City of Ramsey
Agenda
Regular City Council
Tuesday February 14, 2012
7:00 pm
Council Chambers, 7550 Sunwood Drive NW

1. Call to Order

2. Presentation
1. State of the City Annual Report - Mayor Ramsey

3. Citizen Input

4. Consent Agenda

1. Receive 2011 Building Division Month End Report: December

2. Note the Following Boards and Commissions Meeting Minutes:

Planning Commission work session minutes dated December 1, 2011
Planning Commission meeting minutes dated December 1, 2011
Environmental Policy Board meeting minutes dated January 9, 2012
Economic Development Authority meeting minutes dated January 12, 2012

3. Approve the Following Meeting Minutes
1) City Council Work Session January 10, 2102
2) City Council Work Session January 17, 2012

4. Approval for Exemption for a Gambling License for Isanti Chapter of MN Deer Hunters Association

5. Consider Approval of Easements Necessary for the Ramsey Rail Station

6. Consider Authorization to Apply for Grant Funds to Assist with the Implementation of the City's Wellhead Protection Plan

7. Adopt Resolution #12-02-XXX Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of January 20, 2012 Through February 8, 2012

8. Adopt Resolution Supporting Application for Metropolitan Council TOD Grants

9. Adopt Resolution #12-02-XXX Adopting the 2012 Enterprise Fund Budgets and Adopt Resolution #12-02-XXX Amending the 2011 Enterprise Fund Budgets

10. Adopt Resolution #12-02-XXX Decertifying Tax Increment Financing District No. 1

11. Adopt Resolution #12-02-XXX Amending the 2011 General Fund Budget

12. Adopt Resolution #12-02-XXX Adopting the 2012 Economic Development Authority Budget and Adopt Resolution #12-02-XXX Amending the 2011 Economic Development Authority Budget

13. Adopt Resolution #12-02-XXX Calling for a Public Hearing on the Intention to Issue General Obligation Capital Improvment Plan Refunding Bonds.

14. Report from Public Works Meeting Dated January 17, 2012

5. Approve Agenda

6. Public Hearing

7. Council Business

1. Adopt Ordinance to Repeal Minnesota Building Code Chapter 1306 Entitled Special Fire Protection Systems (optional)

2. Consider Amending Resolution #11-11-234 related to the Operation of a Church in the B-1 Business District on the Property Located at 5900 167th Ave NW; Case of Rum River Retail Ventures, LLC

3. Introduce Ordinance to Amend City Code Chapter 117-118 (The COR)

4. Consider Amendment to the Joint Powers Agreement with Anoka County Highway Department

5. Consider Implementation of Long Term Road Maintenance policy

6. Consider Guard Rail Enhancements for the Parking Ramp

7. Consider Process for Acquisition of Parcel owned by M & W Holdings - Jeff Wise (14590 Armstrong Blvd NW)

8. Mayor/Council/Staff Input

1. Boy Scout Breakfast Fundraiser: Thursday, February 23, 2012 - 7:29 a.m. - Courtyards of Andover, 13545 Martin Street NW, Andover

2. Anoka Area Chamber of Commerce Gala Dinner Fundraiser: Friday, February 24, 2012 - 5:30 p.m. - also at The Courtyards of Andover

9. Adjournment

CC Regular Session **2.**

Meeting Date: 02/14/2012

By: Amy Dietl, Administrative Services

Information

Title:

Presentation

1. State of the City Annual Report - Mayor Ramsey

Background:

Funding Source:

Council Action:

Attachments

State of the City Presentation

Form Review

Form Started By: Amy Dietl Started On: 02/09/2012 06:08 PM

Final Approval Date: 02/09/2012

STATE OF THE CITY ADDRESS 2012



City of RAMSEY



2011 - A YEAR OF PROGRESS



NORTHSTAR COMMUTER RAIL
FUNDING FINALIZED & MOVING FORWARD



City of RAMSEY

PARKING RAMP EXPANSION



VA OUTPATIENT CLINIC





Opening of the new VA Outpatient Clinic



City of RAMSEY

EDA: BUSINESS OF THE YEAR



Recognizing Green Valley Greenhouse as Business of the Year at the Business Appreciation Event at the Links

City of RAMSEY

EDA: PROJECTS



New RJM Golf Carts Facility



New MultiSource Manufacturing Facility



New sitdown restaurant in The COR—The Falls Café

City of RAMSEY

THE COR AT RAMSEY – SPRING 2012

SUITE LIVING – 85 units of assisted living/memory care

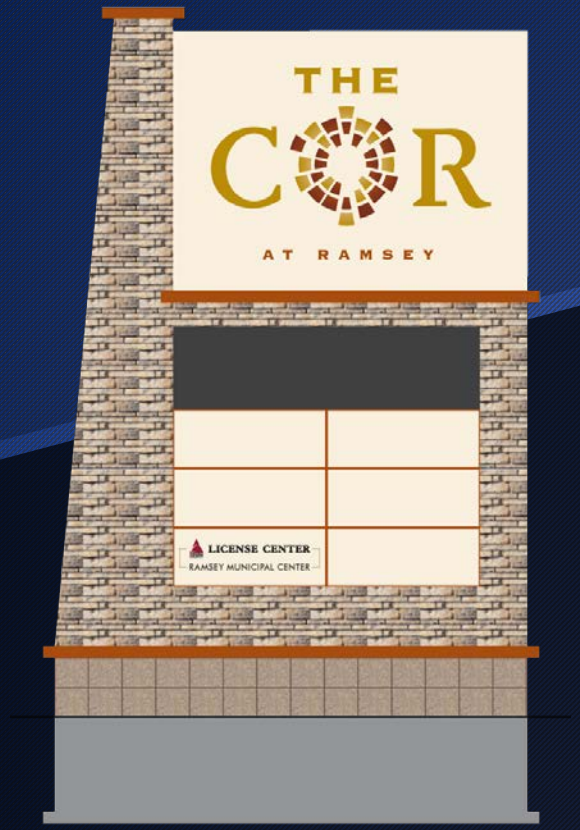


THE COR AT RAMSEY – SPRING 2012

RESIDENCES AT THE COR—230 units of market rate apartment



NEW COR AT RAMSEY SIGNS



Near the Parking Ramp/HWY 10



Ramsey Boulevard/HWY 10

City of RAMSEY

LEGACY CHRISTIAN ACADEMY CAMPUS



Legacy Christian Academy has substantially completed site improvements in conjunction with Bunker/Armstrong project, campus construction to begin in Spring 2012

