

Ramsey County 2030 Comprehensive Plan

November 2009

Prepared to meet the requirements of the
Metropolitan Land Planning Act
and the Metropolitan Council's *2030 Regional Development Framework*

Prepared by Policy Analysis and Planning, County Manager's Office
and
Community and Economic Development
Heading Home Ramsey
Parks and Recreation
Property Management
Public Health/Environmental Health
Public Works
Ramsey Conservation District
Regional Rail Authority

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ACKNOWLEDGEMENTS

Many individuals within the Ramsey County organization were involved in the development, review, refinement, and/or publication of the Ramsey County Draft 2008 Comprehensive Plan. Sincere appreciation goes to the following individuals for their time, energy and expertise dedicated to making this document representative and relevant:

Denise Beigbeder	Larry Holmberg	Linda Nelson
Connie Bernardy	Bonnie Jackelen	Terry Noonan
Jay Biedny	Linda Jungwirth	Tom Petersen
Lee Bradford	Mary Karcz	Janice Rettman
Connie Catlin	Julie Kleinschmidt	Mike Rogers
Carla Coates	Steve Kuhn	Norm Schiferl
Bobbie Crancer	Nancy Larson	Bruce Thompson
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Dan Donkers	Maypakou Ly	Ken Wehrle
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Rob Fulton	Jolly Mangine	Daniel Winek
Janet Guthrie	Sandy May	Jody Yungers
Ken Haider	Tim Mayasich	Carol Zierman
Zack Hansen	Sara Merz	
Cheryl Hernandez	Steve Morris	

A special thank you goes to the staff of the following jurisdictions and entities that reviewed and/or commented on the Ramsey County Draft 2008 Comprehensive Plan for their time, expertise and collaboration:

Anoka County	Maplewood City	School District 622 – North St. Paul, Maplewood, Oakdale
Arden Hills City	Metropolitan Council	
Capitol Region Watershed District	Minneapolis City	School District 623 – Roseville Area
Carver County	Minnesota Department of Transportation	School District 624 – White Bear Lake
Dakota County	Mississippi River Watershed Management Organization	School District 625 – St. Paul
Department of Natural Resources		Shoreview City
Falcon Heights City		St. Paul City
Gem Lake City	Mounds View City	Scott County
Grass Lake Watershed Management Organization	New Brighton City	Tri-Area Block Club – St. Paul District 6 Planning Council
Hennepin County	North Oaks City	Vadnais Heights City
Lauderdale City	North St. Paul City	Vadnais Lake Area Watershed Management Organization
Little Canada City	Ramsey Conservation District	Valley Branch Watershed District
Lower Minnesota River Watershed District	Ramsey-Washington Metro Watershed District	Washington County
Lower Mississippi River Watershed Management Organization	Rice Creek Watershed District	White Bear Lake City
	Roseville City	White Bear Township
	School District 621 – Mounds View	



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Foundation

Section A

Introduction to the Comprehensive Plan

This comprehensive plan update presents information related to Ramsey County’s role in addressing land and public infrastructure issues within the County. It is being prepared in accordance with Minnesota Statute 473.851 – 473.871 under the Metropolitan Land Planning Act for approval by the Metropolitan Council. To achieve the goals of the Metropolitan Land Planning Act, State law requires the Metropolitan Council to adopt a comprehensive *Metropolitan Development Guide* that establishes parameters for regional infrastructure and local planning. Local units are required to review and update their comprehensive plans at least once every 10 years. In addition, updates to local plans may be required by 1) the release of systems statements, or 2) notice of revision to a metropolitan system plan.

The Metropolitan Council reviews comprehensive plans to determine:

- Conformity with metropolitan system plans;
- Consistency with other adopted plans of the Council; and
- Compatibility with each other.

Ramsey County—unlike all other metropolitan counties with the exception of Hennepin—has no land use planning authority, since land use jurisdiction falls within the domains of the municipalities located within the County. As such, Ramsey County’s comprehensive plan has fewer required sections. The purpose of this section of the plan—the Foundation—is to provide information that puts the comprehensive plan within a broader community context. It provides population and employment information and discusses the implications of the information for activities included in the comprehensive plan.

Metropolitan Council 2030 Regional Development Framework

Ramsey County is part of a large metropolitan area that has strong economic ties across jurisdictions and significant flows of people and goods between jurisdictions. The Twin Cities Metropolitan Council was created by the state of Minnesota to provide regional leadership on growth and development issues. The Council has identified the principles it believes are important in its *Regional Development Framework*. The Council is also part of Minnesota's Smart Growth initiative.

The Metropolitan Council’s *Regional Development Framework*¹ sets out four policies addressing growth, transportation, housing, and natural resources. The four policies are summarized by the Metropolitan Council on the following page.

¹ The Metropolitan Council’s *Regional Development Framework* may be found at <http://www.metrocouncil.org/planning/framework/documents.htm>

Metropolitan Council's *Regional Development Framework* Policies

Policy 1: Work with local communities to accommodate growth in a flexible, connected and efficient manner.

Under this policy, local communities have discretion in staging growth, recognizing that development opportunities do not always occur in a contiguous manner. The strategies encourage land-use patterns that connect a variety of uses, take advantage of existing sewer infrastructure, and have convenient access to transportation corridors.

Policy 2: Plan and invest in multi-modal transportation choices, based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.

The transportation policy gives priority to maintaining the existing metro highway system, reducing bottlenecks that impede travel, implementing new strategies to improve the system's efficiency and adding capacity where possible. It also supports the expansion of the transit system.

Policy 3: Encourage expanded choices in housing location and types, and improved access to jobs and opportunities.

This policy supports communities' focus on increasing housing options to meet the changing market preferences, supports the production and preservation of affordable housing, and emphasizes the importance of creating linkages between housing and jobs, services and amenities that are easily accessible by auto, transit, biking and walking. The Metropolitan Council recognizes the importance of Ramsey County as a regional center for employment, housing and services.

Policy 4: Work with local and regional partners to reclaim, conserve, protect and enhance the region's vital natural resources.

The policy on natural-resource protection encourages the integration of natural-resource conservation strategies in regional and local land use decisions. Its emphasis on protection and management of the region's water resources is consistent with the Minnesota State's initiative to protect water resources statewide. Monitoring the air quality is of regional importance and requires a broad collaboration among regional partners.

Ramsey County's Comprehensive Plan addresses these policies with sound strategies. The County has one of the highest population densities in the United States. It is—and has been for decades—facing the need for compact growth strategies. The County's efforts appear to have been successful. Despite its limited land area and urban core related concerns, its growth rate has been higher than anticipated.

Community Background

Introduction to Ramsey County

Ramsey County is the first and only Minnesota County to be governed by Home Rule Charter. The Charter is like a constitution for the County; it outlines the duties and responsibilities of the county government. The Ramsey County Home Rule Charter was adopted by voters in 1990 and implemented in 1992, and has been amended in 1994, 2000 and most recently 2002.

The Charter Commission is a 17-member standing commission appointed by the District Court. It consists of two members from each County Board Commissioner District and three at-large members. The Commission’s duty is to periodically review the charter and propose necessary amendments. It also reviews and recommends proposals from others. The Commission has the authority to submit proposed amendments to an election.

Ramsey County Board of Commissioners

The Charter provides for a Board of Commissioners of Ramsey County composed of seven elected officials, representing seven districts throughout Ramsey County. The Board is the policy-determining body of the county. Except as otherwise provided by the Constitution of the State of Minnesota, or by the Charter, the County Board has all the powers of the county.

Figure 1 includes the County Mission, Values and Operating Principles as approved by the Board of Commissioners for 2007 – 2009.

Goals and Critical Success Indicators

In 2007, the Board of Commissioners adopted six goals to guide the work of the County. Each goal has identified “indicators”, which demonstrate what successful achievement of the goal would look like.

Figure 1



Mission Statement
Ramsey County -Working With You
to Enhance Our Quality of Life

Values Statement
Ramsey County is community centered and serves the citizens
with integrity, honesty, respect, innovation, and responsibility.

Operating Principles
The following principles guide our daily work:

- **Service Comes First** – ensuring the public’s health and safety is our top priority.
- **Excellence** – carry out the work of the County with professionalism and high standards.
- **Valuing Employees** – treat employees in our diverse workplace with respect and dignity so they can achieve excellence in their work.
- **Fiscal Accountability** – practice good stewardship of public funds and maximize resources.
- **Communication** – seek and encourage citizen input and feedback, and inform and educate citizens about the County’s needs and services.
- **Responsiveness** – understand the urgency of our work and do what it takes to get the job done.
- **Collaboration** – work together to build strong communities.
- **Results Focused** – be proactive about community issues with an emphasis on prevention and outcomes.

These are referred to as “Critical Success Indicators”. Below, in **Figure 2**, are the goals and their corresponding Critical Success Indicators (CSIs):

Figure 2

Ramsey County Goals and Critical Success Indicators

Goal: Be a leader in financial and operational management.

- All County resources are professionally and effectively managed (finances, capital assets, staff, technology).
- Business support services enable the effective and efficient delivery of high quality County services.
- Information (for internal and external use) is accurate, available, and protected and makes use of technological advances.
- Facilities are functional, safe, and accessible.
- The public is able to access County information and services through a variety of means, including mail, telephone and in person, and also transact business electronically.
- Effective partnerships with public and private systems result in improved benefit to the community.

Goal: : Promote multi-modal transit and transportation solutions that effectively serve our citizens.

- A variety of safe and effective transportation options benefit the community.

Goal: Prevent crime and improve public safety.

- The response to criminal behavior is effective.
- Prevention strategies are effective in reducing criminal behavior.
- The County is prepared for emergencies and responds effectively.
- Vulnerable children and adults are safe.
- Over-representation of people of color in the criminal justice system is reduced.

Goal: Be a leader in responding to the changing demographics in Ramsey County.

- Disparities in access and outcomes for diverse populations are reduced.
- Services are culturally sensitive and responsive to diverse populations.
- County services adapt to meet the needs of the aging population.
- Staff reflect the demographics of the working age population of the County.

Goal: Proactively deliver services that improve the quality of life for children and families, and individuals with special needs.

- The basic needs (food, shelter, health care) of residents are met.
- Residents with special needs are healthy and safe in the community.
- Cultural and recreational services are accessible and available.
- Partnerships increase the number of children who go to school ready to learn
- The Ramsey County Libraries continue to be accessible and serve all residents of the County.

Goal: Protect our natural resources and the quality of our environment.

- Services that support environmental stewardship are provided for residents and property owners.
- Natural resources are managed to sustain and enhance the environment.
- Policies and practices reflect sound environmental principles.
- The impact of waste on the environment is minimized.

Ramsey County’s Strategic Plan

In 1994, 450 citizens and stakeholders from the private, non-profit, and public sectors came together and created a shared vision of the future for each of 15 areas of discussion. Critical issues were identified in each of the 15 “vision” areas. In 1995, fifteen thousand citizens responded to a request to review the visions. Of these, 11,000 people actually reviewed all or parts of these visions and critical issues, with

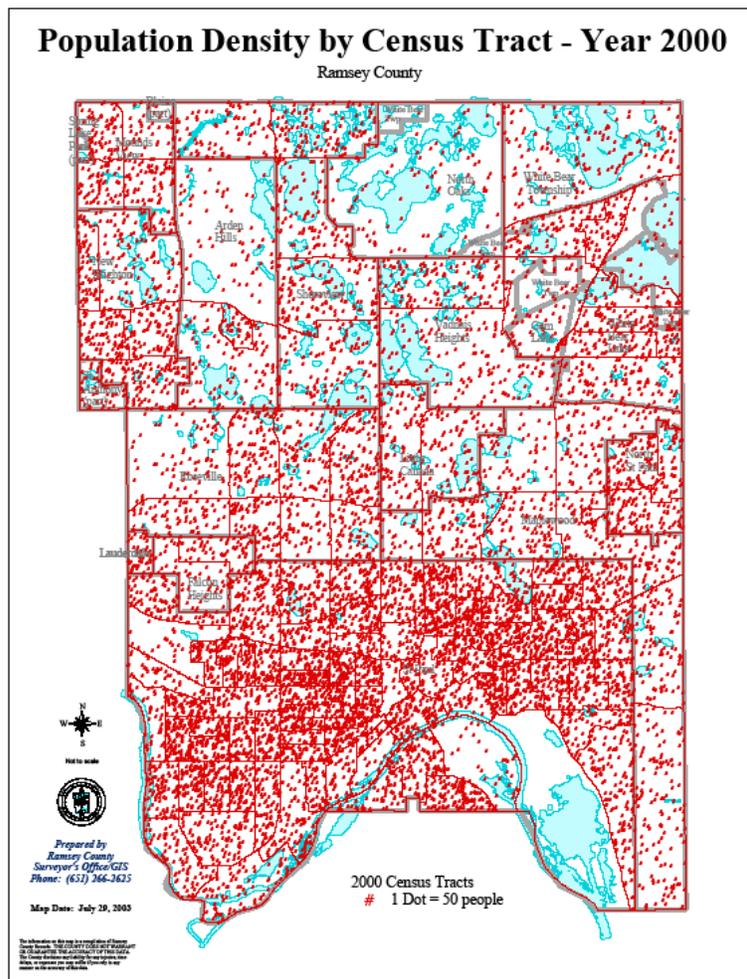
80% of the reviewers agreeing with them. In 1996, approximately 400 citizens and key stakeholders from all sectors in Ramsey County provided input into forming the basis for how to reach the accepted vision.

The Strategic Plan was included in the 1998 Ramsey County Comprehensive Plan. While more than a decade has passed since its inception, the Strategic Plan has served as a statement of vision for guiding decisions and developing plans for the future. Excerpts from this document are incorporated through sections of this Comprehensive Plan.

Current Population, Land Area and Density

Ramsey County is the second largest county in Minnesota and the Twin Cities metropolitan area, not by land area, but by population. Population and land area are fundamental factors that play a major part in determining both the type and volume of services that residents may need or want. In many instances, a greater number of people means a greater volume of services are needed. On the other hand, a small land mass may require fewer miles of roadways than a larger jurisdiction would need. The combined impact of population and land area on a jurisdiction can be measured by the jurisdiction's *population density*; the number of residents per square mile (**Figure 3**).

Figure 3



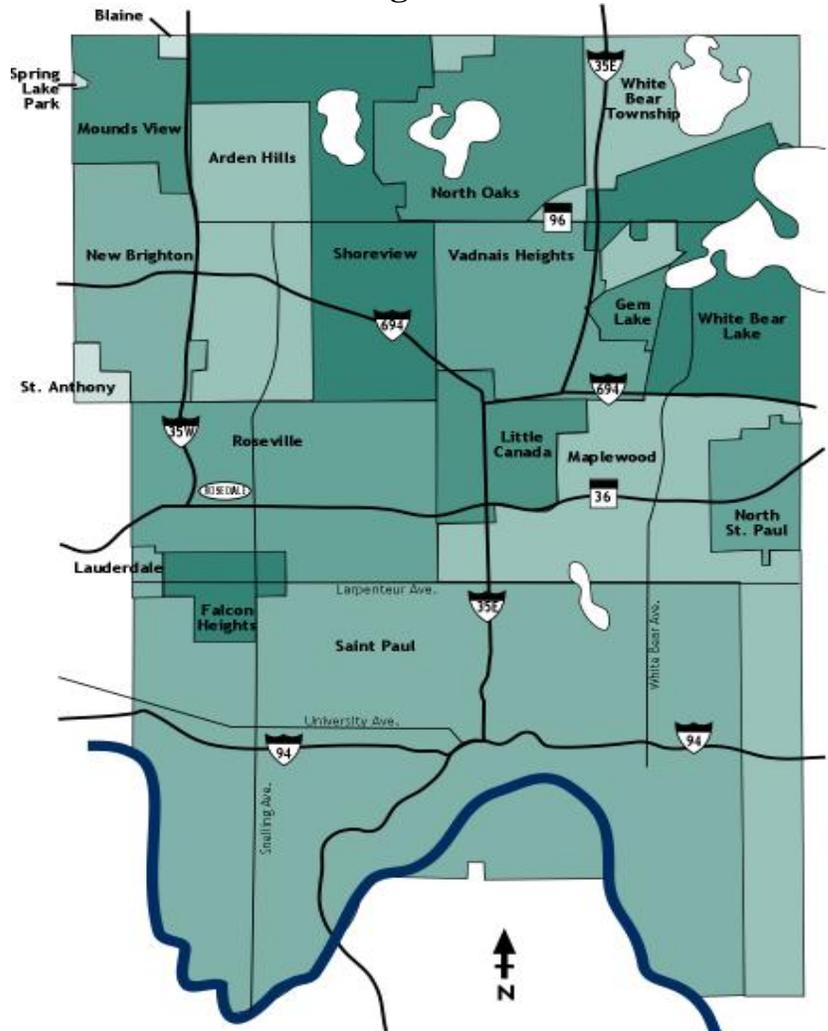
- Ramsey County is an unusual county by a number of measures. According to the 2000 Census figures:
- Ramsey County's population is 511,035. It has the second highest county population in the state. It is the 108th largest of the 3,141 county-type jurisdictions in the U.S.
 - Ramsey County's land area is 155.8 square miles. This is the smallest county in Minnesota. On the national scale, it is ranked 3,051th out of the 3,141 county-type governments in the U.S. for largest size – only 89 county entities are smaller than Ramsey County.
 - Ramsey County's population density is estimated at 3,280 people per square mile. It is the

highest population density in Minnesota, and 32nd highest density of the 3,141 county-type jurisdictions in the U.S.

As a result of this population density, the County needs to provide many services to meet the needs of the residents, but its space in which to provide those services is quite limited. There are key implications of the County's high density with respect to components in the comprehensive plan:

- Transit and transportation services must have the capacity to handle a large volume of users.
- Open space and recreation space are likely to be scarce, heavily used and valuable.
- Proximity to open space and recreational spaces is likely to be viewed as amenities that increase a property's value.
- Public facilities such as roads and parks are likely to deteriorate at a faster rate than in other jurisdictions, due to the high volume of use, unless appropriate design standards and construction standards are used.
- The inner city and inner ring suburban areas are at a greater risk of decay and vulnerability due to the age of the infrastructure and the intensity of its use.
- Due to the small amount of undeveloped area in the County, redevelopment of existing systems and facilities is of greater significance than expansion into undeveloped areas.

Figure 4



Municipalities

Ramsey County is home to all or parts of 19 cities (**Figure 4**):

Arden Hills, Blaine (part), Falcon Heights, Gem Lake, Lauderdale, Little Canada, Maplewood, Mounds View, New Brighton, North Oaks, North St. Paul, Roseville, Saint Anthony (part), Saint Paul, Shoreview, Spring Lake Park (part), Vadnais Heights, White Bear Lake (part) and White Bear Township.

Table 1 compares the population and household estimates from the 2000 Census to 2007 data estimates for Ramsey County and its municipalities.

Table 1

Twin Cities Region - Population and Household Estimates, 2007				
	Population		Households	
City or Township	2000 Census	04/01/07 Estimate	2000 Census	04/01/07 Estimate
RAMSEY COUNTY				
Arden Hills	9,652	9,985	2,959	2,992
Blaine (part)	0	0	0	0
Falcon Heights	5,572	5,709	2,103	2,242
Gem Lake	419	485	139	160
Lauderdale	2,364	2,316	1,150	1,133
Little Canada	9,771	10,157	4,375	4,557
Maplewood	35,258	36,663	13,758	14,818
Mounds View	12,738	12,634	5,018	5,084
New Brighton	22,206	22,391	9,013	9,330
North Oaks	3,883	4,554	1,300	1,564
North St. Paul	11,929	11,695	4,703	4,723
Roseville	33,690	34,099	14,598	15,068
St. Anthony (part)	2,348	3,256	1,295	1,715
St. Paul	286,840	287,669	112,109	114,409
Shoreview	25,924	26,159	10,125	10,467
Spring Lake Park (part)	105	116	48	61
Vadnais Heights	13,069	13,038	5,064	5,116
White Bear Twp.	11,293	11,802	4,010	4,364
White Bear Lake (part)	23,974	24,346	9,469	9,875
Ramsey County Total	511,035	517,074	201,236	207,678

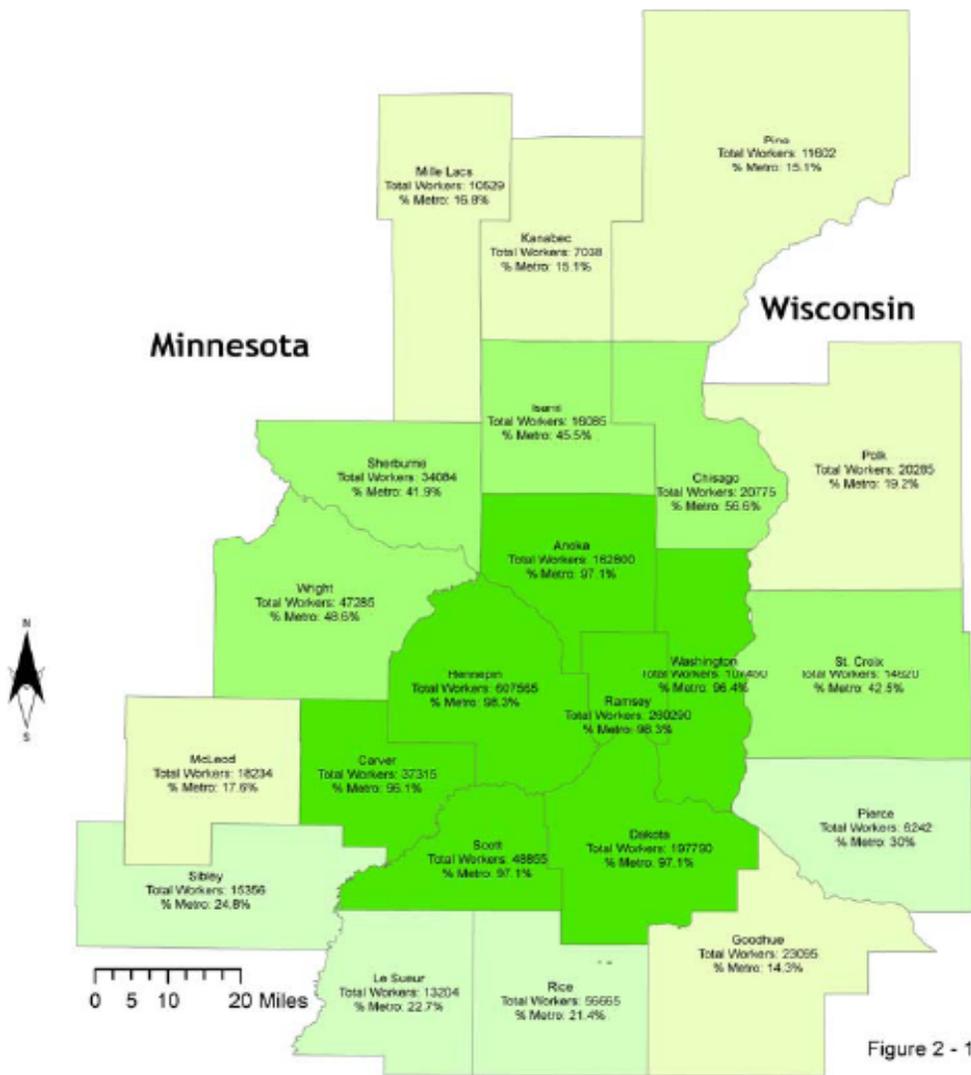
Current Employment

Ramsey County is one of two major employment centers for the metropolitan area. Ramsey County, along with Hennepin County, is a net importer of workers from other counties. More people are employed in Ramsey County firms than there are working residents. In 2000, approximately 273,741 people who lived in Ramsey County were employed. However, Ramsey County employers report that 335,338 people work in Ramsey County. This means that the County attracts at least 61,000 people to work here from other counties in the region.

Figure 5 illustrates the metropolitan counties' draw of employees from surrounding counties, including the adjacent Wisconsin counties.

Figure 5

Regional Workforce Contributions by County



Workforce Percent Employed in 7 County Metropolitan Area

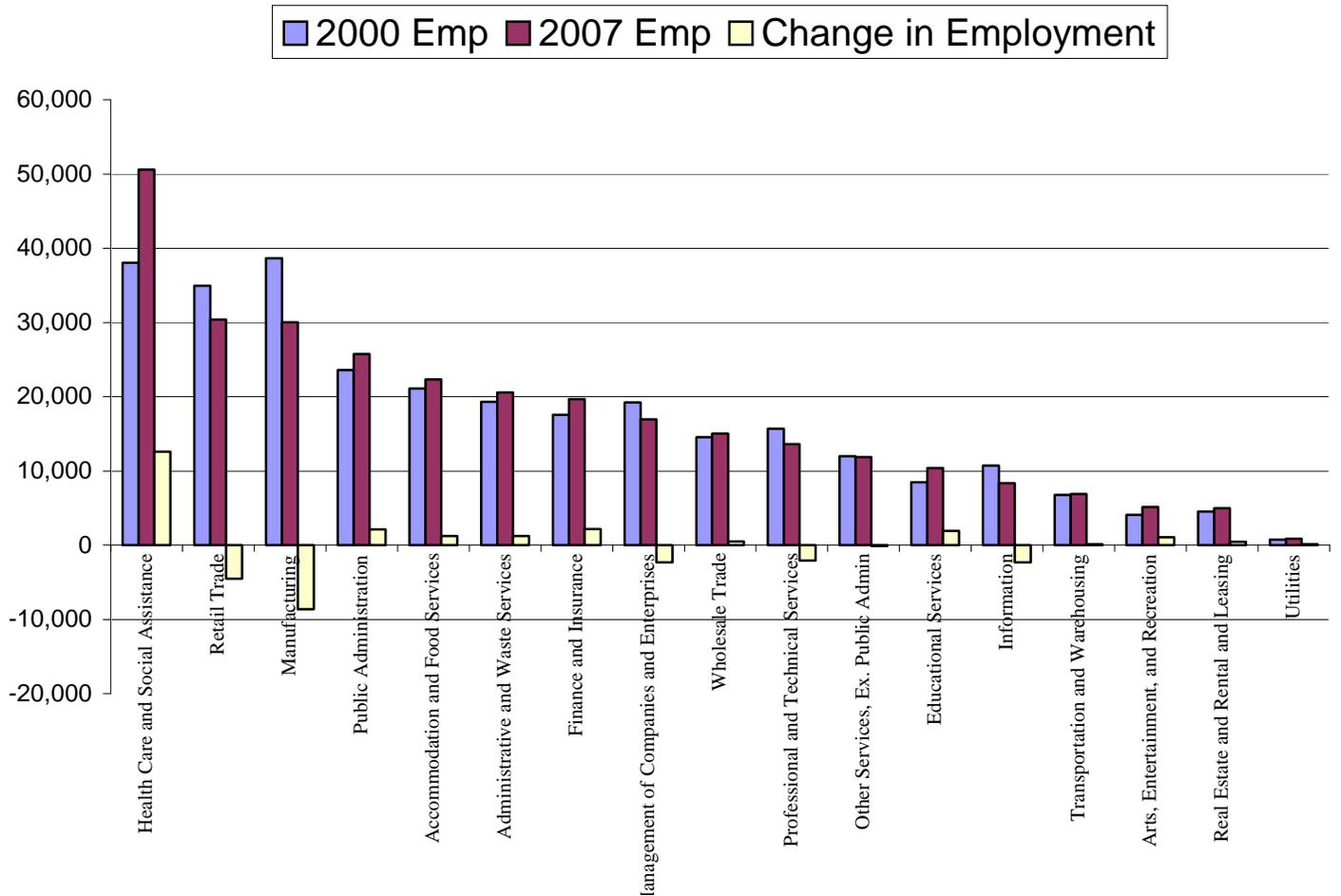
- Less than 19.2%
- 19.2% - 30.0%
- 30.0% - 56.6%
- More than 90%

Source: US Census

Figure 6 compares the largest employment industries in Ramsey County, including the number of employees, between years 2000 and 2007.

Figure 6

Ramsey County Employment by Industry

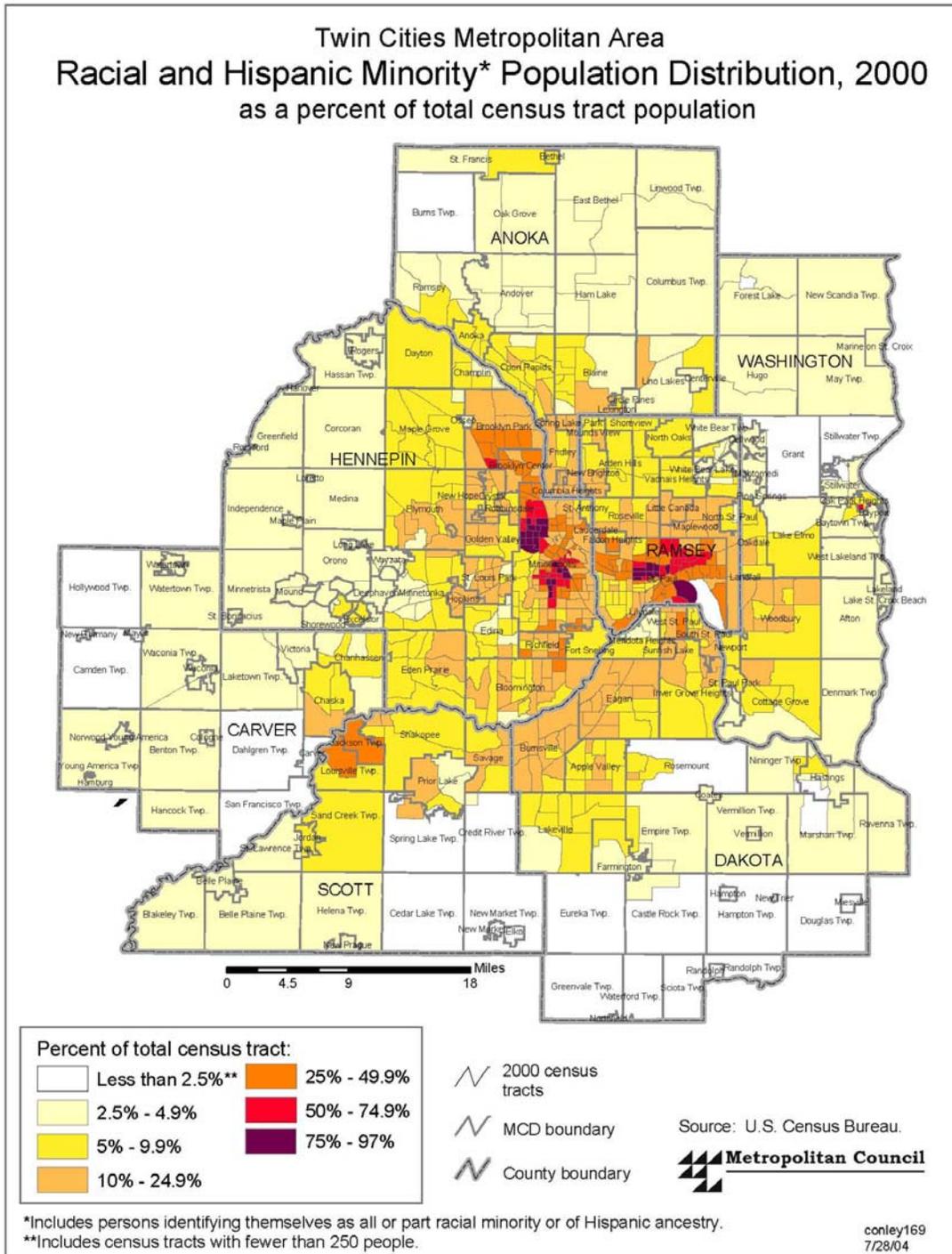


Other Employment Characteristics

Three additional factors of the County's population are noteworthy to mention: The County is home to a diverse population, an aging population, and a significant percent of population that lives below the poverty level.

- Diversity:
Geographically, the county as a whole has a greater concentration of racial and ethnic diversity than any of the other six metropolitan counties (**Figure 7**).

Figure 7

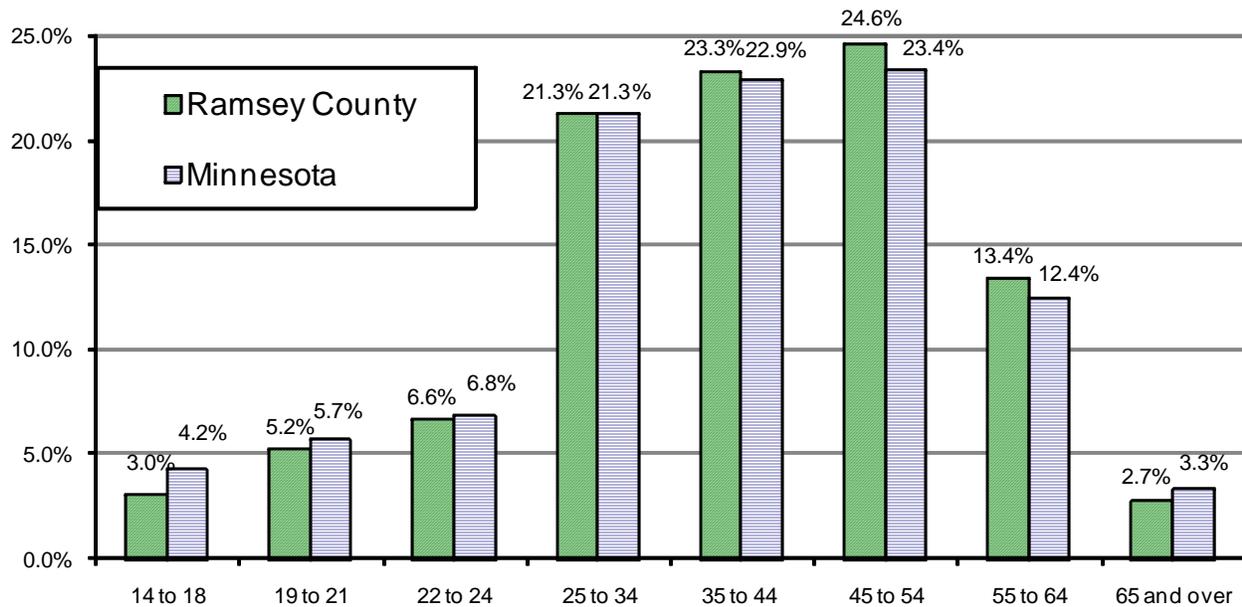


➤ Age:

In 2006 Ramsey County's total number of workers between ages 35 to 64 outstripped the state average for the same age groups (**Figure 8**).

Figure 8

2006: Percent of Average Employment by Age Range of Workers



➤ Income and Poverty:

Table 2 shows median household income and the percent of persons below poverty in the seven-county metro area, according to the 2000 census data. Ramsey County ranked the highest in its poverty rate among the seven county metro area, and lowest in median household income.

Table 2
Median Household Income and Poverty Rate, 1999
 (From the 2000 Census)

County	Area Median Household Income	Percent of Persons Below Poverty Level
Anoka	\$57,754	4.2%
Carver	\$65,540	3.5%
Dakota	\$61,863	3.6%
Hennepin	\$51,711	8.3%
Ramsey	\$45,722	10.6%
Scott	\$66,612	3.4%
Washington	\$66,305	2.9%

Employment Implications

The composite data regarding Ramsey County’s population and employment characteristics hold significant implications regarding land use and infrastructure resources and decision-making. A number of these implications include the following:

- The benefits of activities in Ramsey County spread significantly beyond its borders and influence the seven-county metro areas;
- The County’s infrastructure is an integral part of the critical backbone that supports the whole metropolitan area’s economic activity;
- The County population’s characteristics significantly influence employment and economic development, housing, use of recreational facilities, transit services and transportation, utilization of County services, and other system infrastructures
- Maintenance and redevelopment of the County’s infrastructure is critical to the well-being of the County’s communities and the metropolitan region at large.

Future Trends

The Twin Cities Metropolitan Council has prepared population and employment forecasts for the region that suggest Ramsey County will continue to grow in both population and employment (**Table 3**). The densities of population and economic activity are both projected to increase.

Table 3

Metropolitan Council’s Forecasts for Ramsey County (Source: Metropolitan Council’s <i>Revised Development Framework</i>)				
	2000	2010	2020	2030
Population	511,035	547,700	571,260	600,500
Households	201,236	219,170	231,820	246,940
Employment	333,305	372,630	404,980	430,040

Summary

In summary, the forecasts suggest that while the percentage of change in rates of growth for Ramsey County over the next two decades may appear small, the total amount of change is still substantial because the population and employment baselines are large. In addition, Ramsey County will play a key role in addressing urban sprawl issues because its location and existing systems will continue to make it a central part of the more concentrated activities supported by the Metropolitan Council and the state of Minnesota.

Overview of the Ramsey County Comprehensive Plan

Ramsey County’s Comprehensive Plan incorporates components that were prepared by specialists in departments responsible for providing the relevant services. However, Ramsey County is **not** required to prepare all elements of a Comprehensive Plan, due to its limited land-use planning authority. This overview outlines these components in relation to the requirements by the Metropolitan Council.

The Metropolitan Council issued three *System Statements* for Ramsey County² regarding requirements for the County’s Comprehensive Plan. These include: Transportation / Transit, Surface Water Management, and Parks and Open Space. The Comprehensive Plan includes these required elements and several optional elements (**Table 4**). Ramsey County is not required to submit a plan for Land Use. However, information is provided for some land use planning topics that are relevant to Ramsey County.

Table 4

Components of Ramsey County’s 2008 Comprehensive Plan compared to Metropolitan Council’s Requirements

Section	Topic	Required of Ramsey County	Included in County’s Plan
Public Facilities/Land Use Topics:			
B	Transportation /Transit	Yes	Yes
B	Surface Water	Yes	Yes
B	Waste Water	No	Yes ³
	Water Supply	No	No
C	Parks and Open Space	Yes	Yes
	Land Use		
	Existing and Future Land Use	No	No ⁴
D	Critical Area/Mississippi National River and Recreation Area	No	Yes ⁵
E	Solid Waste	No	Yes ⁶
F	Housing	No	Yes ⁷
Other Topics:			
F	Economic Development	No	Yes
A	Intergovernmental Coordination	Yes	Yes
G	Active Living Ramsey County	No	Yes
H	Implementation: Official Actions/Ordinances	Yes	Yes
H	Capital Improvement Plan	Yes	Yes
	Historic Preservation	No	No
	Solar Access Protection	No	No

² For more information, see http://www.metrocouncil.org/planning/assistance/SysStmnts/ramsey_county.pdf

³ Although not required of the County, a clarifying statement is included regarding the County’s perspective.

⁴ Except as identified in the Mississippi Critical Area/Mississippi National River and Recreation Area Plan

⁵ Although not required, it is required in order to be compliant with MN Executive order 79-19, and it reflects the close relationship between the Mississippi River and County facilities and activities.

⁶ Although not required, the County actively participates in the *Regional Solid Waste Master Plan*.

⁷ Although not required, the County is involved in several housing-related activities.

Intergovernmental Cooperation

Ramsey County participates extensively in intergovernmental activities and utilizes citizen participation and input to plan and implement its activities. Although a certain amount of both intergovernmental coordination and citizen involvement is required for preparing plans or permits, a significant amount of this occurs because it is the best way to do business. Two of the County's operating principles stress the importance placed on involvement and collaboration with others:

- *“Communication – seek and encourage citizen input and feedback, and inform and educate citizens about the County's needs and services”*
- *“Collaboration – work together to build strong communities”*

One of the Critical Success Indicators supports collaboration as well:

- *“Effective partnerships with public and private systems result in improved benefit to the community.”*

Ramsey County's commitment to citizen involvement and intergovernmental cooperation is demonstrated through numerous examples. These include the Central Corridor planning; the Counties Transportation Improvement Board and sales tax implementation for transit; the merger of City of St. Paul and Ramsey County public health departments to create St. Paul Ramsey County Public Health; the Joint Property Tax Advisory Committee, the Regional Solid Waste Plan, the 800 Megahertz communication system, Workforce Solutions and the Workforce Investment Board, the Ramsey County GIS User Group; and Heading Home Ramsey/Heading Home Minnesota. Throughout this Comprehensive Plan, there are references to both intergovernmental activities and citizen participation in Ramsey County activities.

Transportation, Transit and Surface Water

Section B

Introduction

The Ramsey County Comprehensive Plan for Transportation, Transit, and Surface Water Management contains overall objectives and policies that are designed to guide the County toward the accomplishment of its visions by the year 2030. The Plan is a tool that should be used to guide citizens and public officials in their decision making processes, which will enable the County to achieve its goal of realizing its visions.

Ramsey County has two important roles to play to ensure the successful implementation of the County's Comprehensive Plan for Transportation, Transit, and Surface Water Management. First, it must continually revise policies to be responsive to the needs of Ramsey County residents. Second, since the goal of the Metropolitan Land Use Planning Act is to coordinate planning efforts between governments, the County plan must be reviewed on a regular basis to ensure its continued support and compliance with the plans of municipal, state and regional agencies.

Ramsey County Policies

The following summarize Ramsey County's primary policies as they related to transportation, transit and/or surface water management:

- Maintaining safe travel on all County roadways through access management, functional classification, Travel System Management (TSM) and other programs;
- Balancing land use and transportation;
- Providing a roadway system that supports the economic viability of Ramsey County by ensuring truck access and structural capacity on all County roadways;
- Supporting surface water management policies; and
- Continuing to utilize effective public involvement techniques.

Vision Statements

The following is the vision statement from the Ramsey County Strategic Planning Guide for the Future of Ramsey County – Thoroughfares, Highways, Streets and Other Public Ways:

“Ramsey County will be proactive in clarifying the consequences of travel decisions and provide incentives for community members to facilitate change in travel behavior. The County will encourage and provide opportunities for citizens to assess transportation problems and choices prior to initiating physical development. This focus on education and interaction will provide a framework for understanding and will help empower each citizen to take responsibility for the impact that his or her individual travel choices have on the community.

“Ramsey County will continue to foster the positive relationship it enjoys with its traditional partners: federal, state, and local transportation agencies. However, decisions made by citizens and elected officials of Ramsey County transcend the County's boundaries. Therefore, the County will be dedicated towards improving its relationship with the community and welcome the opportunity to work with and learn from experiences with nontraditional partners.

“Ramsey County will provide a forum for discussion that will help balance the diverse needs of its partners. The different modes will interact collaboratively as one system in an effort to maximize efficiency. The “system will provide for the efficient movement of goods, protecting the economic vitality of the community.”

Transportation

History and Background

The urbanization process began almost two centuries ago and formed the basis for the present transportation network in Ramsey County. Examining the County's history is useful in understanding existing conditions and in forecasting future transportation needs.

In the 1860s, the dominance of water transportation resulted in settlements near the Mississippi River. Early roads connected St. Paul with Stillwater, St. Anthony, Little Canada and White Bear Lake. All of these roads were mere trails and, during the winter months, usually impassable.

With the arrival of the railroads in the late 1800s, the population concentration near the river shifted to other parts of the County. By 1900, the railroads had defined two corridors of development in Ramsey County: one to the northeast of St. Paul and one to the northwest. These corridors consisted of separate communities strung along the railroad. The northeast corridor contained the industrial village of North St. Paul and the resort town of White Bear Lake. The northwest corridor crossed the agricultural areas of what is now Roseville, to the village of New Brighton. The north central section of the County was sparsely settled with no clearly emerging orientation.

In the early 1900s, the automobile changed development trends as profoundly as the railroad had changed growth patterns a half century earlier. Residential development began to disperse as ease of travel between all points in the County increased. Intra-county circulation became more important, and a grid road network was established along section lines. Some of these roads continue to be the most important roads in the County to this day. By 1938, Ramsey County was responsible for 204 miles of county roads, of which 35 miles were paved roadway, 77 miles were road-mixed bituminous, and 90 miles were gravel roads.

During the 1950s, the Federal Aid Interstate highway system was established, significantly impacting cities and suburbs. To serve the growing region, over 500 miles of major highways were built in the Twin Cities metropolitan area between 1950 and 1990. Interstate highways serving Ramsey County are: 94, 694, 35E and 35W. The availability of access to the interstate system has attracted, and will continue to attract, residential, commercial and industrial development in Ramsey County.

(Thoroughfares, Highways, and Other Public Ways Vision Statement continued)

“Ramsey County will continue to focus on providing a coordinated system of thoroughfares, highways, streets, and other public ways which meet state and/or federal highway specifications that ensure the safe and efficient movement of motor vehicles, bicyclists and pedestrians. System operation will focus on increasing the occupancy of the vehicles which use the system while continuing to accommodate alternatives that cater to the individual. The roadway design will increase street capacity by obtaining the maximum level of service from the existing highway system while minimizing the impact these facilities have on the social and physical environment.

“Adequate resources will be available to provide a maintenance program that safeguards the traveling public and protects the County's investment in its infrastructure in a cost effective manner. Travelers are aware of the total costs, including out of pocket, environmental and social, of each method of travel, and use that knowledge to make informed decisions. The public understands the need for and use of its financial contributions and other resources in this area. The County will maximize all opportunities for grants and funding to offset taxpayer burden. Specified economic and social criteria keep roadway expansion under control.

(Excerpt from Ramsey County: A Strategic Planning Guide for the Future of Ramsey County)

Transportation Project Implementation

Implementation of transportation projects are categorized by short-term implementation and long-term implementation:

➤ **Short Range Implementation**

Short-range implementation includes projects that repair and improve immediate roadway deficiencies. These projects are included in the three-year Ramsey County Transportation Improvement Program (TIP) process. (Please refer to Implementation –Section H of this Comprehensive Plan for excerpts from the 2008—2012 Transportation Improvement Program and Deficient Bridge Program.)

Ramsey County Public Works Department is responsible for monitoring and maintaining all of the roadways and bridges under the jurisdiction of Ramsey County. The department utilizes the TIP to manage the funding and prioritization of reconstruction and maintenance projects for roads and bridges. Other projects in the TIP include traffic signals, paths, and environmental projects. The focus of funding in the TIP has been shifting from expanding existing roads to preserving and managing existing facilities, with emphasis on multimodal transportation planning and programming. Many project decisions are made due to funding availability.

➤ **Long Range Implementation**

Traffic forecasts are utilized to evaluate future travel needs. Items such as capacity and congestion are monitored and incorporated into the County's long range planning process. Traffic volumes are monitored to identify potential changes in congestion and roadway capacity as development and/or redevelopment occurs within Ramsey County. Recommendations for roadway improvements based on capacity needs, like those based on structural deficiencies, are presented in the five-year CIP process. In addition, Travel System Management (TSM), as an alternative to capacity improvements, is a focus of Ramsey County wherever feasible.

Ramsey County Role in Land Use

Ramsey County has a limited role in land use planning, thus the County's role is more one of coordination than of jurisdiction. Land use decisions impact the County system of roadways. Given that the County does not have jurisdiction over land use planning, it is especially important for Ramsey

Coordination of Land Use Vision Statement

“To facilitate, through thoughtful land use planning, cooperative and coordinated efforts of citizens, communities, and all levels of government serving Ramsey County, the development, redevelopment, utilization and preservation of both our natural and developed resources to ensure a sustainable, high quality of life for all inhabitants.

“The Land Use vision is twofold: to protect our natural resources; and to thoughtfully and sensitively utilize the land of Ramsey County.

“We, the people of Ramsey County, must protect the County's valued natural resources. We who will benefit most from careful use of the land must be the ones who most diligently protect it. While it is vital to use the land for daily needs, it is just as vital for us to continuously restore the other resources that spring from it. To these ends, the stakeholders of Ramsey County must wisely manage use of our land and natural resources, our most valuable possession.

Protection and Safe Keeping

“Ramsey County will work with other units of government to serve as stewards of our quality of life. Land and other resources shall be optimally used, suburban sprawl discouraged and natural beauty preserved. We need to be prudent in preserving the remaining natural open spaces and wetlands and in minimizing passageways for people moving through such land.

Utilization

“As responsible stewards of the land, we want to develop, redevelop and utilize Ramsey County resources by encouraging sensitive integration of social, recreational, and business activities, developed facilities, and the natural environment.”

County to work with municipalities within the County, sharing information and reviewing new development and redevelopment projects.

The County vision proposes that regional land use patterns need to reflect and respect community identities, economic, and social needs; that all decision making will consider the greater good of the residents of the community and Ramsey County, yet minimize the adverse effects of those decisions on neighboring communities; that local land use plans should strive to be consistent with this vision for the County and with each other.

Ramsey County Vision

The County vision supports high quality maintenance of the infrastructure in the region, and managing demand for more highways by encouraging appropriate development patterns. The County thoroughfare vision states that all County roadways will be restricted to a design maximum of four travel lanes, and that the roadway design will increase street capacity by obtaining the maximum level of service from the existing highway system while minimizing the impact these facilities have on the social and physical environment.

The County vision supports a comprehensive review process which will provide for coordination, oversight, and mediation of land use planning, ensuring consistency and concern for all stakeholders in both public and private sectors.

The County vision supports a routine review process of land use plans by agencies with authority to make and enforce decisions in order to minimize fragmentation. These agencies would coordinate and expedite the plans that ensure land is used in concert with the values of the whole community as well as individual and community interests.

Existing Conditions

Although Ramsey County has limited control over land use decisions, the County provides and maintains a system of minor arterial roadways within the County. Minor arterials are high volume roadways that provide a link between trunk highways and local routes, emphasizing mobility rather than land access. The County road system absorbs the majority of the impact created by increased traffic volume that accompanies growth and redevelopment. Communities should strive to develop access plans that provide adequate access without compromising the integrity of the roadway system. For example, multiple driveways onto a roadway may be beneficial to a particular development, but they are not beneficial to the community as a whole because excessive land access restricts the mobility and degrades the safety of a roadway. As areas develop or redevelop, Ramsey County will cooperate with the municipalities to manage access, with the goal of bringing corridors that do not conform to MnDOT access spacing standards into compliance.

(Coordination of Land Use Vision Statement *continued*)

Planning

“Careful, thoughtful planning should reflect Ramsey County’s historical traditions, and core values. Land Use planning must take a long-term perspective that:

- *respects the autonomy and enhances the character of existing neighborhoods;*
- *enhances the community through improved appearance and conditions;*
- *prevents deterioration of existing structures and land use;*
- *respects the topography and makes efficient use of sites and existing structures;*
- *prevents pollution of our natural resources; and considers provision and accessibility of public services.”*

(Excerpt from Ramsey County: A Strategic Planning Guide for the Future of Ramsey County)

Current Trends

The Metropolitan Council’s forecast of population, households and employment for Ramsey County between 2000 and 2030 is as follows:

Revised Development Framework				
	2000	2010	2020	2030
Population	511,035	547,700	571,260	600,500
Households	201,236	219,170	231,820	246,940
Employment	333,305	372,630	404,980	430,040

These Metropolitan Council figures point to a transportation system facing increasing traffic and congestion, with little highway expansion planned to alleviate the problem. As a result, minor arterials will serve an important function as traffic is diverted from state principal arterial highways onto the County minor arterial system.

Based on the population growth figures of the Development Framework, the Metropolitan Council has created a Regional Transportation Model to predict traffic growth. Ramsey County utilizes the Regional Model to predict traffic volumes on its system. A map of 2030 projected traffic volumes is included as Figure 5.

Expanding transit services and utilizing congestion-reduction techniques such as travel demand management (TDM), travel System management (TSM) and access management will help alleviate demand on the existing metropolitan highway system and on the County roadway system. Reducing traffic and congestion is vital to maintain the economic productivity of both the County and the region. Mass transit can help assure continued long-term access to primary economic centers, and can be used as a land use tool to guide development along corridors where mass transit is implemented. Studies in the Twin Cities area have shown that if ten percent of its projected growth over a twenty-year period were to locate around rail transit stations, thirty thousand jobs and twenty-three thousand households would be channeled around rail transit stations.

Transportation and land use planning should be linked to ensure development designs that are favorable to transit options. Within its authorities, Ramsey County will: (1) encourage compact development that will provide a mix of housing, jobs and services within easy walking distance, (2) cluster jobs and commerce, and (3) design developments to accommodate walking, biking or transit use. Linking transportation and land use planning will help provide a balance between the automobile and alternate forms of transportation. Due to the relationship between land use and transportation, Ramsey County and the municipalities should plan for future growth and transportation needs together.

Traffic Safety

Ramsey County monitors crashes at its intersections and along transportation corridors. Although crash data is not directly used to analyze the regional transportation model, safety on the County’s road system

is crucial to the integrity of the system. Unlike traffic volume data, crash histories are not projected into the future, but are reviewed to identify patterns and prevent the perpetuation of past problems.

The Ramsey County Public Works Department uses the Minnesota Crash Mapping Analysis Tool (MnCMAT) to review high crash locations to identify patterns that are correctable and locations on the County system that would benefit from traffic control or geometric improvements. Crash data is used to identify projects for the federal Hazard Safety Improvement Program (HSIP), Local Road Improvement Program (LRIP), Central Safety Fund, Safe Routes to School (SRTS), and other funding programs, as appropriate.

Future Expectations

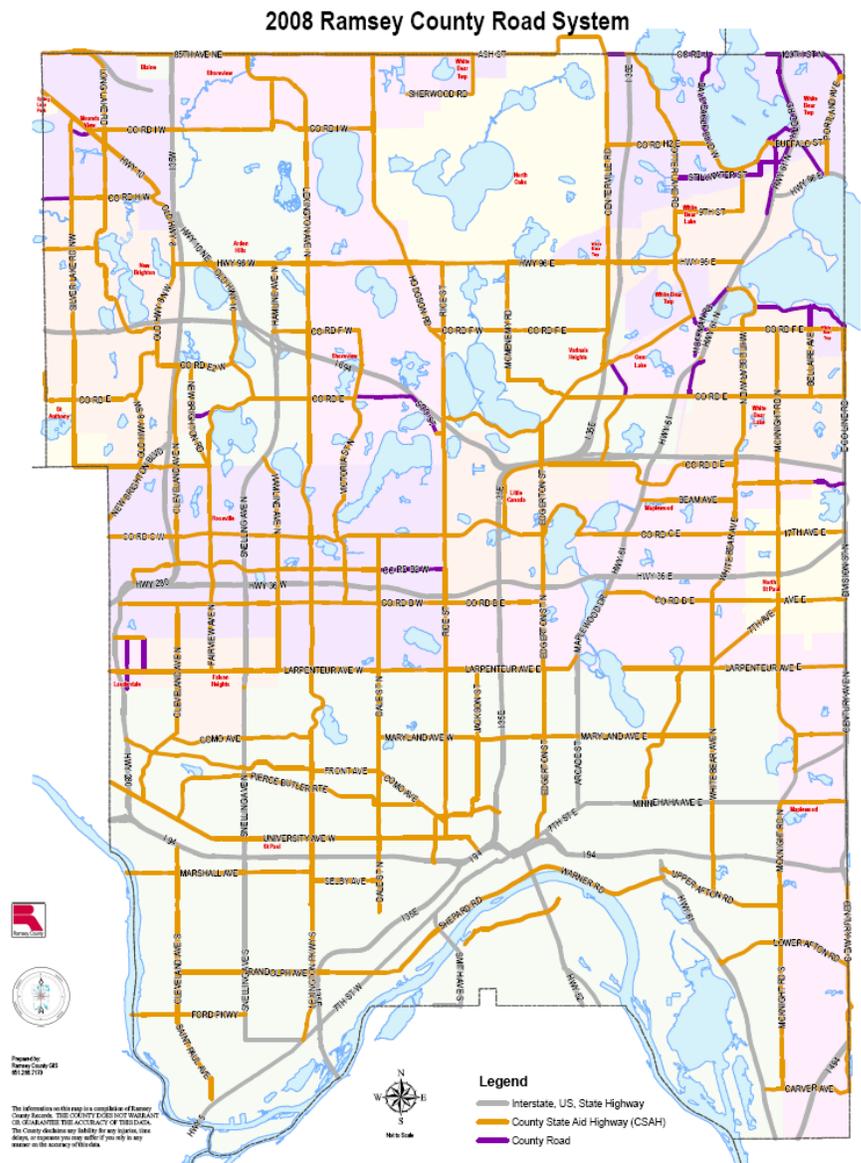
In order to influence the future and change expectations, the County needs to continue its cooperation with municipalities for sharing responsibility for the delivery of services. For example, the County and municipalities should work more closely together on right of way and access management issues.

The County needs to study municipal land use plans to review economic growth and redevelopment areas identified by the municipality to better coordinate access management and major trip generators.

These efforts will increase the efficiency and capacity of the County roadway system (**Figure 1**) through coordinated development. Coordinated development will reduce the trend to increase the capacity of the County roadway system by adding through lanes. Reducing traffic and congestion is vital to maintain the economic productivity of both the County and the region.

Land use density is directly related to an area's transportation needs. Because Ramsey County does not have jurisdiction over land use, it is especially important for the County to work with municipalities and other agencies, sharing information and reviewing new development and redevelopment projects. Within its authorities, Ramsey County

Figure 1

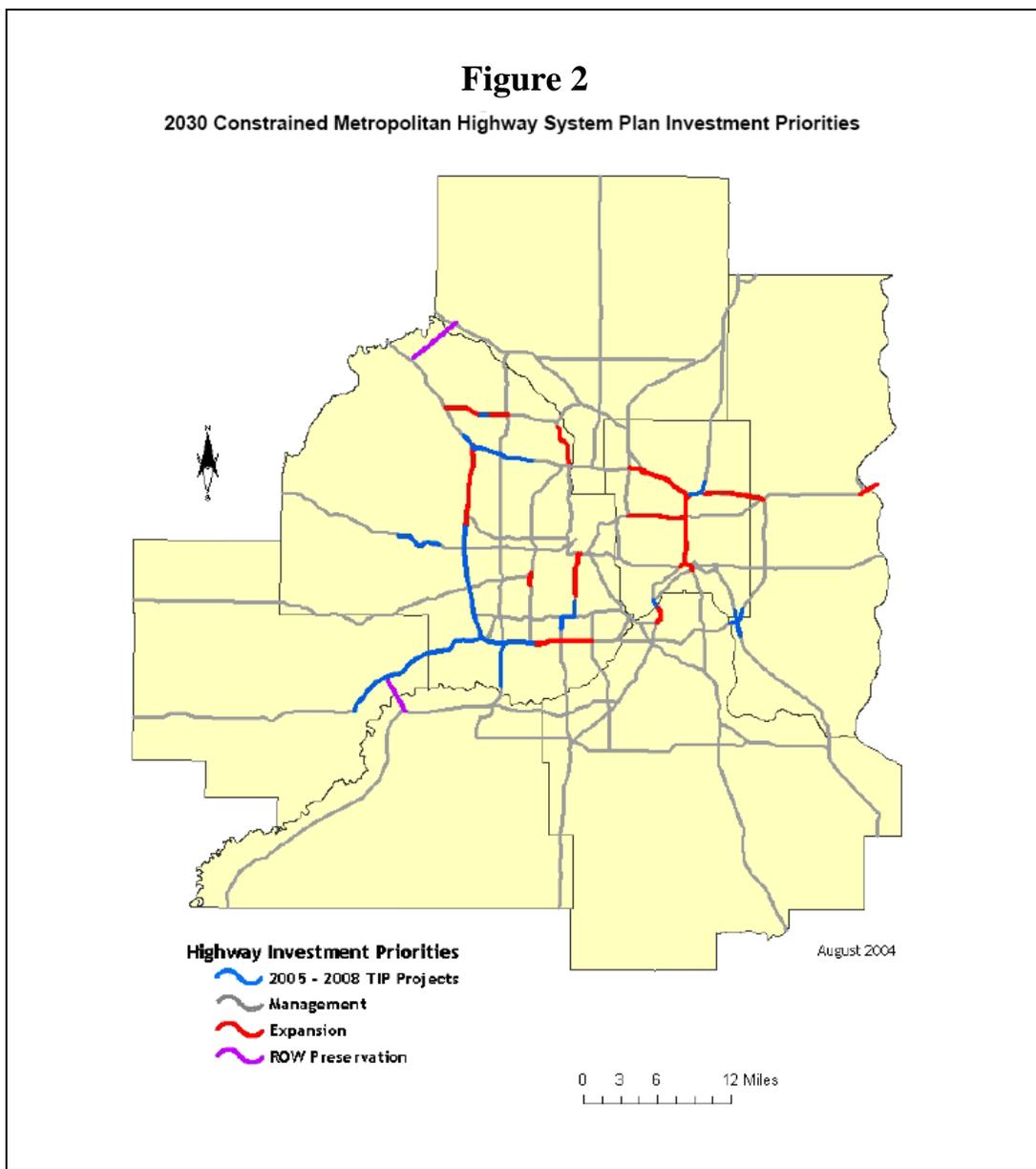


should:

- Review site designs to ensure that provisions are implemented for travel demand management (TDM), TSM, access management, pedestrians, bicycles and transit
- Partner with municipalities on maintaining the functional integrity of roadways. Permitting officials in Ramsey County should establish contacts with municipal staff to ensure early involvement with access location decisions
- Provide a forum of County, state and municipal staff, held on a regular basis, to discuss land use issues and their effects on the County system of roadways

Metropolitan Highways

Metropolitan highways and regional highway investment priorities for 2030, as determined by the Metropolitan Council, are shown in **Figure 2**.



Ramsey County will continue to coordinate efforts with the Metropolitan Council, the Minnesota Department of Transportation (MnDOT), municipalities and other entities throughout these major highway projects.

The following metropolitan highways, portions of which are located within Ramsey County, are planned for expansion during this timeframe:

- Interstate 694
- Interstate 35E
- State Trunk Highway 36

The County acknowledges that the Metropolitan Council's Transportation plan sets aside over \$1 billion to be used for management projects on metropolitan highways. While these specific projects are not yet defined, management projects—such as construction of interchanges—could be funded in this category. The County continues to cooperate with transportation expansion projects, and is actively involved with MnDOT in assisting and modeling that is required through the course of the projects' development and implementation.

Functional Classification

Roadways are classified according to their main function, whether it is providing mobility for through trips, or access to adjacent land. There are four classes of roadways within Ramsey County: principal arterials, minor arterials, collector streets and local streets. Due to the functional consolidation of roadways within Ramsey County, the majority of roadways on the County system will be high volume roadways providing a link between trunk highways and local routes. Because these roadways will emphasize mobility rather than land access, the majority of roadways under County jurisdiction must have a functional classification of minor arterial. This allows the County to maintain a level of continuity throughout its system through the utilization of uniform maintenance, design and construction standards.

The County vision encourages the County to be proactive in clarifying the consequences of travel decisions for the community. Because the County roadway system is designed to service medium to short trips (2-6 miles) at moderate speeds, it is important to ensure that the appropriate functional classification has been assigned.

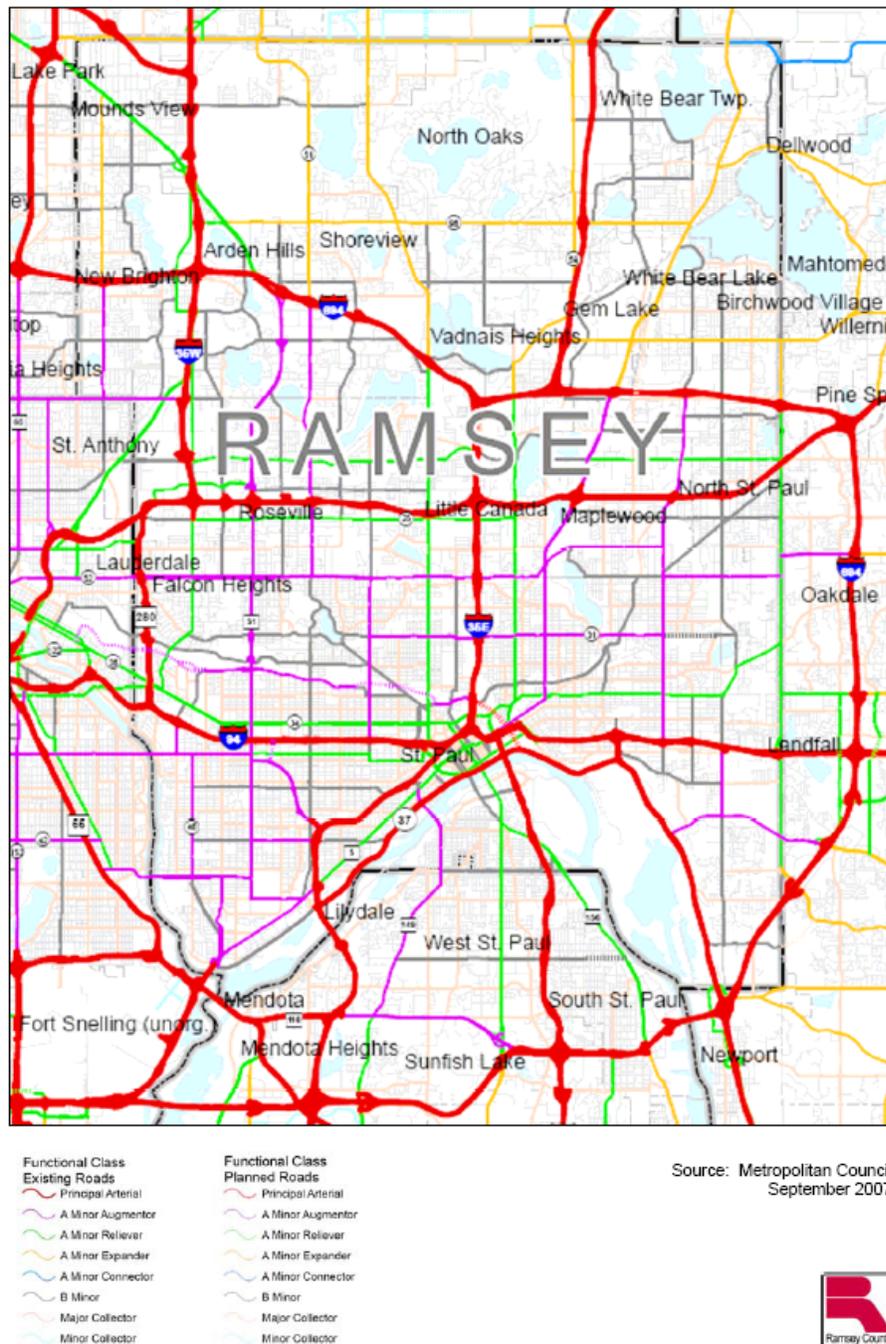
Generally, the appropriate functional classification for roads under County jurisdiction is that of minor arterial. Ramsey County will periodically review the functional class of its roads and re-classify them as appropriate. In conjunction with the review of functional class, the County will review the appropriate jurisdiction for roads and the County will assume jurisdiction of minor arterial roadways and may consider transferring jurisdiction of collector and local roads to municipal jurisdiction. Transfer of jurisdiction to local governments will be negotiated, so that it is done under conditions acceptable to the County and the particular municipality and in conformance with State Rules. At the time of approval of this Comprehensive Plan, Ramsey County has not identified any roads for imminent transfer to local jurisdiction.

Similarly, the Minnesota Department of Transportation reviews the appropriate functional class and

jurisdiction of its roadways and identifies changes to each. Transfers from State to County jurisdiction are negotiated and implemented in accordance with State Rules pertaining to the jurisdictional transfer of roadways.

Informing the community of the purpose of each of the four classes of roadways allows the community to choose the best route and method of travel, thereby increasing traffic flow and efficiency for the community. **Figure 3** identifies the functional classification of the County’s main roadways.

Figure 3
Ramsey County
Functional Class Roads



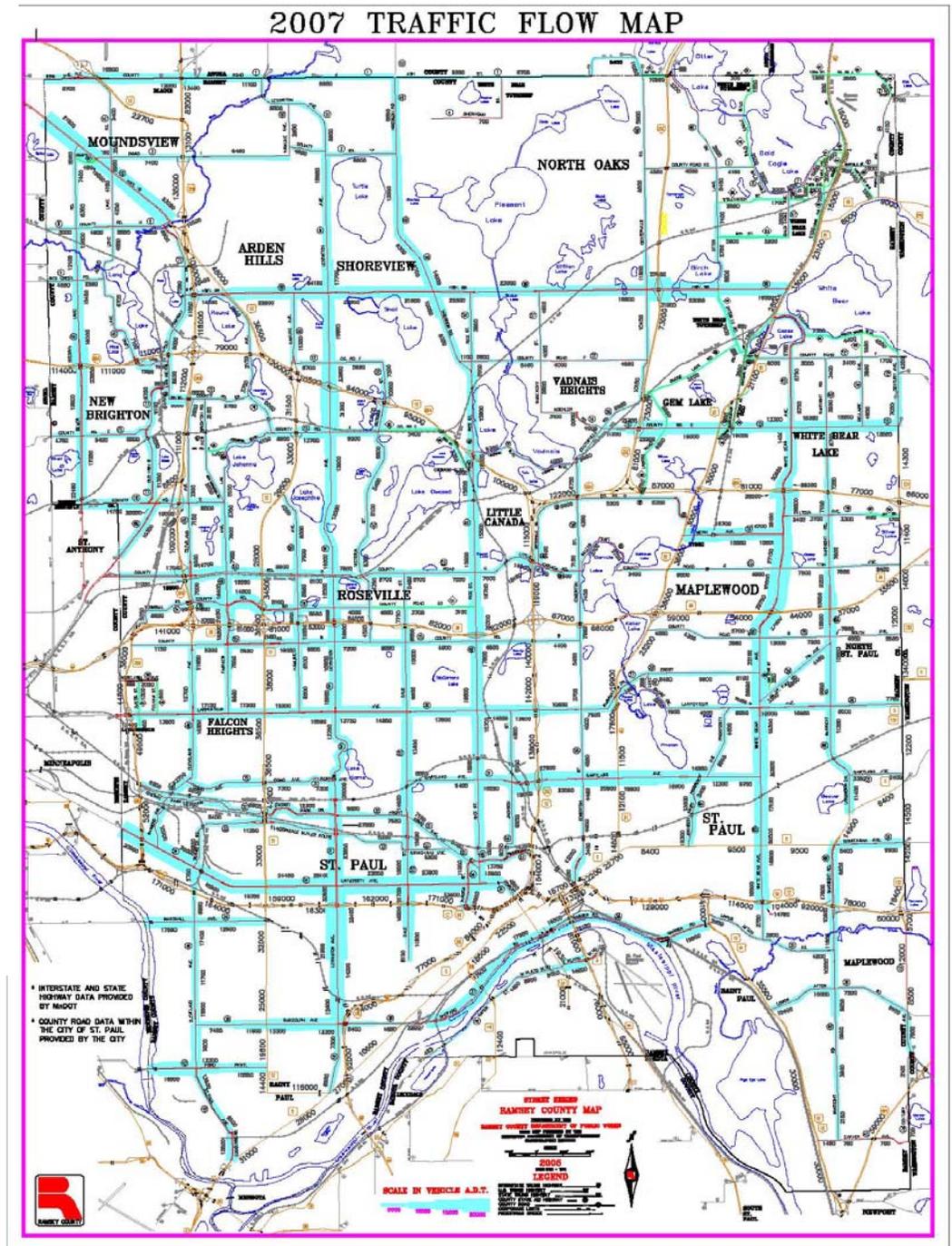
The City of Vadnais Heights and White Bear Township have identified an addition to the minor arterial system. They propose to improve Otter Lake Road, White Bear Parkway, and Labore Road as a Class A Minor Arterial- Expander route. This would create a contiguous minor arterial route from County Road D (CSAH 19) to CSAH 96. Labore Road is currently under County jurisdiction as County Road 108 from County Road D to Goose Lake Road (CR 98). Ramsey County policy is to accept jurisdiction of minor arterial highways, so the County is open assuming the jurisdiction of this route, at an appropriate time, as agreed to by all entities.

Figure 4

Traffic Volumes

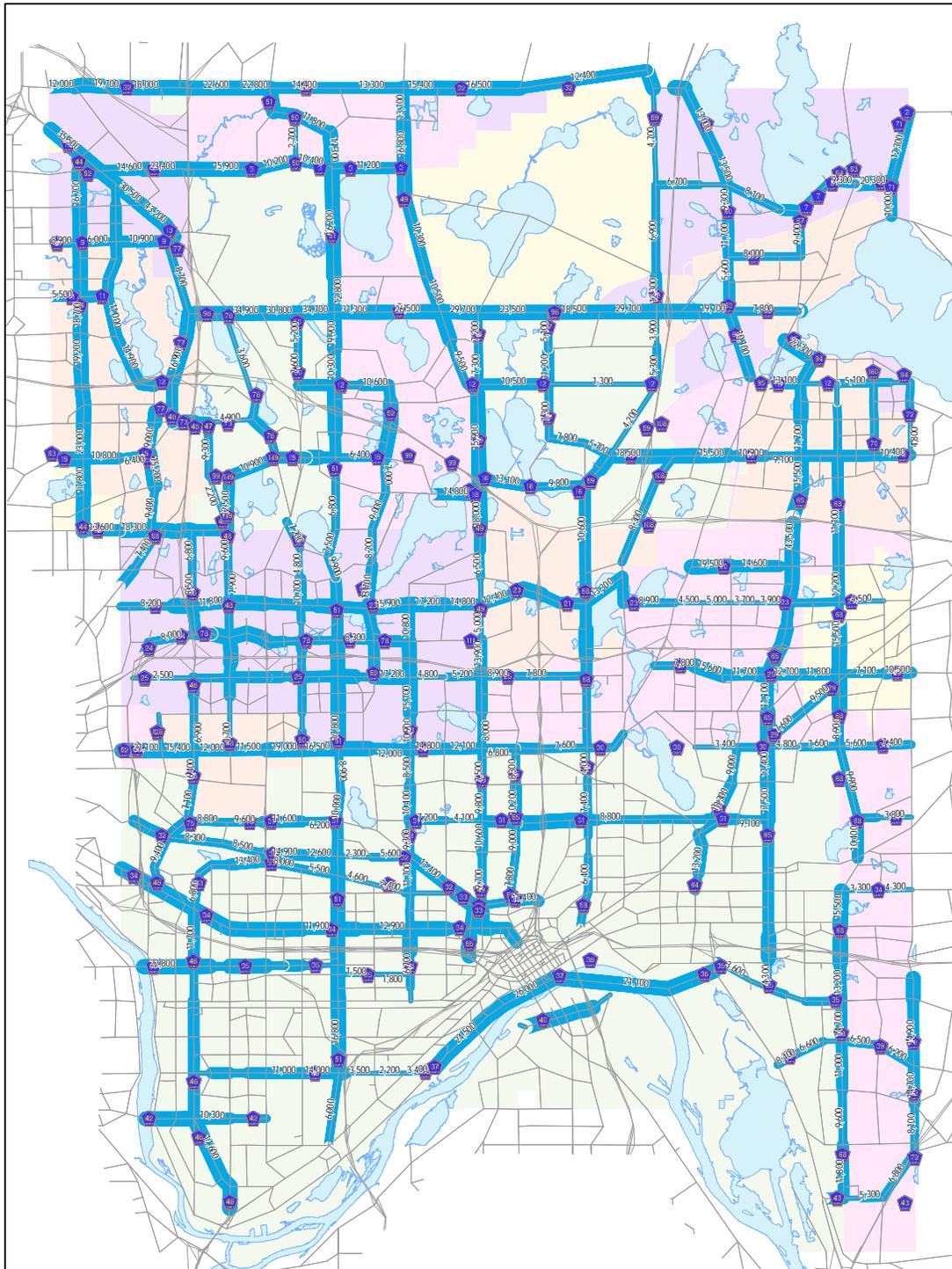
Traffic volumes on County Roads and County State Aid Highways are counted to ensure an accurate record of the use of the County’s transportation system and to report that usage to the Minnesota Department of Transportation to assist in the allocation of County State Aid monies.

Figure 4 is a map depicting the volume of traffic on roads within the County in 2007, demonstrating the heavy use of these roadways.



Ramsey County uses the Metropolitan Council traffic model to predict future road usage. A map showing projected 2030 volumes is included as **Figure 5**. From those traffic projections, the County will analyze areas of congestion to determine the need for projects. Programmed projects will be incorporated into the Public Works Department’s *Transportation Improvement Plan*.

Figure 5
2030 Projected Traffic Volumes



The County vision challenges the County to maximize all opportunities for grants and funding to offset taxpayer burden. County roadways classified as "A" minor arterials are eligible to compete for federal funding. The County actively seeks state aid and other funding sources as they become available.

Right of Way

It is the responsibility of the Ramsey County Department of Public Works to update and implement the existing Major Street Plan and to maintain the existing right of way planning process. Reserving highway right of way for public use guides County highway planning. Acquiring adequate rights of way along the County highway system continues to be used as a long-range planning tool incorporating applicable state and federal regulations.

Whenever municipalities within and adjacent to Ramsey County embark on a redevelopment plan, the County's Public Works Department reviews the site plans. The right of way planning process involves the following review:

- Determine the width of facility necessary to accommodate projected vehicular traffic volumes and potential multimodal uses;
- Consider on-street parking needs;
- Consider additional roadside width needed for traffic signals, sidewalks, bikeways, snow storage, signing, utilities, etc.;
- Consider additional roadside width needed for amenities, such as landscaping;
- Consider all eventualities, including the review of municipal setback requirements;
- Establish right of way widths whenever redevelopment occurs, to ensure they are sufficient on higher volume roadways; and
- Evaluate stormwater treatment requirements and right of way needs.

Travel and System Management (TSM)

According to the Metropolitan Council, TSM strategies are technical programs and methods to improve the efficiency and effective capacity of the transportation system. These strategies may include signal timing, access management, transit improvements, and freeway management (e.g. ramp metering, video surveillance, and providing travel information). The focus of system management must be to move more people, not more vehicles. The goal is not to build additional roadways, but to help current roadways operate efficiently. Therefore, management of the highway system should provide incentives to those willing to share rides and reduce single occupant vehicles as well as providing for a smoother flow of vehicles.

The County vision supports a proactive role in clarifying the consequences of travel decisions and providing incentives for community members to facilitate change in travel behavior. The vision also supports a system operation that will focus on increasing the occupancy of the vehicles that use the system while continuing to accommodate alternatives that cater to the individual.

Existing Conditions

There are three levels at which TSM strategies can be applied to help existing roadways operate more

efficiently. A low level of TSM is a two lane rural road that does not require travel and system management because the roadway is operating at full potential. A high level of travel and system management, like that found on an interstate highway, uses video cameras, loop detectors, and devices to measure speed and accidents. A high level of TSM has a full traffic management center - a complete system. A medium level of travel and system management is found on the County's system.

One TSM strategy—signal timing—is utilized in Ramsey County. All County traffic signals are fully actuated signals that minimize stops, delay, and fuel consumption. In other words, County traffic signals are set to keep traffic moving. The amount of traffic determines how long a light remains red or green. The goal is to coordinate as many cars as possible traveling as a group without encountering a red light. This system works well when there are heavy volume arterials and low volume cross streets. It represents the highest technological level of TSM in the County.

Ramsey County will continue to implement signal timing optimization projects to alleviate the need to expand roadways. Additional interconnected, traffic responsive, coordinated signal systems will be implemented within the County where possible. The County will also continue to explore the use of new technologies that will minimize travel times and provide driver information regarding trip choices and roadway conditions.

County Role

Ramsey County Public Works will continue to utilize TSM preservation strategies to maintain its system of roadways in order to make good use of County funds.

Ramsey County will continue to educate its employees on the transportation choices available to them other than the single occupant vehicle, and will work with communities to educate the public on the impact trips have on the roadway system.

Bikes and Pedestrians

Providing and maintaining a regional transportation system of bicycle/pedestrian pathways throughout Ramsey County contributes both recreational and work commute opportunities for residents. Bicycle routes provide efficient transportation in conjunction with environmental and traffic congestion improvements.

Bikeway systems operate under three levels of jurisdiction: municipal, county and state¹. Each system performs its function in the overall network by providing bicycle accessibility at the appropriate scale. The County system provides the link between municipal and state networks.

Regardless of jurisdiction, the majority of bike trails within Ramsey County also serve as pedestrian trails. Pedestrian pathways contribute to the overall intermodal transportation system by providing connections to neighborhoods, businesses, transit, employment, community centers and parks. Studies

¹ The bicycle/pedestrian pathways discussed in this section generally do not include bicycle/pedestrian trails within County or municipal parks. Trails within parks tend to serve a recreational rather than a transportation function. Those bicycle/pedestrian trail systems are discussed in detail in the Parks and Recreation System Plan, and in the Parks and Recreation section of municipal comprehensive plans.

suggest that walking rates are almost four times higher in pedestrian-friendly neighborhoods with well-connected streets and sidewalks and nearby commercial destinations.

The County vision supports providing a coordinated system of thoroughfares, highways, streets, and other public ways which meet state and/or federal highway specifications that ensure the safe and efficient movement of motor vehicles, bicyclists and pedestrians.

The bicycle/pedestrian issue corresponds to the land use (vision) strategy of advocating sustainable, low-energy-use modes of transportation and supports the parks and open space vision of allowing people to move from open space to open space being enabled by 'greenways' containing trails for pedestrian, bicycle or other non-motorized traffic.

Accommodation of pedestrians and bicycles is very important to the County. The County will encourage multi-modal forms of transportation wherever feasible. As improvements are made to the transportation system, these needs are evaluated on a project by project basis. Whether associated with a vehicular transportation improvement or not, an emphasis is given to coordinating and connecting new bicycle and pedestrian routes between communities and adjacent counties.

Maps of regional trails, with local connections shown, are currently available on the County website. This mapping will continue as County resources allow. However, because the mapping needs extend throughout the metro area and beyond, coordination with adjacent counties is critical to establishing a comprehensive map system

Existing Conditions

Ramsey County has jurisdiction of pedestrian traffic crossing county roads. Municipalities have direct control over pedestrian systems. Each municipality determines its own criteria for the location of sidewalks. The only sidewalks the County maintains are on County bridges. Ramsey County pays for 25% of all bicycle/pedestrian paths adjacent to County roadways when that roadway is either under reconstruction or a component of a Ramsey County Transportation Improvement Program (TIP) project. The County monitors traffic volumes and accidents providing valuable safety feedback.

Future Expectations

Bicycle/pedestrian facilities will continue to be provided by municipalities, MnDOT, the Minnesota Department of Natural Resources (Mn/DNR), Ramsey County Parks and Recreation, and Ramsey County Public Works. The following needs to be done to influence the future and change expectations:

- Standards of the American Association of State Highway and Transportation Officials (AASHTO) and the State of Minnesota regarding bicycle/pedestrian criteria should be followed to the extent permissible by factors such as road widths and available right of way.
- Ramsey County will assist municipalities in the development of facilities that allow the bicycle to become a viable transportation option, and municipalities should work with the County in the development process to assist with right of way needs for bicycle/pedestrian routes.
- Bicycle/pedestrian trails should be connected at municipal, county, park and state levels in order to form a comprehensive system of safe and convenient trails.

Trucks

The County road system is important for heavy commercial traffic. Heavy commercial traffic includes trucks used for the transportation of goods and materials to and from commercial and industrial areas in the County. It also includes vehicles such as school buses, fire trucks, and refuse hauling trucks, essential to the well being of residential areas.

Establishing truck routes and providing efficient freight commodity movement to state, national and international markets is crucial to the region's economic prosperity. According to the Minnesota Department of Transportation (Mn/DOT), the principal means of freight movement in the metropolitan area is trucking by common carriers and private truck fleets. Trucking productivity depends on an adequate roadway system and its connections with ports, railroads, and airports. The County vision supports a system that will provide for the efficient movement of goods, protecting the economic vitality of the community.

This issue corresponds with the Economic Development vision that businesses will be accessible through a comprehensive and integrated transportation system that serves both people and products.

Existing Conditions

According to the Ramsey County Public Works Pavement Management System Report, nine or ten ton spring axle load limits apply to approximately 280 miles of County roads and seven tons to 6 miles. Seven-ton road limits are posted by Ramsey County. A goal for the Ramsey County Public Works department is to have nine- or ten-ton capacity on all County roads, thereby removing any spring weight restrictions for trucks. This will also alleviate the need to post roads for seven-ton load limits, thus saving both time and money.

The jobs most beneficial to the region are those resulting in exported products and services. Intermodal transportation is a critical support service for businesses importing/exporting products. In addition, there is pressure to move production facilities as close as possible to the market (i.e. East or West Coast or Chicago). Because of its geographic location, the Twin Cities must provide competitive shipping capability at competitive costs to local businesses.

According to the Metropolitan Council, trucking firms will continue to establish strategic alliances with railroads to move freight intermodally by containers and trailers. Small package handlers will continue to rapidly expand through extension of overseas service. These handlers will extend their service as logistic providers to small businesses. A primary purpose of the interstate highway system is for goods movement. A primary purpose of minor arterials is to move trucks from the principal arterial system. As a system of minor arterials designed to serve short-to-mid range trips at moderate speeds, the County roadway system should accommodate truck traffic, providing a link between trunk highways and local routes.

Future Expectations

Ramsey County will continue to work with municipalities to designate truck routes on minor arterials that provide adequate truck access to intermodal freight terminals, truck terminals, transportation hubs, distribution centers, businesses, and industrial concentrations within Ramsey County. The County and

municipalities would remove any existing weight and street restrictions from these truck routes. This coincides with municipal interest in reducing through traffic on local streets.

The County will continue to work with businesses and industries to change delivery times as necessary to restrict truck movement and on-street loading and unloading during peak traffic hours.

County Role

The Ramsey County Public Works Department uses general road inventory information, observed pavement conditions, and field measurements to develop a pavement management system that determines the type of maintenance required, establishes maintenance priorities, and projects the cost of maintenance work. The pavement management system is used to maintain and improve pavements in an organized and cost effective manner.

The County will continue to review truck movement restrictions and work with municipalities to revise these restrictions as necessary. In addition, when receiving a municipal road through the turnback process, the County will not lift any truck restrictions that may already exist without municipal support.

The County will continue to notify common carriers and private truck fleets of impending construction, and work with those companies and the municipalities in developing temporary alternative truck routes.

The County will continue to review the County roadway system for sufficient pavement strength and adequate vertical clearance on all County roads.

The County will continue to work with municipalities in reviewing pavement strength and vertical clearance for those local streets which provide a link between County roadways and truck destinations.

Aviation

The County is home to two airports: Benson's Airport owned and operated by White Bear Twp., and St. Paul Downtown Airport. The County is also potentially affected by airspace protection related to operations at MSP International Airport.

The St. Paul Downtown Airport is classified as an intermediate, primary reliever airport providing service by commuter, air-taxi and corporate aircraft primarily for business flying. Its main service area is within thirty minutes ground travel time of the airport and includes downtown Minneapolis.

The Benson Airport is publicly owned by White Bear Township and operated by the Benson Airport Association. Benson Airport is limited to the public use of small, single-engine propeller aircraft. At this time, the Benson Airport is not included in the regional airport system, due to its license waiver concerning runway length, nor is it in the national plan of integrated airports (NPIAS). The airport is operated as a restricted facility under current state licensing criteria.

The Anoka County-Blaine airport borders Ramsey County along County Road J. This airport is classified as a minor, secondary reliever, and provides service by medium-size, twin-engine aircraft

that are used primarily for training, pleasure and business flying. There are plans to expand the services of this airport. The airport’s service area includes most of northern Ramsey County and part of St. Paul.

Both the St. Paul Downtown and the Anoka County-Blaine airports are designated by the FAA as relievers for the Minneapolis-St. Paul International Airport (MSP) and are owned and operated by the Metropolitan Airports Commission (MAC).

Located near the southwest corner of Ramsey County, MSP is the major airport for the region. According to the Metropolitan Council, the passenger, aircraft, and air cargo handling capacity at MSP will need to be expanded to meet forecasted needs.

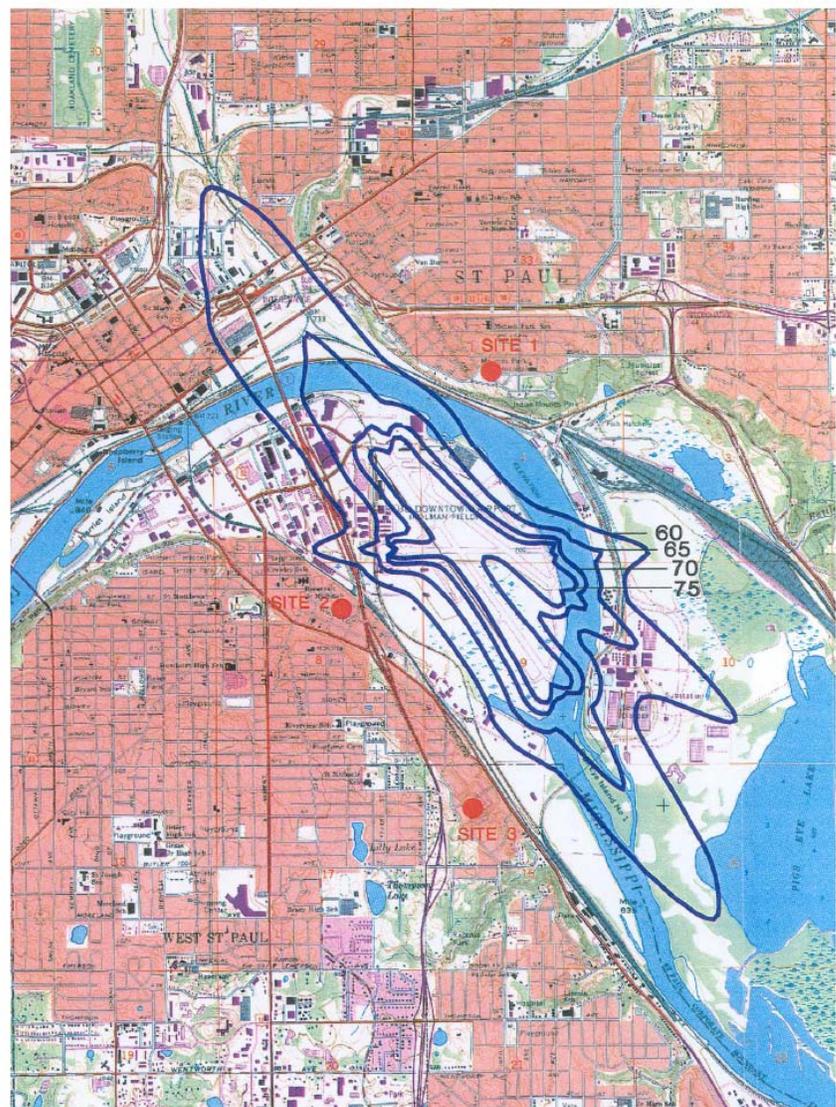
Noise Impacted Community

Part of the County is within the Influence Area of both the St. Paul Downtown Airport and Minneapolis-St. Paul International Airport (MSP), both owned and operated by the MAC. As such, County owned, regulated or permitted land uses could be affected by planning considerations potentially involving airport zoning, environmental mitigation, airport development and economic impacts, ground access needs, infrastructure requirements and general land use compatibility. At present, a portion of the County is designated a “Noise Impacted Community” by the Metropolitan Council in regards to the St. Paul Downtown Airport.

Figure 6 depicts the noise exposure projected for year 2020 aircraft operations.

Figure 6

NOISE POLICY AREA : ST. PAUL DOWNTOWN AIRPORT



MN Administrative Rules Chapter 8800.2800 designate specific lakes upon which seaplane activity is allowed and what operating conditions may apply. In Ramsey County, these lakes are: Bald Eagle Lake, Long Lake, Turtle Lake, White Bear Lake and Lake Owasso.

County Role

The County has a limited role in airport-related matters. Land use compatibility and associated noise and height restrictions are the responsibility of the MAC, the Metropolitan Council, and affected municipalities.

The County will continue to coordinate with municipalities and other government entities regarding any county-planned development or modifications that could impact aviation services, and to monitor increased passenger traffic to MSP to ensure reasonable travel times to the airport for all County residents. The County acknowledges that both Federal Aviation Administration (FAA) and MnDOT Aeronautics safety standards, such as protection against potential hazards to air navigation as defined under MN Administrative Rules Chapter 8800.1200 including electronic interference, are to be considered in any planning and/or development within designated areas adjacent to the St. Paul Downtown, Anoka County-Blaine, and MSP International airports. The County also acknowledges federal regulations CFR – Part 77 requiring notification to the FAA regarding proposed construction or alteration of any county-owned, regulated or permitted land uses that could impact aviation services (FAA Form 7460-1).

During 2009, both the Anoka County-Blaine Airport and the St. Paul Downtown Airport long-term comprehensive plans (LTCP) are being updated by the MAC including preparation of an airport airspace safety zoning ordinance. Both LTCP updates also involve the development of new aircraft noise contours. The County will stay apprised of these planning efforts, which include zoning ordinances to be reviewed and approved by MnDOT, and coordination on potential impacts to the new Lafayette Bridge and other roadways, which is occurring with the joint airport/community zoning boards.

The County should ensure that roads to airport freight terminals address the operational needs of trucks to assure efficient truck access as well as the safety of the traveling public.

Transit

Transit Vision Statement

Quality transit service is important to the economic well-being and the quality of life of all citizens. This service should meet the needs of all citizens, including special populations such as low income, ethnically diverse, elderly, youth, and the disabled. Transit service will provide a safe, convenient, fast, flexible, and economical alternative to the automobile. Dedicated, sufficient, and increasing funding must be in place to support transit service. Fares must be affordable and equitable. While Ramsey County is not a transit provider, the County is interested in planning for, promoting, and advancing transit that meets the needs of residents and employers in the County.

Routes and connections will be designed so that passengers can reach their destinations in a reasonable time and with a minimum of transferring. Passengers and operators will be able to ride on transit vehicles safely and access the transit service by way of a system of pedestrian facilities which provide safe, convenient, and barrier-free routes with proper year round maintenance, including expeditious snow removal as required. Transit vehicles will be equipped to handle all passengers in a comfortable and safe manner. The public will be informed of changes and improvements to the service in a way that encourages transit use.

Transit service will use various modes and providers in coordinated combinations such that each trip is made in the most efficient manner possible. Planning with other political jurisdictions, both within and outside the County will continue. Ramsey County will also encourage the State and Federal Government to facilitate the expansion of inter-city and suburban transit modes.

Ramsey County board, staff and citizens will continue to be encouraged to participate in planning to form existing, new, and future transit technology. The County, in cooperation with municipalities, will work to focus land use planning that fosters increased use of transit and the improvement of neighborhoods. Ramsey County will be a leader and model in promoting, developing, and providing transit.

