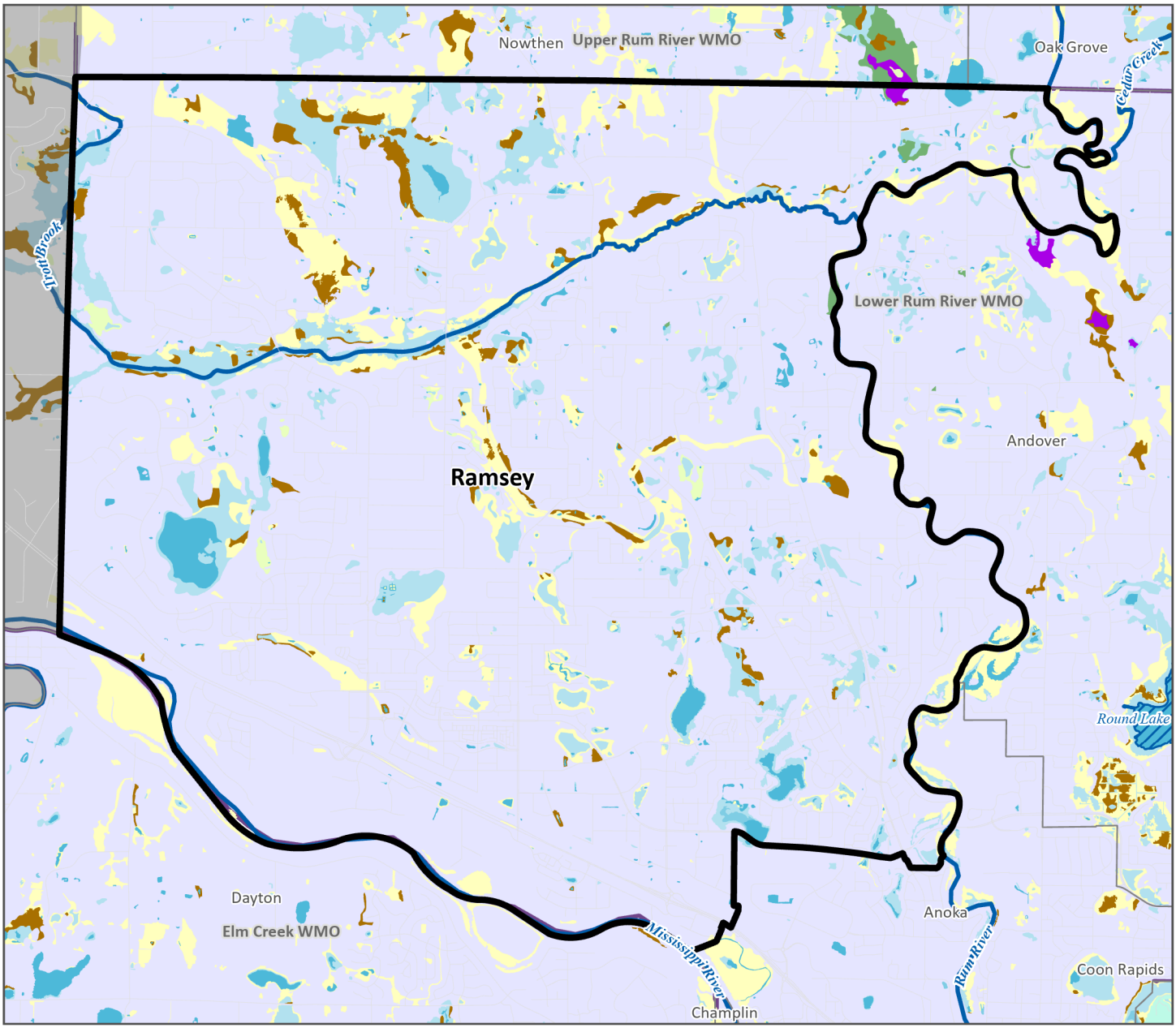
- High Confidence Boundary
- Low Confidence Boundary
- Groundwater area of concern *

