



ADVISORY INFORMATION

Subject: City of Ramsey, Comprehensive Plan Amendment: The COR Development Plan, Review File No. 20652-6

Proposed Action:

That the Metropolitan Council:

1. Adopt the attached review record and allow the City of Ramsey to put "The COR" Development Plan Comprehensive Plan Amendment (CPA) into effect.
2. Find that the CPA does not change the City's official forecasts.

Summary of Committee Discussion / Questions:

Senior Planner Patrick Boylan presented the Agenda item. There was no discussion.

A motion was made and seconded. The Committee unanimously adopted the proposed actions.

Meeting Date: December 3, 2012

For the Council Meeting of December 12, 2012

ADVISORY INFORMATION

Subject:	City of Ramsey, Comprehensive Plan Amendment The COR Development Plan, Review File No. 20652-6
District(s), Member(s):	District 9, Council Member Edward Reynoso
Policy/Legal Reference:	Minnesota Statutes Section 473.175
Staff	Patrick Boylan, AICP, Principal Reviewer (651-602-1438)
Prepared/Presented:	LisaBeth Barajas, Manager, Local Planning Assistance (651-602-1895)
Division/Department:	Community Development / Regional Planning

Proposed Action

That the Metropolitan Council:

1. Adopt the attached review record and allow the City of Ramsey to put "The COR" Development Plan Comprehensive Plan Amendment (CPA) into effect.
2. Find that the CPA does not change the City's official forecasts.

Background

The Metropolitan Council reviewed the City's 2030 Comprehensive Plan Update (Update), Review File No. 20652-1 on January 27, 2010. This CPA requests a change of the original "Ramsey Town Master Plan" to "The COR Development Plan."

The City originally submitted a CPA application March 2012 which the Council found incomplete for land use, forecasts, and transportation. At the time, it was unclear if the new master plan reduced the amount of housing near the commuter rail line station area; the City subsequently withdrew the original CPA application in May 2012. The Council held up final approval and distribution of two LCA-TOD grants pending successful resolution of the CPA application.

City Staff worked throughout the summer and resubmitted a CPA application that clarifies the land uses and the residential layout adjacent to the Northstar rail station.

The COR Master Plan reconfigures institutional, office, retail, and residential land uses and adopts design standards to guide future development in and around the commuter rail station in the City of Ramsey. The entire site is guided "Mixed Use," which allows all of the above uses. No land guiding changes are proposed.

Rationale

The proposed CPA conforms to regional system plans, is consistent with Council policies, and is compatible with the plans of other local communities and school districts.

Funding

None.

Known Support / Opposition

There is no known opposition.

REVIEW RECORD

City of Ramsey "The COR" Master Plan Comprehensive Plan Amendment Review File No. 20652-6, Council Business Item No. 2012-366

BACKGROUND

The City of Ramsey (City) is located in Anoka County to the north of Dayton and Anoka and to the west of Andover and south of Nowthen (Figure 1).

The 2030 Regional Development Framework (RDF), as adopted by the Metropolitan Council identified Ramsey as being a "Developing" community. The Metropolitan Council (Council) forecasts that the City will grow between 2010 and 2030 from 28,100 to 43,500 people, from 9,800 to 16,300 households, and that employment will grow from 6,700 to 11,900 jobs. The Council reviewed the City's 2030 Comprehensive Plan Update (Update) on January 27, 2010.

The City submitted "The COR" Comprehensive Plan Amendment (CPA) on March 26, 2012 and the Council found it incomplete for review on April 16, 2012. The City withdrew their CPA and then resubmitted a new CPA application on October 16, 2012. The Council found the application complete on November 7, 2012.

REQUEST SUMMARY

The CPA requests a change of the original "Ramsey Town Master Plan" to "The COR" development plan.

"Ramsey Town Center Master Plan" was originally a concept plan developed in the late 1990s and adopted as part of the City's 2030 Update. This is the area generally located along US Highway 10, north of the Northstar Commuter rail line, south of Bunker Lake Blvd. and between Armstrong Blvd. to the west and Ramsey Blvd. to the east (Figure 2).

In 2003, groundbreaking occurred under the original Master Plan. In 2011, the City adopted "The COR" development plan to replace the earlier concept plan. This new master plan included a design framework and specific design elements and site plan information.