Definitions

Transit is an integral part of the transportation vision. Transit is defined as public ride sharing. It includes transitional transit modes such as buses, bus rapid transit, light rail, heavy rail, and commuter rail. It also includes shuttles, vanpools and carpools, as well as special services for senior citizens and those with disabilities.

The Metropolitan Council defines transit by service markets based on demand by concentration of housing, jobs and other factors. **Table 1** on the following page describes the characteristics of these four transit markets.

Table 1

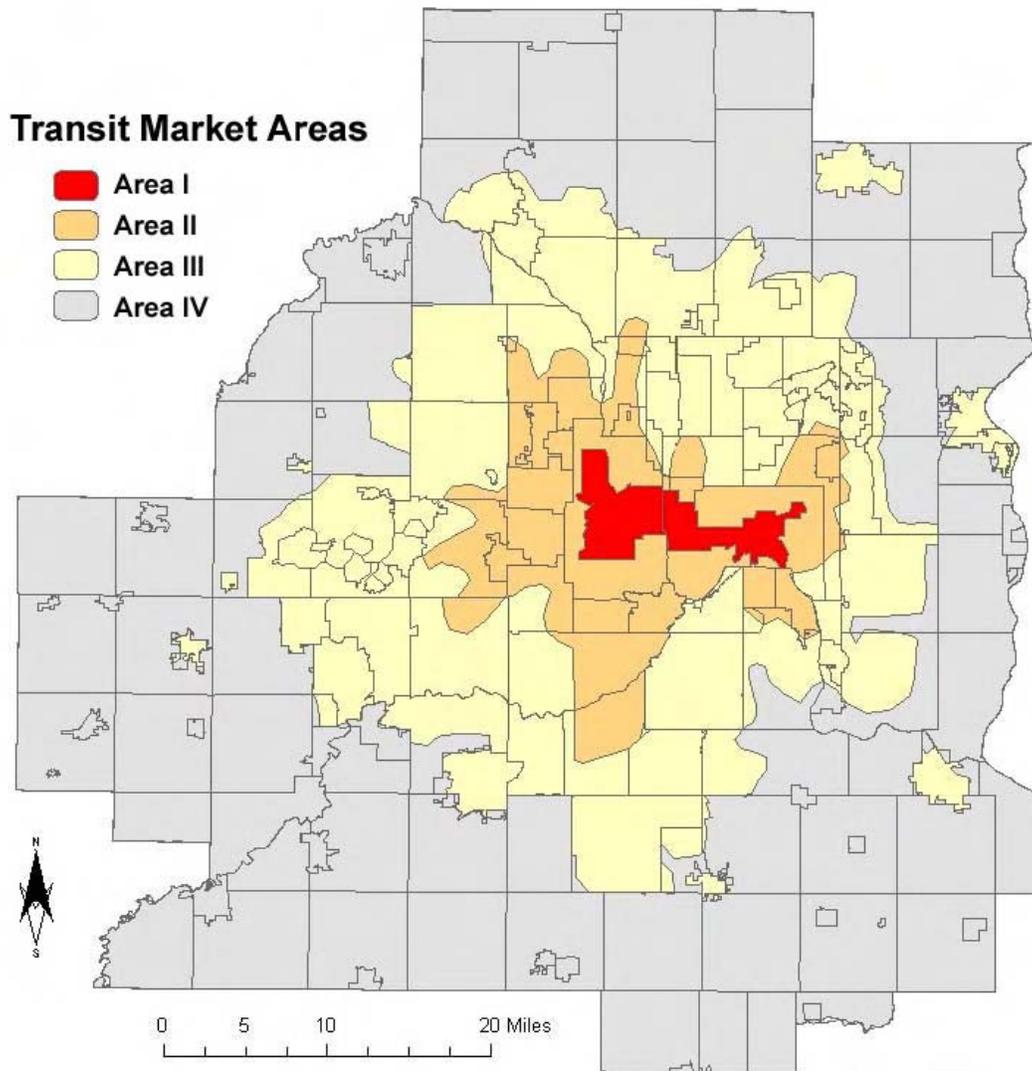
Transit Market Area Features

Market Areas	Land Use Pattern	Service Options	Service Characteristics
I	Highest concentrations of activity, housing and jobs	Regular-route locals, all-day expresses, special needs paratransit (ADA, seniors,) ridesharing	<p>Frequencies: 5-15 minute local and circulator</p> <p>Span of Service: 18-24 hours, 7 days per week</p> <p>Access: Locals spaced 0.25-0.5 mile apart with 8 bus stops per mile</p>
II	Moderate concentrations of jobs, housing and activities	Regular-route locals, all-day expresses, small-vehicle circulators, special needs paratransit (ADA, seniors,) ridesharing	<p>Frequencies: 15-30 minute or 30-60 minute depending on land use pattern</p> <p>Span of Service: 12-20 hours per day, 7 days per week</p> <p>Access: Locals spaced 0.5-1.0 mile apart with 6-8 bus stops per mile</p>
III	Generally lower concentrations with intermittent pockets of moderate concentrations (pockets would receive highest service levels)	Peak-only express, small vehicle dial-a-ride, midday circulators, special needs paratransit (ADA, seniors,) ridesharing	<p>Frequencies: Peak-period-only expresses, 1-2 hour midday frequencies, dial-a-ride advance registration</p> <p>Span of Service: 10-14 hours per day, weekdays and limited weekends</p> <p>Access: Services tied to park-and-ride lots and hubs</p>
IV	Lowest concentrations of housing and jobs	Dial-a-ride, volunteer driver programs, ridesharing	<p>Frequencies: As needed</p> <p>Span of Service: 8-10 hours per days, weekdays</p> <p>Spacing: Services tied to park-and-ride and park-and-pool lots</p>

Figure 7 identifies the transit service areas as defined by type of market. Ramsey County has three different transit service areas: Markets I, II, and III. Ramsey County is within the Transit Taxing District that provides a portion of local capital funding.

Figure 7

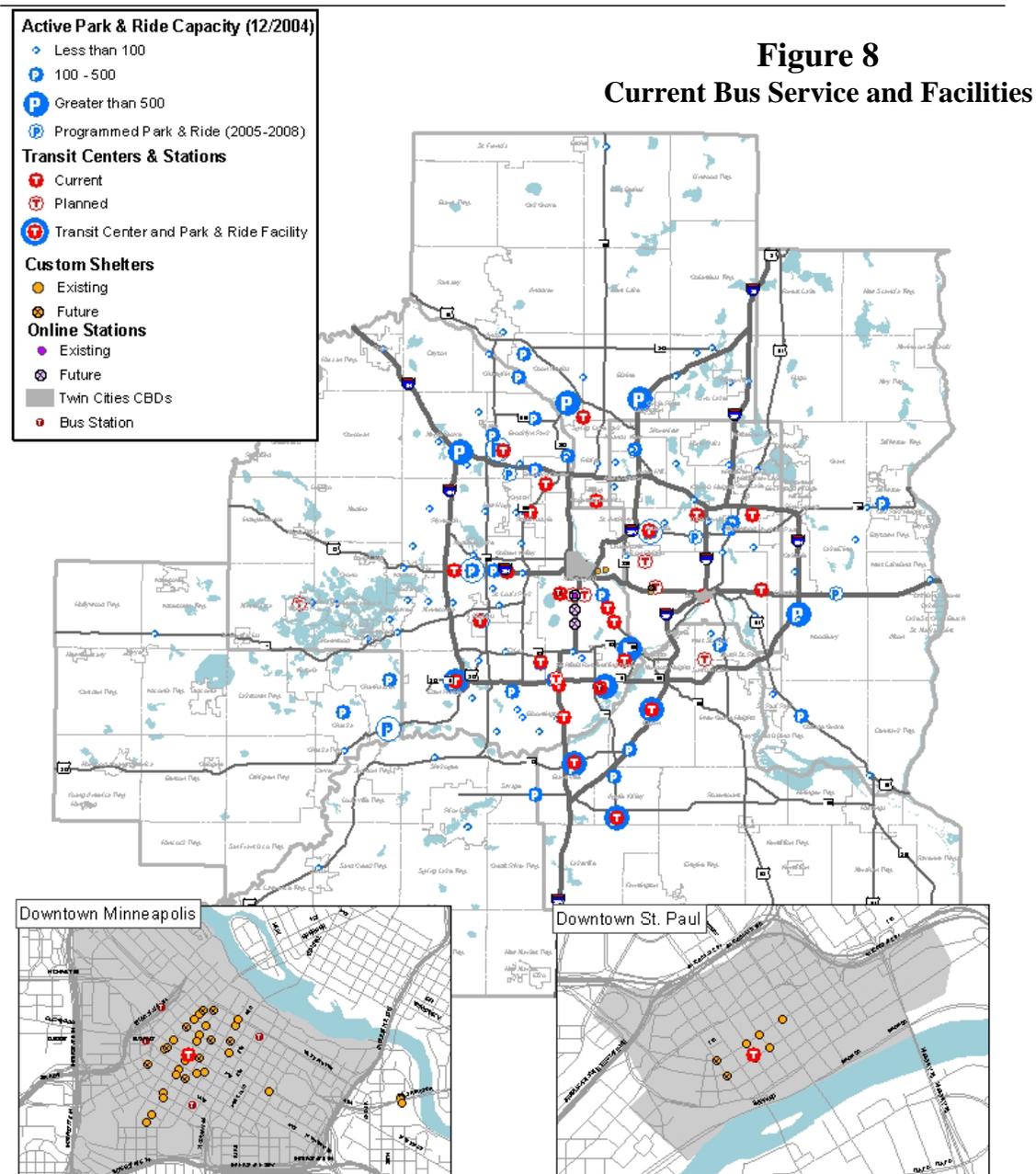
Existing Transit Service Areas



Transit helps shape the region by providing an attractive, economic, and efficient alternative to the private automobile. Quality transit service providing access to employment, education, entertainment, and health care is essential for the economic success of the Ramsey County business community and the quality of life for all residents. The transit system should meet the diverse needs of all Ramsey County citizens, including low income, ethnically diverse, elderly, youth, disabled, and non-English speaking populations.

Buses – The backbone of the existing transit system in the region. Local and express buses provide service and coverage that are essential to the region. As light rail, commuter rail, and bus rapid transit choices become available in the region, the necessity for good bus service increases. Buses and rail are complementary, not competitive. Most fixed route transit services in Ramsey County are provided by Metro Transit. Some service is also provided by private vendors contracted to the Metropolitan Council. Public and private services are provided by others, including regular route bus service, express bus service, senior transit services, circulator transit, transit for persons with disabilities, and welfare to work transit services. Those providers include Lake Area Bus and Northeast Suburban Transit (NEST).

The current bus service and facilities are pictured in **Figure 8:**



Light Rail Transit (LRT) – Electric railway system that operates short trains or single cars in either mixed traffic or exclusive right-of-way. Maximum passenger capacities usually range from 6,000 to 8,000 passengers per hour in each direction; about the same as three to four freeway lanes. LRT is generally utilized in urban to suburban markets, with station spacing being about one mile apart on average, and with closer spacing in downtown areas. LRT considered for the Twin Cities is high frequency, premium transit service. The Hiawatha LRT line is the region’s first LRT line, and extends from the Mall of America to downtown Minneapolis.

Commuter Rail – High quality transit service providing essentially peak period commuting opportunities over longer distances. Service is generally provided in the morning and afternoon. The diesel-powered trains used by commuter rail may be self-propelled or pulled by standard locomotives. Trains operate over either private right-of-way or shared railroad right-of-way. Stations are spaced between five- to seven-mile intervals in suburban and rural areas, and may be closer together in urban areas. Commuter lines are typically 30 or more miles long. Intermodal connections from commuter rail stations to bus and LRT are essential.

Bus rapid transit (BRT) – Bus rapid transit refers to buses operating on their own right-of-way, or in a combination of dedicated right-of-way and mixed traffic. It is the combination of the quality of a high frequency service with the flexibility that a bus provides. The University of Minnesota operates buses in a dedicated right-of-way for a portion of the route between its Minneapolis and St. Paul campuses.

Transit Centers – Locations where transit services are integrated and coordinated. They range from large transit centers with park and ride facilities, such as Maplewood Mall, to downtown St. Paul where many routes converge, to small informal park/ride lots.

Existing Conditions

Population in the Twin Cities metropolitan area is forecasted to grow by nearly one million people by 2030. Ramsey County will get about 17% of that growth. Downtown St. Paul and the Capitol complex represent one of the major economic and employment centers in the metropolitan area. This translates into increases in congestion, as well as delays to those living in Ramsey County and working in the County.

Over the years, while the region’s population has grown and the number of automobile trips has increased, transit utilization has been declining. Budget cuts and fare increases had contributed to the declining ridership. However, the trend has been reversing in recent years, and during this past year there was a four percent increase in ridership. Metro Transit acknowledges that a stable and increasing funding source is essential for continuing transit service enhancements. Transit has been under-funded in this region in contrast to comparable cities across the country.

The Metropolitan Council’s 2030 Transportation Policy Plan (TPP) proposes to increase transit ridership by 50% by 2020, and double it by 2030. The plan also proposes construction of five new transit ways on dedicated right-of-way by 2020 and three additional transit ways by 2030. The Northstar Corridor commuter rail project from Minneapolis to Big Lake is under construction and slated to open in 2009. The Central Corridor light rail transit project from downtown St. Paul to downtown Minneapolis is currently in preliminary engineering, and anticipates completion by 2014.

The region recognizes the linkage of transit to land use and to economic development. The success of the region's first LRT line, the Hiawatha, is an example of this linkage. Ridership on the Hiawatha has exceeded even the 2020 forecasted estimates. In addition, the cities of Minneapolis and Bloomington, along with private developers, have worked to implement developments along the corridor, especially in close proximity to stations. Minneapolis has also completed station area plans. In Ramsey County, St. Paul is undertaking station area planning for proposed Central LRT stations, and has worked on land use strategies for the city's portion of the LRT project. This work will only enhance the much-anticipated success of the Central LRT project.

Transit Corridors

Central – LRT corridor between downtown St. Paul and downtown Minneapolis. The project is currently in preliminary engineering (PE). After PE and the Final Environmental Impact Statement are complete, the project can move into the final design phase, and then construction. The project is anticipating construction to begin in 2010, and will be open in 2014.

Rush Line – Located between downtown St. Paul and Hinckley. An alternatives analysis study [a process to identify and compare the benefits, costs, and impact of a range of alternatives for the corridor to determine options to solve the transportation problem] is underway and should be completed by the end of 2008. A commuter bus study was completed in 2007, which demonstrated a strong need for commuter bus service in the corridor from St. Paul to North Branch. Funding for bus service is currently being sought to support implementation in 2009.

Red Rock – Located between downtown Minneapolis, through downtown St. Paul and Hastings, following I-94 and Highway 61. An alternatives analysis study was completed in 2007, which recommended pursuing bus improvements in the corridor and continuing to plan for commuter rail as a future project.

Robert Street – Located between downtown St. Paul and Rosemount, including Robert Street, Highway 52, and other north-south routes. A feasibility study will be completed in the spring of 2008, and will evaluate a variety of transit and transportation issues, alignments, and technologies in the corridor.

Northeast Diagonal – Located between downtown Minneapolis and White Bear Lake. A land use and transit plan was completed in 2002 showing how the intensification of land use along the transitway would improve transit ridership.

Riverview – Located from Lower East Side of St. Paul through downtown St. Paul to the Minneapolis/St. Paul International Airport and the Mall of America. A major investment study was completed in 2000, and the Ramsey County Regional Railroad Authority (RCRRA) supported a busway (or bus rapid transit) for the Corridor. Bus shelter improvements were completed along the corridor, and Metro Transit has added a limited stop bus route along this corridor, which performs very favorably.

I-94 Corridor – Located from downtown St. Paul east into Wisconsin. Washington County will lead a transit study of this corridor. Funds are being sought to study the feasibility of a transitway in the corridor.

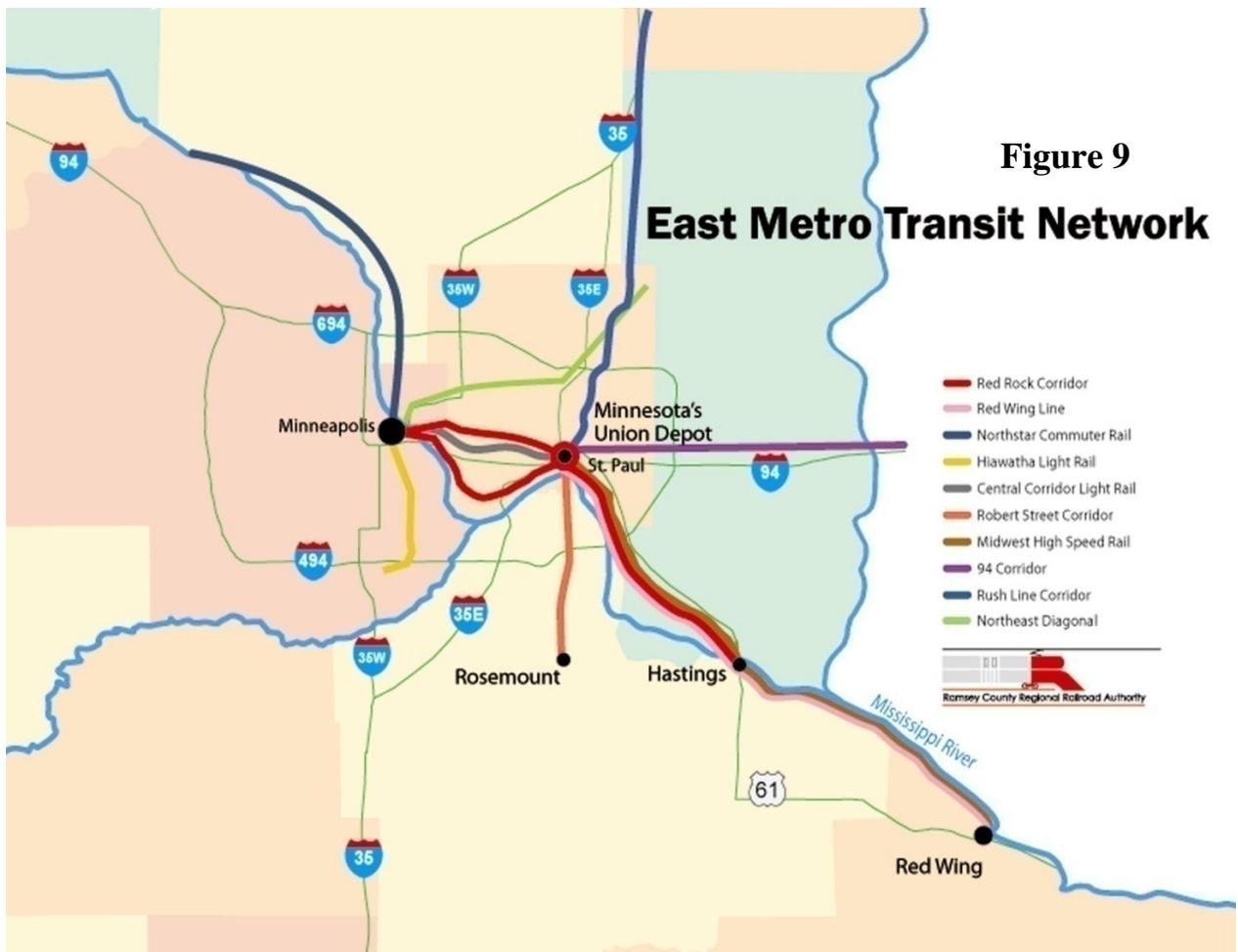
Highway 36 Corridor – Located from downtown Minneapolis northeast into suburban Ramsey County to Stillwater. This corridor has recently been identified by the Metropolitan Council as warranting a

mode/alignment study. Ramsey County will work with Washington County to secure funds to study this corridor.

Snelling Connector – This corridor connects the 46th Street Hiawatha light rail transit station in South Minneapolis to Rosedale Mall in Roseville, and travels through several municipalities. This corridor has recently been identified by the Metropolitan Council as warranting an arterial bus rapid transit study. Ramsey County will work to secure funds to study this corridor.

High Speed Rail – Located from St. Paul to Chicago. Also known as the Midwest Regional Rail Initiative, a consortium of nine states is studying the improvement of speed in several passenger rail corridors, including the St. Paul to Chicago portion of the current Amtrak Empire Builder line. Minnesota’s portion of this network of higher speed rail includes St. Paul to La Crescent, with stops in St. Paul, Red Wing, Winona, and La Crescent. A feasibility study was done for the multi-state system. Several states are currently doing more detailed analysis, including environmental analysis, to keep the project moving forward. Minnesota continues to participate in the multi-state project, but has not initiated detailed engineering or environmental analysis on their portion of the network. Washington and Ramsey Counties have been advocating for a more active role by Minnesota, and are working to secure funds for engineering and environmental analyses.

Figure 9 is a map depicting the transit corridors in Ramsey County.



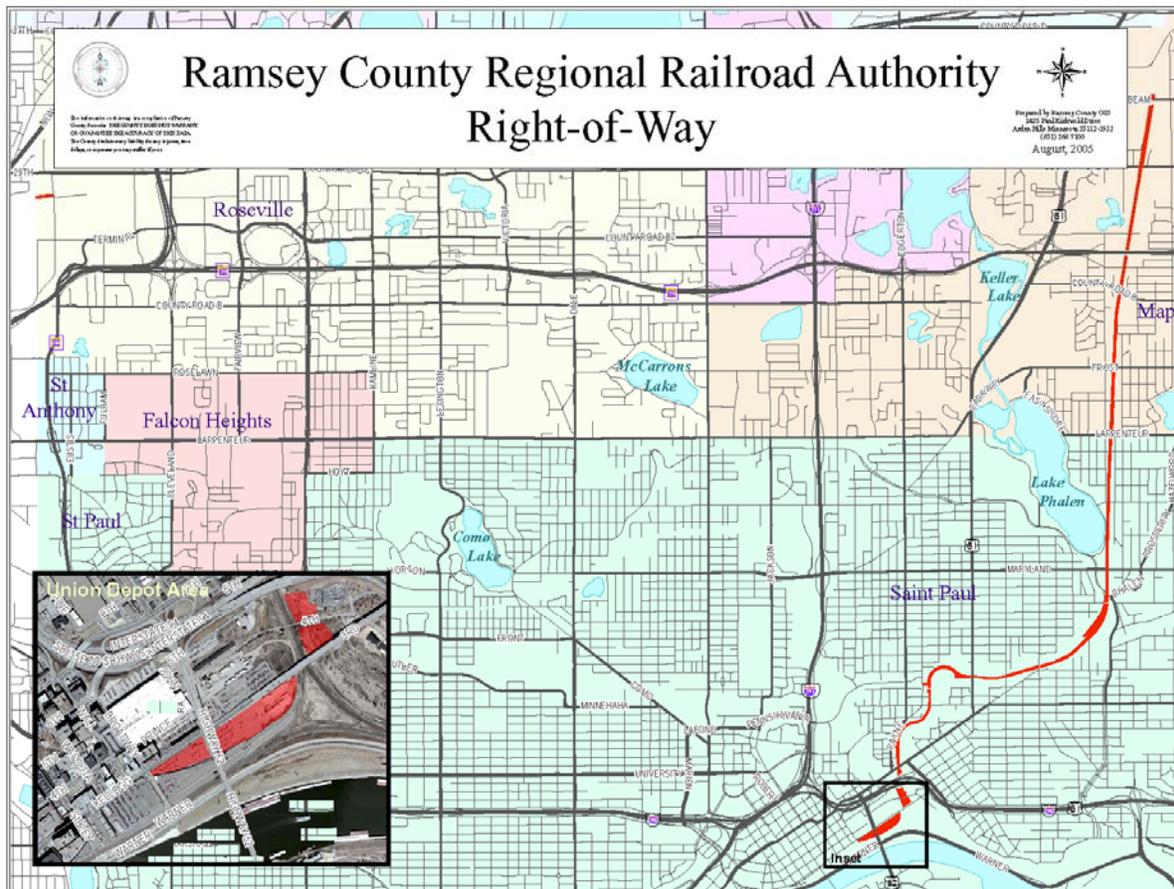
Union Depot

In addition to the corridors listed above, the Rail Authority is working to return the Union Depot in downtown St. Paul to its former glory as a multimodal transit hub where the east metro transit corridors can converge in one location. In May 2008, the Rail Authority purchased the concourse and other property from the United States Post Office, though a clause remains in effect through the end of 2009 whereby the United States Post Office can retain the property. The concourse and the accompanying land is necessary to restore train service to the Depot. Amtrak will relocate its stop from the Midway to the Depot. Intercity buses, including Greyhound and Jefferson Lines, will move their St. Paul stops or add stops to the Depot. Future light rail (such as Central Corridor) and commuter rail projects will terminate or stop at the Depot on the concourse level. Ramsey County has a keen interest in planning for such projects that would access the Depot. The Depot will open by 2012.

Right of Way

The Rail Authority has acquired right-of-way to preserve it for future rail transit and is in the process of acquiring additional right-of-way (see **Figure 10**). Nearly 75% of the 103 acres owned is along the Northeast Corridor (from downtown St. Paul north to Maplewood near Highway 61). Other parcels are located in Roseville, and near the Union Depot in downtown St. Paul.

Figure 10



Expectations Based on Current Trends

- Transit ridership will increase if funding and services are increased. Diversity of transit services, including rail transit, will require a dedicated funding source.
- Due to the overwhelming success of the Hiawatha LRT line, LRT is viewed much more favorably in the region. Commuter rail will be implemented in the Northstar Corridor by end of 2009. New technologies should continue to be monitored for their suitability for the region.
- Strategies to provide employees with more options to commuting, such as telecommuting and flexing of hours, is expected to increase as congestion continues to rise each year.
- Reinvestment in transit services is a priority within the core region as local bus service remains the backbone of any successful transit system.
- Linking transit to land use in order to enhance livability and economic development will continue to assume priority.
- The population of Ramsey County is expected to include a larger percentage of elderly in the next 20 years. Their transportation needs will require an increased number of services and choices.

Future Expectations

The following needs to be done to influence the future and change expectations:

- A funding source dedicated to improving transit in Ramsey County and the Twin Cities metro area needs to be established.
- Planning and engineering studies relating to rail transit need to be undertaken and completed if rail transit is to be implemented.
- Priorities need to be established for transit improvements in Ramsey County. No single transit solution fits every corridor. Bus improvements may be appropriate in one corridor, while another corridor may warrant bus rapid transit. Yet another may be in an ideal location for light rail transit or commuter rail.
- The Rail Authority should work with communities, business and the public on the economical and environmental benefits of supporting and utilizing transit options.

County Role

The Regional Rail Authority has responsibilities for corridor planning and a role in rail transit development. It also has a role in preserving right-of-way for future rail transit use.

Ramsey County and its constituent communities provide input to the Metropolitan Council. Such input may be provided through direct contact with the full Council or individual members, membership on various advisory committees, such as the Transportation Advisory Board for elected officials, or the Technical Advisory Committee for professional staff. The County may, therefore, exert influence on policy decisions and provide input through requests for various services. However, the County cannot directly implement changes.

The Railroad Authority and County elected officials and staff interact with Congress, the Minnesota State Legislature, Metro Transit, the Minnesota Department of Transportation, city elected officials, business, and the general public on transit issues. The Railroad Authority is a member of the Metropolitan Transitways Development Board, Central Corridor Management Committee, LOCATE

committee, Rush Line Corridor Task Force, Red Rock Corridor Commission, Robert Street Steering Committee, and other organizations working on transit issues.

Ramsey County will continue to work with the Metropolitan Council and other agencies to ensure that County transportation needs are met.

Counties Transit Improvement Board

In 2008, the Minnesota Legislature approved a veto override of a transportation bill that went into effect immediately. One element of this bill provided the seven metropolitan counties the opportunity to create a joint powers board and to approve a one-quarter of one percent sales tax and \$20 excise tax on retail motor vehicle sales dedicated to long-term transit improvements, including bus rapid transit and rail projects. Ramsey County joined the Counties Transit Improvement Board (CTIB) and approved the sales tax and excise tax shortly thereafter. Four other counties—Anoka, Dakota, Hennepin, and Washington—also joined CTIB. Approximately \$100 million in revenue will be available in 2009.

The CTIB is in the process of organizing its structure and will be developing evaluation criteria and a process for awarding grants. The group has 100 total votes, with 95 divided proportionately among member counties based on their population and share of sales tax receipts, and 5 allocated to the Metropolitan Council.

Policy Implications

The following policies should be in place to assist Ramsey County in its role on transit issues:

- Ramsey County and the Ramsey County Regional Railroad Authority policies regarding participation in regional issues are in place and are consistent with the Ramsey County vision.
- A policy supporting a stable, dedicated, sufficient, and increasing transit funding source for continuing transit enhancements in Ramsey County and the Twin Cities metro area is needed.
- Policies supporting incentives to use transit are needed.
- A policy supporting land use relationship to transit is needed. Although establishing policy of this nature is not within the county's purview, it can advocate for zoning laws, design standards, land use policies and development incentives to complement transit and neighborhoods.

In addition, a policy supporting continued bus service improvement is needed. Bus service improvements advocated could include:

- Improved express bus service to downtown St. Paul and reverse commute service
- Increased neighborhood to neighborhood bus connections, as well as better opportunities to reach transit hubs and downtown connections from neighborhoods
- More park/ride lots for transit users
- Improved basic safety elements, such as lighting and security cameras
- Improved basic access, including number of shelters, cleaning and snow removal
- Improved pedestrian facilities to access transit waiting areas

Surface Water Management

Introduction

All water resources within Ramsey County’s boundaries are regulated by a variety of federal, state and local agencies. The County is regulated by many agencies with respect to potential impacts to water resources derived from road construction and maintenance activities, parks management, facilities development or other land management activities. The County obtains required permits and meets regulatory standards set by these agencies. The County also contributes to surface water management through activities such as lake water quality monitoring, lake studies, strategic planning and implementation, operating aeration systems for some shallow lakes, swimming beach water quality monitoring, nuisance aquatic plant control, and wetland replacement. The County also supports the Ramsey Conservation District in its programs to assist County residents protect and conserve natural resources.

The County Board has approved the Ramsey County goal: “Protect our natural resources and the quality of our environment.” Objectives within this goal include:

1. Services that support environmental stewardship are provided for residents and property owners.
2. Natural resources are managed to sustain and enhance the environment.
3. Policies and practices reflect sound environmental principles.
4. The impact of waste on the environment is minimized.

The Ramsey County Strategic Plan identifies that measuring the progress in achieving water quality and quantity principles and values is a critical issue. A number of values were identified in the Strategic Plan's vision statement:

- clean water will be delivered to downstream neighbors via the Mississippi River;
- water resources will be clean and abundant to support desired uses;
- water resources will be accessible to all citizens and provide aesthetic values that are important to a high quality of life;
- lakes and rivers will provide diverse and healthy habitats for fish and wildlife;
- natural shoreline vegetation will be allowed to flourish to prevent shoreline erosion and to enhance wildlife habitat and water quality;
- wetlands will be restored and created when practical;

Vision Statement

“Ramsey County will be recognized as a leader in the protection and management of water resources. This will be possible because local units of government will have invested significant effort in educating their citizens about the relationship between human activities on the land and the quality of water. As a result, we will appreciate and understand the important role that we as people play in protecting water resources.”

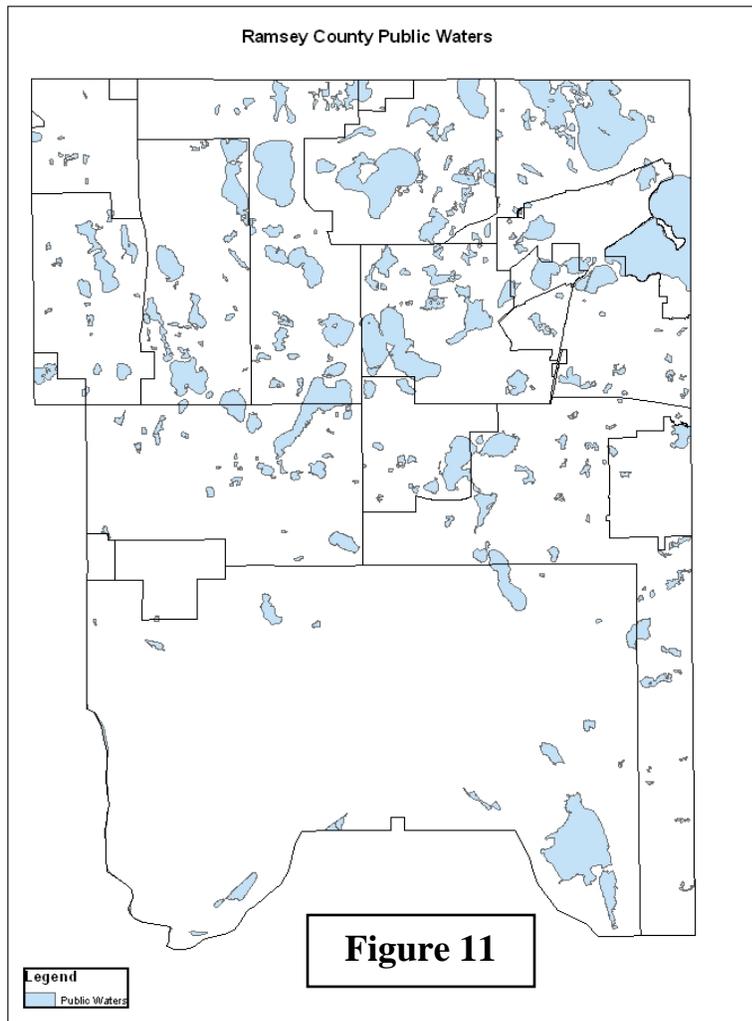
“We envision a County where each citizen is as familiar with the body of water their land drains to as they are with the streets in their neighborhood. They will understand the lake, river, or wetland they live near may be directly affected by decisions they make in their personal lives. They will see that what happens in their neighborhoods may ultimately impact the larger system of ground and surface water in the County, State, and Nation. Our citizens will live in a culture of environmental stewardship that looks beyond individual benefit for the good of all. Consequently, individuals will become responsible for the impacts of their actions on our waters. As stewards of the headwaters of the great Mississippi River, the citizens of Ramsey County will understand that they have a moral obligation to deliver clean water to our neighbors downstream and to ensure clean water for future generations.”

“An empowered citizenry will take an active role in environmental education and restoring, protecting, and using water resources in their community. Water resources will be clean and abundant to support desired uses. Water resources will be accessible to all citizens and will provide the aesthetic values that are important to a high quality of life.”

- wetlands will be managed to ensure ecological diversity, improvement of water quality, recharge of aquifers, flooding reduction, and environmental learning;
- green corridors will connect water resources where possible; and
- groundwater will be protected and conserved in concert with surface water management.

The Strategic Plan references “a single coordinated comprehensive County-wide management approach”. This approach is consistent with the development and implementation of surface water management plans by local water management organizations within the County as required by state statutes.

Figure 11 is a map of Ramsey County’s Public Waters.



Vision Statement (cont.)

“Lakes and rivers will provide diverse and healthy habitats for fish and wildlife. Natural shoreline vegetation will be allowed to flourish to prevent shoreline erosion and to enhance wildlife habitat and water quality. Wetlands will be restored and created when and wherever practical. Wetlands will be managed to ensure their ecological diversity, improvement of water quality, recharge of aquifers, reduction of flooding, and provide environmental learning opportunities for all. Wherever practical, water resources within the County will be connected by "green corridors" to provide optimal conditions for the survival and movement of wildlife.

“Government agencies will cooperate to develop and use the most efficient and effective tools for managing water resources, placing emphasis on involving citizens in decision making. We the citizens and our government will be vigilant in assuring that current and future land use does not contribute to non-point source pollution of waters, destroy wildlife, or otherwise degrade surface or ground waters.

“In Ramsey County, water resource management will be accomplished by following a single coordinated comprehensive County-wide management approach. The approach will require units of government and agencies that have regulatory authority over water resources and the land that impacts water resources, implement the principles and values, in this vision. The approach will include provisions for equitable financing of water resource protection. Citizens will be actively engaged in this process so that the approach becomes reality on the streets and neighborhoods of Ramsey County and that the vision of protecting water is realized.”

Existing Conditions

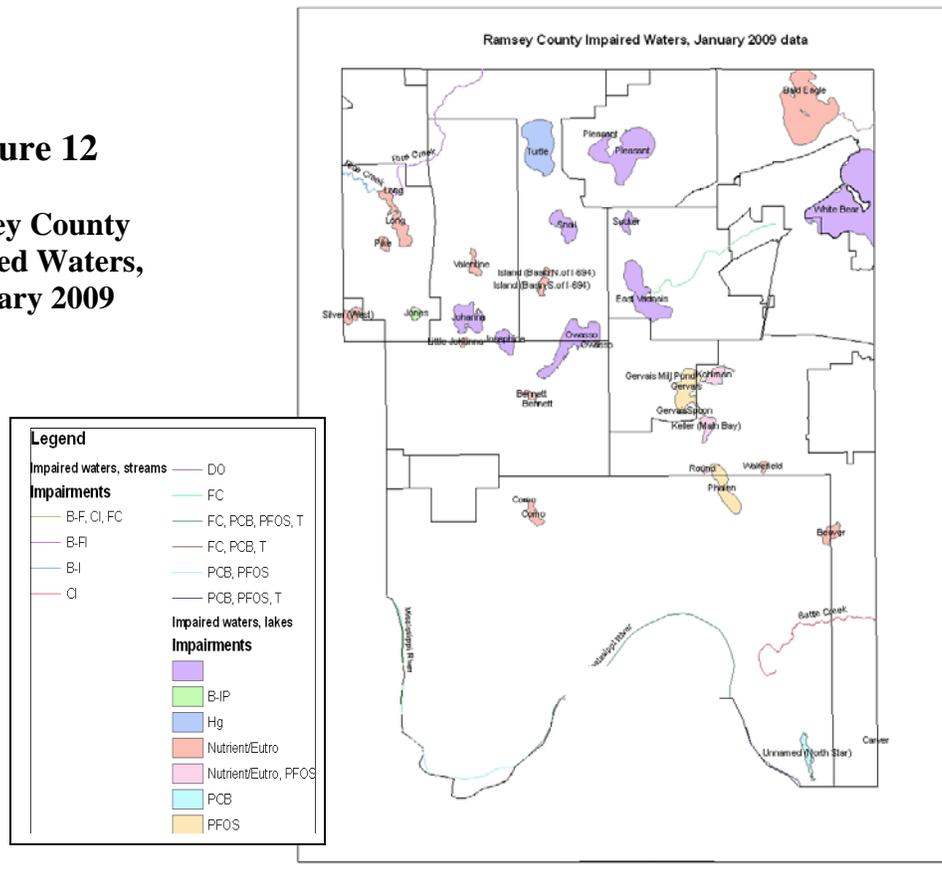
Water resource management regulatory, strategic planning and implementation activities are increasing at federal, state and local levels. Many Federal programs are administered by the Minnesota Pollution Control Agency (MPCA). Local agencies may also have a role in state regulatory programs. These relationships are discussed below.

The MPCA may implement the federal non-degradation policy (CFR 40 Water Quality Standards) with respect to stormwater impacts. Stormwater impacts to wetlands under this authority are required to meet sequencing criteria consisting of avoidance, minimization and mitigation.

Minnesota Rules Ch. 7050 contains standards to protect the water quality of surface waters. Point source discharges (e.g. industrial and sewage treatment) to public waters are regulated by permit.

The EPA, through the Minnesota Pollution Control Agency (MPCA), updates a list of Impaired Waters every two years based on established water quality criteria for nutrients (phosphorus), suspended solids, chloride, mercury and biological integrity. Ramsey County lakes and streams on the January 2009 Impaired Waters list are shown in **Figure 12** below. Lakes and streams on the Impaired Waters list must be included in a Total Maximum Daily Limit (TMDL) study within a prescribed period of time to determine the pollutant load required to meet the water quality criteria, and identify the allowable sources and amounts, or allocation, of the pollutant. The proposed management strategies and BMP's to achieve the acceptable pollutant load, as well as the timetable for implementation of the controls, are identified in the TMDL study.

Figure 12
Ramsey County
Impaired Waters,
January 2009



The U.S. Army Corps of Engineers (ACOE) administers Section 404 permits related to dredging and filling in navigable waters. Section 401 water quality certification must be obtained from the MPCA as a requirement for obtaining the 404 permit.

The ACOE has revised and expanded its interpretation related to wetlands for which it has regulatory control over dredging and fill activities. As a result, the review period to obtain an ACOE permit has increased to 6 months or longer which may impact the scheduling of County projects.

The Department of Natural Resources (DNR) regulates by permit all work within the Ordinary High Water (OHW) level of Public Waters of the State. The DNR is also responsible for the appropriation of groundwater. The Ramsey Conservation District assists the DNR in its review and approval of all permit requests.

The DNR regulates by permit lake aeration systems in operation on Public Waters of the State.

The DNR continues to review and implement biological or enhanced chemical controls for exotic plant species such as Eurasian water milfoil, Curly-leaf pondweed or Purple loosestrife.

The DNR regulates by permit the use of chemical or mechanical controls of nuisance aquatic plants and algae in Public Waters of the State. The DNR has recently evaluated the shoreline length or water area that can be treated under permit for control of nuisance aquatic plant populations. This has resulted in a decrease in allowable herbicide treatment areas for some beaches and shoreline areas.

The DNR manages an observation well program through the Ramsey Conservation District to monitor aquifer levels within the County.

The Minnesota Department of Health is responsible for the construction and permitting of all water wells.

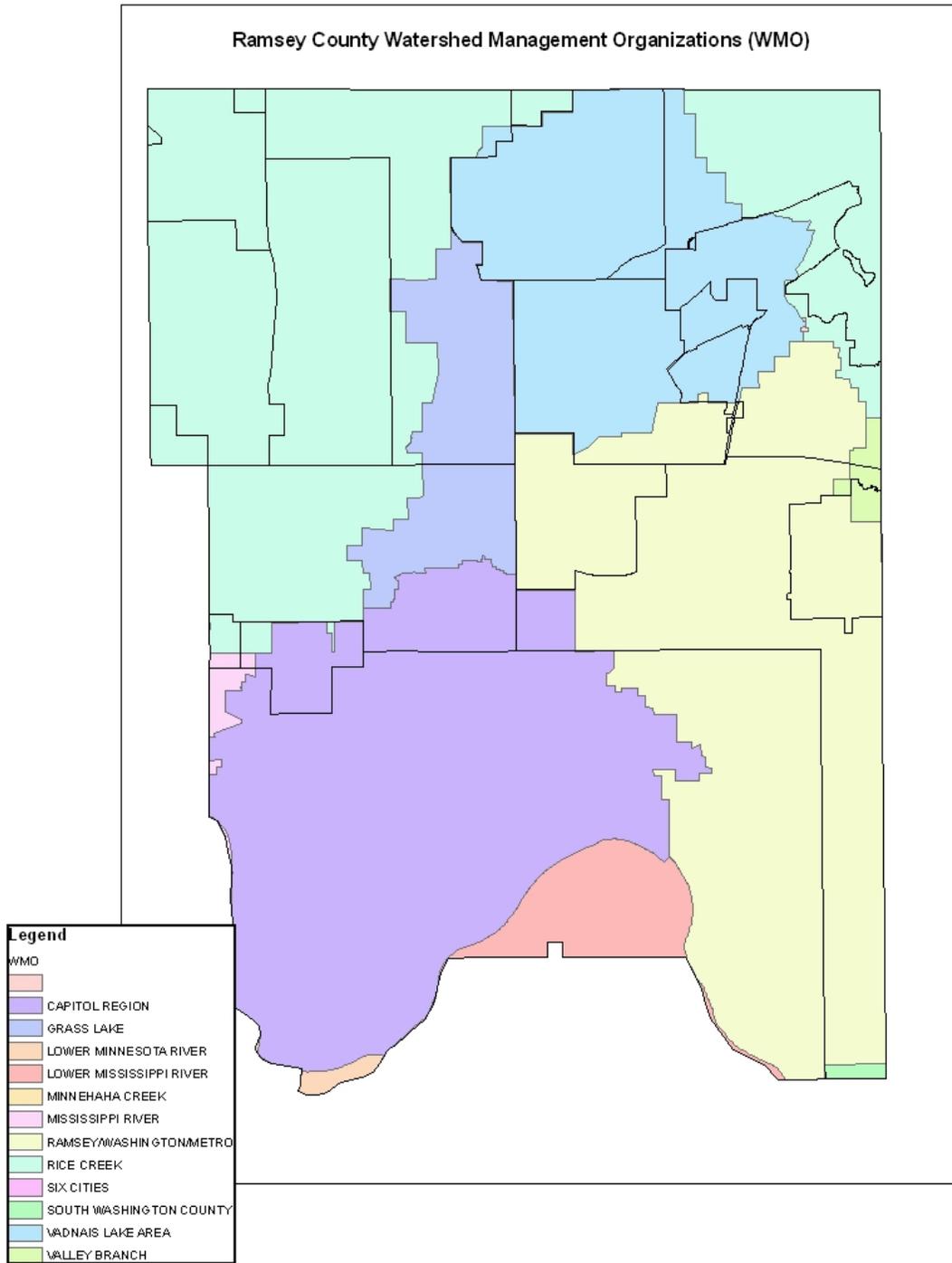
The Board of Water and Soil Resources (BWSR) oversees conservation districts and water management organizations and administers the 1991 Minnesota Wetland Conservation Act (WCA) which regulates the filling of wetlands. Local units of government (LGU's) may administer the WCA permit program. Potential wetland impacts must be evaluated using the sequencing criteria of avoidance, minimization and mitigation.

The Minnesota Environmental Quality Board administers the Environmental Assessment Worksheet (EAW) program. An EAW is used to determine if an Environmental Impact Statement (EIS) is required to address potential significant environmental impacts of a proposed project.

Water Management Organizations (WMO's), including watershed districts and joint-powers WMO's, are local units of government which have an increasing role in water resource strategic planning and implementation. There are nine WMO's within the County; five are watershed districts and four are joint-powers WMO's (see **Figure 13** on the following page). Minnesota Rules Ch. 8410 and Statutes 103B provide the authority for BWSR to establish and regulate WMO's. Each WMO is required to develop a water management plan, which must be updated at least every 10 years. Several WMO's in the County have included strategic lake planning as a component of their water management plan. Some of these lake plans were completed prior to adoption of the requirement to complete TMDL studies for impaired waters, and the WMO has completed additional work to modify the strategic plan to satisfy TMDL study requirements. More recently, WMO's have taken the lead to initiate TMDL studies of County

lakes included on the Impaired Waters list prepared by the MPCA. Shoreline revegetation, wetland restoration, and biological diversity are management issues that have been incorporated into some, but not all, WMO plans.

**Figure 13:
Water Management Organizations in Ramsey County**



Funding by WMO's for management plan preparation and implementation may be derived from tax levies, special tax districts, bonds, and stormwater funds or utility fees, in addition to grants or other cost-sharing sources. WMO's are governed by a Board of Managers, whose members are appointed by cities for joint-powers WMO's and the County Board of Commissioners for watershed districts.

Expectations Based on Current Trends

Surface water management will increase and the emphasis on strategic planning and implementation should grow. Baseline water quality monitoring and other data collection will continue to quantify problems and prioritize management strategies.

County Role

The County has a limited role in local water management planning per Rules Ch. 8410 and Statutes 103B. The County Board appoints members to the watershed district Board of Managers. The County participates on advisory committees formed by WMO's for planning, projects, and rules. The County reviews watershed management plans and annual reports, work plans, and budgets.

The County Board of Commissioners adopted the County Groundwater Quality Protection Plan, prepared by the Ramsey Conservation District per Statutes 103B.255, in 1996. The plan is being revised by the Ramsey Conservation District in 2008 for adoption by the County Board in 2009.

Ramsey County has a long-term role in water resource management, dating back to the 1923 County Lake Report, which resulted in the development of numerous lake level augmentation wells, monitoring of lake levels, and aquatic plant control efforts. Current County activities related to surface water management include conducting a lake water quality and County beach sampling program on major recreational lakes, maintaining a laboratory certified to Minnesota Department of Health standards for recreational water quality parameters, maintaining a water quality database, measuring lake water elevations using accurate benchmarks, conducting aquatic plant surveys and shoreline erosion and buffer evaluations, delineating wetland boundaries for projects or actions related to County roads, parks or tax-forfeit property, and aerating shallow lakes to maintain fish populations.

Ramsey County has conducted water quality monitoring of recreational lakes since the early 1980's. The monitoring program evaluates growing season mean water transparency (Secchi Depth) as well as concentrations of nutrients, chlorophyll (a measure of the algae population), and inorganic ions. Algae, zooplankton and aquatic plant populations are also characterized. As part of diagnostic studies, the monitoring program may also incorporate sampling of major inputs to a given lake, including storm sewer sampling, to determine the annual loading of water, phosphorus and solids from the watershed. In other cases, watershed inputs are estimated based on literature values. Lake water quality data are submitted to the Minnesota Pollution Control Agency's (MPCA) for input into the EPA's STORET database and are provided to water management organizations (WMO's). Evaluation of the lake water quality data includes trend analysis, in particular changes in average Secchi Depth, total phosphorus or chlorophyll. Information on the physical characteristics of the lake (surface area, volume and mean depth) and watershed (phosphorus loading estimates, size, and precipitation) are used in lake water quality models. Evaluation may also include the limnological response following implementation of management techniques.

The County has developed wetland restoration projects at Woodview Marsh and Tamarack Wetland. The Woodview Marsh project was funded by the BWSR Wetland Replacement for Road Impacts program and constructed by County staff on Open Space property to provide compensatory wetland bank credits to the State Wetland Bank. The Tamarack Wetland project was constructed to obtain wetland bank credits which may be sold or used to fulfill any potential wetland mitigation requirement.

The County Exotic Species Control Policy provides for a County match up to the level of DNR funding for management of exotic plant species. County funds have been expended for exotic species control programs in Bald Eagle and Silver East lakes in recent years. The Ramsey Conservation District has utilized funding from BWSR to coordinate formation of the Ramsey County Cooperative Weed Management Area partnership to focus on exotic plant control.

The Ramsey Conservation District is required by statute to participate on the Technical Evaluation Panel to evaluate potential wetland impacts and prepare Restoration Orders when needed under the Wetland Conservation Act.

The County operates swimming beaches on Gervais, Johanna, Josephine, Long, McCarrons, Owasso, Snail, Turtle, and White Bear Lake. The County also owns parkland providing public access to recreational lakes such as Island and Beaver. The County monitors beach water quality for *E. coli* bacteria on a weekly basis throughout the swimming season. These data are collected and reviewed per the County Beach Monitoring Protocol to ensure public safety.

The County operates aeration systems on Beaver, Como, Island, Otter, Owasso and Silver East lakes. As required by the DNR permit, the County must provide public notice prior to operation and maintain required warning signs during periods of operation to protect citizens.

The County operates and maintains boat ramps on several recreational lakes for which a DNR permit may be required.

The County Geographic Information System (GIS) has been used extensively in natural resource management. The GIS User's Group, which includes cities, WMO's and agencies in the County, has developed protocol for adding information layers to the GIS system, accessing the data and preparing GIS products.

Ramsey County has adopted a Critical Success Indicator (CSI), the Lake Water Quality Score, related to surface water management. The Lake Water Quality Score utilizes the County's water quality database to provide an overall measure of the effectiveness of surface water management throughout the County.

Best Management Practices (BMP's)

Stormwater runoff quality is an important factor affecting surface water resources which is related to land use. Urban development changes the land surface to shed rain more quickly and completely than pre-development. Impervious surfaces such as roads, driveways and sidewalks, parking lots and rooftops increase. Depression storage and vegetated areas which facilitate infiltration of water are less abundant. In many urban areas, storm sewer systems, consisting of curb, gutters, and catch basins connected to pipes, efficiently move stormwater. The receiving bodies for urban stormwater discharge systems are lakes,

wetlands, and streams.

Municipalities in Ramsey County regulate land use through zoning requirements and development plans, which control the density of residential development and the proportion of commercial property as well as parks. Municipal stormwater plans are developed based on the approved development plans. Pollutant loading in urban areas varies by land use; e.g. parks, residential and commercial. Construction sites, with disturbed soils lacking vegetation, are a large potential source of total phosphorus and solids. Ramsey County is the smallest, most highly developed county in Minnesota. As a result, second generation development, termed redevelopment, is becoming increasingly important.

The purpose of urban best management practices (BMP's) is to reduce the impacts of development which increase the rate and quantity of stormwater runoff. Temporary BMP's are used during construction to control erosion and sediment. These include temporary sediment basins, protected catch basin inlets, silt fence on slopes and around the perimeter of the project; floating silt curtains, and temporary seeding and mulching. Temporary erosion and sediment controls are designed for relatively frequent storms (one year return frequency or so), but not infrequent, larger storm events. Temporary BMP's require regular inspection and maintenance during the project.

Long-term, or permanent, BMP's are implemented during project design and construction. As an example, preliminary design in road construction projects incorporates future traffic capacity, safety considerations and community goals for on street parking, sidewalks and bike paths. The size of the road and associated amenities affect the quantity of pollutant export from the paved surface.

The County vision states that government agencies will cooperate to develop efficient and effective tools to improve water quality, which is consistent with the implementation of the most effective BMP's to improve water resource management. Critical issues include the equitable funding of BMP implementation and the determination of trade-off opportunity costs, which compares the costs of managing water quality to the long-term costs (or benefits) of no management, in terms of recreation, aesthetics, habitat improvement, or property valuation.

Existing Conditions

The U.S. Environmental Protection Agency (EPA) established the National Pollutant Discharge Elimination System (NPDES) program, which includes three general permits administered and enforced by the Minnesota Pollution Control Agency (MPCA). Public agencies who own storm sewer systems are required to obtain a MS4 (Municipal Separate Storm Sewer System) permit. The permit holder are required to prepare a Storm Water Pollution Prevention Plan, or SWPPP, that includes measureable stormwater practices within six categories, termed Minimum Control Measures. These measures include:

- Public Education & Outreach
- Public Participation & Involvement
- Illicit Discharge Detection & Elimination
- Construction Site Storm Water Runoff Control
- Post-Construction Storm Water Management in New Development & Redevelopment
- Pollution Prevention/ Good Housekeeping

An annual report summarizing annual storm water management activities based on the approved SWPPP is required. An annual public meeting is also a requirement of the permit to present information on storm water management activities and solicit citizen input.

NPDES Industrial permits are required for public facilities where erodible materials may be exposed to the environment. Regular inspections are required by the permit to identify and correct any erosion problems.

NPDES Construction Storm Water permits are required for projects with grading activities impacting more than one acre. Preparation of a project Storm Water Pollution Prevention Plan (SWPPP) is required, which includes an erosion control plan and appropriate storm water Best Management Practices (BMP's), treating at least 0.5 inches of runoff from new impervious surfaces. Regular inspection and maintenance of erosion controls is required during construction. The Ramsey Conservation District is a cooperating local unit of government with the MPCA to perform permit inspections and reporting on behalf of the State.

Several watershed districts in the County have adopted or expanded their rules and permit programs. These programs generally affect land grading activities greater than one acre. In some WMO's, volume reduction standards have been implemented to include one inch of runoff from all impervious surfaces within the project area (not only new impervious area). WMO's, cities, and the County may cooperate on feasibility studies, for example TMDL or drainage studies, to evaluate a water resource issue, identify cost-effective treatments, and meet regulatory requirements.

The County provides funding for BMP's associated with its road construction or other development activities. For some projects, the BMP may provide treatment of water generated off County property. The cost of this BMP implementation, and for on-going maintenance costs, is usually split between the County and municipalities or WMO's based on relative contributing area, as defined in a project agreement between parties.

Some WMO's have incorporated regional water quality BMP implementation into their surface water management plans and capital improvement budgets. For watershed districts, financing for these projects is predominately ad valorem taxation throughout the district. By this financing method, more densely developed areas of the watershed district will contribute a greater proportion of project costs. Joint-powers WMO's determine cost-share by the relative drainage contribution from each municipality, who may fund such projects through a municipal storm sewer utility fee, special taxing districts, or through the general municipal tax levy.

Several housekeeping BMP programs are being implemented, including street sweeping by various road authorities, leaf collection and composting, household hazardous waste collection, and oil and filter recycling.

County Role

Ramsey County is required to obtain a NPDES MS4 permit. The County SWPPP has been prepared and includes activities of various County departments, including Public Works, Public Health, Parks and the Ramsey Conservation District, to meet the requirements of the permit. The County completes an annual report of storm water management activities based on the SWPPP and conducts an annual public meeting.

The County obtains NPDES Construction Storm Water permits for road or other County projects disturbing more than one acre. Temporary and permanent BMP's meeting the NPDES permit requirements are designed and included in the project construction plans. County staff must receive training and be certified in SWPPP preparation, the proper installation of erosion controls, and in site management for erosion control. Regular inspections are conducted by County staff and the contractor during construction.

The County has obtained NPDES Industrial permits for the Public Works joint facility, the Kent Street storage yard, County compost sites, and County golf courses. County staff inspects these facilities on a monthly basis to identify any storm water impacts related to materials or activities exposed to the environment. An annual report is prepared for each facility.

The County also meets the permit requirements of WMO's and wetland permitting agencies for its road or other construction projects. This may include BMP's such as surface or underground infiltration structures, ponds, swales and replacement wetlands.

Maintenance of ponds, wetlands and other BMP's is a requirement of the MS4 permit program. Maintenance work completed annually is summarized in the MS4 annual report. Periodic inspection and record-keeping is needed to establish the appropriate cleaning or replacement schedule for various BMP's.

The County operates an oil and oil-filter recycling program for the public, as well as household hazardous waste collection sites and leaf composting sites. County storage piles of sand/salt material for winter ice control are covered and isolated from the storm sewer system. Antifreeze used in some County vehicles is recycled.

Ramsey County has adopted a Critical Success Indicator (CSI) related to the quantity of used oil and used oil filters collected annually.

Individual Sewage Treatment Systems (ISTS)

Introduction

Individual Sewage Treatment Systems (ISTS), or septic systems, treat sewage at its location, rather than transporting the sewage to a central treatment facility. Because many septic systems in Minnesota are not functioning properly, a state law was passed in 1994 to help prevent the serious environmental and human health problems they can cause. The 1994 Individual Sewage Treatment Systems Act sets requirements for minimum treatment standards, new construction and replacement of systems; disclosure of system status and location upon property transfer; and licensing of all ISTS professional businesses.²

²See the Minnesota Pollution Control Agency at <http://www.pca.state.mn.us/programs/ists/index.html>

Minnesota Rule 7080.0305, Sub.1 requires all counties to adopt ISTS ordinances unless all towns and cities in the county have adopted local ordinances that comply with MN 7080. On February 4, 2008, the Minnesota Pollution Control Agency (MPCA) adopted new Sewage System Rules 7080, 7081, 7082, and 7083, which require counties to adopt the new septic system standards by February 4, 2010. These rules require cities and townships to adopt the minimum County Ordinance standards into their respective local septic ordinances within one year after the County's Ordinance amendment. The Metropolitan Council's comprehensive local planning process requires counties to address this issue in their plans.

Ramsey County's Role in ISTS

As of June 2009, Ramsey County has surveyed all the cities in the County to determine how many septic systems the cities currently have, what the cities' intentions are regarding their septic programs, and what the cities would like included in the ordinance when the County writes the County ordinance. The ordinance is currently being drafted. When the draft ordinance is completed, the County will review this draft with the cities to solicit their input. It is anticipated that the County Board of Commissioners will begin the process review in September or October 2009 in an effort to have the ordinance in effect by January 2010.

Parks and Open Space

Section C

Introduction

Overall, the Ramsey County Parks and Recreation system encompasses over 6,000 acres consisting of 6 regional parks including a family aquatic center and nature center, 6 regional trail corridors, 9 county parks, 9 protection open space sites, 11 indoor ice arenas and 5 golf courses. The parks and recreation services provided by Ramsey County complement services provided by municipalities in order to meet the needs of a fully urbanized population.

The parks and open space areas held by Ramsey County represent the largest undeveloped land areas in the county. The accessibility of these areas to residents provides both service opportunities and challenges. The opportunities center around easy access for all people, while the challenges relate to issues of carrying capacity (maintaining the quality and integrity of the resources that are subjected to intense use). The provision of recreation services must be evaluated based on the capacity of the resources to support public use. Accordingly, the Parks and Recreation System Plan includes natural resource management elements for each of the regional parks. Significant natural resource elements associated with other parks, open space and trail units are also documented in the plan.

Metropolitan Council System Statement for Ramsey County

The 2030 Regional Parks Policy Plan—and Regional Parks System Statement for Ramsey County—includes plans for the conversion of the Trout Brook, Lexington Parkway, and Summit Avenue Corridors to regional status; adjusting the boundary for the Highway 96 Regional Trail to include the Snail Lake Marsh Area; and conversion of the Tony Schmidt Park to regional status.

Vision Statement

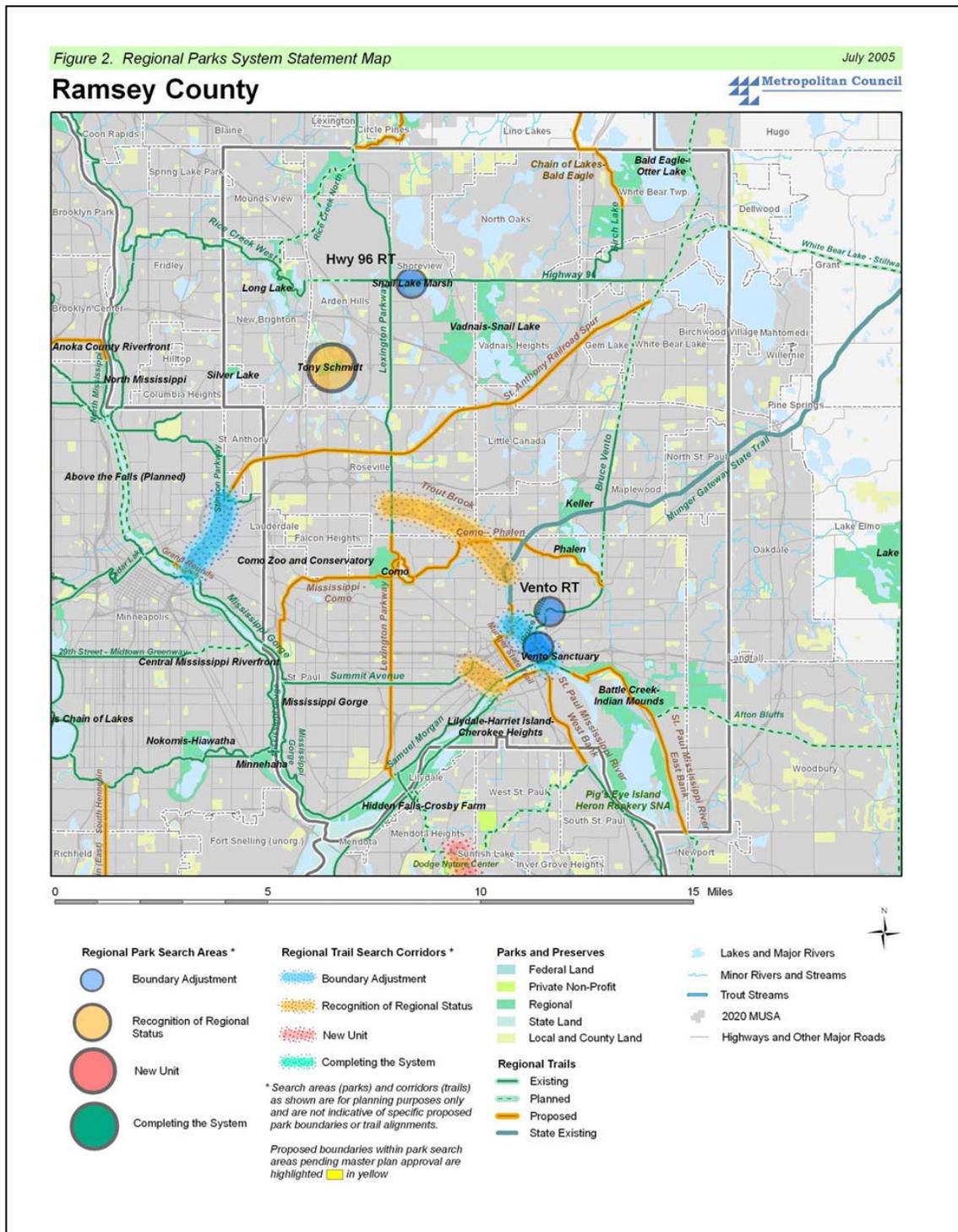
The following is the vision statement from the Ramsey County: Strategic Planning Guide for the Future of Ramsey County – Parks and Open Space:

“Ramsey County’s natural resources are the domain of all its citizens, regardless of race, creed, color or culture, that these resources are not something to be depleted but rather to be preserved, that recreational opportunities and accessibility to natural resources are important elements for establishing and maintaining a healthy balance in one’s life, that achieving an optimum balance between recreational use, economic development and the preservation of Ramsey County’s natural resources is the responsibility of each and every citizen, and that when such optimum balance is achieved, not only can business, industry and nature live in harmony, but all will thrive and prosper, benefiting every citizen.

“Ramsey County will become nationally known for its ability to realize economic rewards from celebrating nature rather than exploiting it, and the Mississippi river will once again become the principle area of focus within Ramsey County. The network of greenway corridors that connect the river front to the parks and open space of outlying communities will bring renewed vitality to the County’s core city.”

Figure 1 identifies these areas in Ramsey County as included in the 2030 Regional Parks Policy Plan.

Figure 1



County Role

Ramsey County is the designated implementing agency for specific segments of the Regional Trail System. The County will work cooperatively with the City of St. Paul to coordinate connections to regional trails under the City's jurisdiction. The County will also work with municipalities to encourage trail network connections.

Conversion of Trails/Corridors to Regional Status

In order to incorporate the Trout Brook, Lexington Parkway, and Summit Avenue Corridors into the regional park, system management plans will be prepared for each trail unit. A description of each corridor is cited below.

A. Trout Brook

The Trout Brook Regional Trail is a 1.6-mile trail extending from Lake McCarrons County Park to the Gateway Section of the Willard Munger State Trail. The trail is located in the cities of Maplewood and St. Paul. The trail has been constructed on right of way owned by the St. Paul Regional Water Services and City of St. Paul road right of way.

Site Characteristics

The 1.1 mile trail section between Lake McCarrons County Park and Arlington Avenue is located within St. Paul Regional Water Services' right of way. The right of way is a naturally vegetated corridor 100 feet to 500 feet wide following Trout Brook. The corridor also contains water distribution pipe (below grade) maintained by the St. Paul Regional Water Services.

Existing Development

A bituminous trail has been developed between Lake McCarrons County Park and the Gateway Trail. West of Lake McCarrons County Park, local trail connections extend into the Reservoir Woods Park and the Woodview Protection Open Space site.

Proposed Development

It is proposed that the Trout Brook Trail be extended south and east across I-35E at the point where the Phalen Corridor intersects I-35E and east of that intersection following Phalen Corridor to the Bruce Vento Regional Trail.

Natural Resource Management

Natural resource management is limited within a relatively narrow corridor. Since the trail is located in property owned by other agencies, Ramsey County's role in natural resource management will be limited to advisory.

Planning Considerations

Extension of the Trout Brook Trail south of its current location and a connection to the Bruce Vento Regional Trail and the City of St. Paul's Trillium Trail will require coordination with the City of St. Paul, community groups and the Minnesota Department of Transportation. Trail alignment and its relationship with the Gateway Trail will be analyzed to establish the best alignment and avoid unnecessary duplication. As the

County has participated in the Trillium Trail procurement the Parks and Recreation Department will work in partnership with these organizations to complete these connections.

It should be noted that the Metropolitan Council in their recently adopted Comprehensive Parks and Trails Plan designated the Ramsey County Trout Brook Trail a regional trail and that Plan included the proposed trail connection south from Arlington/Jackson through Trillium to Cayuga/I35E (which is scheduled for reconstruction).

B. Summit Avenue Corridor

The master plan boundary for the Summit Avenue Corridor is not set. This Corridor falls within the domain of the City of St. Paul's Parks and Recreation Department, and as such should be addressed in the City's Comprehensive Plan. Ramsey County has no jurisdiction over this Corridor. It is understood that the City of St. Paul's Parks and Recreation Department will be conducting a public process to determine the master plan for this trail. Ramsey County supports—and will work in cooperation with—the City of St. Paul in this endeavor.

C. Lexington Parkway Corridor

The master plan boundary for the Lexington Parkway Corridor is not set. Ramsey County recognizes the general location of this proposed trail and acknowledges that the final boundary or alignment is subject to the master plan for trails. It is understood that the City of St. Paul's Parks and Recreation Department will be conducting a public process in the future to develop the master plan for this trail. Ramsey County will coordinate with the City of St. Paul in this master planning effort.

D. Highway 96 Regional Trail Boundary

The 47-acre former Snail Lake Marsh County Park will be incorporated into the Highway 96 Regional Trail. This will be accomplished through a master plan amendment. The addition provides opportunities for an overlook and other trail side amenities.

Conversion of Parks to Regional Status

A Regional Park Master Plan for Tony Schmidt Regional Park was approved by the Metropolitan Council on September 12, 2007. The following is a summary of the Master Plan elements.

A. Tony Schmidt Regional Park

Tony Schmidt Regional Park is located in northwestern Ramsey County in the city of Arden Hills. The 217-acre park generally is bounded by Lake Johanna and County Road E on the south, Snelling Avenue on the east, County Road F on the north, and I-35W and New Brighton Road on the west.

Site Characteristics

The park includes ¼ mile of shoreline on the north side of Lake Johanna, a 230-acre lake. The park includes the wetland corridor, which follows the drainage way from Lake Johanna northwestward to Long Lake. The wetlands are surrounded by steep wooded hills. The Canadian Pacific Railroad crosses the wetland corridor and provides a significant barrier between the north and south parts of the park.

Existing Development

- **Lakeside Recreation Area.** The Lake Johanna shoreline has been developed for active recreational use. The area includes a 300-foot swimming beach, a beach building, play area, general picnic area, parking for 136 cars, gazebo, boat access, parking spaces for 11 car/boat trailers and a boat access restroom facility.
- **Hillside Picnic Area.** This area of the park includes a large picnic shelter and adjacent play area and game field, a medium sized picnic shelter, general picnic area and parking spaces for 86 cars.
- **Trails.** Paved pedestrian/bicycle trails are located throughout the Lakeside Recreational Area and Hillside Picnic Area, connecting various use area within the park. The trail crosses Lake Johanna Boulevard. Unpaved trails are provided in the area of the park located immediately north of County Road E2. A network of unpaved municipal trails provide neighborhood access into the park.
- **Yard Waste Composting Site.** A Ramsey County Yard Waste Composting Site is located within the park, access to the site from New Brighton Road north of County Road E. This is an interim use of the park. This site will be relocated when recreational development occurs, and relocation will be coordinated between the departments of Public health and Parks and Recreation, and the City of Arden Hills.

Proposed Development

A 10-foot wide bituminous pedestrian/bicycle trail is proposed that extends the entire length of the park, from the Lakeside Recreation Area to Mounds View High School (County Road F). This corridor will serve as the arterial for a network of internal park trails and connecting local trails and is a segment of the Elmer L. Andersen Memorial Trail. The critical element in this arterial trail is an underpass that will be constructed under the Canadian Pacific Railroad. The County has acquired the right of way and easements necessary for underpass construction. An unpaved trail, including boardwalk sections, is proposed from County Road E2 to County Road F, adjacent to Interstate 35W. Several observation/interpretive overlooks are proposed along this trail segment. A bituminous trail is proposed along the north side of Lake Johanna Boulevard from the eastern park boundary to County Road E. Eventually trails will connect to the southwest portion of the park.

Natural Resource Management

- **Vegetation Management.** The natural vegetation of Tony Schmidt was oak woods, scattered savannas and extensive wetlands. Much of the natural habitat is highly degraded. Invasive species have become widespread. The most troublesome species are buckthorn and garlic mustard. Power lines are a continual problem because of the severe vegetation management used by the power company. The railroad severely altered the wetland flowage. Current vegetation includes the natural habitats and planted prairies, oldfield and turf.

Ongoing vegetation management activities include buckthorn removal and prescribed burns of the planted prairie. Invasive species, especially black locust, are controlled on a variety of habitats with herbicides and bio-control. The bio-control efforts are done in partnership with the Minnesota Department of Agriculture and the Minnesota Department of Natural Resources. The oak woods are being managed to contain and control Oak Wilt.

- **Wildlife Management.** The park hosts a diverse variety of wildlife. The park has a variety of nesting songbirds, waterfowl and raptors. Larger mammals include white-tailed deer, coyotes, red fox and raccoons.

Deer populations are annually surveyed. If needed, the deer herd will be managed with special hunts under the Ramsey County Cooperative Deer Management Plan in partnership with Arden Hills. Nest boxes are provided for wood ducks and eastern bluebirds.

Planning Considerations

The trails within Tony Schmidt Regional Park are integral to the trail system identified by the City of Arden Hills. Trail development in the park will be coordinated with the city to assure appropriate coordination and interconnections. The arterial trail passes through a portion of the City's Perry Park. The City and the County have entered into an agreement that defines rights and responsibilities for City and County trail construction and maintenance in this area.

Ramsey County currently operates Arden Hills Library at the intersection of County Road E2 and New Brighton Road. This library is scheduled for redevelopment at this location or alternate sites under consideration by the Ramsey County Library Board. If the library is developed on this site, consideration should be given to including space within the library for nature interpretive programming. This is an ideal location in terms of proximity to the Valentine Hills Elementary School and Mounds View High School.

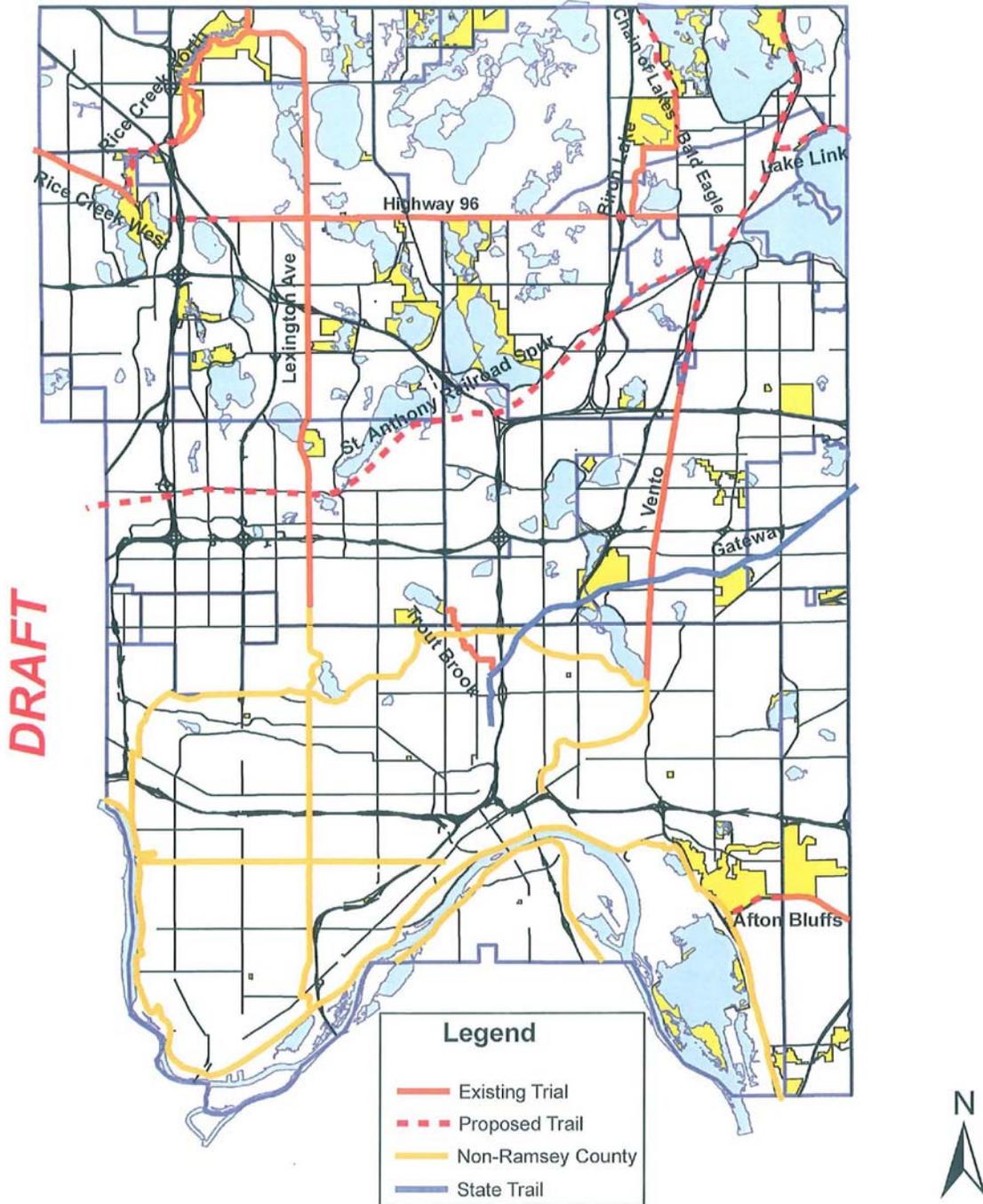
Given the topography of the parkland located adjacent to the Mounds View High School, plans for the paved trail between County Road E2 and County Road F will be coordinated with the Mounds View School District. Access to school district property may be necessary in order to construct this trail segment.

Proposed Regional Trails

The planning for the following proposed regional trails is currently underway. **Figure 2** below shows all existing and proposed regional parks and trails in Ramsey County Parks' jurisdiction.

Figure 2

Ramsey County Parks and Recreation Department Regional Trails



St. Anthony Railroad Spur Regional Trail

The proposed St. Anthony Railroad Spur Regional Trails (also known as the Northeast Diagonal Corridor Regional Trail) will connect trails in NE Minneapolis to Vadnais-Snail Lake Regional Park and to the Highway 96 Regional Trail, following the railroad corridor. This is an active railway line. Ramsey County recognizes the significance of this trail alignment and acquisition should be a priority when the corridor is no longer needed for railroad operations. Ramsey County will work in collaboration with all agencies/jurisdictions involved with this master planning effort, including the Ramsey County Regional Rail Authority.

Chain of Lakes-Bald Eagle Regional Trail

The proposed Chain of Lakes-Bald Eagle Regional Trail will connect the Birch Lake Regional Trail to the Rice Creek Chain of Lakes Park Reserve and the Central Anoka County Regional Trail. Ramsey County will work in collaboration with all agencies/jurisdictions involved, including Anoka County, in formulation of a master plan for this trail.

Lake Links Trail Network

The proposed County Regional Trail paralleling Highway 96 along the north side of White Bear Lake is a segment of the approved Lake Links Trail Network Master Plan, which is a combination of local and regional trails. This regional trail segment will connect the Bruce Vento Regional Trail to the existing Gateway State Trail and to downtown Stillwater. Alignment and construction of this trail segment requires modification to State Trunk Highway 96 in order to establish sufficient right-of-way.

Managing Waste Water at County Park Facilities

The following information is provided in response to an inquiry by Metropolitan Council staff concerning the handling of wastewater in the Ramsey County park facilities:

All County recreational park facilities handle wastewater with one of the following methods:

- 1) Municipal services – for recreational facilities with a high volume of use and for which permanent structures have been built.
- 2) Portable services – for recreational facilities that have moderate recreational use, but for which connecting to municipal services is financially prohibitive.
- 3) No service – for remote sites with less recreational use and/or for which connecting to municipal services is financially prohibitive.

Vault latrines, utilized in the past, have all been removed from the county's recreational parks and facilities.

Parks and Recreation System Plan

Introduction

The Ramsey County Home Rule Charter requires that the county maintain a county plan that includes, “A system of public open space, parks and playgrounds.” On April 11, 2006, the Ramsey County Board of Commissioners adopted a system plan for the Ramsey County Parks and Recreation Department.

This System Plan, in its entirety, and including the following amendments, follows as an independent document.

System Plan Amendment:

Battle Creek Regional Park, Proposed Development, Paved Trails, Page 11 -

Amend Paragraph to read:

A segment of the Afton Bluffs Regional Trail has been constructed along Lower Afton Road from Century Avenue to McKnight Road. The eastern portion of this segment was constructed on County owned property outside the boundaries of Battle Creek Regional Park. An additional segment of the Afton Bluffs Regional Trail is proposed within Battle Creek Regional Park from McKnight Road to Point Douglas Road. The Afton Bluffs Regional trail will connect Battle Creek Regional Park to the Washington County Greenway Regional Trail and the proposed St. Croix Regional Trail.”

SYSTEM PLAN



RAMSEY COUNTY PARKS AND RECREATION

2015 North Van Dyke Street, Maplewood, MN 55109-3796

(651) 748-2500



May 2006

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RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

PREFACE

The purpose of this system plan is to clearly set forth a direction for preservation, use and development of the various components of the Ramsey County parks and recreation system. The plan is intended to be a land use guide that documents current and intended uses for all parks, open space sites, trails and facilities. The plan represents the collective thinking of the Ramsey County Parks and Recreation Department staff, Ramsey County Parks and Recreation Commission and the Ramsey County Board of Commissioners, at this time.

The system plan summarizes current conditions, and the recreation development plans and natural resource management plans from applicable approved master plans for individual system elements. The information contained in these master plans provides supporting documentation for the system plan. It is intended that the system plan be a dynamic document, which may be amended over time to reflect changes in environmental factors, demographics, and leisure interests and trends within Ramsey County. Issues relative to operations, maintenance and programs will not be addressed directly in this plan.

Through the process of formulating the updated system plan, existing regional park master plans were evaluated. As a result of this evaluation, the following recommended master plan changes are reflected in the system plan maps and narratives.

- Bald Eagle-Otter Lakes Regional Park
 - Delete the day camp proposed in the area between Otter and Bald Eagle Lakes on County Road J.
 - Delete the proposed Otter Lake Road Picnic Area.

- Battle Creek Regional Park
 - Delete the proposed trail head/visitor center (this service is provided at the Battle Creek Recreation Center)
 - Delete the proposed Bluff Picnic Area (west of Battle Creek Road)

- Keller Regional Park
 - Delete Roselawn Picnic Area (Northeast quadrant of the intersection of Frost Avenue and TH 61)

INTRODUCTION

The Ramsey County Home Rule Charter requires that the county maintain a county plan that includes, "A system of public open space, parks and playgrounds." In June 1996, the Ramsey County Board of Commissioners adopted a system plan for the Ramsey County Parks and Recreation Department. The system plan was incorporated into the Ramsey County Comprehensive Plan. This Comprehensive Plan was prepared in accordance with Minnesota Statute and approved by the Metropolitan Council in 2001. This system plan updates the Parks and Recreation chapter of the Ramsey County Comprehensive Plan.

Ramsey County is the most densely populated county in the state of Minnesota. According to the 2000 census, Ramsey County's population is 511,035. It has the second highest county population in the state. Ramsey County's land area is 155.8 square miles, the smallest county land area in the state of Minnesota. The estimated population density for 2000 was 3,280 people per square mile, which is the highest in the state of Minnesota and 32nd for county-type jurisdictions in the United States. This population density places extraordinary demands on accessible parks, open space and trails.

Overall, the Ramsey County Parks and Recreation system encompasses over 6,000 acres consisting of 6 regional parks including a family aquatic center and nature center, 6 regional trail corridors, 9 county parks, 9 protection open space sites, 11 indoor ice arenas and 5 golf courses. The parks and recreation services provided by Ramsey County complement services provided by municipalities in order to meet the needs of a fully urbanized population.

The parks and open space areas held by Ramsey County represent the largest undeveloped land areas in the county. The accessibility of these areas to residents provides both service opportunities and challenges. The opportunities center around easy access for all people, while the challenges relate to issues of carrying capacity (maintaining the quality and integrity of the resources that are subjected to intense use). The provision of recreation services must be evaluated based on the capacity of the resources to support public use. Accordingly, this System Plan includes natural resource management elements for each of the regional parks. Significant natural resource elements associated with other parks, open space and trail units are also documented in this plan.

RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

RAMSEY COUNTY MISSION STATEMENT

Ramsey County – Working with you to enhance our quality of life.

DEPARTMENT MISSION STATEMENT

The mission of the Ramsey County Parks and Recreation Department is to enhance the quality of life for the people of Ramsey County by preserving, developing, maintaining and managing a system of parks, open space, trail corridors and special use areas; and by providing year-around recreational programs, services and facilities which are responsive to changing needs, compatible with the resource base and most effectively provided at a county level.

In support of this mission . . .

- ◇ Our role and commitment in **open space preservation** is to acquire, protect and manage unique, fragile and aesthetically attractive natural resources that contribute positively to the urban landscape, and perform critical natural functions.
- ◇ Our role and commitment in **nature interpretation** is to promote positive environmental values through an increased awareness, knowledge and appreciation of natural resources and natural processes.
- ◇ Our role and commitment in **outdoor recreation programming** is to sponsor or cosponsor recreation programs that encourage development of resource-oriented outdoor recreation skills, promote wellness and to organize special events that introduce people to recreation opportunities available within the system.
- ◇ Our role and commitment in **special recreation services** is to provide areas, facilities and programs of County-wide significance to meet specialized indoor or outdoor recreation needs of County residents.
- ◇ Our role and commitment in **park services** is to provide diverse and accessible areas and facilities primarily for self-directed, resource-oriented outdoor recreation that complement the natural features of each site.
- ◇ Our role and commitment in **trail services** is to coordinate establishment of a County-wide system plan of hiking and biking trails that connect significant natural and cultural features and implement those segments of County or regional significance that are located on County park and open space land.

The Ramsey County Parks and Recreation Department will work in cooperation with other units of government to advance park, recreation and leisure service opportunities for all people of Ramsey County.

OVERVIEW - THE SYSTEM PLAN

The Ramsey County Parks and Recreation Commission reviewed recent survey findings of the Metropolitan Council and the Minnesota Department of Natural Resources on recreation needs within the Metropolitan Area and Ramsey County, in particular. It was clear from this review that the fundamental thrust of the Ramsey County parks and recreation system (i.e., natural resource based outdoor recreation) has been reaffirmed.

A review of the data underscores the importance of the natural park areas; hiking, biking (including mountain bike trails) and cross-country skiing trails; picnicking facilities; swimming areas; off-leash dog areas; and fishing docks and boat launches. These outdoor recreation facilities have historically been the fundamental components of the Ramsey County parks and recreation system. This system plan reaffirms the importance of these facilities and identifies opportunities within the system for additional facilities of this nature.

A review of existing and planned facilities within the Ramsey County system suggests that an appropriate supply of picnic areas, swimming beaches, boat access sites and trails (hiking, biking and cross-country skiing) exist or are planned within the system. In order to meet public expectations, these facilities will be developed or redeveloped as planned and then maintained at a level that can support an increasing demand for these services.

In recognition of the high-level of importance placed on protecting and managing natural areas for public use, the plan identifies specific areas within regional and county parks that are to be maintained in a natural state. In the case of the larger regional parks, the plan identifies environmental natural areas, which encompass the highest quality natural areas within these park units. Vegetation management and wildlife management activities are identified for each of the regional park units. Some public access (trails) may be provided in these areas for aesthetic enjoyment and outdoor education. Proposed vegetation is identified on the Natural Resources Management Map for each of the regional parks.

Definitions of Vegetation Types in Ramsey County

- Mesic Woods:** A mixture of sugar maple, basswood, green ash, northern red and white oaks with hop hornbeam, alternate leaf dogwood, and hazel in the understory. These woods tend to be found on north facing slopes and level areas.
- Oak Woods:** These are dominated by bur, white, northern pin and northern red oaks. Other common tree species are American elm, quaking aspen, and green ash. Common understory trees are cherries, hazel and *Rubus* sp. Oak woods are located on drier sites.
- Pine Plantation:** Planted stands of red, white jack or Scotch pine. Not a native community.
- Mixed Woods:** This is a catch all for other woodland types. It includes floodplain forests of silver maple and cottonwood, aspen stands and boxelder thickets. These can be found on a variety of slopes and soils.
- Oldfield:** Open grassy habitats of non-native species. There can be scattered trees and shrubs. Oldfields can be found on a variety of slopes and soils.

RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

- Prairie:** Open grassy habitats of non-native species. Dominated by big bluestem, little bluestem, Indiangrass and/or side-oats grama. There may be scattered trees, especially bur oaks. Normally on drier slopes.
- Tamarack:** Wetlands with a dominance of Tamarack. Shrubs include alder, poison sumac, red-osier dogwood.
- Shrub Swamp:** Wetlands dominated by alder and willow.
- Wetlands:** Wetlands of a variety of non-woody vegetation types. Includes cattail, wet meadows and reed canary swales.
- Turf:** Areas of blue grass and rye grass that is regularly mowed.

PARTNERSHIPS/INTERGOVERNMENTAL RELATIONSHIPS

In support of the Ramsey County Mission, the Department of Parks and Recreation has established and maintained partnerships with private and nonprofit organizations and intergovernmental cooperative agreements with other governmental entities to expand or enhance Parks and Recreation opportunities. The following highlights a number of ongoing relationships. It is anticipated that over time, additional relationships may be established and formalized in order to enhance public services.

METROPOLITAN COUNCIL

Ramsey County is one of ten implemented agencies for the Regional Recreational Open Space System within the Twin Cities metropolitan area. The system consists of over 45,000 acres of land within the seven county metropolitan area. Implementing agencies own and operate the parks and trails; the Metropolitan Council, with recommendations from the Metropolitan Parks and Open Space Commission, approves master plans, prepares the capital improvement program, provides a policy framework and provides matching funds to finance the capital improvement program. In its partnership, the State of Minnesota provides financing for capital improvements and a portion of the operations and maintenance costs. Capital funding is provided through a combination of Metropolitan Council park bonds (40%) and State funds (60%). All projects are considered by the Metropolitan Council and incorporated into the Regional Recreation Open Space Capital Improvement Program based on their relative priority for the region and a distribution formula established by the Metropolitan Council.

ST. PAUL REGIONAL WATER SERVICES

The Sucker/Vadnais Lake area of the Vadnais-Snail Lakes Regional Park encompasses 1252 acres of land and water owned by the St. Paul Regional Water Services (SPRWS). A joint powers agreement between Ramsey County and the SPRWS provides a framework that incorporates these properties into the regional park. Under that agreement, Ramsey County prepared a Park Master Plan and is responsible for capital financing and specified operations and maintenance functions. St. Paul Regional Water Services takes responsibility for natural resource management, fire protection and some park maintenance operations. All park activities are subordinate to maintaining the water quality and water distribution systems. Much of Trout Brook Regional Trail is located on property owned by the SPRWS.

NATIONAL PARK SERVICE

The National Park Service (NPS) has transferred the Rice Creek Corridor, Railroad Spur within Long Lake Regional Park and Archery Range located in the former Twin Cities Army Ammunition Plant to Ramsey County under the Federal Lands to Parks Program. The County is obligated to maintain the property for public parks and recreation use.

The County owns properties within the Mississippi National River and Recreation Area (MNRRA) administered by the NPS. Projects within the MNRRA Corridor are coordinated with the NPS and may be eligible for funding under various NPS grant programs.

MINNESOTA DEPARTMENT OF NATURAL RESOURCES

The Minnesota Department of Natural Resources (DNR) provides grants for trails (acquisition, development and maintenance), county park development and development of boat access sites, fishing piers and shoreline fishing areas. In addition, the DNR provides technical assistance and administers grant programs for natural resource management.

RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

CITY OF ST. PAUL

Ramsey County and the City of St. Paul have prepared joint master plans for regional park units that have joint operations. These include the Keller Phalen Regional Park, Battle Creek Regional Park and the Bruce Vento Regional Trail. In addition, Ramsey County and the City of St. Paul have established a joint powers agreement for development, operation and maintenance of the Battle Creek Recreation Facility located on Ramsey County land within Battle Creek Regional Park.

CITY OF ROSEVILLE

Ramsey County and the City of Roseville jointly own the 52-acre Reservoir Woods property. Under a joint powers agreement, Ramsey County paid for and received title to 25% of the land area acquired from the St. Paul Regional Water Services. All development, operations and maintenance costs are the responsibility of the City of Roseville.

RAMSEY COUNTY DEPARTMENTS

The Parks and Recreation Department has partnered with the Ramsey County Community Corrections Department to develop and operate the Ponds at Battle Creek Golf Course located on property owned by Ramsey County Community Corrections. The Department has established a formal cooperative relationship with the Saint Paul-Ramsey County Department of Public Health for development and operation of yard waste and household hazardous waste sites on certain Parks and Recreation properties, as well as recycling in Parks and Recreation facilities, financing of certain Parks activities and disposal of lake weeds and yard waste. The Department has entered into joint powers agreements with the Ramsey County Regional Rail Authority for use of right of way for regional trail purposes.

MINNESOTA NATIONAL GUARD/MINNESOTA AMATEUR SPORTS COMMISSION

The Minnesota National Guard has a license for approximately 1500 acres of the former Twin Cities Army Ammunitions Plant. This area, known as the Arden Hills Army Training Site (AHATS). The National Guard is committed to manage AHATS as a regional park reserve and allowing for scheduled public access to the site for nature interpretation and trail activities. The National Guard plans to develop an administrative service center and have been receptive to the concept of including an interpretive center that could be used for public programming regarding the natural resources and history of the site. In addition, the Minnesota Amateur Sports Commission has an interest in developing a venue for cross-country ski events utilizing a former warehouse located on the Rice Creek Regional Trail Corridor property as an assembly area and ski trails located on the AHATS property. Potentially, these cross-country ski trails could be managed for seasonal use by the general public provided there is no conflict with National Guard training.

OTHER

The Department of Parks and Recreation has formal and informal relationships with other County departments, municipalities, school districts, watershed districts and nonprofit groups for ongoing activities. The Department is working with these community partners to promote and implement the Active Living Ramsey County principles, policies and programs.