Minnesota's 2024 Impaired Waters List

- Impaired Rivers or Streams
- Impaired Lake

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

City of Ramsey
Surface Water Features



Watershed Management Type

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

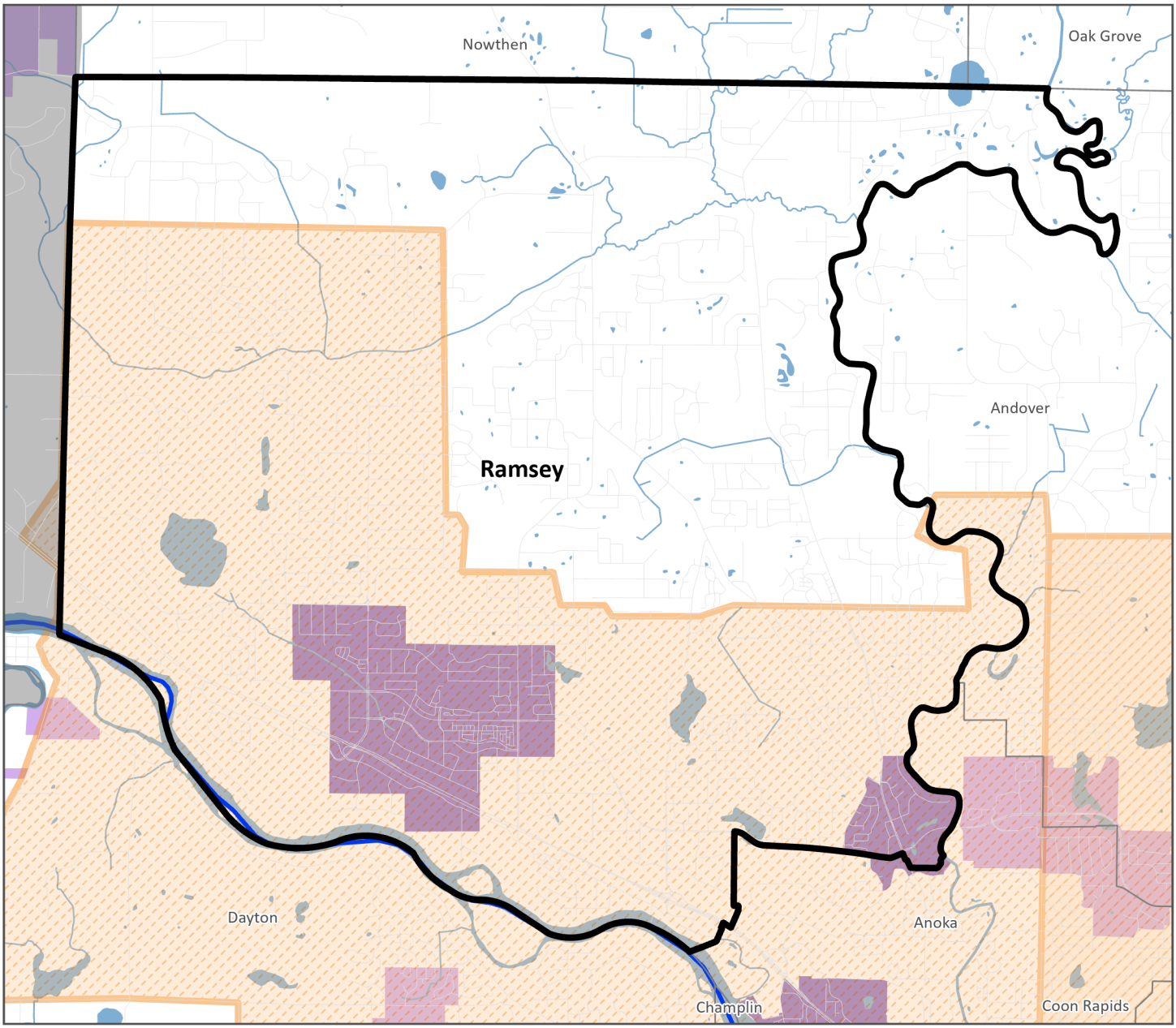
Wetland Type

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

Priority Water

- Priority River or Stream
- Priority Lake

City of Ramsey
Water Supply Considerations



Drinking Water Supply Management Areas for Groundwater (DWSMA)

- High Vulnerability
- Moderate Vulnerability
- Low Vulnerability

Drinking Water Supply Management Areas for Surface Water (DWSMA)