City of RAMSEY

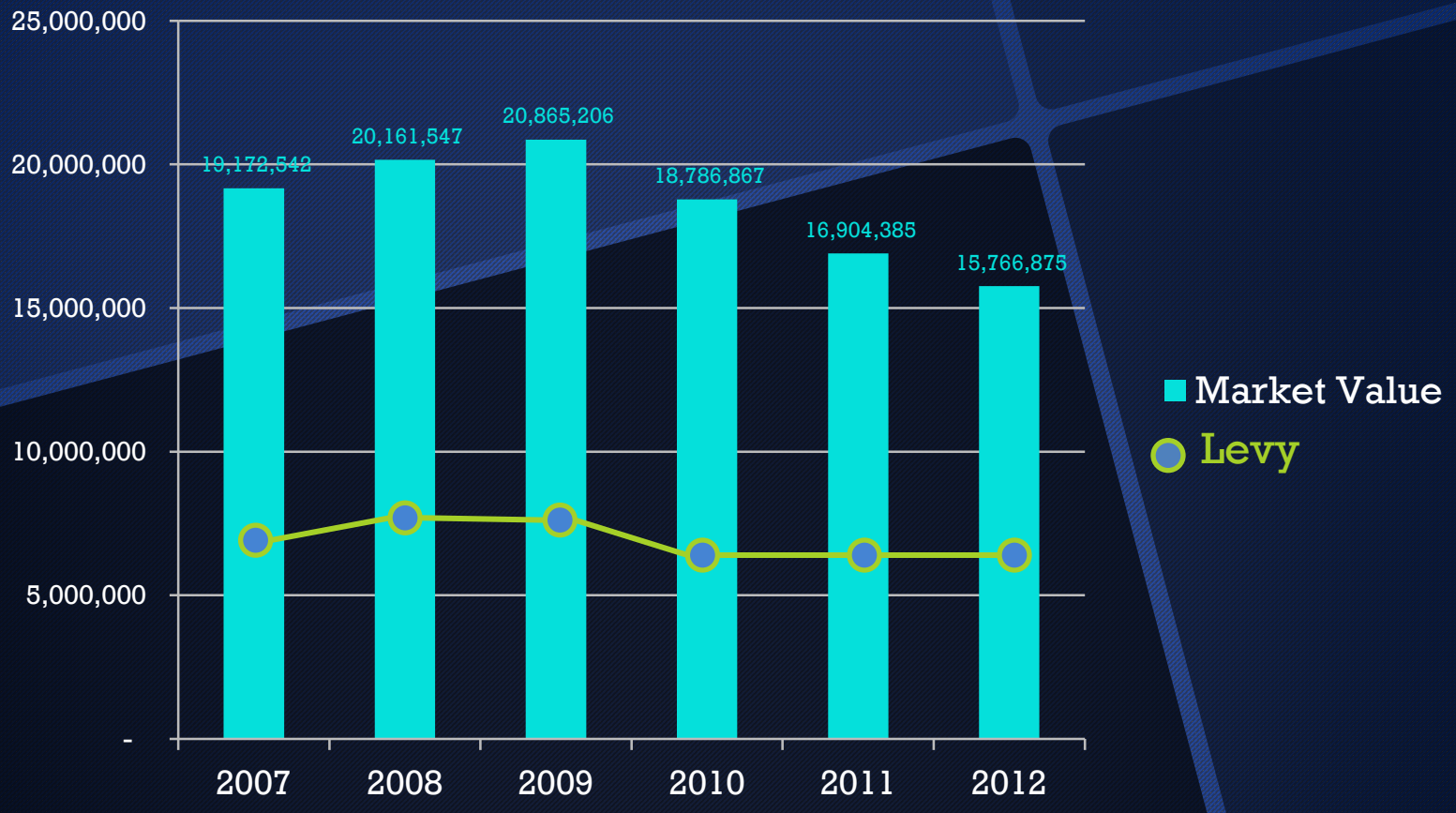
STONEY RIVER ASSISTED LIVING



August 2011 approvals for Stoney River Assisted Living on Lord of Life Site; construction anticipated to begin Spring 2012.

City of RAMSEY

LEVY TO LOCAL TAXABLE VALUE COMPARISON (Levy Net of Fiscal Disparities)