SYSTEM COMPONENTS

The Ramsey County parks and open space system is comprised of five (5) recreation and protection open space components. Each component is a general grouping or classification of sites and facilities that provide a similar scope of opportunities, satisfy common objectives, and accommodate a specific service area or user group.

I. REGIONAL PARKS

Areas containing a diversity of nature-based resources, either naturally occurring or human-built that offer a range of outdoor recreational opportunities for metropolitan area residents.

Objectives:

1. To provide public access to major waterbodies and watercourses.
2. To provide sites of sufficient size (200-500 acres) that will accommodate a range of activities and large numbers of users.
3. To provide a resource base with a carrying capacity that will tolerate a large number of users.
4. To emphasize outdoor recreational experiences as well as resource preservation.
5. To provide recreational developments that are consistent with the specific resource base.
6. To protect and manage significant natural resources within park units for aesthetic enjoyment and outdoor education.
7. To provide internal trail networks that link or provide access to significant natural resources or outdoor recreation facilities.
8. To provide special use areas such as off-leash dog areas that are compatible with the natural resources and other recreational development.

Environmental Natural Areas have been identified in Regional Parks having significant natural resources. Environmental Natural Areas are portions of Regional Parks that are designated for habitat protection, ecological restoration, and environmental education. Development within these areas is limited to trails and nature interpretation facilities. Public access to these areas is restricted to designated trails. The use of these areas is limited to passive forms of nature enjoyment such as hiking, skiing and nature viewing. Bicycles are only allowed on designated hike/bike trails. No mountain biking, dogs, off-trail activities or picnicking is allowed. Vegetation is managed to support and enhance the natural communities.

Status:

Official designation of regional parks requires approval by the Metropolitan Council. There are currently six (6) regional parks under the jurisdiction of Ramsey County within the Regional Recreation Open Space System. These regional parks total 3,840 acres. In addition, the city of St. Paul operates an additional four (4) regional parks and Three Rivers Park District operates a Special Recreation Feature within Ramsey County.

II. REGIONAL TRAILS

Linear corridors that provide safe and enjoyable routes and support facilities primarily for recreational travel that pass through or provide access to elements of the regional parks system.

RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

Objectives:

1. To provide alignments that accommodate unimpeded passages with a minimum disruption of the resource base.
2. To provide alignments that parallel or traverse areas having scenic, historic, scientific or cultural qualities.
3. To encourage multiple use when concurrent uses are compatible and multi-seasonal use when practical.
4. To provide alignments that are of sufficient length for a meaningful experience and of sufficient width for safe passage, maximum capacity and minimal negative influence on adjacent community.
5. To provide alignments that connect regional recreational open space sites.
6. To provide alignments that utilize natural system corridors and man-made corridors.
7. To function as arterial trail routes that intersect and complement local trail networks.

Status:

There are currently six (6) regional trails within the Metropolitan Council's Regional Recreation Open Space System under the jurisdiction of Ramsey County. These regional trail corridors include 801 acres and total 23 miles.

III. COUNTY PARKS

Areas of limited size and resource base (generally associated with a significant water recreation resource) that offer a range of related outdoor recreational opportunities for county and metropolitan area residents.

Objectives:

1. To provide outdoor recreation facilities for intense public use that complement the natural resource base.
2. To provide public access to waterbodies.
3. To accommodate maximum use of site resources.
4. To provide facilities that require intense management.
5. To accommodate exclusive-use requests and special-interest groups.
6. To protect and manage significant natural resources within park units for aesthetic enjoyment and outdoor education.

Status:

There are currently 9 county parks under the jurisdiction of Ramsey County. These parks total 704 acres.

IV. PROTECTION OPEN SPACE

Outstanding landscape amenities, critical natural systems and vulnerable natural resources that contribute to public health, outdoor education, aesthetic enjoyment and ecosystem stability.

Objectives:

1. To protect unique features of aesthetic, educational or scientific value for public enrichment.
2. To protect natural areas and manage the resources within these areas to support appropriate natural vegetation.
3. To manage areas of suitable size and character in order to provide adequate food and shelter for significant wildlife populations within the urban environment.
4. To protect a system of drainageways and holding basins critical to the surface movement, storage and treatment of storm water runoff.
5. To provide public access for trails, nature appreciation and outdoor education.

Status:

There are currently nine (9) protection open space sites under the jurisdiction of Ramsey County. These sites total 636 acres.

V. SPECIAL-USE FACILITIES

Areas or facilities that provide intense specialized or single-purpose indoor and/or outdoor recreation activities and require a specific resource base, location, restrictive control and management program above and beyond that associated with other general recreation activities.

Objectives:

1. To provide only that natural or artificial resource base which is necessary to accommodate the intended use.
2. To provide opportunities for involvement as a participant or spectator in a controlled setting.
3. To encourage multi-seasonal use when feasible to maximize return on capital investment.

Status:

There are currently 15 special-use facilities under the jurisdiction of Ramsey County. These facilities include five (5) golf courses; eleven (11) ice arenas (10 locations); a fairgrounds (including horseshoe courts) and an archery range. These sites total 413 acres (plus Keller Golf Course which is part of Keller Regional Park; and the Island Lake Golf Center which is part of Island Lake County Park).

RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

SYSTEM COMPONENTS

		Acres to be <u>Acquired</u>
I. REGIONAL PARKS	<u>Acres Acquired</u>	
1. Bald Eagle-Otter Lakes	877	8
2. Battle Creek	1,410	46
3. Keller	248	
4. Long Lake	202	9
5. Tony Schmidt	217	3
6. Vadnais-Snail Lakes	<u>1,019</u>	
Regional Park Total	3,973	<u>66</u>
II. REGIONAL TRAIL CORRIDORS		
1. Birch Lake, 1 mile	2	
2. Bruce Vento, 7 miles	30	25 (6 miles)
3. Highway 96, 7 miles	64	2 (1 mile)
4. Rice Creek North, 4 miles	696	
5. Rice Creek West, 2 miles	6	
6. Trout Brook, 2 miles	<u>3</u>	
Regional Trail Total (23 miles)	801	<u>27</u>
III. COUNTY PARKS		
1. Beaver Lake	55	
2. Island Lake	93	
3. Lake Gervais	5	
4. Lake Josephine	74	
5. Lake McCarrons	15	
6. Lake Owasso	9	
7. Poplar Lake	430	31
8. Turtle Lake	11	
9. White Bear Lake	<u>12</u>	
County Park Total	704	<u>31</u>
IV. PROTECTION OPEN SPACE		
1. North Kohlman Marsh	18	
2. Turtle Creek	187	
3. Kohlman Creek	86	
4. Fish Creek	130	
5. Holloway Marsh	38	
6. Mississippi River Bluffs	12	
7. Suburban Avenue Pond	32	
8. Willow Lake	76	
9. Woodview	<u>57</u>	
Protection Open Space Total	636	
V. SPECIAL USE FACILITIES		
1. Aldrich Arena	15	
2. Biff Adams Arena	2	
3. Gustafson-Phalen Arena	2	
4. Harding Arena	2	
5. Charles M. Schulz-Highland Arena (2 ice sheets)	2	
6. Ken Yackel-West Side Arena	2	
7. Oscar Johnson Arena	2	
8. Pleasant Arena	2	
9. Shoreview Arena	2	
10. White Bear Arena	5	
11. Goodrich Golf Course	120	
12. Fairgrounds (includes horseshoe courts)	19	
13. Manitou Ridge Golf Course	140	
14. Marsden Archery Range	8	
15. Keller Golf Course		
16. Island Lake Golf Course		
17. The Ponds at Battle Creek Golf Course	<u>90</u>	
Special Use Facilities Total	413	
GRAND TOTAL	6,527 acres	124 acres

BALD EAGLE-OTTER LAKES REGIONAL PARK

LOCATION AND SIZE

Bald Eagle-Otter Lakes Regional Park is located in the northeast corner of Ramsey County, in White Bear Township. The park is comprised of three segments: Bald Eagle Lake (142 acres) on the east side of Bald Eagle Lake; Otter Lake (408 acres) between Otter Lake and Bald Eagle Lake; and Tamarack Nature Center (335 acres) southwesterly of Bald Eagle Lake. The park is generally bounded by I-35E on the west, the county line on the north, Highway 61 on the east and Hammond Road on the south. The park consists of 885 acres.

SITE CHARACTERISTICS

The predominant characteristics of the park are the lakes and associated wetlands. The park includes one mile of shoreline on the east side and ¼ mile on the west side of Bald Eagle Lake. Bald Eagle Lake, the second largest lake in Ramsey County, includes 1,025 acres with a maximum depth of 39 feet and 568 acres greater than 10 feet in depth. Bald Eagle Lake is one of the most popular fishing lakes in Ramsey County.

The park includes 1½ miles of shoreline on Otter Lake, which is the entire southern half of the lake. Otter Lake, 334 acres in size, is a shallow lake with 97% less than 15 feet in depth. Due to this shallow depth, the lake is subject to periodic winter kills.

The Tamarack Nature Center segment of the park includes two small lakes entirely within the park boundaries. Tamarack Lake is a small 10.5-acre lake. Fish Lake is a 3.3-acre lake. Neither lake supports a fish population.

There are extensive areas of wetland within the park. The Bald Eagle segment includes 32 acres of wetland which include shoreline, bays and glacial depressions. The Otter Lake segment contains 200 acres of wetland or approximately 50% of the area. A large expanse of wetland extends from the southeast shore of Otter Lake eastward to Bald Eagle Lake. The Tamarack segment of the park includes 75 acres of wetland in two corridors passing through Fish Lake and Tamarack Lake.

The remaining upland areas of the park are comprised of oak wood, former agricultural land, scattered pine plantations and 120 acres of restored prairie.

RECREATION DEVELOPMENT PLAN

Existing Development

Bald Eagle Lake Segment: A 6-acre picnic area/boat launch facility is located on the east shore of Bald Eagle Lake. The area includes boat access ramp, parking for 50 car/boat trailers and a separate 76-car parking lot for the picnic area and shoreline fishing. Other site amenities include a restroom facility, picnic shelter, play area and fishing pier. Bituminous walkways connect these facilities. A bituminous trail extends north to Overlake Road providing access to the adjacent residential area and 2 miles of unpaved trails located between Overlake Road and County Road J.

Otter Lake Segment: A gravel boat access and parking lot for 10 car/boat trailers is provided at the south end of Otter Lake. This parking lot also provides access to a 10-acre off leash dog area located immediately south of Otter Lake.

RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

Tamarack Nature Center Segment: The segment includes the Tamarack Nature Center building which includes classrooms, exhibit area, recreation (e.g., X-C skis, snowshoes) equipment rental and restrooms. Other developments within the segment include a 1-mile handicapped accessible (paved) interpretive trail, and 7 miles of unpaved cross county ski/hiking trails. Boardwalks, dock and observation decks have been developed as teaching stations within the Tamarack Nature Center. An 81-car parking lot supports vehicular access to the area. A paved trail (access to the Birch Lake Regional Trail) has been constructed along the south and east boundaries of the Tamarack Nature Center.

Proposed Development

Paved trails are proposed to connect the Tamarack Nature Center with the Otter Lake boat launch parallel to Otter Lake Road. An additional paved trail segment is proposed between Otter Lake Road and Bald Eagle Boulevard. A series of unpaved trail loops are proposed in the area between Bald Eagle Boulevard and Otter Lake. In addition, the Park Master Plan includes improvement of the Otter Lake boat access area and development of a small picnic area on West Bald Eagle Boulevard.

Tamarack Nature Center: While this segment is nearly fully developed, outdoor exhibits, teaching stations and a nature play area adjacent to the nature center building will be developed to better support nature center program services. Pedestrian and vehicular access to the building will be redeveloped to enhance the aesthetic experience and improve safety. Expansion of the Nature Center building may be considered to accommodate joint ventures with service provider partners and enhanced indoor exhibits.

NATURAL RESOURCE MANAGEMENT

Environmental Natural Areas

The north portion of the Otter Lake Segment, north of the channel between Otter and Bald Eagle lakes, and the non-developed areas of the Tamarack Nature Center Segment have been designated Environmental Natural Areas (ENA). The Otter Lake ENA includes some of the best examples of mesic woodlands in the County. It also includes the only healthy tamarack swamp/bog and one of the longest undeveloped shorelines in the County. The Tamarack Nature Center Segment is designated to protect the area for environmental education and as a catalyst for restoration efforts.

Vegetation Management

The natural vegetation of the Bald Eagle/Otter Lakes is a mixture of mesic woods, oak woods, prairie and a variety of wetlands. The unique habitats include the tamarack swamp/bog, red maple woods and extensive shrub swamps. Invasive species have become widespread in most habitats. The most troublesome species include buckthorn, black locust, spotted knapweed and reed canary grass. Current vegetation includes native habitats plus old fields and conifer plantations.

Ongoing vegetation management activities include prairie planting and management on old field areas, conifer removal, woodland restoration and tamarack swamp restoration. Prairie planting requires the elimination of existing vegetation and planting of native grasses and wildflowers. These areas are maintained with prescribed fire. The woodland restoration involves the removal of buckthorn, reintroduction of fire, where appropriate, and seeding of native species.

Invasive species are controlled on a variety of habitats with herbicides and biocontrol. The biocontrol efforts are done in partnership with the Minnesota Department of Agriculture and Minnesota Department of Natural Resources.

Wildlife Management

The park hosts a diverse variety of wildlife. Otter Lake and its associated wetlands is an important waterfowl nesting and migration area. The extensive restored prairies are important nesting sites for grassland sparrows, bobolinks, and meadowlarks. Bald eagles nest within the park. Other wildlife include raptors, wild turkeys and a number of reptile, amphibian and mammals. Larger mammals include white-tailed deer, coyotes, red fox and raccoons. Blanding's turtles have been found on the Otter Lake and Tamarack Nature Center segments.

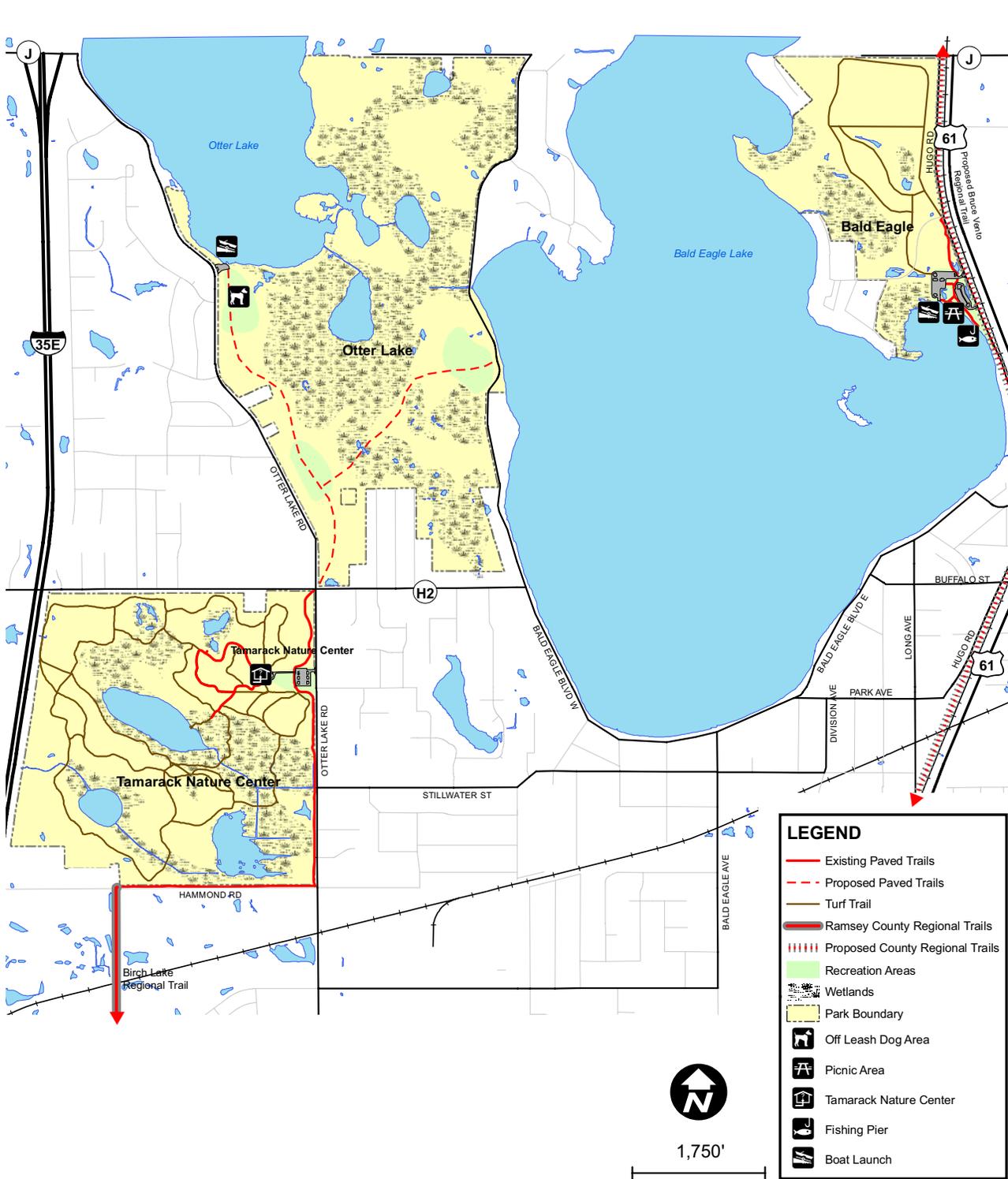
Wildlife management in the park involves the control of white-tailed deer populations. Deer are managed using special hunts under the Ramsey County Cooperative Deer Plan in partnership with White Bear Township.

Nest boxes are provided for wood ducks and eastern bluebirds. Osprey poles have been erected on the Otter Lake Segment.

PLANNING CONSIDERATIONS

Tamarack Nature Center has been established as the primary environmental education within the County. Programming partnerships with the school districts and allied non-profit groups have precipitated discussions about co-location of offices and program facilities on the site. The benefits of these partnerships will be evaluated based on potential for expanded service consistent with the mission of Tamarack Nature Center.

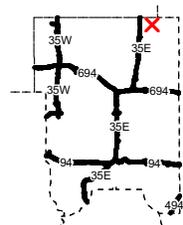
A comprehensive site and exhibit plan for Tamarack Nature Center will guide fund raising efforts with various partners and future developments in order to achieve the "Destination of Discovery" vision.

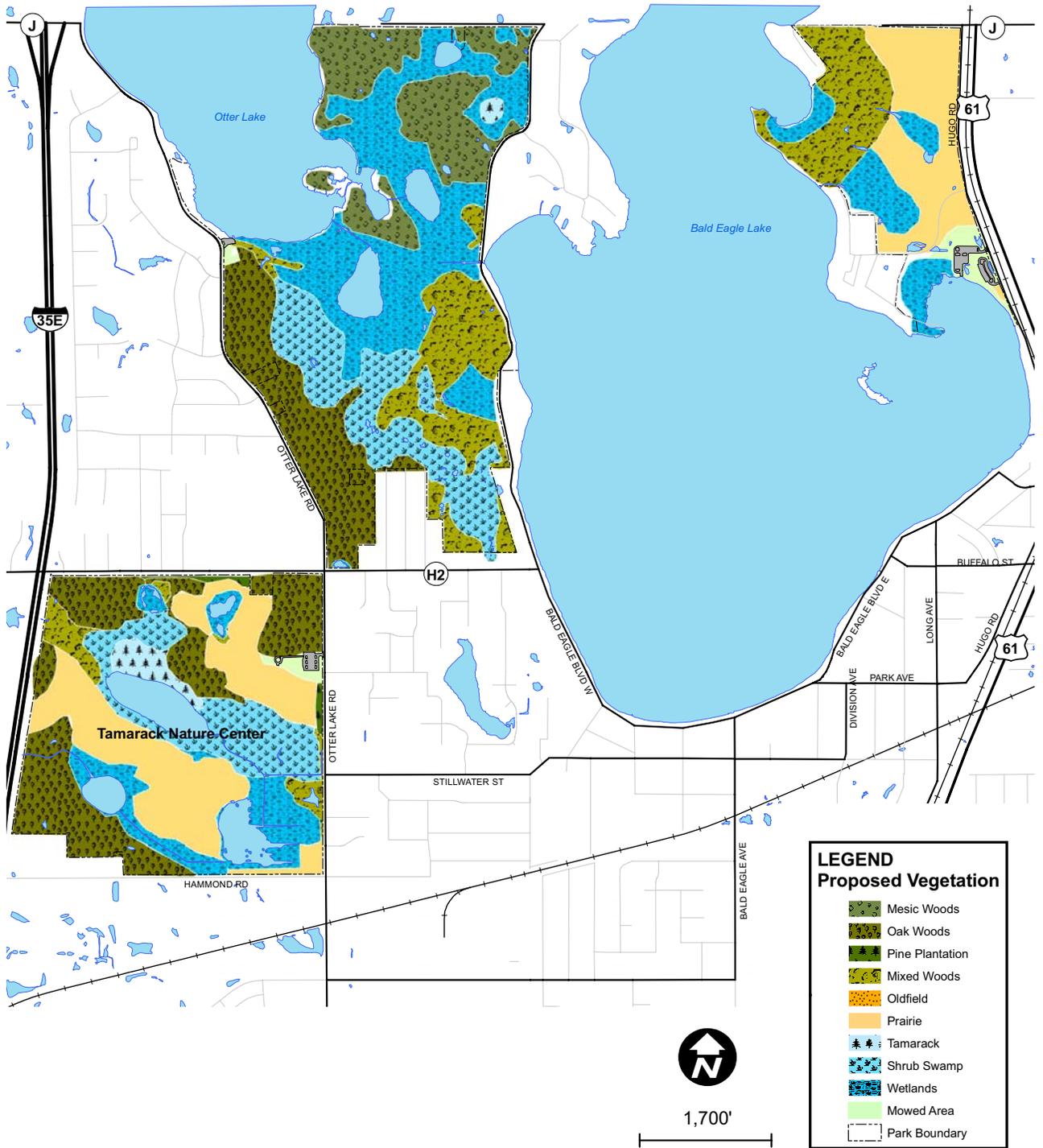


Bald Eagle - Otter Lakes Regional Park

RECREATION DEVELOPMENT MAP

Ramsey County, MN
 March 2006

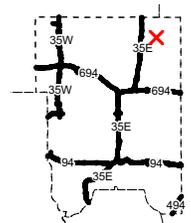




Bald Eagle - Otter Lakes Regional Park

NATURAL RESOURCES MANAGEMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

BATTLE CREEK REGIONAL PARK

LOCATION AND SIZE

Battle Creek Regional Park is located in the southeast corner of Ramsey County in the cities of St. Paul and Maplewood. The park is comprised of four segments: Indian Mounds (97 acres) ; Fish Hatchery (105 acres); Pigs Eye (610 acres); and Battle Creek (846 acres). In accordance with the 1981 joint master plan, the city of St. Paul owns and operates the Indian Mounds and Fish Hatchery segments of the park. Ramsey County owns and operates the Battle Creek and Pigs Eye segments, consisting of 1,456 acres.

SITE CHARACTERISTICS

The park derives its name from Battle Creek, which flows from east to west through the length of the park on its way to the Mississippi River. Although the creek has been degraded and altered to accommodate extraordinary storm water run-off from the surrounding development, it remains a positive asset to the park. Improvements to the creek and upstream watershed area by the Ramsey-Washington Metro Watershed District have corrected erosion problems and restored the creek within the park.

The most prominent visual characteristics of the park are the steep wooded slopes paralleling the Mississippi River and Battle Creek. The park includes approximately two miles of bluff land along the east side of the Mississippi River Corridor. Battle Creek flows through a steep wooded valley, which varies in depth from 25 feet to over 150 feet. The bluffs are significant in the development of the park as they provide a corridor and barriers, as well as panoramic views of the river valley.

The entire Pigs Eye Lake segment of the park lies within the floodplain of the Mississippi River. The lake is approximately 500 acres in size and very shallow (less than 10 feet). The segment includes 610 acres surrounding the lake, which is entirely floodplain. The Pigs Eye Lake segment includes a 40-acre former landfill area at the north end of Pigs Eye Lake. The landfill is an environmental concern. That has been addressed by the city of Saint Paul and the Minnesota Pollution Control Agency.

Most of the remaining areas of the park consist of oak woods, prairie and scattered ponds. At the lower end of Battle Creek, sandstone bluffs are exposed on both sides of the valley.

RECREATION DEVELOPMENT PLAN

Existing Development

Picnic Area/Family Aquatic Center: The 80-acre site, located on the northeast quadrant of McKnight Road and Upper Afton Road, is the primary recreation area within the park. The area includes a large group picnic pavilion, medium-sized picnic shelter (to be replaced), general picnic area, 275-car parking lot, play area, open game field and a 1.2-mile bituminous biking/hiking trail. Battle Creek Waterworks, a family aquatics center, is located in the area and includes an interactive water play area, leisure pool, water slide and sand play area. In addition to picnicking and aquatic activity, the area is used as a venue for special events and cross-country running meets.

Eastern Trails Area: The area of the park southeast of McKnight Road and Upper Afton Road includes 2.5 miles of bituminous biking/hiking trails and an additional 3 miles of unpaved hiking/cross-country ski trails. The bituminous trail corridors are also groomed for cross-country skiing, thus providing approximately 5 miles of cross-country ski trails in this area. The trails are connected to the trail system located in the picnic area to the north. A 110-car parking lot is located south of Upper Afton Road to serve this area, as well as provide overflow parking for the picnic area/family aquatics center. An additional 30-car parking lot is located on Lower Afton Road. A 10-acre off-leash dog area is located in the southwest portion of this area. Trail access to the off-leash dog area is provided from both parking lots.

Battle Creek Corridor: The park encompasses land area on both sides of Battle Creek between McKnight Road and State Highway 61. A 1.7-mile bituminous biking/hiking trail follows the creek throughout this entire area. A 36-car parking lot, located at the lower end of Battle Creek near State Highway 61, provides parking for trail users, as well as a small general picnic area located at the lower reaches of this corridor. A biking/hiking underpass under State Highway 61 provides trail access to the Fish Hatchery Lake and Mounds Park areas and Sam Morgan Regional Trail.

Battle Creek Road/Winthrop Street Areas: These areas of the park have been developed principally for trail use. The area includes 4 miles of mountain biking trail, 4 miles of cross-country ski trail (including 2.4 miles of lighted ski trail), and 4 miles of hiking trail. The area includes a lighted sledging hill. The primary access to the site is provided from a 180-car parking lot located off Winthrop Street. The parking lot and adjacent recreation center were developed by the city of Saint Paul under a joint powers agreement. Pursuant to this agreement, the parking lot is available for all trail users and the recreation center serves as a visitors' center for trail and sledging area users. Ramsey County has priority rights to use the recreation center for interpretive programming.

Proposed Development

Paved Trails: A biking/hiking trail is proposed along Lower Afton Road from Century Avenue to Point Douglas Road. The eastern section of this trail will be located on county-owned land (Community Corrections Department) outside the boundary of Battle Creek Regional Park. At the intersection of Point Douglas Road, the trail will extend north and south along existing trails.

Unpaved Trails: Hiking and cross-country ski trails are proposed in the park corridor along Lower Afton Road between Winthrop Street and McKnight Road. Underpasses are proposed at both street intersections in order to accommodate cross-country ski connections. Additional trails are proposed for the area of the park located west of Battle Creek Road. A bridge is proposed across Battle Creek Road to accommodate cross-country ski connections. The preferred alternative to this bridge is to vacate that portion of Battle Creek Road located south of existing residential development.

Battle Creek Road Bluff-top Area: A 60-acre bluff-top area overlooking the Mississippi River Valley is proposed to be developed with additional trails and scenic overlooks.

RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

NATURAL RESOURCES MANAGEMENT

Environmental Natural Areas

The entire Pigs Eye Lake segment and the bluff region along Point Douglas Road have been designated Environmental Natural Areas. The extensive flood plain forest of the Pig's Eye Peninsula contains a large heron colony and important eagle nesting and roosting sites. The heron rookery is a designated State scientific natural area. The Point Douglas Road bluffs contain remnants of bluff prairies and savannahs and include a variety of rare plants, especially the State listed Kittentails (*Besseyia bullii*).

Vegetation Management

The natural vegetation of Battle Creek is a mixture of prairies, oak savanna, oak woods and wetlands. Current vegetation includes the native types plus old field, pine plantations and mixed forest. There are also several smaller unique habitats. These include seep swamps with skunk cabbage and marsh marigolds; and mesic hardwoods with yellow birch, white pine. Much of the natural vegetation has been highly degraded. Invasive species have become widespread in most habitats. The most troublesome species include buckthorn, black locust, garlic mustard, and purple loosestrife.

Ongoing vegetation management activities include prairie planting on old field sites and restoration of the oak woods. Prairie planting requires the elimination of existing vegetation and planting of native grasses and wildflowers. These areas are maintained with prescribed fire. The oak woods restoration involves the removal of buckthorn, reintroduction of fire and seeding of native species.

Invasive species are controlled on a variety of habitats with herbicides and biocontrol. The biocontrol efforts are done in partnership with the Minnesota Department of Agriculture and Minnesota Department of Natural Resources.

The oak woods are being managed to contain and control Oak Wilt.

Wildlife Management

The park hosts diverse wildlife, especially on the Pig's Eye Lake segment with its heron rookery, bald eagle nests and migratory waterfowl and shorebirds. The Battle Creek unit has a variety of nesting songbirds, waterfowl, raptors, and wild turkeys. Larger mammals include white-tailed deer, coyotes, red fox and raccoons.

Wildlife management in the park involves the control of white-tailed deer and Canada goose populations. Deer are managed using special hunts under the Ramsey County Cooperative

Deer Management Plan in partnership with the cities of Maplewood and St. Paul. Geese are controlled by selective removal of nesting birds in areas where they are nuisances.

Nesting boxes are provided for wood ducks and eastern bluebirds.

PLANNING CONSIDERATIONS

Portions of Battle Creek Regional Park is within the boundary of the Mississippi National River and Recreation Area (MNRRA). Plans for MNRRA may provide opportunities for coordinated development.

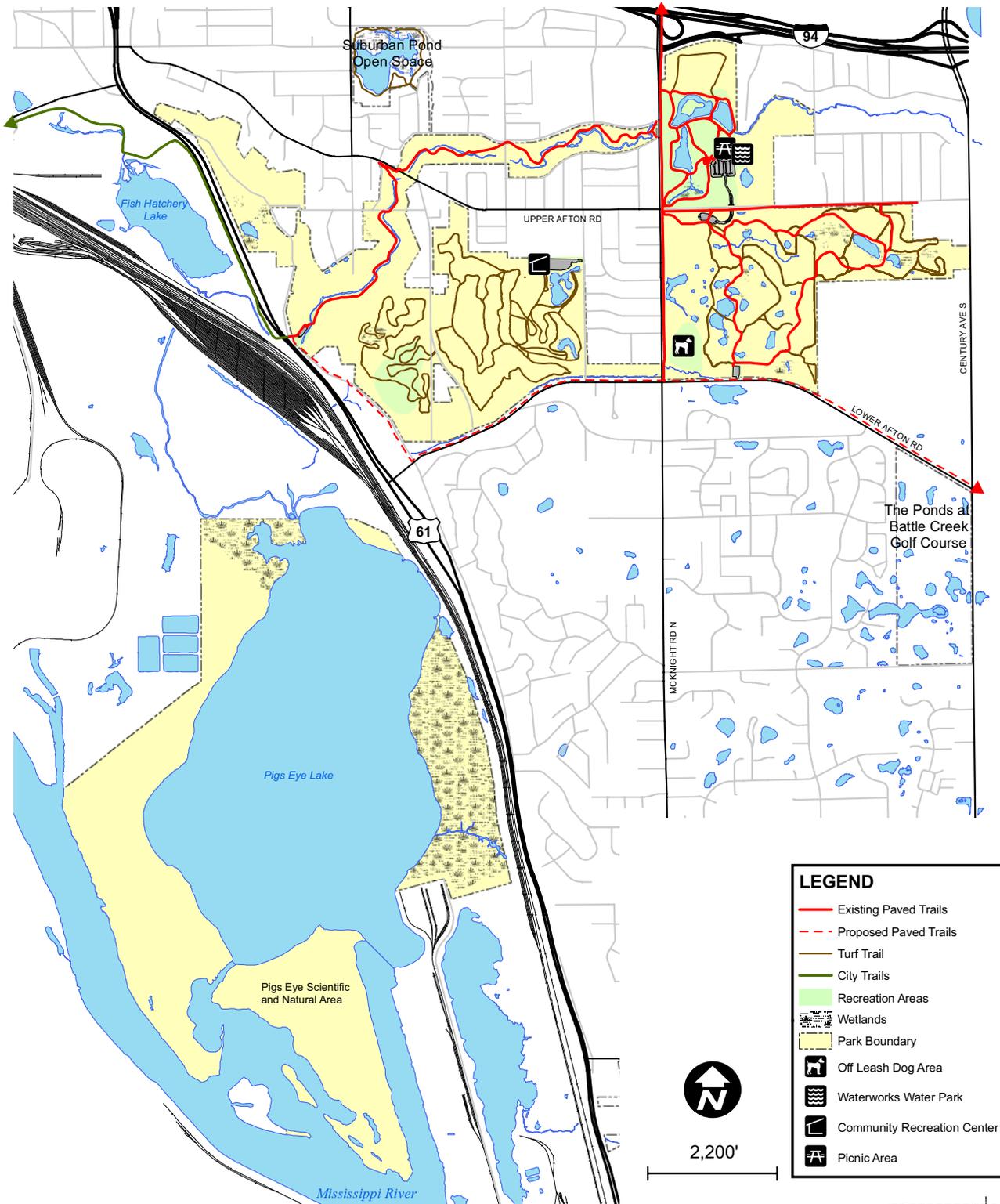
In accordance with the Battle Creek Regional Park Master Plan, St. Paul and Ramsey County will continue to coordinate development and operations of the park. Portions of the Battle Creek segment and Pig's Eye Lake segment of the park are included in the "National Great River Park" and as such future plans for development will be coordinated with the St. Paul Riverfront Corporation and the City of St. Paul.

A logical relationship exists for adjacent schools to use the park for environmental education. Three schools (Carver Elementary, Battle Creek Elementary and Battle Creek Middle) all have easy access to the park and positive use of the park should be encouraged.

In accordance with the joint powers agreement between Ramsey County and the city of St. Paul, the Battle Creek Recreation Center and parking lot are located within Battle Creek Regional Park. These shared facilities provide opportunities for trail access and joint programming.

The master plan for Battle Creek Regional Park identifies the adjacent land area as a winter sports area. The current cross-country ski trails and sledding hill provide these services; however, in order to provide predictable snow conditions, consideration will be given to installation of snowmaking equipment to maintain a portion of the cross-country ski trail and the sledding/tubing hill.

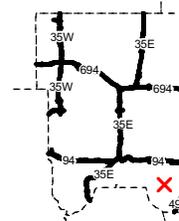
The potential golf facility identified in the Battle Creek Regional Park Master Plan has been addressed by the provision of a 9-hole regulation golf course and driving range on the Ramsey County Community Corrections property located south of Lower Afton Road. The Ramsey County Parks and Recreation and Community Corrections departments jointly operate this golf facility, known as The Ponds at Battle Creek.

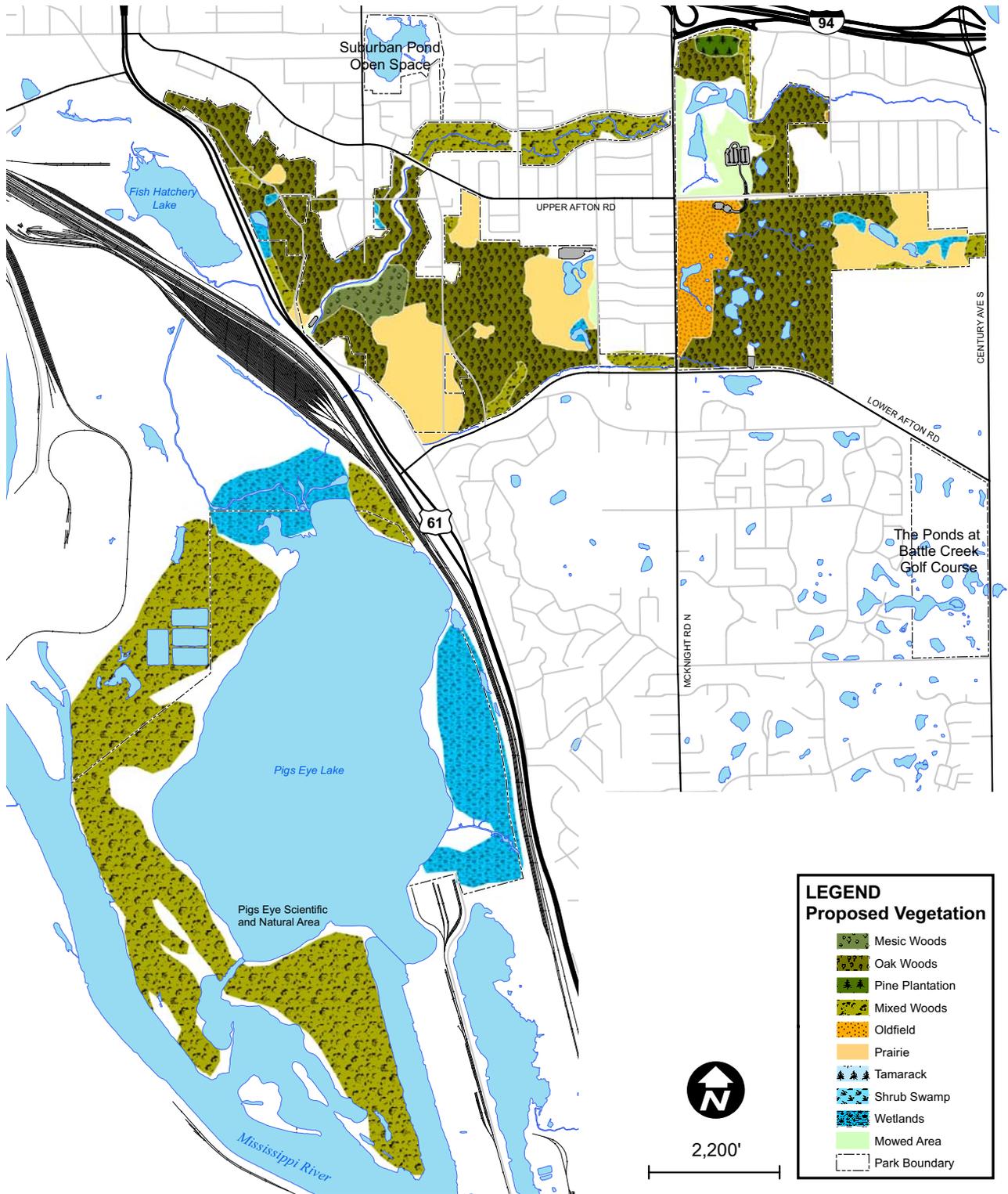


Battle Creek Regional Park

RECREATION DEVELOPMENT MAP

Ramsey County, MN
 March 2006

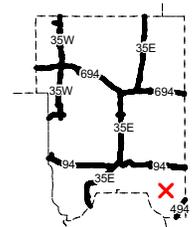




Battle Creek Regional Park

NATURAL RESOURCES MANAGEMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

KELLER REGIONAL PARK

LOCATION AND SIZE

Keller Regional Park is located in the east-central part of Ramsey County, in the city of Maplewood. The park is 248 acres in size. The park is contiguous to Phalen Regional Park and in the regional park system they are considered one regional park (Phalen-Keller Regional Park). Ramsey County and the city of St. Paul prepared a joint master plan for the park in 1978. Keller Regional Park is the oldest park in the Ramsey County parks system with initial acquisition beginning in 1927.

SITE CHARACTERISTICS

The primary feature in the park is the chain of lakes which flows into Lake Phalen. The park includes shoreline on 3 of these lakes (Spoon, Keller and Round Lake). The upstream lakes (Gervais and Kohlman) are accessible by boat; downstream Lake Phalen is accessible by canoes and trails. The park includes 3 miles of shoreline. The majority of the park area is mowed grass with moderate tree cover. Areas adjacent to Keller Lake and Spoon Lake are flat and the remainder of the park is relatively hilly.

RECREATION DEVELOPMENT PLAN

Existing Development

Golf Course: The largest section of the park (140 acres) is occupied by the golf course. The course was constructed in 1929. The course is an 18-hole championship course that includes a driving range. Buildings on the site include a maintenance center, pro shop and clubhouse.

Picnic Areas: The park has 7 distinct areas for small groups and individual picnicking. Keller Regional Park has the greatest number of small reservable shelters of any park in the Ramsey County system. There are 14 shelters which each serve groups of approximately 50 people. In addition to the shelters, all of the picnic areas in the park have additional picnic tables for individuals or families. Each separate picnic area has parking and a restroom. The largest area, Golfview Picnic Area, also includes a play area, volleyball court and a game field.

Boat Access: A boat ramp and parking for 10 car/boat trailers is located on Spoon Lake. Bridges and channels allow boaters to go upstream to Lake Gervais and Kohlman Lake and downstream to Keller Lake. A dam between Keller Lake and Round Lake prevents boats from going downstream to Round Lake and Lake Phalen. Power boats are prohibited on Lake Phalen. Canoeists can easily portage around the small dam structure.

Shoreline Fishing: The extensive shoreline of Spoon, Keller and Round lakes is used for shorefishing. A handicapped-accessible fishing pier is located on Round Lake. A handicapped-accessible shore fishing area is provided on the east shore of Spoon Lake.

Trails: One mile of bituminous bike/hike trails exists in Keller Park. These trails connect to the 3-mile loop around Lake Phalen, as well as all other trails in Phalen Regional Park.

Archery Range: An archery range consisting of 11 shooting lanes of various lengths is located adjacent to the Golfview Picnic Area. Access to the site is provided from the upper parking lot of the Golfview area.

The trails also connect to the 18-mile-long gateway segment of the Willard Munger State Trail which currently extends from St. Paul to Stillwater.

Proposed Development

Picnic Areas: Picnic areas throughout the park are scheduled for redevelopment, including replacement of restroom facilities at seven locations and the installation of eight new picnic shelters to accommodate groups of 50 to 125 people. Other site improvement will include resurfacing of parking lots, reconstruction of the lower Keller picnic area parking lot and elimination of the picnicking activity in the Roselawn picnic area.

Trails: Additional trails are proposed to connect all of the picnic areas along the east shore of Keller Lake and the Spoon Lake area.

NATURAL RESOURCE MANAGEMENT

Vegetation Management

The natural vegetation of Keller Lake Regional Park was a mixture of oak woods and wetlands. The little remaining natural habitat has been degraded by invasive species. The most troublesome species are buckthorn, Siberian elm and red canary grass. Current vegetation is a mixture of the natural habitats with extensive oldfield and turf areas.

Ongoing management in this park is limited. Invasive species removal has been conducted in coordination with other park use activities.

Wildlife Management

The park is used by migratory waterfowl and other common wildlife. Limited habitats limit the overall wildlife diversity. The one unique species is bald eagles nesting at the north end of Keller Lake.

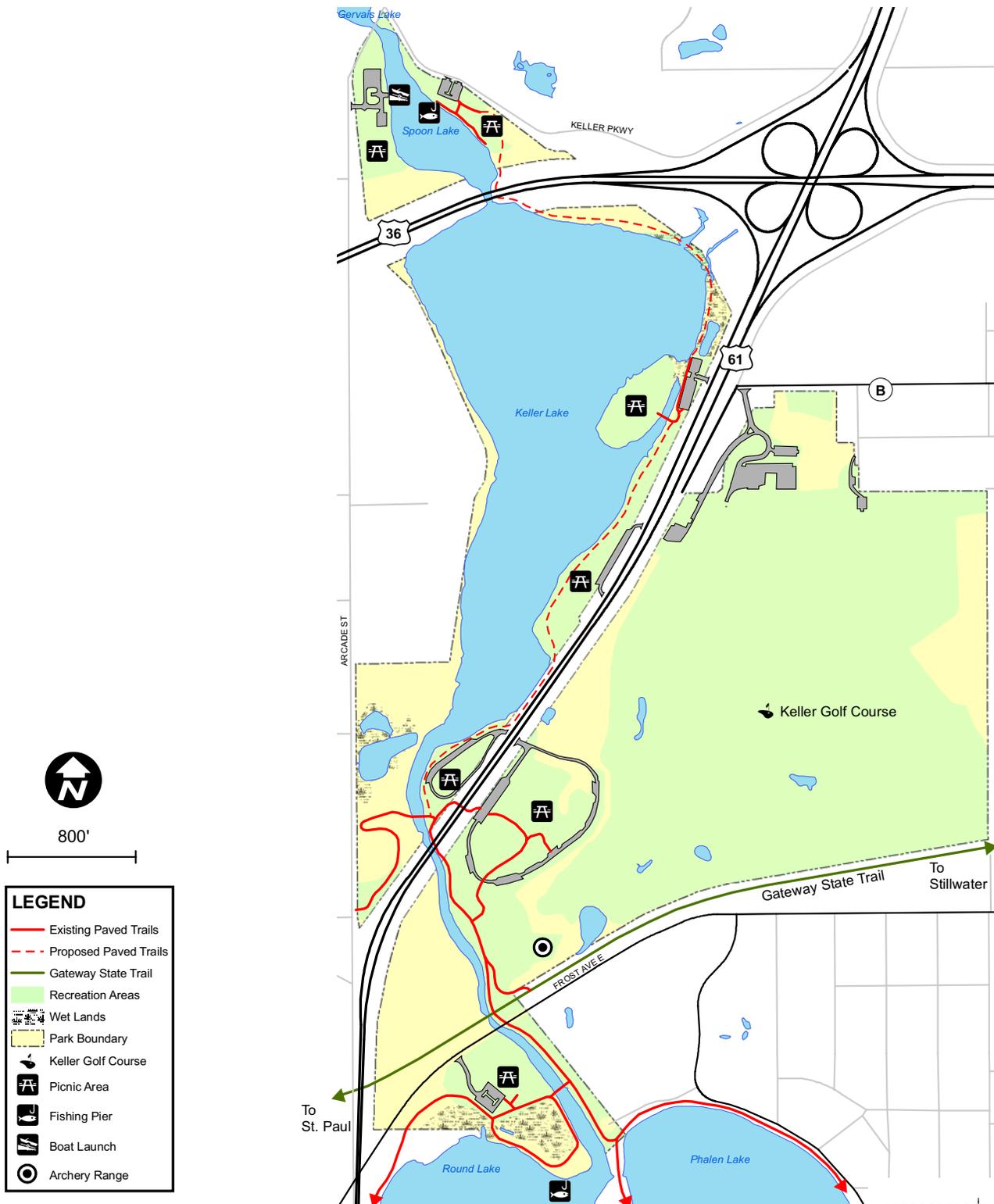
Wildlife management in the park involves the control of Canada goose populations. Geese are controlled by selective removal of nesting birds in areas where they are nuisances.

PLANNING CONSIDERATIONS

Keller Regional Park is part of the overall Phalen-Keller Regional Park. Facilities provided in each location should be complimentary, recognizing the common customer base.

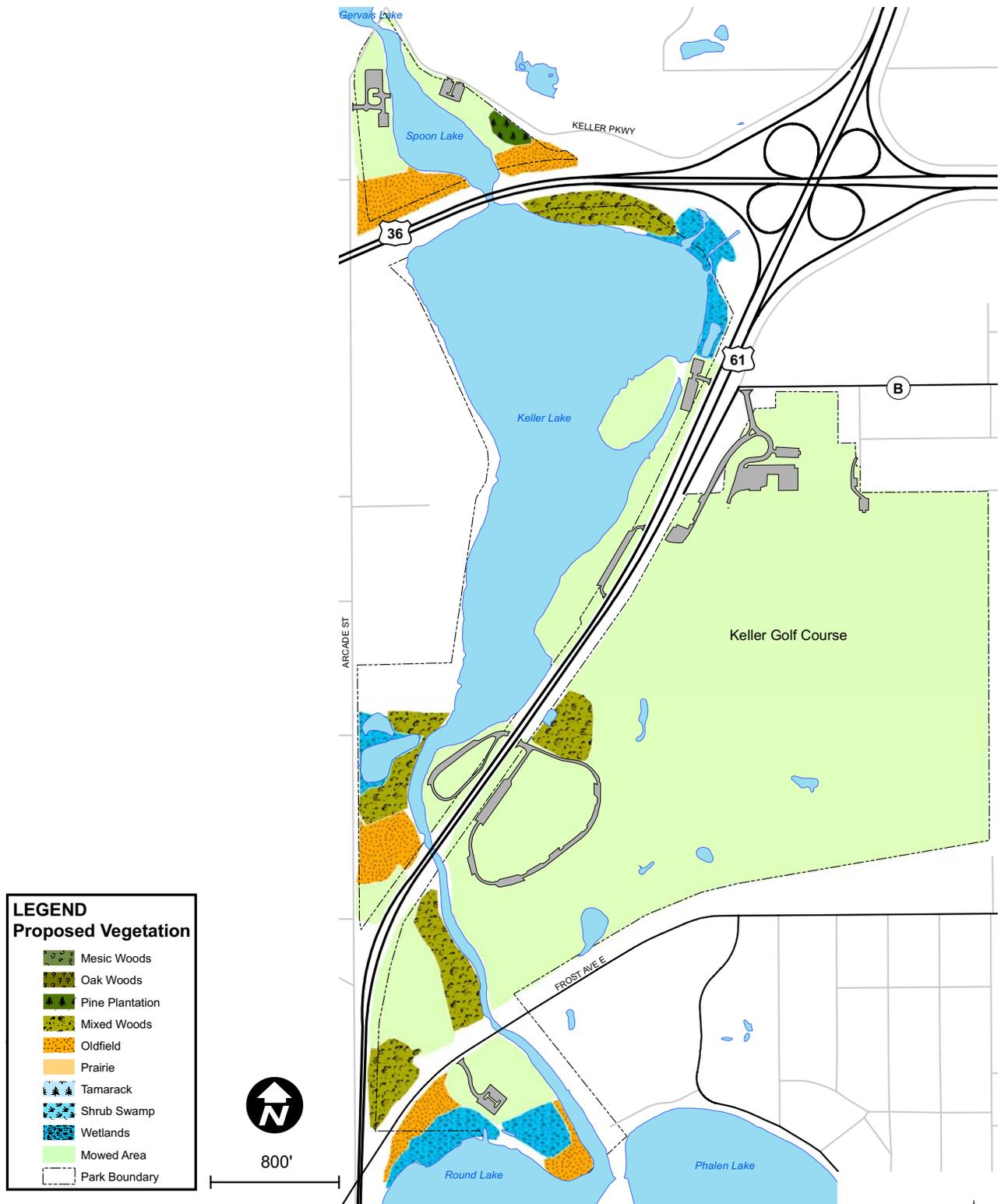
The primary access to Keller Regional Park is Highway 61, which passes through the center of the park. This roadway is scheduled for transfer from the State to Ramsey County through the State Road Turnback Program. Redevelopment of the section of road between County Road B and Parkway Drive as a parkway section would significantly enhance the park and driving experience.

A trail connection between Keller Lake and Spoon Lake passing under Highway 36 would dramatically improve connectivity within the park and complement the City of Maplewood's trail system.



Keller Regional Park
 RECREATION DEVELOPMENT MAP

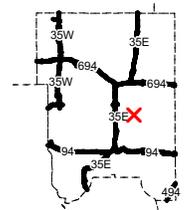
Ramsey County, MN
 March 2006



Keller Regional Park

NATURAL RESOURCES MANAGEMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

LONG LAKE REGIONAL PARK

LOCATION AND SIZE

Long Lake Regional Park is located in the northwestern part of Ramsey County, in the city of New Brighton. The park encompasses 225 acres. The park is generally bordered by I-694 on the south, Old Highway 8 on the east, County Road H on the north and Long Lake on the west. Vehicular access to the park is from Old Highway 8, south of Highway 96. Access to the boat launch is from Long Lake Road at I-694. Trail access is provided at the north end of the park via the Rice Creek Regional Trail Corridor (at Mississippi Street).

SITE CHARACTERISTICS

The predominant natural feature of the park is Long Lake. The park includes the entire southern and eastern shoreline of Long Lake, totaling 1½ miles. Long Lake is a 184-acre lake with a maximum depth of 25 feet. It is a good fishing lake.

The park includes Rush Lake, a 36-acre “deep marsh” lake which has a maximum depth of 10 feet. Rush Lake is surrounded by extensive wetland vegetation.

The remaining natural area of the park includes cattail marshes, oak woods and an 8-acre restored prairie. The active recreation areas of the park are mainly located in former agricultural fields, now restored to turf grass and recently planted trees.

RECREATION DEVELOPMENT PLAN

Existing Development

Swimming Beach: The swimming beach development consists of a 150-car parking lot and a beach building which includes restrooms, changing rooms, concessions stand and lifeguard room. A portion of the beach building was designed to be heated and usable for a winter trailhead. The beach development also includes a sand and turf beach area of 4 acres. Within the beach area, there is a small children’s play area, sand volleyball court, picnic tables and a sand and water play area.

Small Group Picnic Area: The small group picnic area is located immediately north of the beach area. The area includes a 50-car parking lot, a small group picnic shelter for groups of up to 50 people, a small children’s play area, and picnic tables throughout the area.

Large Group Picnic Area: The large group picnic area is located in the northern part of the park. It includes a 100-car parking lot, a large handicapped-accessible children’s play area, a game field, a sand volleyball court, and a large picnic pavilion with restrooms and kitchen facilities designed to accommodate groups of up to 300 people.

Boat Access/Fishing Area: The boat access/fishing area is located at the south end of Long Lake. The area includes a boat ramp, parking for 15 car/boat trailers, parking for an additional 31 cars for shorefishing, a restroom and a fishing pier.

Historic Depot: The New Brighton Historical Society, under an agreement with Ramsey County, has located a historic railroad depot in the park adjacent to the railroad. The depot has been restored and is open to the public as a historical interpretive center. The depot site includes an 8-car parking lot.

Nature Interpretive Area: The nature interpretive area includes a 33-car parking area and an 8-acre restored prairie. The site is adjacent to Rush Lake and an oak woods. Hiking trails exist throughout these areas.

Day Camp/Picnic Area: The 33-car parking lot for the proposed day camp/picnic area near the entrance of the park has been constructed. Extensive tree planting has been done at the site to buffer the adjacent land uses.

Trail System: A 3-mile network of 10-foot wide bituminous, multi-purpose trails connect all of the use areas of the park and extend to the two park entrances. In addition, the trail extends to the north end of the park where it bridges Rice Creek and connects to the Rice Creek West Trail Corridor. At this location, it will also connect to the future Rice Creek North Regional Trail Corridor. The bituminous trail system is designated for all non-motorized uses including biking, walking, jogging and in-line skating.

Proposed Development

Boat Access/Fishing Area: Additional shorefishing facilities will be constructed along the south shore of Long Lake, including piers and shoreline stabilization.

Nature Interpretive Area: A restroom, trails, wetland boardwalks and observation blinds at Rush Lake are proposed in the master plan. A wetland trail will be developed around Rush Lake. Easements have been or will be secured from property owners located on the east side of the lake to accommodate the trail.

Day Camp/Picnic Area: A shelter for day camp and picnic use is proposed in the master plan.

NATURAL RESOURCE MANAGEMENT

Environmental Natural Areas

The prairie and woodland along the west side of Rush Lake has been designated an Environmental Natural Area. This area has a long undisturbed shoreline and a diverse restored prairie and remnant oak woods.

Vegetation Management

The natural vegetation of Long Lake Regional Park is a mixture of oak woods, mixed woods and wetlands. Much of the natural vegetation has been highly degraded from past agricultural use. Invasive species have become widespread. The most troublesome species are black locust and buckthorn. Current vegetation is mainly oldfield and wetlands with remnants of the natural habitats. There is also a restored prairie in the park.

The prairie is maintained with prescribed fire. Invasive species, especially black locust, are controlled on a variety of habitats with herbicides and biocontrol. The biocontrol efforts are done in partnership with the Minnesota Department of Agriculture and the Minnesota Department of Natural Resources. The oak woods are being managed to contain and control oak wilt.

RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

Wildlife Management

The park hosts a diverse variety of wildlife. The park has a variety of nesting songbirds, waterfowl, raptors and wild turkeys. Larger mammals include white-tailed deer, coyotes, red fox and raccoons.

Deer populations are annually surveyed. If needed the deer herd will be managed with special hunts under the Ramsey County Cooperative Deer Management Plan in partnership with the City of New Brighton. Nest boxes are provided for wood ducks and eastern bluebirds.

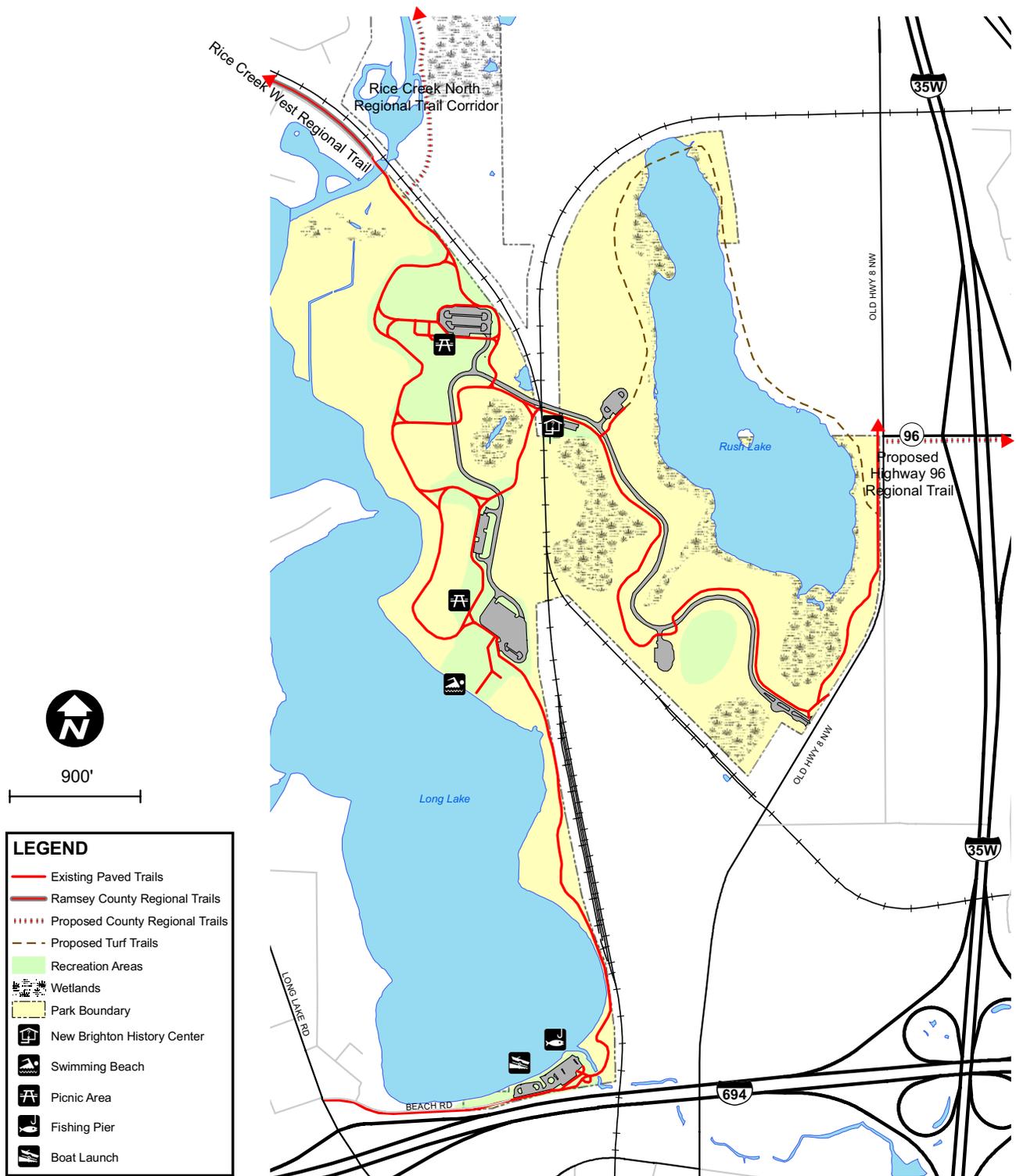
PLANNING CONSIDERATIONS

Three designated regional trails extend to the park boundary. The Rice Creek West and North Regional Trails connect at the north end of the park. The Highway 96 trail connects to the park at Highway 96 and Old Highway 8. Planning for these trails has been coordinated with the park plans. Access to the Rice Creek North Regional Trail will require a grade separated crossing of the Minnesota Commercial Railroad.

The park area has been impacted by a variety of groundwater pollution problems. The extended and remedial action of those issues should continue to be monitored.

The northeast shoreline of Rush Lake is proposed to be acquired by easements. The easements will allow trail development and preserve the wooded slope. Easements from two of the property owners have not been acquired. Ramsey County should continue to work with the city of New Brighton to secure these easements as the properties develop.

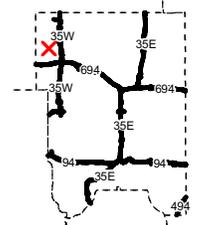
The City of New Brighton has engaged a development team to redevelop the northwest quadrant of the I-694/I-35W interchange. Plans call for mixed land use of medium to high density residential, commercial and retail. The area immediately east of Long Lake Regional Park will be predominantly residential. Trail access into the park will be provided to encourage pedestrian/ bicycle use of the park. Specific locations and designs of the trail access sites will be coordinated with the city and its development team.

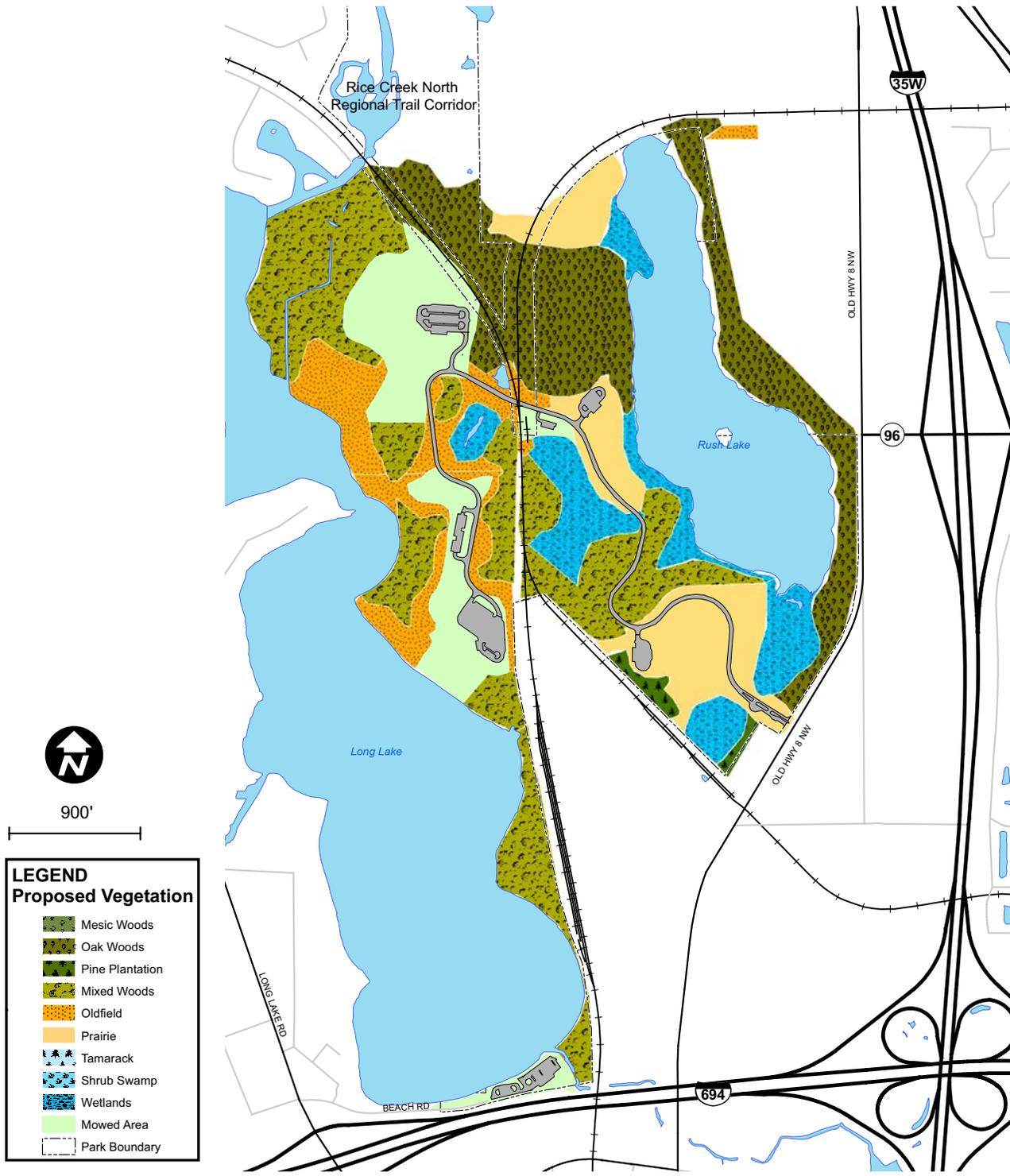


Long Lake Regional Park

RECREATION DEVELOPMENT MAP

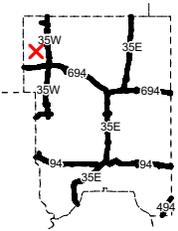
Ramsey County, MN
 March 2006





Long Lake Regional Park
NATURAL RESOURCES MANAGEMENT MAP

Ramsey County, MN
 March 2006



TONY SCHMIDT REGIONAL PARK

LOCATION AND SIZE

Tony Schmidt Regional Park is located in northwestern Ramsey County in the city of Arden Hills. The 217-acre park generally is bounded by Lake Johanna and County Road E on the south, Snelling Avenue on the east, County Road F on the north, and I-35W and New Brighton Road on the west.

SITE CHARACTERISTICS

The park includes ¼ mile of shoreline on the north side of Lake Johanna, a 230-acre lake. The park includes the wetland corridor, which follows the drainage way from Lake Johanna northwestward to Long Lake. The wetlands are surrounded by steep wooded hills. The Canadian Pacific Railroad crosses the wetland corridor and provides a significant barrier between the north and south parts of the park.

RECREATION DEVELOPMENT PLAN

Existing Development

Lakeside Recreation Area. The Lake Johanna shoreline has been developed for active recreational use. The area includes a 300-foot swimming beach, a beach building, play area, general picnic area, parking for 136 cars, gazebo, boat access, parking spaces for 11 car/boat trailers and a boat access restroom facility.

Hillside Picnic Area. This area of the park includes a large picnic shelter and adjacent play area and game field, a medium sized picnic shelter, general picnic area and parking spaces for 86 cars.

Trails. Paved pedestrian/bicycle trails are located throughout the Lakeside Recreational Area and Hillside Picnic Area, connecting various use area within the park. The trail crosses Lake Johanna Boulevard. Unpaved trails are provided in the area of the park located immediately north of County Road E2. A network of unpaved municipal trails provide neighborhood access into the park.

Yard Waste Composting Site. A Ramsey County Yard Waste Composting Site is located within the park, access to the site from New Brighton Road north of County Road E. This is an interim use of the park until such time as this part of the park is developed for recreational use.

Proposed Development

Trails. A 12-foot wide bituminous pedestrian/bicycle trail is proposed that extends the entire length of the park, from the Lakeside Recreation Area and Mounds View High School (County Road F). This corridor will serve as the arterial for a network of internal park trails and connecting local trails. The critical element in this arterial trail is an underpass that will be constructed under the Canadian Pacific Railroad. The County has acquired the right of way and easements necessary for underpass construction. An unpaved trail, including boardwalk sections, is proposed from County Road E2 to County Road F, adjacent to Interstate 35W. Several observation/interpretive overlooks are proposed along this trail segment. A bituminous trail is proposed along the north side of Lake Johanna Boulevard from the eastern park boundary to County Road E. Eventually trails will connect to the southwest portion of the park.

RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

NATURAL RESOURCE MANAGEMENT

Vegetation Management

The natural vegetation of Tony Schmidt was oak woods, scattered savannas and extensive wetlands. Much of the natural habitat is highly degraded. Invasive species have become widespread. The most troublesome species are buckthorn and garlic mustard. Power lines are a continual problem because of the severe vegetation management used by the power company. The railroad severely altered the wetland flowage. Current vegetation includes the natural habitats and planted prairies, oldfield and turf.

Ongoing vegetation management activities include buckthorn removal and prescribed burns of the planted prairie. Invasive species, especially black locust, are controlled on a variety of habitats with herbicides and bio-control. The bio-control efforts are done in partnership with the Minnesota Department of Agriculture and the Minnesota Department of Natural Resources. The oak woods are being managed to contain and control Oak Wilt.

Wildlife Management

The park hosts a diverse variety of wildlife. The park has a variety of nesting songbirds, waterfowl and raptors. Larger mammals include white-tailed deer, coyotes, red fox and raccoons.

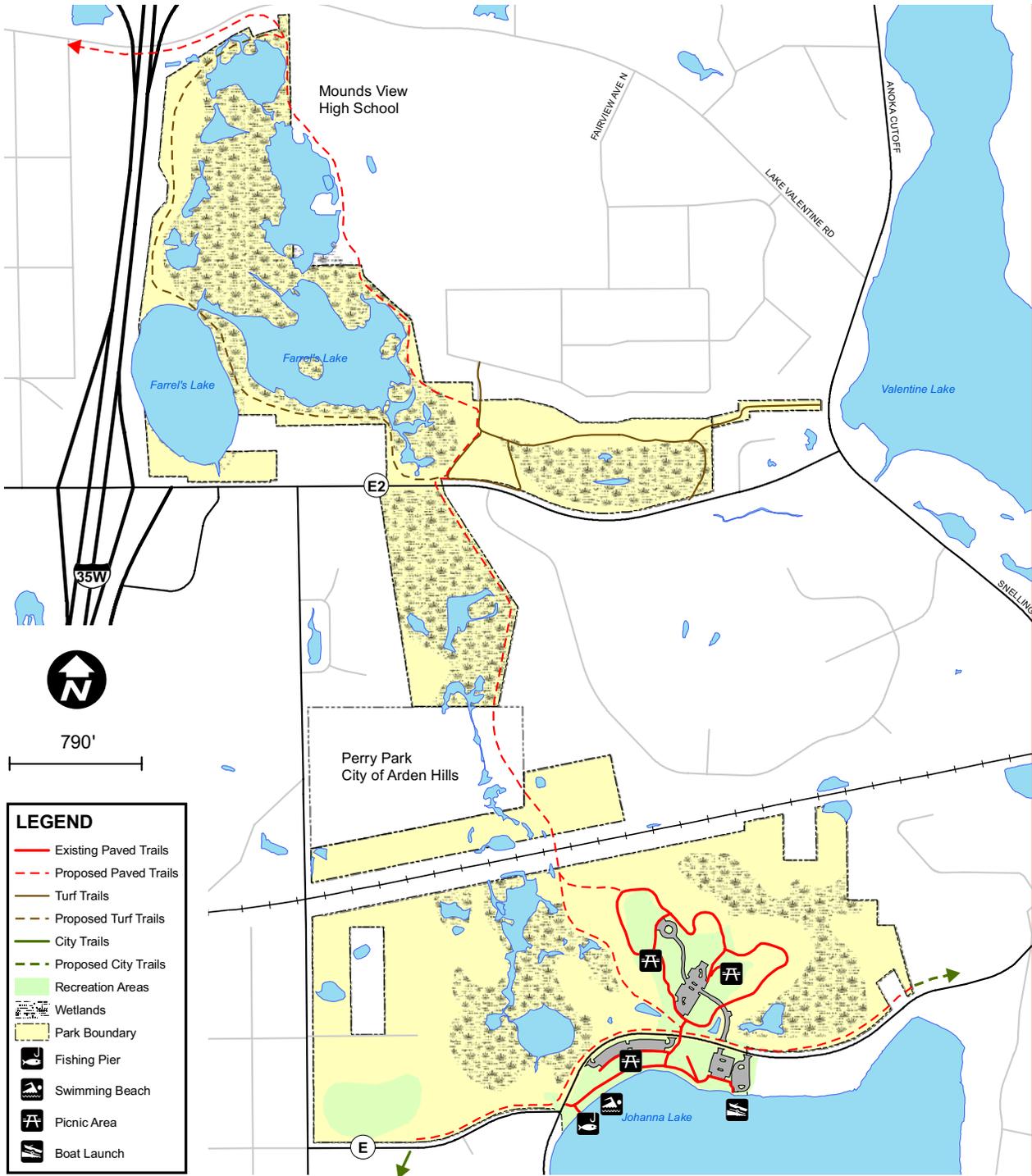
Deer populations are annually surveyed. If needed, the deer herd will be managed with special hunts under the Ramsey County Cooperative Deer Management Plan in partnership with Arden Hills. Nest boxes are provided for wood ducks and eastern bluebirds.

PLANNING CONSIDERATIONS

The trails within Tony Schmidt Regional Park are integral to the trail system identified by the City of Arden Hills. Trail development in the park will be coordinated with the city to assure appropriate coordination and interconnections. The arterial trail passes through a portion of the City's Perry Park. The City and the County should consider a land exchange or joint powers agreement involving County land located south of Perry Park and City land located east of the athletic fields within Perry Park.

Ramsey County currently operates Arden Hills Library at the intersection of County Road E2 and New Brighton Road. This library is scheduled for redevelopment at this location or alternate sites under consideration by the Ramsey County Library Board. If the library is developed on this site, consideration should be given to including space within the library for nature interpretive programming. This is an ideal location in terms of proximity to the Valentine Hills Elementary School and Mounds View High School.

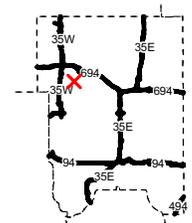
Given the topography of the parkland located adjacent to the Mounds View High School, plans for the paved trail between County Road E2 and County Road F will be coordinated with the Mounds View School District. Access to school district property may be necessary in order to construct this trail segment.



Tony Schmidt Regional Park

RECREATION DEVELOPMENT MAP

Ramsey County, MN
 March 2006



VADNAIS-SNAIL LAKES REGIONAL PARK

LOCATION AND SIZE

Vadnais-Snail Lakes Regional Park is located in the north-central part of Ramsey County, in the cities of Vadnais Heights and Shoreview. The park is comprised of five segments: Sucker Lake (273 acres), Vadnais Lake (303 acres), Grass Lake (271 acres), Snail Lake Corridor (142 acres) and Snail Lake (30 acres). The park is generally bounded by I-694 on the south, McMenemy Street on the east, Highway 96 on the north and Victoria Street on the west. The park consists of 1,019 acres.

SITE CHARACTERISTICS

The park's primary characteristics are the five lakes and wetlands surrounded by wooded hills and ridges. The largest wetland is Grass Lake. A 1-mile long wetland corridor extends north from Grass Lake to Highway 96.

The park includes ½ mile of shoreline along the southerly end of Snail Lake. Snail Lake is 154 acres. It is a shallow lake, the water quality is very good and is well suited for swimming. It also is a good fishing lake. Due to extensive seepage, Snail Lake requires augmentation to maintain a consistent level. An augmentation system pumps water from Sucker Lake in Vadnais Heights. Sucker Lake and the East Arm of Vadnais Lake are active parts of the St. Paul Regional Water Services (SPRWS) system. Water from the Mississippi River is pumped through these lakes, picked up at the south end of Vadnais Lake, moved by pipe to the Lake McCarron's Water Filtration Plant and from there distributed to SPRWS customers.

RECREATION DEVELOPMENT

Existing Development

Vadnais Lake Segment. A one-way northbound road between the east and west arms of Vadnais Lake provides access to a number of shoreline fishing areas. The west half of the road has been striped and marked as a pedestrian/bicycle trail. The paved trail extends from Vadnais Boulevard from the south to County Road F. A gravel pedestrian/bicycle trail extends across the north and east sides of Vadnais Lake between County Road F and Edgerton Street. A 4.5 mile pedestrian/bicycle loop around the east arm of Vadnais Lake is identified utilizing the trail segments mentioned above coupled with paved shoulders and separated trails on Edgerton Street and Vadnais Boulevard. A 2-acre picnic area is provided in the southeast part of the park at the intersection of Vadnais Boulevard and Edgerton Street.

Sucker Lake Segment. A 4-acre picnic area is located south of Highway 96 on the west side of the inlet channel to Sucker Lake. The area includes parking lots for 115 cars. General picnic area, shoreline fishing areas, restrooms, two picnic shelters and a children's play area. A paved pedestrian/bicycle trail extends from County Road F on the south to Highway 96 (utilizing an existing service road). A trailhead parking lot for 30 cars is located on the north side of County Road F. A 1.9 mile unpaved pedestrian/cross-country ski trails encircles Sucker Lake.

Snail Lake Segment. A 20-acre picnic area, swimming beach and boat access is located on the south shore of Snail Lake. This is the most intensely developed area within the park.

RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

Facilities include an 8 car/boat trailer and 6 car-top boat parking lot, lower beach/picnic area parking lot for 99 cars, an upper picnic area parking lot for 166 cars. This segment includes a beach building, small picnic shelter, picnic pavilion, two play areas, two sand volleyball courts and general picnic areas. The areas within the segment are connected by paved pedestrian trails. The upper picnic area parking lot functions as a winter cross-country ski trailhead. The hill between the upper and lower picnic areas is available for sledding.

Snail Lake Corridor Segment. A 3-mile long paved pedestrian/bicycle trail extends from Gramsie Road to the south to the Highway 96 regional trail. The trail forms a loop around the area between Snail Lake Road and Gramsie Road. Trail underpasses provide grade-separated crossings at Gramsie Road, Snail Lake Boulevard and Snail Lake Road. A 4-mile cross-country ski trail is provided in this segment.

Grass Lake Segment. This segment includes a trailhead parking lot for 33 cars and 3 buses and a 2-mile pedestrian/bicycle trail between Gramsie Road and I-694. The trail is groomed in the winter for cross-country skiing. The City of Shoreview constructed a trail overpass at I-694.

Proposed Development

Vadnais Lake Segment. The parkway road is to be resurfaced; pull out parking areas are to be paved to improve traffic flow. Eroded shoreline areas will be stabilized. The trail on the east side of Vadnais Lake will be improved with aggregate material to establish a uniform surface. The picnic area located at the intersection of Vadnais Boulevard and Edgerton Street will be redeveloped with a paved parking lot and play area.

Sucker Lake Segment. Existing service road between County Road F and Sucker Lake Picnic Area will be removed and replaced with a bituminous trail with a turf shoulder with a width suitable to accommodate cross-country skiing. A play area will be installed in the general picnic area. The shoreline adjacent to the channelized inlet into Sucker Lake will have a paved walkway defined by a railing to enhance the shoreline fishing experience, increase safety and improve handicapped accessibility.

Grass Lake Segment. Restrooms and interpretive signs planned for the trailhead area. An unpaved trail with a boardwalk section proposed to encircle Grass Lake. Trails from the trailhead parking lot to be constructed to improve access to existing and proposed trails.

NATURAL RESOURCE MANAGEMENT

Environmental Natural Areas

The Grass Lake, Vadnais Lakes and Sucker Lake segments, excluding the picnic area are all designated Environmental Natural Areas. The Grass Lake Segment has been identified by the Minnesota Department of Natural Resources as a high quality wetland surrounded by Oak Savannah remnants. The Vadnais and Sucker Lakes segments are designated to protect the

St. Paul Regional Water Reservoirs watershed. The Sucker Lake Segment also has a high quality fens which provide habitat for several species of orchids.

Vegetation Management

The natural vegetation of Vadnais-Snail was a mixture of oak woods, oak savannahs and extensive wetlands. The unique habitats are the Sucker Lake fen and Grass Lake wetlands. Invasive species have become widespread. The most troublesome species are buckthorn and garlic mustard. Power lines are a continual problem because of the severe vegetation management used by the power company. Current vegetation includes the natural habitats plus old fields, mixed woods and extensive conifer plantations.

Ongoing vegetation management is limited to the Grass and Snail Lake segments. St. Paul Regional Water manages the natural resources of the Sucker and Vadnais Lakes segments. This includes limited logging and buckthorn removal. Management activities on the Grass and Snail Lake Units include buckthorn removal in the woodlands and prescribed burns of the old field to stimulate native grass.

Wildlife management

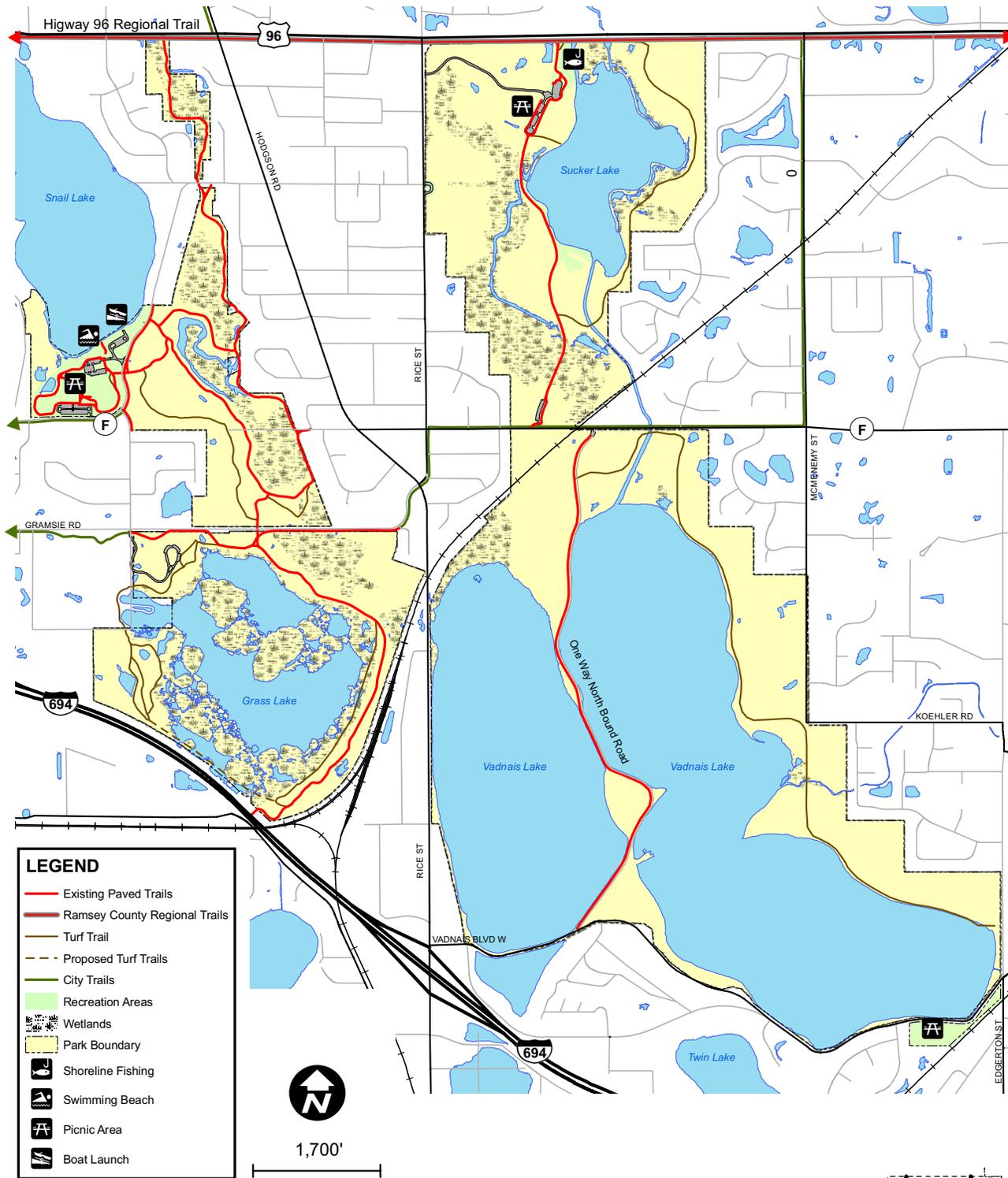
The park hosts a diverse variety of wildlife. Grass Lake wetlands are an important waterfowl nesting and migration area. The Vadnais Lake Segment is an important migration stop for waterfowl. Other wildlife includes nesting songbirds, waterfowl, raptors and wild turkeys. Larger mammals include white-tailed deer, coyotes, red fox and raccoons. Blanding's turtles have been found on the Grass Lake Segment. Wildlife management in the park involves the control of white-tailed deer populations. Deer are managed using special hunts under the Ramsey County Cooperative Deer Plan in partnership with Cities of Shoreview and Vadnais Heights. Nest boxes are provided for wood ducks and eastern bluebirds. Ospreys nest on a pole in the Grass Lake Segment.

PLANNING CONSIDERATIONS

The Vadnais and Sucker Lake segments of the regional park are located on property owned by the St. Paul Regional Water Services. Ramsey County has the right to develop and operate these segments of the park under a Joint Powers Agreement, which was approved by the Ramsey County Board of Commissioners and the Board of Water Commissioners. Future developments to the park will be coordinated with the St. Paul Regional Water Services. All issues that could impact the integrity of the water supply are critical to the St. Paul Regional Water Services. Under the Joint Powers Agreement, Ramsey County has acknowledged that maintenance of water quality is a shared value, taking precedent over public use decisions.

The Minnesota Department of Transportation plans to upgrade I-694 including the area adjacent to Grass Lake. Plans for the southern portion of the trail that will encompass Grass Lake is designed. It should be coordinated with the Minnesota Department of Transportation. Likewise, it would be highly desirable to secure trail access between the Vadnais Lake segment and the Grass Lake segment via a trail that would parallel I-694. Design and construction of this trail segment would require coordination with the Minnesota Department of Transportation and the Canadian Pacific Railroad Company.

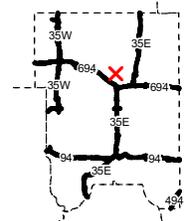
RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

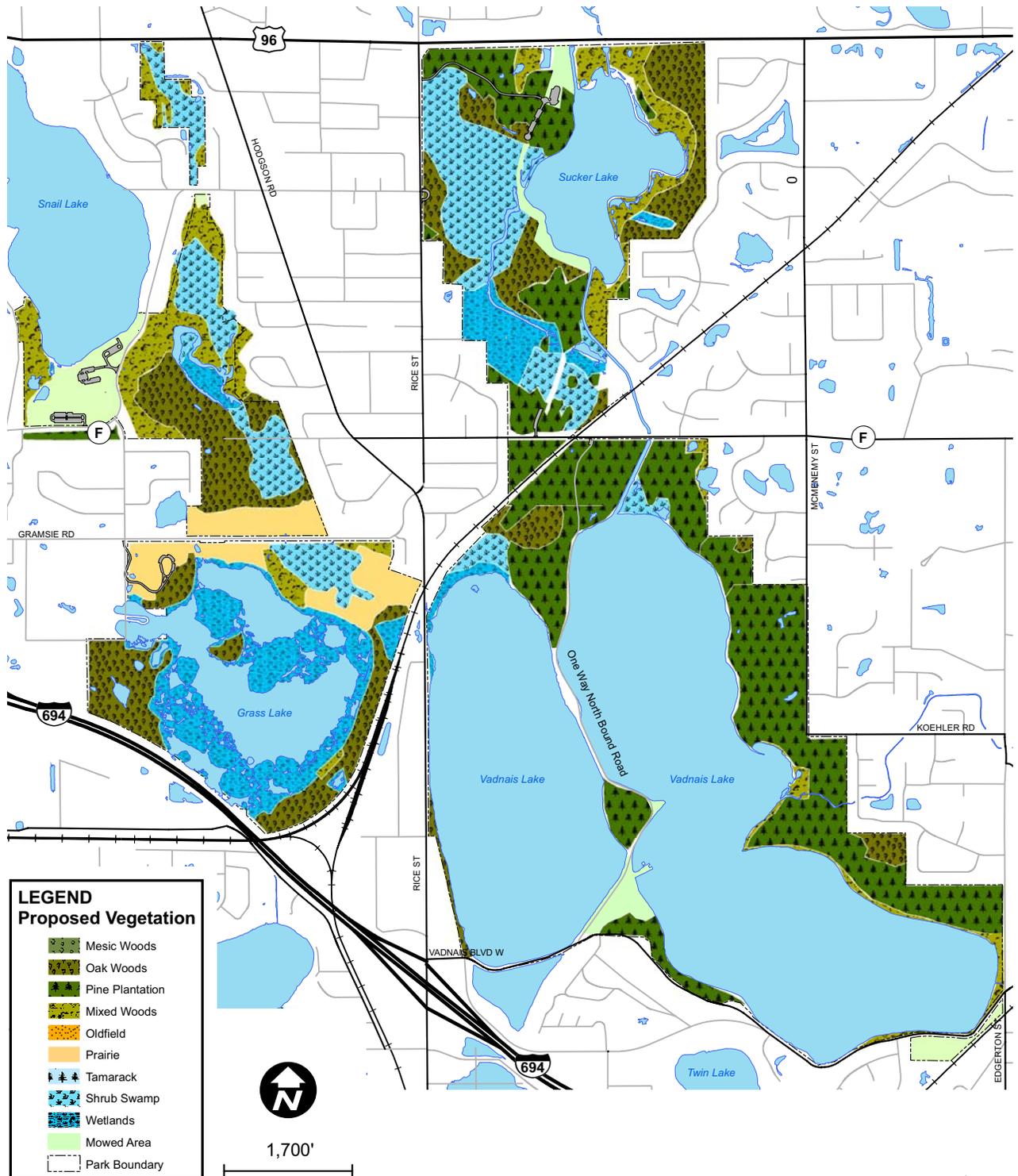


Vadnais - Snail Lakes Regional Park

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006

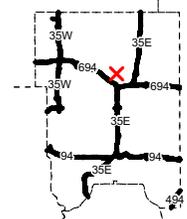




Vadnais - Snail Lakes Regional Park

NATURAL RESOURCES MANAGEMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

BIRCH LAKE REGIONAL TRAIL

LOCATION AND SIZE

The Birch Lake Regional Trail is located in the northeast part of Ramsey County in the city of White Bear Lake and White Bear Township. The trail is 1 mile in length and goes around a portion of the City of White Bear Lake's Birch Lake Park connecting the Highway 96 Regional Trail on the south with the Tamarack Lake segment of Bald Eagle-Otter Lakes Regional Park on the north.

SITE CHARACTERISTICS

The trail follows street rights of way through a mixed residential/commercial land use.

RECREATION DEVELOPMENT PLAN

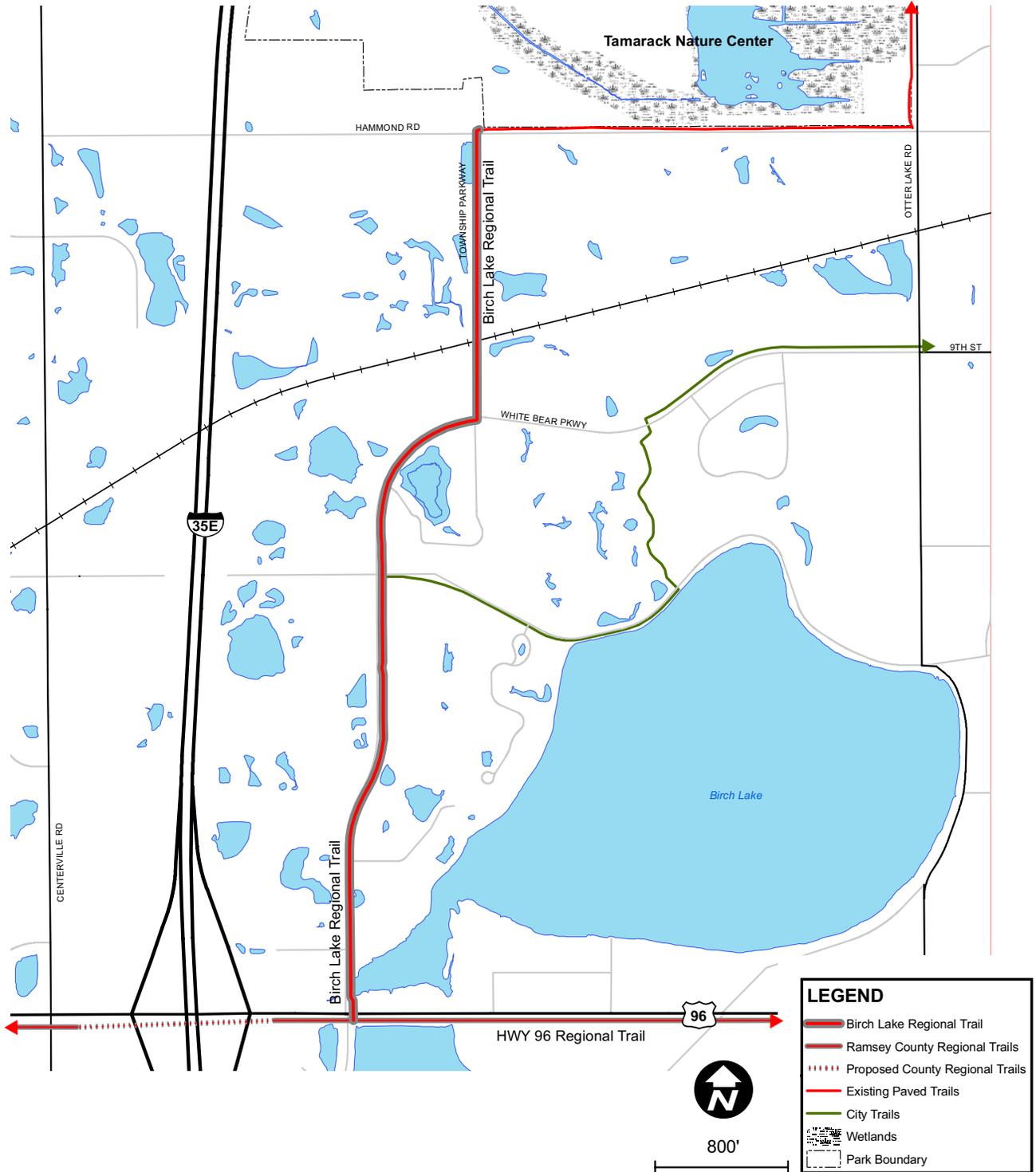
The proposed trail was identified as a regional trail in 1993 by the Metropolitan Council. Subsequently, the City of White Bear Lake constructed the trail with a State grant administered through the Metropolitan Council. Ramsey County is the designated Implementing Agency and the city maintains the trail.