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

REGIONAL PARKS AND TRAILS SYSTEM STATEMENT
CITY OF RAMSEY

Overview of the Regional Parks and Trails System

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

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

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

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

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

Key Concepts in the 2050 Regional Parks and Trails Policy Plan

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

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

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

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

Key Changes in the 2050 Regional Parks and Trails Policy Plan

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

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

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

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

2050 Regional Parks and Trails System Units

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

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

2050 Regional Parks and Trails System Components

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

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

System Plan Considerations Affecting Your Community

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

Regional Parks, Park Reserves, and Special Features

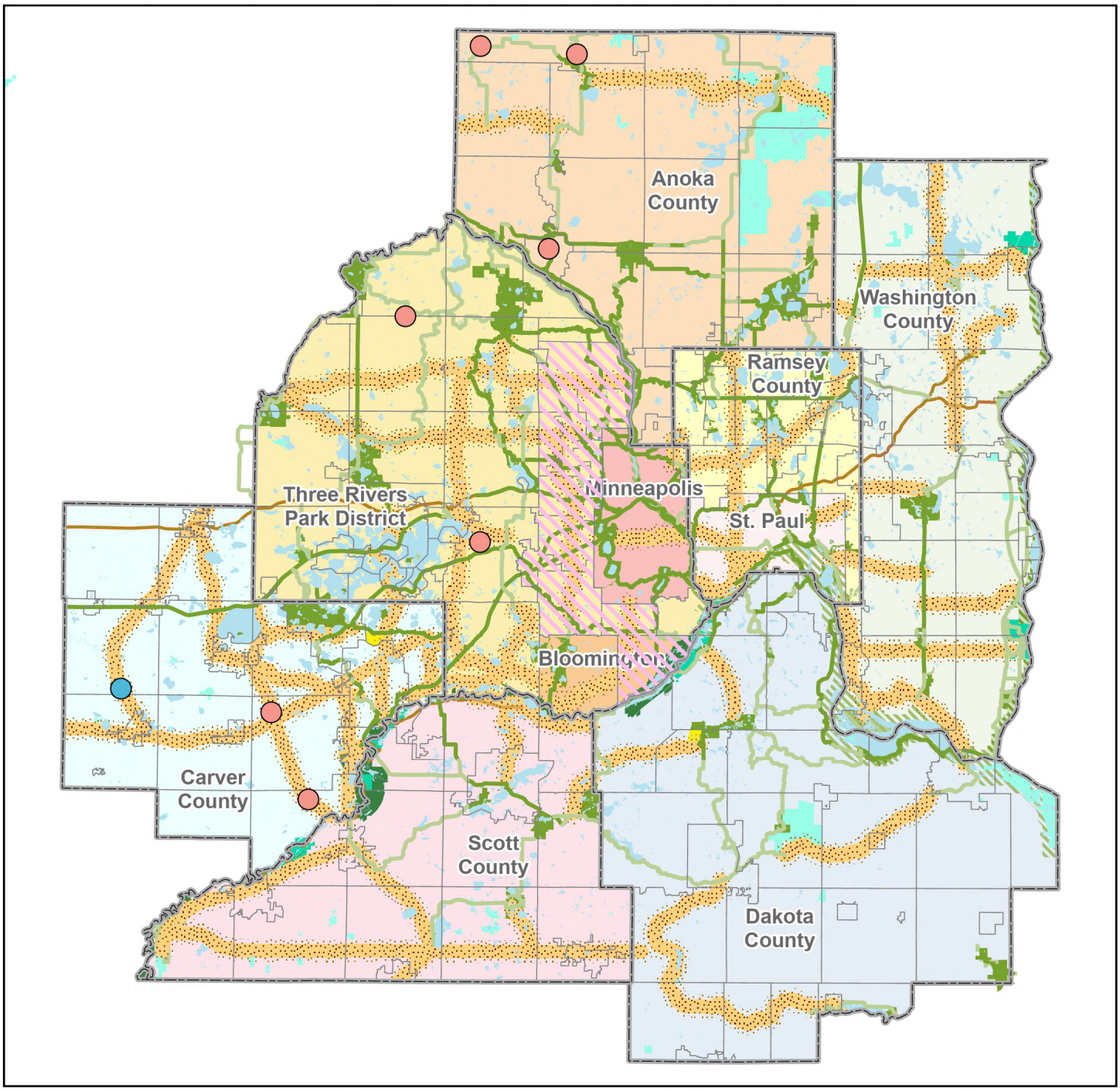
- **Mississippi West Regional Park:** This is an existing regional park with an established boundary. Mississippi West Regional Park, at nearly 280 acres, offers a variety of recreation amenities including a boat launch, canoe-in campsites, shore fishing, and trails. The park connects to the Mississippi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

