

#### **4. ASSUMPTIONS AND PROJECTIONS**

The following is a list of assumptions that were considered when projecting future population, household and employment figures for Ramsey.

1. Due to its location at the edge of the region, the automobile will continue to be the primary means of transit for Ramsey residents.
2. Travel demand by personal automobile will continue to grow faster than Ramsey's population unless there is a significant increase in the cost of gasoline. Traffic volumes will continue to grow no matter how fast or how much the City of Ramsey grows or regardless of whether a new bridge over the Mississippi River is built.
3. Due to the nature of soils in the City (the Anoka sandplain) rural residential development can be supported indefinitely with on-site sewage treatment systems, provided sufficient land is available to accommodate two drain fields. Ultimately, such areas may require public water service.
4. The expansion of the schools that serve Ramsey students will be necessary whether or not urban growth occurs in Ramsey in any significant amount.
5. The public sanitary sewer and water systems have ample capacity and/or expansion capability to accommodate all of the urban development possible in Ramsey.
6. The Metropolitan Council may not support the expansion of rural residential development at densities of less than one unit per 10-acres unless a meaningful system of rural open spaces and more urban housing at higher densities result. More urban density housing will require MUSA expansion.
7. The Metropolitan Council will not compel the City to expand MUSA into rural residential areas where substantial subdivision has already occurred that is not conducive to resubdivision.
8. Northwest Ramsey will not be allowed to connect to Elk River's public utility systems.
9. Metropolitan sewers will not be extended northerly through Ramsey to provide services to City of Nowthen.
10. Urban growth will generally occur in a westerly direction along Highway 10 if MUSA expansion is authorized.
11. Ramsey's persons per household figure currently estimated at 3.1 persons per household in 2000 will likely decline to 3 persons per household or less by 2010. By 2030, the household figure is expected to decline to 2.67 persons per household.

The future growth of Ramsey depends on several factors. It depends on the recent charter amendments, which limit the ability of expanding MUSA, particularly for residential development and the ability to manage congestion levels on Highways 10 and 47 at safe and operable levels. It depends on regional and local pressures and cooperation on deciding whether to build another bridge over the Mississippi River. It also depends on the ability of the community to diversify its employment base by attracting business other than manufacturing. These are only a few factors that impact future growth, all of which are interrelated.

In order to plan for growth in the Twin Cities Metropolitan region, the Metropolitan Council has prepared population, household and employment projections for metropolitan cities. These projections are not requirements imposed on the community; rather they are projections that provide a framework or base to plan. One purpose of the legislation that requires metro communities to submit comprehensive plans to the Metropolitan Council is to allow local governments the opportunity to determine how their community will grow and to tell the Metropolitan Council what regional infrastructure needs will result from the chosen growth plan. After reviewing Ramsey's plan, the Metropolitan Council must evaluate how that plan fits into the regional plan and how regional infrastructure needs are to be met. Tables 4-1 and 4-2 outline the Metropolitan Council projections for the City of Ramsey and provides a comparison of the City's own growth projections based on growth trends, available land supply. The City projections are based on projections completed while analyzing the future growth according to Traffic Analysis Zones (TAZ) and according to the development staging plan as shown in Chapter V. "Land Use".

The 2030 Land Use Plan and accompanying staging plan were developed through a citizen-driven process which culminated in October of 2008 with a day-long land use planning workshop. This citizen process began in January of 2007 with the Ramsey3 process, a unique program in which the citizens of Ramsey were asked to define what they wanted "in their backyard". This process included a public participation effort using the "Open Space Technology" process to allow citizens to develop the agenda for each meeting and guide the direction of discussion without staff or consultant involvement. The outcome of the Ramsey3 process was a series of Vision and Values statements that are presented in Chapter II of this plan. From the Vision and Values, Goal and Strategies were also developed for many of the Comprehensive Plan topics. These Goals are presented within each chapter.

The culmination of the citizen-driven process was a day-long planning workshop during which participants were asked to develop the final 2030 Land Use Plan for the City of Ramsey. Participants were guided through a discussion of available land supply in Ramsey, as well as Metropolitan Council requirements for comprehensive plan updates. Participants then split into groups to work on land use maps. Each group was given chips representing various land use types and densities and groups were asked to develop a land use plan which met all planning requirements while also meeting the Vision and Goals of the community. After discussion of each group's plan, similarities and differences were identified between plans. The design and discussion process was repeated until a consensus on one land use plan was reached. That consensus plan is shown in Chapter V, "Land Use".

*Table 4-1 Metropolitan Council Published Forecasts*

	<b>2000</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>
Population	18,510	31,300	45,000	44,000
Households	5,906	10,900	16,200	16,500
Employment	4,008	6,700	9,100	11,300

*Table 4-2 City of Ramsey Forecasts Pending Approval*

<b>Population</b>	<b>2000</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>
Sewered	7,810	21,522	29,356	36,373
Unsewered	10,700	6,599	6,883	7,088
<b>TOTAL</b>	<b>18,510</b>	<b>28,121</b>	<b>36,239</b>	<b>43,461</b>

<b>Households</b>	<b>2000</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>
Sewered	2,492	7,495	10,568	13,640
Unsewered	3,414	2,298	2,478	2,658
<b>TOTAL</b>	<b>5,906</b>	<b>9,793</b>	<b>13,046</b>	<b>16,298</b>

<b>Employment</b>	<b>2000</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>
Sewered	4,008	6,039	8,621	11,723
Unsewered	0	661	479	215
<b>TOTAL</b>	<b>4,008</b>	<b>6,700</b>	<b>9,100</b>	<b>11,938</b>

Note: Over the 2008-2030 time period, steadily increasing employment density estimates are used for each decade to forecast anticipated increase in employment density as the community grows.

Met Council HH Size      2.87156    2.777778    2.666667

The primary concern regarding growth at the regional level is that land within the Metropolitan area is used efficiently and wisely from the standpoint of maximizing the effective use of regional infrastructure and by making environmentally conscious land use decisions. The ability for growth to occur in the City of Ramsey heavily depends on the regional investment made to the transportation infrastructure that connects Ramsey with the Metropolitan Area. These improvements are not limited to highway improvements, but also investments in transit (the ability to reduce vehicle trips) and economic development (the ability to get jobs closer to homes).

Throughout the planning process, residents and elected and appointed officials have voiced concern with the Metropolitan Council's growth projections. Particularly in 2008, there was concern that given the weak national and local economy, growth could never meet the original estimates provided in the Metropolitan Council system statement. Throughout the planning process, City staff, elected and appointed officials and planning consultants worked with Metropolitan Council staff and representatives to reach consensus on the planning requirements for Ramsey. Although Ramsey's final plan shows fewer total households and a lower population than the original system statement (see Tables 4-1 and 4-2), as of the time of this writing, it is the City's understanding that the final land use plan and corresponding growth projections developed

by the City will ensure the integrity and efficient operation of Metropolitan Council's regional infrastructure.