NATURAL RESOURCE MANAGEMENT

The city-owned property north of Birch Lake will be maintained as a natural area.

PLANNING CONSIDERATIONS

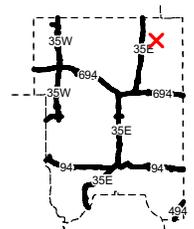
None.



Birch Lake Regional Trail

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

BRUCE VENTO REGIONAL TRAIL

LOCATION AND SIZE

The Bruce Vento Regional Trail is 13 miles in length and extends from the east side of downtown St. Paul northwestward to the north County line in White Bear Township. The trail is located on the former right of way of the Burlington Northern Santa Fe (BNSF) Railroad. The trail passes through the cities of St. Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Lake and White Bear Township. Although the designated trail extends the entire length of the BNSF Railroad right of way, only the southern 7 miles have been acquired for public use. The Ramsey County Regional Rail Authority has acquired the abandoned sections of the right of way for future light rail and transit use. A joint powers agreement between the Ramsey County Regional Rail Authority, Ramsey County and the City of St. Paul provides for continued use of a portion of the right of way for regional trail.

SITE CHARACTERISTICS

The BNSF Railroad right of way varies in width from 60 to 150 feet. It passes through a variety of areas, each with different character depending on the land use of adjacent property. It varies from a narrow industrial corridor on the east side of St. Paul to a wider, more natural corridor in suburban sections.

RECREATION DEVELOPMENT PLAN

Existing Development

The trail has been developed from East Seventh Street in the City of St. Paul to Buerkle Road in the City of White Bear Lake, a distance of 7 miles. The section south of Phalen Regional Park was constructed by the City of St. Paul. The sections north of Phalen Regional Park were constructed by Ramsey County. The completed section of the Bruce Vento Regional Trail intersects the Gateway Section of the Willard Munger State Trail and other local trails.

Proposed Development

Ultimately a continuous paved trail is proposed from the Mississippi River on the south to the north County line at Bald Eagle-Otter Lakes Regional Park. Future development north of Buerkle Road is dependent on abandonment of the railroad right of way or sale of a portion of the right of way for trail use. A southern connection to the Mississippi River and the Sam Morgan Regional Trail will require bridging of active railroad lines and Warner Road Bridge. The City of St. Paul will be responsible for constructing this connection.

NATURAL RESOURCE MANAGEMENT

Natural resource management is limited due to the relatively narrow corridor.

PLANNING CONSIDERATIONS

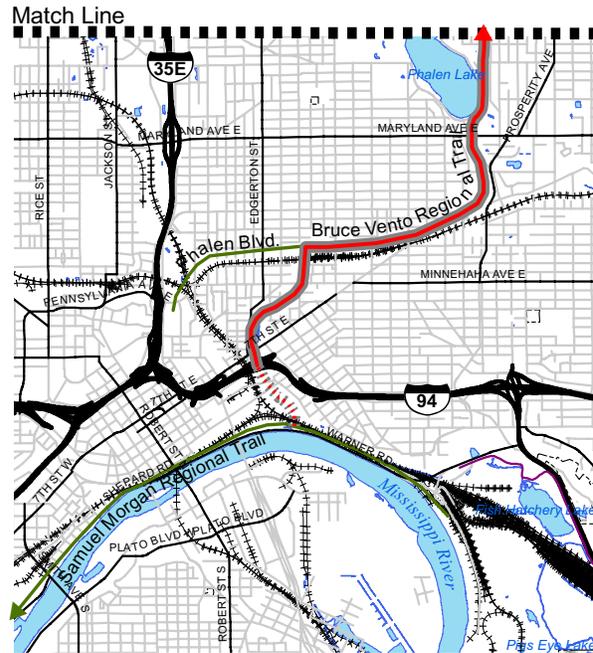
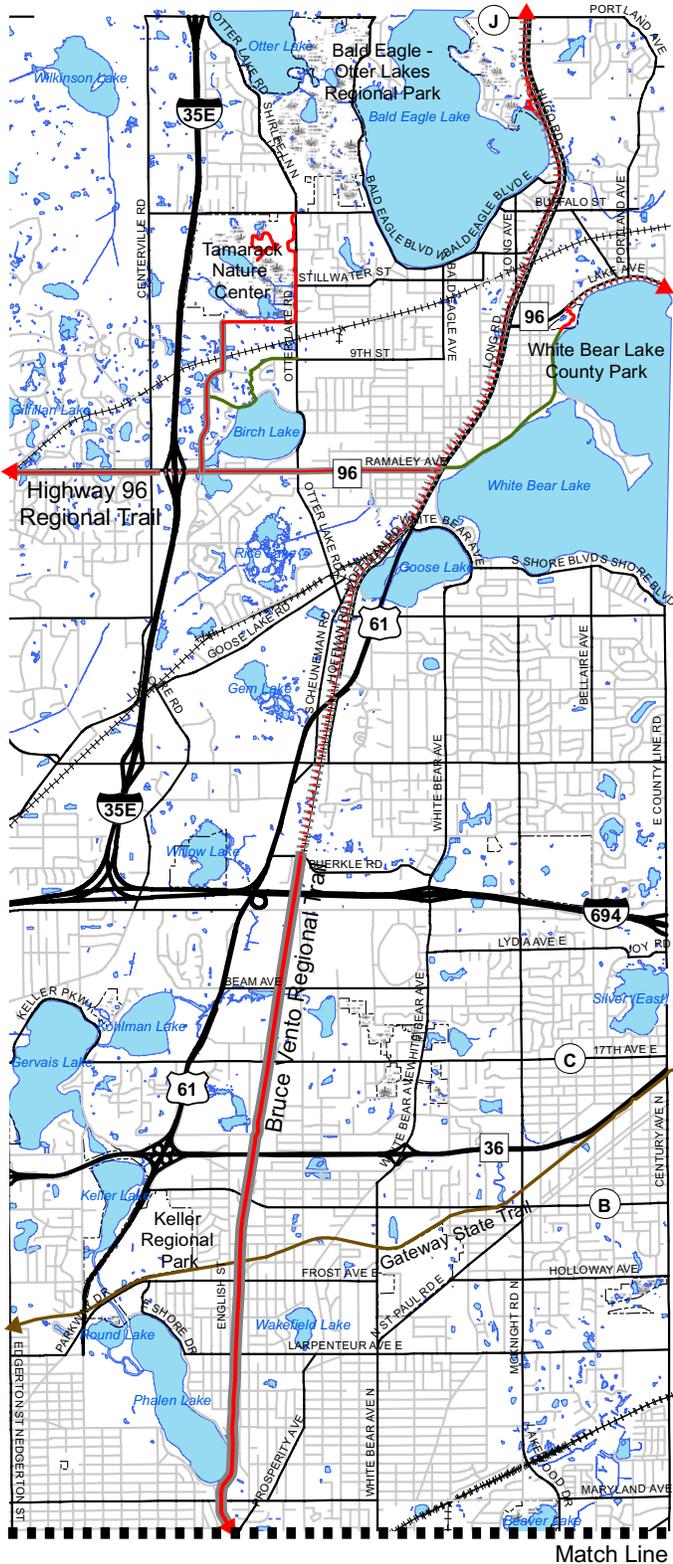
The BNSF Railroad right of way north of Buerkle Road is currently licensed to the Minnesota Commercial Railroad for operations and maintenance. The Minnesota Commercial Railroad provides delivery and transloading service to a limited number of customers. Consolidation of the delivery and transloading at the M and D junction located in the City of White Bear Lake would enable the BNSF Railroad to abandon the railroad right of way south of that point. Once abandoned, the Ramsey County Regional Rail Authority would be in a position to purchase the right of way and provide easement access for trail purposes. North of that point, the railroad right of way is immediately adjacent to the Highway 61 right of way. With the anticipated turnback of Highway 61 from the State of Minnesota to Ramsey County, it is possible that a future trail north of M and D junction could be located within the right of way of Highway 61. Accordingly, redevelopment of Highway 61 should incorporate the regional trail extension to the north County line.

The abandoned railroad right of way was acquired by the Ramsey County Regional Rail Authority for future light rail or transit use. The majority of the trail constructed to date was placed in the center of the right of way in the former track bed. The trail utilizes former railroad bridges crossings on major roadways, including Highway 36, Beam Avenue and Interstate 694. Future transit improvements will likely require that the trail be relocated within the corridor. The specific design of the future transit improvements should incorporate the trail including accommodation for grade separated crossing at major roadway intersections.

Segments of the BNSF Railroad right of way have been abandoned in Washington and Chisago counties. Washington County has constructed the Hardwood Creek Trail and Chisago County has constructed the Sunrise River Trail on this right of way. Collectively, these trails extend from the City of Hugo to the City of North Branch, a total distance of 25 miles. The connection between the Bruce Vento Regional Trail and these trail segments, within the City of Hugo, will be coordinated with Washington County.

There is also a proposed connection from the Vento Trail westward/southward and northward which would connect the Trillium Trail to the Trout Brook Regional Trail and Lake McCarrons County Park. As the County has participated in the Trillium Trail procurement, the Parks and Recreation Department will work in partnership with the city of St. Paul, community groups and the Minnesota Department of Transportation to complete this connection.

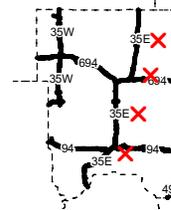
RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT



6,000'



LEGEND	
	Bruce Vento Regional Trail
	Proposed Bruce Vento Regional Trail
	Ramsey County Regional Trails
	Proposed County Regional Trails
	Existing Paved Trails
	Gateway State Trail
	City Trails
	Wetlands
	Park Boundary



Bruce Vento Regional Trail RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006

HIGHWAY 96 REGIONAL TRAIL

LOCATION AND SIZE

The 8.5-mile long Highway 96 Regional Trail Corridor is located in the northern part of Ramsey County, following the Highway 96 right of way from Old Highway 8 in New Brighton on the west, to Highway 61 in White Bear Lake on the east. It passes through, or is adjacent to, the following cities: New Brighton, Arden Hills, Shoreview, Vadnais Heights, North Oaks, White Bear Lake and White Bear Township. The regional trail incorporates the Snail Lake Marsh Area. This 47-acre area includes 1,000 feet of shoreline on the northwest shore of Snail Lake. The area also includes a large marsh, which is part of the Snail Lake basin.

SITE CHARACTERISTICS

The trail is located within the right of way of Highway 96 or adjacent regional trail property (Snail Lake Marsh Area). A mix of land uses (residential, commercial and park) on adjacent property to the right of way, will provide the character for the trail.

RECREATION DEVELOPMENT PLAN

Existing Development

The Regional Trail has been constructed on the south side of Highway 96 between Highway 61 and Snelling Avenue, except for the section between Centerville Road and White Bear Parkway, which encompasses the I-35E overpass. The trail has been built in segments corresponding with redevelopment of Highway 96. The trail provides connections to the Bruce Vento Regional Trail, Birch Lake Regional Trail and multiple trail accesses to the Vadnais-Snail Lakes Regional Park. The total developed trail length is 7 miles.

Proposed Development

The remaining segments of the trail will be constructed as Highway 96 is redeveloped. The Snail Lake Marsh Area is located on the north shore of Snail Lake and will be developed as an overlook/rest stop with self guided nature interpretation. Additional trails will be constructed within this area to enhance the overall trail experience.

NATURAL RESOURCE MANAGEMENT

The trail segments along Highway 96 have been developed as part of the Highway 96 improvement project. Under the cost sharing formula, municipalities along the highway have participated in the design and costs associated with landscape planting. Accordingly, there is some variation between landscape treatments within each municipality. Areas adjacent to regional parkland reflect the natural character of the area. The Snail Lake Marsh Area will be managed to maintain the natural character.

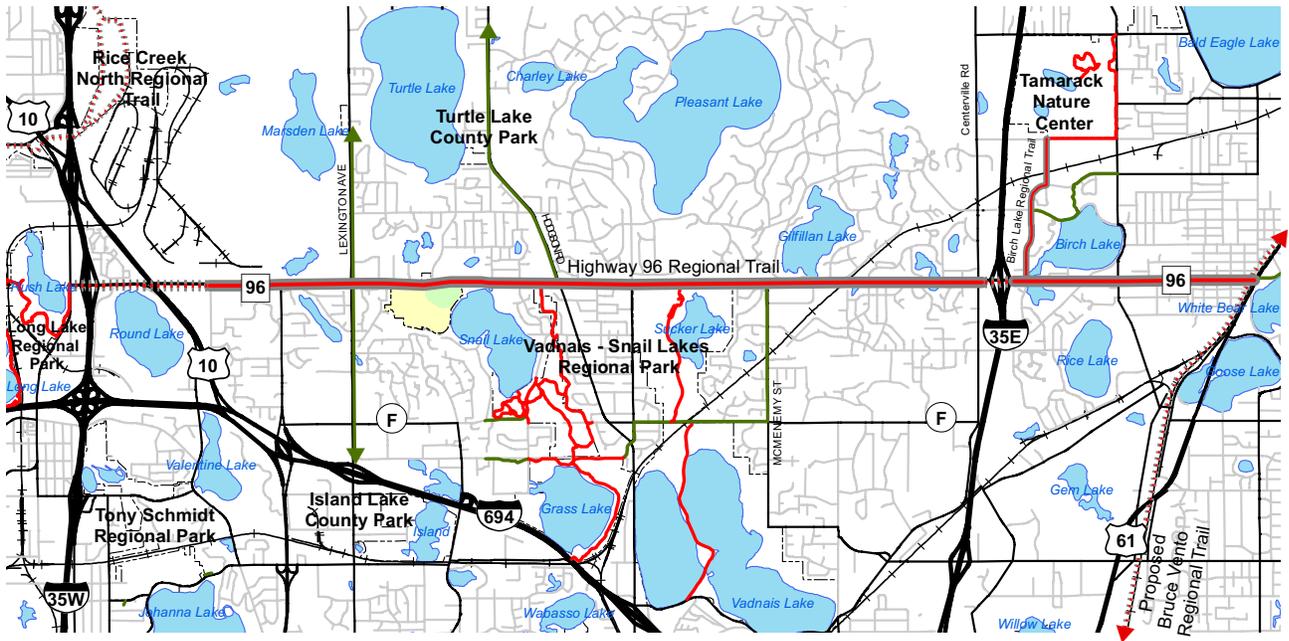
RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

PLANNING CONSIDERATIONS

The Highway 96 Regional Trail provides an arterial trail connection in the northern one-third of Ramsey County. The trail provides connection to Long Lake Regional Park, the Vadnais/Snail Lakes Regional Park, Birch Lake Regional Trail and the Bruce Vento Regional Trail. Redevelopment of the Twin Cities Army Ammunitions Plant for residential and commercial use provides opportunities for additional municipal trail connections to the regional trail. Municipal connections along the regional trail corridor should be encouraged and accommodated.

Existing bridges over I-35W, I-35E lack adequate pedestrian/bicycle trail accommodations. Trails should be added to these bridges when redeveloped.

Redevelopment of the intersection of State Trunk Highway 10 and Highway 96 should accommodate a safe trail crossing.



LEGEND

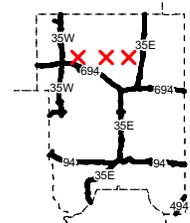
- Highway 96 Regional Trail
- Proposed Highway 96 Regional Trail
- Ramsey County Regional Trails
- Proposed County Regional Trails
- Existing Paved Trails
- City Trails
- Recreation Area
- Park Boundary


 6,000'


Highway 96 Regional Trail

RECREATION DEVELOPMENT MAP

Ramsey County, MN
 March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

RICE CREEK NORTH REGIONAL TRAIL

LOCATION AND SIZE

Rice Creek North Regional Trail is located in the northwest corner of Ramsey County in the cities of Shoreview, Arden Hills, Mounds View and New Brighton. The trail is 4 miles in length and is part of a 14-mile regional trail corridor that extends from the Chain of Lakes Regional Park Reserve to the Mississippi River by way of Long Lake Regional Park. Ramsey County owns 534 acres along the corridor. In Ramsey County, the trail follows Rice Creek from the north county line (County Road J) on the north to Long Lake Regional Park on the south. The regional trail corridor continues 1 mile north into Anoka County to the Chain of Lakes Regional Park Reserve. The corridor includes a 1-mile segment through the Twin Cities Army Ammunition Plant (TCAAP) and a 49-acre wildlife corridor. The wildlife corridor connects the Rice Creek Corridor to the Arden Hills Army Training Site (AHATS). AHATS is a 1500-acre area of TCAAP licensed to the Minnesota National Guard for training and natural resource management.

SITE CHARACTERISTICS

The corridor includes Rice Creek and its floodplain. The northern Shoreview segment encompasses additional acreage, which includes approximately 200 acres of former agricultural upland areas, with scattered wetlands and wooded areas. Rice Creek has sufficient depth and width to accommodate canoeing except at occasional low flow periods. Most of the corridor is well preserved in a natural condition and supports abundant wildlife. The most significant intrusions are the street and highway crossings.

RECREATION DEVELOPMENT PLAN

Existing Development

Segments of the trail corridor were developed as opportunity for funding arose. A canoe launch and parking lot were constructed when Ramsey County Public Works realigned a portion of Old Highway 8. A segment of the trail located parallel to County Road 8 was constructed with advance funding by the City of Mounds View in order to address a safety issue associated with children traveling to and from school. The section located between County Road I and County Road J has received the most extensive development. A paved trail 2 miles long was constructed from County Road J to Lexington Avenue with neighborhood connections. These segments were constructed by the City of Shoreview as part of the City's basic level of service plan. A trailhead parking lot was constructed on County Road I to accommodate 29 cars. A 10-acre off leash dog exercise area was established south and west of Lexington Avenue. A temporary parking lot for 20 cars was constructed to accommodate the off leash dog area and trail access.

Proposed Development

A paved trail will be developed between Long Lake Regional Park and County Road H. A grade separated cross will provide trail access over/under the Minnesota Commercial Railroad right of way immediately north of Long Lake Regional Park. The trail will cross Highway 10 and I-35W and enter the Rice Creek Corridor property within TCAAP. Within this section, trail on both sides of the creek is proposed. A canoe launch and a parking lot for 5 cars will be provided off Lexington Avenue. A trailhead parking lot with restroom facilities and space for 30 cars will be provided off Lexington Avenue.

In addition to the proposed development for land use at the site, improvements are proposed to accommodate canoeing within the Rice Creek Corridor. To accommodate canoeing, the underpasses at County Road I, County Road H, Interstate 35W and U. S. Highway 10 may require some modification.

NATURAL RESOURCE MANAGEMENT**Vegetation Management**

The natural vegetation of Rice Creek North Regional Trail is extensive floodplain wetlands with scattered oak woods, mixed woods and prairies. Much of the natural vegetation has been highly degraded from past agricultural use and channelization of Rice Creek. Invasive species have become widespread. The most troublesome species are reed canary grass. Current vegetation is mainly oldfield and wetlands with remnants of the natural habitats. The trees and willows have greatly increased in density in the floodplain wetlands. There is also a restored prairie in the park. Rice Creek meanders have been restored in the Shoreview Segment of the trail corridor.

The prairie is maintained with prescribed fire. Invasive species are controlled on a variety of habitats with herbicides and bio-control. The bio-control efforts are done in partnership with the Minnesota Department of Agriculture and the Minnesota Department of Natural Resources.

Wildlife Management

The park hosts a diverse variety of wildlife. The park has a variety of nesting songbirds, waterfowl and raptors. Larger mammals include white-tailed deer, otter, coyotes, red fox and raccoons.

Deer populations are annually surveyed. If needed, the deer herd will be managed with special hunts under the Ramsey County Cooperative Deer Management Plan in partnership with New Brighton, Mounds View, Arden Hills and Shoreview. Nest boxes are provided for wood ducks and eastern bluebirds.

PLANNING CONSIDERATIONS

The 113-acre Rice Creek Corridor located within the Twin Cities Army Ammunitions Plant was transferred to the County from the National Park Service under the Federal Lands to Park Program. Under the agreement with the National Park Service, Ramsey County is obligated to make the site available for public recreational use within 5 years of transfer. This segment also includes a 1-acre archeological site which must be preserved and protected.

The 49-acre wildlife corridor identified within TCAAP is proposed the transfer to Ramsey County as part of the land transaction between the General Services Administration (representing the U. S. Army) and the City of Arden Hills. The wildlife corridor provides a critical link to the 1500-acre AHATS property.

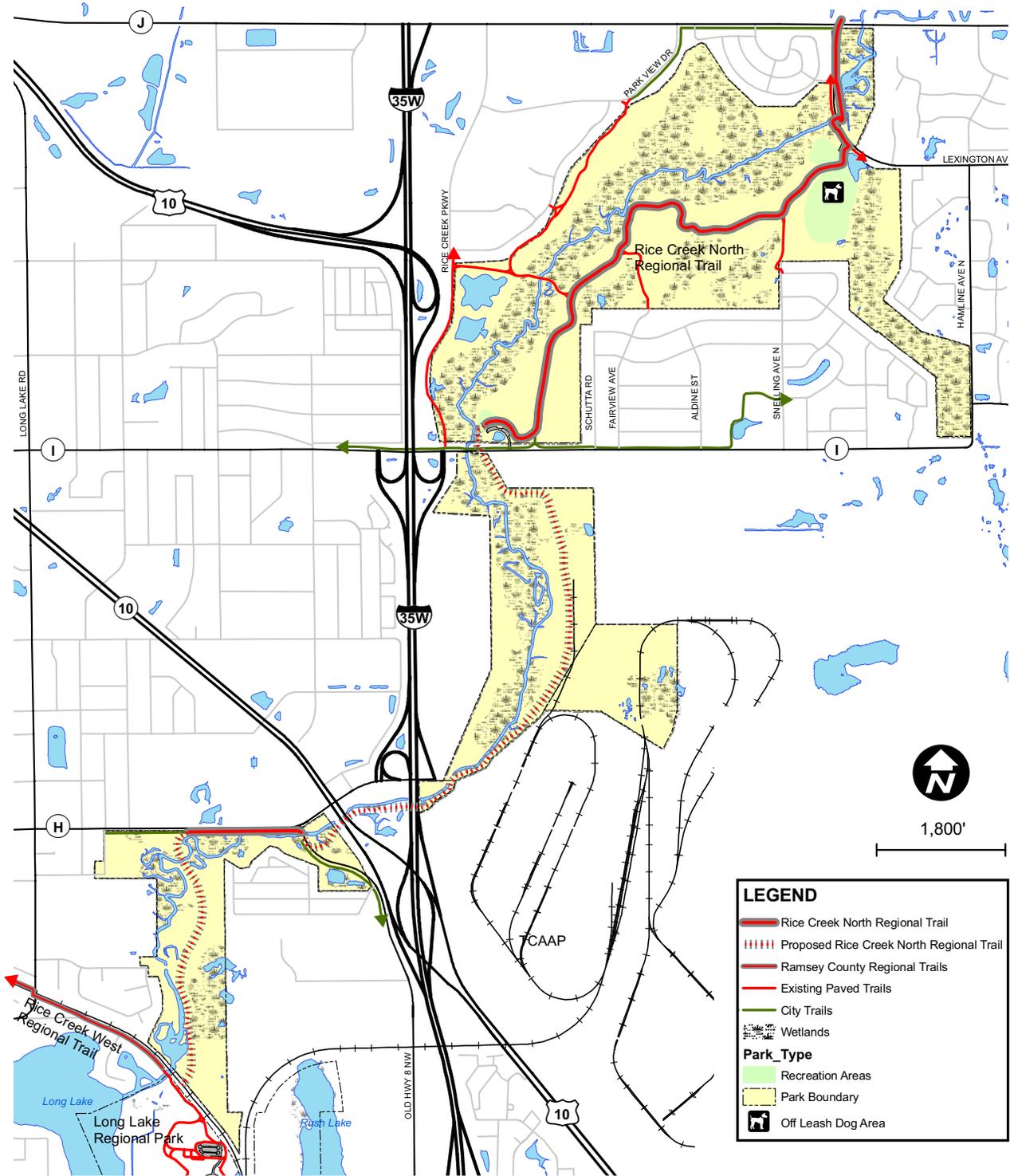
The Minnesota Amateur Sports Commission has an interest in converting the large warehouse building located on the Rice Creek Corridor for use as a staging area for major cross country ski and other trail events. Conversion of the warehouse building to a recreational building will require appropriations from the State of Minnesota. Trail access to the AHATS property will require approval from the Minnesota National Guard. Future development of the Twin Cities Army Ammunition Plant property within the City of Arden Hills will require significant modifications to the roadway system (including County Road H, U. S. Highway 10 and I-35W. The Rice Creek Corridor passes under these three roadways.

Future plans for redevelopment of these intersections will be coordinated with the affected agencies.

RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

The Rice Creek Watershed District is actively involved in restoration of areas of Rice Creek. Sections of the creek located between County Road I and J were realigned in order to reduce the flow rate and stabilize eroding banks. It is anticipated that additional sections of the creek will be improved by the Watershed District. Ramsey County must continue to work with TCAAP to gain access to the creek for canoeing and acquire a corridor of land along the creek for land trails. These efforts need to be coordinated with all other agencies with interests.

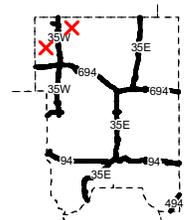
All new road bridges constructed at creek crossings should accommodate canoeing and trail underpass.



Rice Creek North Regional Trail

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

RICE CREEK WEST REGIONAL TRAIL

LOCATION AND SIZE

Rice Creek West Regional Trail is located in the northwest corner of Ramsey County in the city of New Brighton. The Rice Creek West Regional Trail is part of a 14-mile regional trail extending from the Chain of Lakes Regional Park Reserve in Anoka County to the Mississippi River by way of Long Lake Regional Park. The trail is 1½ miles in length in Ramsey County, and continues an additional 4 miles in Anoka County to the Mississippi River. The Ramsey County segment is on a 25-foot wide strip of property at the edge of the Minnesota Transfer Railroad rights of way. It extends from the north end of Long Lake Regional Park on the east to the Ramsey-Anoka County line at County Road H on the west.

SITE CHARACTERISTICS

The corridor is a relatively level narrow strip of land between the railroad tracks and the backyards of residential property. A portion of the corridor has an overhead power line.

RECREATION DEVELOPMENT PLAN

Existing Development

A 10-foot wide bituminous pedestrian/bicycle trail has been constructed. In response to safety and security concerns expressed by adjacent property owners, a 6-foot chain link fence was installed on the common property line where requested. The trail connects to the Anoka County trails in the city of Fridley and to the existing trails at the north end of Long Lake Regional Park.

Proposed Development

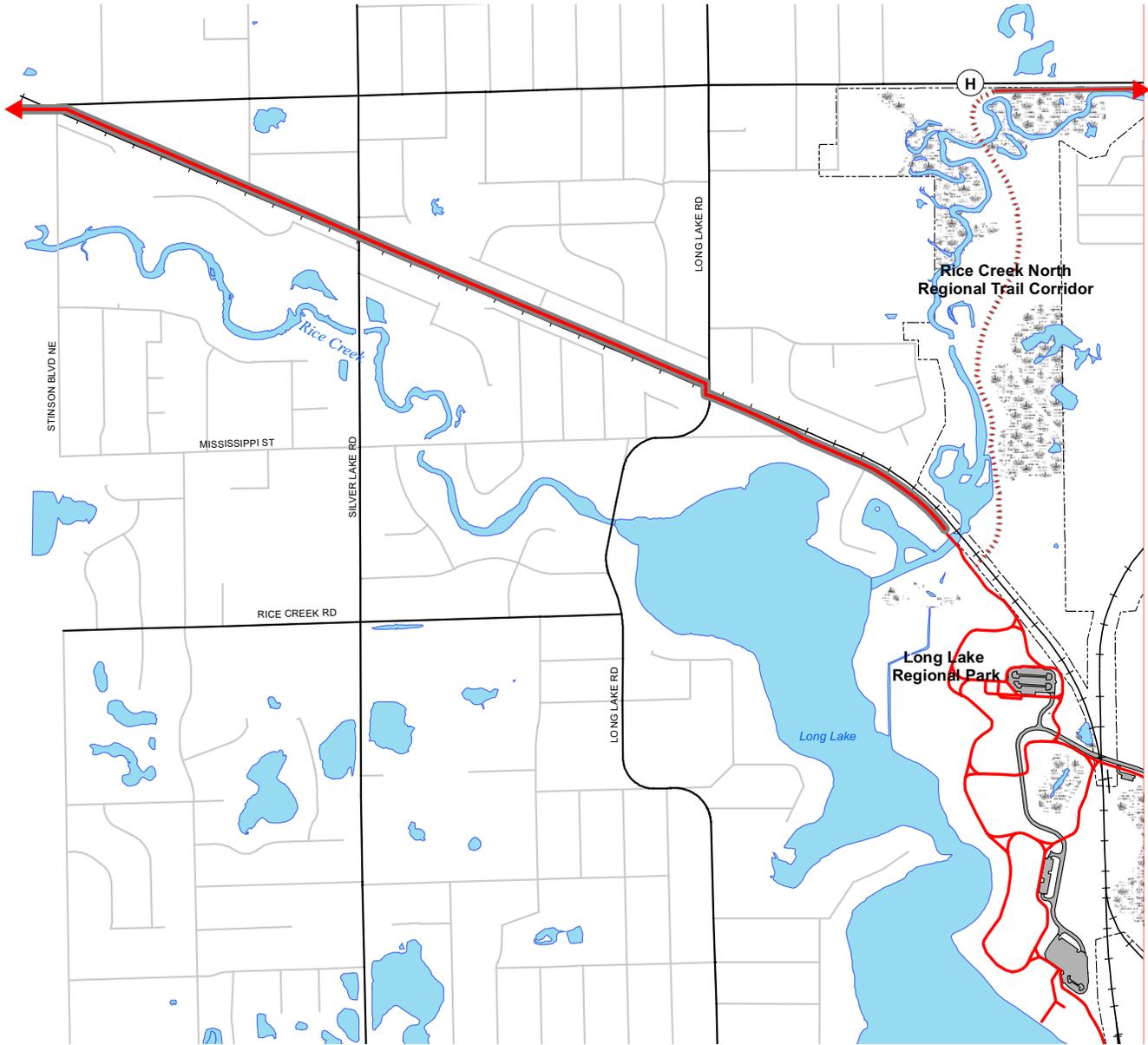
No additional development is proposed for this trail.

NATURAL RESOURCE MANAGEMENT

There is only 7.5 feet of public property on either side of the trail surface. Approximately 3 feet will be mowed. A plan has been developed with adjacent property owners to allow specific planting on the property line and/or adjacent private property to provide buffers. Although the adjacent 75-foot railroad right of way is not publicly owned, it does provide some additional open and natural areas.

PLANNING CONSIDERATIONS

Given the fact that this trail is part of a 14-mile regional trail that is jointly managed by Anoka and Ramsey Counties, a coordinated signing system should be developed and implemented throughout the regional trail.



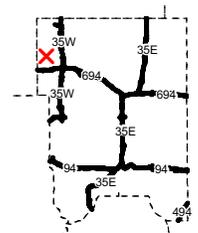
LEGEND

- Rice Creek West Regional Trail
- Proposed Rice Creek North Regional Trail
- Existing Rice Creek North Regional Trail
- Existing Paved Trails
- Wetlands
- Park Boundary

Rice Creek West Regional Trail

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

TROUT BROOK REGIONAL TRAIL

LOCATION AND SIZE

The Trout Brook Regional Trail is a 1.6-mile trail extending from Lake McCarrons County Park to the Gateway Section of the Willard Munger State Trail. The trail is located in the cities of Maplewood and St. Paul. The trail has been constructed on right of way owned by the St. Paul Regional Water Services and City of St. Paul road right of way.

SITE CHARACTERISTICS

The 1.1 mile trail section between Lake McCarrons County Park and Arlington Avenue is located within St. Paul Regional Water Services' right of way. The right of way is a naturally vegetated corridor 100 feet to 500 feet wide following Trout Brook. The corridor also contains water distribution pipe (below grade) maintained by the St. Paul Regional Water Services.

RECREATION DEVELOPMENT PLAN

Existing Development

A bituminous trail has been developed between Lake McCarrons County Park and the Gateway Trail. West of Lake McCarrons County Park, local trail connections extend into the Reservoir Woods Park and the Woodview Protection Open Space site.

Proposed Development

It is proposed that the Trout Brook Trail be extended south and east across I-35E at the point where the Phalen Corridor intersects I-35E and east of that intersection following Phalen Corridor to the Bruce Vento Regional Trail.

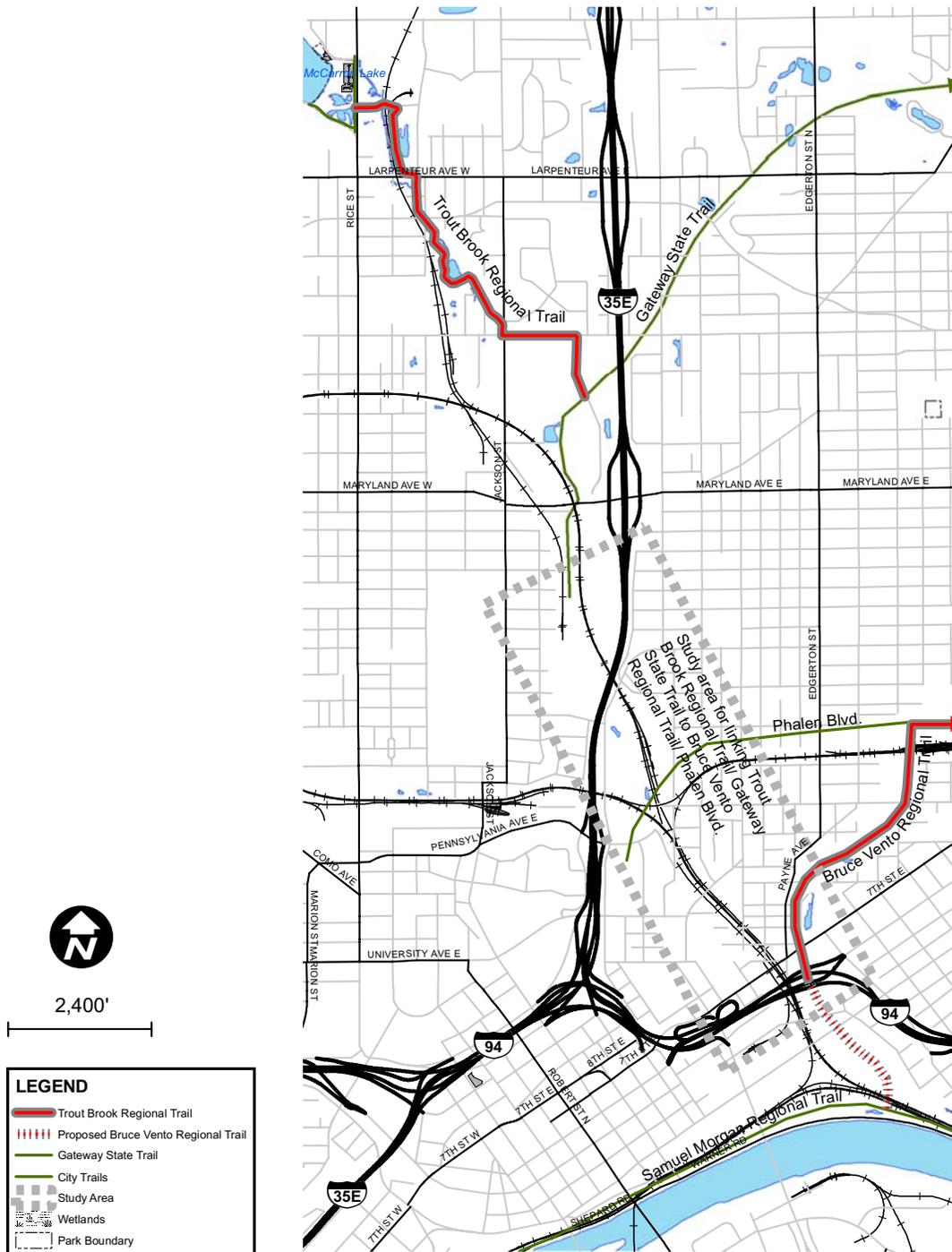
NATURAL RESOURCE MANAGEMENT

Natural resource management is limited within a relatively narrow corridor. Since the trail is located in property owned by other agencies, Ramsey County's role in natural resource management will be limited to advisory.

PLANNING CONSIDERATIONS

Extension of the Trout Brook Trail south of its current location and a connection to the Bruce Vento Regional Trail and the City of St. Paul's Trillium Trail will require coordination with the City of St. Paul, community groups and the Minnesota Department of Transportation. Trail alignment and its relationship with the Gateway Trail will be analyzed to establish the best alignment and avoid unnecessary duplication. As the County has participated in the Trillium Trail procurement the Parks and Recreation Department will work in partnership with these organizations to complete these connections.

It should be noted that the Metropolitan Council in their recently adopted Comprehensive Parks and Trails Plan designated the Ramsey County Trout Brook Trail a regional trail and that Plan included the proposed trail connection south from Arlington/Jackson through Trillium to Cayuga/I-35E (which is scheduled for reconstruction).



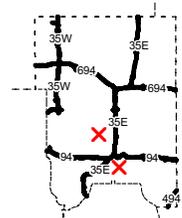
2,400'

LEGEND	
	Trout Brook Regional Trail
	Proposed Bruce Vento Regional Trail
	Gateway State Trail
	City Trails
	Study Area
	Wetlands
	Park Boundary

Trout Brook Regional Trail

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

BEAVER LAKE COUNTY PARK

LOCATION AND SIZE

Beaver Lake County Park is located in the southeast part of Ramsey County in the cities of St. Paul and Maplewood. The park consists of 55 acres. The park is bounded by Stillwater Avenue on the south, Lakewood Drive on the east, Maryland Avenue on the north and Edgewater Boulevard on the west.

SITE CHARACTERISTICS

The predominant natural feature of the park is Beaver Lake, a 75-acre shallow lake. The park includes a relatively narrow band of property around the entire lake except for a ¼-mile wide residential area on the southeastern shore. The park property includes wetlands, wooded areas and the existing recreation area, which is mowed grass.

RECREATION DEVELOPMENT

Existing Development

A 10-acre picnic site is located on the west shore of the lake. The picnic site includes a 30-car parking lot, restroom, small picnic shelter, game field, play area and fishing pier. An aeration system maintains the fish population through the winter. The Minnesota Department of Natural Resources stocks the lake with fish. A bituminous pedestrian/bicycle trail within the right of way of Lakewood Drive, follows the east side of the lake and continues within the park forming a loop around the lake. In the ¼-mile area along Case Avenue where there is no park property, the trail loop follows Case Avenue, a very low volume residential street.

Proposed Development

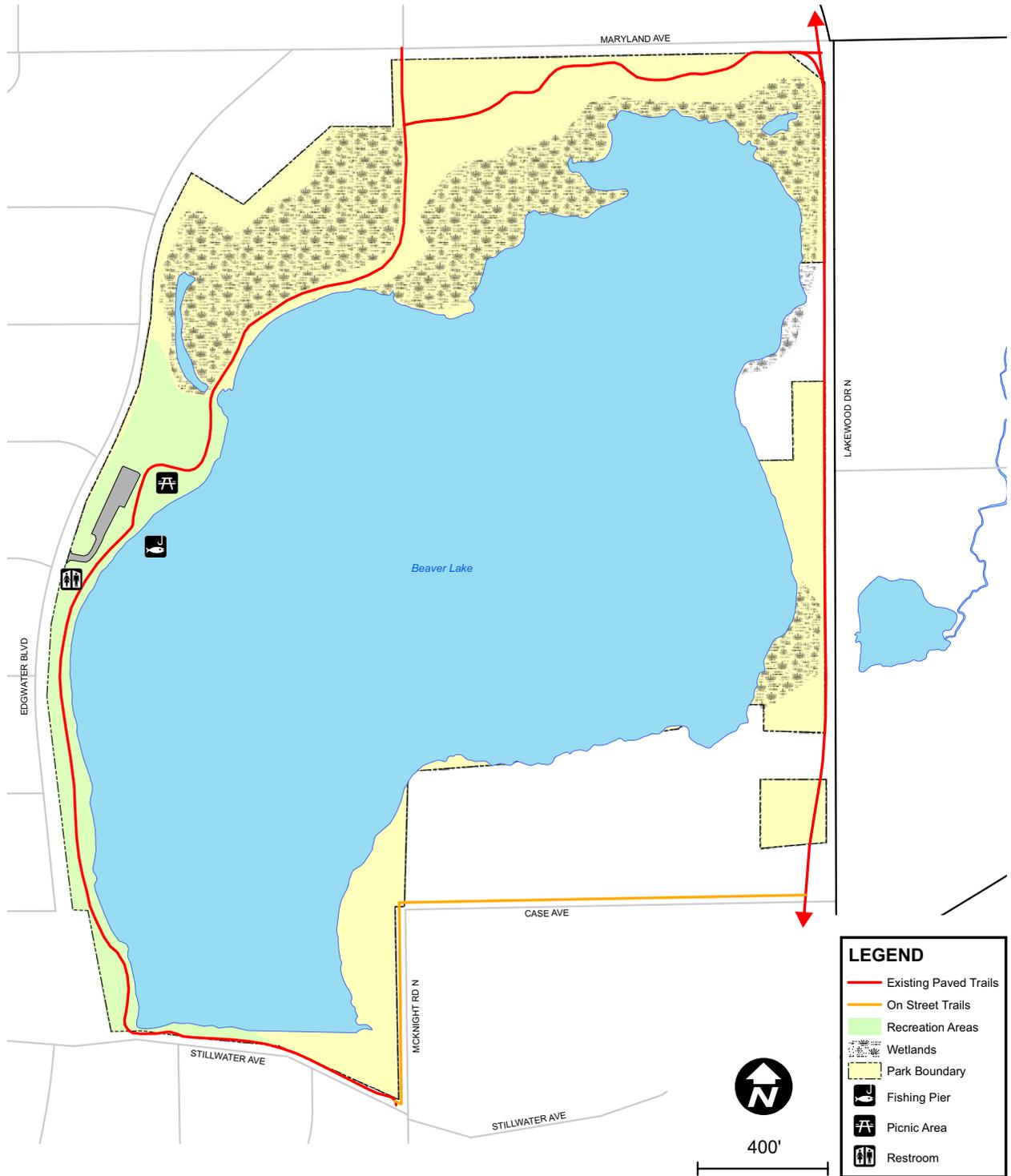
Reconstruction of the parking lot and replacement of the restroom are necessary to enhance the quality of service.

NATURAL RESOURCE MANAGEMENT

The entire park, with the exception of the existing picnic area, will be maintained in a natural condition.

PLANNING CONSIDERATIONS

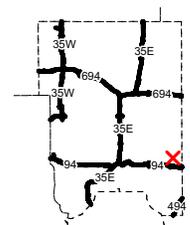
None.



Beaver Lake County Park

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

ISLAND LAKE COUNTY PARK

LOCATION AND SIZE

Island Lake County Park is located in the north-central part of Ramsey County in the city of Shoreview. The park is comprised of three distinct segments: the 22-acre picnic area on the east side of the lake; the 41-acre golf teaching center on the northwest side of the lake; and the 30-acre natural area on the southwest side of the lake. The park is bounded by County Road E on the south, Victoria Street on the east, I-694 on the north and Lexington Avenue on the west.

SITE CHARACTERISTICS

Island Lake is a small 70-acre shallow lake. The park consists of rolling topography with scattered trees. The park is lightly wooded and has an open feeling. The lake and park are ideally suited for water-ski events.

RECREATION DEVELOPMENT PLAN

Existing Development

A picnic area with interior roads, parking for 270 cars, two restrooms with water and sewer, three picnic shelters (two for 100 people with electrical outlets and one for 50 people), a large play area, one mile of bituminous trails, ball field, two sand volleyball courts, picnic tables and benches is located on the east side of the lake. A boat launch and parking lot for 5 car/boat trailers and a fishing pier are located on the northwest side of the lake. An aeration system maintains the fish population. A 41-acre golf teaching facility is located on the northwest side of the lake. It includes a clubhouse, maintenance shop, putting course, driving range and a par 3, 9-hole golf course. A bituminous trail extends from the boat launch to Milton Street and west to Lexington Avenue on the southwest side of the lake. This trail provides public access into the 30-acre natural area of the park.

Proposed Development

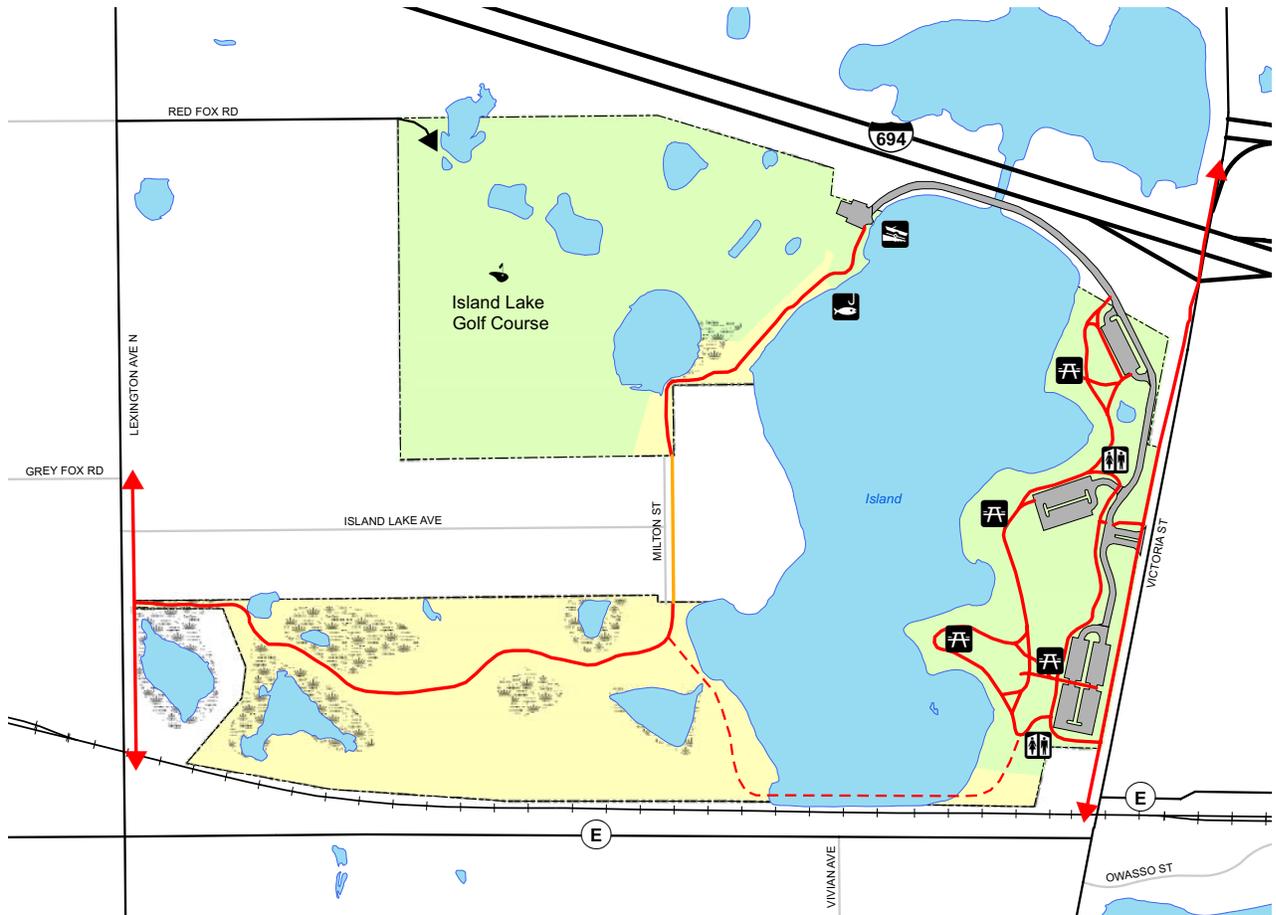
The boat launch parking lot will be redeveloped when the Victoria/I-694 interchange is reconstructed. Several location and design alternatives will be considered. In all alternatives, a paved pedestrian/bicycle trail will be provided parallel to I-694. This trail will maintain connections between the east and west portions of the park. A boardwalk is proposed to extend the trail along the south shore of Island Lake, resulting in a loop trail around the lake.

NATURAL RESOURCE MANAGEMENT

The 30-acre segment of the park on the southwest side of the lake is maintained in a natural condition. Wetlands within the golf course are maintained. The lake level fluctuates significantly from year to year. Lake elevations over 947.0 feet have historically resulted in shoreline erosion. Water surface management controls have been implemented to minimize the impact of high water levels.

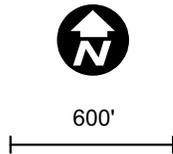
PLANNING CONSIDERATIONS

The Minnesota Department of Transportation plans to reconstruct the eastbound I-694 ramp to Victoria Street. At that time, the park road around the north end of the lake may be reconstructed. The bridge reconstruction should include a separate pedestrian/bicycle trail to maintain connections between the east and west segments of the park. Alternative locations for the boat launch, fishing pier and the impacts on other park facilities will be evaluated.



LEGEND

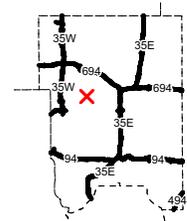
- Existing Paved Trails
- On Street Trails
- - - Proposed Paved Trails
- Recreation Areas
- Wetlands
- Park Boundary
- Boat Launch
- Fishing Pier
- Golf
- Picnic Area
- Restroom



Island Lake County Park

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

LAKE GERVAIS COUNTY PARK

LOCATION AND SIZE

Lake Gervais County Park is located in the center of Ramsey County, in the city of Little Canada. The park is a small 5-acre area lying between Edgerton Street and Lake Gervais, just north of County Road B-2.

SITE CHARACTERISTICS

The park includes approximately ¼ mile of shoreline on Lake Gervais, a 275-acre lake. The park is mostly flat and developed for recreational use. There is one oak wooded ridge parallel to the shoreline in the northern part of the park.

RECREATION DEVELOPMENT PLAN

Existing Development

The park is fully developed for active recreational use. Facilities include a picnic area, swimming beach, beach building, play area and fishing pier and parking lot for 115 cars. The recreation facilities are connected by a paved trail. A wooded ridge in the north of the beach area is a prominent feature of the park. Benches have been installed on the ridge.

NATURAL RESOURCE MANAGEMENT

A storm water system on the south end of the park treats water before entering Lake Gervais and provides a natural amenity. The steep slope between the park road and Edgerton Street is managed as a grassland.

PLANNING CONSIDERATIONS

None.



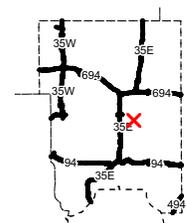
Lake Gervais County Park

RECREATION DEVELOPMENT MAP

Ramsey County, MN
 March 2006

LEGEND

- Existing Paved Trails
- Recreation Areas
- Wetlands
- Park Boundary
- Fishing Pier
- Picnic Area
- Restroom
- Swimming Beach



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

LAKE JOSEPHINE COUNTY PARK

LOCATION AND SIZE

Lake Josephine County Park is located in west-central Ramsey County in the city of Roseville. The park is comprised of two distinct segments: the 9-acre Lake Front Recreation Area, west of Lexington Avenue, and the 65-acre Little Lake Josephine Segment, east of Lexington Avenue. The 74-acre park is bounded by County Road C-2 on the south, Chatsworth Street on the east, County Road D on the north, and Lake Josephine on the west.

SITE CHARACTERISTICS

The park includes about ¼ mile of shoreline on Lake Josephine, a 114-acre lake. The part of the park between the lake and Lexington Avenue is developed for recreational use. The area of the park east of Lexington Avenue is a natural area surrounding Little Lake Josephine, a 40-acre deep marsh.

RECREATION DEVELOPMENT PLAN

Existing Development

Lake Front Recreation Area. This segment of the park includes a boat launch facility with parking for 6 car/boat trailers and 6 car-top boat spaces and a central picnic area with a 25-car parking lot and a beach area/picnic area with a parking lot for 109 cars. The area also includes a play area, beach building and fishing pier.

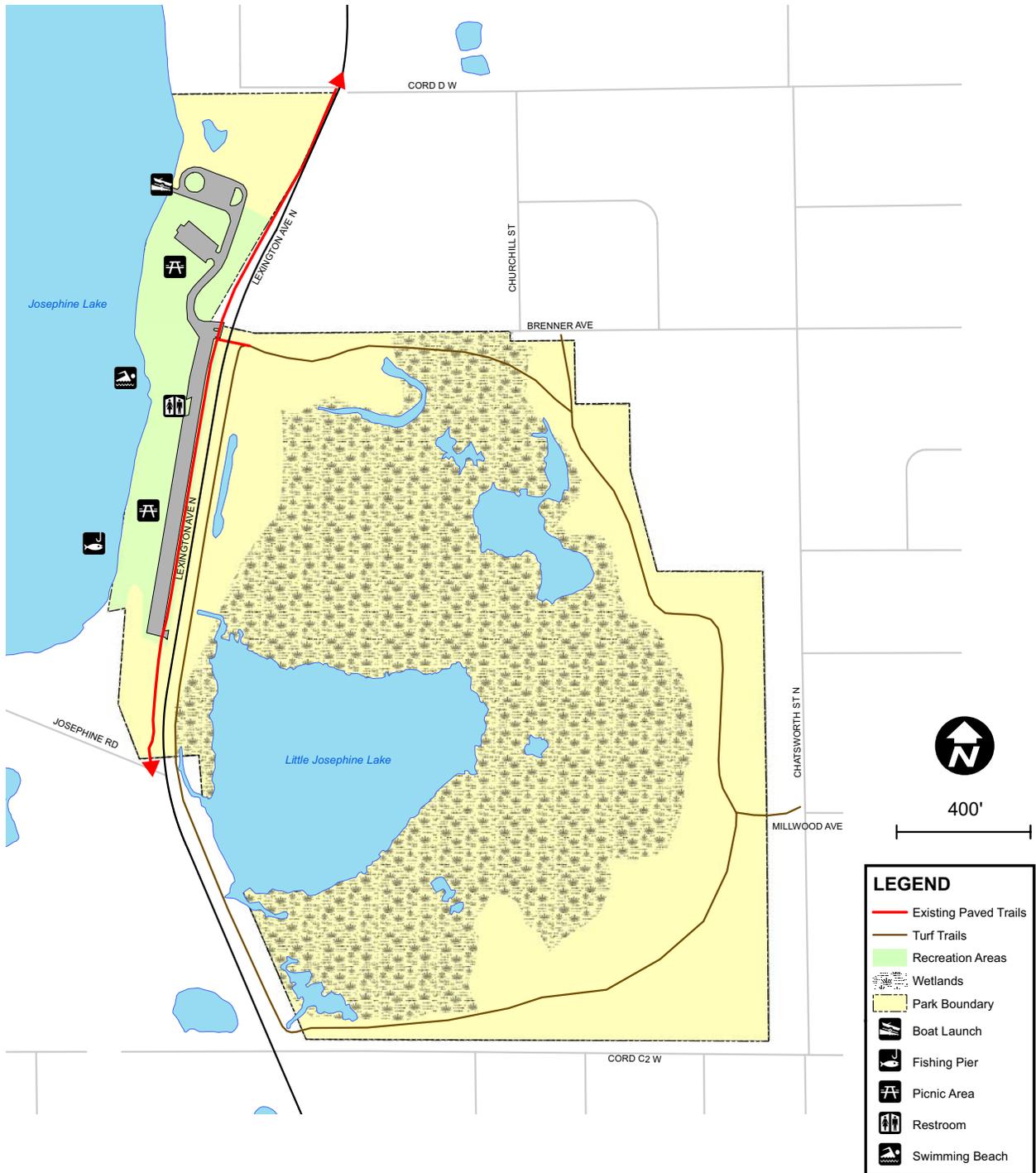
Little Lake Josephine segment. A 1-mile unpaved hiking trail encircles Little Lake Josephine.

NATURAL RESOURCE MANAGEMENT

The storm water generated by the parking lots in the southern half of the Lake Front Recreation Area is processed through a 3-cell rain garden located at the south end of the segment. The rain garden is designed for water infiltration and is landscaped with plant material designed to thrive in various moisture levels. Ongoing maintenance of the rain garden is necessary to maintain the integrity of the plant materials and eliminate volunteer woody plants. The area within the Little Lake Josephine Segment is managed and maintained as a natural area. A small prairie remnant is burned periodically to maintain the prairie integrity.

PLANNING CONSIDERATIONS

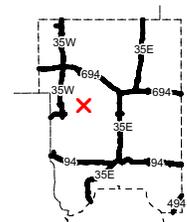
None.



Lake Josephine County Park

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

LAKE McCARRONS COUNTY PARK

LOCATION AND SIZE

Lake McCarrons County Park is located in the central part of Ramsey County in the city of Roseville. The park is situated on the municipal boundaries with the City of St. Paul to the south and the City of Maplewood to the east. The 15-acre park is bounded on the south by McCarrons Boulevard, on the east by Rice Street, on the north by Center Street and on the west by McCarrons Lake.

SITE CHARACTERISTICS

The park includes approximately 900 feet of shoreline on the east shore of McCarrons Lake, an 81-acre lake. The park is flat and close to the elevation of the lake. The majority of the park area is developed for recreational use. A wetland complex on the southern portion of the park provides stormwater treatment for park runoff and runoff generated on adjacent roadways. The open nature of the park and surrounding land use gives the park a more urban character than most other county parks.

RECREATION DEVELOPMENT PLAN

Existing Development

The park is fully developed and includes a boat launch with parking for 8 car/boat trailers, a 300-foot swimming beach, a beach building, picnic shelter, two play areas, fishing pier and a 150-car parking lot. The park has trail connections to municipal trails and it functions as a trailhead for the Trout Brook Regional Trail.

Proposed Development

None.

NATURAL RESOURCE MANAGEMENT

The wetland complex located on the south portion of the park requires regular maintenance to maintain its aesthetic character and function. Improving water quality within Lake McCarrons requires active management. Maintaining the wetland functions is critical to the water quality management.

PLANNING CONSIDERATIONS

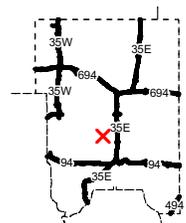
Planned uses around the park can significantly impact the quality of the park experience. Extensive on-street parking, traffic volume on Rice Street and the number of commercial establishments intensifies the urban experience in the park. Opportunity for improved landscaping along Rice Street and adjacent commercial properties should be explored with the cities of Roseville and Maplewood. The Capital City Watershed District is actively involved in water quality improvement projects for Lake McCarrons. The park is a likely staging area for some of these projects. The County will cooperate with the Watershed District to enhance the quality of the Lake.



Lake McCarrons County Park

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

LAKE OWASSO COUNTY PARK

LOCATION AND SIZE

Lake Owasso County Park is located in the north-central part of Ramsey County in the city of Shoreview. The 9-acre park is bisected by North Owasso Boulevard. The park is bounded by Lake Owasso on the south and Lake Wabasso on the north.

SITE CHARACTERISTICS

The park includes 1,000 feet of shoreline on Lake Owasso and 700 feet of shoreline on Lake Wabasso. Lake Owasso is a 393-acre lake popular for swimming, boating and fishing. Lake Wabasso is a small 50-acre lake primarily used for fishing. The park is relatively flat, open and fully developed for recreational use. It is surrounded by residential use.

RECREATION DEVELOPMENT PLAN

Existing Development

A beach area on Lake Owasso includes a 250-foot sand beach, beach building and parking for 51 cars. A picnic area located on the Lake Wabasso side of the park includes three small shelters, children's play area and a 40-car parking lot. The park includes boat launches on Owasso and Wabasso lakes. Car/boat trailer parking for Lake Owasso includes 7 spaces adjacent to the boat ramp and 9 additional spaces west of the beach area. There are 5 car/boat trailer spaces for Lake Wabasso.

Proposed Development

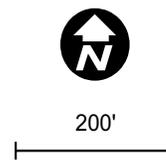
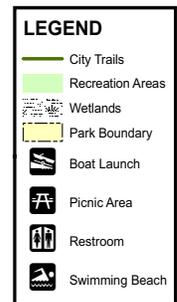
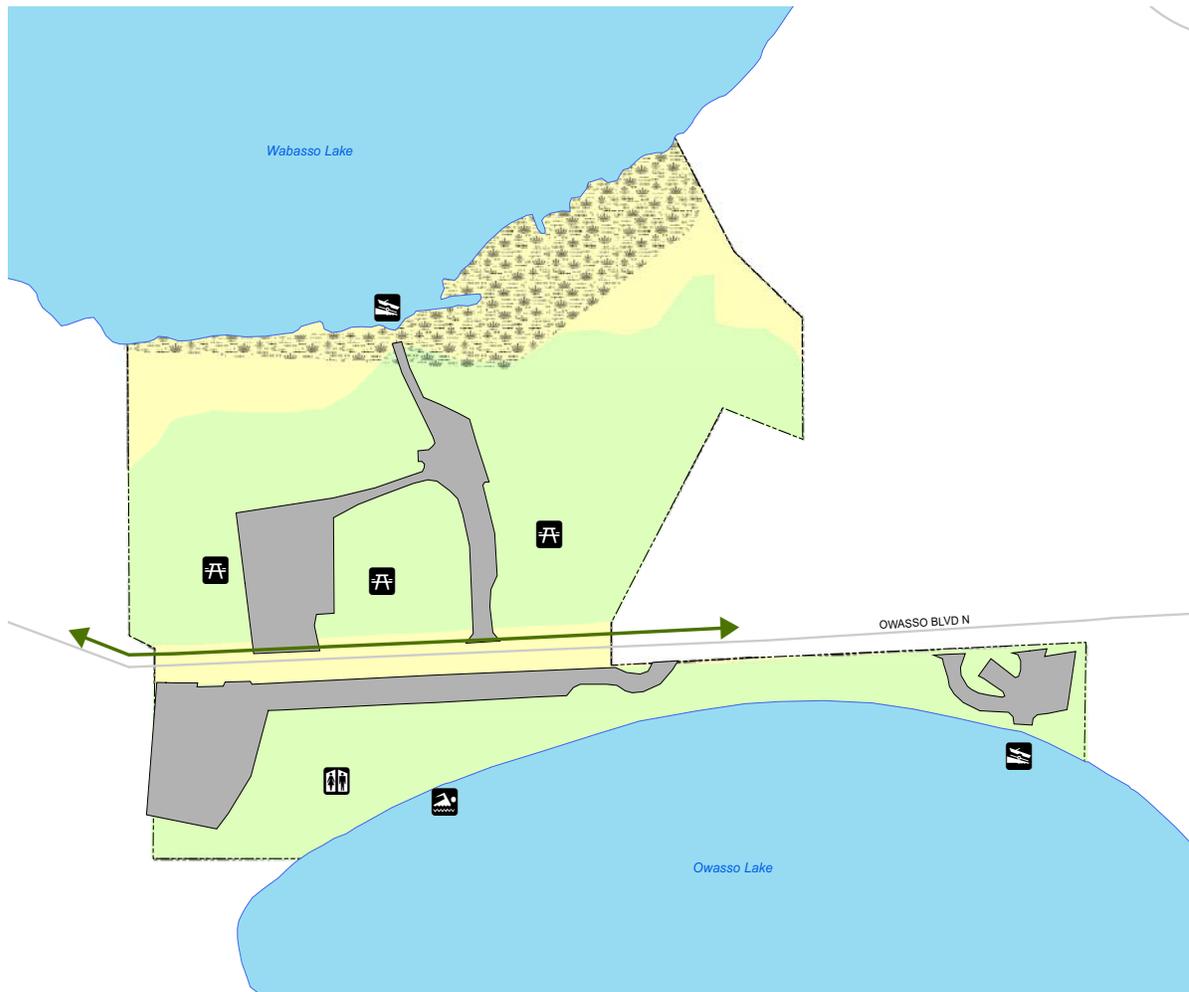
The park is scheduled for redevelopment of the boat launches, beach area (including beach building), and picnic area (including shelters and restrooms).

NATURAL RESOURCE MANAGEMENT

The character of the park is defined by the water quality of the lakes, trees and landscaping. Stormwater runoff generated in the park should be treated to avoid direct discharge into the lakes. Shorelines should be managed to control erosion.

PLANNING CONSIDERATIONS

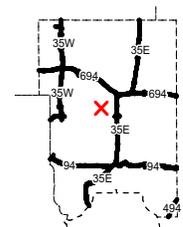
Management of stormwater associated with the parking lots and roadways will be addressed when the park is redeveloped.



Lake Owasso County Park

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

POPLAR LAKE COUNTY PARK

LOCATION AND SIZE

Poplar Lake County Park is located in the center and north edge of Ramsey County, in the city of Shoreview and White Bear Township. The 430-acre park is bounded by Sherwood Road on the south, the city of North Oaks on the east, County Road J on the north and Turtle Lake Road on the west.

SITE CHARACTERISTICS

The western half of the park is primarily wetlands, including the 40-acre Poplar Lake, which is classified as a “deep marsh.” Interspersed within this large wetland area are small wooded “islands.” The eastern half of the park is predominantly upland, consisting of former agricultural fields, woods and evergreen plantations.

RECREATION DEVELOPMENT PLAN

Existing Development

Yard Waste Composting Site: Ramsey County maintains a yard waste composting site on Sherwood Road, south of County Road J. This facility is an interim-use until such time as the park is developed.

Proposed Development

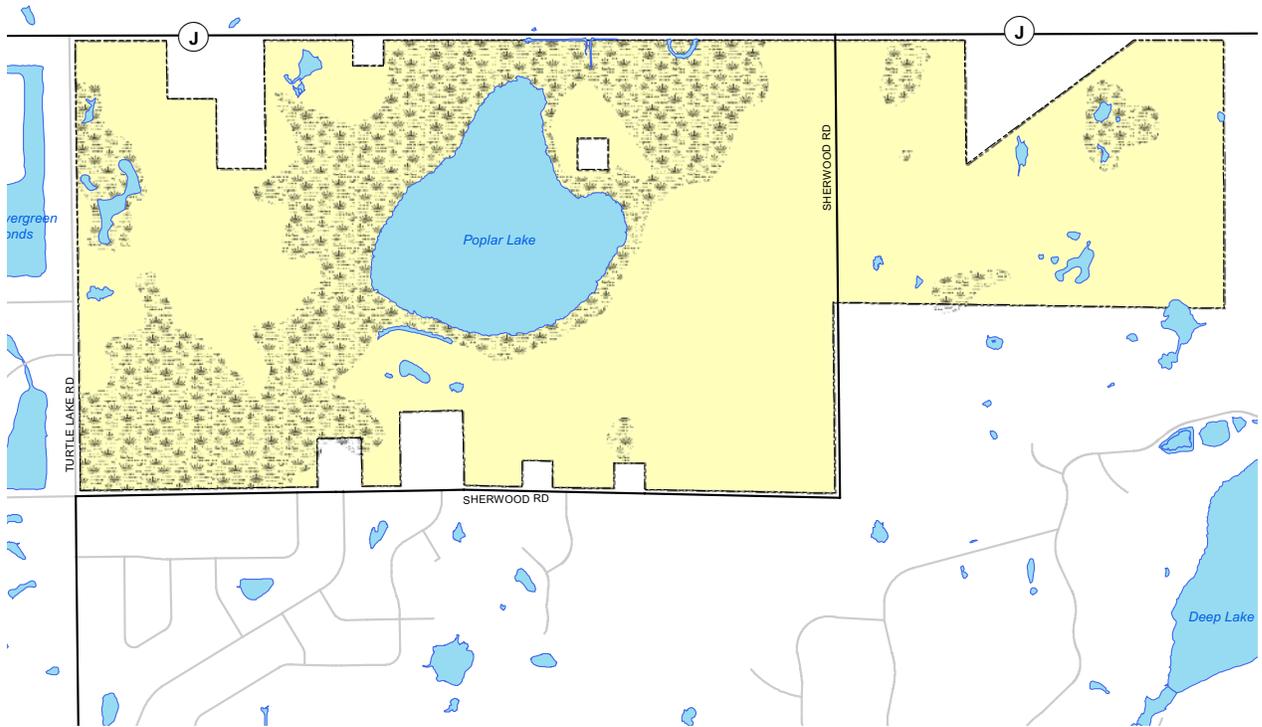
Hiking trails with wildlife observation areas will be constructed in the western half of the park. Trails will be consistent with the natural environment within this part of the park. The trails will also serve the large residential population along the west and south sides of this area of the park. The eastern half of the park is the largest contiguous tract of undeveloped land within the Ramsey County park system which is suited for general recreational development. At this time, it will remain undesignated in reserve for future use. The area surrounding this segment of the park is undeveloped area of the City of North Oaks and Anoka County. Interim hiking trails may be maintained throughout this area of the park.

NATURAL RESOURCE MANAGEMENT

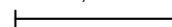
The entire western half of the site will be maintained and managed as a natural area.

PLANNING CONSIDERATIONS

The site will be reserved to address future recreational needs. Plans for the area will be prepared in consultation with affected municipalities.



1,100'

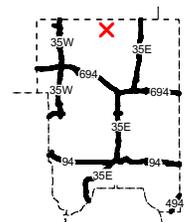


LEGEND	
	Wetlands
	Park Boundary

Poplar Lake County Park

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

TURTLE LAKE COUNTY PARK

LOCATION AND SIZE

Turtle Lake County Park is located in the north-central part of Ramsey County in the city of Shoreview. The 11-acre park is generally bounded by Schifsky Road on the south, Highway 49 on the east, Sunset Court on the north and Turtle Lake on the west.

SITE CHARACTERISTICS

The park includes 680 feet of shoreline on Turtle Lake, a 444-acre lake. The park is moderately to heavily wooded and slopes from Highway 49 to Turtle Lake. The park is narrow and positioned between residential properties.

RECREATION DEVELOPMENT PLAN

Existing Development

The park is fully developed and includes a boat launch with parking for 22 car/boat trailers, 5 car-top boat parking spaces, a 200-foot swimming beach, beach building, play area, two small picnic shelters, game field area and parking for 100 cars.

Proposed Development

The park is scheduled for redevelopment, including new picnic shelter(s), parking lots and beach building.

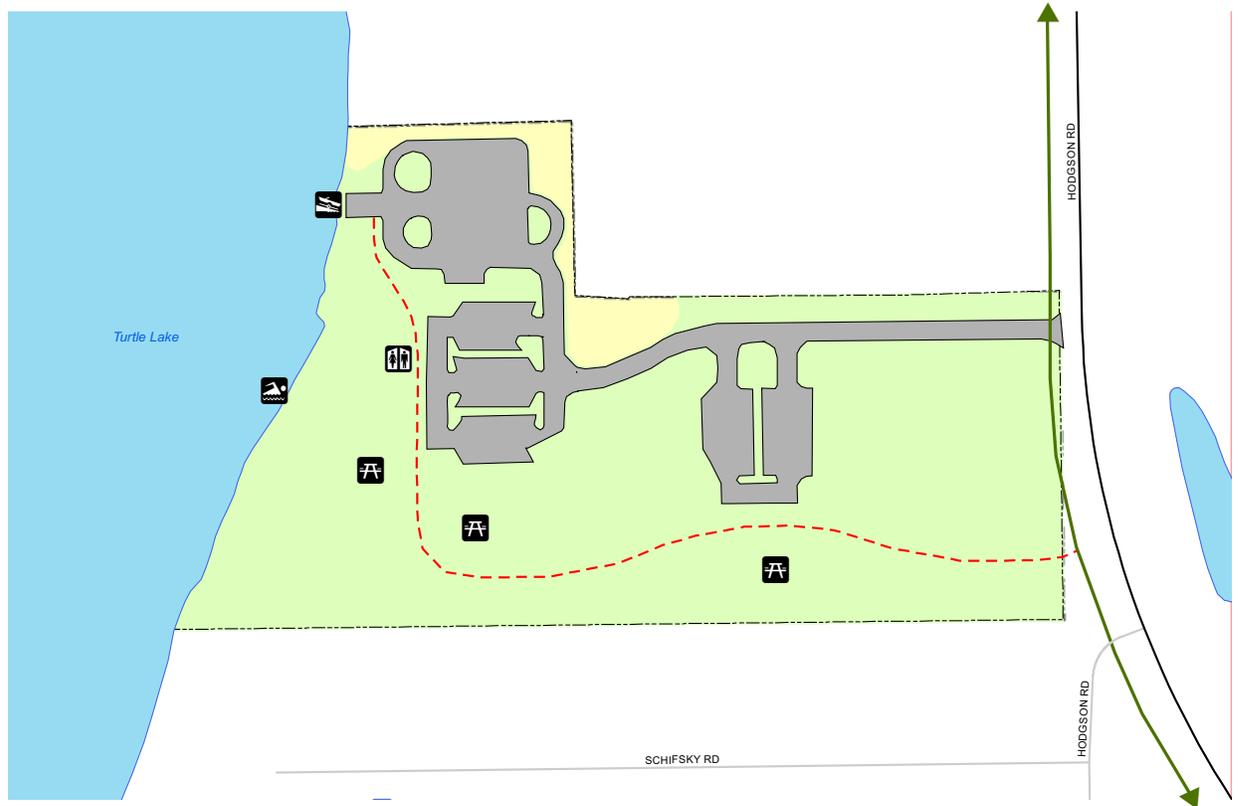
NATURAL RESOURCE MANAGEMENT

A small, approximately 1-acre area, east of the boat access is the only area of the park maintained in a natural condition.

PLANNING CONSIDERATIONS

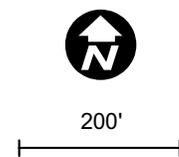
Turtle Lake County Park has insufficient parking for heavy-use periods. The Chippewa Middle School, across Highway 49, currently provides a site for overflow parking. This arrangement should be maintained. The number of picnic shelters in the park should be evaluated based on use patterns, alternative group sites with the service area and parking lot capacity.

The boat launch facility is located on 2 acres of land owned by the Minnesota Department of Natural Resources. Funding for development of the facility was provided by Ramsey County and the City of Shoreview. Ramsey County is responsible for ongoing operations and maintenance of the boat launch facility.



LEGEND

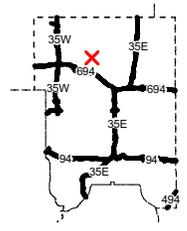
- Proposed Paved Trails
- City Trails
- Recreation Areas
- Park Boundary
- Boat Launch
- Picnic Area
- Restroom
- Swimming Beach



Turtle Lake County Park

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

WHITE BEAR LAKE COUNTY PARK

LOCATION AND SIZE

White Bear Lake County Park is located in the northeast corner of Ramsey County. The 12-acre park lies in a triangle between Highway 96 and White Bear Lake.

SITE CHARACTERISTICS

The park includes 900 feet of shoreline on White Bear Lake. White Bear Lake is 2,400 acres in size and is the second largest lake in the Twin Cities Metropolitan Area. The lake is a significant resource for all types of water-based recreation. The park is very flat and relatively open, giving it a very lake-oriented feeling.

RECREATION DEVELOPMENT PLAN

Existing Development

The park is fully developed and includes a boat launch with parking for 37 car/boat trailers, picnic area, play area, 200-foot swimming beach, beach building and parking for 250 cars.

Proposed Development

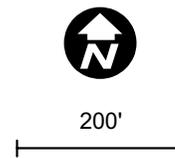
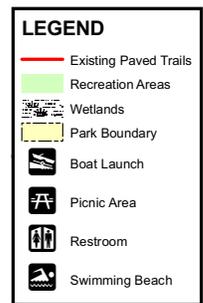
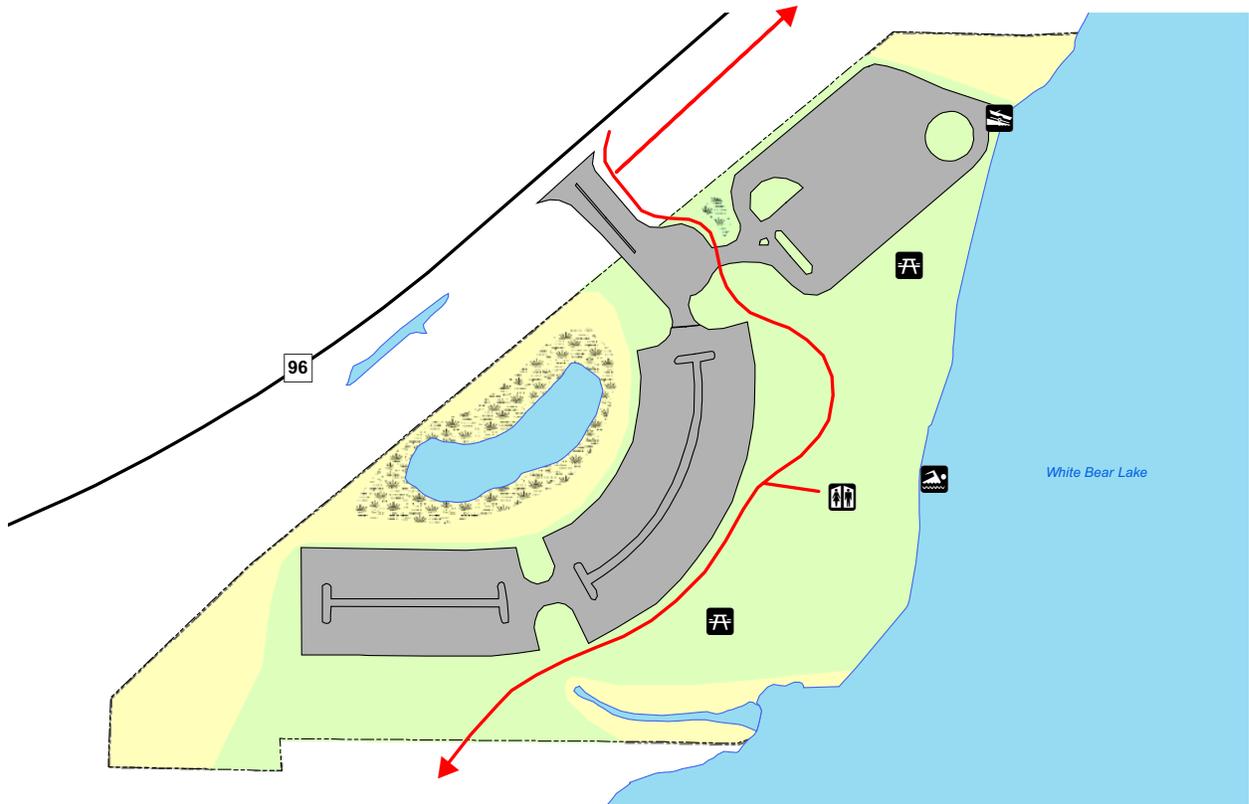
The boat launch parking area will be expanded onto abandoned railroad right of way owned by the Minnesota Department of Natural Resources.

NATURAL RESOURCE MANAGEMENT

None.

PLANNING CONSIDERATIONS

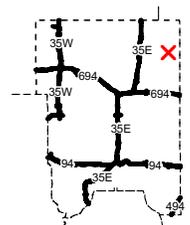
The park is located on the Lake Links Trail Network. It will serve as a primary trailhead for this regional trail. The trail, which extends from Lake Avenue through the park, will continue east along the north side of Highway 96 to Highway 244.



White Bear Lake County Park

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

FISH CREEK PROTECTION OPEN SPACE SITE

LOCATION AND SIZE

The Fish Creek Protection Open Space site is located in the southeast corner of Ramsey County in the cities of St. Paul and Maplewood. The 130-acre site is bounded by the Ramsey County border on the south and east, Carver Avenue on the north and Highway 61 on the west.

SITE CHARACTERISTICS

The site includes the entire 1½-mile length of Fish Creek as it flows from Carver Lake on the east to Highway 61 on the west. After passing under Highway 61, Fish Creek flows into Pigs Eye Lake. I-694 separates the Fish Creek open space corridor into two segments. The segment downstream of I-694 is characterized by a deep wooded valley with very steep side slopes. The creek has a large drop in elevation through this ¾-mile segment. This part of the site also includes the steep wooded bluff line of the Mississippi River parallel to Highway 61. The site includes ½-mile of bluff line extending south of Fish Creek.

The part of the site upstream of I-694 has a much flatter creek gradient and lacks the deep valley. This part of the creek corridor includes a variety of wetlands, wooded slopes and grass lands.

RECREATION DEVELOPMENT PLAN

Existing Development

None.

Proposed Development

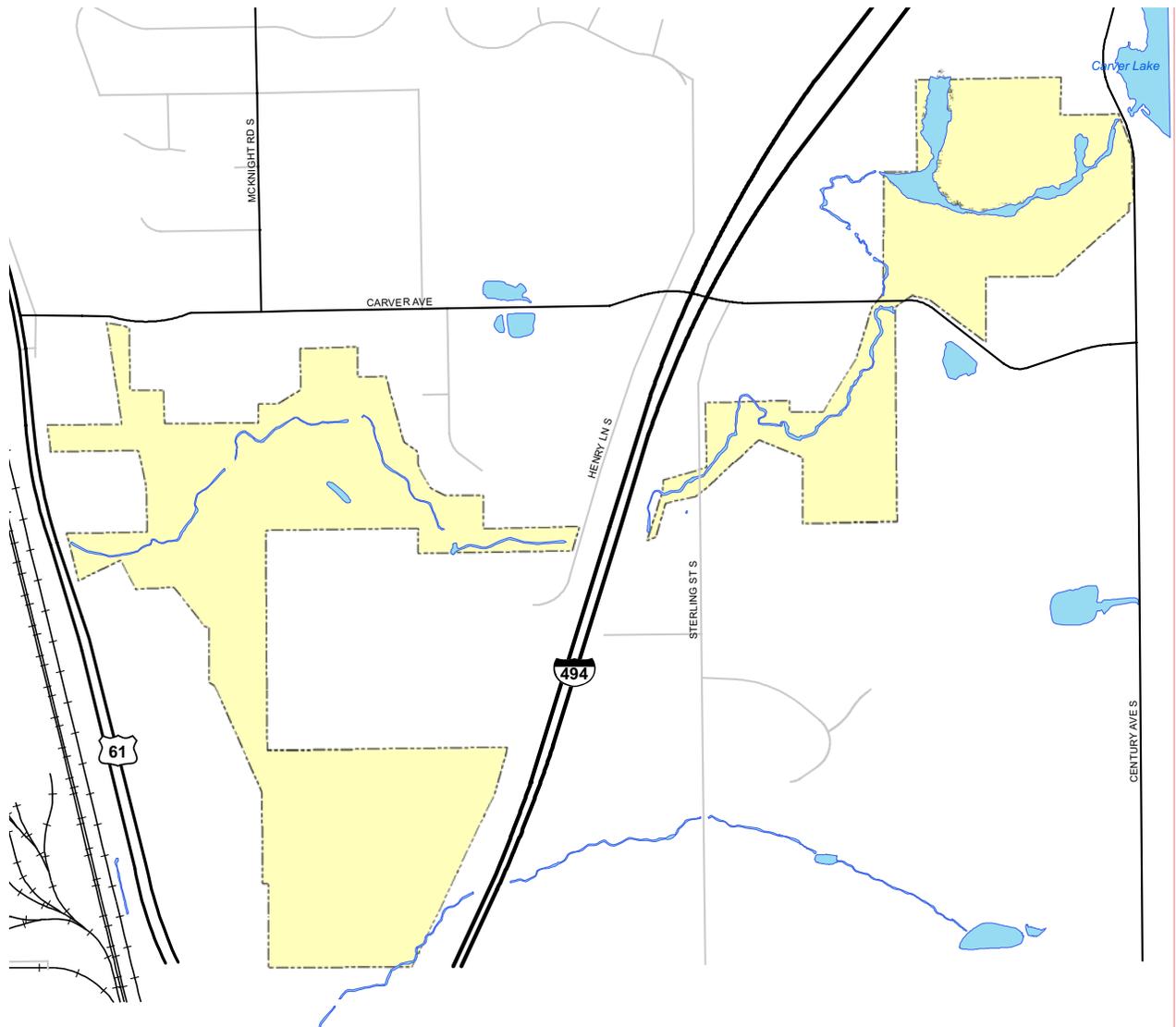
The site has limited potential for trail activity.

NATURAL RESOURCE MANAGEMENT

The entire site will be managed and maintained in a natural state.

PLANNING CONSIDERATIONS

Continued coordination with the Ramsey-Washington Metro Watershed District will be necessary. Maintenance service and trail access to the site will be provided through a large residential subdivision proposed for a site ¼ mile south of Carver Avenue. The subdivision abuts the Fish Creek Protection Open Space site on three sides. Management of steep slopes and storm water are critical to maintaining the integrity of the site.



900'

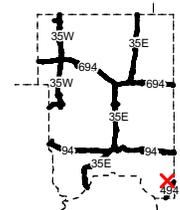


LEGEND	
	Wetlands
	Park Boundary

Fish Creek Open Space

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

HOLLOWAY MARSH PROTECTION OPEN SPACE SITE

LOCATION AND SIZE

The Holloway Marsh Protection Open Space site is located in the eastern boundary of Ramsey County in the city of Maplewood. The 38-acre site is bounded on the south by Hill-Murray High School and the Priory, on the east by Century Avenue, on the north by Holloway Avenue and on the west by Sterling Street.

SITE CHARACTERISTICS

The site is primarily a cattail marsh with a narrow fringe of upland surrounding the marsh.

RECREATION DEVELOPMENT PLAN

Existing Development

None.

Proposed Development

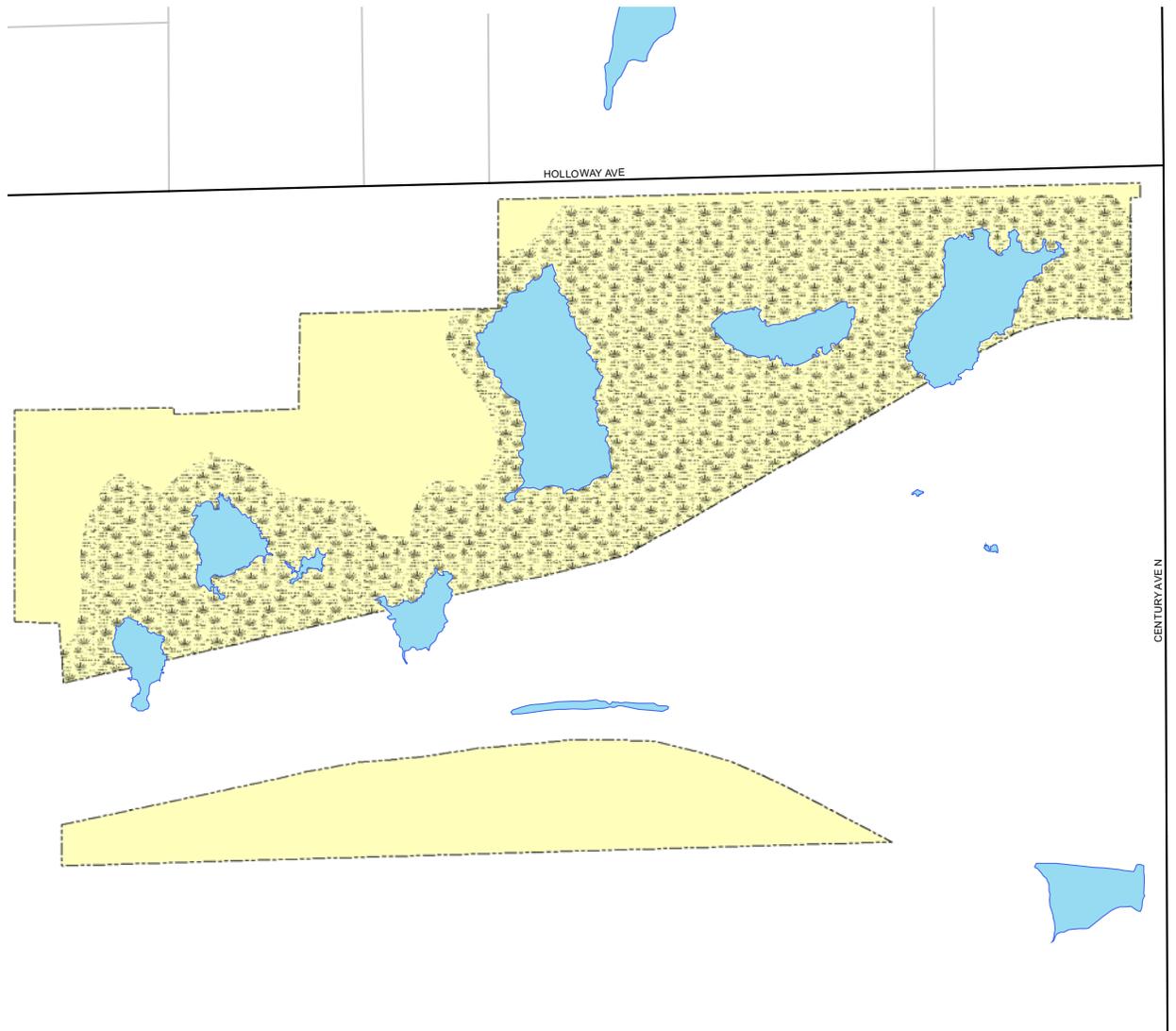
There is potential (requires a land exchange) for development of hiking trails that connect the wetlands for nature observation.

NATURAL RESOURCE MANAGEMENT

The site is a high-quality wetland. Minimal management will be required to maintain the wetland. Purple Loosestrife control may be required.

PLANNING CONSIDERATIONS

The southwestern part of the wetland was filled to create an intersection for the proposed Highway 212 in the early 1970s. The property is owned by the Minnesota Department of Transportation (Mn/DOT) but the highway was never constructed. Land exchanges have been proposed by a number of interested parties to consolidate the wetland ownership and management. The result would enable the County to develop a trail on the site and allow for expanded use of the adjacent Mn/DOT property.



300'



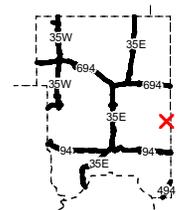
LEGEND

-  Wetlands
-  Park Boundary

Holloway Marsh Open Space

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

KOHLMAN CREEK PROTECTION OPEN SPACE SITE

LOCATION AND SIZE

The Kohlman Creek Protection Open Space site is located in the east-central part of Ramsey County in the city of Maplewood. The 86-acre site is generally bounded by Gervais Avenue on the south, Ariel Street on the east, Radatz Avenue on the north and Kennard Street on the west.

SITE CHARACTERISTICS

The site includes an approximate 1-mile segment of the natural drainage corridor known as County Ditch 18. In addition to the ditch/creek, the site includes the wetlands adjacent to the ditch. Parts of the site include a fringe of upland adjacent to the drainage corridor. The area surrounding the site is heavily developed in residential and commercial land use. The corridor is interrupted by three large street crossings.

RECREATION DEVELOPMENT PLAN

Existing Development

None.

Proposed Development

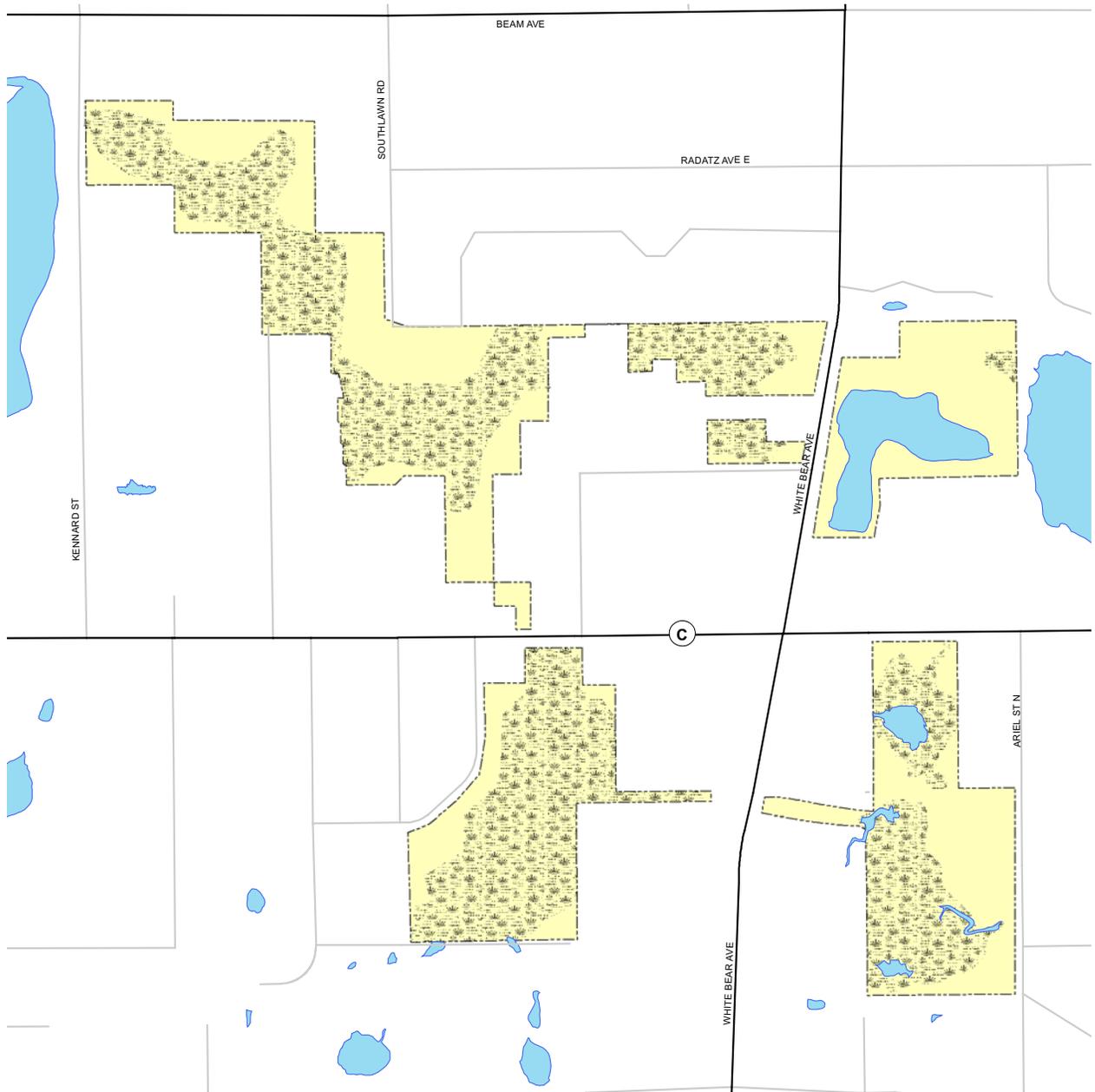
None.