To be consistent with the Update, the City submitted a CPA application March 2012 which the Council found incomplete for land use, forecasts, and transportation. At the time, it was unclear if the new master plan reduced the amount of housing near the commuter rail line station area; the City subsequently withdrew the original CPA application in May 2012. The Council approved but held up distribution of two LCA-TOD grants pending successful resolution of the CPA application.

City Staff worked throughout the summer and resubmitted a CPA application that clarifies the land uses and the residential layout adjacent to the Northstar rail station.

"The COR" Master Plan reconfigures institutional, office, retail, and residential land uses and adopts design standards to guide future development in and around the commuter rail station in the City of Ramsey. The entire site is guided "Mixed Use," which allows all of the above uses. No land guiding changes are proposed.

OVERVIEW

Conformance with Regional Systems	The CPA conforms to the Metropolitan System Plans for Parks, Transportation (including Aviation), and Wastewater, with no substantial impact on, or departure from, these plans.
Consistency with Council Policies	The CPA is consistent with the Council's <i>2030 RDF</i> , with water resources management, and is consistent with Council forecasts.
Compatibility with Plans of Adjacent Jurisdictions	The CPA will not have an impact on the planning of adjacent communities, school districts, or watershed districts.

PREVIOUS COUNCIL ACTIONS

The Council acted on the City's 2030 Update on January 27, 2010 (File No. 20652-1). The Council acted on the following Comp Plan Amendments (CPAs):

- On April 19, 2011, the Council acted on the Legacy Christian CPA – 95.3 acres residential land re-guided from “Low-, Medium-, and High-Density Residential,” “Office,” and “Commercial” to “Public” (File No. 20652-2)
- On September 1, 2011, an administrative review letter was sent regarding the Stoney River CPA – 6.5 acres “Public” to “High Density Residential” (File No. 20652-3)
- On July 18, 2012, an administrative review letter was sent regarding a 5-acre commercial to low-density residential land use change (File No. 20652-4).
- On November 7, 2012, an administrative review letter was sent regarding a 30-acre medium-density residential to commercial land use change (File No. 20652-5)

ISSUES

- I. Does the amendment conform to the Metropolitan system plans?
- II. Is the amendment consistent with the RDF and other Council policies?
- III. Does the amendment change the City's forecasts?
- IV. Is the amendment compatible with the plans of adjacent local governmental units and affected jurisdictions?

ISSUE ANALYSIS AND FINDINGS

CONFORMANCE WITH REGIONAL SYSTEMS

TRANSPORTATION

Roads and Transit

Reviewers: Ann Braden, MTS (651-602-1705)/Steve Mahowald, MetroTransit (612-349-7775)

The CPA conforms to the *2030 Transportation Policy Plan*.

Projected daily and peak hour trip generation from the amended COR area is less than what would be generated from the current land use and will not impact the regional highway system. Improvements to the local streets and new accesses will be constructed to accommodate the development traffic. There are no regional transportation impacts.

"The COR" development plan shows 1,128 residential units within ¼ mile of the Ramsey North Star rail station, which will support commuter rail use. The master plan illustrates compact development and linkages, which should further enhance the pedestrian-oriented landscape and further support transit use.

PARKS

Reviewer: Jan Youngquist, CD – Regional Parks (651-602-1029)

The CPA conforms to the *2030 Regional Parks Policy Plan*. The CPA acknowledges and plans for connections to the regional parks system facilities near the COR, which include Mississippi West Regional Park, Central Anoka County Regional Trail, and the planned Mississippi River Regional Trail.

WATER RESOURCES MANAGEMENT

Wastewater Service

Reviewer: Roger Janzig, Engineering Services (651-602-1119)

The CPA conforms to the *2030 Water Resources Management Policy Plan (WRMPP)*. The Metropolitan Disposal System that provides service to the project location has adequate capacity.

Surface Water Management

Reviewer: James Larsen, CD (651-602-1159)

The CPA is consistent with Council policy for surface water management.