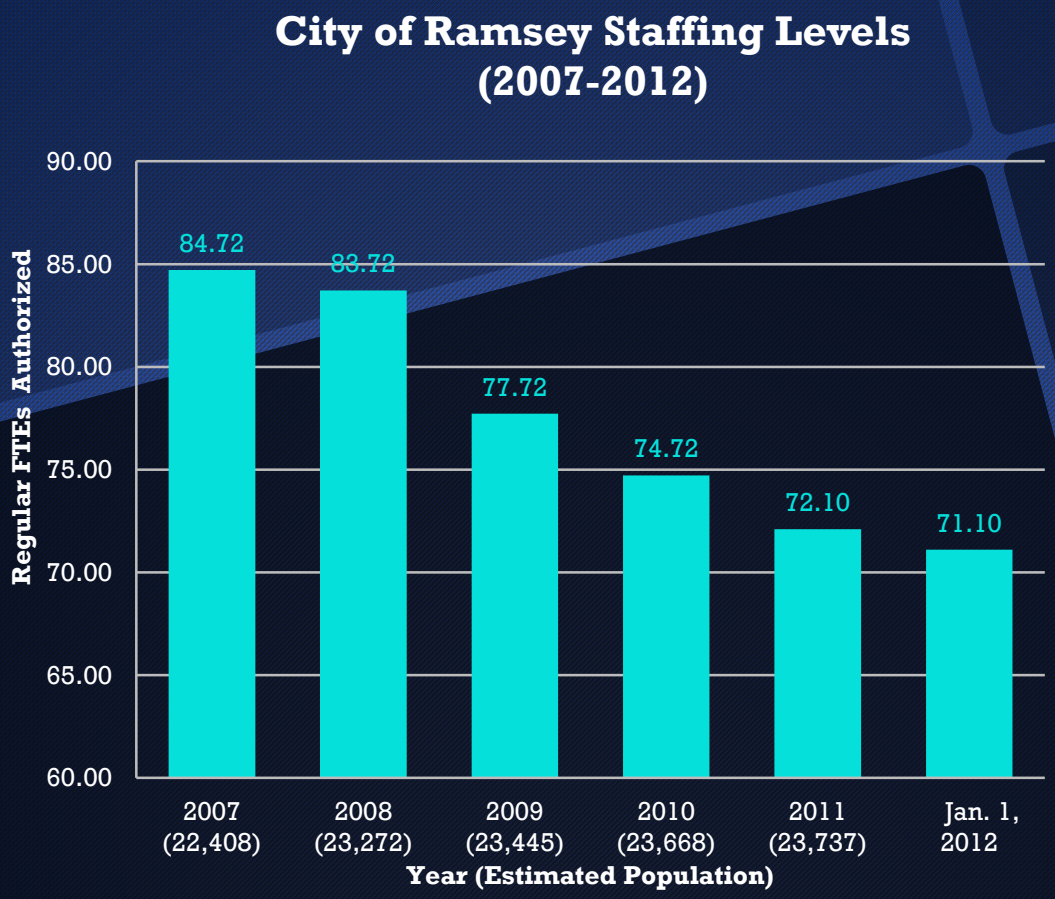
City of RAMSEY

TAX CAPACITY RATE COMPARISON ANOKA COUNTY CITIES

	2011	2012 PROPOSED	CHANGE
Ham Lake	25.80%	26.68%	0.88%
Nowthen	22.17%	30.44%	8.27%
Blaine	32.80%	33.48%	0.68%
Oak Grove	36.33%	36.00%	-0.33%
Fridley	37.03%	39.48%	2.45%
Coon Rapids	39.23%	42.71%	3.48%
Lino Lakes	42.04%	42.78%	0.74%
Columbus	38.23%	43.45%	5.22%
Andover	38.75%	43.58%	4.83%
East Bethel	43.91%	43.89%	-0.02%
Ramsey	39.80%	44.15%	4.35%
Anoka	43.02%	49.95%	6.93%
St Francis	47.14%	53.34%	6.20%
Spring Lake Park	54.49%	62.60%	8.11%
Circle Pines	51.51%	63.90%	12.39%
Columbia Heights	61.80%	66.29%	4.49%
Centerville	58.65%	66.69%	8.04%
Lexington	58.16%	67.45%	9.29%
Bethel	61.54%	74.20%	12.66%
Hill Top	98.53%	110.56%	12.03%
AVERAGE 2012:		52.08%	5.53%

City of RAMSEY

STAFFING LEVELS



FINANCIAL ACCOMPLISHMENTS

- Retained AA+ Bond Rating attained in November 2009; reconfirmed August 2011.
- Certificate of Achievement in Financial Reporting for 2010 (17th Consecutive Year)
- E-Commerce began in June (Approximately $225,000 in credit card payments processed)
- Electronic Payroll Time Sheets (ESS)

City of RAMSEY

COMMUNITY DEVELOPMENT ACCOMPLISHMENTS

- Reduced development fees
- Streamlined Development Review Process
- Increased flexibility for Variances
- Increased flexibility of Accessory Structure Ordinance in rural residential zoning district
- Eliminated Rental Licensing Program (except for apartment complexes)

City of RAMSEY

COMMUNITY DEVELOPMENT LAND USE APPLICATIONS

Application Type	# of Applications
Site Plan	5
Plat/Subdivision	2
CUP/IUP	9
Home Occupations	3
Comprehensive Plan Amendment	1
Easement Vacation	1
Zoning Amendment	1

City of RAMSEY

BUILDING PERMITS

In 2011, the City issued a total of 2267 building permits.