NATURAL RESOURCE MANAGEMENT

Although the entire site will be maintained as a natural area, a quality natural area will be difficult to manage due to the narrow width of the corridor, the surrounding land use, heavy run-off from adjacent land, roads and parking lots, and numerous utility crossings within the corridor. A wetland was restored in 1993 near Casey Lake.

PLANNING CONSIDERATIONS

Kohlman Creek is a significant tributary to the Lake Phalen Watershed Area. Ramsey County will coordinate management of the site with the Ramsey-Washington Metro Watershed District.



LEGEND

- Wetlands
- Park Boundary



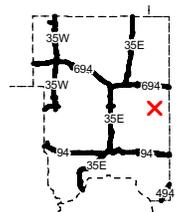
600'



Kohlman Creek Open Space

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

NORTH KOHLMAN MARSH PROTECTION OPEN SPACE SITE

LOCATION AND SIZE

The Kohlman Marsh Protection Open Space site is located in the east-central part of Ramsey County on the Maplewood-Little Canada border. The 18-acre site is generally bounded by Keller Parkway to the south, Kohlman Lane to the east, LaBore Avenue to the north and Arcade Street on the west.

SITE CHARACTERISTICS

The site is a low area of marshland with some open water. The drier areas have trees. The area surrounding the site is residential housing. The southeast corner of the property abuts Kohlman Lane, the rest of the property borders residential lots.

RECREATION DEVELOPMENT PLAN

Existing Development

None.

Proposed Development

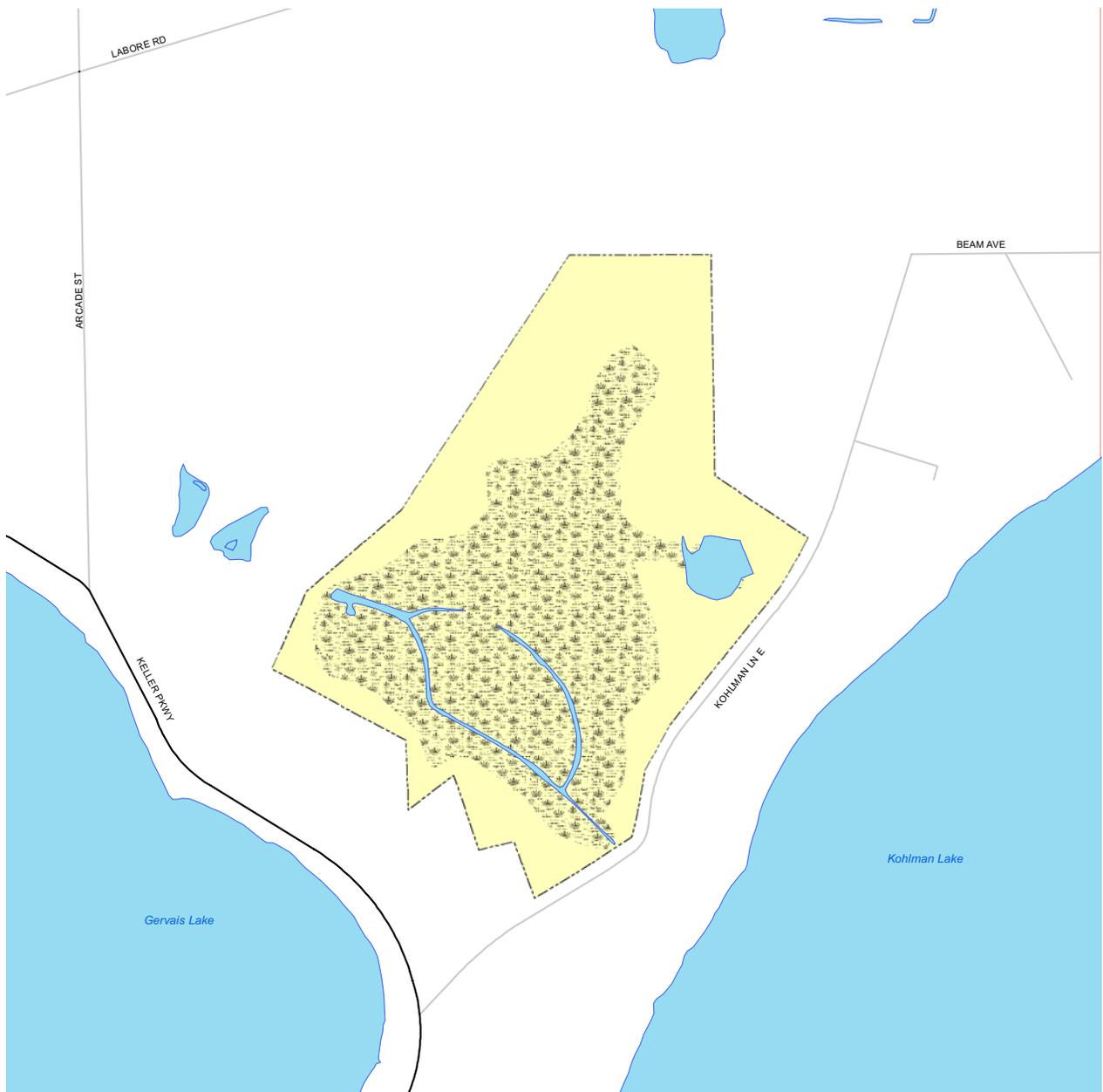
None.

NATURAL RESOURCE MANAGEMENT

Although the entire site will be maintained as a natural area, a quality natural area will be difficult to manage due to the small size and surrounding residential development.

PLANNING CONSIDERATIONS

Kohlman Marsh is a stormwater storage area for the Lake Phalen Watershed Area. Ramsey County will coordinate management of the site with the Ramsey-Washington Metro Watershed District.



LEGEND

- Wetlands
- Park Boundary



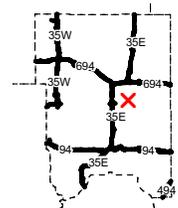
300'



North Kohlman Marsh Open Space

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

SUBURBAN AVENUE POND PROTECTION OPEN SPACE

LOCATION AND SIZE

The Suburban Avenue Pond Protection Open Space site is located in the southeastern area of Ramsey County in the city of St. Paul. The 32-acre site is bounded by Woodcrest Avenue on the south, Hazel Street on the east, Suburban Avenue on the north and White Bear Avenue on the west.

SITE CHARACTERISTICS

The site includes the 20-acre pond/wetland and 50-foot to 300-foot wide strip of upland around the entire pond. The surrounding development (commercial, multi-family and single family residential) dominates the site. The pond, which consists of approximately 50% open water and 50% wetland vegetation, is a significant storm water pond for Battle Creek, ¼ mile to the south.

RECREATION DEVELOPMENT PLAN

Existing Development

A ½-mile woodchip trail circles the pond. An outlet structure controls the pond elevation.

Proposed Development

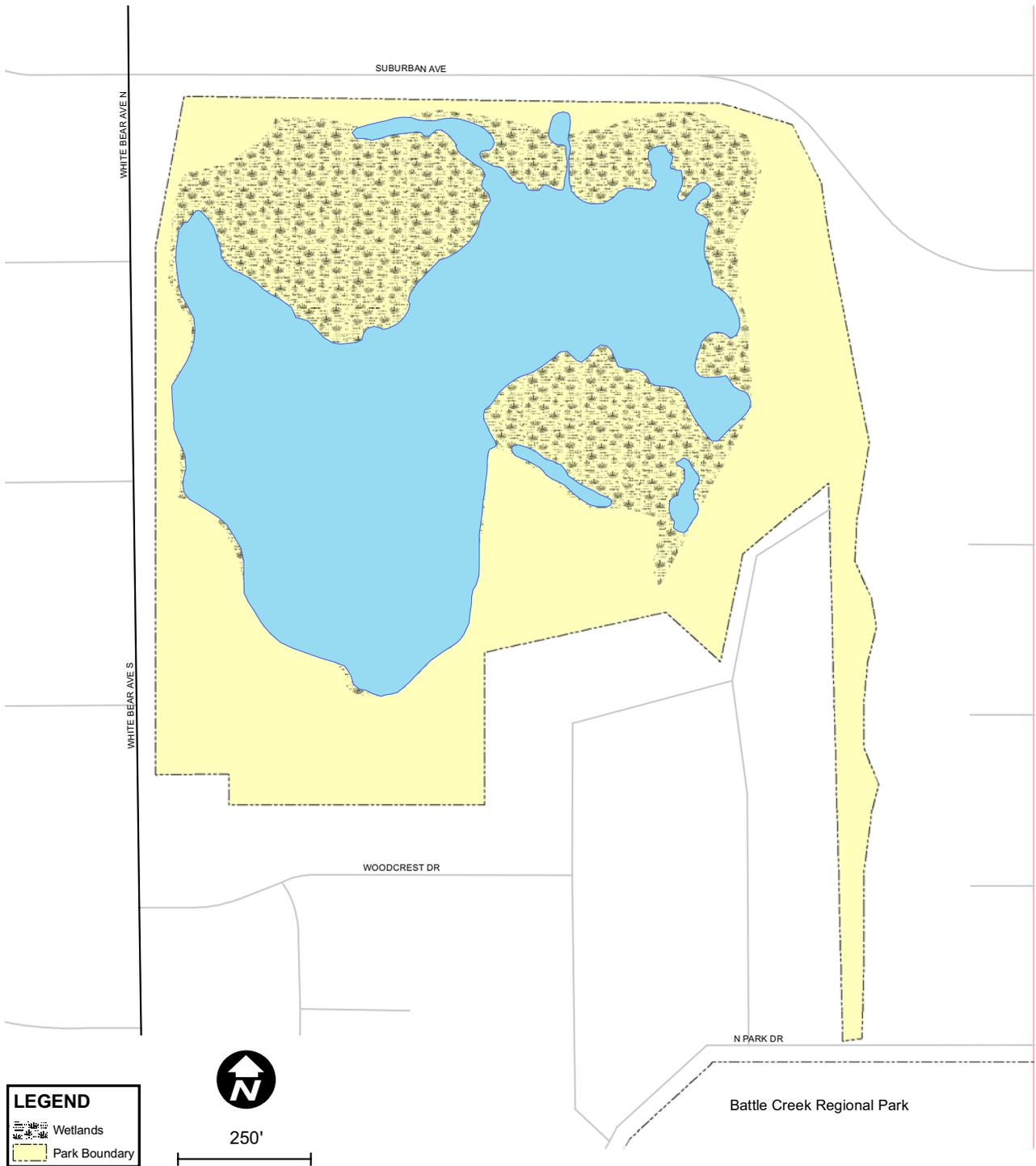
None.

NATURAL RESOURCE MANAGEMENT

Due to the extensive impact of the surrounding development, it is difficult to maintain good-quality natural areas at this site. However, the site does possess a limited amount of habitat for waterfowl, birds and animals. Natural Resource Management activities will be limited to Purple Loosestrife eradication, tree planting and vegetation buffers and beaver control.

PLANNING CONSIDERATIONS

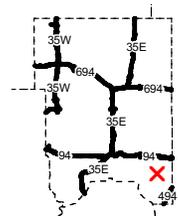
Work with local St. Paul Community Council (District 1) on maintenance and minor site improvement projects with neighborhood involvement.



Suburban Pond Open Space

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

TURTLE CREEK PROTECTION OPEN SPACE SITE

LOCATION AND SIZE

Turtle Creek Protection Open Space site is located at the northern edge of Ramsey County in the city of Shoreview. The 187-acre site is generally bounded by County Road I on the south, Highway 49 on the east, County Road J on the north and County Ditch 8 on the west.

SITE CHARACTERISTICS

The site includes a 1-mile long natural drainage corridor from Turtle Lake on the south to County Road J on the north. The drainage continues north of County Road J in Anoka County on to Rice Creek. This drainage corridor, known as County Ditch 8, includes a large cattail marsh along the ditch which varies in width from 600 feet to ½ mile. The entire site is marsh with the exception of a 20 acre “island.” This island has a mixture of oakwoods, prairie and pine plantation.

RECREATION DEVELOPMENT PLAN

Existing Development

None.

Proposed Development

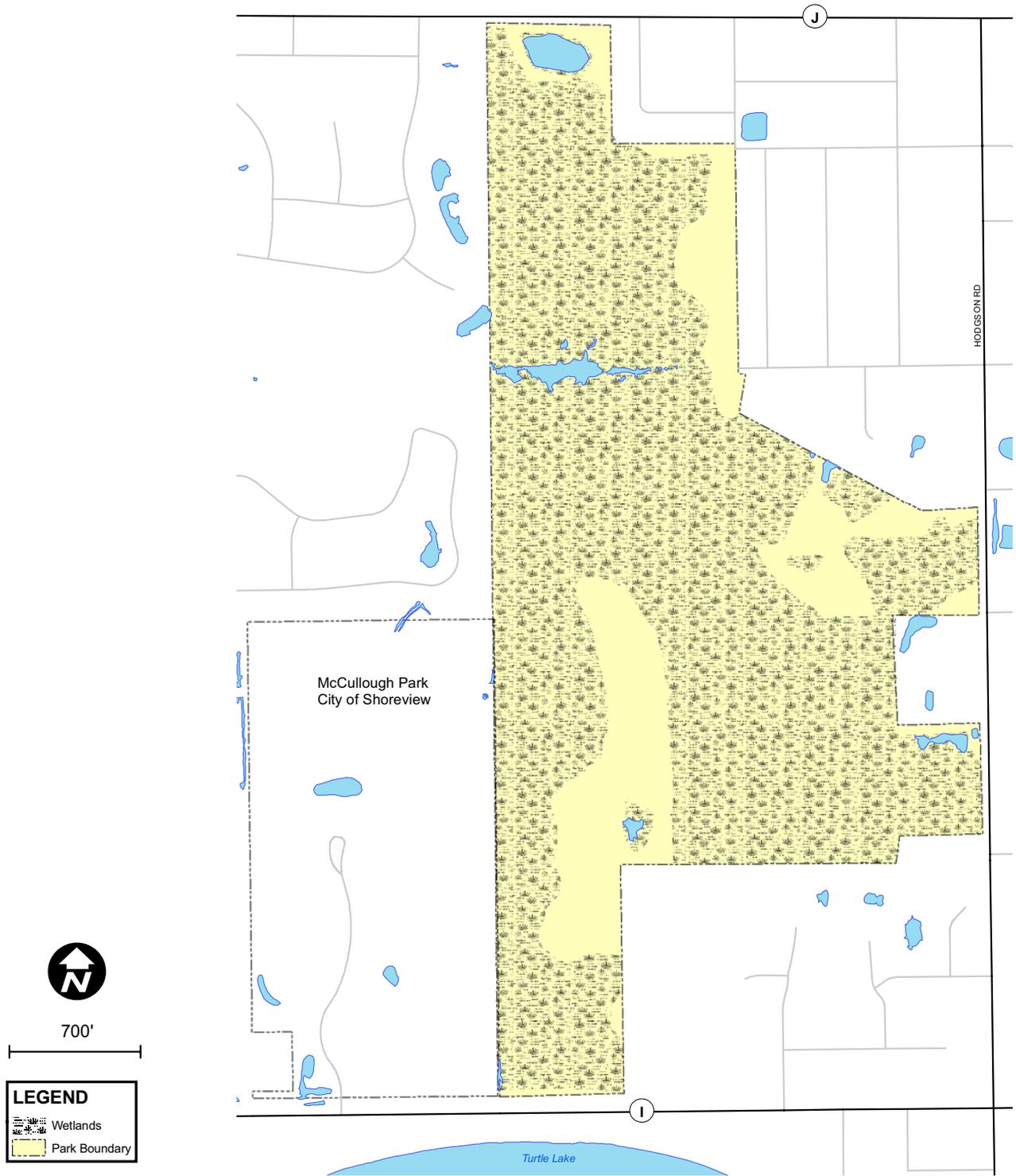
The only development likely would be hiking/skiing trails on the island. The island is currently inaccessible. Access may be possible from the city of Shoreview’s McCullough Park just west of the site. There is 600 feet of wetland that would need to be crossed to provide trail access from the park.

NATURAL RESOURCE MANAGEMENT

The entire site will be a preservation area.

PLANNING CONSIDERATIONS

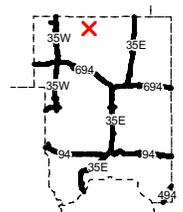
The southern tip of the island extends onto vacant private property. The County has requested that the City of Shoreview secure a portion of the vacant private property necessary to preserve the integrity of the “island” at the time the property is proposed for development.



Turtle Creek Open Space

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

WILLOW LAKE PROTECTION OPEN SPACE SITE

LOCATION AND SIZE

The Willow Lake Protection Open Space site is located in the northeastern part of Ramsey County in the city of Vadnais Heights. The 76-acre site, owned by Ramsey County, lies immediately north of I-694, west of Highway 61, south of Wolters Boulevard and east of Labore Road. The H.B. Fuller Company has designated 56 acres of land adjacent to the Ramsey County property as a nature preserve.

SITE CHARACTERISTICS

The Ramsey County property includes most of the 40-acre lake and surrounding wetland, and a small amount of wooded upland around the lake. The remaining natural area around the lake is owned by the H.B. Fuller Company. Ramsey County property and H.B. Fuller property have been combined under mutual lease agreements to the Willow Lake Nature Preserve Foundation to form a 131-acre Willow Lake Nature Preserve. The nature preserve represents a good quality natural environment including the lake, wetland, oakwoods and a tamarack swamp.

RECREATION DEVELOPMENT PLAN

Existing Development

H. B. Fuller has constructed a fishing pier and boat house on the north side of Willow Lake. Hiking trails have been developed around the lake incorporating 1500 feet of boardwalk. The trail provides access to two gazebos. Access to these facilities is currently limited to H. B. Fuller employees and guests.

Proposed Development

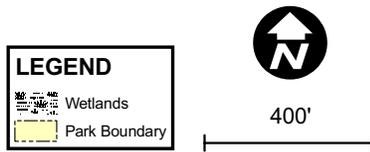
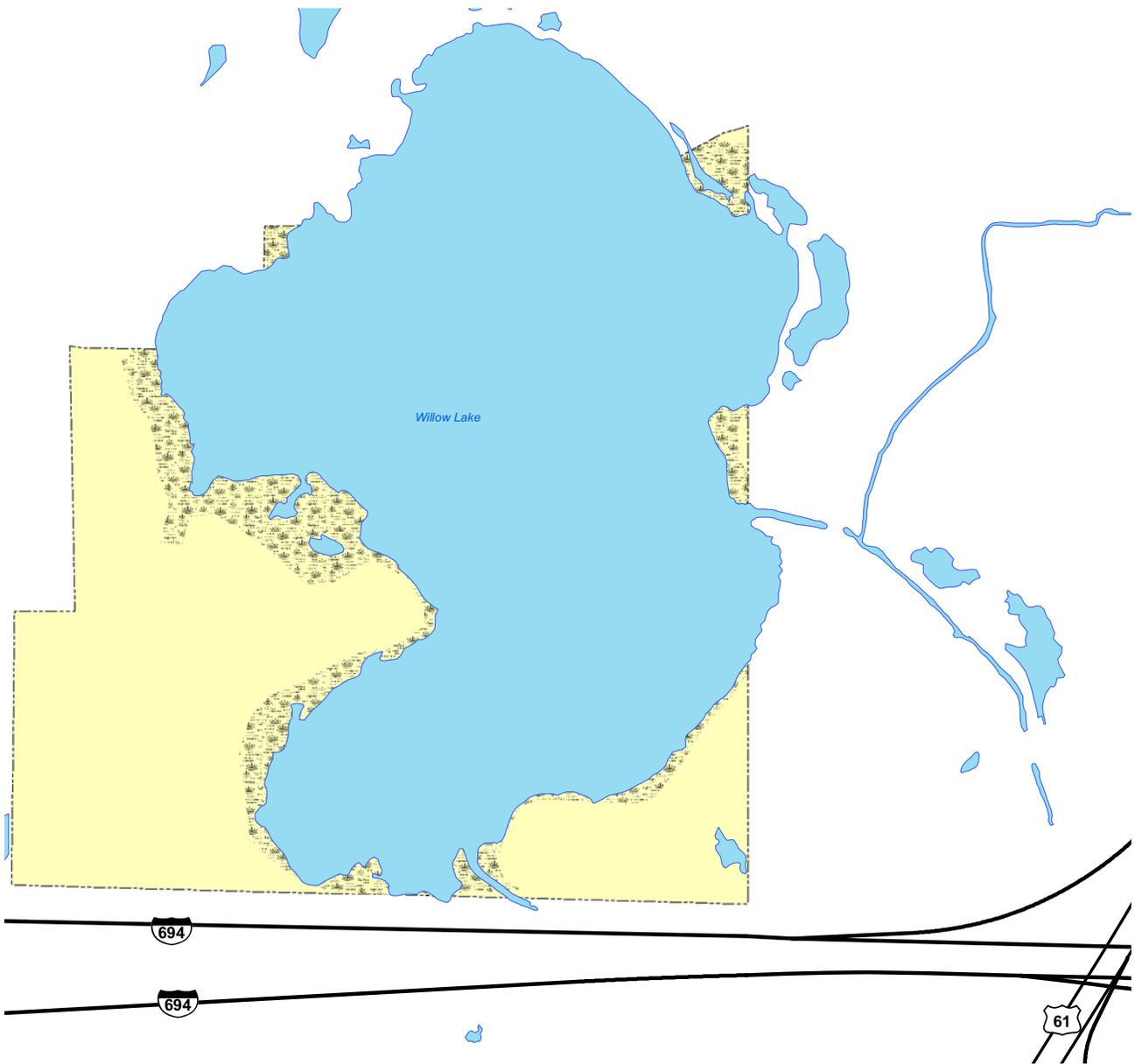
In order to provide controlled public access, a visitors' center will be considered in the future.

NATURAL RESOURCE MANAGEMENT

A natural resource management plan is being implemented by the Willow Lake Nature Preserve Foundation and H.B. Fuller Company.

PLANNING CONSIDERATIONS

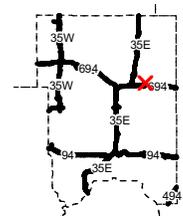
Ramsey County and the H. B. Fuller Company have leased property to the Willow Lake Nature Preserve foundation for a nature preserve. The Willow Lake Nature Preserve Foundation Board includes representatives from Ramsey County. Nature preserve activities are funded by the H. B. Fuller Foundation and the H. B. Fuller Company. The principal focus of the property is natural resource management and preservation. The agreement between Ramsey County and H.B. Fuller Company specifies that there will be controlled public access to the site. H.B. Fuller has indicated its intent to develop a visitors center to accommodate public access. Plans for the visitors center and its operation should be coordinated between Ramsey County and H.B. Fuller Company to assure appropriate public access.



Willow Lake Open Space

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

WOODVIEW PROTECTION OPEN SPACE SITE

LOCATION AND SIZE

The Woodview Protection Open Space site is located in the central part of Ramsey County in the city of Roseville. The 57-acre site is bounded by Larpenteur Avenue on the south, Farrington Avenue on the east, Wagner Street on the north and Mackubin on the west.

SITE CHARACTERISTICS

The entire site is a low wetland area, with areas of open water, consisting of a variety of wetland species. Additional public property owned by the city of Roseville, Ramsey County and the St. Paul Water Utility contribute to a larger site.

RECREATION DEVELOPMENT PLAN

Existing Development

A paved pedestrian/bicycle trail extends from Reservoir Woods Park to Larpenteur Avenue as part of the City of Roseville's trail system. A 19-car parking lot serves as a trailhead and provides access to an off-leash dog area. The off-leash dog area consists of a fenced area for small dogs and a 4-acre area for large dogs.

Proposed Development

None.

NATURAL RESOURCE MANAGEMENT

The majority of the site will be maintained as a natural area. The Capital City Watershed District improved/expanded the wetland area of the site and continues to assist in management of the wetland.

PLANNING CONSIDERATIONS

None.



LEGEND

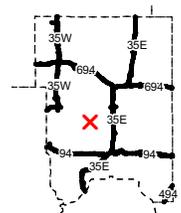
- Existing Paved Trails
- Recreation Areas
- Wetlands
- Park Boundary
- Off Leash Dog Area

300'

Woodview Open Space

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

MISSISSIPPI RIVER BLUFFS PROTECTION OPEN SPACE SITE

LOCATION AND SIZE

The Mississippi River Bluffs Protection Open Space site is located in the southeast part of Ramsey County in the city of St. Paul. The site is a 2-mile long narrow strip of steep sloped bluff line, paralleling the east side of Highway 61 between Battle Creek Regional Park on the north and Fish Creek Protection Open Space site on the south. Ramsey County currently owns 69 platted lots totaling 12 acres in the area. These lots constitute about 25% of the total site.

SITE CHARACTERISTICS

The site is entirely a steep, wooded slope in excess of a 30% slope. The site generally lies between residential properties at the top and bottom of the bluff.

RECREATION DEVELOPMENT PLAN

There are no existing or proposed recreation improvements for the site.

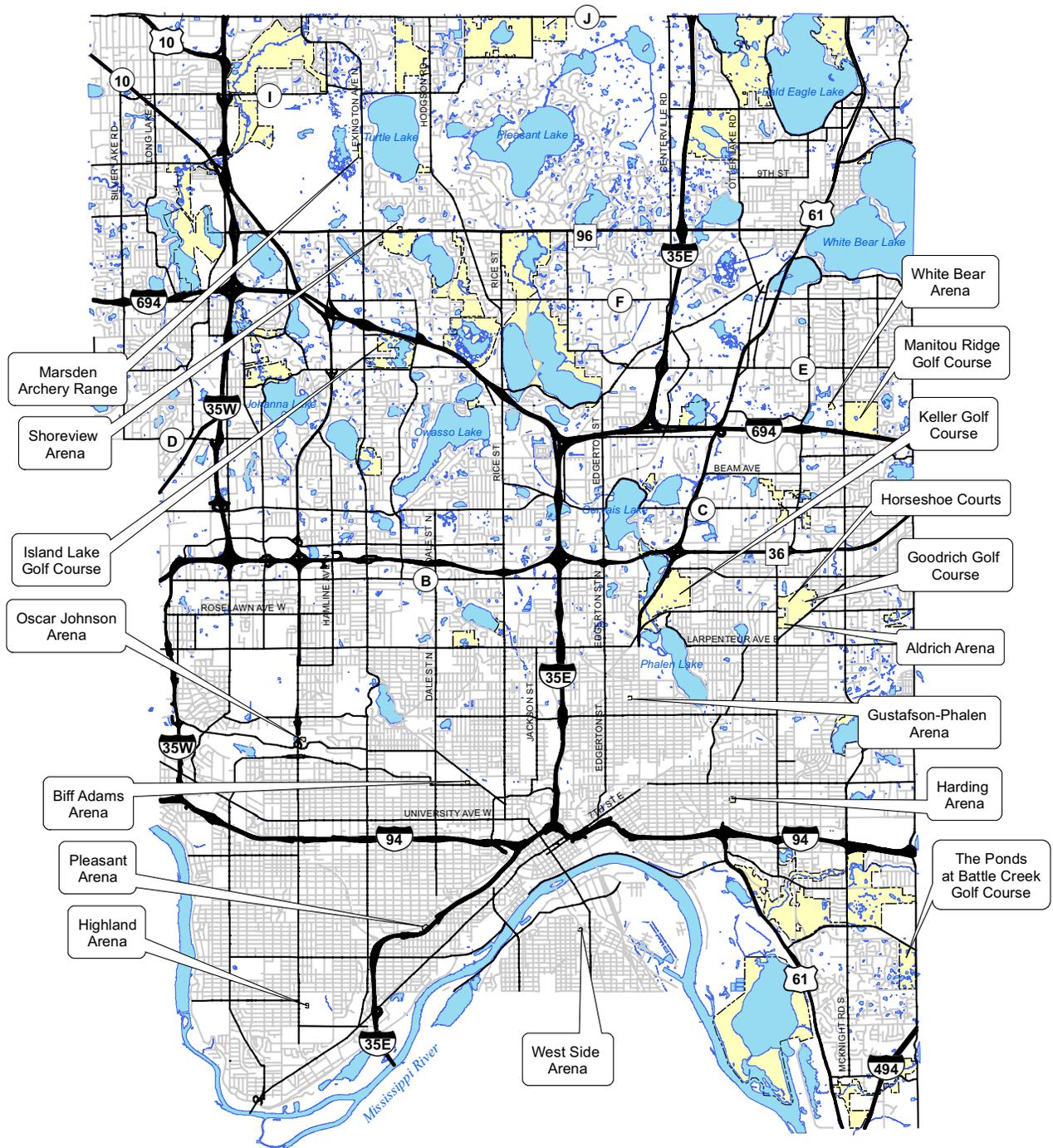
NATURAL RESOURCE MANAGEMENT

The entire site will be preserved in a natural state.

PLANNING CONSIDERATIONS

The 69 lots have been acquired by Ramsey County through tax-forfeiture or donations. Ramsey County does not plan to purchase any of the remaining lots, but will continue to accept tax-forfeited or donated property.

The city of St. Paul has secured grants to accelerate acquisition of selected lots. Ramsey County will work cooperatively with the city to manage these properties in a uniform manner.



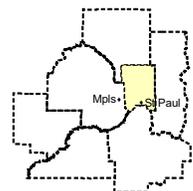
Ramsey County Special Use Facilities

SPECIAL USE FACILITY LOCATION MAP

Ramsey County, MN
March 2006



0 0.5 1 2 Miles



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

ALDRICH ARENA-SPECIAL USE FACILITY

LOCATION AND SIZE

Aldrich Arena is located in east-central Ramsey County in the city of Maplewood. The 15-acre site is contiguous to the Goodrich Golf Course, Nursing Home and Ramsey County Fairground properties. The site is bounded on the south by Ripley Avenue, on the east by Van Dyke Street, on the north by the Ramsey County Nursing Home and on the west by White Bear Avenue. The address is 1850 White Bear Avenue.

SITE CHARACTERISTICS

The entire site is occupied by the arena and parking lot with the exception of a 2-acre grass area along Ripley Avenue.

RECREATION DEVELOPMENT

Aldrich Arena was constructed in 1961. The 185-foot by 265-foot structure houses a full-size hockey rink with seating capacity for 3,500 spectators. The arena also includes space for offices, mechanical rooms, concessions, restrooms, ticket offices, locker rooms and equipment rental room. The site includes parking space for 800 cars. In addition to skating activities, the arena is used for a variety of dry floor events and the parking area is utilized for events such as car shows, flea markets and the farmers' market.

PUBLIC ARENAS-SPECIAL USE FACILITIES

LOCATION AND SIZE

Ramsey County operates nine public ice arenas at the following locations:

Biff Adams, 743 North Western Avenue, St. Paul
Gustafson-Phalen, 1320 Walsh Street, St. Paul
Harding, 1496 East Sixth Street, St. Paul
Highland, 800 South Snelling Avenue, St. Paul
Ken Yackel-West Side, 44 East Isabel Street, St. Paul
Oscar Johnson, 1039 DeCourcy Circle, St. Paul
Pleasant, 848 Pleasant Avenue, St. Paul
Shoreview, 877 West Highway 96, Shoreview
White Bear, 2160 Orchard Lane, White Bear Lake

SITE CHARACTERISTICS

These arenas are generally located on 2-acre sites which accommodate the arena and parking for about 70 cars (160-car parking lot at Charles M. Schulz-Highland Arena).

RECREATION DEVELOPMENT

The nine public arenas were all constructed in the 1970s. Except for the Charles M. Schulz-Highland Arena, they all consist of one regulation (85' x 200') hockey rink, mechanical room, warming room, restrooms, locker rooms and office. Limited bleacher seating is available at most arenas.

The Charles M. Schulz-Highland Arena includes two sheets of ice, synthetic ice training area, weight room, expanded lobby, concession stand and bleacher seating for 400 spectators.

The Pleasant Arena has been remodeled as a year-round figure skating studio with a forced air heating/dehumidification system, expanded locker area, dance studio, training harnesses, enhanced sound system and rinkside mirrors.

The Shoreview Arena includes bleacher seating for 400 spectators and a small concession stand.

The Gustafson Phalen Arena includes bleacher seating for 450 spectators, expanded lobby area, concession stand and expanded team rooms.

RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

FAIRGROUNDS SPECIAL-USE FACILITY

LOCATION AND SIZE

The Fairgrounds is located in the east-central part of Ramsey County in the City of Maplewood. The 19-acre site includes the fairgrounds area, the Parks and Recreation Department Administrative/Maintenance Center, the Historic Work Farm Barn and horseshoe courts. The site is adjacent to Goodrich Golf Course, Aldrich Arena and the Ramsey County Nursing Home. The site is bounded on the south by the Nursing Home, on the east by Goodrich Golf Course, on the north by the Gateway segment of the Willard Munger State Trail and on the west by White Bear Avenue.

SITE CHARACTERISTICS

The site is primarily characterized by buildings: the barn, the Parks and Recreation Administrative/Maintenance Center and a pole-style storage building.

RECREATION DEVELOPMENT

Parks and Recreation Administrative/Maintenance Center: The building includes the parks central maintenance shop and administration offices. Also included is a fenced yard, exterior storage area and a pole-style storage building.

Horseshoe Courts: A lighted horseshoe complex includes 24 horseshoe courts and a 25-car parking lot.

Fairgrounds: The Ramsey County Fair occupies the grounds west and northwest of the Parks and Recreation Building. In addition, the fair uses a portion of the Parks and Recreation Department's Administrative/Maintenance Center. A paved trail connects the upper and lower areas of the fairgrounds and provides a pedestrian/bicycle connection to the Gateway segment of the Willard Munger State Trail.

NATURAL RESOURCE MANAGEMENT

The area encompassing the historic cemetery is a restored prairie that is managed through controlled burns.

PLANNING CONSIDERATIONS

The lower area of the fairgrounds functions as a stormwater holding area in the City of Maplewood's Stormwater Management system. The area north of the horseshoe courts, adjacent to White Bear Avenue, is a historic cemetery, where nearly 3,000 people are buried in unmarked graves.

MARSDEN ARCHERY RANGE-SPECIAL USE FACILITY

LOCATION AND SIZE

The Marsden Archery Range is located in the northwestern part of Ramsey County in the city of Arden Hills. The 8-acre site is bounded by Lexington Avenue on the east and the Twin Cities Army Ammunition Plant (TCAAP) on the south, west and north.

SITE CHARACTERISTICS

The site has a natural appearance with 20-year old pines, grass areas and scattered deciduous trees.

RECREATION DEVELOPMENT

The site is entirely fenced and contains 20 archery lanes with butts. Lengths of lanes vary from 10-40 yards. The site includes a 20-car parking lot.

NATURAL RESOURCE MANAGEMENT

The entire site is maintained in a natural state with the exception of the mowed lanes, shooting stations and the parking lot.

PLANNING CONSIDERATIONS

The site is available from TCAAP on a use-permit basis. The area adjacent to the site is part of the Arden Hills Army Training Site (AHATS) managed by the Minnesota National Guard. A wildlife observation area that was constructed by the U. S. Army is located in the AHATS property immediately south of the archery range.

RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

GOODRICH GOLF COURSE-SPECIAL USE FACILITY

LOCATION AND SIZE

Goodrich Golf Course is located in the east-central part of Ramsey County in the city of Maplewood. The 120-acre site is bounded on the south by North St. Paul Road, on the east by 7th Avenue North, on the north by the Willard Munger State Trail and on the west by Van Dyke Street.

SITE CHARACTERISTICS

The entire site has slightly rolling topography with five small ponds and a moderate tree cover.

RECREATION DEVELOPMENT PLAN

Existing Development

The site is developed as a 6,300 yard, 18-hole par 70 golf course with a clubhouse and 95-car parking lot. Overflow parking is available on the adjacent Aldrich Arena lot. Maintenance facilities are located in the adjacent Ramsey County Parks and Recreation Department's Administrative/Maintenance Center.

Proposed Development

Future improvements will be guided by a golf course redevelopment master plan.

NATURAL RESOURCE MANAGEMENT

Limited areas, not in play, will be left unmowed and maintained as natural grass with native wildflowers and grasses. Ongoing tree maintenance and planting are priorities.

PLANNING CONSIDERATIONS

The golf course lacks an outdoor grass driving range. Year-round driving range services are provided at the adjacent Goodrich Golf Dome. The Golf Dome was developed and is operated by a private party under a long-term lease agreement. In addition to the golf dome, the leasee operates an outdoor putting course.

ISLAND LAKE GOLF AND TRAINING CENTER-SPECIAL USE FACILITY

LOCATION AND SIZE

Island Lake Golf and Training Center is located in the central part of Ramsey County in the City of Shoreview.

SITE CHARACTERISTICS

The 40-acre site is bounded on the north by I-694, on the east by Island Lake, on the south by Island Lake Avenue and Lexington Avenue on the west. The site is characterized by rolling topography with small ponds and moderate tree cover.

RECREATION DEVELOPMENT PLAN

Existing Development

The Island Lake Golf and Training Center includes a 1,423-yard, 9-hole par 28 golf course with a driving range, putting course, clubhouse, maintenance shop and 75-car parking lot.

Proposed Development

None.

NATURAL RESOURCE MANAGEMENT

Limited areas not in play will be left unmowed.

PLANNING CONSIDERATIONS

The Golf and Training Center was developed under a long-term lease/management agreement with a private operator.

RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

KELLER GOLF COURSE-SPECIAL USE FACILITY

LOCATION AND SIZE

Keller Golf Course (a part of Keller Regional Park) is located in the east central part of Ramsey County in the City of Maplewood. The 140-acre site is bounded on the north by County Road B, on the east by Duluth Street, on the south by the Gateway segment of the Willard Munger State Trail and on the west by Highway 61.

SITE CHARACTERISTICS

The site has rolling topography and tree cover lining the fairways.

RECREATION DEVELOPMENT PLAN

Existing Development

The site is developed as a 6,500-yard, 18-hole par 72 golf course with a driving range, pro shop, clubhouse, maintenance center and two parking lots for 130 cars.

Proposed Development

Future improvements will be guided by a golf course redevelopment master plan.

NATURAL RESOURCE MANAGEMENT

Keller Golf Course is managed under the Audubon Sanctuary golf course standards. Several areas within the golf course are managed to provide landscape diversity and wildlife habitat.

PLANNING CONSIDERATIONS

Hole #16 on Keller Golf Course will be redesigned to improve safety and playability. The middle tee box will be lowered and extended back in order to establish the hole as a par 5 from the middle tee box. This modification will require considerable excavation and additional fill material. The impact on the adjacent pond may require wetland mitigation measures.

MANITOU RIDGE GOLF COURSE-SPECIAL USE FACILITY

LOCATION AND SIZE

Manitou Ridge Golf Course is located in the east-central part of Ramsey County in the city of White Bear Lake. The 140-acre site is bounded on the south by I-694, on the east by Bellaire Avenue, on the north by Orchard Lane and on the west by McKnight Road.

SITE CHARACTERISTICS

The site occupies one of the highest points in Ramsey County. The course is characterized by the high, hilly terrain and view of the skyline.

RECREATION DEVELOPMENT PLAN

Existing Development

The course includes a 6,600-yard, 18-hole par 71 course with a driving range, clubhouse, maintenance shop and 125-car parking lot.

Proposed Development

Ongoing improvements to the course will be undertaken in accordance with a redevelopment master plan. The maintenance shop is scheduled to be replaced and expanded.

NATURAL RESOURCE MANAGEMENT

Limited areas, not in play, will be left unmowed. Ongoing tree maintenance and planting are priorities.

PLANNING CONSIDERATIONS

Maintenance and operation of the golf course is provided by a third party contractor under a management agreement. In accordance with the management agreement, the contractor is responsible for implementation of certain capital improvements, subject to appropriations by the County.

RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

THE PONDS AT BATTLE CREEK GOLF COURSE-SPECIAL USE FACILITY

LOCATION AND SIZE

The Ponds at Battle Creek Golf Course is located in southeastern corner of Ramsey County in the City of Maplewood. The 80-acre site is located on the southwest quadrant of the intersection of Lower Afton Road and Century Avenue and is bordered by Linwood to the south and O'Day to the west.

SITE CHARACTERISTICS

The site has hilly terrain with multiple protected wetlands.

RECREATION DEVELOPMENT PLAN

Existing Development

The Ponds at Battle Creek Golf Course is a regulation length 3,050-yard, 9-hole par 35 golf course including a 55-station lighted driving range, clubhouse and maintenance facility located north of Lower Afton Road with a 105-car parking lot.

Proposed Development

Continued design development plan in planting trees and aquatic vegetation.

NATURAL RESOURCE MANAGEMENT

Wetland buffer areas have been established around all ponds located on the golf course. These ponds are maintained in a natural state. Additional trees are scheduled to be planted at strategic locations on the golf course.

PLANNING CONSIDERATIONS

The Ponds at Battle Creek Golf Course is jointly operated by the Parks and Recreation Department and the Community Corrections Department. Ongoing maintenance and future improvement will be undertaken with a labor force comprised principally of inmates. Plant materials used on the golf course are grown in the Community Corrections Department's Plant Materials Nursery.

Ramsey County and Washington County are preparing a joint plan for improvements to Century Avenue. The future expansion of the roadway may encroach on the east perimeter of the golf course.

The Mississippi Critical Area – Mississippi National River and Recreation Area Plan

Section D

Introduction

The Mississippi River plays a significant role in Ramsey County's history, its current life and its future. According to the Ramsey County Historical Society¹, people have lived on the Mississippi River in the vicinity of Saint Paul for at least 10,000 years. More recently, the river in downtown has been a major transportation resource and the focus of extensive commercial and industrial activity. The Mississippi River's future is a topics of extensive discussion with an emphasis on its value as an urban amenity that enhances residents' lifestyles while remaining a central part of the area's economic activity.

For Ramsey County, the river in downtown Saint Paul is the location of several major offices and service centers. In other areas, the County engages in parks, open space and transportation activities that are adjacent to the river.

Purpose of Plan

This Plan addresses the County's policies, plans and activities related to the portions of Minnesota's Mississippi River Critical Area Corridor (CA) and the U.S. Department of the Interior's Mississippi National River and Recreation Area (MNRRA) that are located in the County. The geographic areas associated with these two programs are identical in Minnesota. In this plan the term "CA—MNRRA" will be used to refer to this geographic area. Ramsey County's segment includes areas in Saint Paul and Maplewood as shown in **Map 1**, on the following page.

The development of a Mississippi River Critical Area Plan is required by Executive Order 79-19, and is subject to review by the Metropolitan Council and approval by the Department of Natural Resources (DNR).

The CA—MNRRA Plan will also be reviewed by the National Park Service for voluntary conformance with the MNRRA Comprehensive Management Plan policies. The Metropolitan

Major Statements

The following excerpts are from *Ramsey County: A Strategic Planning Guide for the Future of Ramsey County, May 2006*

"Ramsey County will become nationally known for its ability to realize economic rewards from celebrating nature rather than exploiting it, and the Mississippi River will once again become the principle area of focus within Ramsey County. The network of greenway corridors that connect the river front to the parks and open space of outlying communities will bring renewed vitality to the County's core city".

"We envision a County where each citizen is as familiar with the body of water their land drains to as they are with the streets in their neighborhood. They will understand the lake, river or wetland they live near may be directly affected by decisions they make in their personal lives. They will see that what happens in their neighborhoods may ultimately impact the larger system of ground and surface water in the County, State and Nation.

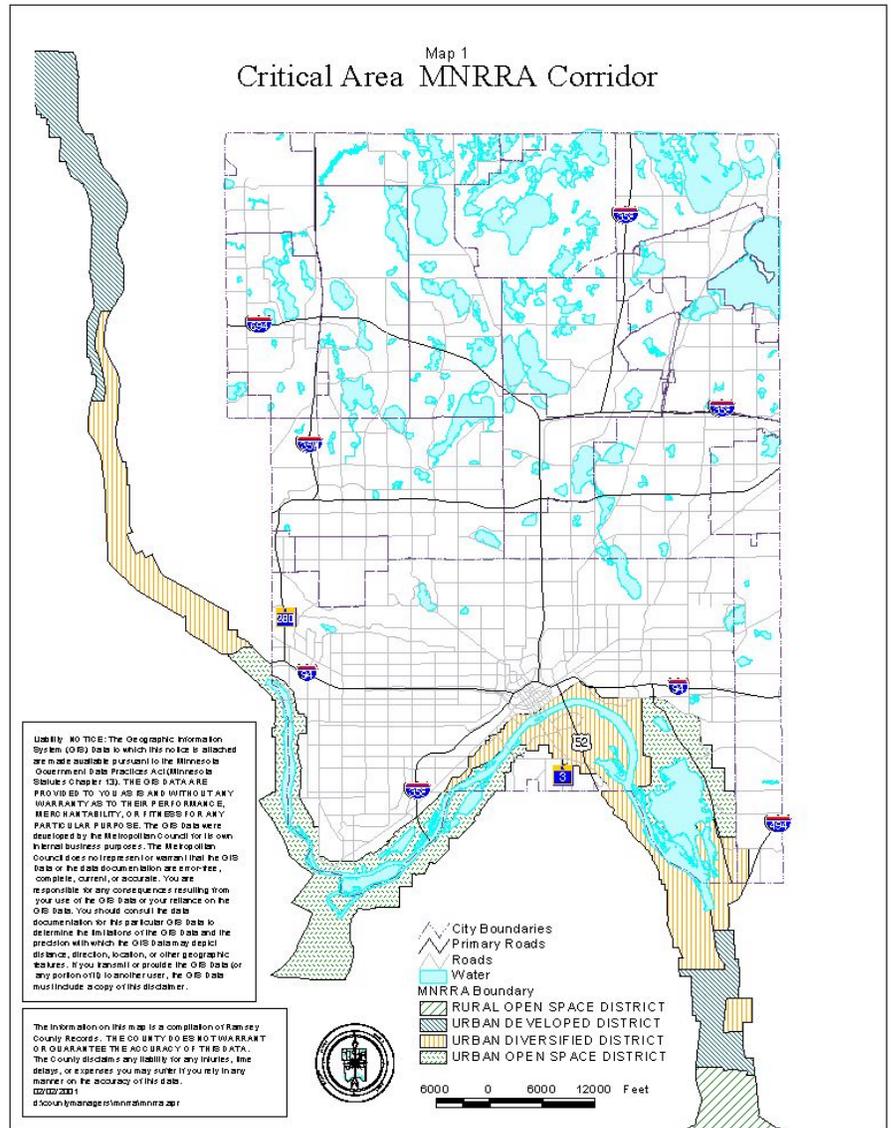
"Our citizens will live in a culture of environmental stewardship that looks beyond individual benefit for the good of all. Consequently, individuals will become responsible for the impacts of their actions on our rivers. As stewards of the headwaters of the great Mississippi River, the citizens of Ramsey County will understand that they have a moral obligation to deliver clean water to our neighbors downstream and to ensure clean water for future generations."

¹ Scott F. Anfinson in Ramsey County History, Special 150th Anniversary Issue, Spring, 1999 (p4).

Map 1

Council is coordinating local planning assistance for these plans and is requiring a joint CA—MNRRA Plan be prepared and included in Local Comprehensive Plans for jurisdictions falling within this Corridor. For Ramsey County, the CA—MNRRA Plan is closely tied to its required comprehensive plan components: Transportation, Surface Water Management, and Parks and Open Space.

This plan focuses on topic areas in which Ramsey County has responsibilities and has an active role. Since Ramsey County is exempt from the Land Use planning requirements, it does not have a role in regulating land use by other jurisdictions or entities, nor does it have the ordinances, regulations or other authorities associated with land use planning. In general, Ramsey County’s role in the CA—MNRRA corridor stems for its ownership of property and its provision of transportation, parks, recreation and open space services.



Minnesota CA and Federal MNRRA Programs

Both the Minnesota Mississippi River Critical Area (CA) program, operated through the Department of Natural Resources, and the Federal Mississippi National River and Recreation Area (MNRRA) program, operated through the US National Parks Service, are intended to enhance the management and use of land and water within the Corridor. They provide guidelines for how development should be managed in order to protect resources and the scenic qualities of the river corridor.

Minnesota CA Program’s purposes are:

- ◆ To protect and preserve a unique and valuable state and regional resource for the benefit of the health, safety, and welfare of the citizens of the state, region and nation;
- ◆ To prevent and mitigate irreversible damage to this state, regional, and national resource;
- ◆ To preserve and enhance its natural, aesthetic, cultural and historical value for the public use;
- ◆ To protect and preserve the river as an essential element in the national, state, and regional transportation, sewer and water and recreational systems; and

- ◆ To protect and preserve the biological and ecological functions of the corridor.

Federal MNRRA Program's purposes are to:

- ◆ Preserve, enhance, and interpret archeological, ethnographic and historic resources;
- ◆ Enhance opportunities for public outdoor recreation, education, and scenic enjoyment;
- ◆ Preserve, enhance and interpret natural resources;
- ◆ Provide for continued economic activity and development;
- ◆ Improve the public's understanding of the river and promote public stewardship of its resources; and
- ◆ Recognize and strengthen people's relationships with the river as a dynamic part of our heritage, our quality of life, and our legacy for future generations.

CA—MNRRA Corridor Districts

The CA—MNRRA has been separated into four districts based on the current use and character of different segments of the river. Corridor Districts were established to provide guidelines for protecting sensitive natural resources and preparing site designs in a manner that is consistent with the natural characteristics and its existing development in specific locations. Of the four types of Corridor Districts, two occur in Ramsey County: Urban Diversified Districts and Urban Open Space Districts. These two districts and their use restrictions are described below.

Urban diversified district: The lands and waters within this district shall be used and developed to maintain the present diversity of commercial, industrial, residential, and public uses of the lands, including the existing transportation use of the river; to protect historical sites and areas, natural scenic and environmental resources; and to expand public access to and enjoyment of the river. New commercial, industrial, industrial, residential, and other uses may be permitted if they are compatible with these goals.

Urban open space district: The lands and waters within this district shall be managed to conserve and protect the existing and potential recreational, scenic, natural, and historic resources and uses within this district for the use and enjoyment of the surrounding region. Open space shall be provided in the open river valley lands for public use and the protection of unique natural and scenic resources. The existing transportation role of the river in this district shall be protected.

Consistency with Minnesota Executive Order 79-19

Ramsey County recognizes that its planning activities in the Corridor must be consistent with Critical Area guidelines in addition to being subject to the policies, regulations and ordinances of the jurisdiction where the activity is occurring. For consistency with Minnesota Executive Order 79-19, plans should be developed in line with the following guidelines. Some items may not affect Ramsey County due to its limited role in the Corridor.

- C.1.a.(4) Protect all bluff greater than 18% and provide conditions for the development of bluffs between 18% and 12% slopes.
- C.1.a.(5) Minimize direct overland runoff.
- C.1.a.(6) Minimize site alteration.

- C.2.a.(3) Site plans shall include measures which address adverse environmental effects.
- C.2.a.(4) Site plans shall include standards to ensure that structures, road, screening, landscaping, construction placement, maintenance, and storm water runoff are compatible with character and use of Corridor in that district.
- C.2.a.(5) Site plans shall provide opportunities for open space establishment and for public viewing of corridor whenever applicable.
- C.2.a.(5) Site plans shall contain specific conditions with regard to buffering, landscaping, and vegetation.
- C.2.e.(1) Retain existing vegetation and landscaping of existing development.
- C.7.a. Minimize river crossings and concentrate at existing crossing where possible.
- C.7.b. Corridor shall not be used as a convenient right-of-way.
- C.7.b. New or modified transportation and utility facilities shall complement the planned land and water uses and shall not stimulate incompatible development.
- C.7.c. In planning and designing construction or reconstruction of all public transportation facilities in corridor, consideration shall be given to provision of:
 - Scenic overlooks for motorists;
 - Safe pedestrian crossings and facilities along corridor;
 - Access to the riverfront in public ownership; and
 - Reasonable use of land between river and transportation facility.
- C.8.a. Development of a 5-year capital improvement program or public facilities program for all public projects to be sited in the corridor.
- C.8.b. The capital improvement program of public facilities program shall be consistent with standards and guidelines in Executive Order 79-19, B and C.
- G.1. Notification by the local unit of government to DNR of all developments requiring discretionary action or a public hearing at least 30 days before taking action.

Consideration for MNRRA Guidelines

Ramsey County will consider the voluntary design guidelines identified in the MNRRA Comprehensive Plan for its activities within the CA—MNRRA corridor. To be consistent with the MNRRA program, plans should be developed in line with the following guidelines (some items may not affect Ramsey County due to its limited role in the Corridor):

- New development in the riverfront area should have a relationship to the river, a need for a river location, or capability to enhance the river environment (i.e. provides visual open space; maintains views of the river; retains or restores natural shoreline/bluff line appearance).
- Discourage development in areas containing significant wildlife habitat.
- Provide uninterrupted vegetated shoreline/bluff line where practical.
- Provide pedestrian/bicycle paths to connect the river to downtowns, neighborhoods, parks and open space.
- Prohibit land disturbance along the bluff face (slopes in excess of 12%).
- Preserve the bluff impact area (40 feet back from the bluff line) in a natural state. Restore natural vegetation in order to screen development.
- Provide additional setbacks in an additional 60-foot area (for structures over 30 feet tall) for a total bluff preservation area of 100 feet from the bluff line.
- Reduce visual impacts and protect views of the river and from the river and its shoreline areas by establishing maximum building heights for the bluff line and riverfront preservation areas – within 100 feet of the bluff line – 30 feet.
- Protect existing wetlands, restore degraded wetlands where practical.

- Work to increase and restore wildlife habitat and biological diversity, including in development projects.
- Apply setback and height restrictions and encourage careful site design to maintain views from open space and developed areas.
- Screen development with native vegetation wherever practical.
- Preserve endangered, threatened and rare species and their habitats, including in site development projects.
- Where practical, encourage placing utilities underground.
- Provide easements for future trail corridors in new developments.
- Preserve natural areas when designing parks and open space.
- Require new private developments to provide appropriate public trails and river access, including views.
- Reduce use of chemical fertilizers.
- Reduce use of salt on roads.
- Encourage alternatives to lawns to reduce fertilizer and pesticide runoff into river.
- Support regional pollution prevention and control plans for the metro area.
- Encourage uninterrupted vegetated shorelines/bluff lines to facilitate wildlife movement along the corridor.
- Preserve native vegetation or encourage re-vegetation using native species.
- Encourage open space land use in order to protect archaeological resources.

These same considerations will be required of Ramsey County by all municipalities and other governmental agencies operating in the CA—MNRRA corridor. All must establish land use policies and ordinances that incorporate the requirements of the Executive Order. If the County wishes to make significant changes in the use of one of its properties, it is subject to the same regulations and permit requirements as other entities working within the municipalities. Ramsey County works with Maplewood, Saint Paul, the US National Park Services, MN Department of Natural Resources (DNR), the Metropolitan Council, MN Department of Transportation, and other relevant agencies when it is considering or planning changes.

Ramsey County Policies and Practices

It has been, and will continue to be, Ramsey County’s policy and practice to work with the US National Parks Service—MNRRA, the DNR, local municipalities and other relevant entities as the County plans and implements programs and projects. The Mississippi River is a vital presence within the County and acting responsibly within the CA—MNRRA Corridor is in the County’s best interest. The County’s values and planned activities, as described below, are consistent with the intent of the CA—MNRRA programs. Ramsey County will pursue plans and project designs that are consistent with the Critical Area Corridor District guidelines for the project or facility’s site.

Ramsey County's interest in and impact on the Corridor are the result of the County’s ownership of property in the corridor, the direct services that it provides within the Corridor and the County's collaborative activities with other jurisdictions and local organizations. Therefore, unlike municipalities with land use planning authority, the County’s policy statements are related to its own activities and operations.

The County has a limited role in Surface Water Management. Ramsey County's role in surface water management is to ensure comparable levels of water resource management, education and citizen involvement throughout the County. This can be accomplished by supporting the water management

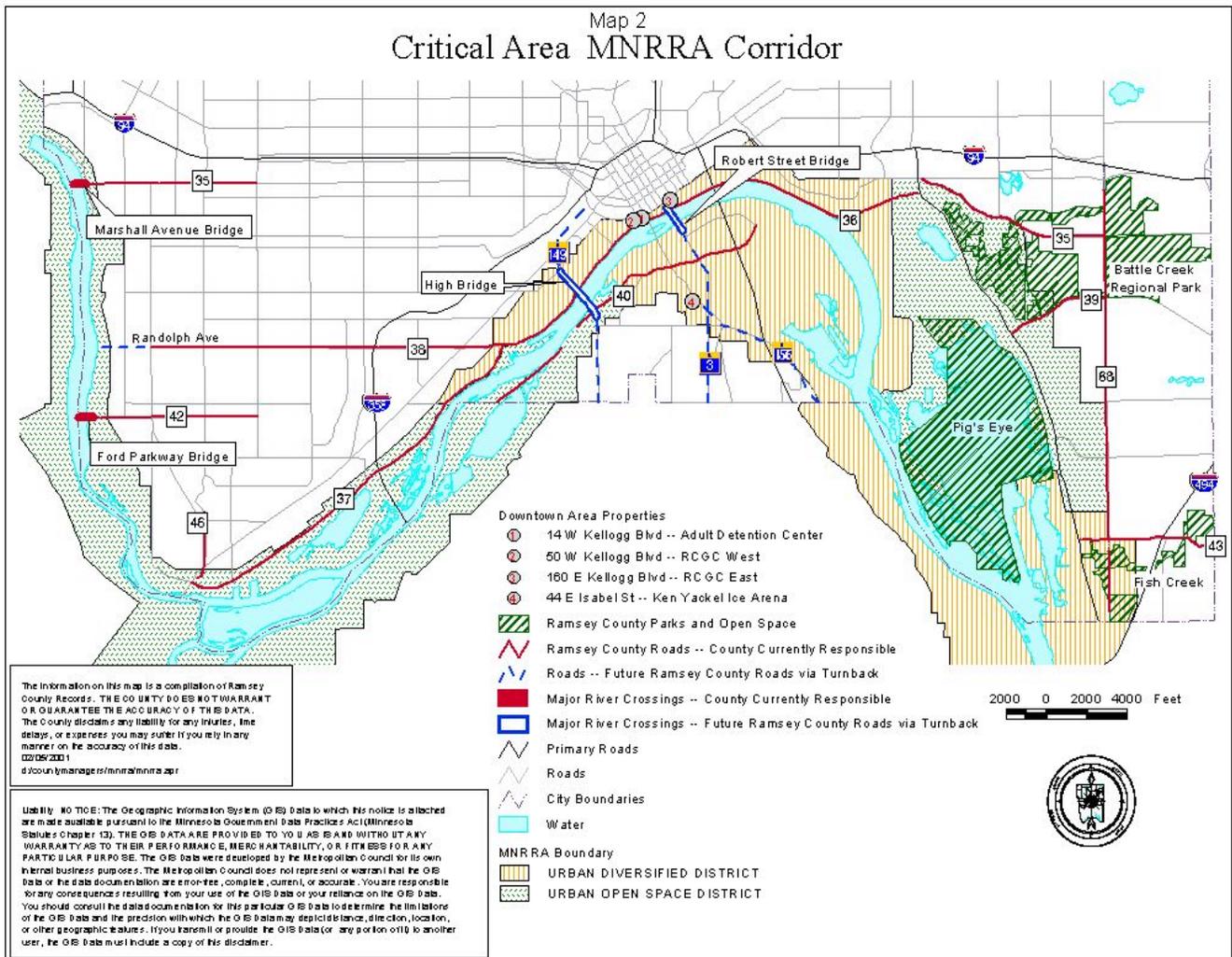
organization's (WMO) role in several ways, including providing technical information and administrative assistance where requested, assessing the relative effectiveness of WMO water management plans, utilizing consistent performance criteria for WMO board of manager applicants, providing opportunities for WMOs to share information and management strategies, and review of regional and state water quality goals and plans.

The County's surface water concerns tend to center around the impact of redevelopment on water quality. The County is also addressing water quality issues related to run-off from its rights of way. Best management practices and relevant performance measures are being developed to guide County operations. These are also discussed in more detail in Transportation and Water Resources Management sections in this Comprehensive Plan.

Ramsey County Presence in the CA—MNRRA Corridor

The CA—MNRRA Corridor crosses the southern area of Ramsey County. Most of it is in the city of Saint Paul: downtown Saint Paul and south of downtown. A small area is in Maplewood. The Ramsey County properties located within these areas, and their uses, are described within this section. **Map 2** identifies the CA—MNRRA corridor within Ramsey County.

Map 2



Ramsey County’s presence has incorporated values, plans and projects that are consistent with DNR requirements and National Park Services design considerations for geographic areas that include the corridor. This reflects the intergovernmental communications and working relationships that exists among County departments, municipalities, state agencies and federal agencies.

Major Activities

The County’s activities involve County-owned buildings and property on the riverfront in downtown Saint Paul, roads and major river crossings in or leading to several sections of the river, and parks and open space areas in the CA—MNRRA corridor in the southeast area of the County.

Ramsey County’s most visible planning issue in the CA—MNRRA corridor—and the area most likely to have significant change in the future—is the downtown Saint Paul riverfront area. The County has four major downtown St. Paul facilities and an ice arena in this corridor as described in **Table 1**.

Table 1
Ramsey County Plans and Consistency with Critical Area—MNRRA Land Uses

Property or Activity	Type of Corridor District	Changes in Planned Use	Consistent with State & Federal
Area in or near downtown Saint Paul			
RCGC—West and Adult Detention Center	Urban Diversified	Proposed sale of properties to improve access to riverfront and private use of these facilities	Appears to be consistent
RCGC—East	Urban Diversified	No changes	Appears to be consistent
90 West Plato	Urban Diversified	No changes	Appears to be consistent
Ken Yackel-West Side Ice Arena	Urban Diversified	No changes	Appears to be consistent
Union Depot / Concourse	Urban Diversified	Purchase of property from US Postal Service to be transformed into a transit hub	Appears to be consistent
Parks and Open Space; Roads and Bridges			
Battle Creek Regional Park--Battle Creek segment	Urban Open Space	Additional trails; Additional road to support more picnicking and trails; Additional winter sports areas	Appears to be consistent
Battle Creek Regional Park--Pig’s Eye segment	Urban Open Space	Continued and additional natural preservation and education activities	Appears to be consistent
Fish Creek Protection Open Space	Urban Open Space	Continued natural preservation activities	Appears to be consistent
Mississippi River Bluffs Protection Open Space	Urban Open Space	Preserve existing bluffs	Appears to be consistent
County roads and major river crossings including the Ford Parkway Bridge	Various	Roadway improvements including major rehabilitation of the Ford Parkway Bridge deck	Appears to be consistent

Ramsey County owns a significant amount of property—approximately 3,200 linear feet—along the Mississippi River bluff between the river and Downtown Saint Paul. This includes most of the land on the north side of the river extending east from District Energy (Kellogg and Market Street) down to the County’s Government Center—East Building (Kellogg and Jackson). There is also an area of river bluffs between these buildings. The limestone outcroppings with a network of caves forms a natural pedestal on which the central business district is built. This area includes the following properties:

- The **Ramsey County Government Center West** (RCGC-West) is composed of six buildings completed between 1895 and 1964. This former home of West Publishing Company headquarters building was renovated for County use in 1992. Its 620,612 square feet houses several County Departments. The County has undertaken relocation plans to relocate County Departments from the RCGC-West facility
- The **Ramsey County Government Center East** (RCGC-East) was built in 1908 and was originally used as a warehouse. It was renovated for County use in 1995. Its 386,000 square feet houses the Ramsey County Department of Community Human Services.
- The **Adult Detention Center** was built in 1979 as the County’s jail. It has 122,410 square feet on seven levels. The County has built a new Law Enforcement Center in a different location and, subsequently, the Adult Detention Center has been vacated.
- The **90 West Plato** facility was built in 1979 as an office building. The County acquired and renovated the property in 2007. Its 85,000 square feet houses the Ramsey County Departments of Property Records and Revenue and Title Examiner and is the future home of Public Health Administration, Emergency Management, and Veterans Services.
- The **Ken Yackel—West Side Ice Arena** is located at 44 East Isabel Street in Saint Paul; it is not adjacent to the river. This is one of nine public ice arenas built in the 1970s to serve Ramsey County residents. It has one regulation hockey rink, a warming room, locker rooms, restrooms, an office and mechanical room. No major changes are planned and there are no natural resource preservation issues associated at this facility.
- The **Union Depot** is located on East 4th Street between Sibley and Wacouta streets in downtown St. Paul’s Lowertown area, a vibrant neighborhood along the Mississippi River just 1 mile south of the State Capitol. The Regional Rail Authority is working to return the Union Depot to its former glory as a multimodal transit hub where east metro transit corridors can converge in one location. In May 2008, the Rail Authority purchased the concourse and other property from the United States Post Office, though a clause remains in effect through the end of 2009 that allows the United States Post Office to retain the property. The first phase for the Depot will include provisions for Central Corridor light rail transit, Amtrak passenger rail, Jefferson and Greyhound Lines intercity buses, Metro Transit buses, bicycles and pedestrians. Later phases will bring in commuter rail and Midwest High-Speed Rail from Chicago.

The County has determined that the sale of the Riverfront Properties, which includes the Ramsey County Government Center West and the Adult Detention Center facilities, would better support economic development activities and improve public access to the river. The County has entered into a purchase agreement with a local developer for the sale of its Riverfront Properties. By November 15, 2008, the County will know if this sale will be completed. To the extent possible, given existing conditions and uses, Ramsey County will incorporate CA—MNRRA design considerations for the bluff,

setback and other issues. A MNRRA representative has been involved in the County's Riverfront Planning Team activities.

The types of changes being considered are consistent with the area's urban diversified district status. Historically, these properties had a wide variety of uses including an ice storage facility, printing, and warehouses. Most of the space in these buildings, other than the Adult Detention Center, is now office space. Any potential changes are likely to be dominated by office space with the possibility of residential space.

Parks and Recreation areas in the southeastern area of the County include the Battle Creek and Pig's Eye sections of Battle Creek Regional Park and Fish Creek. The County has also acquired several properties on the Mississippi River bluffs between Battle Creek and Fish Creek. CA—MNRRA design considerations and guidelines will be considered in developing activities within these areas.

- **Battle Creek Regional Park—Battle Creek segment.** This is an 846-acre segment of the regional park. The most prominent visual characteristics of the park are the steep, wooded slopes paralleling the Mississippi River and Battle Creek. The park includes approximately two miles of bluff land along the east side of the Mississippi River Corridor. Battle Creek flows through a steep, wooded valley that varies in depth from 25 feet to over 150 feet. The bluffs are significant in the development of the park as they provide a corridor, barriers, and panoramic views of the river valley.

Battle Creek flows from east to west through the park on its way to the Mississippi River. Although the creek has been degraded and altered due to run-off from the surrounding development, it still maintains an overall positive aesthetic impact on the park. Improvements to the creek and upstream watershed area by the Ramsey-Washington Metro Watershed District have corrected erosion problems and restored the creek as an asset to the park. The existing development includes:

- A large group picnic area and water park at the intersection of McKnight and Upper Afton Roads;
 - A system of paved pedestrian and bicycle trails throughout the park;
 - Parking in the lower end of Battle Creek near Highway 61 and trails connecting to regional trails along the river;
 - Cross country skiing and mountain bike trails between Highway 61 and Winthrop Street; and
 - Most of the remaining area will be maintained and managed in a natural state including efforts to restore areas degraded by landfills, erosion, borrow pits or other intrusions.
- **Battle Creek Regional Park—Pigs Eye Lake segment.** This area of the regional park lies entirely within the floodplain of the Mississippi River. The lake covers approximately 500 acres and is very shallow (less than 10 feet). The park includes 610 acres surrounding the lake that is entirely floodplain. The area includes a major heron/egret rookery, bald eagle nesting and extensive areas of floodplain habitat. The rookery is currently managed as a scientific and natural area (SNA) by the Minnesota Department of Natural Resources.
 - **Fish Creek Protection Open Space** is a 130-acre site located in the southeast corner of Ramsey County. It includes the entire 1.5-mile length of Fish Creek as it flows from Carver Lake west under Highway 61 and then into Pigs Eye Lake. I-694 separates the area into two segments:

- The segment downstream of I-694 is a deep wooded valley with very steep side slopes. The creek has a large drop in elevation through this ¾-mile segment. The area also includes the steep wooded bluff line of the Mississippi River parallel to Highway 61 and ½ mile of bluff line south of Fish Creek.
 - The segment upstream of I-694 has a much flatter creek gradient and lacks the deep valley. This part of the creek corridor includes a variety of wetlands, wooded slopes and grasslands.
- **The Mississippi River Bluffs Protection Open Space** site is located in the southeast part of Ramsey County in the city of Saint Paul. The site is a 2-mile long narrow strip of steep sloped bluff line, paralleling the east side of Highway 61 between Battle Creek Regional Park on the north and Fish Creek Protection Open Space on the south. The site is entirely a steep, wooded slope with an incline of more than 30%. The site generally lies between residential properties at the top and bottom of the bluff.

Ramsey County has acquired 69 platted lots in this area totaling 12 acres—about 25% of the total site—through tax-forfeiture or donations. The County will continue to acquire lots in this area through tax-forfeiture or donations.

Ramsey County is participating in a Joint Powers Agreement to develop the **Bruce Vento Regional Trail Corridor**. This corridor is intended to extend into the CA—MNRRA corridor in Saint Paul. However, Ramsey County’s responsibility will be in the suburban area of the County.

Parks and Recreation Department activities will continue the development of both recreation infrastructure and natural preservation areas in a manner that supports the urban open character of the location. The Parks and Recreation Plan proposes improved resident access to the Corridor with new trails and parking areas. In relation to natural preservation activities, Ramsey County's participation in a bluffs restoration project with the Great River Greening Program is typical of the type of activities that are envisioned. This restoration project is a cooperative activity funded by MN Legislative Commission on Minnesota Resources and US Mississippi National River and Recreation Area.

The CA—MNRRA corridor has numerous roadways that travel through or intersect the corridor. Ramsey County has responsibility for a significant number of roads in this corridor.

➤ **County roads:**

- | | |
|--------------------------|-----------------------|
| 35 – Marshall Avenue | 35 – Upper Afton Road |
| 36 – Warner Road | 37 – Shepard Road |
| 38 – Randolph Ave. | 39 – Lower Afton Road |
| 40 – West Water Street | 40 – Plato Boulevard |
| 42 – Ford Parkway | 46 – Edgumbe Road |
| 43 – Carver Avenue | 68 – McKnight Road |
| State 156—Concord Avenue | State 149 |

➤ **Major river crossings:**

- | | |
|------------------------|----------------------|
| Ford Parkway Bridge | High Bridge |
| Marshall Avenue Bridge | Robert Street Bridge |

Implementation of Activities

In order to implement any of the policies and plans described above, several steps are usually necessary. Typically, Ramsey County develops projects with teams that could include representatives from Ramsey County, municipalities, the state of Minnesota, Metropolitan Council, federal agencies, not-for-profit organizations or citizens.

The first step would be to develop specific project plans. The proposed plans would then be reviewed and approved by the County Board and other sponsoring agencies, permit and zoning issues would need to be addressed and funding secured. The review and approval process for projects within the Corridor is likely to require participation by the DNR. If a proposed project requires an amendment to this plan, the DNR must approve the amendment in writing before it is enacted by the local government. In addition, for all Corridor developments that require a public hearing or discretionary action, a local government must notify the DNR at least 30 days before action is taken. The DNR will review and comment on the project's compliance with Critical Area, MNRRA policies, and other state requirements. Notice of the final action is required to be sent to the DNR.

Ramsey County activities would be included in the appropriate budget process. In particular, if a project requires capital investments, the proposal will be incorporated in the County's Capital Improvement Plan (CIP) budget.

Citizen Participation and Intergovernmental Cooperation

Ramsey County uses extensive citizen participation and intergovernmental activities to plan and implement its activities. While some of this activity is necessary to preparing required plans or permits, a significant amount occurs because it is the best way to do business. One example was the County's Strategic Planning process that included direct outreach to thousands of people on a variety of topics. Another example is the riverfront planning process that engaged community leaders in a design workshop focused on Ramsey County owned properties.

Solid Waste

Section E

Introduction

Three formal documents are central to solid waste planning efforts: the *Policy Plan*, the *Regional Plan* and the *Master Plan*. These three plans work in concert to assure that the solid waste system addresses the environmental and health goals established in law. These plans can be accessed electronically through the URLs provided below:

Policy Plan

Minnesota has extensive policies and planning requirements related to solid waste management. The guiding document for the Twin Cities metropolitan area is the *Metropolitan Solid Waste Management Policy Plan 2004-2023* (Policy Plan). It was developed jointly by the Minnesota Pollution Control Agency (MPCA) and the Solid Waste Management Coordinating Board (SWMCB), a joint powers board of Anoka, Carver, Dakota, Hennepin, Ramsey, and Washington Counties. The Policy Plan has the effect of law and sets the standards against which local solid waste plans are reviewed and approved. This **Policy Plan** can be accessed through the following web link:

<http://www.pca.state.mn.us/oea/lc/metroplan.cfm>

Regional Plan

The vision and goals in the Policy Plan provide the foundation for county solid waste master plans. The master plans have specific content requirements outlined in Minnesota Statutes and the Policy Plan. The master plans must be prepared with involvement of the public and must be reviewed and approved by the MPCA. Master plans plan for 20 years, with an emphasis on the coming six years.

The SWMCB has coordinated the last two master plans prepared by metropolitan counties. The most recent regional plan is the *Regional Solid Waste Master Plan 2005-2024* (Regional Plan). Working regionally has allowed metropolitan counties to collaborate on items of regional significance and to share resources, while also allowing counties to plan for local circumstances. The **Regional Plan** can be accessed through the following web link:

<http://www.swmcb.org/files/ApprovedRegionalSolidWasteMasterPlan2005-2024.pdf>

Master Plan

The *Regional/Ramsey County Solid Waste Master Plan 2005-2024* (Master Plan) guides management of trash, recyclables, and other solid wastes. Part of the plan focuses on actions specific to Ramsey County and part focuses on various initiatives across the Twin Cities region. The **Master Plan** can be accessed electronically through the following web link:

http://www.co.ramsey.mn.us/NR/rdonlyres/A274CAF1-D725-4EEE-A286-0641B464CB70/2627/Solid_Waste_Master_Plan.pdf

Waste management work in Ramsey County is directed by the *Regional/Ramsey County Solid Waste Master Plan* (Master Plan). The Master Plan incorporates both the Regional Plan and county-specific elements. It was adopted by the Ramsey County Board in 2004 and approved by the MPCA in 2005. Using the vision, goals, and policies from the Policy Plan as a framework, the Master Plan includes outcomes, policies, and strategies in the following areas:

- Toxicity Reduction: including household hazardous waste and commercial hazardous waste;
- Waste Reduction, Reuse, and Recycling: Ramsey County also includes a yard waste section;
- Processing: including waste-to-energy and composting of separated organic waste;
- Landfilling: including mixed municipal solid waste (MSW);
- Non-MSW Management: including solid wastes other than MSW, such as construction, demolition, and industrial wastes;
- Regulation; and
- Cost and Finance.

Included in this comprehensive plan is the *Regional/Ramsey County Solid Waste Master Plan* as it was adopted by the Ramsey County Board of Commissioners on November 16, 2004¹. This document is the latest formally approved *Master Plan*. The process for revising the regional solid waste policy is being initiated during 2009, after which the SWMCB and its counties will revise the regional and county solid waste master plans. Addendum 1 at the end of this section includes selected updates on solid waste issues.

Regional/Ramsey County Solid Waste Master Plan

Introduction

The Ramsey County Board of Commissioners adopted the *Regional/Ramsey County Solid Waste Master Plan* on November 16, 2004. The County obtained input from several sources in developing the Master Plan. The County has been engaging the public on solid waste management issues in a variety of ways since the current master plan was adopted in early 1999. Two primary sources of this information have been:

- Public Collection Study. During 2001-2 Ramsey and Washington Counties undertook an extensive process to study the potential for public collection of solid waste to help the Counties achieve environmental, health, and safety goals (see Processing section of Description of the Solid Waste Management System). The Counties provided a significant number and variety of opportunities to obtain input from the public and the regulated community.
- Resident and Business Surveys. Since the late 1980s the County has periodically conducted random, statistically significant surveys of residents and the business community on a variety of solid waste-related subjects. The most recent survey was of residents during summer of 2004.

In addition, the County has sought input specifically to the process for revising the Ramsey County portion of the master plan:

- Ramsey County Solid Waste Advisory Committee. State statute requires that metropolitan counties have a county solid waste advisory committee to aid in the preparation of the county master plan and revisions to the master plan. The committee must consist of citizen representatives, representatives from towns and

¹ The *Master Plan* references population forecasts which have since been updated. Please see the Foundation chapter, Section A, in this comprehensive plan for the latest population forecasts available.

cities within the county, and representatives from private waste management firms. (The committee must also include residents of towns or cities within the county containing solid waste disposal facilities; this does not apply to Ramsey County because there are no solid waste disposal facilities located in the county.)

The Ramsey County Board of Commissioners established the Ramsey County Ad Hoc Solid Waste Advisory Committee in May 2004 with the following members. The Committee met four times between June and October 2004 and provided valuable input in developing the master plan.

- Citizen representatives. Debby Baumgartner, David Christianson, Eric Haugee, David Lowell, Dawn Nelson, Becky Reyer
- Municipal representatives. Rick Person (Saint Paul), Tim Pratt (Roseville), Scott Somers (White Bear Lake)
- Industry representatives. George Walter (Walter's Refuse and Recycling), Chuck Wegner (BFI), Gary White (NRG)
- Community Health Services Advisory Committee Liaison. Jack Rossbach
- Minnesota Office of Environmental Assistance Liaison. Anne Gelbmann

Other Public Input. Two meetings with municipal recycling coordinators were held in September and October 2004, and the plan revision was outlined to city managers in October 2004. A meeting was held with Saint Paul community council staff in October 2004. County staff sent a notice to chief administrative officials and recycling coordinators of municipalities and to all licensed waste haulers and solid waste facilities, notifying them of the availability of the draft master plan and seeking their input. The draft master plan was also posted on the County's web site in October 2004 for the purposes of seeking input from the public. In addition, County staff also worked closely with Washington County staff in developing plan sections pertinent to both Counties.

Vision, Goals, and Key Themes

See the *Regional Solid Waste Master Plan 2005-2024* (no separate Ramsey County version):
<http://www.swmcb.org/pdf/ApprovedRegionalSolidWasteMasterPlan2005-2024.pdf>

Description of the Solid Waste Management System

Introduction

Ramsey County is the smallest county geographically in Minnesota and also the most densely populated. Its 2000 Census population was 511,035, and the 2003 Metropolitan Council estimate was 515,274. While pockets of developable land remain, the vast majority of Ramsey County has already been developed. Redevelopment continues to occur in many places in the county.

According to Metropolitan Council population forecasts, Ramsey County, while the slowest growing of the metropolitan counties, is still forecast to continue to grow to 541,000 in population in 2010 and 563,000 in 2020. Employment is projected to grow from 329,000 employees in 2000 to 370,000 in 2010 and 402,000 in 2020.

Ramsey County's population is becoming increasingly diverse in terms of race, culture, and language.

Table 1 shows broad changes from the 1990 to 2000 Census by race and ethnicity.

Table 1
Changes in Race and Ethnicity in Ramsey County, 1990-2000

	1990	2000
White	88%	77%
Black/African-American	5	8
American Indian/Alaska Native	1	1
Asian	5	9
Other Races	1	5
TOTAL	100%	100%
Hispanic/Latino (any race)	3	5

Ramsey County includes all or part of 19 communities, the largest of which is the City of Saint Paul. Estimated 2003 population for the Ramsey County portion of all communities is shown in **Table 2**. (Note that this master plan focuses on 17 communities: the Cities of Blaine and Spring Lake Park, with almost all of their populations in Anoka County, are addressed in the Anoka County solid waste master plan.)

Table 2
2003 Metropolitan Council Population Estimates for Communities in Ramsey County

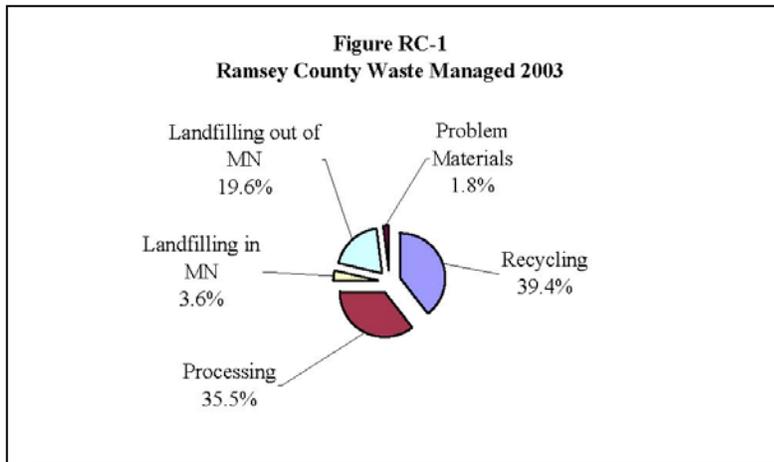
Municipality	2003 Population (within Ramsey County)
Arden Hills	9,457
Blaine (part)	0
Falcon Heights	5,579
Gem Lake	442
Lauderdale	2,364
Little Canada	9,890
Maplewood	35,763
Mounds View	12,865
New Brighton	22,332
North Oaks	4,082
North St. Paul	12,273
Roseville	34,080
St. Anthony (part)	2,512
Saint Paul	287,604
Shoreview	26,475
Spring Lake Park (part)	105
Vadnais Heights	13,270
White Bear Lake (part)	24,517
White Bear Township	11,664
RAMSEY COUNTY	515,274

Waste Generation and Collection

Quantities of Solid Waste

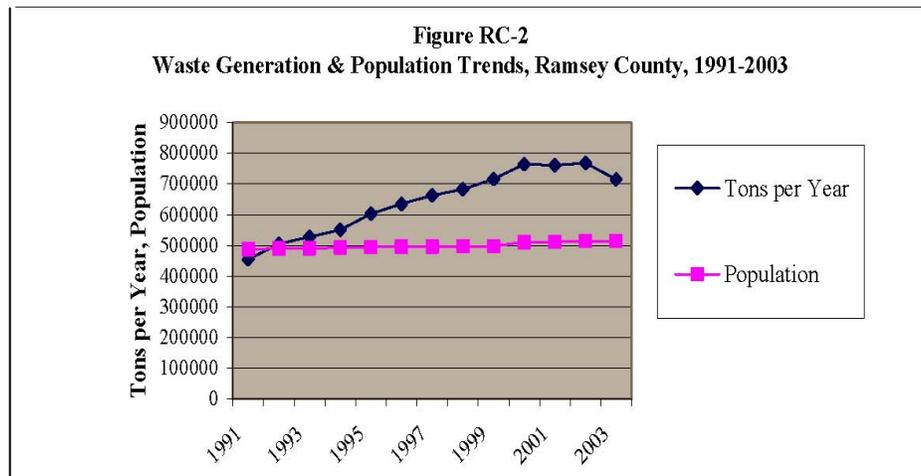
Ramsey County reported about 716,000 tons of mixed municipal solid waste (MSW) managed in 2003 (does not include yard waste managed). As shown below in **Figure RC-1**:

- 39.4% was recovered for recycling (adding the 3% source reduction credit and 5% yard waste credit allowed by the State, the County’s reported recycling rate was 47.4%);
- 35.5% was delivered to the Ramsey/Washington County Resource Recovery Facility in Newport (NRG-Newport), of which about 27% was converted to refuse derived fuel (RDF) and about 9% was landfilled (waste that bypassed the processing lines, including both non-processible waste and excess waste, plus residuals from the processing lines);
 - *36.8% when recycled metals at NRG-Newport are included; this material is already included in the 39.4% recovered for recycling.*
- 1.8% was separately managed problem materials (not recycled, and not processed at an MSW facility; e.g., tires, used oil, and solvents combusted in separate facilities for energy); and
- 23.2% was landfilled as unprocessed waste (19.6% to landfills outside of Minnesota and 3.6% to landfills within Minnesota; does not include any waste delivered to NRG-Newport).



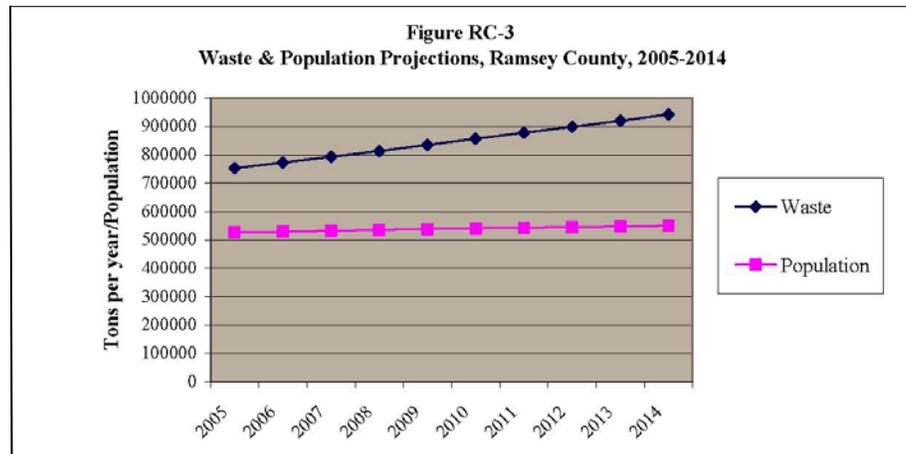
Historic Waste Generation

This section addresses mixed municipal solid waste (MSW) generation. As shown in **Figure RC-2**, according to annual reports (SCORE and Certification) submitted by Ramsey County to the State, total MSW increased significantly during the 1990s, and then has leveled off since the turn of the century.



Forecasted Waste Generation

Figure RC-3 shows projected waste growth for Ramsey County for the 10-year period from 2005 through 2014. Like any projection, this one is based on numerous assumptions*, and thus actual waste growth could be higher or lower than projected.



* The projections are based on the following:

- While the chart begins with 2005 the calculations begin in the base year of 2003. For the base year an average of the total MSW reported for 2002 and 2003 was used. This average was used because, due to implementation of the County Environmental Charge, a substantial amount of what was called MSW by waste haulers in 2002 was reported as industrial or construction/demolition waste in 2003, resulting in an overall smaller amount of MSW in 2003.
- The base year was adjusted by the growth rate of population, as projected by the Metropolitan Council for Ramsey County for 10-year intervals and interpolated for intervening years. The Metropolitan Council projects employment in Ramsey County to increase at a faster rate than population for this time period; this means that these projections may be conservative (because MSW is generally reported in aggregate—not separated by residential vs. non-residential sources—there is no generally accepted method of making waste projections that reflects both population and employment changes over time).
- The last element used in these waste projections was to use historical average annual changes in per capita waste generation, which was calculated by the Minnesota Office of Environmental Assistance (MOEA) to be 2.0% per year for the SMWCB region for 1991-2002.

The projection does show significant waste growth in future, even though Ramsey County’s population is projected to grow at a considerably slower rate than other metropolitan area counties. As shown in Figure RC-3, waste generation in Ramsey County could increase substantially by 2014, from about 755,000 tons in 2005 to about 942,000 tons in 2014, an increase of 25% versus population increase of only 4%. Most of the waste growth is due to the projected increase, based on historical trends, in waste generation per person of 2.0% per year

Waste Collection

As of 2004, of the over 200 waste haulers licensed by metropolitan counties to collect and transport MSW, 32 are based in Ramsey County (base licenses). Ramsey County also licenses 86 haulers based in other counties (operating licenses).

Ramsey and Washington Counties track how much trash each hauler collects in the two counties, both the total amount and the amount delivered to the Resource Recovery Facility in Newport (NRG-Newport). For the two counties combined during 2003:

- The top three haulers collected 57% of the total trash;
- The top ten haulers collected 82% of the total trash.

Residents in five communities in Ramsey County are served by “organized collection,” in which the city or township arranges for MSW (trash) collection for all of its residents, or at least all single-family residents, by contract with one or more waste haulers: Little Canada, North St. Paul, Vadnais Heights, White Bear Lake, and White Bear Township. Except for some municipal buildings, all MSW collection in the county for businesses, industries, and institutions is provided under “open collection,” also known as “subscription service,” in which waste generators contract individually with a waste hauler of their choice.

Waste haulers take MSW collected from waste generators directly to NRG-Newport, to a transfer station, or to a landfill. Waste generators can also haul their own waste to transfer stations in the county, NRG-Newport, or to transfer stations or landfills in other counties.

All but two communities provide curbside or on-site recycling services to their residents (again, to all residents or at least all single-family residents) by contract with one or more haulers or recycling service providers. All recycling services are provided by subscription service to residents of Mounds View and St. Anthony, as well as to all businesses, industries, and institutions (except for some municipal buildings) throughout the county.

Toxicity Reduction

Household Hazardous Waste (HHW) Program

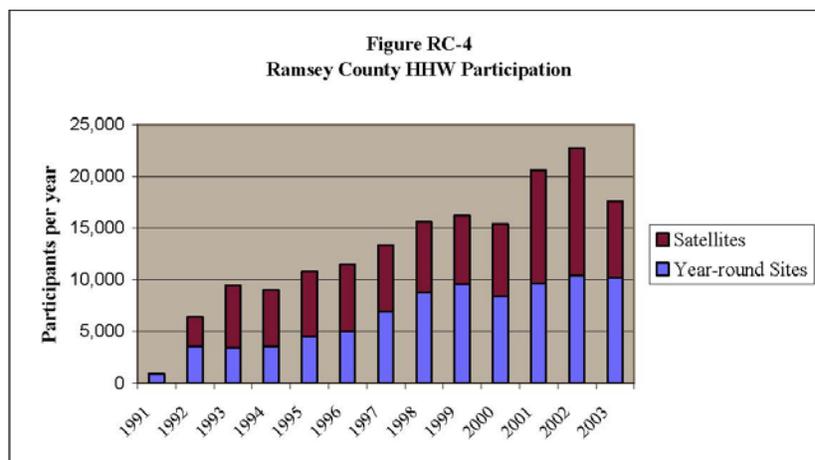
Minnesota Statute §115A.96 requires counties to include plans for HHW in their solid waste plans. These plans must provide for public education on HHW, develop a strategy to reduce HHW, and provide for the collection of HHW (Minn. Stat. §473.804 contains a similar requirement specifically for metropolitan counties). Ramsey County has complied with this mandate, and has designed an HHW program to ensure safe, convenient and effective collection and management of HHW.

HHW Collection Services

Ramsey County provides year-round HHW collection services for residents. The County has contracted with Bay West, Inc. through 2009 to provide a year-round site, operate the year-round site plus seasonal satellite sites, and package wastes for shipment to recycling or disposal locations. The County has directed Bay West to use State contract vendors for transportation and disposal of all wastes.

Located at Bay West’s headquarters at 5 Empire Drive in Saint Paul, the year-round site is open on Saturdays from November through March, and on Wednesdays through Saturdays from April through October. The County has five satellite site locations, one within Saint Paul (Pleasant Avenue Ice Arena) and four in suburban areas (Maplewood, Roseville, White Bear Lake, and Shoreview). These sites are typically open Fridays and Saturdays for several weekends at a time per site. The County also provides HHW collection services in conjunction with selected municipal cleanup events.

Figure RC-4 shows participant counts for Ramsey County’s year-round and seasonal satellite sites since 1999. Counts are closely correlated with the amount of publicity provided. For example, during 2002 the County undertook extensive publicity, and 22,767 participants used the sites, while in contrast during 2003 publicity efforts were decreased due to budget cuts, and only 17,606 participants used the sites.



Paint, including both latex and oil, accounts for a majority of all wastes received. The next largest waste streams received are used oil and solvents. Other significant waste streams include compressed gas cylinders, aerosols, antifreeze, fluorescent lamps, and lab packs (which include a variety of wastes such as pesticides). In terms of how these wastes are ultimately managed, during 2003, 44% was recycled, 48% was fuel-blended, and 8% was incinerated.

HHW Promotional Activities and Public Education on HHW Reduction

Ramsey County promotes the availability of HHW collection sites in a variety of ways, including the County and municipal web sites, brochures handed out at various events and other venues, and to callers to the County's 633-EASY hotline. The County provides recorded messages in several languages.

The County promotes HHW reduction in printed materials distributed to users of the HHW collection sites and in conversations with callers to the hotline. The messages encourage residents to buy only the amount of product they need, to safely use up the products they buy, or to choose less or non-hazardous products. Department of Public Health nurses providing home health care visits supply information to clients in Ramsey County on safe use and proper management of hazardous household products.

The County provides a variety of outreach tools designed for specific audiences, such as targeted mailings to specific zip codes, and specific events, such as community clean-ups. Opening of new seasonal satellite sites and changes in seasonal operating hours provide opportunities for promotion through press releases and other media outlets. (Also see Waste Reduction and Reuse section for a discussion of public information, education, and promotion methods used by the County.)

Hazardous Waste Compliance Program

To meet statutory requirements, Ramsey County has adopted a Hazardous Waste Management Ordinance that outlines generator and facility licensing requirements, proper management of waste, and enforcement provisions. To facilitate compliance, the County provides hazardous waste generators with information and training on proper management of hazardous waste, and also conducts periodic inspections of licensed operations. Generator license fees vary based on volume of waste generated, providing an incentive to reduce waste generation.