The City's Surface Water Management Plan (Plan) requires pretreatment of stormwater prior to final discharge to the Mississippi River. The City will provide volume control and treatment of stormwater onsite within the COR, consistent with the City's Plan and the Lower Rum River Watershed Management Organization's 3rd Generation Plan, to meet both water quality and quantity requirements. Individual development projects (block-by-block) within the overall COR development will have an equal responsibility to meet water quality standards as a primary goal.

Each project will need to integrate a variety of best management practice techniques, materials, and methods to provide multiple use, maximum flexibility, and improved aesthetics for parking areas, park spaces, drainage swales, and other site features.

CONSISTENCY WITH COUNCIL POLICY

FORECASTS

Reviewer: Todd Graham, CD – Research, (651-602-1322)

The CPA is consistent with Council policy for forecast-related content. The City offers that the "current approved forecast" for The COR site is 2,200 households. A new configuration and site plan are expected to yield nearly 2,000 housing units. However, additional housing is planned on nearby sites within the same transportation zone.

The CPA does not change the City's official forecasts.

2030 REGIONAL DEVELOPMENT FRAMEWORK AND LAND USE

Reviewer: Patrick Boylan, CD – Local Planning Assistance, (651-602-1438)

The CPA is consistent with the 2030 Regional Development Framework for a “Developing” community. “The COR Development Plan” identifies institutional, office, retail, and residential land uses and adopts design standards to guide future development near the commuter rail station. The entire site is guided “Mixed Use,” which allows all of the above uses. No land guiding changes are proposed.

In 2003, groundbreaking occurred under the Ramsey Town Center original concept plan, which illustrated 2,500 residential units. In 2011, the City adopted “The COR” Development Plan to replace the “Ramsey Town Master Plan.” This new master plan included a design framework and specific design elements and site plan information.

The City originally submitted a CPA application March 2012, which the Council found incomplete for land use, forecasts, and transportation. At the time, it was unclear if the new development plan reduced the amount of housing near the commuter rail line station area; the City subsequently withdrew the original CPA application in May 2012. The Council held up action of two LCA-TOD grants pending successful resolution of the CPA application.

City Staff worked throughout the summer and resubmitted a CPA application that clarifies the land uses and the residential layout adjacent to the Northstar rail station.

The land area that encompasses “The COR” is mostly within a ½ mile area north of the Northstar station area; however a portion of The COR lies outside the ½ mile area.

Submittal documents and data show 1,742 residential units within ½ mile of the Ramsey North Star rail station, which will support commuter rail use. Additional data show a minimum of 840 residential units in the portion of The COR outside the immediate ½ mile area west of Armstrong Blvd. and north of Bunker Lake Blvd. Staff analysis shows that residential development totals over 2,500 units in The COR.

The CPA is consistent with regional policy for residential development in sewered communities. The COR is guided as “MU-Mixed Use” and has a minimum residential density of 10 units per acre. The City has guided 1,561 acres to the year 2030 and expects a minimum of 6,792 residential units to develop resulting in an overall density of 4.35 units per acre, which is consistent with Council policy for Developing Communities. See Table 1 below.

Table 1: Density Calculations

Residential Land Uses Within Urban Service Area	Housing Units/Acre		2008-2030 Change acres	Housing Units	
	Min	Max		Min	Max
Low Density Residential	3	4	1,109	3,328	4,437
Medium Density Residential	3	7	49	148	345
High Density Residential	7	15	68	477	1,022
Mixed Use Primarily Residential*	10	10	334	2,840	2,840
			1,561	6,792	8,644
	Overall Density			4.35	5.54

HOUSING

Reviewer: Linda Milashius, CD- Livable Communities (651-602-1541)

The CPA is consistent with Council policy. The COR master plan calls for intensification of residential development closer to the Northstar Commuter Rail Station which will assist the city in efforts to address its share of the region's affordable and life-cycle housing needs and it's goal of 434 to 669 affordable units and 665 to 2,430 lifecycle units by 2020.

WATER SUPPLY

Reviewer: Lanya Ross, ES – Water Supply Planning (651-602-1803)

The CPA is consistent with the 2030 WRMPP and 2010 Master Water Supply Plan.

COMPATIBILITY WITH plans of Adjacent Governmental Units and plans of Affected Special Districts and School Districts

Neighboring communities were notified of the amendment in December 2011. No compatibility issues with plans of adjacent governmental units and plans of affected special districts and school districts were identified in comments received.