Regional Trails

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

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

Regional Parks and Trails System

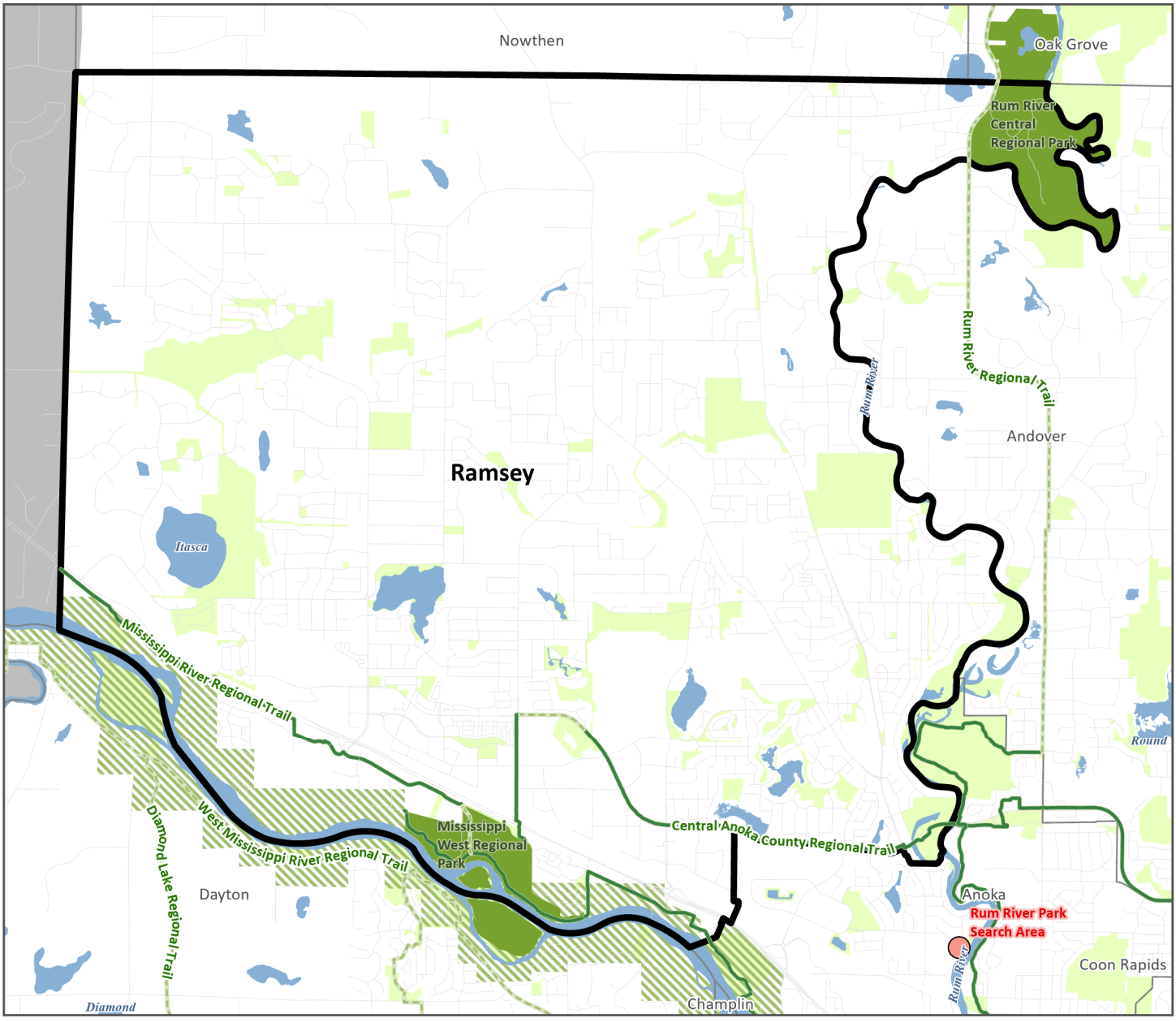


Long-Range Plan Boundary Adjustments and Search Areas

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

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

City of Ramsey
Regional Parks and Trails System



Regional Parks and Trails Systems

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

Other State and National Features

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