The County regulates (as of 2004) 1,987 hazardous waste generators. Based on an extensive study of risk issues in 2000, they are divided into four risk categories: high risk (229, inspected annually), medium risk (1,090, about 2/3 inspected annually), low risk (233, about 1/3 inspected annually), and self-audit (435, annual audit review, 5% randomly inspected annually). There were 1,336 inspections performed during 2003. Hazardous waste staff provides substantial technical assistance during telephone calls (about 2,700 during 2003). The County also refers businesses and other non-households to other resources, such as MnTAP (Minnesota Technical Assistance Program), which provides consultation services on hazardous waste minimization and management

Staff offers general hazardous waste training sessions open to all licensed businesses, plus industry-specific training, as needed, to targeted industries. On-site training is also offered to all licensed businesses. In 2003 staff conducted four annual training sessions, 26 on-site training sessions, and 45 on-site consultations. Training covers hazardous waste management issues and includes a pollution prevention component and waste reduction advice. The County also mails a quarterly hazardous waste newsletter to all licensed hazardous waste generators and others on request. Each issue covers hazardous waste management and always includes a pollution prevention or waste reduction component. Staff also participates in the Mercury Free Zone project with schools; the focus is to eliminate mercury at the schools.

To encourage more recycling of certain hazardous wastes, Ramsey County also informs generators about opportunities to participate in the MPCA's Special Waste Pilot Project. This project reduces regulatory requirements, saving generators money and effort while promoting recycling over incineration or disposal of

wastes. About $\frac{3}{4}$ of all hazardous waste generators report the generation of one or more of the hazardous wastes that are covered by the Special Waste Project.

Private Sector Services

The private sector provides many services related to reducing the toxic or hazardous character of waste or properly managing problem materials or hazardous wastes. Such services include: waste minimization, pollution prevention, and hazardous waste management consultation; hazardous waste transportation; waste testing (to determine if a waste tests hazardous); hazardous waste disposal; recycling of hazardous wastes (that fall under the MPCA's Special Waste Pilot Project); and recycling of various other hazardous wastes or problem materials.

Waste Reduction, Reuse, Recycling, and Yard Waste Management

Waste Reduction and Reuse

Ramsey County places a major focus on waste reduction in its general public education and information activities, as well as specific waste reduction messages that are integrated into the yard waste, household hazardous waste, and hazardous waste compliance programs. As summarized below, the County uses a variety of methods in its extensive efforts to provide information and education to the public on waste reduction and reuse, as well as other solid waste management issues:

- **Web Sites.** A variety of information is provided on the County's web site, and is provided to municipalities to use on their web sites. People can also email questions to County staff.
- **Telephone Lines and Recorded Messages.** Ramsey County has provided the 633-EASY "hotline" since the 1980s to respond to questions from the public about reuse, recycling, yard waste, household hazardous waste, difficult-to-dispose-of materials, and other solid waste issues. Calls from businesses and other organizations are directed to the County's Business Waste Assistance staff for information on reduction and recycling opportunities. The County also provides recorded messages, some in different languages, for specific program areas.
- **Brochures.** The County provides a variety of brochures, typically for specific program areas. These are distributed to the public in a variety of ways, usually dependent on the specific nature of the brochure. Brochures are produced by a variety of sources, such as the County and the Minnesota Office of Environmental Assistance (MOEA). Examples of methods and audiences of distribution include municipal and other local government offices, health/environmental fair events, solid waste haulers and transfer stations, new resident packets, community clean-up events, utility bill inserts, private employers, and HHW and yard waste sites.
- **Presentations.** County staff makes presentations on many aspects of solid waste management, especially on waste reduction (e.g., low-waste shopping and holiday entertaining), HHW, recycling, and composting. Presentations are made to a variety of audiences, such as community groups, faith-based groups, schools and school-related groups, libraries, business groups, day care facilities, and Early Childhood Family Education.
- **Publications.** *Trash Today*, published by the Ramsey/Washington County Resource Recovery Project and sent about twice per year to all residents and businesses in both Ramsey and Washington Counties, includes articles about many aspects of an integrated waste management system, ranging from waste reduction to waste processing.

- **Municipalities.** County staff meets with municipal recycling coordinators regularly and provides information for municipalities to use in their web sites and newsletters, and to provide to the public at various events.

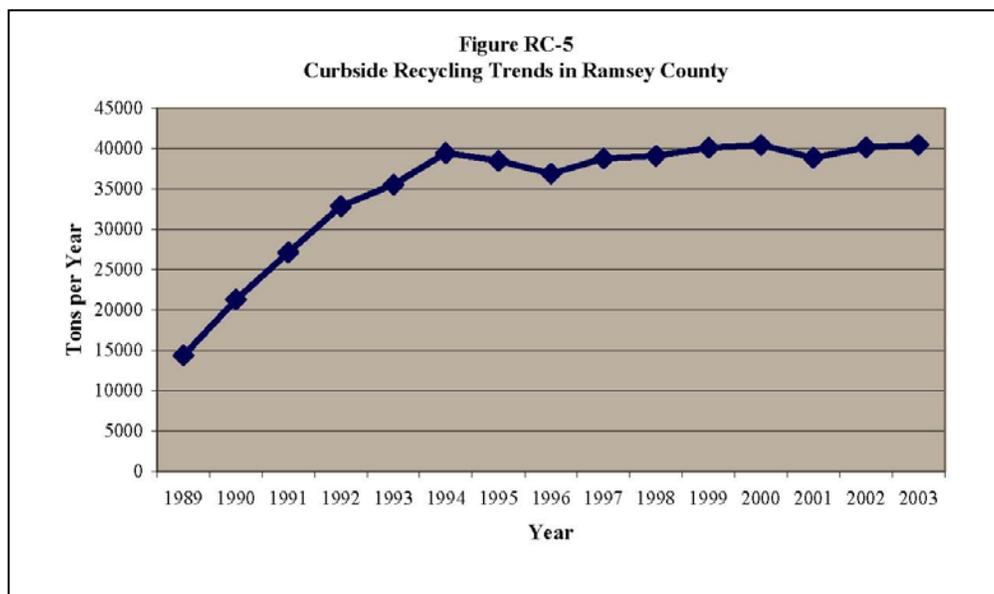
The County also promotes reuse through its contract with the Free Market, a listing service for residents who want to give or get free reusable goods for the home, garage, and garden.

Recycling

Residential Recycling

Minnesota Statute §115A.552 sets out requirements for opportunities for residents to recycle. Ramsey County ensures the opportunity to recycle by directing municipalities, through its solid waste master plan, to provide for recycling services to all residents. The County provides SCORE grant funding to municipalities to partially support those programs.

For single-family residents, most municipalities contract with one or more haulers or recycling collectors to provide curbside service; two municipalities provide for curbside service by requiring by ordinance that licensed waste haulers provide a specified basic level of recycling service to their customers. As shown in **Figure RC-5**, curbside-recycling tonnage has been relatively stable at around 40,000 tons per year for about a decade.



For multi-unit housing, some municipalities provide direct service to multi-unit housing using the same contract as for curbside recycling, some require by ordinance that licensed waste haulers provide recycling service, and some rely on arrangements by building management through ordinance requirements or other means. Almost all municipalities provide for collection of at least four broad (e.g., paper/cardboard, metal, plastic, glass, textiles) materials, at least every other week (North Oaks provides for monthly collection of three broad materials but will be collecting every other week in 2005).

One municipality, White Bear Lake, operates a drop-off facility for its residents, and Saint Paul provides funding (through its contractor, Eureka Recycling) for a drop-off facility open to the public at Vasko Solid Waste, Inc. Many municipalities and also district councils in Saint Paul provide periodic cleanup events at which recyclable materials and other wastes are accepted.

Funding for municipal programs, including collection of recyclables, is supported by annual “SCORE” grants from Ramsey County from the annual SCORE monies the County receives from the State. During 2004 the County allocated \$985,000 to municipalities in SCORE grants, distributed on a per capita basis. The grant agreement between the County and each municipality has several stipulations, including a requirement that if a municipality does not provide for on-site recycling service for all its residents, the County may deny granting a portion of the grant proportional to the number of households not provided with service.

The County requires each municipality to have a long-term funding mechanism in place to supplement SCORE grants. Mechanisms used include collecting revenues through utility bills, requiring haulers to directly bill customers, or arranging through a joint powers agreement with Ramsey County to collect a separate municipal recycling service charge (using the County’s statutory service fee authority) on residential property tax statements.

The County coordinates regular municipal recycling coordinator meetings to share information on recycling, waste reduction, yard waste, HHW and other issues, and to share public education strategies and information.

The County contracts with Eureka Recycling to provide the (651) 633-EASY telephone hotline to provide information to residents on recycling and other solid waste management topics.

Non-Residential Recycling

According to a random survey of Ramsey County businesses conducted in 2000, about 69% recycle cardboard, 67% recycle office paper, and 76% recycle cans.

Ramsey County provides businesses and institutions information and technical assistance on recycling and various waste management issues, through over-the-phone consultation, referrals, and web links (such as to the SWMCB *Resourceful Waste Management Guide*). Staff providing information and technical assistance to hazardous waste generators also can provide information on recycling and other solid waste management.

The vast majority of recycling activity in the commercial sector occurs by private sector arrangement. Most commercial waste haulers in the county offer some kind of recycling service to their customers, although the types of materials collected and collection arrangements vary significantly. A number of material brokers and businesses specializing in recycling services also provide recycling options for a wide variety of materials.

Drop-Off and Other Collection Activities

Many collection sites in Ramsey County offer a drop-off opportunity to residents, commercial entities, or both to recycle one or more materials. Except for the City of White Bear Lake drop-off site, all other drop-off sites in Ramsey County are privately owned and operated.

Yard Waste Management

Minnesota Statute §115A.931 prohibits yard waste from being placed with MSW or being disposed of in a landfill or resource recovery facility. Yard waste is defined in statute to include leaves, grass clippings, garden waste, and tree and shrub waste. A combination of public and private systems provides generators of yard waste with several management options.

Ramsey County operates a network of seven-yard waste collection sites. Begun as neighborhood or municipal sites during the 1980s, the sites became exclusively operated by the County after the statutory yard waste ban went into effect in 1990. The sites are open 38 hours per week, five days per week, from April through

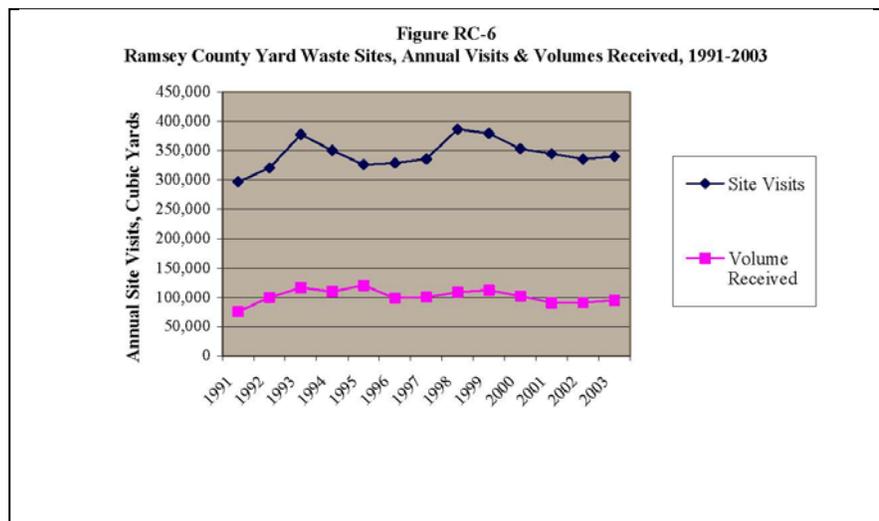
November, weather permitting. Each site has a least one site monitor present, employed by the County, to direct and assist residents and to prevent illegal dumping. There are no user charges at the sites. The County composts leaves at one site and distributes finished compost to all sites for residents to take.

Beginning in 2004 the County began accepting tree and shrub waste from residents at four of the seven sites. Over 90,000 cubic yards of tree and shrub waste was received during 2004. Wood chips are also provided to residents when available.

Figure RC-6 presents the annual number of visitors to the Ramsey County sites, and the estimated volume of yard waste (not including tree and shrub waste) received, from 1991 through 2003. On average the sites receive a total of about 350,000 site visits annually and about 100,000 cubic yards of yard waste.

Ramsey County promotes the availability of its yard waste sites in a variety of ways. Information is on the County web site. The County provides recorded message hotlines in several languages. The contracted provider of the County’s solid waste and recycling hotline, (651) 633-EASY, provides information on using the sites, both

by answering telephone calls from residents and by mailing out yard waste brochures to the public. Brochures are also distributed to residents coming to the yard waste sites, through municipal and Saint Paul community council offices, and at various special events, classes, and other opportunities. County staff also field specific questions by telephone from the public.



The County encourages residents to reduce the amount of yard waste they generate through changes in turf management (e.g., leaving grass clippings on the lawn and avoiding excessive fertilization), backyard composting, and proper selection, planting, and care of trees and shrubs. The UM-Extension, through a contract with the Department of Public Health, provides information to residents, primarily through the Master Gardener program.

Private and Municipal Sites and Transfer Stations

For a fee, residents and businesses may deliver yard waste to private yard waste sites and solid waste transfer stations located both within and outside the county. Rates charged may vary by site, by type of material, and by quantity. Residents of the City of Roseville may, at no charge, bring leaves to a City compost site in spring and fall.

A number of communities, including both municipalities and neighborhood community councils in Saint Paul, have offered residents opportunities to dispose of tree and shrub waste at municipally-sponsored cleanup events or other locations. Typically, but not always, a fee is charged.

Yard Waste Collection

The vast majority of residents are served by waste haulers offering separate collection of yard waste, including tree and shrub waste. Rates vary: increasingly haulers are charging for season-long pickup although some charge for individual pickups. In the five communities with organized trash collection,

residents are offered yard waste pickup, either as an optional cost or as part of the contracted service. Haulers typically specify preparation requirements, and some place limitations on the quantity collected per stop. Some lawn services and tree services also provide collection of yard waste.

Processing

Introduction

Ramsey County responded to State policy promoting mixed municipal solid waste (MSW) processing by working with Washington County on a resource recovery project. The result was the opening in 1987 of the Ramsey/Washington County Resource Recovery Facility, located in Newport, Minnesota, which processes MSW into refuse-derived fuel (RDF).

Ramsey/Washington County Resource Recovery Project

Ramsey and Washington Counties have entered into a joint powers agreement to administer a Service Agreement with NRG, Inc., for resource recovery services. The Counties jointly administer the Service Agreement through the Ramsey/Washington County Resource Recovery Project. A Joint Staff Committee, comprising Ramsey County, Washington County, and Project staff, manages the Project.

The Service Agreement establishes that NRG will provide waste processing services over a twenty-year period through July 2007, and that the Counties will assure a flow of waste to the Facility (often referred to as NRG-Newport). The Service Agreement provides that NRG can receive waste generated outside of the two counties provided that NRG's commitments to the two Counties under the Service Agreement are not impaired. The Service Agreement has been amended numerous times since the Facility began operations.

Public Information and Education

The Resource Recovery Project has engaged in a variety of educational efforts. *Trash Today*, a newspaper about various aspects of an integrated solid waste management system, is distributed to all residents and businesses of both Ramsey and Washington Counties about twice per year. A "Trash Trunk," containing a variety of educational supplies on waste reduction, recycling, and other waste issues, is distributed for use by schools and community organizations. The Project will pay for tours by schoolchildren of NRG-Newport. Project staff also does presentations on waste issues for community groups.

Public Collection Study

In conjunction with Ramsey and Washington Counties, the Resource Recovery Project conducted an extensive study during 2001-02 on public collection of various solid waste streams to address waste management and collection issues. During 2001 county commissioners came to recognize that problems with the Resource Recovery Facility in Newport were but a symptom of overall problems in waste management, and that the market for solid waste collection and disposal was preventing achievement of environmental, health, and safety goals. The primary issue addressed was whether the County could arrange for the management of waste through contracts to meet these goals. The Counties provided extensive opportunities for input from the public and regulated community on this study.

Some of the major conclusions from the study included:

- The public strongly supports managing waste in a manner that protects health and the environment.

- Public collection can be designed and implemented to address environmental, health, and safety goals.
- The public is split on the issue of public collection.
- The waste industry is vigorously opposed to public collection but generally amenable to implementing a hauler-collected service charge and entering into waste delivery contracts.

Some of the steps the County engaged in as a result of the study were that the County:

- Developed a hauler-based service fee or County Environmental Charge (CEC), begun in April 2003, to have a more volume-based fee for waste services.
- Developed waste delivery agreements for Resource Recovery Facility from 2003 to 2007.
- Directed that public collection not be implemented at that time. The County would seek to meet environmental, health, and safety goals through public/private partnerships, and if those efforts were not successful, the County would then implement public collection.

Food Waste/Organics Management

With the development of a more volume-based County Environmental Charge, the Counties greatly expanded work on food waste/organics management. In 2003 and 2004, Ramsey and Washington Counties worked jointly through the Resource Recovery Project to provide outreach services and increased information to organic-rich businesses and institutions. The Project Board contracted with a consultant that provided extensive outreach services to schools, hospitals, and institutional cafeterias. Services have focused on food waste since it is: 1) easy to understand and to separate from garbage, and 2) offers the greatest cost savings, because food waste is heavy, wet, and dense, and most waste management costs are based on the weight of the waste.

Ramsey/Washington County Resource Recovery Facility: NRG-Newport

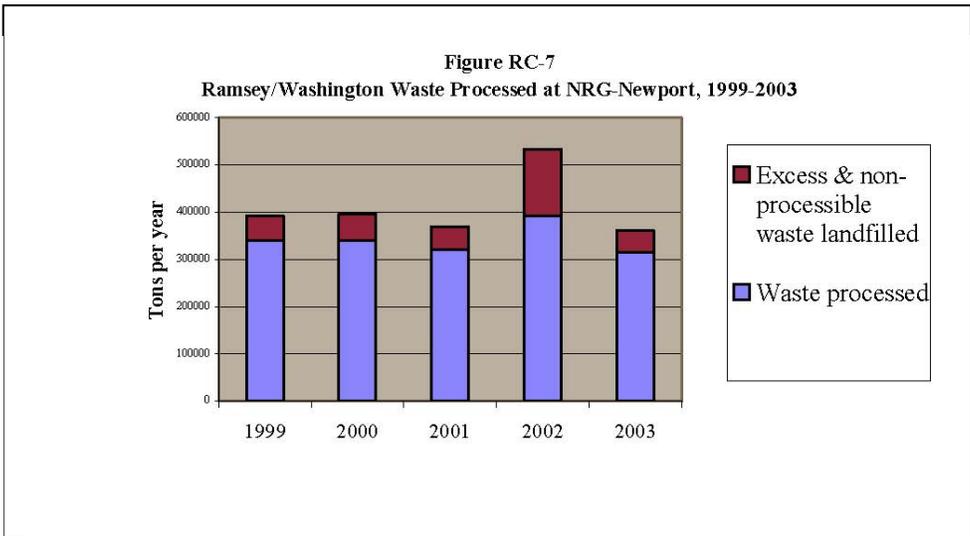
Operations

Waste delivered to the Facility is weighed at the scale house, dumped onto the tipping floor, and fed into one of two processing lines. An oversized bulky waste shredder is used as needed by NRG to shred items too large to be processed directly through the processing lines. Non-processible waste (as defined in the Service Agreement) and waste delivered in excess of processing capacity is transferred to a landfill. Small amounts of other materials, such as car batteries and tires, are sometimes found in the waste and separated by NRG for proper management. Waste is shredded in a large hammermill, ferrous metals are removed by magnets, aluminum is removed with an eddy-current separator, and the waste is sorted using a series of screens and blowers. The result is four waste streams: 1) refuse-derived fuel (RDF), primarily composed of lightweight materials; 2) ferrous metals recovered for recycling; 3) aluminum recovered for recycling; and 4) residue, comprising the remaining materials.

The RDF is trucked to Xcel Energy power plants in the Red Wing and Mankato areas, which were retrofitted during the 1980s to burn RDF exclusively to generate electricity. Metals are recycled locally. The remaining residue is landfilled.

Summary Data on MSW Processing

Figure RC-7 shows trends in total waste deliveries and the amount processed since 1999. The year 2002 featured a spike in waste deliveries in the initial year that both Counties entered into contracts with waste haulers through mid-2007.



Landfilling

Introduction

There are no operating landfills in Ramsey County. Some MSW generated in Ramsey County is delivered as unprocessed waste to landfills, and certain wastes from NRG-Newport are delivered to landfills (non-processible wastes, excess waste that bypasses the processing lines, and residue from the processing lines). (See Waste Generation, Quantities of Solid Waste.) A variety of nonMSW wastes generated in the County are also landfilled.

Dump Inventory

Since 1988 Ramsey County has maintained a dump site inventory to locate, identify, describe and document active and inactive solid waste disposal facilities, and dump sites in Ramsey County. The inventory includes known sites developed before regulations were in place, sites that operated under permits or other approvals and are now closed, solid waste disposal sites on the State Superfund list, and illegal dump sites. There are about 250 sites in the inventory, approximately 25 of which are sites that were at some time issued a permit or license to operate by a municipality, Ramsey County, or the MPCA.

NonMSW Management

For purposes of this *Master Plan* "nonMSW" is a "catch-all" term encompassing any solid waste material that is not managed as mixed-municipal solid waste (MSW). It includes those materials determined by the State to be problem materials (e.g., treated wood and several materials specifically identified in State law that may not be disposed with MSW) and certain items specifically excluded from the statutory definition of MSW or otherwise managed as separate waste streams (e.g., agricultural waste, ash, construction debris, demolition debris, industrial waste, sludges, street sweepings). Management of nonMSW occurs primarily through private sector services. Some materials are collected by haulers specializing in transporting particular waste materials, while some others may be collected by MSW haulers or delivered by the generator directly to a collection, transfer, or management facility.

Regulation

County Solid Waste Ordinance

Ramsey County regulates various aspects of solid waste management through the Ramsey County Solid Waste Ordinance and Administrative Ordinance. State law requires the County to regulate certain activities, and authorizes but does not require the County to regulate other activities. The Solid Waste Ordinance incorporates all of the statutory requirements pertaining to counties and includes additional provisions beyond statutory requirements. Major categories of the Solid Waste Ordinance include:

- Licensing of mixed-municipal solid waste (MSW) collectors and transporters, land disposal facilities, landspreading/land application, transfer stations, solid waste processing facilities, and waste tire facilities.
- Enforcement related to licensing requirements and waste storage.
- Establishment of a County Environmental Charge, charged as a percentage of MSW hauler bills.

As of 2004, of the over 200 waste haulers licensed by metropolitan counties to collect and transport MSW, 32 are based in Ramsey County (base licenses). Ramsey County also licenses 86 haulers based in other counties (operating licenses). The MSW haulers licensed in Ramsey County have about 976 vehicles licensed for the collection and hauling of MSW. All MSW haulers licensed by Ramsey County and providing residential service comply with the State statute requiring they provide volume-based fees.

The County licenses eight transfer stations. All accept construction and demolition waste. Five are licensed to accept MSW, and four of those are open to the public. A fifth transfer station open to the public only accepts construction and demolition waste.

Ramsey County has issued a solid waste processing license to a medical waste processing facility in Saint Paul. The County also periodically receives requests for licenses for land application and waste storage, which typically are issued on a short-term basis.

Other Regulation

The County also has a requirement in its Food Protection Ordinance that licensed food and beverage establishments (throughout the county other than in Maplewood, New Brighton, or Saint Paul) must provide for recycling of paper, cans, and plastic and glass bottles.

All municipalities in Ramsey County have ordinances addressing solid waste collection, and many also have other ordinance provisions addressing waste storage and management issues. Saint Paul is the only municipality to have a mandatory recycling ordinance for both residents and businesses. Several municipalities use ordinance requirements to require licensed haulers to provide recycling or to require multi-unit buildings to provide for recycling.

Cost and Finance

Solid waste programs and services in Ramsey County depend on a blend of public and private initiatives to manage waste. This blend complicates any discussion of financing, as much of the money that funds private waste management programs is not reported to the County. Those elements under the purview of Ramsey County are described below.

Expenses

Ramsey County funds a variety of solid waste programs plus its hazardous waste compliance program. Major items include:

- Administration
- Public education/information/promotion
- Technical assistance and education to businesses regarding solid and hazardous waste management
- Providing SCORE grants to municipalities to help fund recycling activities
- Household hazardous waste program
- Yard waste management program
- Solid and hazardous waste regulatory functions
- A portion of the cost of resource recovery services provided by NRG-Newport that is not covered by the tipping fee charged by NRG at NRG-Newport

Revenue Sources

Ramsey County relies on several revenue sources to pay for waste management services. Major sources include:

- **State grants.**
 - SCORE Grant. The State of Minnesota assesses a Solid Waste Management Tax on certain waste management activities. This tax goes into the State's general revenue, but a portion of this amount is provided to counties in the form of SCORE grants. Eligible expenses include waste reduction, recycling, problem materials management, public information and education, technical assistance, litter prevention, and MSW processing.
 - Local Recycling Development Grant. Landfills in the metropolitan area must collect a surcharge on waste tipped at those facilities and remit those funds to the State. Per statutory formula, a portion of those proceeds becomes Local Recycling Development Grants for metropolitan counties.
- **License fees.** Ramsey County licenses waste haulers, solid waste and hazardous waste facilities, and commercial hazardous waste generators. License fees collected are used for solid and hazardous waste compliance programs administered by the County.
- **Household Hazardous Waste Program Contracts.** Ramsey County has an agreement with Xcel Energy for reimbursement of costs associated with collecting and managing fluorescent lamps through the County's HHW program. Ramsey County is also a party along with other SWMCB counties in the region's Reciprocal Use Agreement, which entitles the County to be reimbursed by another county for costs associated with serving a resident of that county.
- **County Environmental Charge.** Ramsey County implemented the County Environmental Charge in 2003. The County Environmental Charge (CEC) appears on hauler bills for all customers of garbage services in Ramsey County. The CEC also applies to residents and others bringing their own garbage to a solid waste transfer station in Ramsey County. The CEC replaced the Waste Management Service Charge that was collected on the property tax bill.

The CEC applies only to services to collect, transport, process or dispose of mixed municipal solid waste generated in Ramsey County, including equipment rental. The CEC does not apply to wastes that are separated for recycling or composting and delivered to facilities where they are recycled or composted. And unlike the State's Solid Waste Management Tax, the CEC does not apply to waste services for construction and demolition waste, medical/infectious waste, or certain types of industrial waste.

The CEC is more visible to generators than the old property tax-based service charge, especially generators who do not pay a property tax but do pay a garbage bill. The increased visibility can provide a greater incentive to look at options for managing waste differently. Generators get a better picture of how much it really costs to manage the

garbage they create because costs are presented in one place, rather than some costs on the garbage bill and some costs on the property tax statement. Also, the CEC is more closely related to volume of waste than the old property tax-based service charge because haulers charge customers according to how much garbage they pick up. CEC funds are used for the Resource Recovery Project and for other solid waste programs.

Ramsey County-Specific Policies, Strategies, & County Supporting Initiatives

Toxicity Reduction (TR)

Note: The order in which policies, County supporting initiatives, and strategies are listed does NOT denote any order of priority.

Ramsey County-Specific Policies

- TR Policy #1. It is the policy of Ramsey County that products that have a toxic or hazardous character are best managed through a product stewardship approach. In dealing with toxic products, the County will emphasize management through shared responsibility by manufacturers, distributors, retailers, and consumers. The County will develop residential collection systems only until product stewardship systems are in place for toxic and hazardous materials.
- TR Policy #2. Ramsey County will a) Provide for household hazardous waste (HHW) management services at a level of convenience and financial accessibility that discourages improper management while not providing a disincentive for reducing the amount of HHW produced in the future; and b) Continue to seek to share the potential risk of managing HHW with the State of Minnesota.
- TR Policy #3. Ramsey County's HHW collection program will provide for management of HHW in a cost-effective manner that minimizes risks to public health, occupational health, property, and the environment.
- TR Policy #4. Ramsey County will continue to contract with the private sector for HHW collection services, provided that doing so will protect public health and the environment and that cost and risk factors are similar to or more favorable than public operation of part or all of HHW collection services.
- TR Policy #5. Ramsey County product exchange will be limited to latex paint.
- TR Policy #6. Ramsey County has the following roles with respect to regulated hazardous waste: a) To assure compliance with applicable laws related to the cradle-to-grave management of hazardous waste, as required by Minnesota Statute §473.811; and b) To provide information, technical assistance, and consultation services to hazardous waste generators regarding the use and management of hazardous materials.
- TR Policy #7. Ramsey County will continue to implement regulated hazardous waste compliance programs focused on risk. As such, regulatory efforts and fees charged for regulated activities will continue to be based on those factors approved by the County in 2000.

Ramsey County Supporting Initiatives

- TR CSI #1. Ramsey County will develop culturally sensitive and effective methods of communicating environmental and health-related messages to major cultural groups in Ramsey County.
- TR CSI #2. Ramsey County will develop and support environmental education efforts in partnership with

other public, private, and non-profit entities.

- TR CSI #3. Ramsey County will emphasize mercury in its toxicity reduction efforts.
- TR CSI #4. Ramsey and Washington Counties will work with public, private, and non-profit entities to explore, and develop as appropriate, additional opportunities for collection of special waste, household hazardous wastes, and hazardous waste.
- TR CSI #5. Ramsey and Washington Counties will work with schools to identify mercury-containing products and/or mercury-related wastes and other hazardous materials, and provide non-hazardous alternatives to the products and ensure proper disposal of the wastes.

Ramsey County Strategies Derived from Regional Strategies

- TR Strategy #1. Under Regional Outcome #1, Regional Strategy #3: The SWMCB and its *MEMBER COUNTIES* will work to integrate toxicity reduction messages into educational initiatives of other public entities, businesses, and non-profit organizations, such as outreach efforts of public health departments.
- TR Strategy #2. Under Regional Outcome #1, Regional Strategy #4: SWMCB *MEMBER COUNTIES* will lead by example in reducing the toxicity of MSW generated in county operations and will encourage other public entities to do the same.
- TR Strategy #3. Under Regional Outcome #2, Regional Strategy #1: The SWMCB will develop consistent messages regarding purchasing decisions and waste management practices that promote toxicity reduction. The SWMCB and its *MEMBER COUNTIES* will disseminate these messages to consumers/generators and encourage public entities, businesses, and non-profit organizations to do the same.
- TR Strategy #4. Under Regional Outcome #2, Regional Strategy #3: On an annual basis, the SWMCB will develop public information messages targeting at least one toxic, hazardous, or problem material based on the greatest potential to reduce the toxicity of waste or improve the management of problem materials. The SWMCB and its *MEMBER COUNTIES* will disseminate these messages through regional and county media outlets, web sites and publications.
- TR Strategy #5. Under Regional Outcome #2, Regional Strategy #4: SWMCB *MEMBER COUNTIES* will continue to provide HHW collection and disposal options to residents, and maintain reciprocal use agreements for HHW programs.
- TR Strategy #6. Under Regional Outcome #3, Regional Strategy #1: The SWMCB will develop consistent messages regarding purchasing decisions and waste management practices that promote toxicity reduction. The SWMCB and its *MEMBER COUNTIES* will disseminate these messages to businesses/ generators and encourage public entities and non-profit organizations to do the same.
- TR Strategy #7. Under Regional Outcome #3, Regional Strategy #2: On an annual basis, the SWMCB will select at least one business sector to be the focus of regional public information initiatives and regulatory collaboration, based on the greatest potential to reduce the toxicity of waste. The SWMCB *MEMBER COUNTIES* will target this business sector in county educational and regulatory initiatives.
- TR Strategy #8. Under Regional Outcome #3, Regional Strategy #4: SWMCB *MEMBER COUNTIES* will continue to use a variety of compliance strategies, including education, consultation, technical assistance, licensing, inspection, and enforcement, to assure that regulated solid and hazardous waste is properly managed.
- TR Strategy #9. Under Regional Outcome #4, Regional Strategy #1: The SWMCB and its *MEMBER COUNTIES* will continue to work with others to propose and support product stewardship initiatives and legislation addressing products with toxic/hazardous components and problem materials.

- TR Strategy #10. Under Regional Outcome #4, Regional Strategy #3: The SWMCB and its *MEMBER COUNTIES* will provide opportunities for public entities to learn more about procurement policies that foster product stewardship, such as requiring manufacturers to take back computers at the end of their useful lives.
- TR Strategy #11. Under Regional Outcome #5, Regional Strategy #3: The SWMCB and its *MEMBER COUNTIES* will promote environmentally preferable purchasing (EPP), including the purchase of less toxic products and products containing reprocessed/recycled hazardous and special wastes.
- TR Strategy #12. Under Regional Outcome #5, Regional Strategy #4: SWMCB *MEMBER COUNTIES* will lead by example by incorporating environmentally preferable purchasing (EPP) principles, including product stewardship and the purchase of less toxic products, into purchasing contracts and will encourage other public entities to do the same.

Ramsey County-Specific Strategies

- TR Strategy #13. For its HHW program through at least 2010, Ramsey County will continue to provide approximately the same level of convenience as in 2004, and to promote the use of the HHW sites.
- TR Strategy #14. Ramsey County will periodically review the list of items currently or potentially acceptable at HHW sites, determine how these items should be collected and managed, and determine how management of specific materials should be paid for, with particular attention to: wastes that pose hazards for residential waste collectors or processors; products that are banned from use; hazardous or problem materials for which there are not convenient private-sector collection options; and wastes identified in statutory disposal restrictions.
- TR Strategy #15. Ramsey County will work with municipalities to coordinate publicity for community cleanup events with HHW management educational information.
- TR Strategy #16. Ramsey County will allow for the management of HHW that is inappropriately dumped at municipal or County facilities and properties, or is recovered during the abatement of public health nuisances, through its HHW program.
- TR Strategy #17. For regulated hazardous waste, Ramsey County will continue to assure compliance with applicable laws related to hazardous waste management by having a regulatory program in place that ensures generators and facilities properly manage hazardous waste.
- TR Strategy #18. Ramsey County will continue to require all waste haulers and transfer stations operating in the county to remove and properly manage any hazardous waste materials to assure that regulated hazardous waste is properly managed, and that regulated entities are aware of options that reduce the quantity and hazardous character of waste.
- TR Strategy #19. Ramsey County will continue to require, as a condition of licensure, that transfer stations operating in the county have procedures in place to identify, separate, manage, and document any hazardous waste or problem materials received.
- TR Strategy #20. Ramsey County will continue to require, as a condition of licensure, that waste haulers operating in the county have procedures in place to work with customers to assure that hazardous waste or nonMSW is not collected with MSW, and also that procedures are in place to separate and properly manage hazardous waste and nonMSW that is inadvertently collected by the hauler. The County will work with haulers to inform customers about regulations related to nonMSW and hazardous waste.
- TR Strategy #21. Ramsey County will continue its hazardous waste licensing fee structure that is based on risk rather than generator size, and also provides financial incentives to generators to reduce generation of hazardous waste.

- TR Strategy #22. Ramsey County will continue to function as a clearinghouse of information, with particular focus on providing information to smaller businesses and/or smaller hazardous waste generators about hazardous waste collection and disposal options and opportunities for reducing the toxic/hazardous character of waste.

Waste Reduction, Reuse, & Recycling, Including Yard Waste (WRRR)

Waste Reduction, Reuse, & Recycling

Note: Establishments that are not residential are variously referred to as “non-residential,” “commercial,” or “businesses.” Multi-unit (multi-family) residential dwellings are considered residences, not commercial establishments, for purposes of this master plan.

Ramsey County-Specific Policies

- WRRR Policy #1. Ramsey County will assure that the County's waste reduction and recycling information program for residents and non-residential waste generators is compatible with programs in other metropolitan counties and the region.
- WRRR Policy #2. Ramsey County will implement the County-wide waste reduction and recycling education/information program, and coordinate implementation of the SWMCB's waste reduction and recycling education/information program within Ramsey County.
- WRRR Policy #3. Ramsey County will coordinate its waste reduction and recycling education/information efforts with municipalities, and other entities as appropriate, and seek consistency with the County's and SWMCB's waste reduction and recycling programs.
- WRRR Policy #4. Ramsey County requires municipalities to assure recycling service is available to all residents at their place of residence. Ramsey County encourages a level of service that will maximize residential recycling, but requires the following minimum levels of service:
 - a. Municipalities with 5,000 or more in population must assure collection of at least four broad types of materials at least twice per month to all residents.
 - b. Municipalities under 5,000 in population must assure collection of at least three broad types of materials at least once per month to all residents, but are strongly encouraged to assure collection of at least four broad types of materials at least twice per month.
- WRRR Policy #5. Municipalities are responsible for providing information specific to their municipal recycling and solid waste management programs to their residents, and to the County.
- WRRR Policy #6. Ramsey County requires each municipality to be responsible for developing a long-term financing mechanism to fund its residential recycling program.
- WRRR Policy #7. Ramsey County allows municipalities use of the County's statutory service charge authority, through joint powers agreements with the County, to collect a municipal recycling fee for the municipality.
- WRRR Policy #8. Each municipality shall designate a staff person to be the point of contact between the County and municipality on recycling issues.
- WRRR Policy #9. Ramsey County will annually pass through a portion of SCORE funds received by the County to municipalities on a per capita basis to provide partial support of municipal recycling and related programs, subject to SCORE grant requirements. Each year, the County will allocate the same share of the total SCORE funds it receives as was allocated to municipalities in 2004.

- WRRR Policy #10. Municipalities shall use their best efforts to maximize collection of residential recyclable materials in their recycling programs and to maximize marketing of the recyclable materials collected. Municipalities shall make best efforts to avoid disruptions in established municipal recycling programs due to temporary difficulties in marketing specific materials.
- WRRR Policy #11. If a municipality fails to demonstrate that recycling service is available to all residents at their place of residence, the County will provide for such service. The County will retain any portion of the municipality's SCORE grant sufficient to cover the County's cost to provide for that service, and will charge the appropriate party in the municipality for costs not covered by the municipality's SCORE grant.
- WRRR Policy #12. Ramsey County will ensure that all facilities under its control have recycling programs in place in accordance with State law.
- WRRR Policy #13. Ramsey County will engage in environmentally preferable procurement and other practices as required in State law and in ways that are consistent with environmentally preferable procurement practices established by federal guidelines.

Ramsey County Supporting Initiatives

- WRRR CSI #1. Ramsey and Washington Counties will examine the effectiveness of a hauler-based service charge on encouraging reduction and recycling.
- WRRR CSI #2. Ramsey County will develop culturally sensitive and effective methods of communicating environmental and health-related messages to major cultural groups in Ramsey County.
- WRRR CSI #3. Ramsey County will use innovative methods to work with municipalities to assure that State and County solid waste recycling outcomes are met.
- WRRR CSI #4. Ramsey County will develop and support environmental education efforts in partnership with other public, private, and non-profit entities.
- WRRR CSI #5. Ramsey and Washington Counties will promote food waste and organic waste diversion, with preference for waste reduction and recycling.

Ramsey County Strategies Derived from Regional Strategies

- WRRR Strategy #1. Under Regional Outcome #1, Regional Strategy #1: The SWMCB will develop consistent messages regarding purchasing decisions and waste management practices that promote reduction, reuse, recycling, and environmentally preferable purchasing. The SWMCB and its *MEMBER COUNTIES* will disseminate these messages to consumers/generators and encourage public entities, businesses, and non-profit organizations to duplicate these messages.
- WRRR Strategy #2. Under Regional Outcome #1, Regional Strategy #3: Every two years the SWMCB will develop public information messages targeting at least one residential action for region-wide waste reduction/reuse and/or recycling promotion, based on the greatest potential to reduce or recycle waste. The SWMCB and its *MEMBER COUNTIES* will disseminate these messages through regional and county web sites, media outlets, and publications.
- WRRR Strategy #3. Under Regional Outcome #1, Regional Strategy #4: Every two years the SWMCB will develop public information messages targeting at least one commercial material for region-wide waste reduction/reuse and/or recycling promotion, based on the greatest potential to reduce or recycle waste. The SWMCB and its *MEMBER COUNTIES* will disseminate these messages through regional and county web sites, media outlets, and publications.

- WRRR Strategy #4. Under Regional Outcome #1, Regional Strategy #5: The SWMCB and its *MEMBER COUNTIES* will work to develop consistent messages that inform residents and businesses about how to recycle waste. Moreover, the SWMCB and its *MEMBER COUNTIES* will increase recycling promotions in an effort to reinvigorate recycling.
- WRRR Strategy #5. Under Regional Outcome #1, Regional Strategy #8: The SWMCB and its *MEMBER COUNTIES* will work to integrate reduction, reuse, and recycling messages into education initiatives of other public entities, businesses, and non-profit organizations, such as outreach efforts of public health departments.
- WRRR Strategy #6. Under Regional Outcome #1, Regional Strategy #9: SWMCB *MEMBER COUNTIES* will lead by example in reducing, reusing, and recycling MSW in county operations and will encourage other public entities to do the same.
- WRRR Strategy #7. Under Regional Outcome #1, Regional Strategy #9: The SWMCB and its *MEMBER COUNTIES* will work with municipalities to identify strategies to enforce existing building code requirements that promote recycling so that municipalities may implement them.
- WRRR Strategy #8. Under Regional Outcome #3, Regional Strategy #3: The SWMCB and its *MEMBER COUNTIES* will promote environmentally preferable purchasing (EPP), including the purchase of less wasteful and recycled-content products.
- WRRR Strategy #9. Under Regional Outcome #3, Regional Strategy #4: SWMCB *MEMBER COUNTIES* will lead by example in incorporating environmentally preferable purchasing (EPP) principles, including product stewardship and the purchase of less wasteful and recycled content products, into purchasing contracts and will encourage other public entities to do the same.
- WRRR Strategy #10. Under Regional Outcome #5, Regional Strategy #2: Using GreenGuardian.com and other regional and county web sites, media outlets, and publications, the SWMCB and its *MEMBER COUNTIES* will promote separate management of food waste by food rescue for people, rendering, and livestock feeding.

Ramsey County-Specific Strategies

- WRRR Strategy #11. To maintain and increase the amount of residential recycling, Ramsey County will continue to work with municipalities to share regional public information messages related to waste reduction and recycling, to share information and technical expertise pertaining to recycling and related solid waste management and sustainability programs, and to examine recycling progress.
- WRRR Strategy #12. Ramsey County will review plans submitted by licensed food and beverage establishments, to ensure that licensees meet recycling requirements in the Food Protection Ordinance by Ramsey County.
- WRRR Strategy #13. Ramsey County will offer contracted technical assistance to municipalities for recycling on an ongoing basis.
- WRRR Strategy #14. Ramsey County will provide support for recycling markets for municipalities through the existing County Recycling Markets Support Fund and its guidelines.
- WRRR Strategy #15. Ramsey County will work with municipalities to seek innovative ways of providing residential recycling service, including joint municipal service contracts, joint public information, and shared recycling administration, and to increase waste reduction and reuse.
- WRRR Strategy #16. Ramsey County will work with municipalities and others to seek innovative ways of providing residential source-separated organics services.

- WRRR Strategy #17. Ramsey County will work with municipalities and others to seek innovative ways to promote and increase non-residential recycling, and to increase recycling at public events and venues.
- WRRR Strategy #18. Ramsey County will offer public entities, including school districts, technical assistance to help them meet statutory obligations for recycling programs.

Yard Waste (YW)

Note: "Yard waste" (YW) includes soft-bodied yard waste (leaves, grass clippings, weeds, garden waste) and tree and shrub waste.

Ramsey County-Specific Policies

- YW Policy #1. Ramsey County will promote reduction of soft-bodied yard waste through on-site management (backyard composting and turf management, including mulching of grass clippings).
- YW Policy #2. Ramsey County will continue to provide sites for the management of yard waste in a manner that is as convenient and financially accessible to County residents as reasonably possible.
- YW Policy #3. Ramsey County will encourage the beneficial use of compost and wood mulch.
- YW Policy #4. Ramsey County will not allow residents of other counties or allow commercial yard waste haulers/collectors, lawn services, or tree services to use County yard waste sites.
- YW Policy #5. Ramsey County will manage yard waste using methods that minimize negative environmental effects and promote beneficial use.
- YW Policy #6. Municipally-sponsored management of yard waste is an eligible activity of SCORE (or similar) grants from the County and city service charges collected through the County's waste management service charge authority.

Ramsey County-Specific Strategies

- YW Strategy #1. Ramsey County will provide for operation of its yard waste sites, as detailed below, through at least 2010. The County will periodically reevaluate aspects of its yard waste system, which could lead to changes in operation.
 - a. Ramsey County will continue to provide services to County residents at its yard waste sites for disposal of yard waste without user fees at the sites
 - b. To encourage County residents to consider alternate methods of managing grass clippings, Ramsey County may periodically examine different methods of operating its sites, such as decreasing availability of the sites (site hours and/or locations) during the summer months.
 - c. Ramsey County will continue to accept tree and shrub waste from County residents at selected yard waste sites and to ensure that the materials accepted are used to produce energy or are otherwise used beneficially.
 - d. Ramsey County will continue to provide approximately the same level of convenience for County residents to bring in leaves in the spring and fall as in 2004 (7 sites, open 38 hours per week, weather permitting).
 - e. Ramsey County will continue to provide compost for County residents and government and non-profit entities to take, at no charge, when available.

- f. Ramsey County will continue to offer wood mulch to County residents to take, at no charge, when available.
 - g. The Dept. of Public Health will continue to explore opportunities to work with other public entities (e.g., Ramsey Co. Public Works) in managing the yard waste sites.
- YW Strategy #2. Ramsey County will inform residents about yard waste collection options, and will ensure that yard waste reduction messages (related to lawn management, backyard composting, and tree and shrub care, along with pesticide management) are widely disseminated residents.

Processing

Ramsey County-Specific Policies

- Processing Policy #1. Consistent with the State hierarchy, Ramsey County continues to affirm processing of waste into energy or by composting as the preferred MSW management strategy (over landfilling) for waste that is not reduced or recycled. This policy applies both to MSW generated throughout the county and specifically to waste generated by public entities.
- Processing Policy #2. Ramsey County will support a merchant approach at the Resource Recovery Facility in Newport upon termination of the Service Agreement, consistent with the regional strategy. As part of that merchant approach, the County will seek to assure:
 - a. Waste haulers that serve Ramsey County will have access to the Facility,
 - b. Public entity waste will be accepted at the lowest price offered at the Facility,
 - c. The Facility will be maintained as a resource recovery facility for the purpose of recovering materials and energy from waste, and
 - d. The County has an option to acquire the Facility should NRG or its successor decide to no longer use the Facility to process waste. The County intends to eliminate the subsidy for the Facility after termination of the Service Agreement, and will monitor merchant operations for effectiveness.
- Processing Policy #3. Ramsey County supports a variety of waste processing methods for waste that is not reduced or recycled. These methods include the proven RDF (refuse-derived fuel) technology at the Resource Recovery Facility in Newport.
- Processing Policy #4. Ramsey County will intervene in the market and use public funds to encourage processing only when necessary, and in a cost-efficient manner, and will not encourage processing in a manner that discourages reduction or recycling.

Ramsey County Supporting Initiatives

- Processing CSI #1. Ramsey and Washington Counties will work to optimize the amount of MSW delivered to and processed at its contracted resource recovery facility [in Newport] until the end of the contract [termination of the Service Agreement].
- Processing CSI #2. Ramsey and Washington Counties will promote food waste and organic waste diversion, with preference for waste reduction and recycling.

Ramsey County Strategies Derived from Regional Strategies

- Processing Strategy #1. Under Regional Outcome #1, Regional Strategy #3: SWMCB *MEMBER COUNTIES* will

manage wastes generated by the county in accordance with the Policy Plan, the Master Plan and State law, and will work with public entities so that their waste is managed in the same manner.

- Processing Strategy #2. Under Regional Outcome #2, Regional Strategy #3: SWMCB will encourage its *MEMBER COUNTIES*, individually or jointly, to retain a first option to purchase the RDF facilities if, after termination of the Service Agreements, the facilities are to be closed or converted to a non-processing use.
- Processing Strategy #3. Under Regional Outcome #3, Regional Strategy #4: The SWMCB and its *MEMBER COUNTIES* will work with public entities and private industry so that waste is delivered to the processing facility best suited to manage it.
- Processing Strategy #4. Under Regional Outcome #4, Regional Strategy #1: The SWMCB and its *MEMBER COUNTIES* will encourage public institutions and food service/production industries to reduce, reuse, recycle, or compost food waste and/or organic materials by providing technical information and assistance.

Ramsey County-Specific Strategies

- Processing Strategy #5. Ramsey County will work with the SWMCB to shift resources and effort to higher levels of the hierarchy, including waste and toxicity reduction, recycling and reuse, and including source-separated food waste and organics management.
- Processing Strategy #6. Until termination of the Service Agreement for the Resource Recovery Facility in Newport, Ramsey County will continue to coordinate resource recovery activities at the Facility with Washington County through participation in the Ramsey/Washington County Resource Recovery Project.
- Processing Strategy #7. Ramsey County will work with Washington County on future waste processing issues, such as monitoring merchant operations and exploring new processing opportunities.
- Processing Strategy #8. Until termination of the Service Agreement for the Resource Recovery Facility in Newport, Ramsey County will work with Washington County and the Resource Recovery Project to devote resources to identify and manage other waste streams from processing that can be more appropriately reduced, recycled, or composted.
- Processing Strategy #9. Both until termination of the Service Agreement for the Resource Recovery Facility in Newport and during merchant operations, Ramsey County will inform and work with municipalities and refuse haulers regarding methods to reduce delivery of unacceptable or non-processible materials to the Facility.
- Processing Strategy #10. Ramsey County will work with Washington County and through the Ramsey/Washington County Resource Recovery Project to enhance education to residents and businesses.
- Processing Strategy #11. Ramsey County will work with public entities to ensure MSW is delivered to a processing facility.

Landfilling (LF)

Ramsey County Supporting Initiatives

- LF CSI #1. Ramsey and Washington Counties will continue to evaluate bioreactors and landfill leachate recirculation as possible technologies to manage solid waste.

Ramsey County Strategies Derived from Regional Strategies

- LF Strategy #1. Under Regional Outcome #1, Regional Strategy #4: *SWMCB MEMBER COUNTIES* will continue to use a variety of compliance strategies, including education, consultation, technical assistance, licensing, inspection, and enforcement, to assure that regulated solid waste is properly managed.
- LF Strategy #2. Under Regional Outcome #4, Regional Strategy #3: *SWMCB MEMBER COUNTIES* will use responsible waste management principles when arranging for landfilling of waste and encourage public entities within their boundaries to do the same.

NonMSW Management

Ramsey County Supporting Initiatives

- NonMSW CSI #1. Ramsey County will lead a regional discussion on expanding the licensing of solid waste haulers to include haulers of nonMSW.

Ramsey County Strategies Derived from Regional Strategies

- NonMSW Strategy #1. Under Regional Outcome #1, Regional Strategy #1: The SWMCB and its *MEMBER COUNTIES* will support research initiatives of the State, trade associations, and other organizations pursuing the beneficial reuse of nonMSW, including, but not limited to, post-consumer shingles, MSW ash, coal ash, sewage sludge ash, street sweepings, and foundry sand in road construction projects.
- NonMSW Strategy #2. Under Regional Outcome #1, Regional Strategy #2: The SWMCB and its *MEMBER COUNTIES* will promote the beneficial reuse of nonMSW materials as specified in the MPCA solid waste utilization rules.
- NonMSW Strategy #3. Under Regional Outcome #1, Regional Strategy #4: Every two years, the SWMCB and its *MEMBER COUNTIES*, working with the private sector, will target an industrial, construction, and/or demolition waste material for region-wide waste reduction, reuse, recycling, or processing promotions based on market availability to recover the material and greatest potential to impact the nonMSW stream.
- NonMSW Strategy #4. Under Regional Outcome #1, Regional Strategy #5: The SWMCB, its *MEMBER COUNTIES*, and the State will promote and support facilities for reuse, recycling, and processing of wood waste as an alternative to open burning and indiscriminate land disposal.
- NonMSW Strategy #5. Under Regional Outcome #1, Regional Strategy #6: The SWMCB and its *MEMBER COUNTIES* will promote options for proper disposal of nonMSW materials that cannot be reduced, reused, recycled, or processed.
- NonMSW Strategy #6. Under Regional Outcome #1, Regional Strategy #8: *SWMCB MEMBER COUNTIES* will lead by example in reducing, reusing, and recycling nonMSW in county operations and will encourage other public entities to do the same.
- NonMSW Strategy #7. Under Regional Outcome #1, Regional Strategy #9: *SWMCB MEMBER COUNTIES* will continue to use a variety of compliance strategies, including education, consultation, technical assistance, licensing, inspection, and enforcement, to assure that regulated nonMSW is properly managed.
- NonMSW Strategy #8. Under Regional Outcome #1, Regional Strategy #10: The SWMCB and *MEMBER COUNTIES* will evaluate expanding the licensing of solid waste haulers to include haulers of nonMSW, and

implement recommendations where appropriate.

- NonMSW Strategy #9. Under Regional Outcome #3, Regional Strategy #3: SWMCB *MEMBER COUNTIES* will work to incorporate sustainable building principles into planning, designing, and construction contracts for government and government sponsored buildings, including assessing the potential for reduction, reuse, and recycling and/or processing of materials in county deconstruction and remodeling projects and will encourage other public entities to do the same.

Ramsey County-Specific Strategies

- NonMSW Strategy #10. To encourage public entities to appropriately manage nonMSW generated by their operations, Ramsey County will continue to provide technical assistance and consultation to ensure appropriate management of nonMSW at municipally-sponsored cleanup events.
- NonMSW Strategy #11. Ramsey County will work with municipalities to encourage appropriate management of demolition-, construction-, and deconstruction-related nonMSW throughout the county, including addressing permit issues and disseminating information.
- NonMSW Strategy #12. Ramsey County will continue to work with generators of medical waste, medical facilities and service providers to foster appropriate management of all wastes, including encouraging waste and toxicity reduction and recycling where appropriate.

Regulation

Ramsey County-Specific Policies

The following includes Ramsey County-specific regulation-related policies found in other chapters of this plan.

- TR Policy #6. Ramsey County has the following roles with respect to regulated hazardous waste: a) To assure compliance with applicable laws related to the cradle-to-grave management of hazardous waste, as required by Minnesota Statute §473.811; and b) To provide information, technical assistance, and consultation services to hazardous waste generators regarding the use and management of hazardous materials.
- TR Policy #7. Ramsey County will continue to implement regulated hazardous waste compliance programs focused on risk. As such, regulatory efforts and fees charged for regulated activities will continue to be based on those factors approved by the County in 2000.

Ramsey County Supporting Initiatives

The following includes Ramsey County supporting initiatives found in other chapters of this plan.

- NonMSW CSI #1. Ramsey County will lead a regional discussion on expanding the licensing of solid waste haulers to include haulers of nonMSW.

Ramsey County-Specific Strategies

The following includes Ramsey County-specific strategies found in other chapters of this plan plus an additional strategy.

- Regulatory Strategy #1. Ramsey County will create partnerships with municipalities and haulers to provide increased opportunities for disposal of difficult materials to dispose, such as bulky items, in order to reduce illegal dumping and burning. The County will work with haulers and municipalities to identify violators of local mandatory collection ordinances, in order to assure that waste is being properly managed and not illegally dumped or burned.

- TR Strategy #8. Under Regional Outcome #3, Regional Strategy #4: SWMCB *MEMBER COUNTIES* will continue to use a variety of compliance strategies, including education, consultation, technical assistance, licensing, inspection and enforcement, to assure that regulated solid and hazardous waste is properly managed.
- TR Strategy #17. For regulated hazardous waste, Ramsey County will continue to assure compliance with applicable laws related to hazardous waste management by having a regulatory program in place that ensures generators and facilities properly manage hazardous waste.
- TR Strategy #18. Ramsey County will continue to require all waste haulers and transfer stations operating in the county to remove and properly manage any hazardous waste materials to assure that regulated hazardous waste is properly managed, and that regulated entities are aware of options that reduce the quantity and hazardous character of waste.
- TR Strategy #19. Ramsey County will continue to require, as a condition of licensure, that transfer stations operating in the county have procedures in place to identify, separate, manage, and document any hazardous waste or problem materials received.
- TR Strategy #20. Ramsey County will continue to require, as a condition of licensure, that waste haulers operating in the county have procedures in place to work with customers to assure that hazardous waste or nonMSW is not collected with MSW, and also that procedures are in place to separate and properly manage hazardous waste and nonMSW that is inadvertently collected by the hauler. The County will work with haulers to inform customers about regulations related to nonMSW and hazardous waste.
- TR Strategy #21. Ramsey County will continue its hazardous waste licensing fee structure that is based on risk rather than generator size, and also provides financial incentives to generators to reduce generation of hazardous waste.
- WRRR Strategy #10. Ramsey County will review plans submitted by licensed food and beverage establishments, to ensure that licensees meet recycling requirements in the Food Protection Ordinance by Ramsey County.
- LF Strategy #1. Under Regional Outcome #1, Regional Strategy #4: SWMCB *MEMBER COUNTIES* will continue to use a variety of compliance strategies, including education, consultation, technical assistance, licensing, inspection, and enforcement, to assure that regulated solid waste is properly managed.
- NonMSW Strategy #7. Under Regional Outcome #1, Regional Strategy #9: SWMCB *MEMBER COUNTIES* will continue to use a variety of compliance strategies, including education, consultation, technical assistance, licensing, inspection, and enforcement, to assure that regulated nonMSW is properly managed.

Cost and Finance

Ramsey County-Specific Policies

The following includes Ramsey County-specific cost and finance-related policies found in other chapters of this plan, plus additional policies.

- Cost/Finance Policy #1. Ramsey County will continue to use the County Environmental Charge as a funding tool. The CEC applies to mixed municipal solid waste (MSW), and the County can choose to apply it to nonMSW waste as well.
- Cost/Finance Policy #2. The County will mitigate the effect of CEC rate increases for 2005 and 2006, keeping the rates at 28% and 53% for residential and non-residential generators, respectively, by using fund balance for those two years.
- Cost/Finance Policy #3. The policy related to the use of fund balance is as follows:
 - a. Designate \$1,000,000 of fund balance and maintain that level for long-term for tort liability.
 - b. Continue to designate \$500,000 of fund balance as a recyclable market support fund.

- c. Set aside \$3.5 million to mitigate the effect of CEC rate increases for 2005 and 2006.
- d. Establish the following priorities for use of solid waste fund balance by Ramsey County, in this order:
 - One-time waste management related expenses, such as purchase or development of fixed assets or capital equipment;
 - Maintenance of waste-related capital equipment/sites; and
 - Operating expenses that present significant opportunities for meeting environmental goals.

Toxicity Reduction (TR)

- TR Policy #2. Ramsey County will a) Provide for HHW management services at a level of convenience and financial accessibility that discourages improper management while not providing a disincentive for reducing the amount of HHW produced in the future; and b) Continue to seek to share the potential risk of managing HHW with the State of Minnesota.
- TR Policy #3. Ramsey County's HHW collection program will provide for management of HHW in a cost-effective manner that minimizes risks to public health, occupational health, property, and the environment.
- TR Policy #4. Ramsey County will continue to contract with the private sector for HHW collection services, provided that doing so will protect public health and the environment and that cost and risk factors are similar to or more favorable than public operation of part or all of HHW collection services.
- TR Policy #7. Ramsey County will continue to implement regulated hazardous waste compliance programs focused on risk. As such, regulatory efforts and fees charged for regulated activities will continue to be based on those factors approved by the County in 2000.

Waste Reduction/Reuse/Recycling (WRRR), Including Yard Waste (YW)

- WRRR Policy #6. Ramsey County requires each municipality to be responsible for developing a long-term financing mechanism to fund its residential recycling program.
- WRRR Policy #7. Ramsey County allows municipalities use of the County's statutory service charge authority, through joint powers agreements with the County, to collect a municipal recycling fee for the municipality.
- WRRR Policy #9. Ramsey County will annually pass through a portion of SCORE funds received by the County to municipalities on a per capita basis to provide partial support of municipal recycling and related programs, subject to SCORE grant requirements. Each year, the County will allocate the same share of the total SCORE funds it receives as was allocated to municipalities in 2004.
- WRRR Policy #11. If a municipality fails to demonstrate that recycling service is available to all residents at their place of residence, the County will provide for such service. The County will retain any portion of the municipality's SCORE grant sufficient to cover the County's cost to provide for that service, and will charge the appropriate party in the municipality for costs not covered by the municipality's SCORE grant.
- YW Policy #2. Ramsey County will continue to provide sites for the management of yard waste in a manner that is as convenient and financially accessible to County residents as reasonably possible.
- YW Policy #6. Municipally-sponsored management of yard waste is an eligible activity of SCORE (or similar) grants from the County and city service charges collected through the County's waste management service charge authority.

Processing

- Processing Policy #2 (part). Ramsey County will support a merchant approach at the Resource Recovery Facility in

Newport upon termination of the Service Agreement, consistent with the regional strategy....The County intends to eliminate the subsidy for the Facility after termination of the Service Agreement, and will monitor merchant operations for effectiveness.

- Processing Policy #4. Ramsey County will intervene in the market and use public funds to encourage processing only when necessary, and in a cost-efficient manner, and will not encourage processing in a manner that discourages reduction or recycling.

Ramsey County Supporting Initiatives

The following includes Ramsey County supporting initiatives found in other chapters of this plan.

- WRRR CSI #1. Ramsey and Washington Counties will examine the effectiveness of a hauler-based service charge on encouraging reduction and recycling.
- Processing CSI #1. Ramsey and Washington Counties will work to optimize the amount of MSW delivered to and processed at its contracted resource recovery facility [in Newport] until the end of the contract [termination of the Service Agreement].

Ramsey County-Specific Strategies

The following includes strategies found in other chapters of this plan, plus additional strategies.

- Cost/Finance Strategy #1. The County will continue to reach out to residential and nonresidential generators, through public information and technical assistance, to increase awareness of the CEC and associated benefits with reducing and recycling waste.
- Cost/Finance Strategy #2. The County will consider the opportunity to use the County Environmental Charge currently collected for resource recovery purposes for use in the County's efforts to shift resources and effort to higher levels of the hierarchy, including waste and toxicity reduction, recycling and reuse, and including source-separated food waste and organics management, and also to address issues such as illegal dumping and other processing opportunities.
- TR Strategy #21. Ramsey County will continue its hazardous waste licensing fee structure that is based on risk rather than generator size, and also provides financial incentives to generators to reduce generation of hazardous waste.
- WRRR Strategy #12. Ramsey County will provide support for recycling markets for municipalities through the existing County Recycling Markets Support Fund and its guidelines.
- YW Strategy #1.a. Ramsey County will provide for operation of its yard waste sites, as detailed below, through at least 2010. The County will periodically reevaluate aspects of its yard waste system, which could lead to changes in operation.
 - a. Ramsey County will continue to provide services to County residents at its yard waste sites for disposal of yard waste without user fees at the sites.

Addendum to Regional/Ramsey County Solid Waste Master Plan

The following includes selected updates on solid waste issues to the Master Plan, which was approved by the Ramsey County Board of Commissioners in 2004.

New Agreement with RRT: The county solid waste master plan refers to an agreement between Ramsey and Washington Counties and NRG, Inc., for waste processing services at NRG's RDF (refuse derived fuel) processing facility in Newport, Minnesota. To ensure that processing of waste into energy would continue, Ramsey and Washington Counties on January 1, 2007, entered into a new six-year agreement with Resource Recovery Technologies, Inc. (RRT), which had purchased and taken over operation of the Newport facility from NRG. This new agreement includes numerous changes from the previous agreement with NRG (for example, tipping fees for users of the Newport facility were previously set by the Counties but are now set by RRT).

Updating the County Solid Waste Ordinance: The County will be updating its solid waste ordinance during 2009.

Acceptance of Brush and Tree Waste at County Yard Waste Sites: On November 3, 2003, the County Board authorized acceptance of brush and tree waste from residents at four of the County's seven yard waste sites, which began in the spring of 2004. The text of the minutes and approved resolution from the November 3, 2003, Board meeting is included on the following page.

Figure RC-8 and Figure RC-9 update the information in the County's Master Plan on yard waste site visits and volumes received.

Figure RC-8

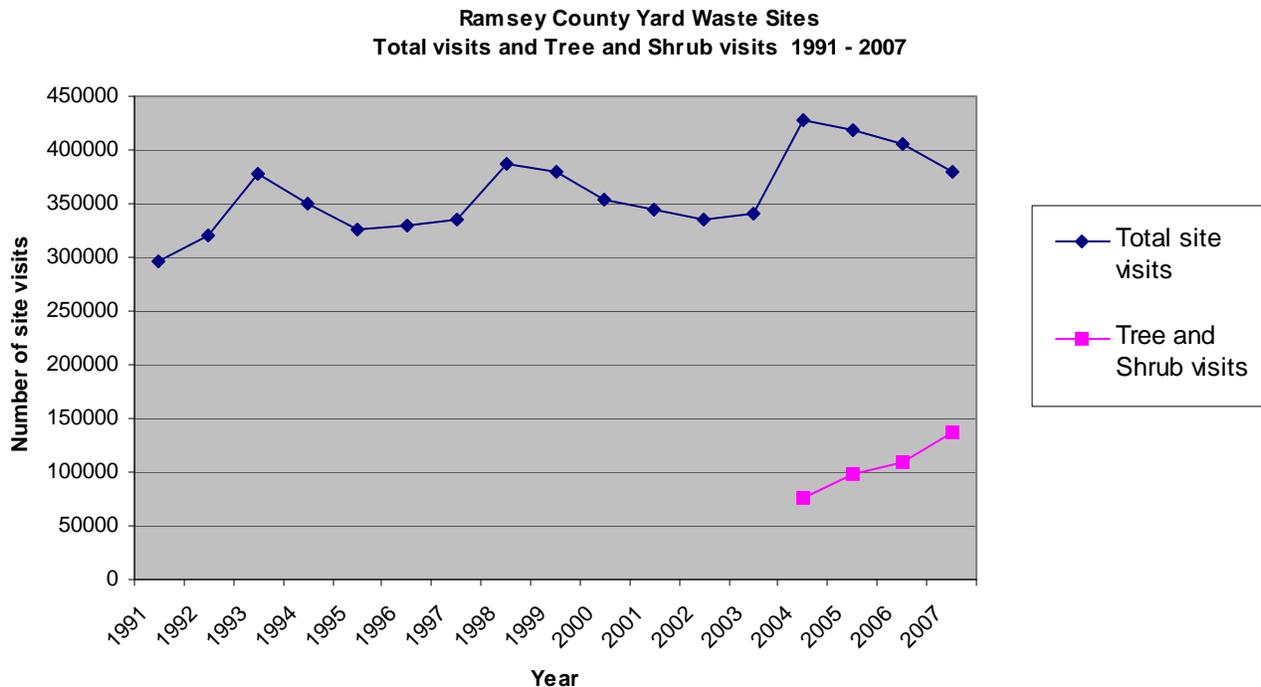
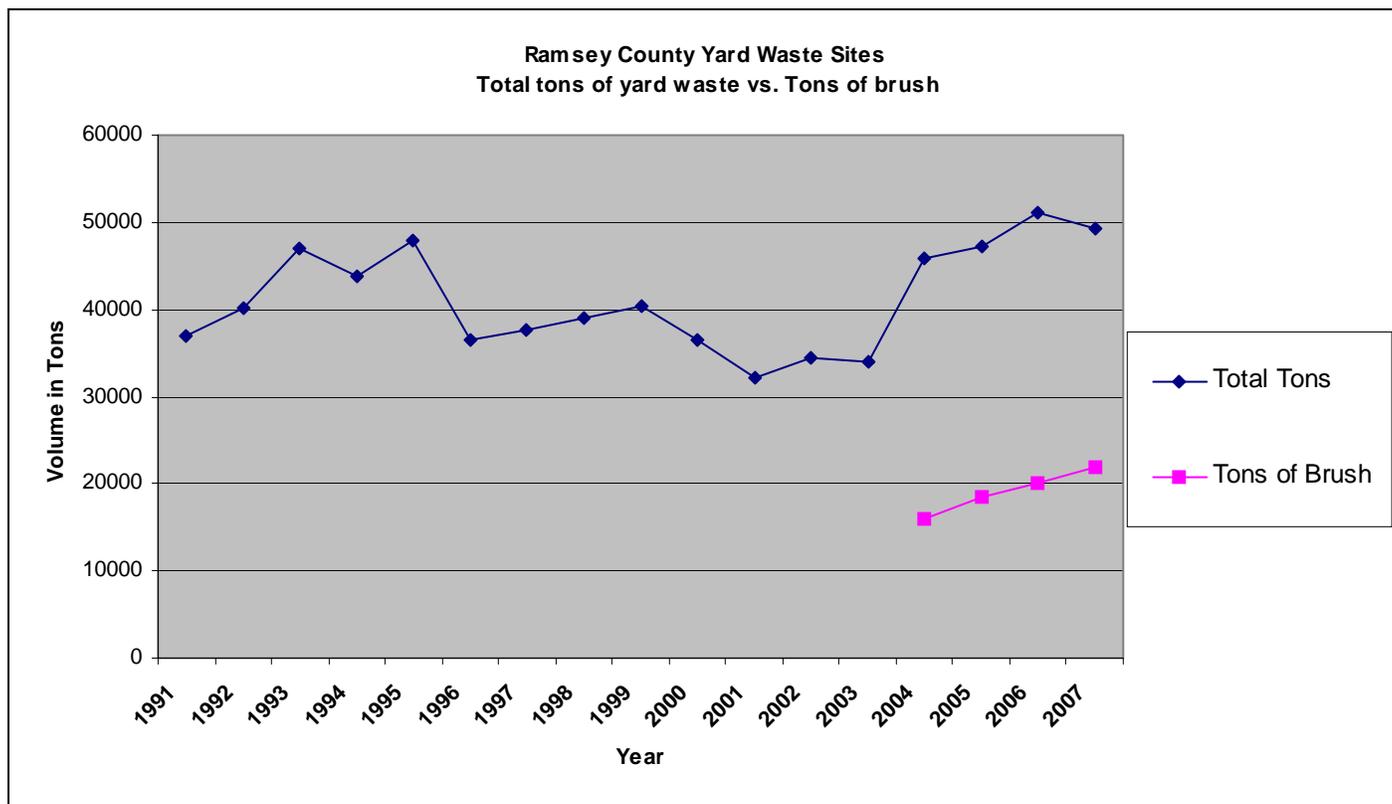


Figure RC-9



On November 4, 2003, the Ramsey County Board of Commissioners took the following action regarding tree and shrub waste.

Agenda Item: PUBLIC HEALTH – Study of Accepting Tree and Shrub Waste at Yard Waste Sites and Use at Saint Paul Cogeneration

Commissioner Rettman introduced the following resolution and moved its adoption, seconded by Commissioner Haigh. Commissioner Rettman said this new service will be enthusiastically received by all citizens. She thanked the Board for their support of this item.

Roll Call: Ayes – Wiessner, Bennett, Haigh, Ortega, Reinhardt, Rettman, McDonough – 7. Nays – 0. (2003-354)

WHEREAS, Ramsey County has provided yard waste collection services for residential leaves, grass clippings and other “soft-bodied” yard waste in some manner since October, 1983; and

WHEREAS, The State of Minnesota, in Minnesota Statutes Section 115A. 931, prohibits any person from placing yard waste, including shrub and tree waste, in mixed municipal solid waste, in a landfill, or in a resource recovery facility; and

WHEREAS, The Regional/County Solid Waste Master Plan, adopted by the Ramsey County Board of Commissioners on February 2, 1999 (Resolution No. 99-043), includes a Ramsey County Policy that states “Ramsey County will work with municipalities and private firms involved in tree and shrub waste management to ensure that opportunities for managing residentially generated tree and shrub waste are available at a level of convenience, cost and consistency such that residents will have an incentive to maintain or enhance the quality of the private urban forest;” and

WHEREAS, Saint Paul Cogeneration is a private firm in Ramsey County that has developed a co-generation facility for the production of energy from biomass fuels, including tree and shrub waste, and is working with other public and private entities to use waste wood for energy production; and

WHEREAS, The study on Public Collection conducted by Ramsey and Washington Counties in 2001 and 2002 identified a need to address illegal dumping of solid waste, and stated that Ramsey County would create partnerships to provide increased opportunities for disposal of difficult materials, such as brush; and

WHEREAS, On September 23, 2003, the County Board directed the Department of Public Health to study the possibility of creating free resident drop-off service for tree and shrub waste at some or all of the County's yard waste collection sites; and

WHEREAS, On October 21, 2003, the Department presented the requested report, which was discussed by the County Board on that date; Now, Therefore, Be It

RESOLVED, The Ramsey County Board of Commissioners hereby directs the Department of Public Health, working with other County Departments as appropriate, to implement plans to expand yard waste collection services through the collection of tree and shrub waste at the County yard waste sites in Arden Hills, White Bear Township, and Saint Paul (East Side and Midway); and Be It Further

RESOLVED, The Board hereby authorizes the County Manager to enter into a no-cost arrangement with Saint Paul Cogeneration to assure a market for woody waste collected at the yard waste sites; and Be It Further

RESOLVED, The Board hereby authorizes the Department of Public Health to procure services necessary to implement the expanded service, including consideration of an agreement with Saint Paul Parks – Forestry Division, and the County Manager is hereby authorized to enter into agreements necessary to implement the expanded service; and Be It Further

RESOLVED, The Board hereby authorizes the Department to seek changes in permits necessary to provide the expanded service; and Be It Further

RESOLVED, The Board hereby directs the Department of Public Health to explore the potential for contracted services that will process and transport woody waste from the yard waste sites to make wood mulch available to residents at those sites at no cost; and Be It Further

RESOLVED, The Board reaffirms the County's longstanding policy that yard waste sites are for use by Ramsey County residents, and the County will not allow commercial yard waste haulers/collectors or lawn services to use County yard waste sites, and expands this policy to tree and shrub waste and to include tree services; and Be It Further

RESOLVED, The Board hereby increases the personnel complement of the Department of Public Health by 2.2 FTE in order to hire Service Workers to provide for the safe and efficient operation of the four sites that will collect tree and shrub waste.

Housing and Economic Development

Section F

Introduction

In 2008, the housing market is experiencing greater turmoil than it has seen in decades. High rates of mortgage foreclosures are negatively impacting families and neighborhoods. Increasing competition for the relatively scarce affordable housing in the county—coupled with the demolition of blighted foreclosed and vacant properties—further heightens housing distress. Turbulence in residential investment and credit markets makes it increasingly difficult and more expensive to preserve and/or build new rental housing. Moreover, several years' worth of single family and ownership units inventory is making it difficult for homeowners, especially seniors, to sell and relocate to more appropriate or more affordable housing.

Ramsey County and the City of Saint Paul play an important role in preserving, expanding and improving the supply of affordable housing throughout the County. Both independently receive federal funding that encourages investment in neighborhoods and communities. The Ramsey County Housing and Redevelopment Authority (HRA) works with other county departments and suburban jurisdictions to address current—as well as ongoing—housing and community development needs.

Most of Ramsey County's suburban housing and community development activities are undertaken through its HRA. Priorities are established annually by the 15 municipalities and include owner-occupied housing rehabilitation/weatherization, rental rehabilitation and new construction, as well as homeownership and mortgage foreclosure counseling and assistance. Much of this work is accomplished under contracts with private organizations.

The Ramsey County HRA also issues conduit mortgage revenue bonds to help private developers preserve and build affordable housing units. Issuance of bonds depends to a large extent on external market conditions and the availability of other financing.

Mortgage Foreclosures and Property Values

Ramsey County has experienced increases in foreclosures during the past several years. The County is working with local jurisdictions to understand the impact of the foreclosure crisis and to prepare for problems identified. During the 2007 budget hearings, the HRA Board established a pilot program for suburban communities experiencing foreclosures and vacant building issues. The County also contracted with a consultant to work on foreclosure and vacant property issues along with the City of Saint Paul. Ramsey County staff has regular meetings with City of Saint Paul staff to look more closely at housing issues and determine if other actions are appropriate. In addition, a Ramsey County Foreclosures Task Force has been developed to provide information and recommendations to the County Board.

Of overall importance to the County—and its residents and businesses—is monitoring how the property tax base can be maintained in light of fluctuations in the housing market and recent declines in housing sales.

Ramsey County Environmental Response Fund

The Housing and Redevelopment Authority has been administering the Environmental Response Fund (ERF) Program on behalf of Ramsey County for about the past three and one-half years. Authorizing legislation ended December 31, 2007. The program has been reauthorized as part of the Omnibus Tax Bill. The reinstated authority expires on January 1, 2013. The ERF makes gap funding available to clean-up contaminated property for redevelopment. Much of the clean-up to date has enabled construction of new residential rental properties. More information regarding Ramsey County's Community and Economic Development Program may be found on the web at:

www.co.ramsey.mn.us/cp/ced

Ramsey County recognizes the need to transform contaminated property into viable use. Land acquisition and construction costs are rising rapidly and little undeveloped property remains. Re-use of existing sites can increase development costs and can leave owners with the additional costs of mitigating contamination created by prior land uses. It is Ramsey County's desire to facilitate preservation and enhancement of the property tax base through assisting with brownfields clean-up.

Consistent with the legislative requirements of the ERF, Ramsey County affirms the following priorities for expenditure of ERF funds:

- Development/redevelopment of blighted sites, including orphan sites, that will result in additional jobs at living wages and/or affordable housing; and/or
- Clean-up of public land and green space that will enhance the quality of life in neighborhoods and communities.

Ramsey County municipalities, public and private for profit and not-for-profit agencies and organizations may apply for Ramsey County ERF funds to mitigate capital investment associated with redevelopment of contaminated/polluted property located in Ramsey County. ERF funds are intended as gap financing and applicants should have exhausted funds available from other sources including, but not limited to the Department of Employment and Economic Development, the federal government, the Metropolitan Council and the private sector. Organizations applying for Ramsey County ERF gap financing to mitigate a site must own or demonstrate legal control of the contaminated property and have a pre-approved Response Action Plan from the State of Minnesota.

The Ramsey County Housing and Redevelopment Authority will administer the Ramsey County ERF. Staff will work directly with proposers and in cooperation with municipalities who may be proposing projects in Ramsey County suburban communities. For sites that are located within Saint Paul, Ramsey County HRA staff will work with Saint Paul Planning and Economic Development or the Port Authority staff to provide technical assistance and assure that proposals meet ERF program guidelines. Staff will coordinate review of project proposals and recommendations with other funding agencies. It is the intent that the ERF be used as the fund of last resort.

County-Owned Facilities

Ramsey County is owner of three specialized housing facilities. These three facilities are expressly for people with special needs:

- 1) Lake Owasso Residence serves adults with developmental disabilities. The County has recently replaced the original dormitory buildings on Lake Owasso with smaller cottages.

- 2) The Ramsey Care Center provides intensive support for people with medical needs who cannot care for themselves.
- 3) The Family Service Center was built by Ramsey County in cooperation with the City of Saint Paul in 1999. The Family Service Center, located in Maplewood, provides short-term transitional housing for homeless families.

Homelessness

Over the past several years, Ramsey County and the City of Saint Paul have joined forces to end homelessness. The Saint Paul/Ramsey County Homeless Advisory Board, comprised of over 70 people, created a blueprint for ending homelessness, joining over 300 cities, counties and regions across the United States that have taken up the same challenge. The plan to end homelessness, which was developed in 2005 and 2006, resulted in a coordination effort entitled *Heading Home Ramsey*. Heading Home Ramsey is a part of *Heading Home Minnesota*, the statewide strategy to end homelessness.

Although community plans were developed and presented to the local government leadership in 2005 and 2006, formal action was not taken until 2007. A decision was made in collaboration with the City of St. Paul to hire a coordinator position. On August 7, 2007, the Ramsey County Board of Commissioners authorized a 1.0 full-time position to assist the County, City and community by coordinating the implementation of key strategies to end homelessness. The coordinator was assigned to the County Manager’s Office and was authorized to focus on accomplishing the goals in the Heading Home Ramsey Plan to End Homelessness. The coordinator was hired in January 2008.

There are four key strategies to ending homelessness in Ramsey County: 1) Housing, 2) Prevention, 3) Outreach, and 4) Systems Change. **Figure 1** highlights the strategy areas and the structure of action teams, and team leads, corresponding to these strategies. These action teams have been created to review and recalibrate the existing plans, based on changes that have occurred since the plans were originally developed in 2005 and 2006. Most action teams were formed in June 2008.

The Tables below and on the following page represent a high level summary of recommendations from two draft plans: Plan 1—*Ending Long-Term Homelessness*, and Plan 2—*Ending Homelessness*. The numbers referenced in the tables correspond to the recommendation sections in the original two plans.

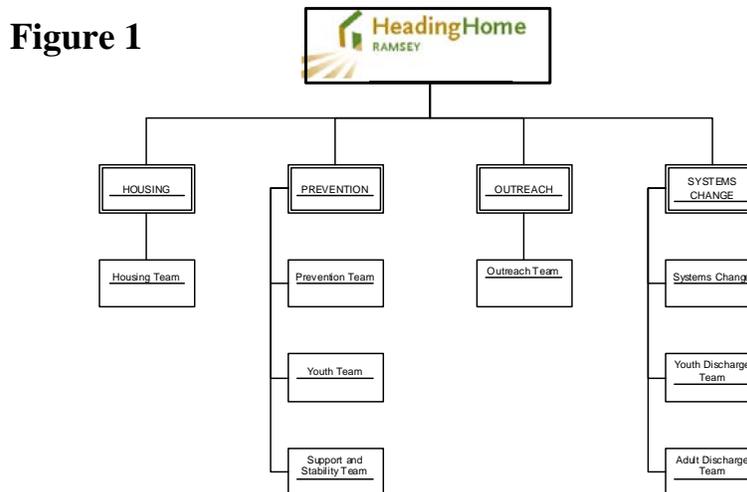


Table 1
DRAFT Plan 1: Ending Long-Term Homelessness

Vision: A more livable community, where shelters are used only for emergency transitions and every family and individual has a permanent place to live.

Strategy	Housing	Prevention	Outreach	Systems Change/ Coordination
Action Teams	<ol style="list-style-type: none"> 1. Create Supportive Housing. Create 920 units of permanent supportive housing (housing that includes access to supportive services) by 2010 (1.1, 2.1.1, 2.1.2). 2. Expand Housing Opportunities. Create local funding for 500 flexible rental assistance vouchers and advocate for a fully funded federal Housing Choice Voucher Program (1.5.1, 2.1.3, 2.1.4, 2.5.1, 2.5.2, 2.6.2). 	<ol style="list-style-type: none"> 3. Prevent Homelessness. Expand the Family Homeless Prevention and Assistance Program and create a network of providers for early identification of at-risk households. Intervene quickly when homelessness strikes to ensure that it does not become a long-term tragedy (1.2, 2.3.1, 2.3.3, 2.4.2). 4. Provide effective alternatives for homeless youth (2.6.2). 5. Build Support and Stability. Increase training and employment opportunities to increase earned income (1.4.1, 2.2.1, 2.2.2, 2.2.4, 2.2.5). 	<ol style="list-style-type: none"> 6. Build on Effective Outreach Models. Criminal justice responses to adult and youth street homelessness are both costly and ineffective. Continue to expand on these programs (2.3.2, 2.3.3). 	<ol style="list-style-type: none"> 7. Improve Coordination: Improve the coordination and delivery of housing and services. Improve coordination across systems. Improve cultural and linguistic competence of providers (2.4.3, 2.6.1, 2.6.3, 2.7.3). 8. Effective Discharge Planning. Improve discharge planning for those exiting public institutions (2.4.1, 2.4.2). 9. Maximize Public and Private Investments. Invest a total of \$130 million dollars between 2006-2010 (1.3.1, 1.3.2, 2.1.5). 10. Build a Community-Wide Response. Engage a broad spectrum of support (business, government, faith communities, providers, and community members) to end homelessness (1.5.2, 2.3.2, 2.7.2).

Table 2
DRAFT Plan 2: Ending Homelessness

Recommended Action Items Summary

	Strategy 1: Housing	Strategy 2: Prevention	Strategy 3: Outreach	Strategy 4: Systems Change
Action Items from Plan 1 (2005)	920 units of permanent supportive housing for people experiencing long-term homelessness will be developed between 2006 and 2010, with an approximate annual target of 160 units each of the first two years and 200 units each of the last three years (1.1) Equitable distribution of supportive housing throughout Ramsey County by 2008 (1.5.1)	<ul style="list-style-type: none"> - A zero growth-rate in the number of people meeting the definition of long-term homelessness by 2010, based on Wilder surveys (1.2) - Review of eligibility for publicly funded programs for all homeless persons by 2007 (1.4.1) 		<ul style="list-style-type: none"> - More than \$130 million will be invested from public and private sources (1.3.1) - Develop a flexible fund mechanism to provide gap funding (1.3.2) - By 2008, there will be active participation in the crafting of solutions to homelessness in Ramsey County by broadly representative organizations (1.5.2) - Develop formal protocols for discharge planning by 2008 (1.4.2)
Action Items from Plan 2 (2006)	<ul style="list-style-type: none"> - Develop 920 units of housing by 2010 (2.1.1) - Develop 100 units of housing for youth (<22) (2.1.2) - Expand transitional housing stock (2.1.3) - Address zoning barriers for equitable distribution of affordable housing across city and county (2.1.4) - Develop a locally financed rental assistance voucher system (2.5.1) - Recruitment campaign to finance 500 short-term rental assistance vouchers. (2.5.2) - Expand emergency shelter for youth (2.6.2) 	<ul style="list-style-type: none"> - Develop collaboration between homeless providers and employment service providers (2.2.1) - Maximize use of the earned income tax credit (2.2.2) - Increase the availability of supported employment and vocational rehabilitation services (2.2.4) - Increase focus on employment and schooling for homeless youth (2.2.5) - Support tenant advocacy and mediation (2.3.1) - Establish a network of providers for early identification of at-risk households (2.3.3) 	<ul style="list-style-type: none"> - Expand outreach staffing to better identify at-risk households (2.3.4) - Improve outreach efforts by workforce development centers (2.2.3) 	<ul style="list-style-type: none"> - Ensure adequate operating and service dollars for supportive housing units (2.1.5) - Develop strategic plan for coping with the demand of family shelter beds that exceed capacity (2.3.2) - Improve cooperation between systems working with homeless youth (2.4.3) - Form youth advisory board (2.6.1) - Improve coordination and planning between private and public agencies (2.6.3) - Form strategic partnerships with culturally specific organizations (2.7.2) - Enhance coordination (2.7.3) - Promote legislative agenda (2.7.4) - Develop an inventory of currently available services (2.7.1.1) - Develop systems for access to this information (2.7.1.2) - Establish a discharge planning task force (2.4.1) - Pilot programs with corrections for better re-entry alternatives (2.4.2)

Please Note: Items bolded (**B**) are highlighted because the original time specific targets were not achieved as of Jan 2008

Active Living Ramsey County

Section G

Introduction

The Active Living Ramsey County (ALRC) partnership works to bring about and sustain changes in design, transportation, and public/private policies to cultivate and support a way of life that makes physical activity in our neighborhoods and communities safer and easier. ALRC is a collaborative effort—not a “county” project—initiated in the spring of 2005, with the support of community and business leaders, elected officials and representatives from organizations like cities, the county, schools, and residents from all walks of life.

Active Living Ramsey County Strategic Plan 2008 – 2012

In the summer of 2007 ALRC began a strategic planning process to assist in clearly identifying the direction of the partnership. The group reviewed accomplishments and successes influenced by the partnership and then identified and established goals and strategies to keep the initiative moving forward. Overall, there was an overwhelming response from the group that the ALRC partnership is valuable and should be continued. The information below details the strategic effort the partnership identified for continuing its work over the next five years—from 2008 – 2012.

On August 8, 2008, the Ramsey County Board of Commissioners adopted the Active Living Ramsey County Strategic Plan 2008—2012 and authorized the integration of the Active Living principles into the work of County departments (*Resolution # 2008-251*).

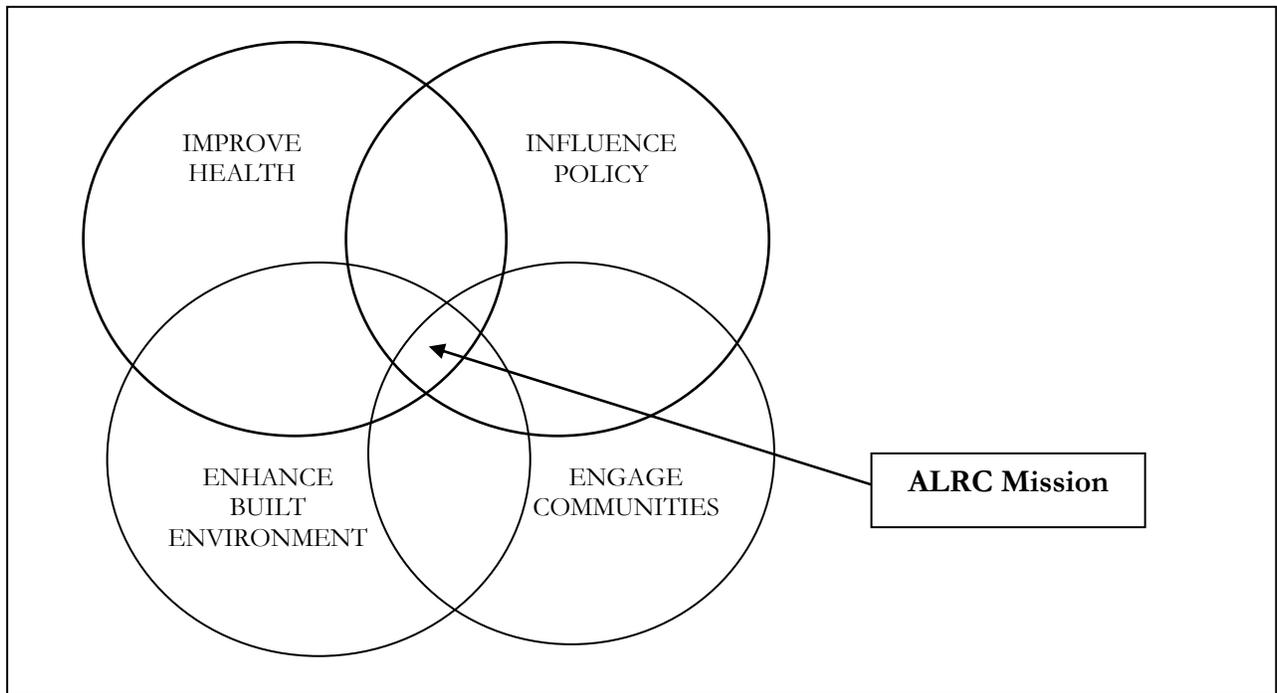
Mission and Goals

The ALRC Mission is *“To create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.”*

The goals ALRC has identified fall into four overlapping themes:

- 1) Improve Health
- 2) Influence Policy
- 3) Enhance Built Environment
- 4) Engage Communities.

After identifying goals within the themes it became evident there is some overlap in the strategies in realizing and achieving these goals.



Based on the ALRC mission statement the following goals were identified for the partnership:

1) Improve Health

- a. Increase the proportion of adults who engage in leisure time physical activity.
- b. Increase the proportion of trips made by walking.
- c. Increase the proportion of trips made by bicycling.
- d. Increase the number of education for leisure programs conducted throughout Ramsey County communities.

2) Influence Policy

- a. Support and encourage policies that integrate active living principles into comprehensive planning, ordinances, and zoning codes.
- b. Identify and reduce barriers to active living through policy influence.
- c. Identify and work to reduce health disparities in physical activity in target populations

3) Enhance Built Environment

- a. Promote the Pedestrian/Bicycle System (PBS) in new construction and reconstruction projects to increase connectivity, accessibility, and safety.
- b. Encourage a comprehensive multi-modal transportation system in Ramsey County.
- c. Identify and reduce barriers to active living through physical projects.

4) Engage Communities

- a. Increase and maintain engagement in partnership internal operations.

- b. Increase and maintain resident engagement in ALRC activities and projects.

Increasing daily physical activity is the focus of the ALRC partnership, which is associated with numerous health benefits. The partnership acknowledged that striving to accomplish the aforementioned goals might have other unintentional benefits. Improving the health of Ramsey County residents through increased physical activity will further take steps toward eliminating health disparities, reducing the proportion of pedestrian and bicycle accidents, reducing the proportion of children, adolescents, and adults that are overweight and obese, decreasing risk of chronic diseases associated with physical inactivity, and reducing the proportion of people with disabilities reporting environmental barriers. Further, focusing on physical infrastructure and policy is inclusive of physical activity for health, recreation, leisure, and transportation through a variety of approaches including parks and open space, transportation and land use. This also supports and relates to the partnership's first theme—improve health. The partnership acknowledged that strategies for the physical infrastructure and policy goals might facilitate and support an environment that makes regular physical activity more realistic and feasible. Lastly, engaging communities is critical to realizing the goals identified within all the other themes to improve health, influence policy, and enhance the built environment.

Priority Strategies

After goals were adopted, strategies and action steps were identified for each. It became apparent that many of the strategies identified overlap and relate with multiple goals. This became the basis for prioritizing strategies.

- 1) Sustain leadership at local and county levels
- 2) Identify and reduce gaps in the Pedestrian/Bicycle System
 - Develop an county-wide ALRC Bicycle Committee
 - Conduct Walkable Community Workshops
 - Support and strengthen the work of the Ramsey County GIS user group
- 3) Support and encourage Physical Activity Projects/Programming in Ramsey County
 - Provide a network for sharing evidence-based and best practices information
 - Collaborate and provide technical assistance to municipalities, schools, etc. in applying for funding—e.g. MnDOT's Safe Routes to School, Transit for Livable Communities where active living principles add value and strengthen proposals
 - Create an Active Living Recognition Program
 - Collaborate with municipalities on implementation of Health Impact Assessments
 - Sponsor the Pathways to Health 1000 Benches Project
 - Provide tools for implementation of evidence-based physical activity interventions

These strategies were selected because of their appearance under multiple goals and their ability to overlap with all four themes. The strategies reflect how engaging communities can result in physical infrastructure changes to promote and encourage physical activity. In order for the above strategies to be realized, the partnership needs to focus on sustaining leadership at local and county levels. Sustaining leadership is integral to progressing with the other strategies.