COMMERCIAL

- New: 2
- Remodels: 22

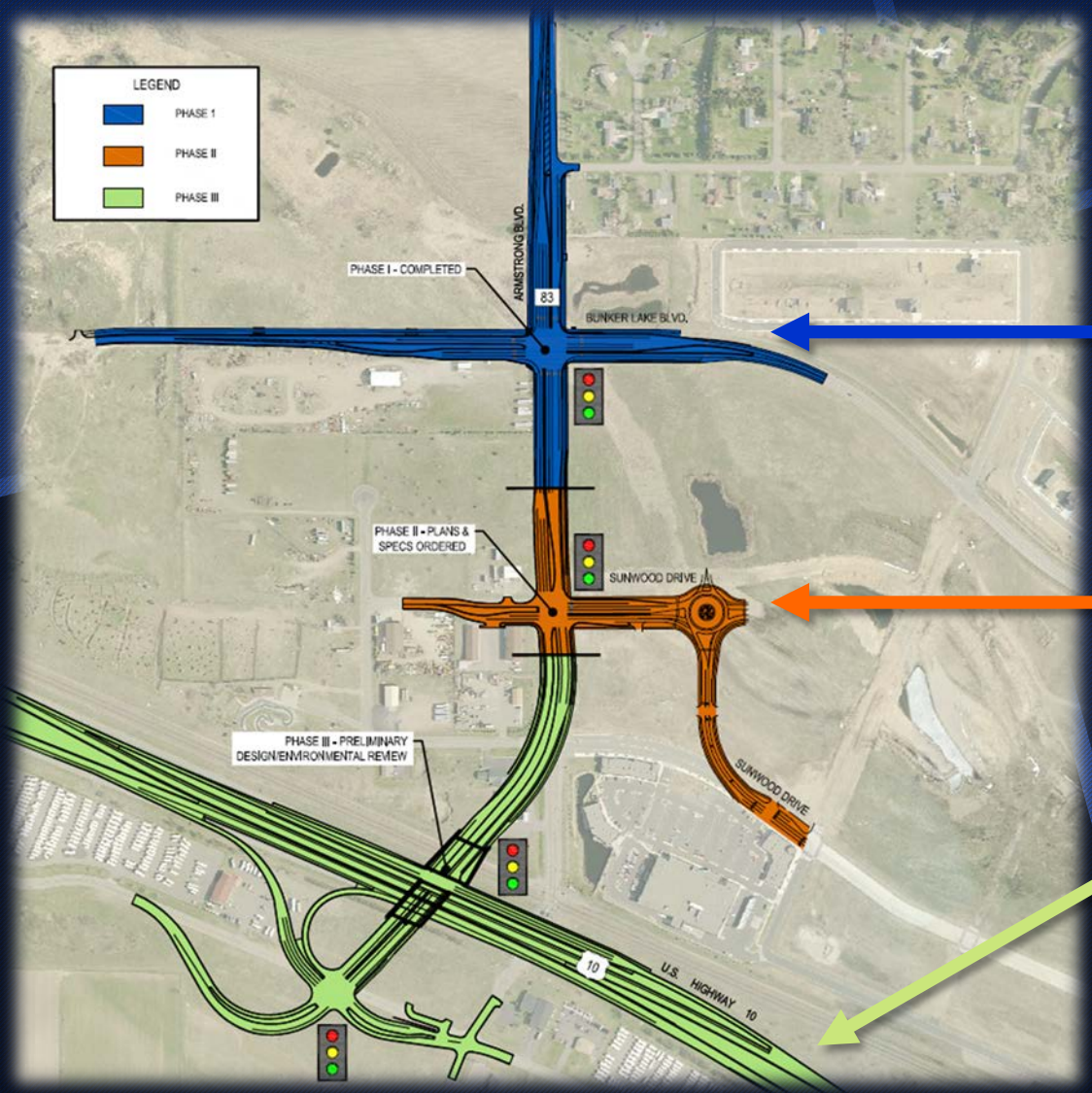
RESIDENTIAL

- New Single Family: 23
- Additions: 30

TOTAL VALUATION ADDED IN 2011

- $18,895,889

Highway 10/Armstrong Blvd. Interchange



Phase I
Bunker Lake BLVD

Phase II
Sunwood Drive

Phase III
HWY 10/Armstrong

City of RAMSEY

POLICE DEPARTMENT:

Incidents 2011

Traffic Arrests	**4,197**
DWI	78
Speed	335
Snowmobile/ATV	5
All Other Traffic	3,779

Motor Vehicle Accidents	**426**
Fatal	2
Personal Injury	49
Property Damage	375

Ordinance Complaints	**790**

Impounded Animals	**60**
Dogs	60
Cats	0

Non-Criminal Incidents	**6,441**
Medical	576
DNR Complaints	42
Domestics	658
Animal Complaints	464
All Other	4,701

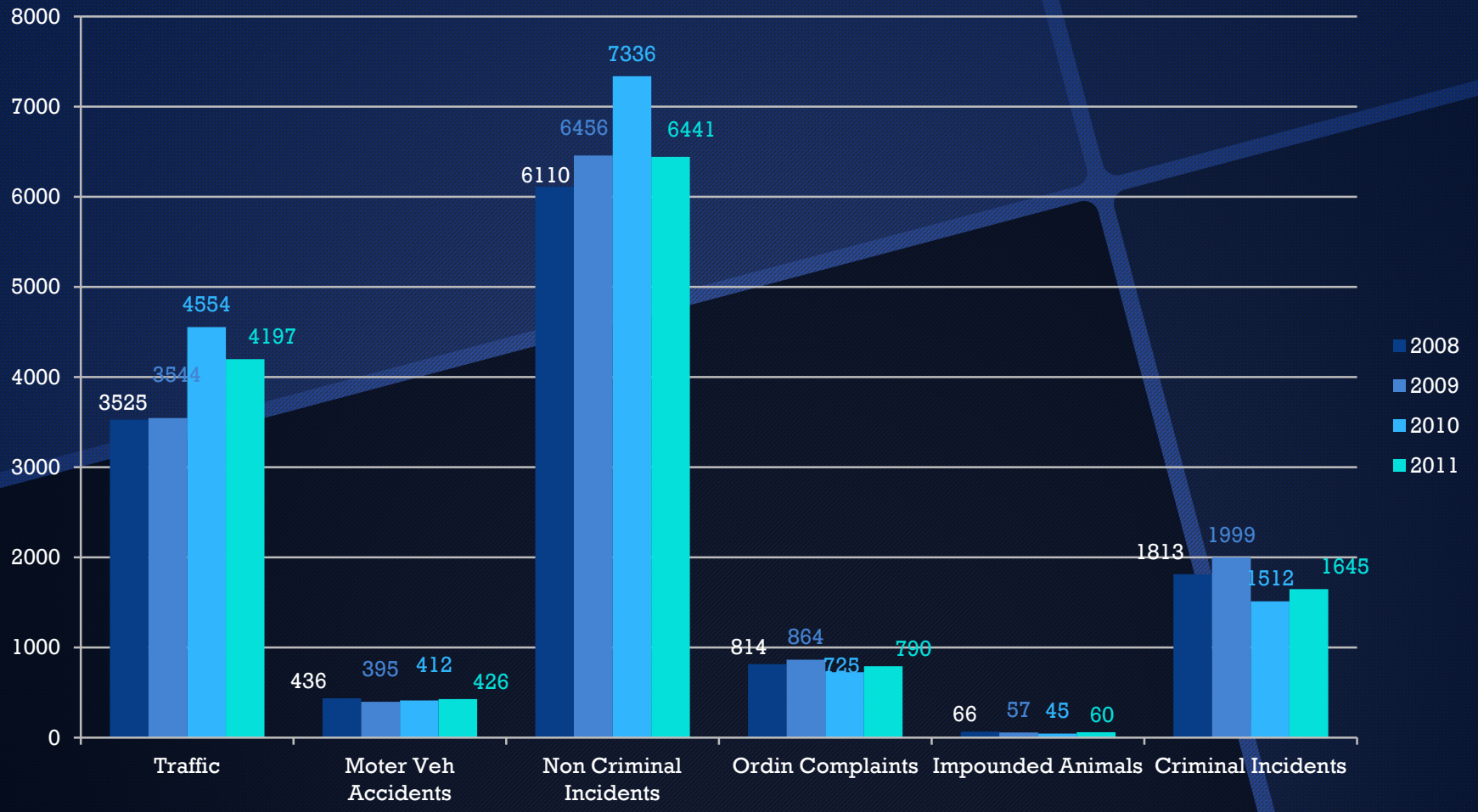
Criminal Incidents	**1,645**
Assault	132
Burglary	57
Homicide	0
Theft	566
Vandalism	257
All Other	633