ATTACHMENTS

Figure 1: Location Map & Regional Systems

Figure 2: "The COR" and Surrounding Area

Figure 1: Location Map and Regional Systems

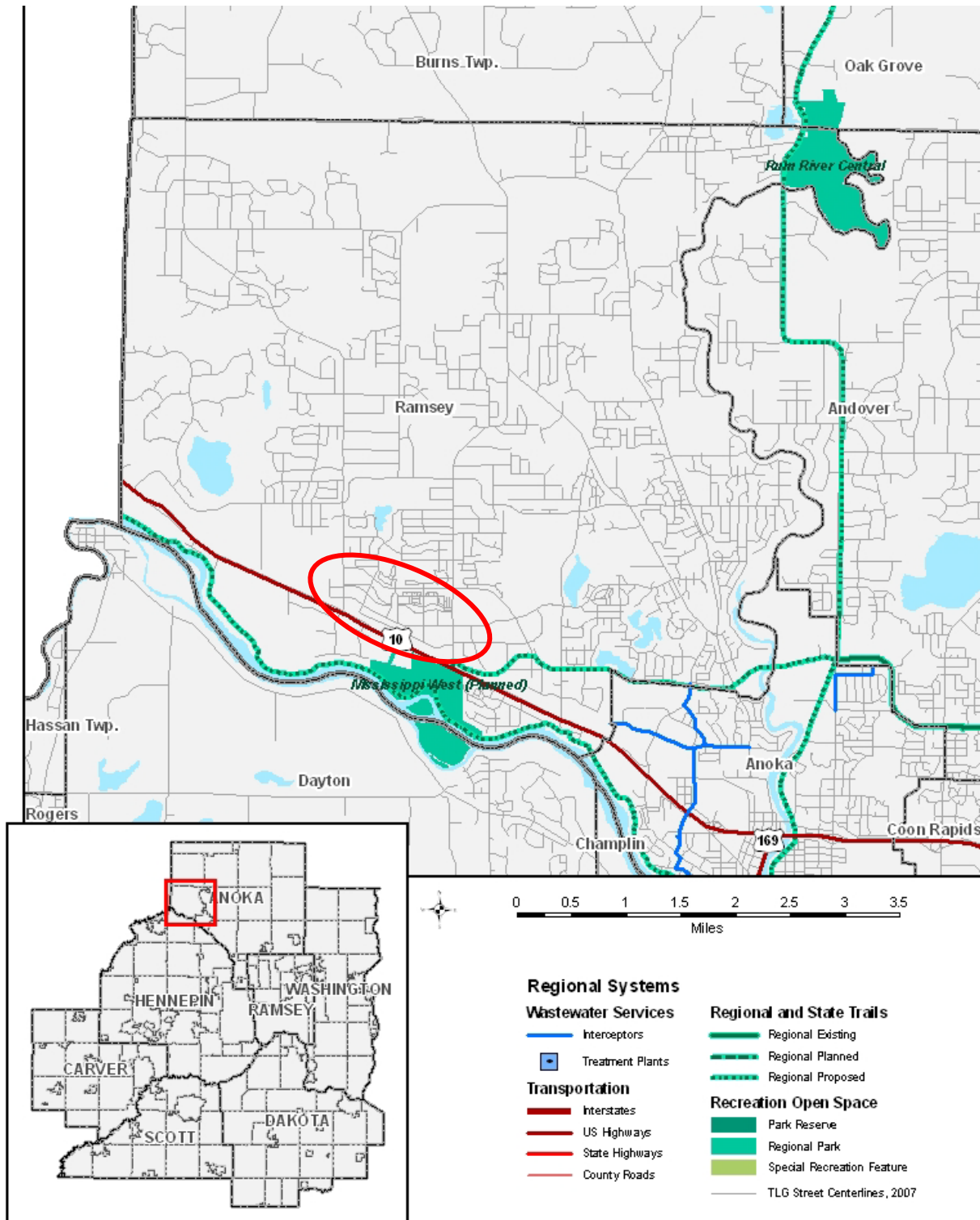


Figure 2: "The COR" and Surrounding Area

Future Land Use Map