1. Sustain Leadership at Local and County levels

Sustaining leadership within ALRC is critical for the success of the multi-disciplinary partnership. Without strong leadership and collaboration ALRC will struggle to make progress toward realizing its established goals. The investment of resources to achieve this priority include the time and energy of currently engaged ALRC members—including those within Ramsey County Departments, such as Parks and Recreation, Public Health, Public Safety, Public Works and Regional Rail. Partners **must** extend beyond County departments and include cities, schools, health plans, non-governmental organizations, residents, and elected officials. In order to increase and maintain interest in ALRC activities, partnership meetings need to be purposeful and provide added value to the work stakeholders are doing. A project coordinator for ALRC who can facilitate, oversee and organize the efforts of the partnership will be needed.

Activities that will increase and maintain engagement in the partnership include:

- a. Reconnect with the existing partnership list
- b. Identify potential partners not currently at the table
- c. Identify missing geographic areas
- d. Involve current partners (through Parks and Recreation, Public Health, and Public Works) in promoting the partnership to others
- e. Recommend and translate effective intervention strategies to partners and other constituents

There are numerous measures that may assist in defining how well the partnership is engaging stakeholders through the aforementioned activities. The partnership can monitor:

- Number of stakeholders
- Proportion of actively engaged stakeholders
- Number of participants attending quarterly
- ALRC partnership meetings
- Number of hits on ALRC webpages
- Conduct a follow-up Ramsey County Active Communities Study of residents to track progress from 2005 survey with Decision Resources, Ltd.

Through increasing and maintaining engagement in the partnership's internal operations, activities and projects, ALRC will realize increased information sharing through a variety of mediums, including email, website, county newsletters, local newspapers, city newsletters, and district council newsletters. Sharing best practices and evidence-based information can assist in building capacity and increasing outreach for ALRC. Through increased capacity and outreach, change may be seen in knowledge, attitudes, and awareness of ALRC stakeholders.

Changes seen in knowledge, attitudes, and awareness continually increase capacity and allow ALRC to actively engage stakeholders within defined roles. Defined roles of engaged stakeholders may include:

- **Implementers:** those involved with program operations
- **Partners:** those who actively support projects
- **Participants:** those served or affected by the programs

- **Decision makers:** those in a position to do or decide something about the program

Having clearly defined stakeholders enables ALRC to continually plan for the sustainability of partner engagement and to make progress toward identified goals of improving health, physical infrastructure, and policies. ALRC should identify the implementers and decision makers, which could set apart a steering committee for the partnership. Sustaining leadership and establishing a steering committee at local and county levels address goal 4.1—to increase and maintain engagement in partnership internal operations—and positions ALRC to better achieve goal 4.2—to increase and maintain resident engagement in ALRC activities and projects. This lends to realizing the goals identified to improve health and changes to physical infrastructure and policy. *ALRC goals directly impacted: 4.1, 4.2*

2. Identify Gaps In The Pedestrian/Bicycle System

Identifying gaps in the Pedestrian/Bicycle System (PBS) seeks to realize the goals of ALRC through increasing connectivity and accessibility to support and encourage active transportation as well as leisure-time physical activity. In order for this strategy to be effective, ALRC must continually call upon the resources that partners and stakeholders are able to invest. It is necessary to continue with a multi-disciplinary approach to ensure a thorough and rigorous approach is taken to identify current connections as well as gaps within the PBS in Ramsey County.

There are a variety of approaches ALRC can take in achieving this priority. The following approaches were mentioned throughout the strategic planning process:

- Develop a county-wide Active Living Ramsey County Bicycle Committee
- Conduct *Walkable Community Workshops*
- Support and strengthen the work of the Ramsey County GIS user group

Active Living Ramsey County Bicycle Committee: ALRC will collaborate with municipalities and Ramsey County Departments to support and encourage a county-wide ALRC Bicycle Committee. Each municipality can help recommend 1 or 2 residents who are bicyclists for transportation and/or recreation to volunteer for this effort. Representatives may assist in developing an ALRC Bicycle System Plan. An Active Living Ramsey County Bicycle Plan could help assess current bicycling infrastructure, identify gaps and priority areas to ensure a comprehensive, complete, and connected bikeway system throughout Ramsey County and its municipalities. An ALRC Bicycle Committee would operate with input from the Ramsey County Board, Public Works, Parks and Recreation, Public Safety, Public Health, and municipalities. *ALRC goals directly impacted: 1.3, 2.1, 2.2, 3.1, 3.2, 3.3, 4.2*

Walkable Community Workshops: *Walkable Community Workshops* further reinforce and maintain community engagement. ALRC can coordinate and facilitate *Walkable Community Workshops* within Ramsey County. A small group of ALRC partners have participated in a train-the-trainer session with the Minnesota Department of Health on how to conduct these workshops. *Walkable Community Workshops* may also provide a tangible approach for municipalities to identify and prioritize how to transform their community into a more

walkable area, which may be accordance with changes made to their comprehensive plans, ordinances, and zoning codes to promote and support active living principles. *Walkable Community Workshops* can identify pedestrian and bicycle improvements to be prioritized and implemented. *ALRC goals directly impacted: 2.1, 2.2, 2.3, 3.1, 3.2, 3.3, 4.2*

Ramsey County GIS User Group: To further identify gaps within the PBS, ALRC will continue to support and strengthen the work of the Ramsey County GIS User Group. The GIS User Group can help to promote the current PBS and further identify areas in need of improvement. ALRC and the GIS User Group may explore how the aforementioned strategies (*Walkable Community Workshops* and an Active Living Ramsey County Bicycle Committee) may assist in the collection of data on where there is incomplete infrastructure and the attributes of the surrounding infrastructure. ALRC should consider how it could best partner and collaborate with the GIS User Group to reduce the gaps in the PBS and provide a continuous system.

ALRC can utilize a variety of outputs to measure its progress toward increasing connectivity and accessibility of PBS in Ramsey County. The partnership can track the number of *Walkable Community Workshops* and the number of Bicycle Advisory Committee meetings held. ALRC can work with partners to assess the current known number of miles in the Pedestrian Bicycle System and the increase in miles. ALRC can work together with communities to inventory the number of trip-end facilities (e.g. bicycle parking, showers, lockers) available and where additional trip-end facilities are feasible and needed. Additionally, ALRC can track the number of Ramsey County residents that are walking and bicycling for leisure and/or transportation and follow-up with the 2005 Decision Resources Study.

Through the intended activities to assist in identifying gaps within the Pedestrian/Bicycle System ALRC will realize further information sharing and continued partnership with municipalities and Ramsey County Departments. Also, the work toward identifying gaps in the PBS will further increase awareness and knowledge on the connection between active living and the built environment. *ALRC goals directly impacted: 2.1, 2.2, 3.1, 3.2, 3.3, 4.1, 4.2*

3. Support And Encourage Physical Activity Projects/Programming

Supporting and encouraging physical activity projects and programming throughout the County enables ALRC to engage stakeholders and partners. Evidence-based projects and programming ensure a comprehensive approach to promoting physical activity. In order to successfully promote physical activity not only do policies and the physical infrastructure need to support it, but there needs to be programming and education on its accessibility and benefits. Activities supporting and encouraging physical activity, including:

- Provide technical assistance and support
- Assist in implementation of Health Impact Assessments
- Create an Active Living Recognition Program
- Sponsor the Pathways to Health 1000 Benches Project
- Provide tools for implementation of evidence-based physical activity interventions

Provide Technical Assistance: ALRC can continually assist in coordinating local efforts within community organizations to change the local environment to increase access to physical activity. The partnership can assist municipalities in educating key stakeholders to influence and affect policy and environmental changes. ALRC will work with organizations to leverage, combine, and capitalize on complementary strengths and resources to promote changes in the built environment. Other areas in which ALRC can provide technical assistance include:

- Engaging non-traditional partners to comprehensively promote physical activity at multiple levels and settings and in a variety of populations
- Providing support and endorsement of collaborative efforts
- Using data as a tool to develop and prioritize community-based interventions or policies that promote physical activity
- Summarizing data to highlight ethical, political, social, and economic issues related to physical activity and health disparities
- Using analysis of quantitative and qualitative data to assist with evaluation of unmet needs
- Recommending and translating effective intervention strategies to partners and other interested community organizations
- Address cultural, social, and behavioral factors that contribute to physical inactivity and disease progression and health promoting behaviors in target populations, including: girls and women, older adults, people of color and American Indians, people with disabilities, and people with lower income and less education.

Municipal planners further identified items they would like to receive further assistance on, including: (1) providing a forum with interjurisdictional collaboration between municipalities, county, and state, (2) coordinating day trips for elected officials to better understand mixed-use/active living environments that work well, and (3) provide information on historical perspective of planning in the pre-automobile era and what historic corridors/main streets looked like for mixed use examples. ALRC will explore how future collaboration may occur and be beneficial to municipalities—particularly in regards to how community design may influence health and promote physical activity. Assistance provided to partners will be evidence-based and utilize data from the Ramsey County Active Communities Study, Metropolitan Design Center—Twin Cities Walking Study, Metropolitan Council, Minnesota Department of Health, Minnesota Department of Transportation, Minnesota Department of Natural Resources, Minnesota Student Survey, Behavioral Risk Factor Surveillance System, American Time Use Survey, etc..

ALRC goals directly impacted: 1.1-4, 2.1-3, 3.1-3, 4.1-2

Health Impact Assessments: Health Impact Assessments (HIA) are generally defined as a “collection of procedures and tools by which projects, policies, and programs can be evaluated based on their potential effects on the health of a population and the distribution of those effects within the population.” Health Impact Assessments can help decision-makers understand the health consequences of projects and policies they are considering. ALRC can provide assistance to municipalities throughout the five steps of completing a Health Impact Assessment. These steps—as outlined from the Centers for Disease Control and Prevention—include:

- **Screening:** identify projects or policies for which HIA would be useful
- **Scoping:** identify which health impacts should be included
- **Risk assessment:** identify which people may be affected and how they may be affected

- **Reporting:** present the results to decision-makers
- **Evaluation:** determine the effect of the HIA on the decision making process

Municipalities throughout Ramsey County are stretched for resources and time and working with ALRC to utilize the HIA tool can help plan for healthier communities throughout the County. *ALRC goals directly impacted: 2.1, 2.2, 2.3, 3.3, 4.1, 4.2*

Active Living Recognition Program: ALRC should consider creating an Active Living Recognition Program. ALRC can develop criteria describing excellence in active living for communities. Recognition could be given for municipalities who adopt resolutions around active living principles. The recognition program would provide media and public awareness opportunities that could help change norms around controversial issues, i.e. sidewalks.

There are a few outputs ALRC could utilize to measure progress with this strategy. ALRC can track the number of funding applications for which technical assistance is provided and the number of applications funded. Tracking letters of support given by the partnership may be useful in measuring partnership outreach. ALRC may also look to the number of projects, programs, or policies that are recognized in the Active Living Recognition Program. Lastly, the partnership can assess the number of Health Impact Assessments completed throughout the County.

Through these efforts the partnership will continue to realize greater information sharing and continued relationships with municipalities, schools, county departments, and community organizations. ALRC will increase awareness and knowledge on the importance of promoting physical activity and healthy communities. Because of these undertakings, the ALRC partners hope to achieve an increase in access to resources and outside funding to attain active living goals. Also, Ramsey County municipalities will plan for healthier communities due to Health Impact Assessments. Overtime ALRC may find that communities recognize and value the partnership goals and the strategies used to achieve them and will further call on the partnership to assist in future endeavors. *ALRC goals directly impacted: 1.1-4, 2.1-3, 3.1-3, 4.1-2*

Sponsoring the Pathways to Health 1000 Benches Project: ALRC will facilitate the placement of 1,000 benches made of recycled materials in a series of corridors connecting destination throughout the County. The 1000 benches effort will create a physical environment to promote physical activity by facilitating “pathways to health,” that serve especially the elderly, people with disabilities and people with small children. Benches act as point of decision prompts and involve street-scale urban design and land use policies that support increased physical activity in small geographic areas. The 1000 Benches Project reflects how engaging communities can result in physical infrastructure changes to promote and encourage physical activity. The objectives of the 1000 Benches Project include accomplishing the following by the end of 2010:

- Place 1000 benches on corridors that connect destinations;
- Facilitate the creation of 50 – 100 different corridors, with 10 – 20 benches in each;
- Place benches throughout all geographic areas of Ramsey County

ALRC can monitor progress in the Pathways to Health 1000 Benches Project through a variety of qualitative and quantitative measures. These measures include:

- Number of inquiries received from communities
- Number of proposals received
- Number of benches installed over time
- Request feedback from communities/staff involved with bench installation
- Assess activity pre/post bench installation
- Survey identified destinations along corridors

The qualitative and quantitative measures will allow ALRC to assess the effectiveness of the 1000 Benches Project. *ALRC goals directly impacted: 1.1-3, 2.1-2, 3.3, 4.1-2*

Long-Term Outcomes

Through work toward its mission, ALRC will realize continual advocacy for policy and environmental change promoting physical activity. Over time, ALRC hopes to impact social norms that support both individual choices to become more active and community support for infrastructure that will help them do that safely and conveniently.

Implementation

Section H

Introduction

The Implementation section in the Comprehensive Plan is a companion the other sections: while each of the other sections describes *what* the County intends to do, the Implementation section describes *how* the County will carry out the required sections. Minnesota statute outlines three areas that must be included in this section:

Official Controls: Related ordinances, fiscal devices and other actions the County uses to implement the Comprehensive Plan.

Capital Improvement Program: The County's Plan for investments in capital improvement

Housing Implementation Program: This section is not required of Ramsey County, given its limited role in land use planning

The Ramsey County Draft 2008 Comprehensive Plan's Implementation Section is divided into three chapters:

1. Related Official Controls and Formal Actions by Ramsey County Board of Commissioners
2. 2008—2013 Capital Improvement Program Plan and 2008/2009 Budget
3. 2008—2012 Transportation Improvement Plan

Related Official Controls and Formal Actions By Ramsey County Board of Commissioners

Introduction

Ramsey County has maintained a superior level of financial integrity as demonstrated by its AAA rating from both Moody’s and Standard and Poor’s bond-rating agencies, which is the highest rating that can be achieved. Ramsey County’s Budget and Accounting staff, the County Manager and staff, and the other County departments—along with the Ramsey County Board of Commissioners—have played pivotal roles in achieving and maintaining this rating.

The ability to realize strategic plans—including this Comprehensive Plan—is subject to continuously changing financial conditions. Strategic direction and decisions must be considered in context of the County’s financial position and fiscal constraints.

Official Controls

The following are excerpts from the *Home Rule Charter of Ramsey County*, which outlines the official powers of the County Board of Commissioners that relate to land use:

Sec. 2.02 Powers of the County Board

- C. Subject to the limitations provided by law:
 - 1. To levy taxes and special assessments;
 - 2. To issue debt instruments and borrow money; and
 - 3. To set fees and designate the collection and disposition of such fees by any county department, office, agency or board.

- G. To enter into joint powers agreements as provided by state law.

- K. To sell, lease or otherwise dispose of park property upon such terms as it considers best in the public interest. In the event the intended use is not consistent with park purposes, before disposal of any real property for such inconsistent use, the county board shall hold a public hearing as to the intended use of the property, after first providing at least twenty days written notice of the hearing date to the municipality in which the property is located and to all owners of land within 1,000 feet of the real property to be disposed.

Before the sale, lease or disposal of park property for any inconsistent use, the county board shall adopt, by resolution, a policy providing for no net loss of park, recreational or open space land and facilities. At a minimum, the policy shall provide that park, recreational and open space land acquired for such purposes may not be converted to another use unless such land and recreational facilities are replaced in an equivalent amount and of similar quality.

- L. To acquire by gift, devise, purchase or condemnation any property on such terms as the county board deems appropriate, and to sell or lease any property of the county, as needed for the full discharge of the powers and duties of the county, subject to this charter and state law.
- M. To contract for the acquisition, construction, or improvement of real property or buildings in a manner determined by the county board, to serve the interest of the public in regard to cost, speed, and quality of construction. Alternative construction procurement methods include, but are not limited to: (1) the solicitation of proposals for construction on a design/build basis and subsequent negotiation of contract terms; or (2) the solicitation of proposals for a construction management agreement which may include a guaranteed maximum price.

Sec. 5.01 Ordinance: Definitions and Vote Required

- A. In addition to such other acts as this charter or any other provisions of law required to be by ordinance, those acts of the county board which shall be by ordinance include the following:
 - 1. Establish, structure, merge, or abolish any county department, office, agency, board or commission, except as provided for in this charter.
 - 2. Establish the annual salary for county board members.
 - 3. Authorize the bonding and borrowing of money.
 - 4. Authorize emergency appropriations as defined in this charter.
 - 5. Provide for a fine or other penalty or establish a rule or regulation for violation of which a fine or other penalty is imposed.
 - 6. Grant, renew or extend a franchise.
 - 7. Convey or lease, or authorize the conveyance or lease of any park lands of the county.
 - 8. Adopt, with or without amendment, ordinances proposed under the initiative power.
 - 9. Amend or repeal any ordinance previously adopted, except as otherwise provided in Chapter 8 of this charter with respect to repeal of ordinances reconsidered under the referendum power.

Sec. 9.01 Authority

The county board shall have full authority over the financial affairs of the county except as limited by the State Constitution or this charter. This authority shall include the power by resolution to assess, levy, and collect taxes on all subjects or objects of taxation, and by ordinance to issue bonds, except as limited or prohibited by the State Constitution or this charter.

Sec. 9.02 Taxing Authority

The county board may levy annually on all taxable property in the county the following taxes:

- 1. A tax for general county purposes.
- 2. Taxes required for the payment of principal and interest on bonds, levy certificates, and other obligations of the county.
- 3. Other taxes authorized by law without regard to charter or statutory limitations.

Sec. 9.03 Certification of Tax Levy

After the adoption of the budgets as prescribed in this charter, the county board shall adopt a tax levy resolution showing the amount which must be provided by an ad valorem tax on all taxable real and personal property in the county. In addition to the amount required to be provided, the county board in the adoption of a tax levy resolution may include a reasonable allowance for uncollectibles. The tax levy resolution shall be certified in accordance with law.

Sec. 9.04 Tax Anticipation Obligations

The county board, by resolution, may issue and sell notes, warrants, certificates or other evidence of indebtedness of Ramsey County in anticipation of tax revenue from taxes levied but not collected. The total amount of the indebtedness outstanding at any time shall not exceed 80 percent of the taxes levied by the county for the year before the one in which the certificates are issued. The indebtedness shall mature not later than three months after the anticipated date of receipt in full of the taxes so anticipated. The indebtedness shall be negotiable and shall bear interest before and after maturity at such rate or rates as the county board shall determine and shall otherwise be issued in accordance with this charter.

Sec. 9.05 Bonding

Ramsey County by ordinance and without an election may issue general or special bonds, notes, obligations, or evidence of indebtedness for any authorized corporate purpose. Such indebtedness may otherwise be issued on such terms, and at such rate or rates as the county board shall determine consistent with Minnesota Statutes relating to public indebtedness. The proceeds of indebtedness shall be applied to the purpose for which the indebtedness is issued and may be applied to the payment of any necessary, desirable or incidental expenses related thereto.

Notwithstanding any provision of this charter, the county may issue indebtedness for emergency borrowing as provided in Chapter 10. The certificates of indebtedness for emergency borrowing shall not be included in the net debt of the county.

The aggregate principal amount of indebtedness of the county outstanding at any time shall not exceed the statutory limitations on indebtedness under Minnesota Statutes, Chapter 475, for which purpose there shall not be counted any indebtedness excepted from the calculation of net debt by general or special law.

Sec. 10.05 Capital Improvements Plan

- A. The county board shall prepare a five year capital improvements plan to include:
1. A clear, general summary of its contents;
 2. A list of all capital improvements costing over a specified dollar amount designated by the county board which are proposed to be undertaken during the next five ensuing fiscal years with appropriate information to show the necessity for these improvements;

3. Cost estimates, method of financing, and recommended time schedules for each of these improvements;
4. The estimated cost of operating and maintaining the facilities to be constructed or acquired; and
5. The estimated cost for debt service for capital expenditures. These will be financed from current revenues in the ensuing fiscal year and shall be included in the budget as well as in the capital program. Appropriations for such expenditures shall be included in the budget.

B. Hearings, Date for Adoption, Submission of Capital Budget:

1. Annually, the county board shall cause to be prepared a recommended capital improvements budget for the ensuing fiscal year. The proposed budget shall then become a public record.
2. The above information shall be revised and extended each year with regard to capital improvements still pending or in the process of construction or acquisition.

C. Adoption of Capital Budget.

The capital budget shall be adopted by resolution of the county board.

Formal Actions

The Ramsey County Board of Commissioners has taken formal action on many sections within this Comprehensive Plan. Below are selected recent and related formal actions of the Ramsey County Board of Commissioners, which are presented by the sections of the Comprehensive Plan:

Section A: Foundation

- Board Goals and Critical Success Indicators:
Adopted on April 17, 2007 (*Resolution # 2007-155*)

Section B: Transportation, Transit and Surface Water Management

Of specific interest are three County Board actions on transit-related issues that have significant regional impact, which are cited below. An additional action worth noting that has impacted the County's transit planning was the Post Office Board of Governors' decision in April 2008 to sell the Depot concourse property to the Ramsey County Regional Rail Authority. There are numerous additional Board actions related to transit and transportation issues, which are not listed below.

- Purchase Agreement for Union Depot Real Estate:
Approved on October 23, 2007 (*Resolution R07-44*)
- Joint Powers Agreement forming County Transit Improvement Board:
Approved on March 25, 2008 (*Resolution # 2008-121*)
- Sales and Use Tax for Ramsey County:
Adopted on, March 25, 2008 (*Resolution # 2008-122*)
- Central Corridor Preliminary Design Plan:

Section C: Parks and Open Space

- System Plan for Ramsey County Parks and Recreation:
Adopted on April 11, 2006 (*Resolution # 2006-146*)

Section D: Mississippi National River and Recreation Area (MNRRA) Plan

The County Board has not taken formal action on the MNRRA Plan since July 9, 2002 when it adopted the MNRRA Plan and approved its inclusion in the Comprehensive Plan. However, the County Board has taken numerous actions regarding the status of the County's Riverfront Properties that are referenced in the MNRRA Plan.

- Decision to Sell Riverfront Properties:
Approved on November 6, 2007 (*Resolution 2007-337*)
- Purchase Agreement regarding Riverfront Properties:
Approved on January 15, 2008 (*Resolution 2008-026*)
- Draft Reinstatement and First Amendment to the Purchase Agreement of Riverfront Properties:
Approved on May 13, 2008 (*Resolution 2008-177*)

Section E: Solid Waste

- Regional/ Ramsey County Solid Waste Master Plan:
Adopted on November 16, 2004 (*Resolution # 2004-424*)

Section F: Housing and Community Development

- Homelessness Cooperative Agreement with the Metropolitan Counties:
Authorized on May 23, 2006 (*Resolution #2006-199*)
- Heading Home Ramsey Coordinator Position:
Authorized on August 7, 2007 (*Resolution # 2007-242*)
- Housing Redevelopment Authority – Fiscal Year 2008 Plan:
Adopted on May 6, 2008 (*Resolution # H08-006*)

Section G: Active Living Ramsey County

- Active Living Ramsey County Planning Grant:
Authorized on August 22, 2006 (*Resolution # 2006-292*)
- Active Living Ramsey County Coordinator Position:
Authorized on February 12, 2008 (*Resolution # 2008-073*)
- Active Living Ramsey County Strategic Plan 2008—2012; and to integrate Active Living principles into the work of County departments:
Adopted on August 8, 2008 (*Resolution # 2008-251*)

Section H: Implementation

- 2008—2013 Capital Improvement Program Plan:
Adopted on December 18, 2007 (*Resolution # 2007-413*)
- 2008—2012 Transportation Improvement Plan:
Adopted on May 6, 2008 (*Resolution # 2008-164*)

Environmental Actions and Practices

With such importance placed on sustainable practices and stewardship to the environment by government, business and the community to the benefit of all, Ramsey County has made a commitment to actions and practices that span a broad range of activity. In addition to the formal actions cited above, the Ramsey County Board of Commissioners has taken action during the past two decades to support practices that advance environmental objectives throughout the County's departments and services. These include:

- Environmental Mission Statement
Adopted April 1993 (*Resolution # 93-228*):
Established Values and Principles to guide County planning and services
- Twin Cities Clean Cities Coalition
Adopted October 17, 2000 (*Resolution # 2000-375*): Committed Ramsey County to participate in the American Lung Association's Clean Cities Coalition, an effort to reduce air pollutants and consider less-polluting fuel sources. Predecessor action was *Resolution # 95-328*, to join the Clean Fuels Minnesota Program, the precursor of the Clean Cities Coalition, adopted July 25, 1995.
- Environmentally Preferable Purchasing
Adopted September 19, 2000 (*Resolution # 2000-335*): Supported use of the *Environmentally Preferable Purchasing Guide*, published by the regional Solid Waste Management Coordinating Board, and encouraging departments to adopt "green" purchasing practices. Resolutions acknowledging the U.S.'s America Recycles Day have been adopted nearly annually, restating the County's commitment to buying recycled products.
- Membership in ICLEI's Cities for Climate Protection
Adopted April 21, 2001 (*Resolution # 2001-130*): Committed Ramsey County to become a member of ICLEI's climate protection campaign; assess and work to reduce greenhouse gas emissions.
- Clean Air Minnesota Partnership
Adopted October 5, 2004 (*Resolution # 2004-372*): Committed Ramsey County to become a member of the MN Environmental Initiative's multi-sector partnership to reduce air pollutants in an effort to avoid allowing the metro area to be designated a "non-attainment" area by US EPA.
- Ramsey County Solid Waste Master Plan
Adopted November 16, 2004 (*Resolution # 2004-424*): The primary policy and planning document for managing waste, contains several "lead by example" directions around recycling, environmentally preferable purchasing, and waste management.
- Purchase of Wind Energy

Adopted December 13, 2005 (*Resolution # 2005-446*): Committed \$10,000 for one-time purchase of a specified amount of wind energy under Xcel's WindSource program.

Beyond the official actions by the County Board, Ramsey County departments have shown commitment to and innovation in environmentally-sustainable practices for many years. A few examples are highlighted below:

- In 2008, over 300 additional recycling bins were placed throughout the Ramsey County Parks system to increase recycling activity by park, arena, and golf course visitors, representing one of the most significant expansions of a local government parks recycling system in Minnesota.
- The demolition of the former Twin Cities Army Ammunition Plant (TCAAP) site and the subsequent construction of the Public Works facility in Arden Hills resulted in the recycling and/or re-use of more than 87% of the building's materials. This project received two awards: The Minnesota Office of Environmental Assistance's "*Minnesota Government Reaching Environmental Achievements Together (MN GREAT)*" Award, and the Minnesota Governor's "*Excellence in Waste and Pollution Prevention*" Award.
- Since 2007, Ramsey County has led other counties in taking advantage of enhanced lighting retrofit projects through a local government pilot project offered through the Center for Energy and Environment under Xcel Energy's *Conservation Improvement Program*, taking energy conservation efforts above and beyond standard conservation opportunities. This pilot project was initiated by the Metropolitan Energy Policy Coalition, of which Ramsey County is a member, with the intent to seek expansion of this pilot project to benefit other units of local government served by Xcel and other utility companies, significantly reducing local government energy consumption and costs. This leadership builds on previous energy consumption reduction efforts by the County in the 1990s that led to the County receiving the "*Outstanding Achievement in Energy Conservation Award*" from Northern States Power (now Xcel Energy).
- Ramsey County sees food waste recycling as a key strategy for future reductions of waste disposal beyond customary paper, metal, glass and plastic recycling efforts. The Ramsey/Washington County Resource Recovery Board has worked for several years to promote and facilitate food waste recycling at grocery stores, restaurants, institutional cafeterias, and other sources in the community. Through the project, the County has worked closely with Saint Paul Public Schools to implement food waste recycling District-wide, and is currently working with the suburban school districts. In addition, recycling food waste at County residential and correction facilities is reinforcing the message that targeting this material is important if the region is going to make significant progress on waste issues. It also helps the County better manage waste disposal costs.
- As part of its Active Living Ramsey County! program, the County has implemented the *Pathways to Health 1,000 Benches* grant program to encourage development of walking pathways to promote physical activity. These "pathways to health" connect destinations in the county, and are intended to especially serve older adults, people with disabilities and people with small children. In an example of integrating different elements of sustainability in a County program, the 1,000 benches are made with recycled content by a Minnesota manufacturer, stimulating local markets for plastic collected from recycling programs in Ramsey County.
- Ramsey County organized *Green Gatherings*, an initiative to create a partnership among various private and public sector organizations to provide tools and information to shape the greening of all events, from large conventions to community festivals and gatherings. This work endures today as a

collaborative made up of numerous agencies, and continues to develop tools and consultation to promote green events for Ramsey County and the Twin Cities metro area.

- The County has pursued energy efficiency and environmentally sustainable efforts in recent facility improvements, including the Maplewood Library construction. Since its opening in 2007, the Maplewood Library has won several awards for the building's interior design and architecture, and has been nationally recognized for its modern, sustainable design. Following on this success, the County decided in 2009 to pursue certification for a major remodeling project at its Roseville Library under the U.S. Green Building Council's *LEED (Leadership in Energy and Environmental Design)* program. Only about a dozen buildings in Minnesota have achieved Gold Certification status as of this writing, and the County expects to join that elite group when the facility opens in 2010.
- A joint Ramsey County – St. Paul Environmentally Preferable Purchasing (EPP) Team pursues collaborative efforts to expand greener purchasing options and practices in County and City departments, which share a purchasing department. In addition, the County's facility managers have been participating in a *Cleaning for Health* initiative specifically targeted to expand the use of cleaning products, equipment, and practices that create healthier places for employees and visitors to County facilities.
- Ramsey County has been evaluating options in the recent months for greater coordination among departments and is planning to pursue an organizational approach for sustainability that positions the County to more effectively respond to opportunities presenting environmental and economic benefits.
- Ramsey County has initiated numerous waste management strategies over the decades that have become the standard for community-based practices and continue to have significant impact on the environment including:
 - Establishing a convenient system of yard waste drop-off sites, where residents can drop off leaves, grass clippings, and brush, and can pick up finished compost and wood chips.
 - Enrolling all school districts in the Mercury-Free program.
 - Ensuring compliance with hazardous waste regulations for businesses and institutions
 - Establishing household hazardous waste drop-off locations for residents
 - Ensuring that much of the trash generated in the counties is used productively to produce fuel for creating electricity, instead of being landfilled. In collaboration with Washington County, Ramsey County has contracted with the private sector for development and operation of a refuse-derived fuel processing facility in Newport, MN.

2008—2013 Capital Improvement Program And 2008—2009 Budget

Introduction

The 2008/2009 Capital Improvement Program (CIP) Budget and 2008—2013 Capital Improvement Program Plan were adopted by the Ramsey County Board of Commissioners on December 18, 2007 (*Resolution # 2007-413*). The following are excerpts from the adopted Plan.

The CIP Budget and Plan were presented to the Ramsey County Board of Commissioners at the same time as the Operating Budget. This was done to emphasize the importance of long-range capital planning as a necessary adjunct to the annual operating budget. The operating budget provides for the funding mechanisms, while the Capital Improvement Program Plan document provides the detailed background and analysis for the approved capital expenditures.

Mission Statement

Ramsey County's mission is to enhance the quality of life for its citizens by providing progressive and innovative leadership that addresses Federal and State directives and changing community needs by delivering services in a responsive, professional, and cost-effective manner.

One of the guiding principles critical to the success of the County's mission is: "The County strives to maximize the return on its human, physical, and fiscal resources in providing quality services to the public." The recommendations contained herein are consistent with this principle in that they:

- Assist departments in providing a quality work environment for employees and clients.
- Assist departments in preserving and maintaining the County's investment in buildings, land, infrastructure, and equipment.
- Are based on a prioritized ranking system including the effective utilization of available outside funding sources (Federal, State, Other) in addition to appropriate County funding levels.

Goals and Strategies

Following are the goals and strategies used in forming recommendations:

- A. To establish long-range (10 years) projected financing levels for regular capital projects and major building projects.
- B. To continue funding for an Equipment Replacement Schedule (primarily for mobile/motorized equipment) using Capital Improvement and Equipment Replacement Levy (pay-as-you-go) as a financing method.

- C. To continue funding scheduled building improvements in County-owned buildings, operated as Internal Services Funds, through dedicated rental revenues.
- D. To establish and finance a Comprehensive Capital Asset Management and Preservation Plan as one of the County Board's priority goals set in 2005.
- E. To establish responsible debt issuance levels, and compare them to certain debt indicator benchmarks.
- F. To provide for needed capital repairs to County buildings, lands, and infrastructure to extend useful lives.
- G. To provide for new capital investment to replace poorly functioning or non-functioning assets.
- H. To maximize the use of Federal, State, and other non-County financing sources.

Governance

The Ramsey County Board of Commissioners sets forth and administers the policy and affairs of the Capital Improvement Program Plan.

The Board of Ramsey County Commissioners created a fourteen-member Capital Improvement Program Citizens' Advisory Committee (CIPAC), to be composed of two residents from each of the seven county commissioner districts appointed by the appropriate County Commissioner, to assure citizen participation in the decision making process.

CIPAC members, along with a group of raters assembled by the County Manager, listen to presentations, rate, and rank all submitted CIP projects for recommendation. The results are compiled and the County Manager uses this information in preparing the Proposed Capital Improvement Project Budget.

Public Relations

At a time when costs and demands are rising and public agencies must compete for limited resources, it is crucial that the County Manager, the staff, and Board Members work together to foster a positive public image for the County. While it is important to establish a formal and active public relations program for the County, public relations also encompasses a wide range of daily and informal activities. CIPAC can play a significant role in creating good will for the County. Through their many and varied contacts in the community, CIPAC members have frequent opportunities to inform others about County capital improvement projects accomplishments, and needs. CIPAC can be County's good will ambassadors, building awareness and support wherever possible.

At the same time CIPAC Members are being vocal and visible on behalf of the County, they can also be sensitive to community information needs and demands for better County services. CIPAC Members enjoy unique opportunities to serve as liaisons between the public and the County Commissioners, translating community needs into improved policies and programs.

Scope

Capital Improvement Projects are submitted by all County Departments, Ramsey County Library, Landmark Center, Historical Society, and Extension Services.

Annual Project Budget Presentation

Category	Phase	Life-cycle Budget	Budget Appearance
Capital Project Acquisition	1 st Phase	Introduced with Board Approval, then expire upon completion of Acquisition.	One-time
Maintenance	2 nd Phase	Introduced when Acquisition is complete and ongoing thereafter.	On-going
Operations	2 nd Phase	Introduced when Acquisition is complete and ongoing thereafter.	On-going
Replacement	3 rd Phase	A portion of the cost to replace asset will be set-aside to finance replacement.	On-going
Debt-Service	1 st & 3 rd Phase	Introduced when Acquisition is underway and repeats until debt is paid.	Varies, Debt Payment Term

Recommendations Adopted By County Board

Recommendations of the 2008/2009 Capital Improvement Program Budget address four areas: provide a base level of annual funding for Undesignated/Major projects; continue the funding of regular project capital needs throughout the County; continue an ongoing capital equipment replacement schedule; and maintain/preserve County owned buildings.

Recommendations are based on the following:

- A. Budgetary and administrative procedures used to prepare the County Operating Budget are also used to prepare the County’s Capital Improvement Plan Program.
- B. Assessments, evaluation, and return-on-investments will be evaluated bi-annually, or the budget year ending in an odd number.
- C. Develop, implement, and manage consistent County-wide capital asset procedures.
- D. Manage comprehensive inventory of existing capital assets owned by the County, showing location, capacities, condition of the asset maintenance schedule, and estimated value.
- E. Maintain and forecast capital asset replacement schedules by year.
- F. Follow the policies and general business practice for contracted services.
- G. Authorize the County manager to approve construction contracts under \$50,000, and all contracts for the purchase of supplies, equipment, materials, and services. Include installation,

where the items involved have been included in the budget for the year, and the vendor is the low bidder meeting specification.

- H. Review and analyze all submitted projects as to the overall priority and relative importance according to the following priority order:
 - 1. Protect Life/Safety
 - 2. Maintain Public Health
 - 3. Replace Facility
 - 4. Maintain Physical Property
 - 5. Reduce Operating Costs
 - 6. Protect Property
 - 7. Provide Public Service
 - 8. Provide Public Convenience
 - 9. Enhance County Image

Annual Capital Improvement Program Budget Plan Book

The Capital Improvement Program 2008/2009 Budget - 2008-2013 Plan includes:

- A. Overview from County Manager letter
- B. General summary of contents
- C. Capital Improvement Program Project Policies and Procedures
- D. A list of all capital asset projects costing \$25,000 or more that are proposed to be undertaken during the ensuing six fiscal years with appropriate information to show the necessity for these improvements. Each project shall have funding sources delineated, such as bond proceeds, special tax levies, state or federal grants, donation, special assessment, etc.
- E. Cost estimates, method of financing, and recommended time schedule for each of these improvements.
- F. The estimated cost of operating and maintaining the facility to be constructed or acquired:
 - 1. The estimated cost for debt service for capital expenditures. These will be financed from current revenues in the ensuing fiscal year and shall be included in the budget.
 - 2. Status on Active Capital Improvement Projects.

Major Projects

A. Correctional Facility (Workhouse)

In Ramsey County, as throughout the nation, demands for public safety and criminal justice services have been increasing at faster rates than many other County services. Ramsey County continues to experience increased criminal justice costs with new/expanded/changed laws and legislation passed by the State, not necessarily Ramsey County’s crime rates. These changes have resulted in serious overcrowding in the detention and corrections facilities.

In the past few years, the County has increased the number of available beds in the Juvenile Detention Center, and built a new Law Enforcement Center for pre-adjudicated adults. Renovation and expansion of the Ramsey County Correctional Facility (Workhouse) has started in 2006 in the amount of \$4,200,000 using County Bonds. Additional construction costs in 2007 were financed with \$10,700,000 of County Bonds. The remaining construction and occupancy costs were approved in the amount of \$2,933,460 using County Bonds in 2008.

B. Boys Totem Town

The Ramsey County Property Management department recently completed a review of the Boys Totem Town facility. The conclusion was that significant remodeling would need to be done to bring the facility to contemporary standards. Additionally, the existing layout has inherent flaws and is not conducive to efficient programming. The most cost effective conclusion is to replace the main portion of the facility. The architectural and engineering services related to the replacement of the facility housing the Boys Totem Town program was approved in the amount of \$880,000 using County Bonds in 2009. It is anticipated that the costs related to the replacement of the Boys Totem Town in 2010 and 2011 will be financed with County Bonds.

C. Potential Projects

There are several projects that are under consideration by the County. These projects are not yet fully developed and require further direction from the County Board before they can be implemented. The amounts approved for these projects were \$575,000 in 2008 using County Bonds and \$2,655,000 in 2009 using County Bonds.

D. Roseville Library – Phase II Project

Acquisition of the 3.2 acres north of the library in Roseville was the first step in the expansion of that site, solving a critical parking issue that now exists. The library in Roseville is the busiest of the more than one hundred libraries in the metro area. A Building Program and Schematic Design for an enlarged library in Roseville has been developed. Funding for land acquisition and design was funded with \$1,800,000 in bonds sold in 2004. Funding in the amount of \$17,350,000, was approved to be financed with \$6,450,000 of County Bonds in 2008, \$9,500,000 in County Bonds in 2009 and \$1,400,000 available from the sale of the Maplewood Library property and Phase I remaining dollars.

Regular Projects Approved

Regular projects approved for funding include capital items, between \$25,000 and \$1,000,000, for land, buildings, building improvements, and new equipment purchases. The projects are related to new/improved technology, expansion of programs, renovations or replacements of assets used in a current program. This will allow the County to maintain and improve services currently provided. Funding in the amount of \$2,460,000 will be available from the sale of bonds for each year.

Capital Improvement & Equipment Replacement Levy Approved

Continued replacement of mobile/motorized capital equipment on a scheduled basis for the Sheriff, Community Corrections, Parks and Recreation, and Public Works departments was approved.

Approved funding for equipment replacement in the amount of \$1,351,450 for 2008 and \$1,500,000 for 2009 will provide only partial funding for 2008 and 2009 scheduled replacements, and results in an increase in the total equipment replacement backlog created in prior years. The departments are given the discretion to set the priorities for replacement. Some equipment from the backlog could be given a higher priority for replacement over equipment scheduled for replacement in 2008 and/or 2009.

Funding of \$850,000 in 2008 and \$850,000 in 2009 was approved for the Comprehensive Capital Asset Management and Preservation Plan (CCAMPP), a goal set by the County Board in 2005, to finance predictable life cycle maintenance of buildings and grounds currently in the County's General Fixed Assets.

Building Improvements/Maintenance Approved

In 1996, the Capital Improvement Program (Citizens) Advisory Committee (CIPAC) recommended, and the County Board approved, the use of dedicated rental revenues in the RCGC-East and RCGC-West buildings' operating budgets to fund a plan of building improvements/maintenance. In the 2001 budget, the County Board approved the use of dedicated rental revenues in the Juvenile and Family Justice Center to finance a 5-Year plan for the first time. Beginning with their opening, the new Law Enforcement Center, new Public Works Facility, new Sheriff Patrol Station and new Suburban Court Facility are also using this same funding method. In the 2007 budget, the County Board approved the use of dedicated rental revenues for the Courthouse/City Hall, the Libraries, the new 911 Dispatch Center, and for the new 90 West Plato Boulevard Property Records & Revenue location. Continued funding in this manner for these building improvements/maintenance was approved.

2008/2009 CIP Financing Sources

	<u>2008</u>	<u>2009</u>
<u>Bonds</u>		
Regular Projects	\$2,460,000	\$2,460,000
Major Projects	9,889,087	12,952,136
Bond Issuance Costs	<u>200,913</u>	<u>187,864</u>
Total Bonds	12,550,000	15,600,000
<u>Capital Improvement and Equipment Replacement Levy</u>		
Equipment Replacement Schedule	1,351,450	1,500,000
Capital Assets Management and Preservation Plan	<u>850,000</u>	<u>850,000</u>
Total Levy	2,201,450	2,350,000

Other Funding Sources

Federal Funds	8,200,000	2,955,000
State Funds	17,054,360	10,530,000
Other Funds	873,000	555,000
Other County Funds	<u>2,773,108</u>	<u>1,310,068</u>
Total Other	<u>28,900,468</u>	<u>15,350,068</u>
Total Approved 2008/2009 CIP Financing	<u>\$43,651,918</u>	<u>\$33,300,068</u>

The Debt Service levy and Capital Improvement and Equipment Replacement levy amounts necessary to finance these approved funding levels are included in the 2008/2009 Approved Operating Budget.

Other Major Capital Projects

Other Major Capital Improvement Projects that have previously been discussed by the County Board include:

- Riverfront Development,
- Suburban Service Center,
- Combined family/juvenile courts,
- Golf course improvements,
- Road and bridge construction, and
- Multi-purpose-use changes to some County ice arenas

Impact on Operating Budget

Ramsey County has worked to stabilize the County’s debt service levy and maintain it at a consistent level. The approved budget supports this goal and allows the County Board to continue reviewing and prioritizing current and future capital improvement demands. Requests for Board Action (RBA), approving major capital improvement projects will include authorization to establish specific capital project budgets.

A. Regular Capital Improvement Program

Most of the CIP Regular Projects approved for financing are repair/replacement and maintenance projects. These projects should help improve operating efficiencies and offset increased costs for operations and repairs.

B. Major Projects

1. **Correctional Facility (Workhouse)** –Based on the anticipated opening in late 2008, the renovation and expansion is estimated to impact the 2008 Workhouse operating budget by \$225,000 and the 2009 Workhouse operating budget by \$926,000.
2. **Boys Totem Town** – Based on the current estimated timeline, it is not expected that there will be significant impact on the 2008 or 2009 operating budgets for Boys Totem Town. The remodeling is anticipated to be completed in 2011. The impact on the 2011 operating budget is unknown but the expenses associated with operating an antiquated facility are higher than operating a new facility.

3. **Potential Projects** – The addition of potential projects is not expected to cause a significant impact on the overall County’s operating budget for 2008 or 2009.
4. **Roseville Library** –Based on the current estimated timeline, it is not expected that there will be significant impact on the 2008 or 2009 operating budget for the Library. The Roseville Library project is anticipated to be completed in early 2010. The expanded square footage and parking lot will increase operating costs but these costs will be offset with operating efficiencies resulting in no significant impact on the 2010 operating budget for the Library.

C. Capital Equipment Replacement Program

By continuing an ongoing Capital Equipment Replacement Program for motorized/mobile equipment, departmental operating budgets will not need to fund replacement of this equipment. Replacing equipment on a scheduled basis also results in reduced maintenance costs of the old equipment, and can provide enhanced performance due to new equipment technology.

D. Comprehensive Capital Assets Maintenance and Preservation Plan (CCAMPP)

The establishment of and financing for a Comprehensive Capital Asset Management and Preservation Plan is one of the County Board’s priority goals set in 2005. Staff continues to work on an inventory of the County’s capital assets that have predictable, planned life-cycle costs, and to create the appropriate maintenance schedules.

E. Building Improvements

Providing funds for building improvements through dedicated rental revenues annually will enable capital improvements to be scheduled as needed, over time, rather than waiting for an emergency situation which will cost more to correct. Completion of scheduled building maintenance improvements will extend the lives of the buildings.

Debt Strategy

Effective November 6, 1992, Ramsey County became a Home Rule Charter County, the first in the State of Minnesota. Most debt and building fund levy limits and other restrictions established under previous Capital Improvement Program State Statutes no longer apply, giving Ramsey County the opportunity, and the responsibility, to establish realistic and affordable Capital Improvement levies for debt service and the Capital Improvement and Equipment Replacement levy (pay-as-you-go).

The only debt limit remaining applies to all local governmental units in Minnesota. This limit is 2% of the market value of all taxable property in the County (Minnesota Statutes, Section 475.53, Subd. 1. The computation of the limit for the year ended December 31, 2006 was 2% of market value of \$41,244,396,300, or \$824,887,926. Ramsey County’s net debt subject to this limit as of December 31, 2006 was \$163,883,123.

A. Debt Indicators

Elected officials and executive staff representing Ramsey County, the City of St. Paul, Independent School District 625, and the St. Paul Port Authority meet regularly as the Joint Property Tax

Advisory Committee (JPTAC). The JPTAC initiates cooperative ventures to control property taxes within the corporate limits of the City of St. Paul and agrees to work together to jointly plan for meeting the capital needs of each jurisdiction, coordinate general obligation financing of the area's capital needs, keep financings within agreed upon debt levels targets, and monitor associated impacts on property taxes.

The JPTAC publishes a report, *General Obligation Debt Overlapping on the Saint Paul Tax Base*, bi-annually and adopts target ranges within certain debt position indicators and ability to pay indicators as benchmarks for the jurisdictions. The adopted benchmarks have been met consistently since 1977. Below are selected Ramsey County debt indicators.

B. Debt Service as Percent of Budgeted Expenditures

In 1993, Moody's Investors Service indicated Counties debt service as a percent of budgeted expenditures is in the low range at 0% - 5%, medium range at 5% - 10%, and in the high range when greater than 10%. Ramsey County's 2006 debt service as a percent of budget is 3.88%, which is in the top of the low range. Debt service projections for 2007 through 2016 show the highest projected debt service as a percent of budget would be 4.47% in 2013, which is in the top end of the low range.

C. Overall Debt Per Capita

Standard & Poor's benchmarks for overall debt per capita are: Under \$1,000 – Low, \$1,000 to \$2,500 – Moderate, and Over \$2,500 – High. Ramsey County's overall 2006 debt per capita is \$1,943. Debt projections for 2007 through 2016 show the highest projected overall debt per capita would be \$2,560 in 2016, which is in the low end of the high range.

CIP Project Requests

CIP projects are currently divided into four categories: 1) Regular Projects, 2) Major Projects, 3) Equipment Replacement Schedule, and 4) Building Improvements. Major Projects, Equipment Replacement Schedule projects, and Building Improvements are separated from what are generally considered the "regular" capital maintenance projects for discussion and recommendation purposes.

Departments and agencies submitted six Major Project requests, 43 Regular Project requests, four Equipment Replacement Schedule requests, and ten Building Improvement requests covering the six-year period of 2008-2013. A working document was created to assist members of the Capital Improvement Program (Citizen) Advisory Committee (CIPAC) and County staff in reviewing the project requests. County department/agency heads and staff made oral presentations and answered questions about their project requests to these raters on March 22, 2007.

County Manager Rating System

The County Manager Rating System is based on criteria identified by the County Board and are grouped in two categories: Service Based Criteria and Capital Based Criteria. This grouping reinforces the fact that a capital project has two aspects:

1. It is intended to provide a service, not to exist on its own, and

2. Capital improvement projects are complex activities that need to be developed and implemented well; and once a capital project is completed, it becomes a part of the County’s asset base and should be maintained well.

Eight staff members from various Ramsey County departments are selected to review submitted CIP projects on an annual basis. Requests for staff are made to different County Departments every other year, supporting equitability and variety in opinions. These eight people rated the CIP project requests using a rating system that was established in 1987, and updated in 2000, in order to more clearly distinguish “good” projects. This rating system is based on the criteria outlined in County Board Resolution 87-089 (February 9, 1987).

For the 2008-2013 Capital Improvement Program, each project could receive a point value ranging from 0 to 4 for each of 7 rating criteria. Each of the rating criteria has a weighting percentage assigned to it in the order of its importance. The weighting percentage was multiplied by the point value for each of the criteria to determine the actual rating points for each of the criteria for each project.

The criteria and weighting percentages in order of priority are:

<u>Percentage</u>	<u>Weighting</u>	<u>Max. Points</u>	<u>Max. Score</u>
1. Protect Life/Public Safety/Public Health	25%	4.0	1.00
2. Replace Facility/Maintain Facility	22%	4.0	.88
3. Protect Property	15%	4.0	.60
4. Reduce Operating Costs	15%	4.0	.60
5. Provide Public Service	10%	4.0	.40
6. Provide Public Convenience	7%	4.0	.28
7. Enhance County Image	<u>6%</u>	4.0	<u>.24</u>
	100%		4.00

Each of the eight staff raters was able to assign a maximum of 4 points to a project, giving each project the possibility of being awarded a maximum of 32 points. Total points actually awarded ranged from 9.40 to 21.48.

CIPAC Rating System

The Capital Improvement Program (Citizen) Advisory Committee (CIPAC) rated the CIP projects concurrent with, but independent from, the County staff. The County Board established the CIPAC in order to obtain input from the citizens of Ramsey County.

Each member of the CIPAC independently rated these projects in groups of ten, a rating system developed for the 1989 CIP, and used consistently since then. Projects in each group then received the following number of points.

<u>Rating Group</u>		<u>Points</u>
First group of	8	6
Second group of	8	5
Third group of	8	4
Fourth group of	8	3
Fifth group of	8	2
Sixth group of	3	1
Total	43	

Points from each member of the CIPAC were tabulated by project and the projects placed in priority order. The maximum number of points assignable to each project by the CIPAC was 54 (the committee had nine members rating projects for 2008/2009). Total points ranged from 19 to 53.

Combined Rank

The Capital Improvement Program Advisory Committee and County Manager agreed upon a statistically valid method of combining the two ratings. The Combined Rank then was used to set overall Regular CIP project request priorities for the Capital Improvement Program 6-Year Plan, 2008 – 2013. **Table 1** on the following page summarizes the CIP Projects in the current 2008—2013 CIP Plan.

Conclusion

The County continues to use the methodology, outcomes, and recommendations obtained through the Capital Improvement Program planning process. The research, analysis, and updating of debt and debt service projections and comparisons with industry benchmarks serves as a guide for future capital plans, and outlines the County’s commitment to long-range planning for capital needs. Objective priority setting allows all involved to support the projects recommended for funding. The continuation of a funded Equipment Replacement Schedule for mobile/motorized equipment is essential to the continued effective and efficient operation of County departments. Funding was approved for the establishment of a Comprehensive Capital Asset Management and Preservation Plan (CCAMPP) to finance predictable fixed asset life-cycle maintenance costs. Realistic financing levels and methods help analyze needs and not overburden County taxpayers while restoring our capital infrastructure to a sound level.

The Capital Improvement Program Citizens’ Advisory Committee continues the process of reviewing regular capital projects on an ongoing basis.

Table 1
Capital Improvement Projects 2008—2013

CAPITAL IMPROVEMENT PROJECTS REQUESTED BY DEPARTMENT (2008 - 2013)							SCHEDULE 2
DEPARTMENT NAME/FUNDING SOURCE	YEARS						TOTAL ALL YEARS
	2008	2009	2010	2011	2012	2013	
<u>SUMMARY BY DEPARTMENT</u>							
<u>DEPARTMENT</u>							
<u>REGULAR PROJECTS</u>							
COMMUNITY CORRECTIONS	100,000	-	-	-	-	-	100,000
COMMUNITY HUMAN SERVICES	311,652	-	-	-	-	-	311,652
LANDMARK CENTER	155,000	155,000	151,000	165,000	210,000	240,000	1,076,000
MEDICAL EXAMINER	35,133	33,480	-	-	-	-	68,613
PARKS & RECREATION	3,789,626	1,431,847	3,751,072	2,319,200	4,197,800	1,119,400	16,608,945
PROPERTY MANAGEMENT	900,000	-	-	-	-	-	900,000
PUBLIC HEALTH	190,000	925,500	27,000	26,000	25,000	-	1,193,500
PUBLIC WORKS	25,724,000	17,070,000	13,615,000	5,321,000	18,860,000	50,635,000	131,225,000
RAMSEY CONSERVATION DISTRICT	50,000	50,000	50,000	50,000	50,000	50,000	300,000
RAMSEY COUNTY HISTORICAL SOCIETY	93,254	-	-	-	-	-	93,254
RAMSEY NURSING HOME	306,275	-	-	-	-	-	306,275
SHERIFF	895,395	-	-	-	-	-	895,395
<u>EQUIPMENT REPLACEMENT</u>							
COMMUNITY CORRECTIONS	592,613	181,713	82,550	203,080	92,475	102,600	1,255,031
PARKS & RECREATION	1,423,466	209,239	429,349	248,200	442,498	259,145	3,011,897
PUBLIC WORKS	2,341,984	603,458	621,884	279,296	1,164,000	691,840	5,702,462
SHERIFF	1,217,972	166,572	296,536	247,133	149,607	187,210	2,265,030
<u>BUILDING IMPROVEMENTS</u>							
PROPERTY MANAGEMENT	1,234,568	1,234,568	1,234,568	1,234,568	1,126,667	1,126,667	7,191,606
<u>MAJOR PROJECTS</u>							
COMMUNITY CORRECTIONS	2,933,460	880,000	11,000,000	1,620,000	-	-	16,433,460
LIBRARY	6,180,627	9,417,136	-	-	-	-	15,597,763
PARKS & RECREATION	650,000	9,400,000	-	-	-	-	10,050,000
SHERIFF	33,488,000	-	-	-	-	-	33,488,000
TOTAL CAPITAL IMPROVEMENT PROJECTS REQUESTED	82,613,025	41,758,513	31,258,959	11,713,477	26,318,047	54,411,862	248,073,883
<u>SUMMARY BY FUNDING SOURCE</u>							
<u>FUNDING SOURCE</u>							
COUNTY	48,199,062	24,997,463	16,525,911	8,411,909	6,971,380	6,430,195	111,535,920
COUNTY-OTHER	8,286,603	2,471,050	-	-	-	-	10,757,653
FEDERAL	8,200,000	2,955,000	5,675,000	-	-	1,000,000	17,830,000
STATE	17,054,360	10,780,000	6,646,480	1,783,000	18,195,000	38,505,000	92,963,840
OTHER	873,000	555,000	2,411,568	1,518,568	1,151,667	8,476,667	14,986,470
TOTAL CAPITAL IMPROVEMENT PROJECTS REQUESTED	82,613,025	41,758,513	31,258,959	11,713,477	26,318,047	54,411,862	248,073,883
	82,613,025	41,758,513	31,258,959	11,713,477	26,318,047	54,411,862	248,073,883

Capital Improvement Program Advisory Committee (as of March 2009):

Steven Bornus	District 1	(Tony Bennett)
Keith Warner	District 1	(Tony Bennett)
Faith O'Neill	District 2	(Jan Parker)
Mary Ann Palmer	District 2	(Jan Parker)
Patricia Lammers	District 3	(Janice Rettman)
Greg Lauer	District 3	(Janice Rettman)
Triesta Brown	District 4	(Toni Carter)
Gerald Christopher	District 4	(Toni Carter)
James Miller	District 5	(Rafael Ortega)
Vacant	District 5	(Rafael Ortega)
Kurt Zilley	District 6	(Jim McDonough)
VACANT	District 6	(Jim McDonough)
Dennis Larson	District 7	(Victoria Reinhardt)
Gary Unger	District 7	(Victoria Reinhardt)

2008—2012 Transportation Improvement Plan

Introduction

The 2008—2012 Transportation Improvement Plan (TIP) was adopted on May 6, 2008 (*Resolution # 2008-164*) by the Ramsey County Board of Commissioners. The following are excerpts from the TIP.

The Ramsey County Department of Public Works has responsibility for the provision of a transportation network of County roads within the County. Ramsey County consists of 103,923 acres of land (170.2 square miles) with a 2000 population of 511,000. There are two types of roads under the jurisdiction of the County: County State Aid Highways whose construction and maintenance are funded primarily from the Minnesota Highway User Tax Distribution Fund; and County roads that are funded from property taxes. All of these roads and the bridges on them require monitoring and maintenance by the Public Works Department of Ramsey County. The improvements scheduled to be performed to these roads and bridges are contained in this Transportation Improvement Program for 2008 to 2012.

The Transportation Improvement Program is developed by assessing the condition of the existing system and its adequacy to meet needs. Deficiencies are analyzed and alternative actions to correct them are considered. Priorities are established with community involvement. The need for a project is considered along with technical staff capabilities and funding availability. A score was developed for projects by assessing these and other factors to determine how projects should be prioritized for implementation.

The Transportation Improvement Program consists of a five-year schedule of projects proposed for implementation by the Ramsey County Department of Public Works. The first year of the Transportation Improvement Program includes identified projects that will be implemented upon acceptance of the public involvement process and the availability of funds.

The estimated costs identified in this program are based on Ramsey County's experience in the reconstruction of similar roadways. The participation shown is in accordance with the Ramsey County cost participation guidelines (Resolution No. 88-265), which was adopted by the Ramsey County Board of Commissioners on May 10, 1988. The Ramsey County Department of Public Works will do an annual review and programming of projects within the Transportation Improvement Program. Funding for the program will also be reviewed annually. Projects will be added to the program based on the annual funding analysis.

Projects Proposed for 2008 – 2012

Implementation of projects contained in this Transportation Improvement Program is dependent upon acceptance via the required public involvement process and the availability of funds. Funds indicated may be requested, but will not necessarily be received. If the funds are not received from all sources, the projects could be delayed. Projects must meet acceptable standards as well as other criteria in order to qualify for the funding as shown.

Definitions

The following are definitions of headings and abbreviations used in Tables 2 and 3:

Location: Name of road

Rd. #: County number of road

Termini: Beginning and ending of project

City: Abbreviation for city or cities in which project is located

AH – Arden Hills

RV – Roseville

FH – Falcon Heights

SP – St. Paul

LC – Little Canada

SV – Shoreview

MV – Mounds View

VH – Vadnais Heights

MW – Maplewood

WBL – White Bear Lake

NB – New Brighton

WBT – White Bear Township

NO – North Oaks

Work Proposed: Type of work to be performed

Project Status: Anticipated letting date of the project

Type: The various types of projects are as follows:

CON – A project to be performed by the Construction Division of Ramsey County

MND – A project of the Minnesota Department of Transportation

MNT – A project to be performed by the Maintenance Division of Ramsey County

ENV – A project of the Environmental Division of Ramsey County

Status: The progress made on a specific project. Letters A through G represent:

A – Identify need for project

B – Initiate work on a feasibility or federal report

C – Final feasibility or federal report approved

D – Plan preparation begun

E – Plans approved

F – Bidding and award of contract complete

G – Currently under contract

Funding Source - \$ in 1000's:

CSAH – County State Aid Highway funds

CTB – County Turnback funds

County – County funds

City – City funds

State – State Funds

Other – Other funds

Total – Total cost of the project

Table 2 identifies the specific roadways, the proposed work for each roadway, the type of work, the city within which the work is located and the year for which the project is proposed to take place.

**Table 2:
Summary Detail of
Transportation Improvement Program Projects
for 2008 – 2012**

Location	Rd#	Termini	City	Work Proposed	Type	Year
Bald Eagle Ave	67	9th to Bald Eagle Blvd	WBL/WBT	mill/overlay	MNT	2008
Century Ave	72	Lake Rd to Woodbine	MW	reconstruction	CON	2008
Cleveland Ave	46	D to Stowe	AH/NB	mill/overlay	MNT	2008
County Rd B	25	Cleveland to Snelling	RV	mill/overlay	MNT	2008
County Rd B2	24	Hamline to Victoria	RV	mill/overlay	MNT	2008
County Rd B2	78	Snelling to Fairview	RV	reconstruction	CON	2011
County Rd D	19	Walter to 61	MW	reconstruction	CON	2008
County Rd D	19	at Southlawn	MV	geometrics/signals	CON	2009
County Rd D	19	at 1-35W	RV	signal replacement	CON	2010
County Rd J	1	at Highway 49	SV	mill/overlay	MNT	2008
Ford Parkway	42	Woodlawn to 367 W of Howell	SP	mill/overlay	MNT	2008
Hamline Ave	50	C to TH 5 1	AH/RV	mill/overlay	MNT	2008
Hamline Ave	50	I to Lexington	SV	mill/overlay	MNT	2008
Hamline Ave	50	Larpenteur to B	FH/RV	mill/overlay	MNT	2008
Hamline Ave	50	at TH 36/Commerce St	RV	signal replacement	CON	2011
Highway 49	49	Gramsie to Bridge	SVNH	reconstruction	CON	2009
Highway 49	49	Over BNSF RR	SP	rehab bridge	CON	2008
Highway 49	49	Co Rd B to Co Rd C	RV/LC/MW	reconstruction	CON	2012
Highway 96	96	at TH 10	AH	construct interchange	CON	2011
Lexington Pkwy	51	James to Ayd Mill Rd Bridge	SP	mill/overlay	MNT	2008
Long Lake Rd	45	1-694 Bridge to 19th St NW	NB	mill/overlay	MNT	2008
Maryland Ave	31	West of 135E	SP	replace EB bridges	CON	2008
Maryland Ave	31	at Prosperity	SP	geometrics/signals	CON	2010
Maryland Ave	31	at Rice St	SP	geometrics/signals	CON	2009
Minnehaha Ave	34	Pierce Butler thru Dale	SP	mill/overlay	MNT	2008
Parkway Dr	27	Highway 61	MW	signal replacement	CON	2008
Payne Ave	58	E 7th St to Edgerton	SP	mill/overlay	MNT	2008
Sherwood Rd	4	Turtle Lk Rd to N Co Line	SV/NO/WBT	mill/overlay	MNT	2008
Snelling Ave	51	Roselawn to TH 36	FH/RV	signals/3rd lane	CON	2008
Vadnais Blvd	16	Twin Lk Blvd to Rice St	VH	reconstruct/realign	CON	2008
Viking Dr		TH 36 to Minnesota	LC	reconstruct/realign	CON	2008
Warner Rd	36	at Chills Rd	SP	replace EB bridge	CON	2010
White Bear Ave	65	Radatz to D	MWUIIBL	reconstruction	CON	2010

2008 – 2012 Construction Projects

On the following page, **Table 3** outlines the 2008 - 2012 construction projects identified in the TIP by year and funding.

Table 3: 2008 - 2012 Construction Projects

2008

2008 CONSTRUCTION PROJECTS

Location	Rd#	Termini	City	Work Proposed	Type	Status	Funds in 1000's					
							CSAH	CTB	City	State	Other	Total
Vadnais Blvd	16	Twin Lk Blvd to Rice St	VH	reconstruct/realign	CON	G		2,973	113	1,619	750 (3)	5,455
Century Ave	72	Lake Rd to Woodbine	MW	reconstruction	CON	E	4,979 *	14,627	960		3,279 (1)	23,845
County Rd D	19	Walter to TH 61	MW	reconstruction	CON	G	691					691
Maryland Ave	31	West of I-35E	SP	rehab bridge	CON	D	545		100	1,000 (4)	480 (1)	2,125
Highway 49	49	Over BNSF RR	SP	rehab bridge	CON	D		2,860				2,860
Parkway Dr	27	Highway 61	MW	signals	CON	E	59		279	372		710
Snelling Ave	51	Roselawn to TH 36	FH/RV	signals/ 3rd lane	CON	E	55		55	590	900 (1)	1,600
Viking Dr	49**	TH 36 to Minnesota	LC	reconstruct/realign	CON	G		340 **	2,375			2,715
Totals							6,329	20,800	3,882	3,581	5,409	40,001

*Ramsey Co CSAH: 2,466 Washington Co CSAH: 2,513 Ramsey Co CTB: 5,551 Washington Co CTB: 9,076 Maplewood MSA: 296 Woodbury MSA & Local: 664

**CTB in lieu of funding for TH 49

2009

2009 CONSTRUCTION PROJECTS

Location	Rd#	Termini	City	Work Proposed	Type	Status	Funds in 1000's					
							CSAH	CTB	City	State	Other	Total
Maryland Ave	31	at Rice St	SP	geometrics/signals	CON	B	900	-	900		709 (1)	2,509
County Rd D	19	At Southlawn	MW	geometrics/signals	CON	A	107		215			322
Highway 49	49	Gramsie to Bridge	SV/VH	reconstruction	CON	A		4,358	469			4,827
Totals							1,007	4,358	1,584	-	709	7,658

2010

2010 CONSTRUCTION PROJECTS

Location	Rd#	Termini	City	Work Proposed	Type	Status	Funds in 1000's					
							CSAH	CTB	City	State	Other	Total
White Bear Ave	65	Radatz to D	MW/WBL	reconstruction	CON	B	6,233	2,075 *	100	7,441 (1)	15,849	
County Road D	19	at I-35W	RV	signal replacement	CON	A	203	45	203		451	
Warner Road	36	at Childs Rd	SP	replace EB Bridge	CON	A	2,257	2,257	1,200 (4)	5,350 (1)	11,064	
Maryland Ave	31	at Prosperity	SP	geometrics/signals	CON	A	800	216		722 (1)	1,738	
Totals							9,493	4,593	1,503	13,513	29,102	

*Maplewood: 2,075 White Bear Lake: 0

2011

2011 CONSTRUCTION PROJECTS

Location	Rd#	Termini	City	Work Proposed	Type	Status	Funds in 1000's					
							CSAH	CTB	City	State	Other	Total
County Road B2	78	Snelling to Fairview	RV	reconstruction	CON	A	5,180		6,720	310	2,969 (1)	15,179
Highway 96	96	at Trunk Highway 10	AH	construct interchange	CON	A		5,714	490	1,756	7,000 (1)	14,960
Hamline Ave	50	at TH 36/Commerce St	RV	signal replacement	CON	A	125		94	31		250
Totals							5,305	5,714	7,304	2,097	9,969	30,389

2012

2012 CONSTRUCTION PROJECTS

Location	Rd#	Termini	City	Work Proposed	Type	Status	Funds in 1000's					
							CSAH	CTB	City	State	Other	Total
Highway 49	49	Co Rd B to Co Rd C	RV/LC/MW	reconstruction	CON	A	600	4,190	600			5,390
Totals							600	4,190	600	-	-	5,390

Appendix – Figures and Maps

This Appendix includes full-page copies of **Figures** and **Maps** referenced in the Draft Ramsey County 2008 Comprehensive Plan by Section, excluding maps in the Ramsey County Parks and Recreation System Plan, which are presented in full-page.

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	None	
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	None	

Foundation: Figure 1 (page A-5)



Mission Statement

Ramsey County -Working With You
to Enhance Our Quality of Life

Values Statement

Ramsey County is community centered and serves the citizens
with integrity, honesty, respect, innovation, and responsibility.

Operating Principles

The following principles guide our daily work:

- **Service Comes First** – ensuring the public’s health and safety is our top priority.
- **Excellence** – carry out the work of the County with professionalism and high standards.
- **Valuing Employees** – treat employees in our diverse workplace with respect and dignity so they can achieve excellence in their work.
- **Fiscal Accountability** – practice good stewardship of public funds and maximize resources.
- **Communication** – seek and encourage citizen input and feedback, and inform and educate citizens about the County’s needs and services.
- **Responsiveness** – understand the urgency of our work and do what it takes to get the job done.
- **Collaboration** – work together to build strong communities.
- **Results Focused** – be proactive about community issues with an emphasis on prevention and outcomes.

Foundation: Figure 2 (page A-6)

Ramsey County Goals and Critical Success Indicators

Goal: Be a leader in financial and operational management.

- All County resources are professionally and effectively managed (finances, capital assets, staff, technology).
- Business support services enable the effective and efficient delivery of high quality County services.
- Information (for internal and external use) is accurate, available, and protected and makes use of technological advances.
- Facilities are functional, safe, and accessible.
- The public is able to access County information and services through a variety of means, including mail, telephone and in person, and also transact business electronically.
- Effective partnerships with public and private systems result in improved benefit to the community.

Goal: Promote multi-modal transit and transportation solutions that effectively serve our citizens.

- A variety of safe and effective transportation options benefit the community.

Goal: Prevent crime and improve public safety.

- The response to criminal behavior is effective.
- Prevention strategies are effective in reducing criminal behavior.
- The County is prepared for emergencies and responds effectively.
- Vulnerable children and adults are safe.
- Over-representation of people of color in the criminal justice system is reduced.

Goal: Be a leader in responding to the changing demographics in Ramsey County.

- Disparities in access and outcomes for diverse populations are reduced.
- Services are culturally sensitive and responsive to diverse populations.
- County services adapt to meet the needs of the aging population.
- Staff reflect the demographics of the working age population of the County.

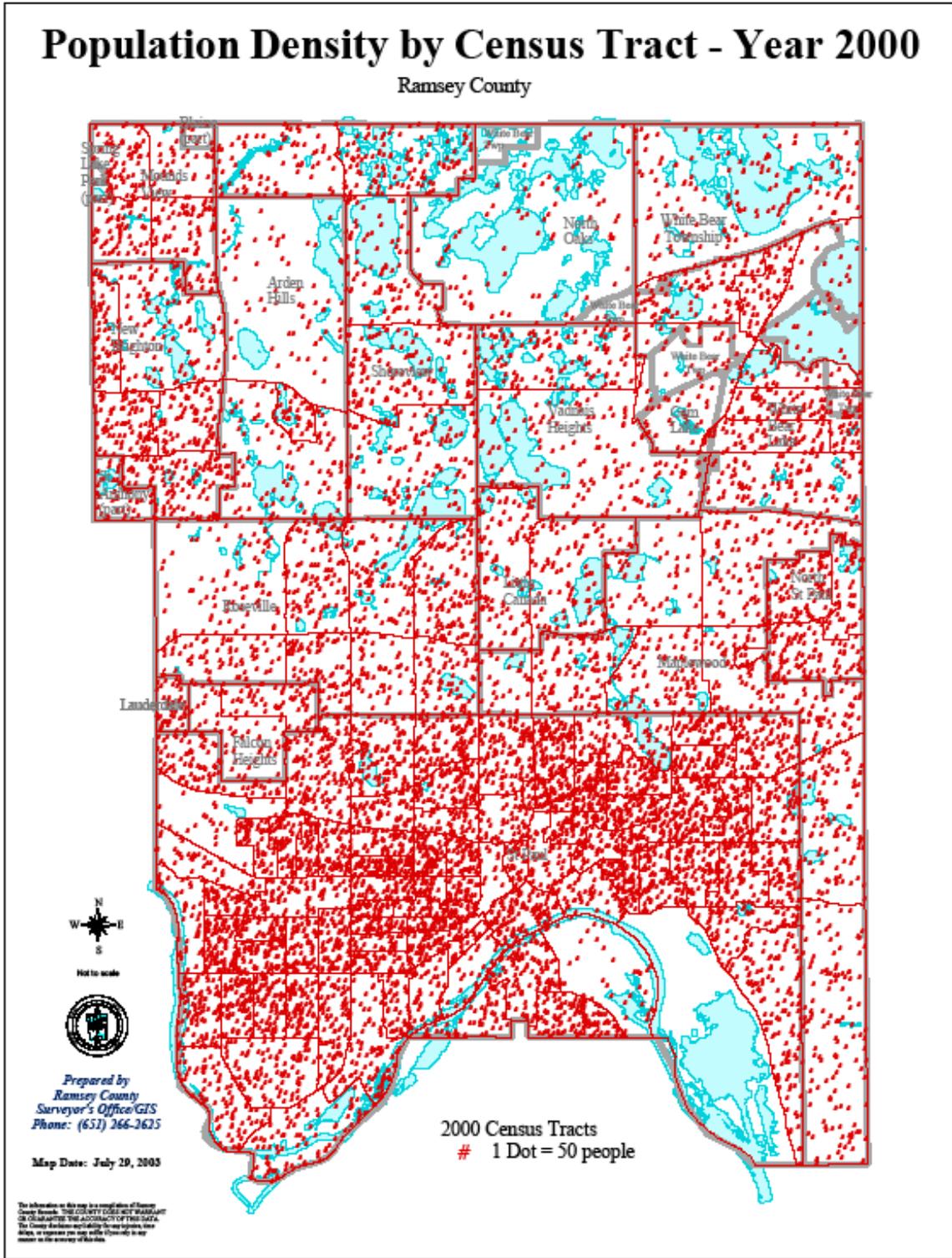
Goal: Proactively deliver services that improve the quality of life for children and families, and individuals with special needs.

- The basic needs (food, shelter, health care) of residents are met.
- Residents with special needs are healthy and safe in the community.
- Cultural and recreational services are accessible and available.
- Partnerships increase the number of children who go to school ready to learn
- The Ramsey County Libraries continue to be accessible and serve all residents of the County.

Goal: Protect our natural resources and the quality of our environment.

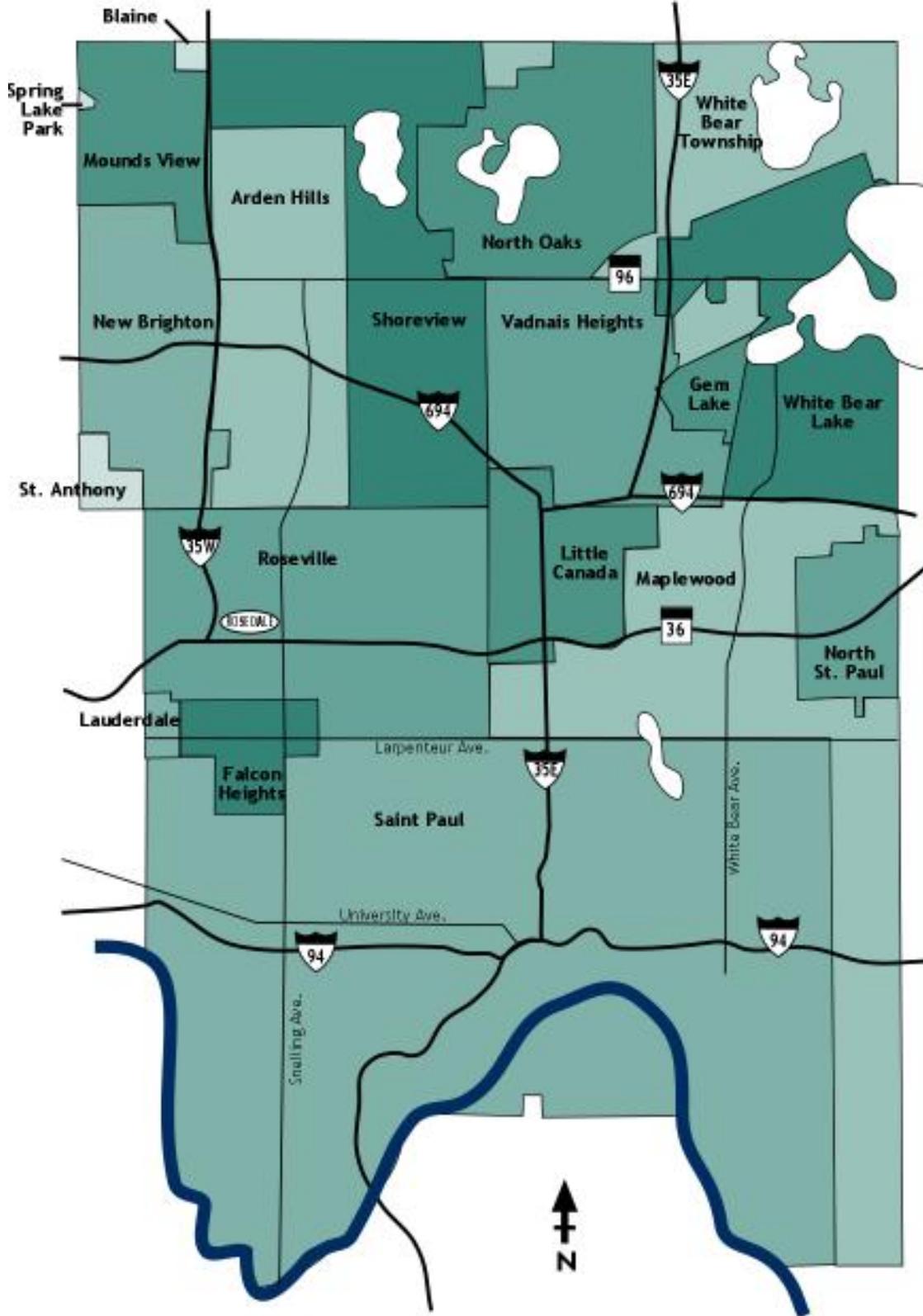
- Services that support environmental stewardship are provided for residents and property owners.
- Natural resources are managed to sustain and enhance the environment.
- Policies and practices reflect sound environmental principles.
- The impact of waste on the environment is minimized.

Foundation: Figure 3 (page A-7)



Foundation: Figure 4 (page A-8)

Municipalities in Ramsey County



Foundation: Figure 5 (page A-10)

Regional Workforce Contributions by County

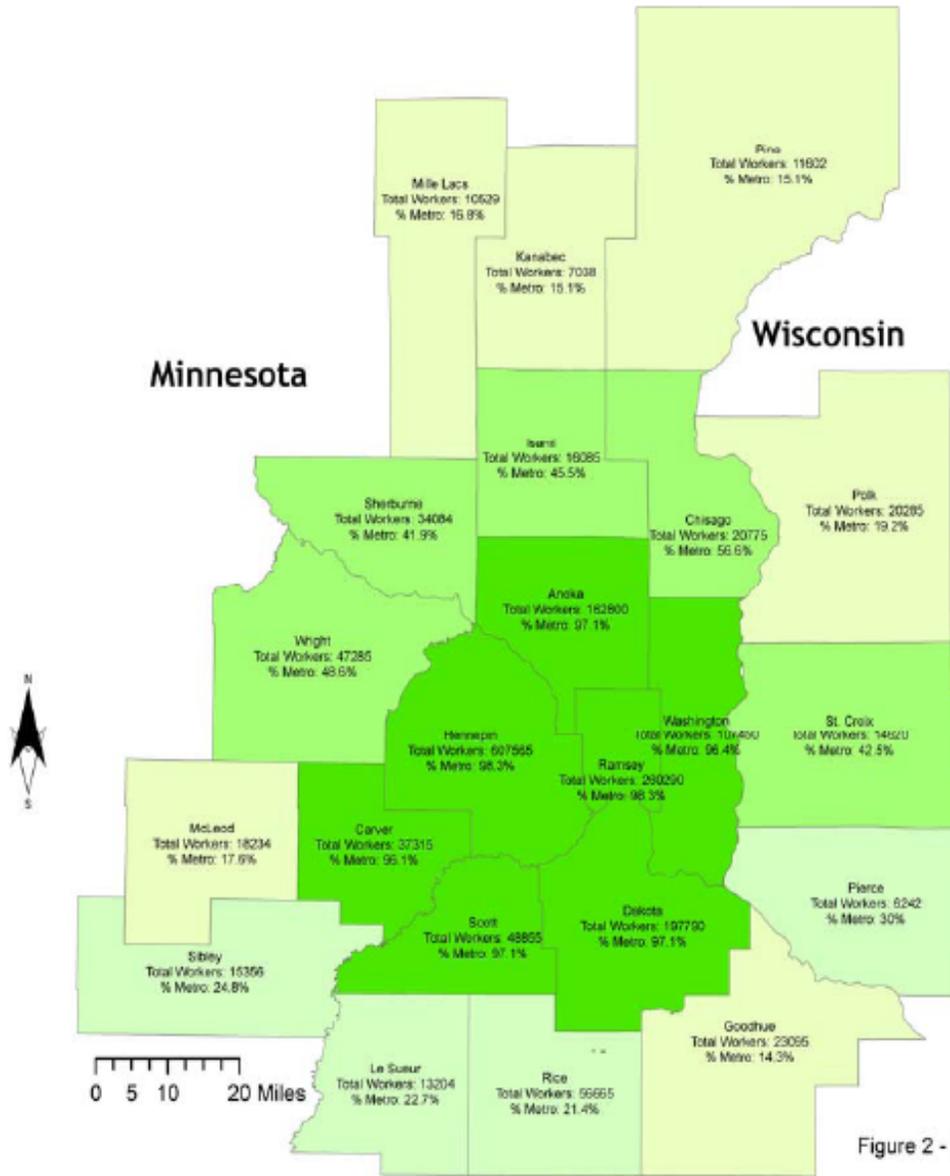


Figure 2 - 1

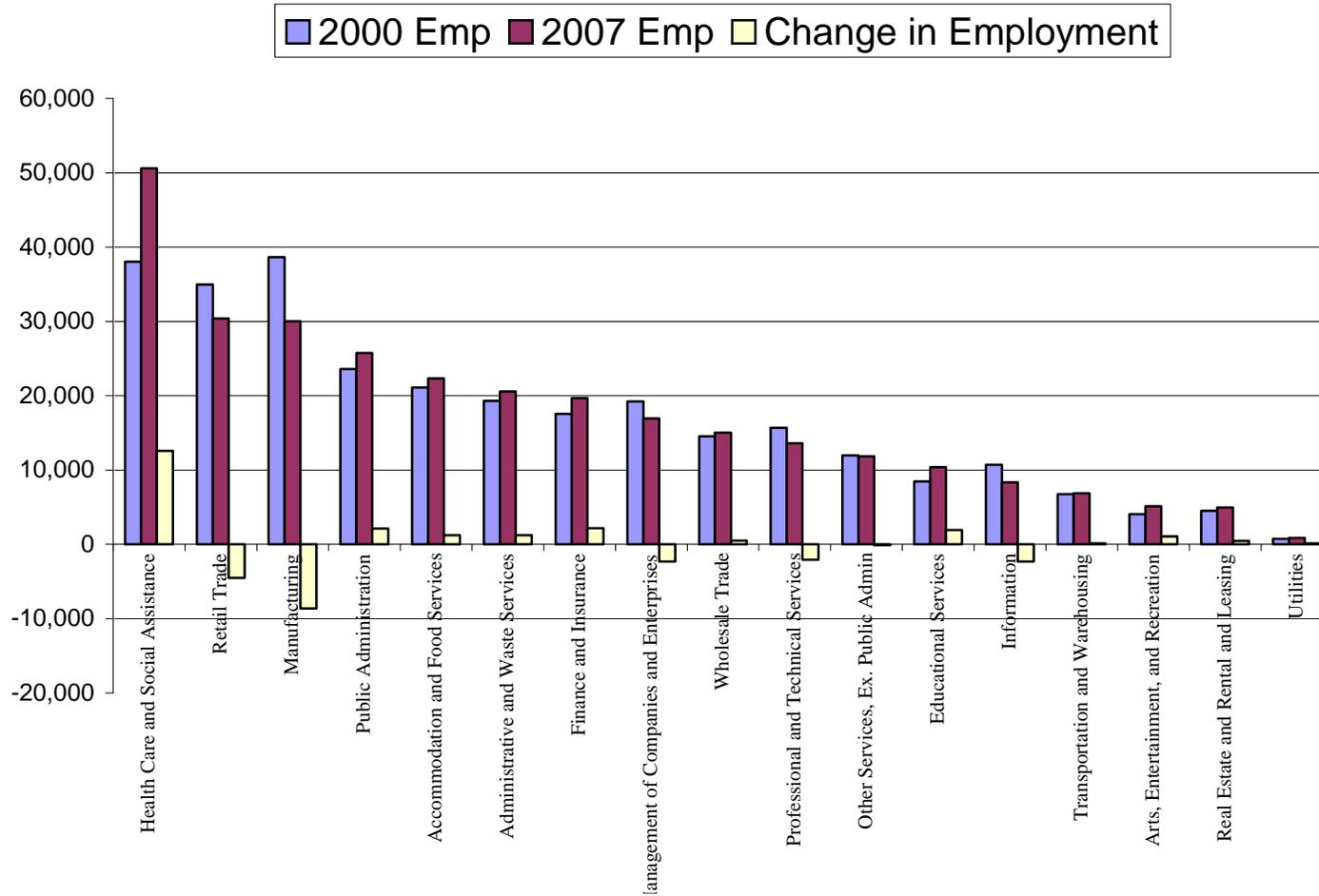
Workforce Percent Employed in 7 County Metropolitan Area

- Less than 19.2%
- 19.2% - 30.0%
- 30.0% - 56.6%
- More than 90%

Source: US Census

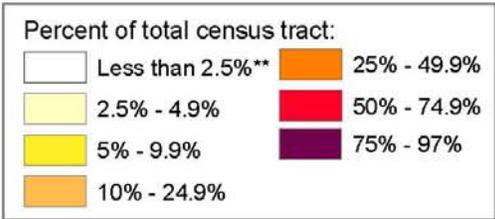
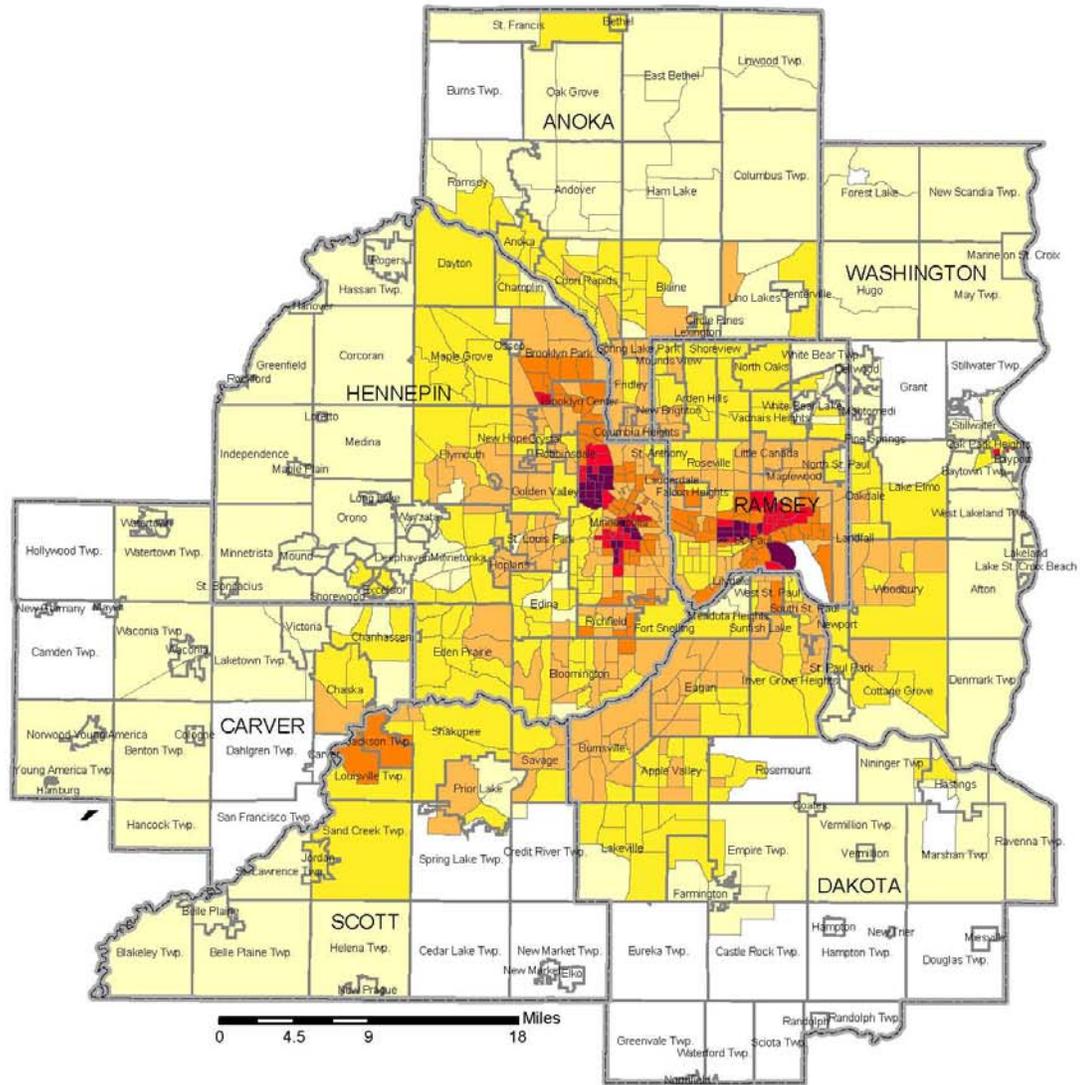
Foundation: Figure 6 (page A-11)

Ramsey County Employment by Industry



Foundation: Figure 7 (page A-12)

Twin Cities Metropolitan Area Racial and Hispanic Minority* Population Distribution, 2000 as a percent of total census tract population



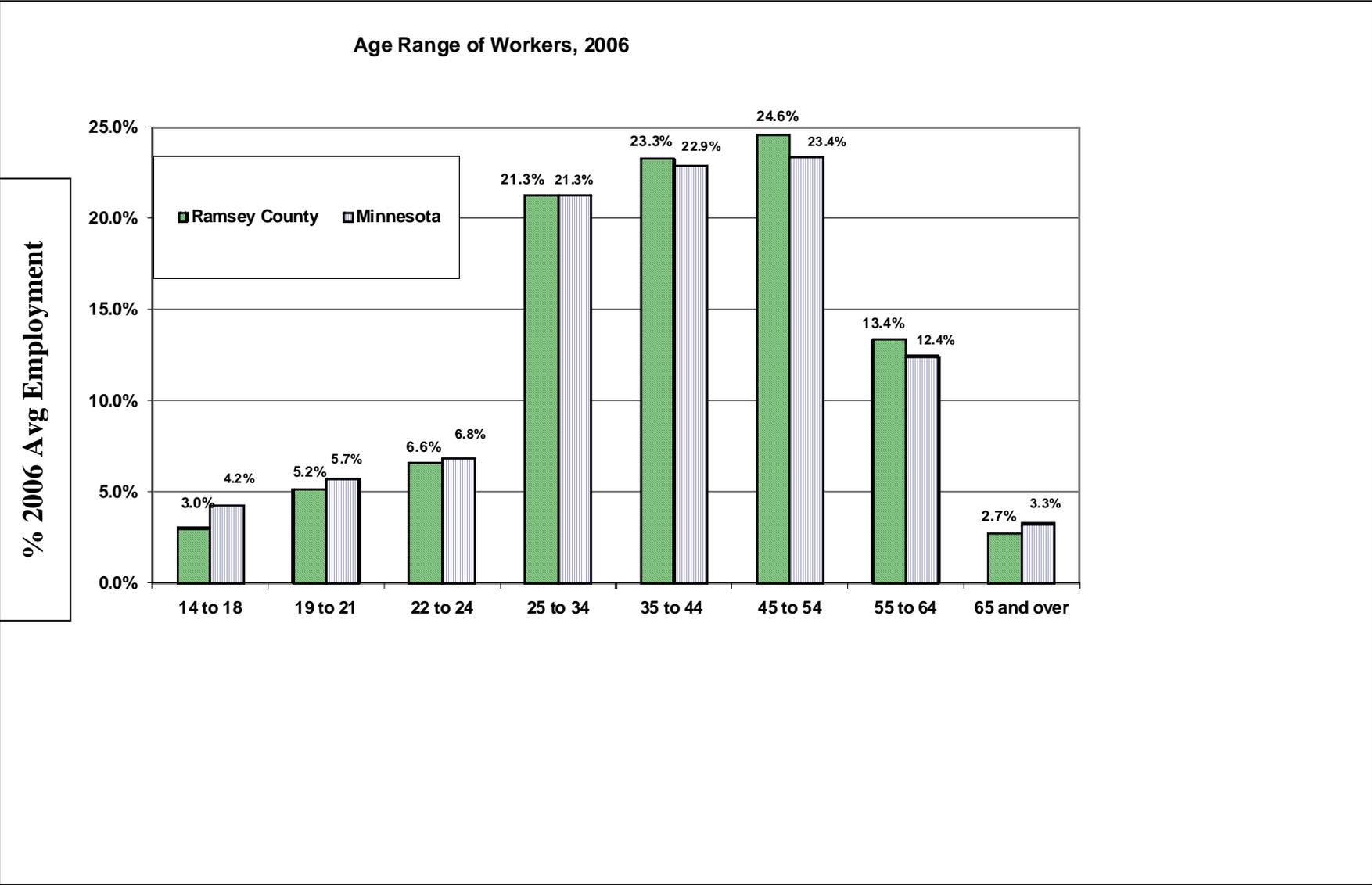
- 2000 census tracts
- MCD boundary
- County boundary

Source: U.S. Census Bureau.
 Metropolitan Council

*Includes persons identifying themselves as all or part racial minority or of Hispanic ancestry.
 **Includes census tracts with fewer than 250 people.