TOTAL INCIDENTS	**13,559**

City of RAMSEY

POLICE DEPARTMENT:

Incidents 2008-2011



POLICE DEPARTMENT:

Vehicle Theft

- Large number of thefts of electronics (GPS units, laptops, etc) from unlocked vehicles
- Investigation led to recovery of numerous items at local pawn shops
- Arrest of three (3) suspects, involved in theft cases in multiple cities



City of RAMSEY

POLICE DEPARTMENT:

Code Enforcement

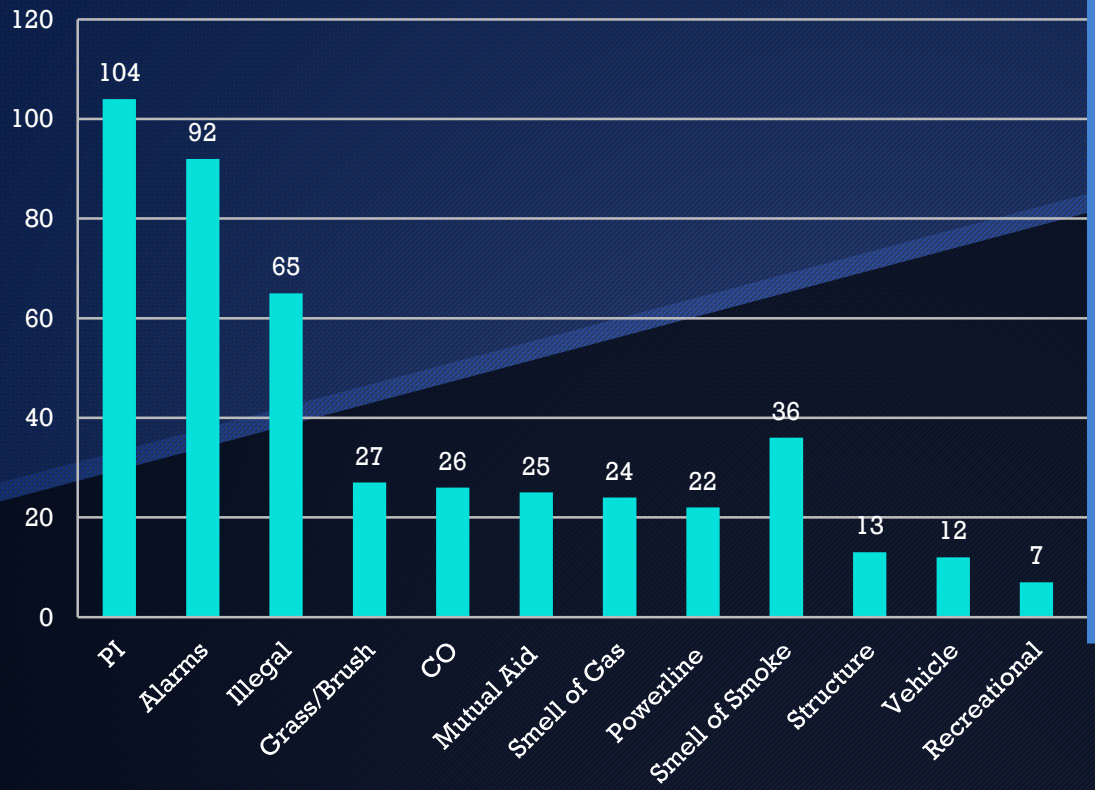
- Added 2 temporary code enforcement technicians
- 1,046 violations in 2011
- 97% of the properties were abated by homeowner or the city



City of RAMSEY

FIRE DEPARTMENT:

2011 Incident Frequency

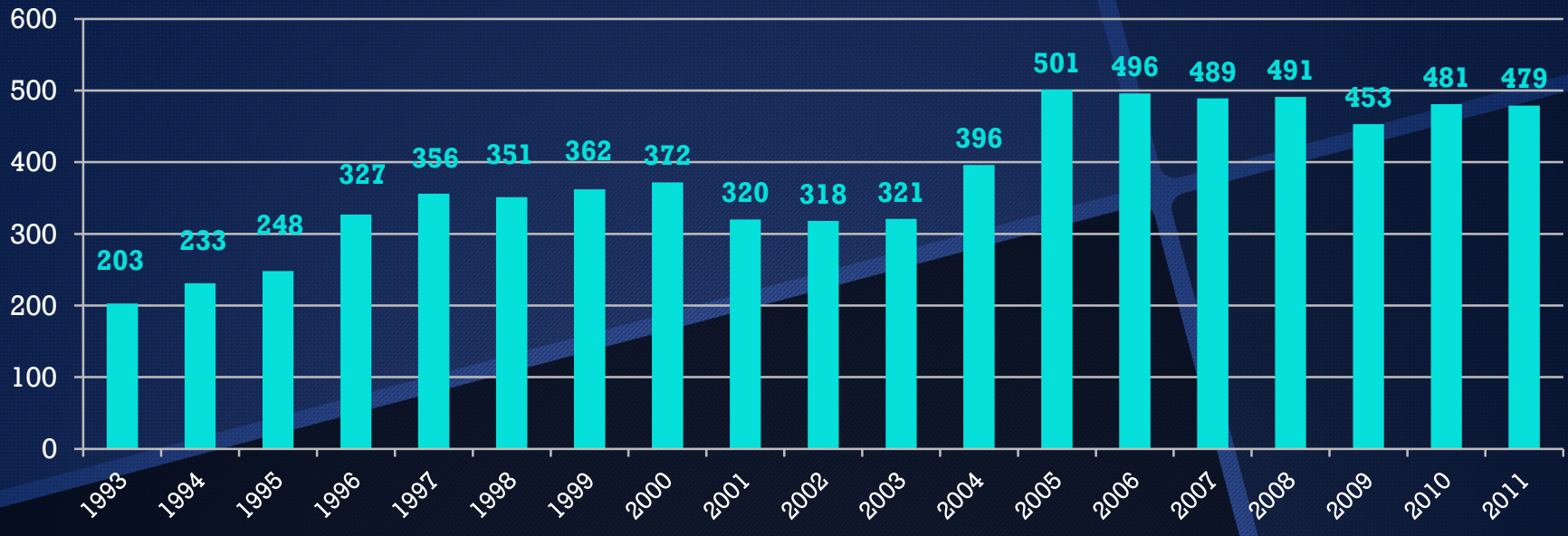




City of RAMSEY

FIRE DEPARTMENT:

Yearly Incident Frequency 1993-2011





City of RAMSEY

DYSPROSIUM STREET RECONSTRUCTION



City of RAMSEY

SUMMER 2011 FLOODING CONCERNS

167th, Dysprosium, 164th, Every Ditch in Ramsey









City of RAMSEY

PARKS & EVENTS

- Organized farmer's market
- 'The Draw' Summer Event Series
- The Draw parking lot







PARKS & AMENITIES

FREE to use Public Canoes, Kayaks and Trek Bikes



Bicycle 'Library' System
(Check It Out!)



PARKS & AMENITIES

New Boat Landing, Mississippi River







City of RAMSEY

MAYOR'S ANNUAL SNOWMOBILE RIDE

Sponsored by the Anoka Area Chamber of Commerce



Youth First
Community of Promise
ANDOVER · ANOKA · RAMSEY

Anoka Area Chamber of Commerce
Andover • Anoka • Champlin • Coon Rapids • Dayton • Nowthen • Ramsey • St. Francis

Ramsey has opened up more routes for snowmobiling within the City limits

City of RAMSEY

ANOKA COUNTY CONNECT





2011 - A YEAR OF PROGRESS



CC Regular Session **4. 1.**

Meeting Date: 02/14/2012

By: Katy Okerstrom, Community Development

Information

Title:

Receive 2011 Building Division Month End Report: December

Recommendation:

Approve

Attachments

2011 Building Division Month End Report: December

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/09/2012 02:41 PM

Form Started By: Katy Okerstrom Started On: 02/03/2012 01:13 PM

Final Approval Date: 02/09/2012

BUILDING PERMITS APPROVED FOR DECEMBER 2011

TYPE	NUMBER	VALUATION	PERMIT FEE	SURCHARGE	PLAN CHECK FEE
SINGLE FAMILY	0	$ -	$ -	$ -	$ -
COMMERCIAL	0	$ -	$ -	$ -	$ -
MULTI-FAMILY UNITS	0	$ -	$ -	$ -	$ -
MULTI-FAMILY BLDGS	0	$ -	$ -	$ -	$ -
APARTMENT UNITS	0	$ -	$ -	$ -	$ -
COMMERCIAL REMODELS	2	$ 25,000.00	$ 457.25	$ 12.50	$ 297.21
GARAGES	1	$ 2,000.00	$ 77.00	$ 5.00	$ 50.05
ADDITIONS/REMODELS	1	$ 3,500.00	$ 103.25	$ 5.00	$ 67.11
SWIMMING POOLS	0	$ -	$ -	$ -	$ -
MISCELLANEOUS	15	$ 16,000.00	$ 1,784.25	$ 77.70	$ -
PUBLIC BUILDINGS	0	$ -	$ -	$ -	$ -
RURAL SEWER (NEW)	0	$ -	$ -	$ -	$ -
RURAL SEWER (REPLACE)	37	$ -	$ 650.00	$ 10.00	$ -
PLUMBING	10	$ 1,300.00	$ 564.00	$ 50.00	$ -
MECHANICAL	14	$ 53,240.00	$ 1,153.00	$ 70.00	$ -
URBAN WATER	0	$ -	$ -	$ -	$ -
URBAN SEWER	0	$ -	$ -	$ -	$ -
ELECTRICAL	26	$ -	$ 1,417.10	$ 85.00	$ -
TOTALS:	**106**	**$ 101,040.00**	**$ 6,205.85**	**$ 315.20**	**$ 414.37**

BUILDING PERMITS APPROVED YEAR TO DATE

TYPE	NUMBER	VALUATION	PERMIT FEE	SURCHARGE	PLAN CHECK FEE
SINGLE FAMILY	23	$ 4,034,472.00	$ 34,854.25	$ 2,017.23	$ 15,552.47
COMMERCIAL	2	$ 5,500,000.00	$ 25,913.50	$ 2,100.00	$ 16,843.78
MULTI-FAMILY BLDGS	0	$ -	$ -	$ -	$ -
MULTI-FAMILY UNITS	0				
APARTMENT UNITS	0				
COMMERCIAL REMODELS	22	$ 5,636,560.00	$ 36,011.78	$ 2,574.98	$ 23,407.66
GARAGES	27	$ 438,408.00	$ 7,654.50	$ 239.16	$ 4,975.45
ADDITIONS	30	$ 892,977.00	$ 14,570.00	$ 465.48	$ 6,478.90
SWIMMING POOLS	6	$	$ 750.00	$ 30.00	$
MISCELLANEOUS	417	$ 284,143.00	$ 46,068.00	$ 2,118.08	$ 1,181.39
PUBLIC BUILDINGS	0	$ -	$ -	$ -	$ -
RURAL SEWER (NEW)	1	$ -	$ 150.00	$ 5.00	$ -
RURAL SEWER (REPLACE)	810	$ -	$ 14,920.00	$ 240.00	$ -
PLUMBING	144	$ 537,315.00	$ 16,391.30	$ 855.08	$ -
MECHANICAL	218	$ 792,014.00	$ 20,987.81	$ 1,282.61	$ 4,831.34
URBAN WATER	23	$ 30,000.00	$ 1,250.00	$ 115.00	$ -
URBAN SEWER	23	$ 750,000.00	$ 16,650.00	$ 485.00	$ -
ELECTRICAL	521	$ -	$ 36,074.70	$ 2,335.00	$ -
TOTALS:	**2267**	**$ 18,895,889.00**	**$ 271,245.84**	**$ 14,862.62**	**$ 73,270.99**

	2011	2010	2009	2008
Valuation Year To Date	$ 18,895,889.00	$ 23,156,715.00	$ 18,076,479.00	$ 39,232,642.00
Revenue Year To Date	$ 344,516.83	$ 405,231.00	$ 345,768.43	$ 857,638.36

2011 Annual Budget	$ 479,403.00
2011 YTD Actual	$ 346,401.81
Difference	**$ 133,001.19**

The $1,884.98 difference is due to the additional calculation of Fire permit Plan Review(s) which we do not account for in our Building Month End Reporting.

CC Regular Session **4. 2.**

Meeting Date: 02/14/2012

By: JoAnn Shaw, Community Development

Information

Title:

Note the Following Boards and Commissions Meeting Minutes:

Planning Commission work session minutes dated December 1, 2011
Planning Commission meeting minutes dated December 1, 2011
Environmental Policy Board meeting minutes dated January 9, 2012
Economic Development Authority meeting minutes dated January 12, 2012

Attachments

Planning Work Session 12.01.11

Planning 12.01.11

EPB 01.09.12

EDA 01.12.12

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/09/2012 03:04 PM

Form Started By: JoAnn Shaw Started On: 02/09/2012 11:33 AM

Final Approval Date: 02/09/2012

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a work session on Thursday, December 1, 2011, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Gary Levine (arrived at 6:10 p.m.) Commissioner Randy Bauer Commissioner Ralph Brauer Commissioner Joseph Field Commissioner Rob Schiller Commissioner Gary Van Scoy
Members Absent:	Commissioner Andrew Dunaway
Also Present:	Senior Planner Tim Gladhill Associate Planner/Environmental Coordinator Chris Anderson Deputy City Administrator/Community Development Director Heidi Nelson Development Manager Darren Lazan Consultant Kendra Lindahl Councilmember David Elvig Councilmember Colin McGlone Management Intern Patrick Brama

CALL TO ORDER

Vice Chairperson Van Scoy called the regular meeting to order at 5:47 p.m.

APPROVAL OF AGENDA

Motion by Commissioner Dunaway, seconded by Vice Chairperson Van Scoy, to approve the agenda as presented.

Motion Carried. Voting Yes: Vice Chairperson Van Scoy, Commissioners Field, Bauer, Brauer, and Schiller. Voting No: None. Absent: Chairperson Levine and Commissioner Dunaway.

COMMISSION BUSINESS

Case #1: Review Proposed Amendment to the COR Design Framework

Senior Planner Gladhill introduced Planning Consultant Kendra Lindahl.

Planning Consultant Lindahl presented the Design Framework for the COR. She started with the original Town Center Guidelines, and the need to update based on the new plan. Ms. Lindahl

stated the importance of calling the design framework versus guidelines. The Zoning Code will focus on the uses and the design standards will be located in the Framework. The framework will be divided into two sections; the overall framework and the sub-district standards.

Planning Consultant Lindahl continued stating that the COR vision has changed, however, the strict neighborhood design guidelines are kept in the center of the development and softened as the development moves out to the edge. She stated one of the priorities was to design based on street hierarchy. She defined City/Developer expectations, presented additional architectural standards and presented changes to the sign code.

Commissioner Van Scoy asked if the architectural standards will replace the review board.

Senior Planner Gladhill stated the design framework will make it easier to review plans by having one document to review and developers will have everything they need to know in one document as well.

Development Manager Lazan provided background on the Master Declaration.

Commissioner Brauer shared original Design Guidelines for comparisons.

Discussion ensued regarding the history of the City's Architectural Review Board and the Developer's Master Association and possible Architectural Review Committee.

Commissioner Van Scoy stated he liked the additional detail. He asked how the new sub-districts compare to the original sub-districts.

Development Manager Lazan presented background on Development Plan 5.03. He noted retail and additional flexibility on the western portion of the development.

Commissioner Van Scoy asked about additional requirements along Sunwood Drive, a destination street.

Development Manager Lazan clarified there would be specific streetscape standards for Sunwood Drive.

Commissioner Van Scoy asked about the amount of parking in Districts 2 and 2a.

Development Manager Lazan stated that parking was more traditional in this area versus other areas of The COR, but still lower than standard.

Commissioner Bauer asked how structured parking is factored into the maximum parking requirements.

Development Manager Lazan provided background on the Parking Use and Maintenance Agreement (PUMA) and structured parking in the COR-1 sub-district.

Discussion ensued regarding the funding of ramps.

Commissioner Van Scoy asked about parking standards in COR-2a and COR-2b along the streets and how many spaces would be allowed to be parked along the roadway.

Development Manager Lazan stated in COR 2, the building frontage requirement is eliminated and replaced in portion by landscape screening or architectural walls.

Consultant Lindahl stated that the Development Plan chooses the primary frontage and explained the percentage of "build-to" that shall be required. Parking is allowed in the front yard. She explained the 40% build-to or building coverage.

Discussion ensued regarding appropriate building frontage and placement.

Commissioner Brauer stated this looks like too traditional of a retail area. He provided examples of alternative parking strategies for retail. Commissioner Brauer also expressed concern that the City should complete this in a fashion that acknowledges the original vision.

Discussion ensued regarding the changes from Ramsey Town Center Master Plan and The COR Development Plan.