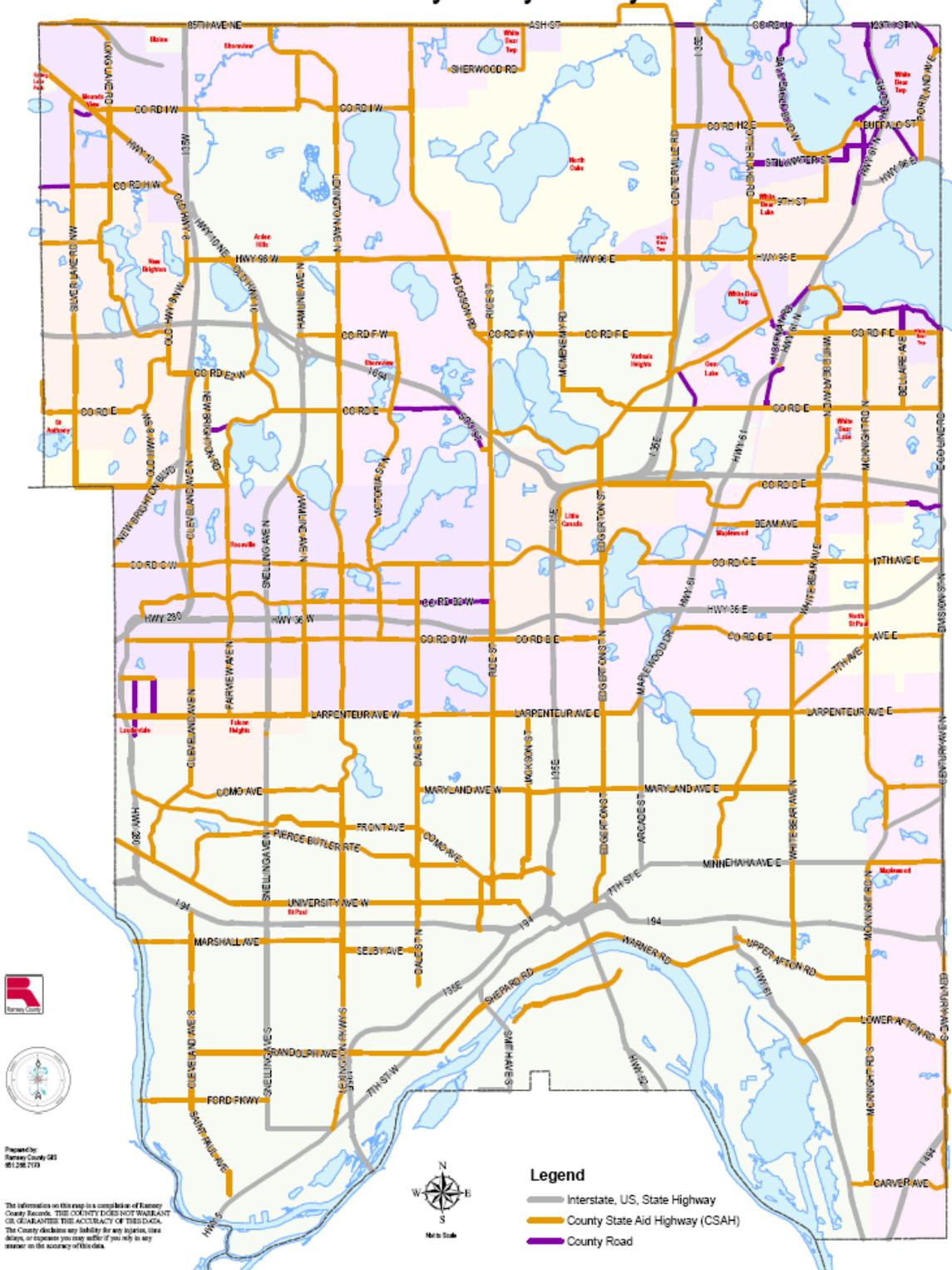
conley169
7/28/04

Foundation: Figure 8 (page A-13)



Transportation, Transit and Surface Water Management: Figure 1 (page B-6)

2008 Ramsey County Road System



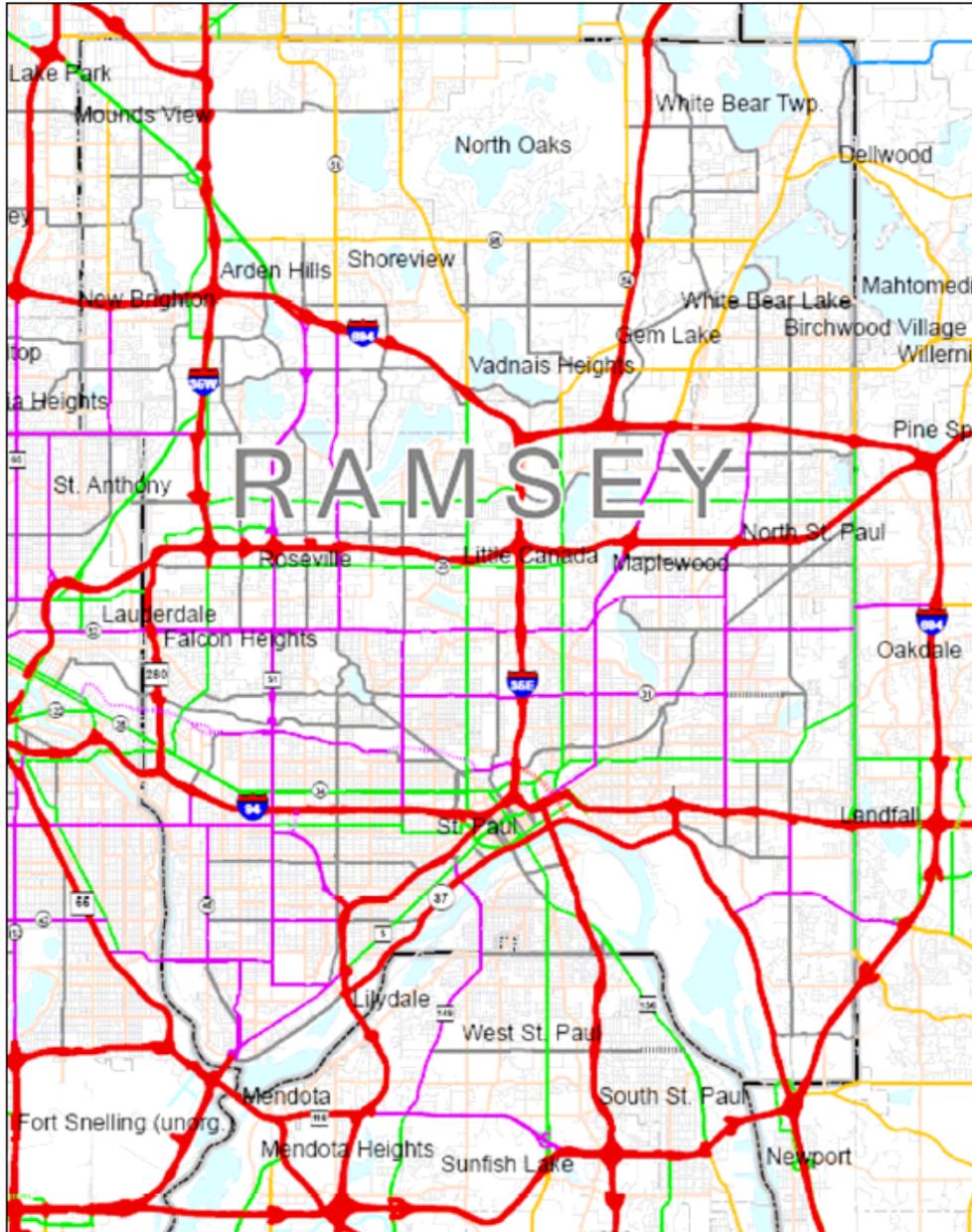
Transportation, Transit and Surface Water Management: Figure 2 (page B-7)

2030 Constrained Metropolitan Highway System Plan Investment Priorities



Figure 3 (page B-9)

Ramsey County Functional Class Roads



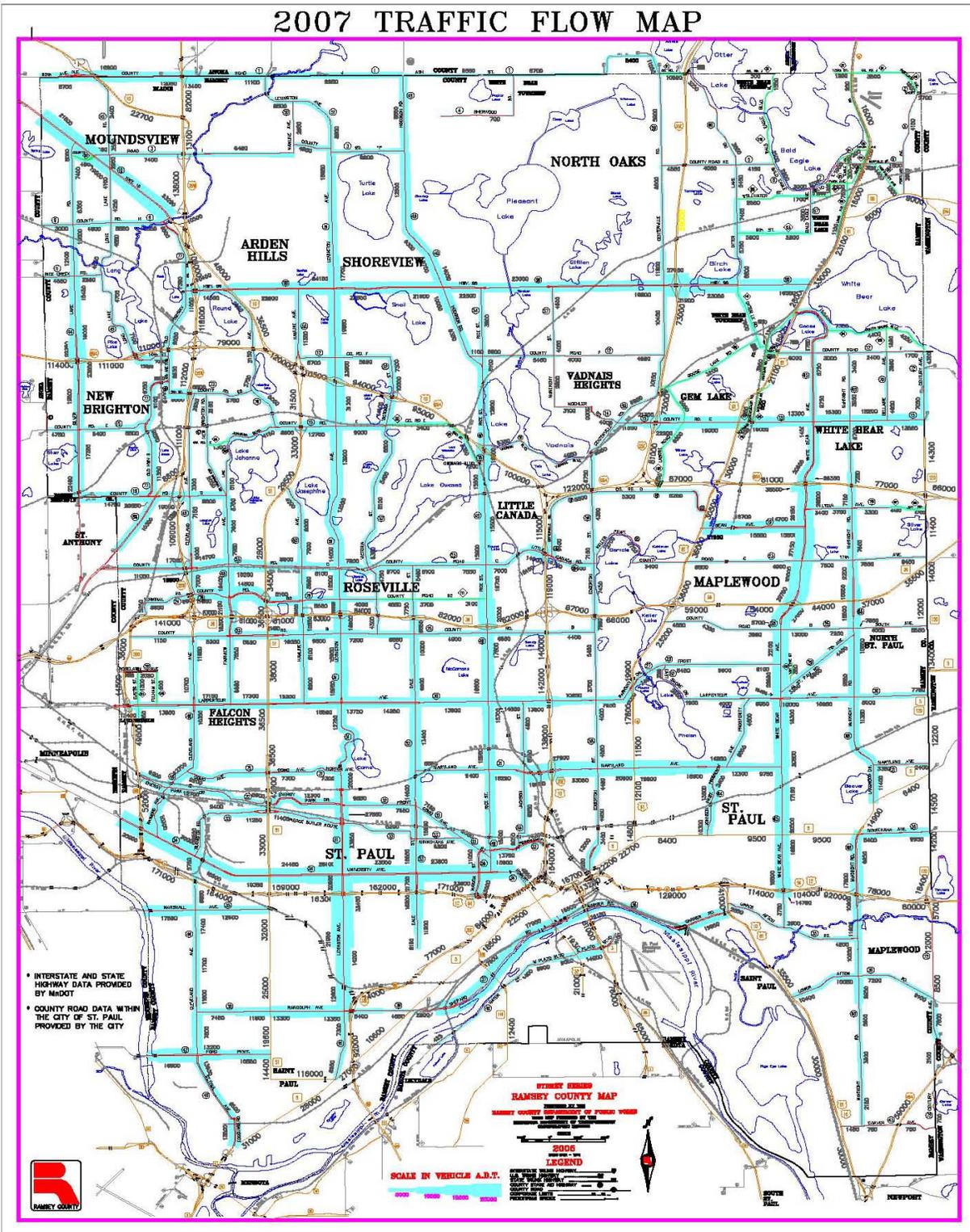
- | | |
|--|---|
| <p>Functional Class Existing Roads</p> <ul style="list-style-type: none"> — Principal Arterial — A Minor Augmentor — A Minor Reliever — A Minor Expander — A Minor Connector — B Minor — Major Collector — Minor Collector | <p>Functional Class Planned Roads</p> <ul style="list-style-type: none"> — Principal Arterial — A Minor Augmentor — A Minor Reliever — A Minor Expander — A Minor Connector — B Minor — Major Collector — Minor Collector |
|--|---|

Source: Metropolitan Council
September 2007



Transportation, Transit and Surface Water Management:

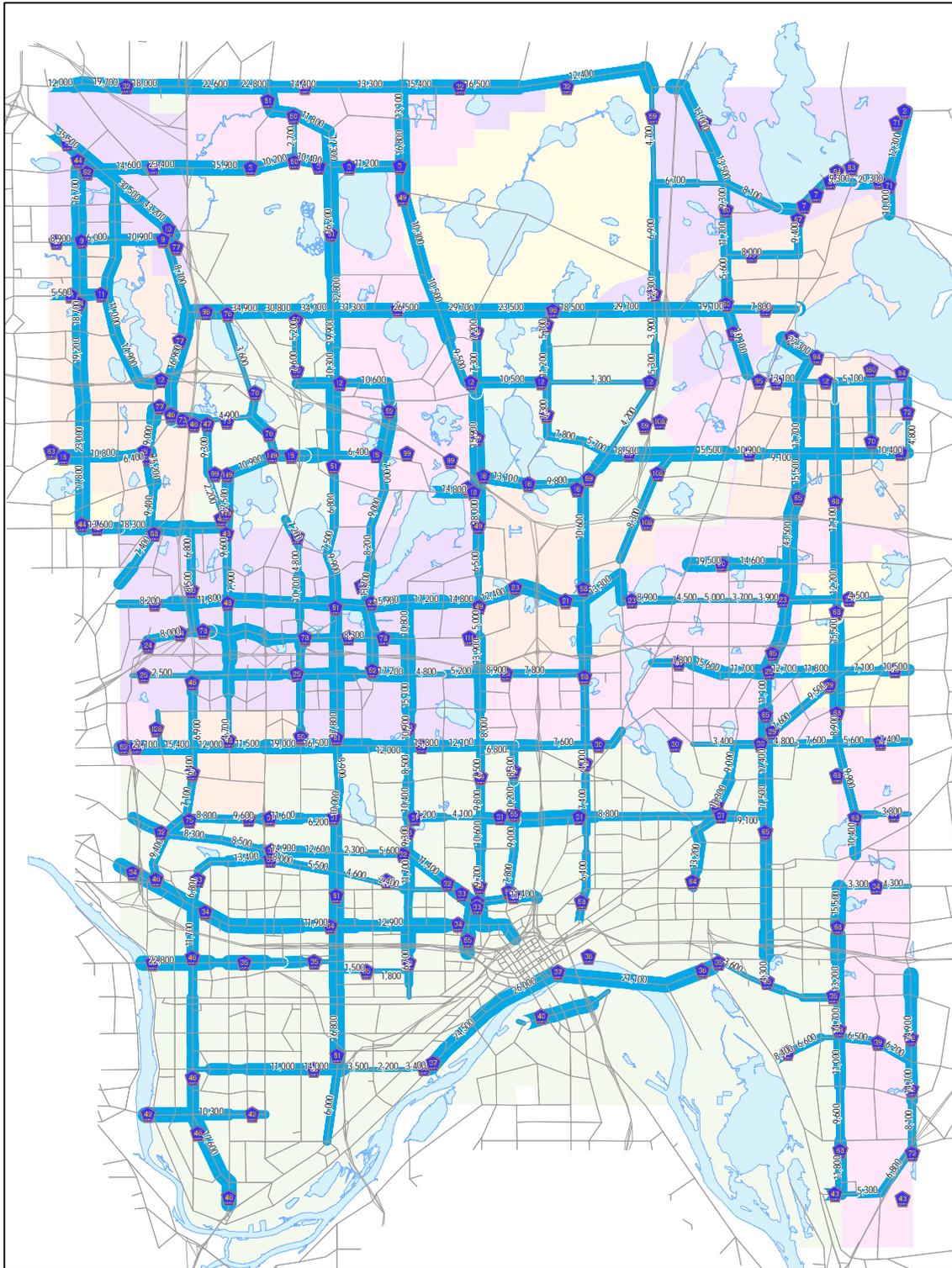
Figure 4 (page B-10)



Transportation, Transit and Surface Water Management:

Figure 5 (page B-11)

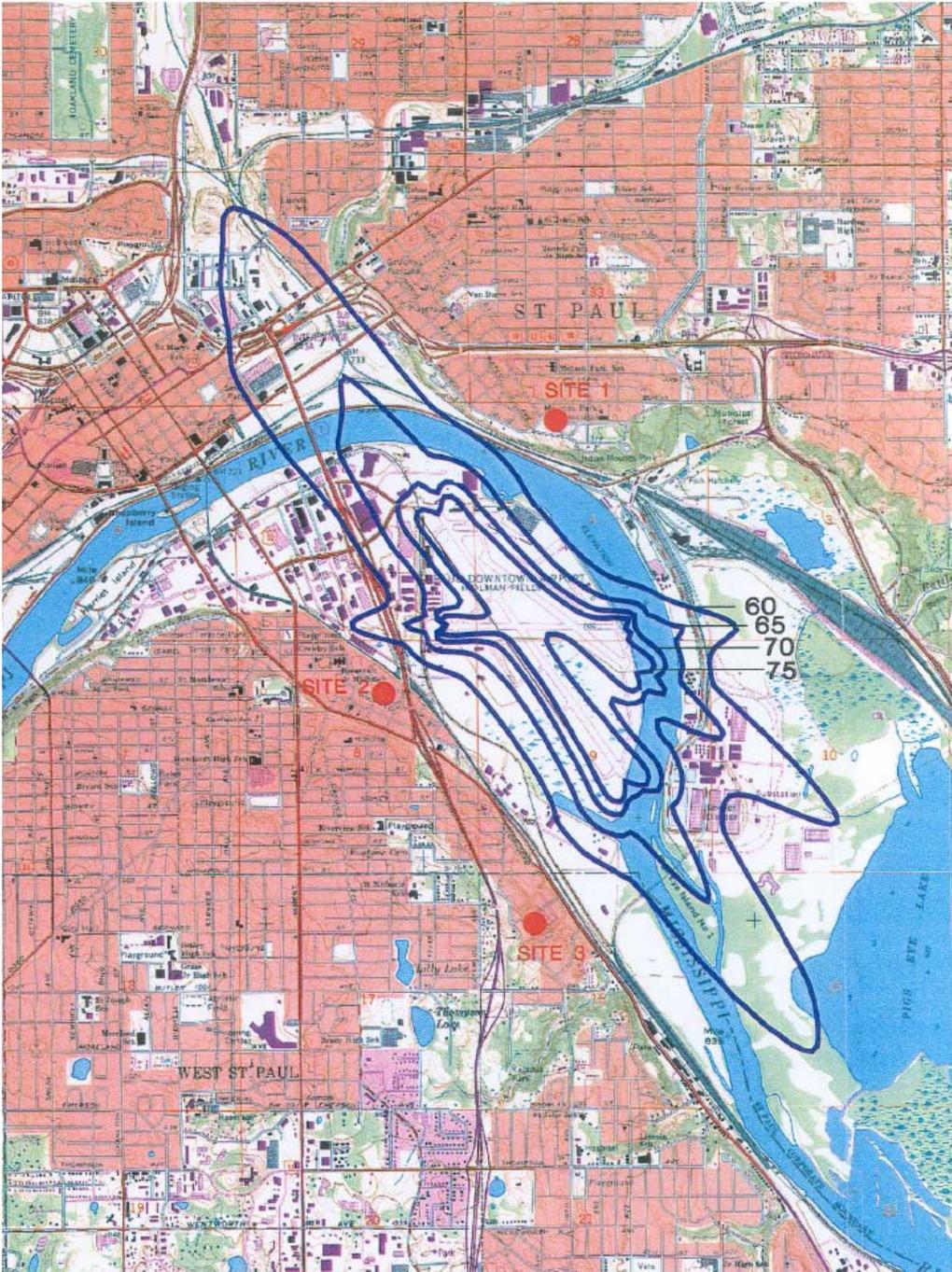
2030 Projected Traffic Volumes



Transportation, Transit and Surface Water Management:

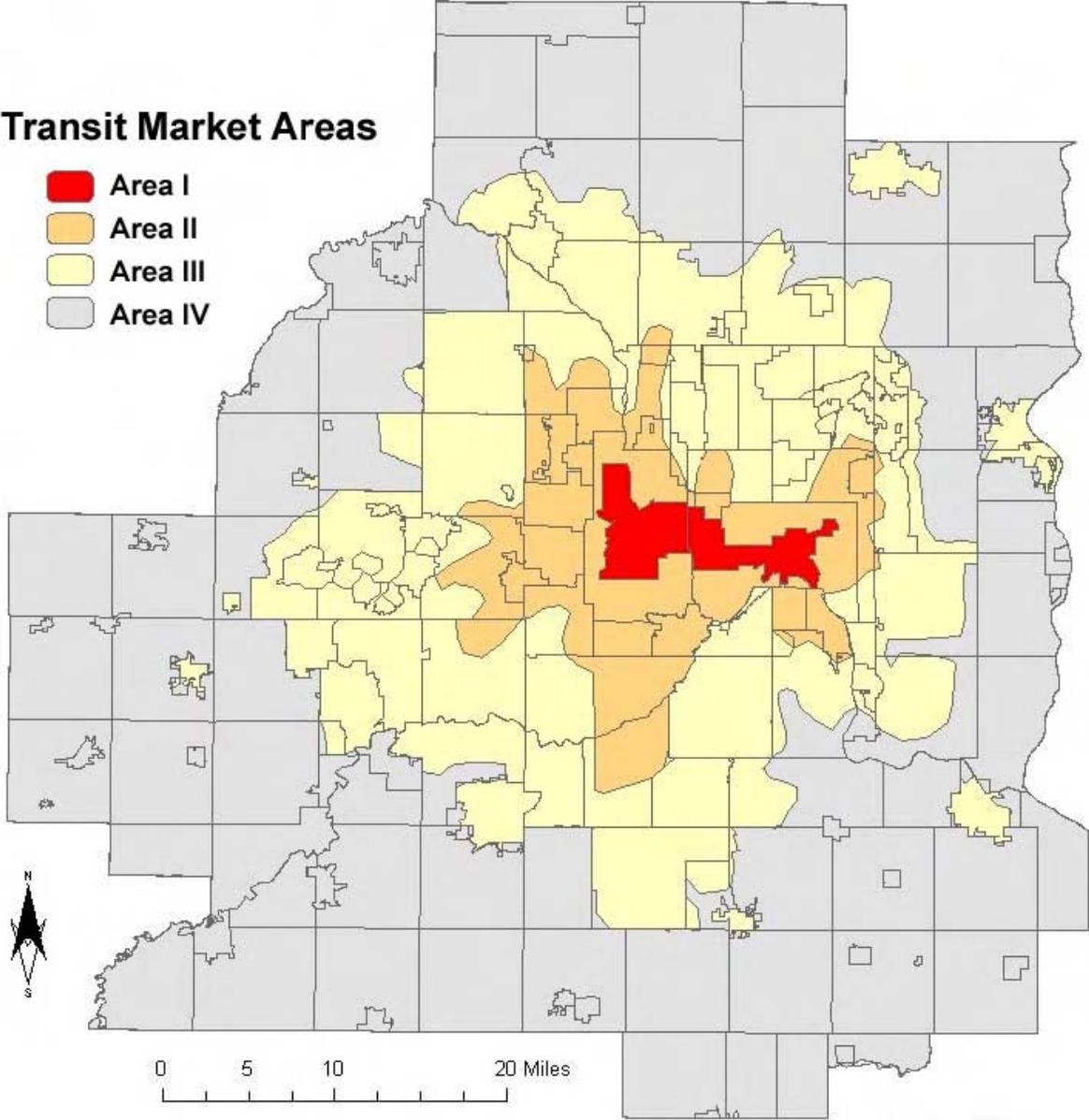
Figure 6 (page B-17)

NOISE POLICY AREA : ST. PAUL DOWNTOWN AIRPORT



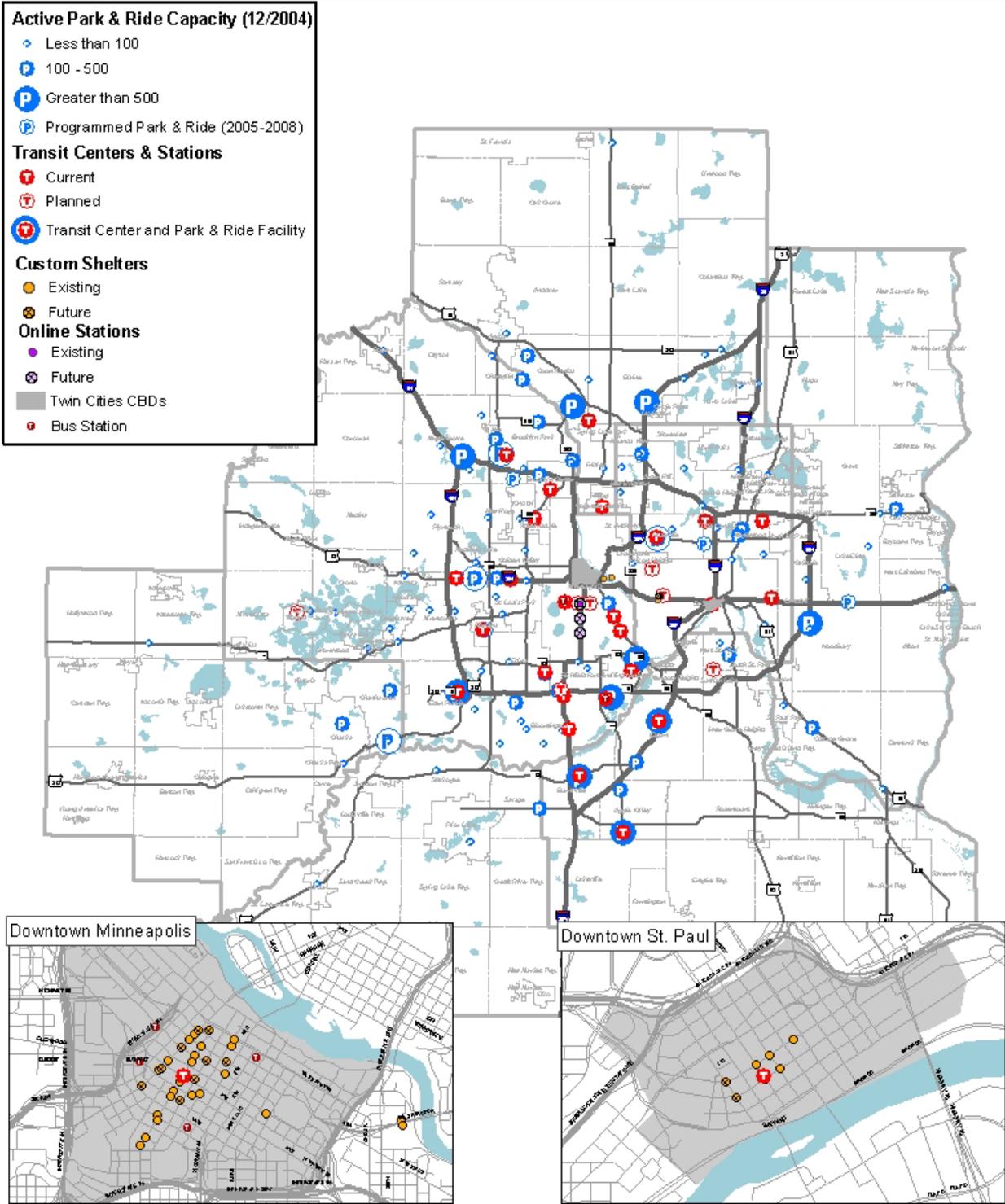
Transportation, Transit and Surface Water Management:

Figure 7 (page B-21)

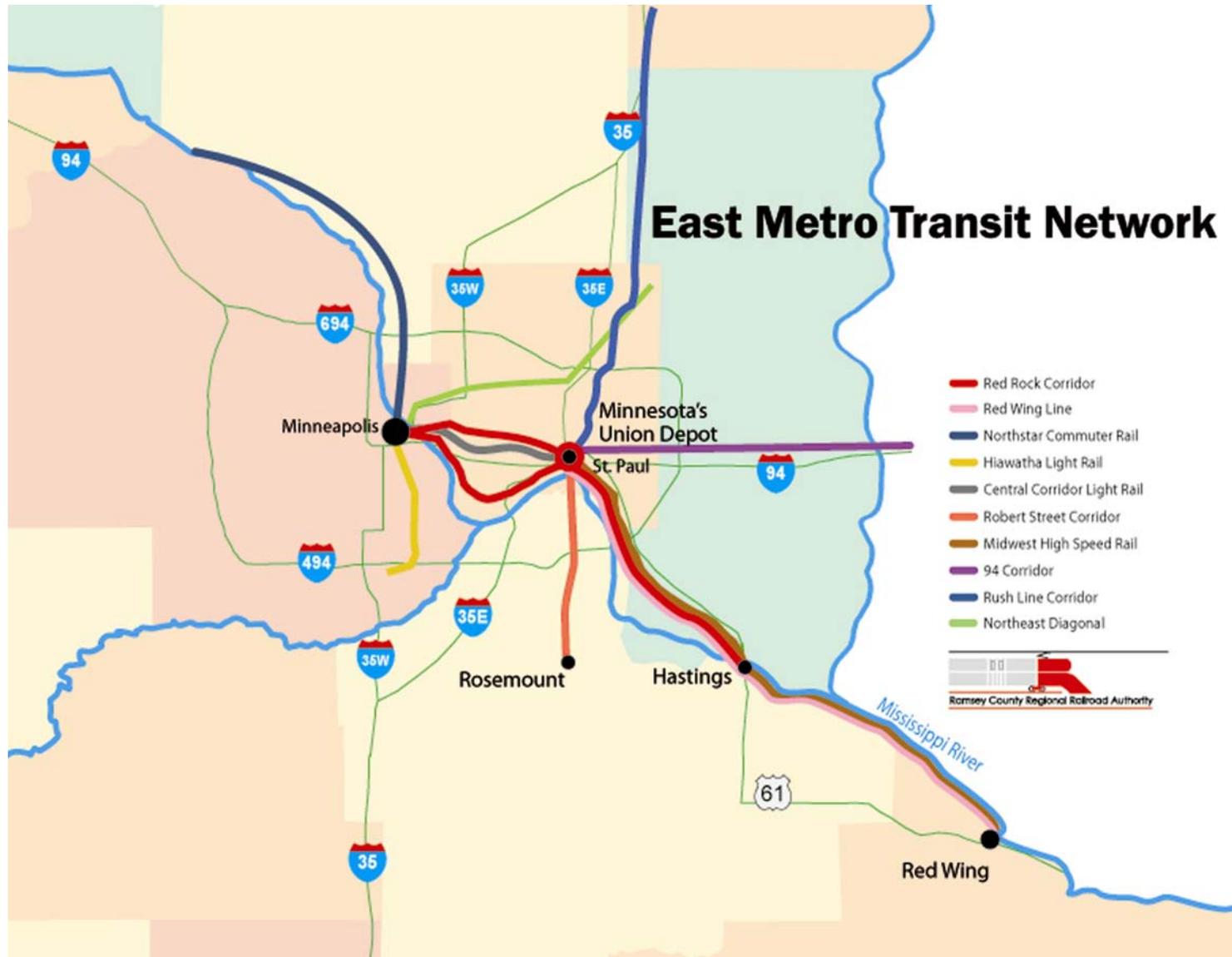


Transportation, Transit and Surface Water Management:

Figure 8 (page B-22)

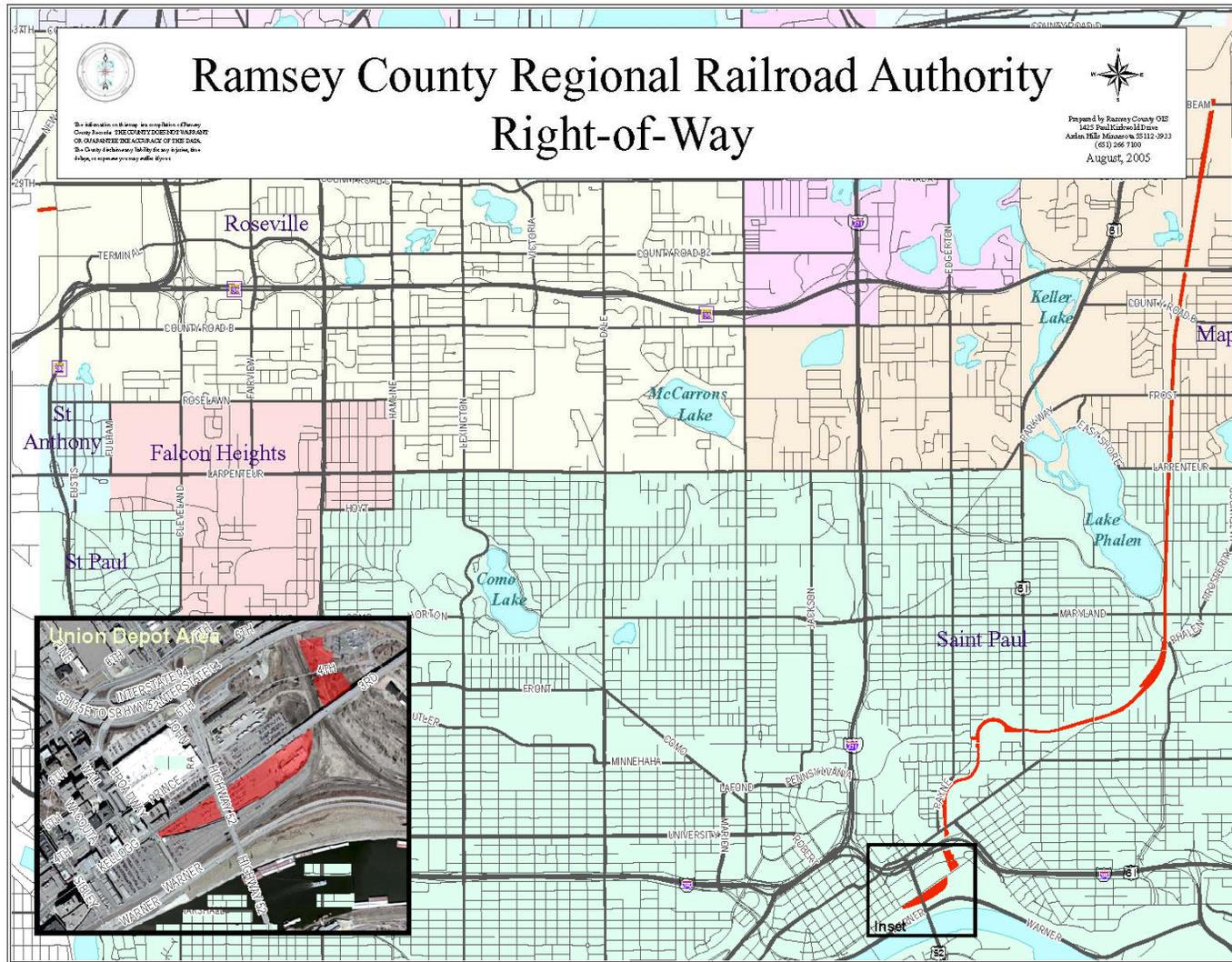


**Transportation, Transit and Surface Water Management:
Figure 9 (page B-25)**

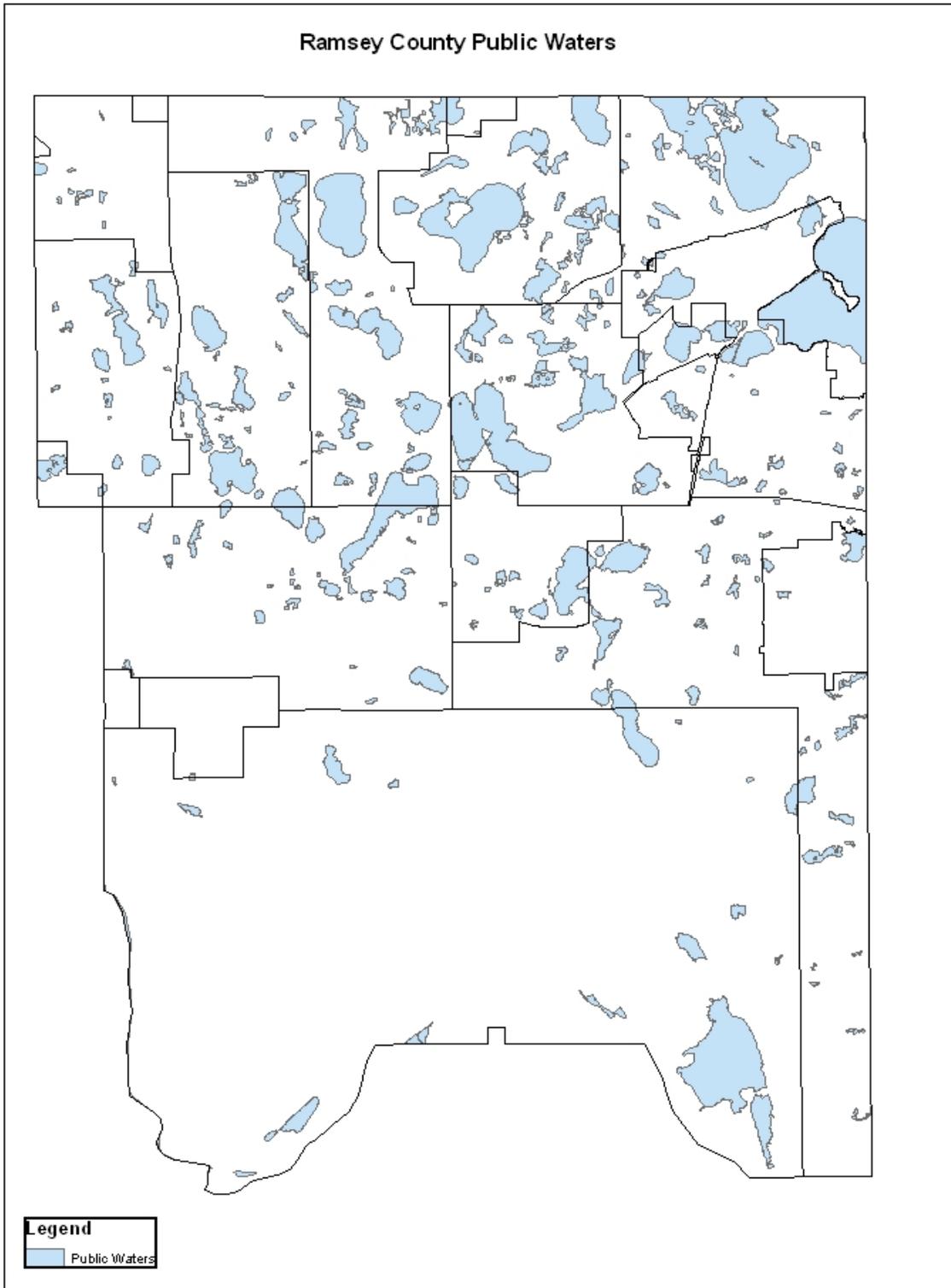


Transportation, Transit and Surface Water Management:

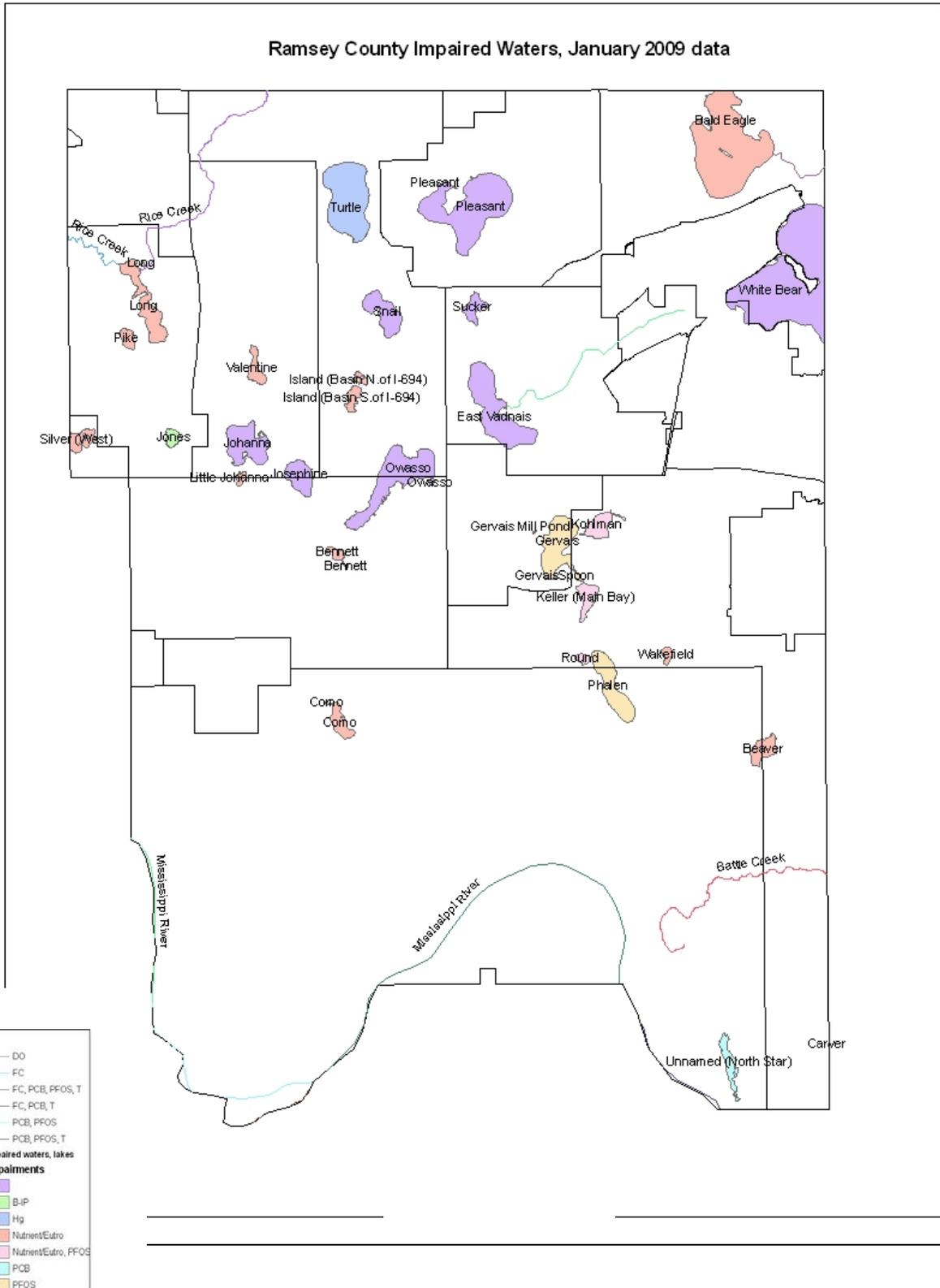
Figure 10 (page B-26)



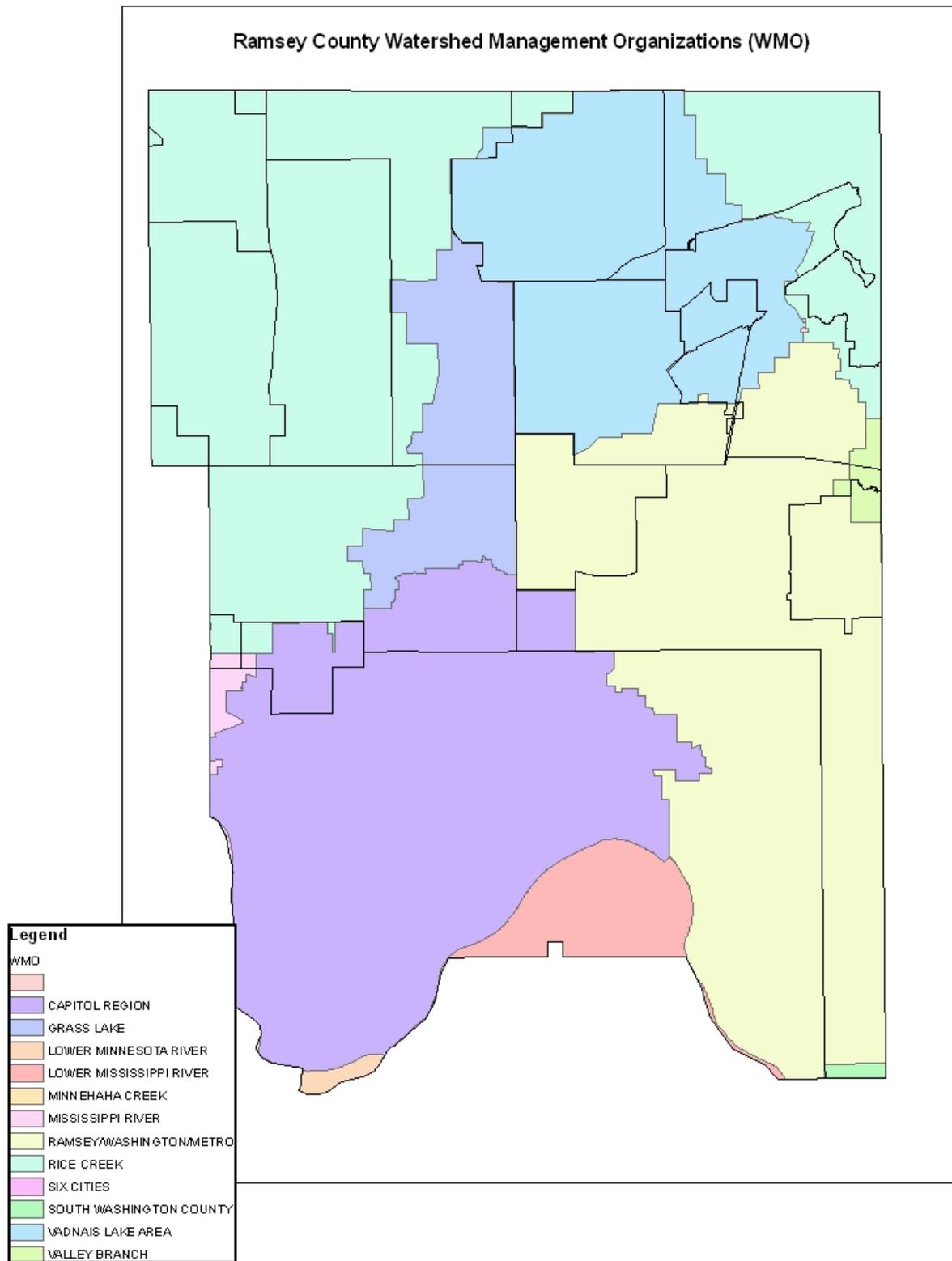
**Transportation, Transit and Surface Water Management:
Figure 11 (page B-30)**



Transportation, Transit and Surface Water Management: Figure 12 (page B-31)



Transportation, Transit and Surface Water Management: Figure 13 (page B-33)

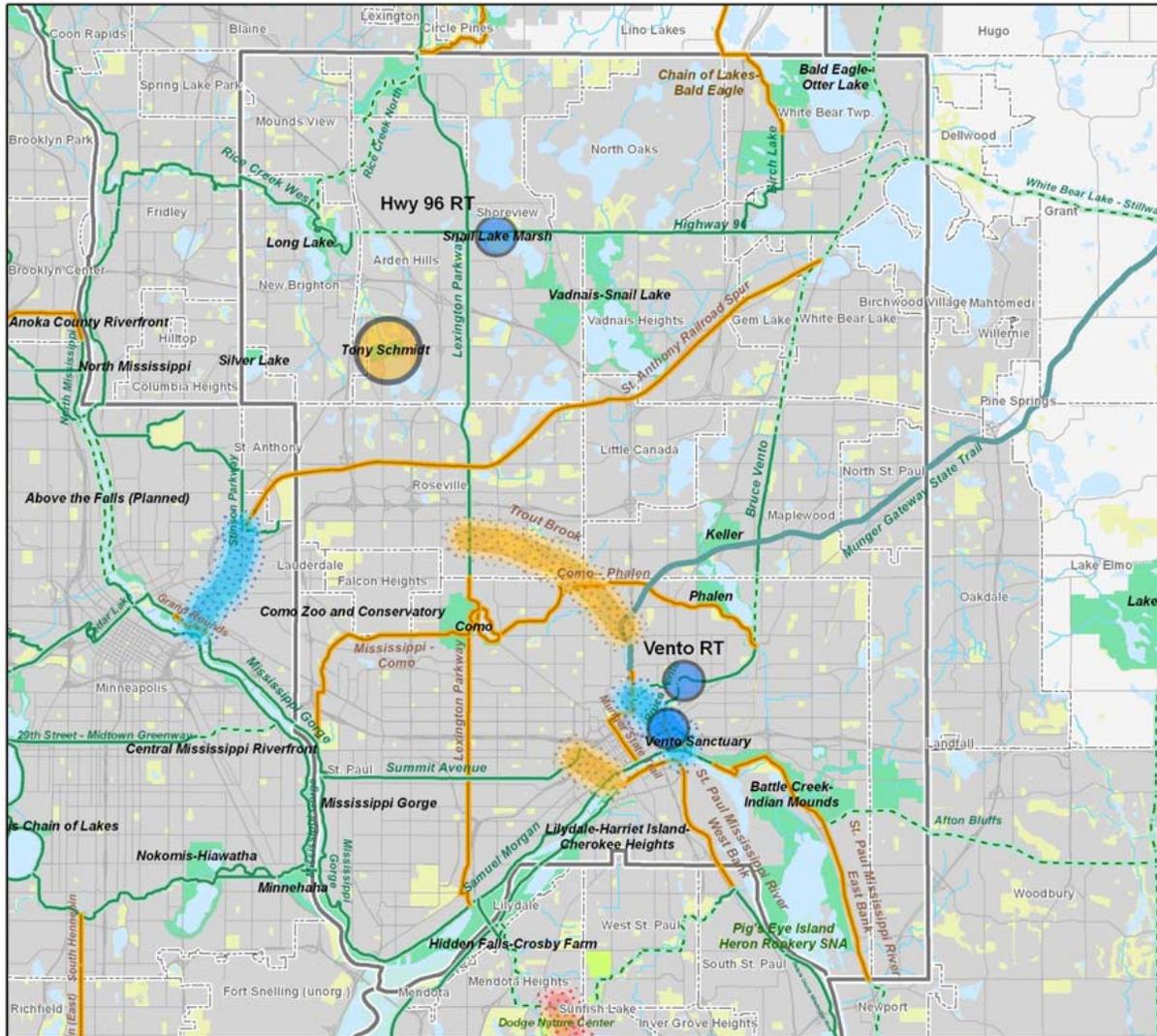


Parks and Open Space: Figure 1 (page C-2)

Regional Parks System Statement Map

July 2005

Ramsey County

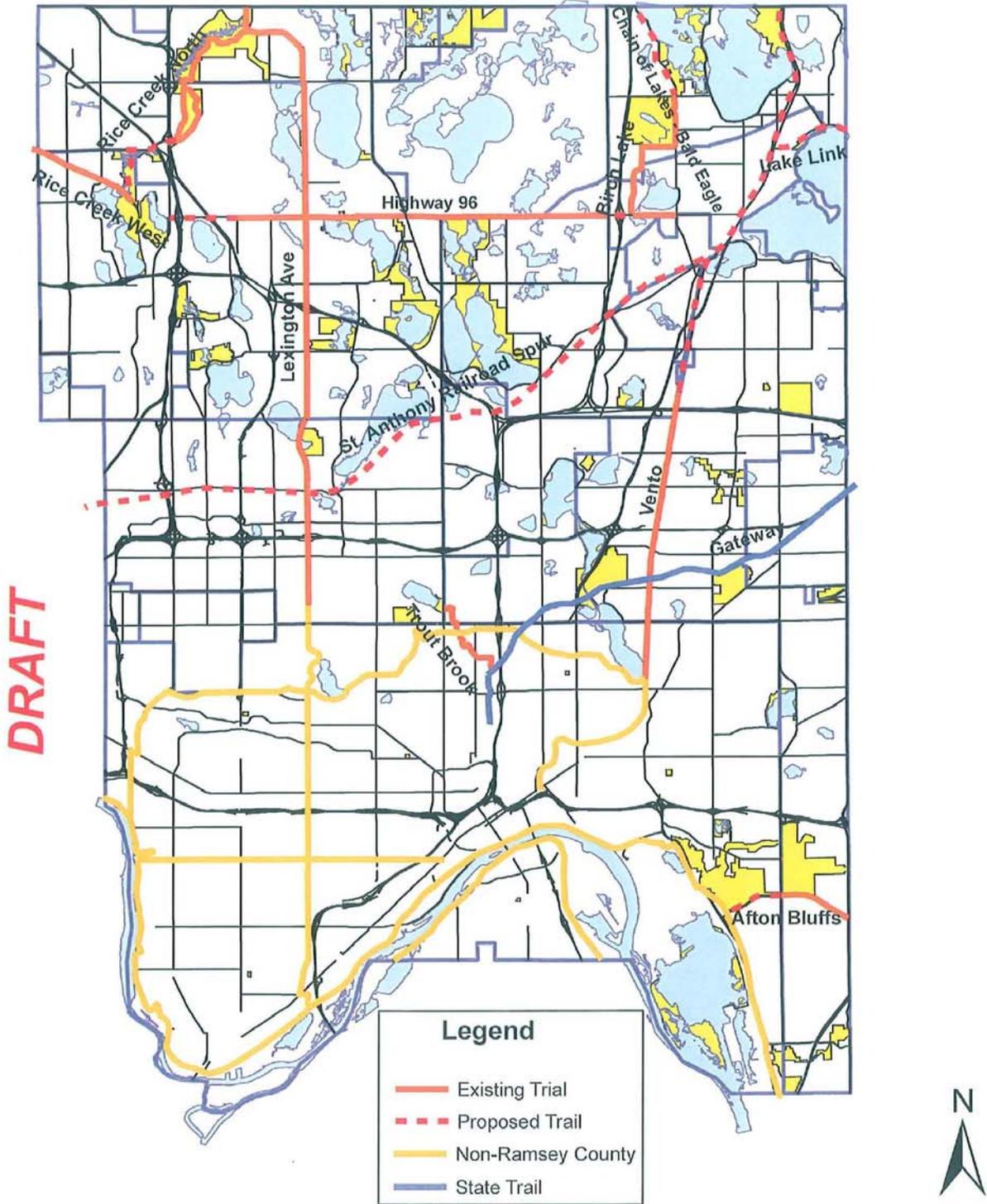


0 5 10 15 Miles

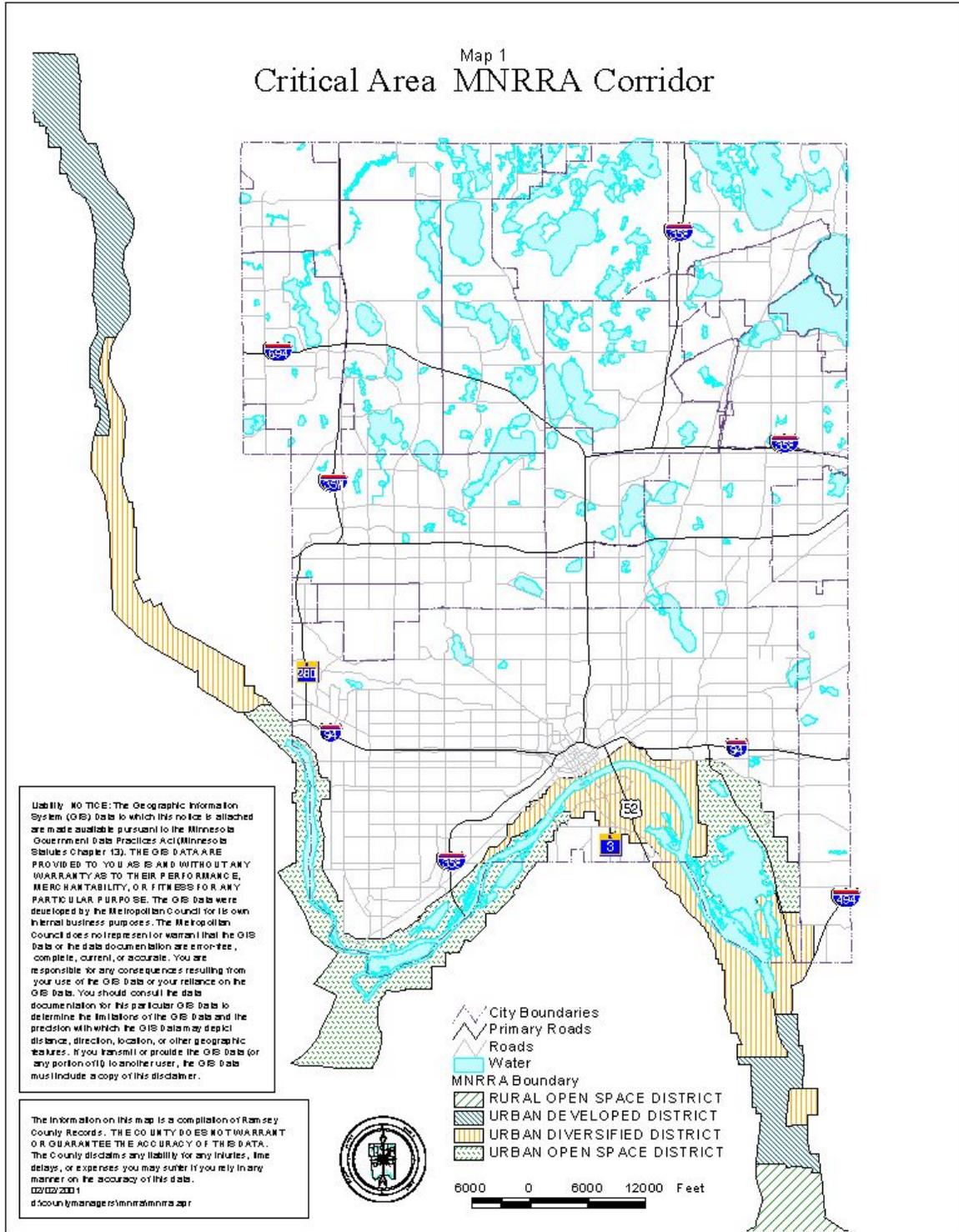


**Parks and Open Space:
Figure 2 (page C-7)**

**Ramsey County Parks and Recreation Department
Regional Trails**

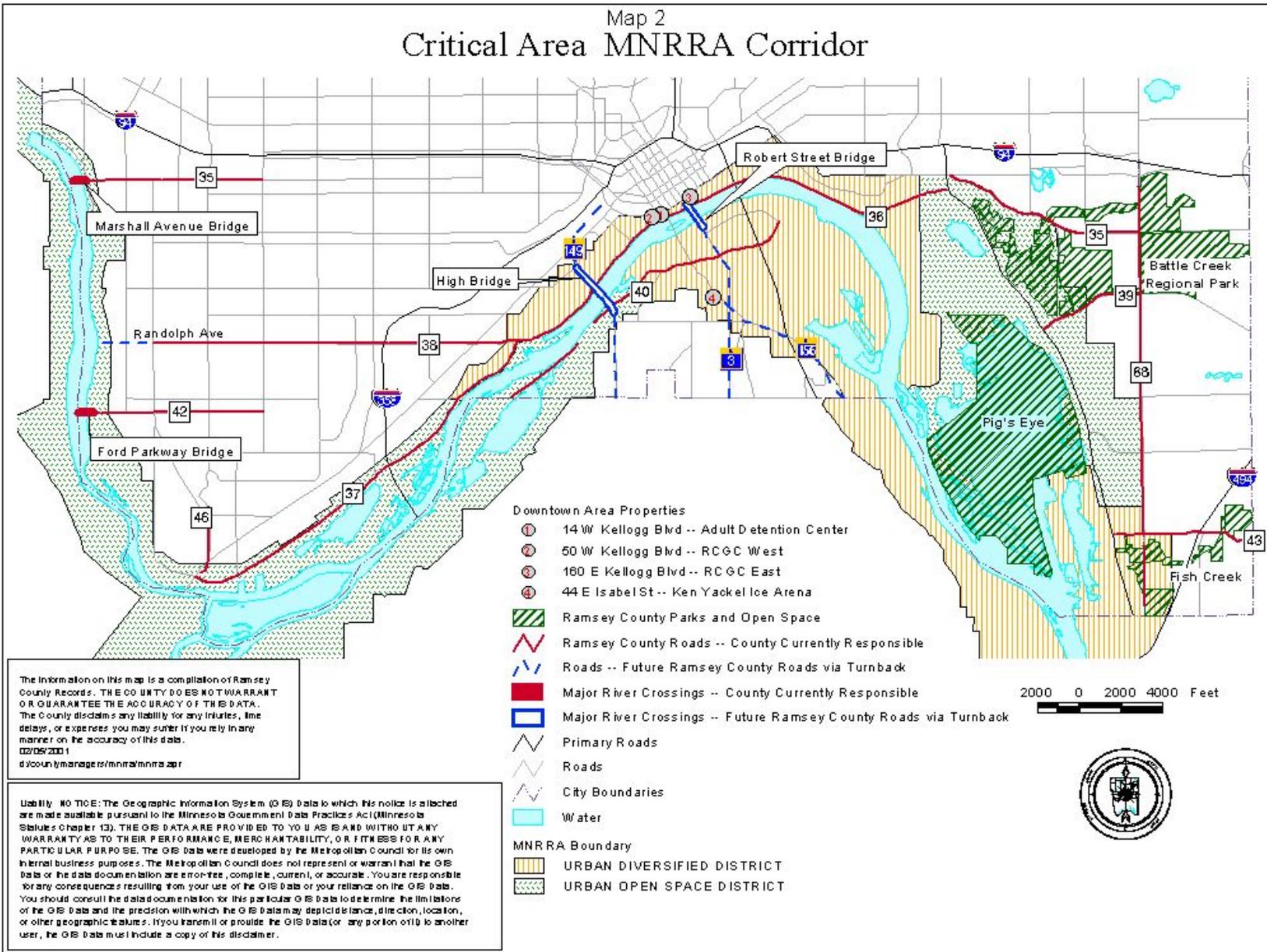


CA--MNRRA: Map 1 (page D-2)



CA--MNRRA: Map 2 (page D-6)

Map 2 Critical Area MNRRA Corridor

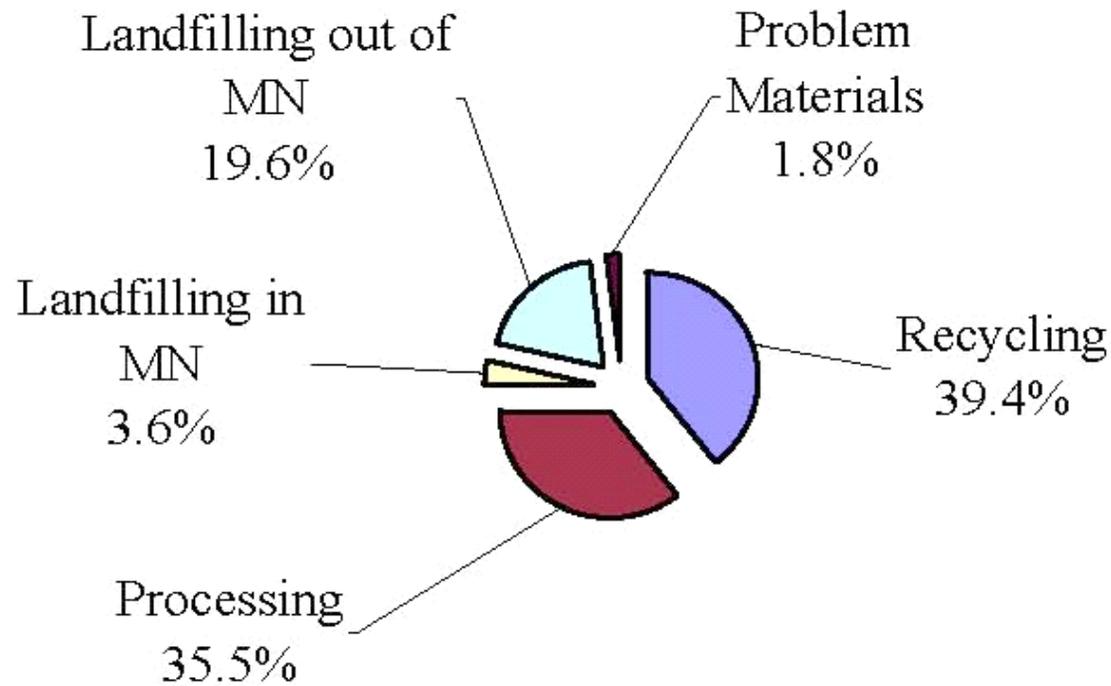


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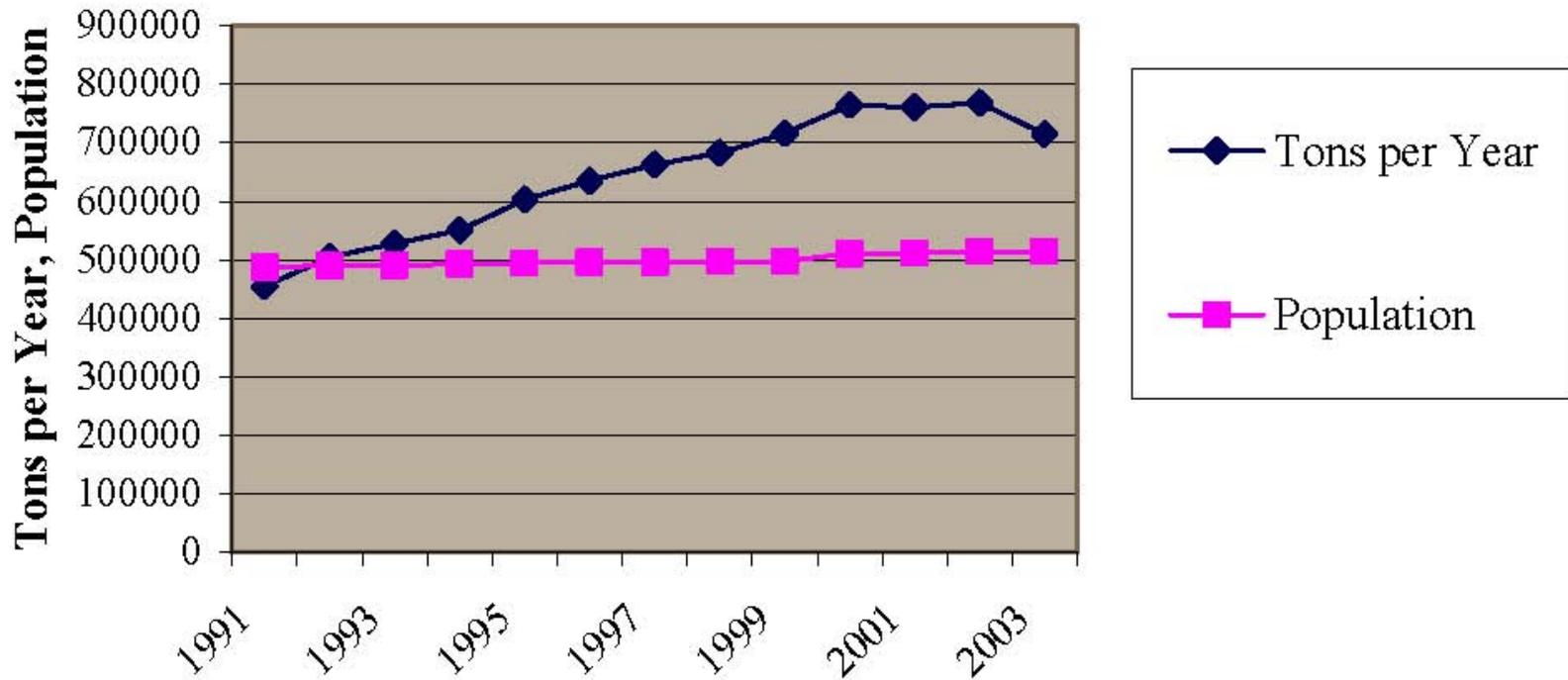
Solid Waste: Figure RC-1 (page E-5)

**Figure RC-1
Ramsey County Waste Managed 2003**



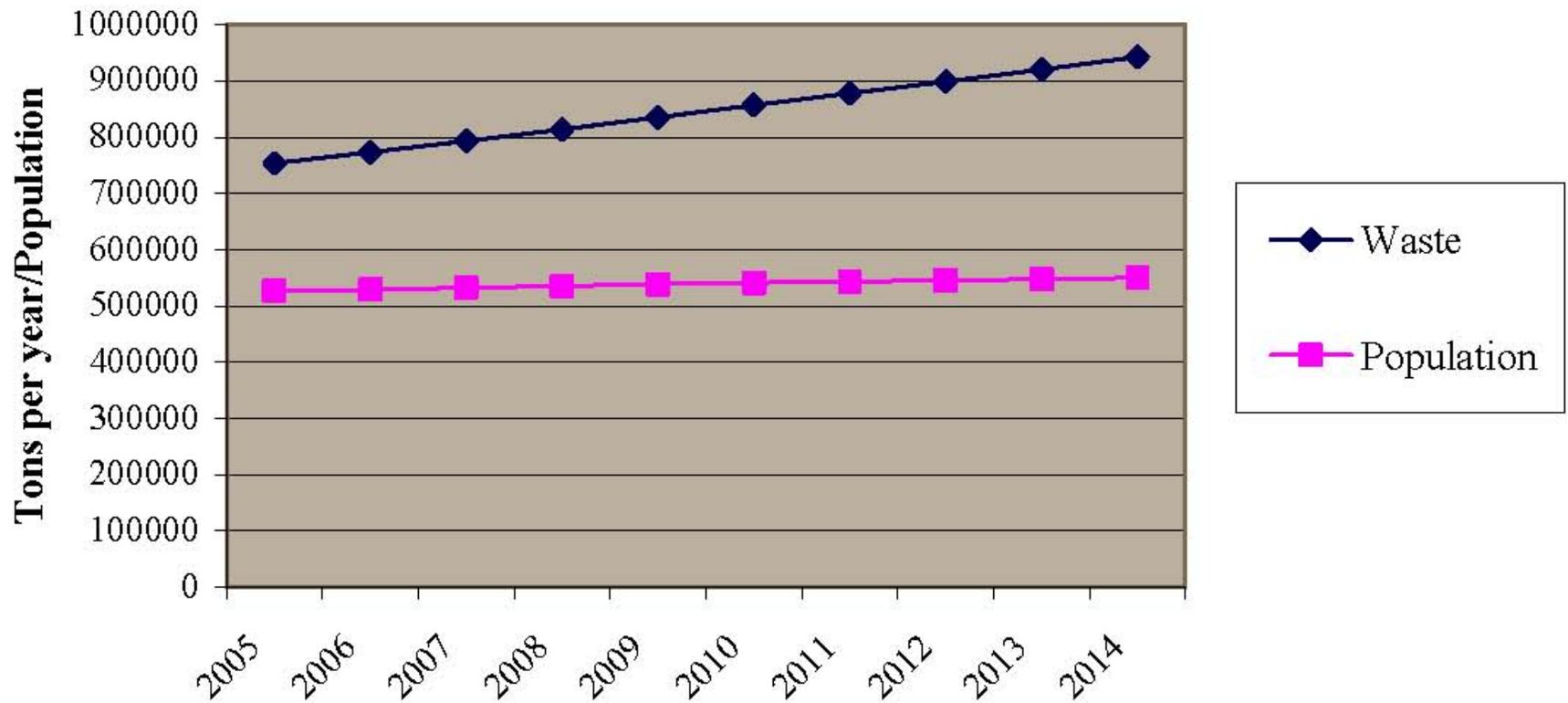
Solid Waste: Figure RC-2 (page E-5)

**Figure RC-2
Waste Generation & Population Trends, Ramsey County, 1991-2003**



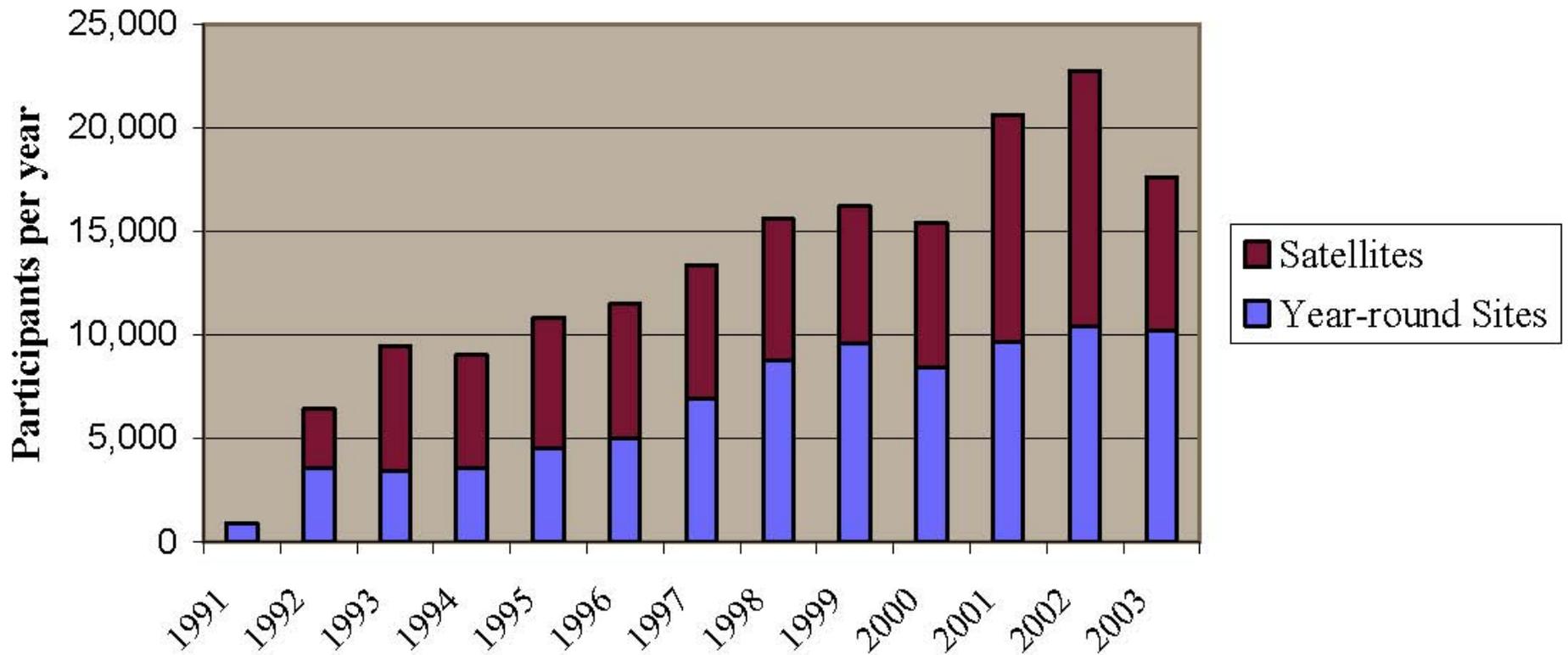
Solid Waste: Figure RC-3 (page E-6)

**Figure RC-3
Waste & Population Projections, Ramsey County, 2005-2014**



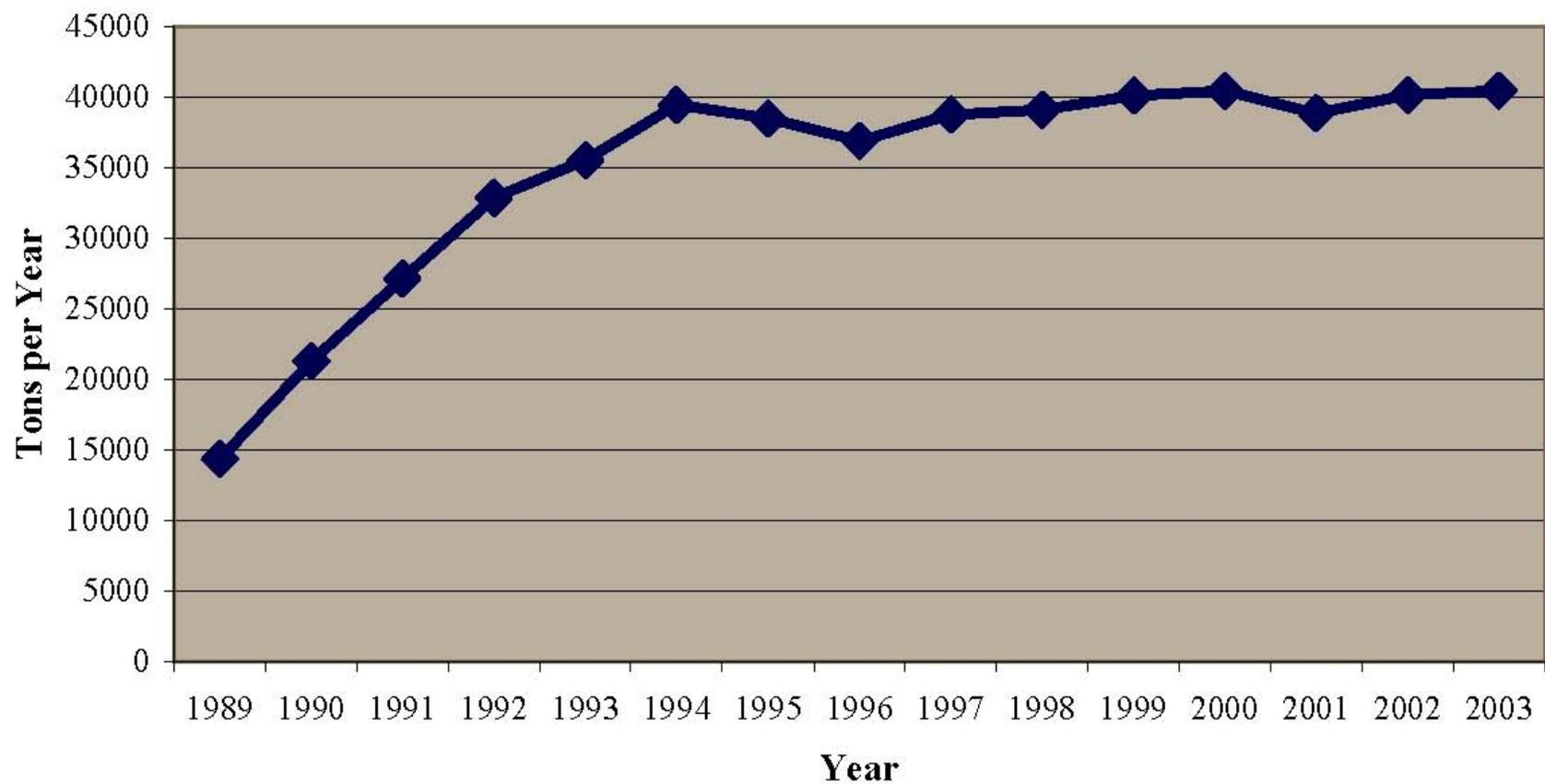
Solid Waste: Figure RC-4 (page E-7)

**Figure RC-4
Ramsey County HHW Participation**



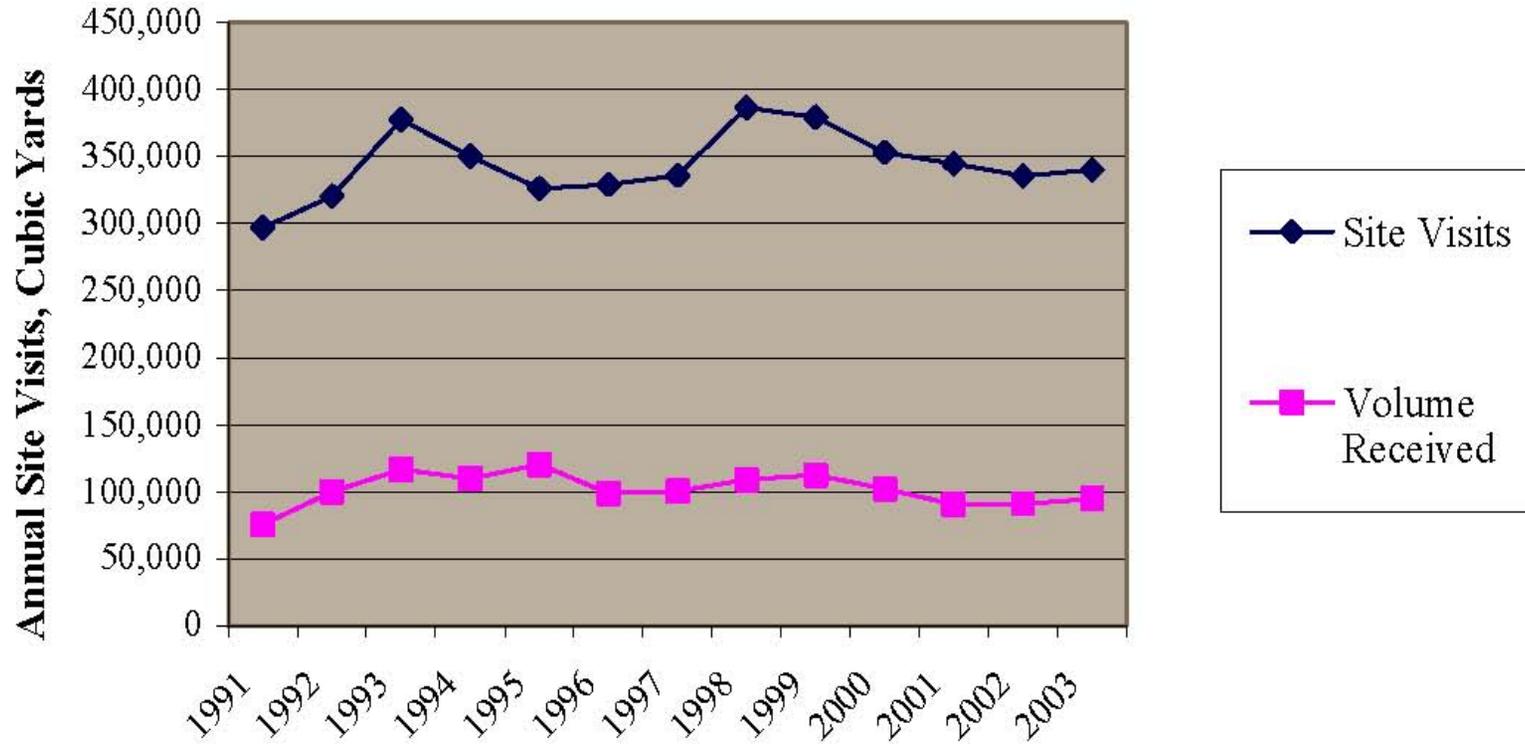
Solid Waste: Figure RC-5 (page E-10)

**Figure RC-5
Curbside Recycling Trends in Ramsey County**

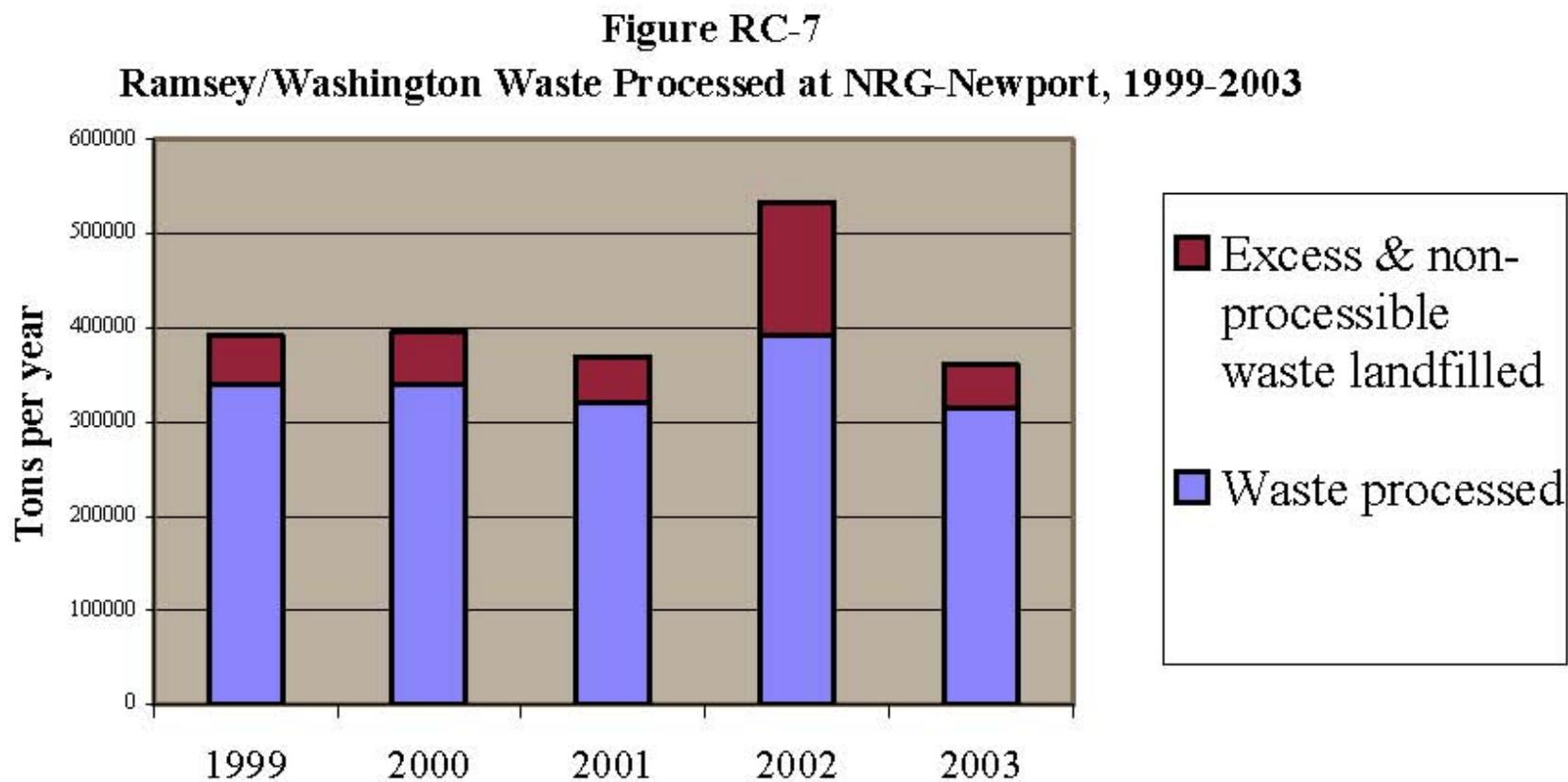


Solid Waste: Figure RC-6 (page E-12)

**Figure RC-6
Ramsey County Yard Waste Sites, Annual Visits & Volumes Received, 1991-2003**

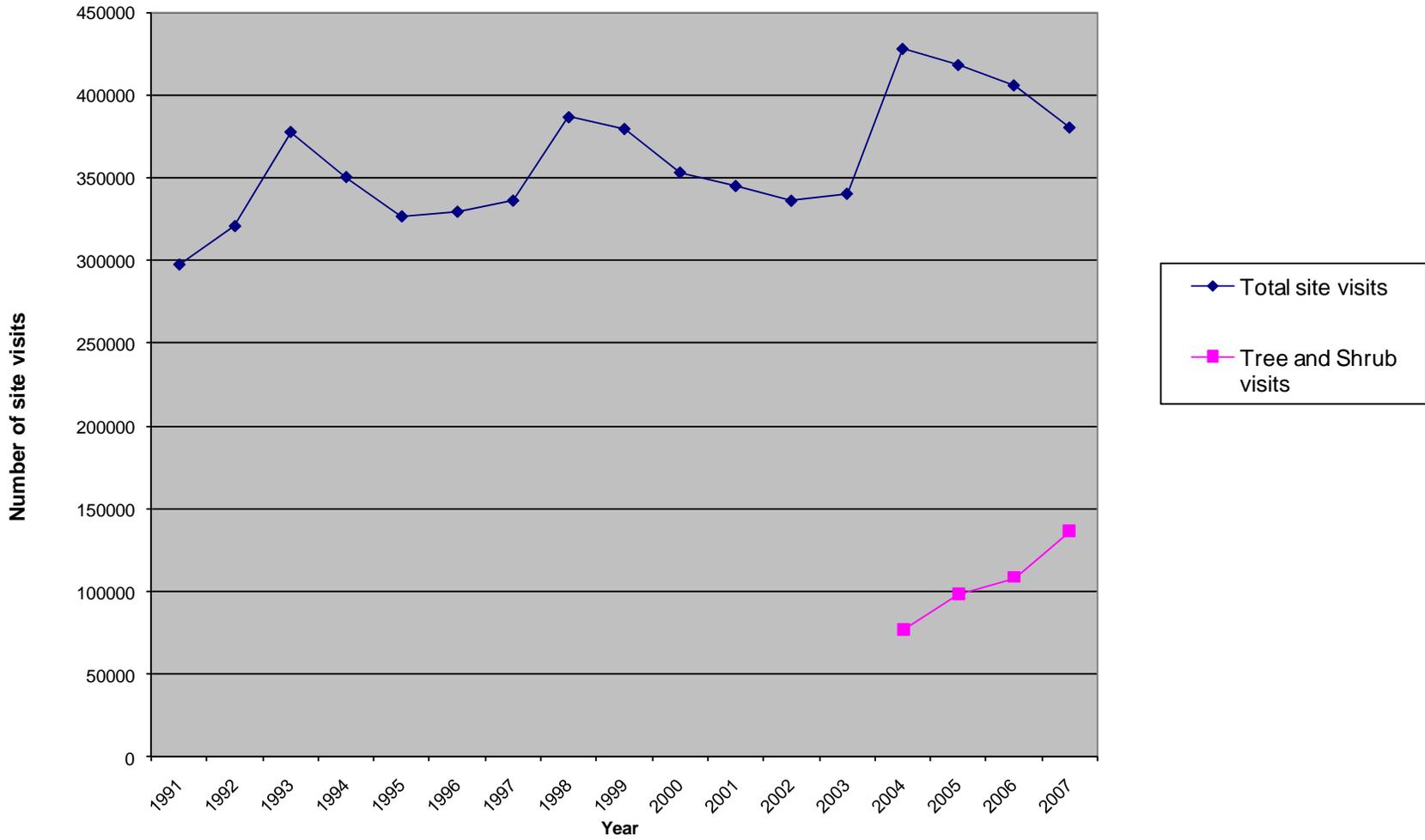


Solid Waste: Figure RC-7 (page E-15)

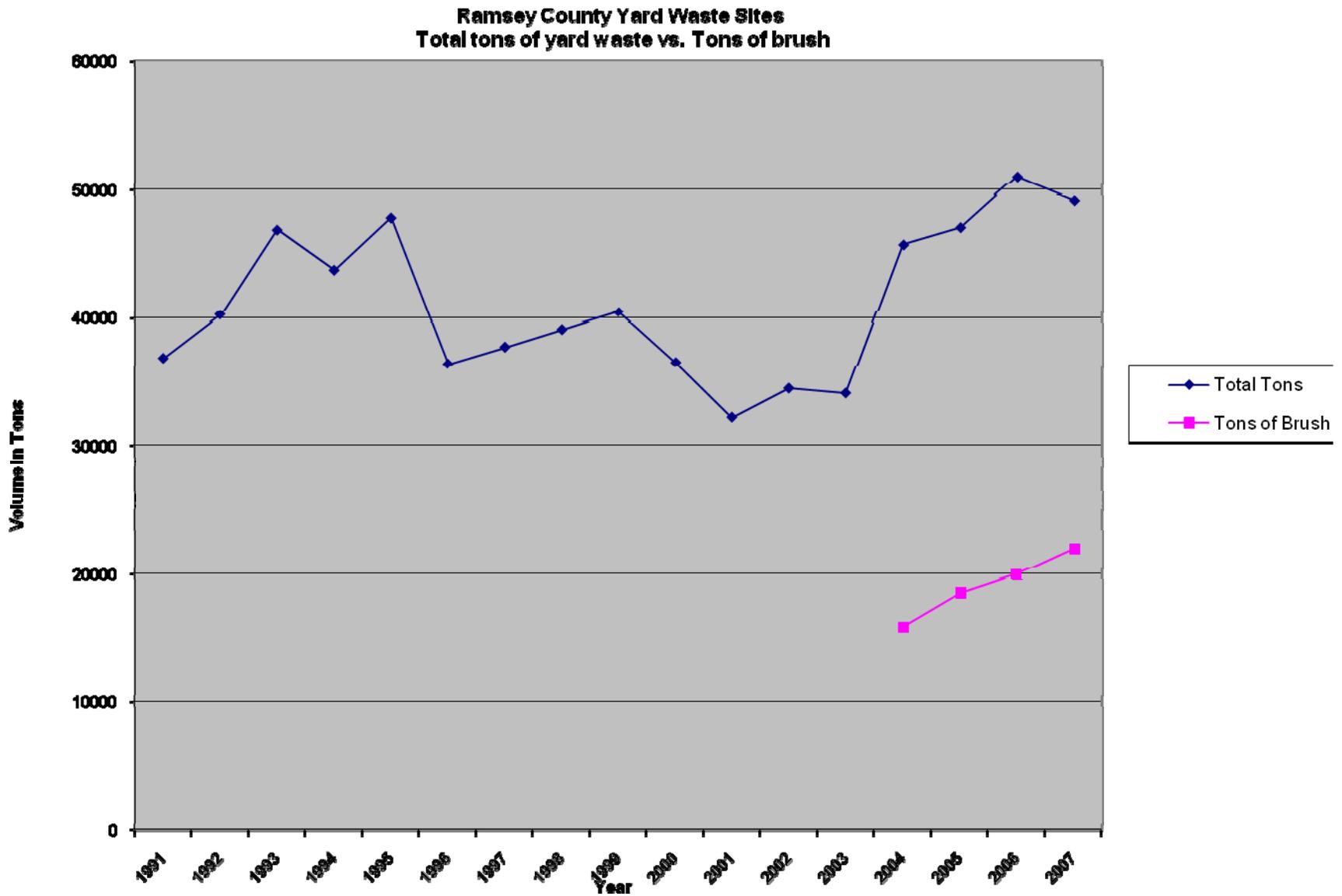


Solid Waste: Figure RC-8 (page E-32)

Ramsey County Yard Waste Sites Total visits and Tree and Shrub visits 1991 - 2007



Solid Waste: Figure RC-9 (page E-33)



Housing and Economic Development: Figure 1 (page F-3)