Consultant Lindahl stated the importance of the streetscape serving as screening for certain areas of the development, especially along the parkway.

Development Manager Lazan provided background on the street hierarchy and standards tied to street types.

Commissioner Brauer provided an example of Stantonville and the need of that development to drive from store to store, being auto dominant. Commissioner Brauer stated there were certain dangers for pedestrians in this environment and congestion issues. He also expressed a desire to ensure proper function of the roundabouts and give consideration to pedestrian walkability.

Discussion ensued regarding the design of The COR Development Plan.

ADJOURNMENT

Motion by Chairperson Levine, seconded by Commissioner Van Scoy, to adjourn the meeting.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners, Van Scoy, Schiller, Bauer, Brauer, and Field. Voting No: None. Absent: Commissioner Dunaway.

The Planning Commission work session adjourned at 7:00 p.m.

Respectfully submitted,

_____
Tim Gladhill
Senior Planner

ATTEST:

_____
JoAnn Shaw
Planning Division Secretary

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a regular meeting on Thursday, December 1, 2011, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Gary Levine Commissioner Randy Bauer Commissioner Ralph Brauer Commissioner Andrew Dunaway Commissioner Joseph Field Commissioner Rob Schiller Commissioner Gary Van Scoy
Members Absent:	None
Also Present:	Senior Planner Tim Gladhill Associate Planner/Environmental Coordinator Chris Anderson Economic Development/Marketing Manager Aaron Backman Management Intern Patrick Brama

CALL TO ORDER

Chairperson Levine called the regular meeting to order at 7:05 p.m.

CITIZEN INPUT

None.

APPROVAL OF AGENDA

Motion by Commissioner Dunaway, seconded by Commissioner Van Scoy, to approve the agenda with the following two additions from the 5:30 p.m. work session:

Discussion of Metropolitan Council's 2040 Framework Plan Process
Review Findings of Development Cost Study

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Dunaway, Van Scoy, Bauer, Brauer, Field, and Schiller. Voting No: None. Absent: None.

APPROVE PLANNING COMMISSION MINUTES

Motion by Commissioner Dunaway, seconded by Commissioner Van Scoy, to approve the following minutes as presented:

1) Board of Adjustment public hearing and regular meeting minutes dated October 6, 2011
2) Planning Commission public hearing and regular meeting minutes dated November 3, 2011

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Dunaway, Van Scoy, Bauer, Brauer, Field, and Schiller. Voting No: None. Absent: None.

NOTE CITY COUNCIL MINUTES

The Council minutes were noted.

PUBLIC HEARINGS/COMMISSION BUSINESS

Case #1: Public Hearing – Request for a Home Occupation Permit to Operate a Youth Horse Ranch at 7202 181st Avenue NW; Case of Robin Veach Fitzgerald (Second Chance Youth Ranch)

Public Hearing

Chairperson Levine called the public hearing to order at 7:07 p.m.

Presentation

Senior Planner Gladhill presented the Staff Report.

Citizen Input

Merlin Hunt, 17860 Nowthen Boulevard NW, stated he has no objection to the request as written in the application. The Fitzgerald's are the only ones living in the house and he would assume no overnight volunteers or clients and hopefully there will not be any drug rehabilitation allowed with this program. He asked how many horses are allowed on 7½ acres without special approvals.

Senior Planner Gladhill stated the applicant owns two contiguous parcels, which give them approximately 12 acres. City code allows for two horses with three acres and an additional horse for every full acre over three. The applicant will be within City Code with the six to eight horses the applicant is applying for.

Associate Planner/Environmental Coordinator Anderson stated on a 12½ acre parcel per City Code 11 horses would be allowed.

Glenna Anderson, 7280 181st Avenue NW, stated she is in attendance for informational purposes. Her biggest concern was if this was going to be a residential program. Her house is within visual range of the barn and pasture.

Mr. Hunt stated there is a 50 yard meadow/wetland at the corner where their properties match up and anything the applicant would put in the southeast corner would drain onto his property. He would ask that they don't deposit their waste in that corner.

Robin Veach Fitzgerald and Scott Fitzgerald, 7202 181st Avenue NW, the applicants, presented a drawing of the property. They stated it is a day program. They would like to start with an a.m. and p.m. program and possibly one full day session to see what works best for the kids. They stated they are not certified as professional chemical dependency counselors and that is not part of the program. The children will be emotionally distressed; however they will be able body children. It will be a peaceful, beautiful place for them to come to find peace and healing.

Chairperson Levine asked if they had any type of licensing for the program.

Ms. Veach Fitzgerald answered some of the volunteers have their counseling license, which will be a benefit to the program. Basically, it is people who want to help kids and have a passion for connecting with kids.

Mr. Fitzgerald stated it is a faith based organization and the basis of the program is a place for young people to come and learn to bond with animals. They learn how to take care of a horse, build some self-esteem and allow us to be their mentor.

Ms. Veach Fitzgerald explained the program and a typical session. The age group will be five and on up.

Commissioner Bauer asked how they will get kids involved.

Ms. Veach Fitzgerald stated that by word of mouth interest has increased, they have been going to horse expos and had a booth at Ramsey Happy Days. She works for the Osseo School District and the staff has given referrals, and through council groups. They will be open to the community, so it won't necessarily be only kids that have problems. They don't want to turn anyone away.

Commissioner Bauer asked how the program is financed.

Mr. Fitzgerald stated it is funded through donations. This is not a fee based organization.

Commissioner Field questioned if the applicants have had coaching as to how to manage what they are going to be doing particularly with the kids. His concern was pertaining to the neighbors; one of the findings states that the proposed use will not be disturbing to the existing or future neighboring uses.

Mr. Fitzgerald stated that every youth will have a coached volunteer from the time they walk on the premise to the time they walk off; they will have one on one mentoring.

Discussion ensued regarding parking.

Mr. Hunt stated he has hunters on his property and asked if during the hunting season that was going to be a problem.

Senior Planner Gladhill stated that any hunting activities need to be coordinated with the Police Department.

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

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, Field, Brauer, Dunaway, Schiller, and Van Scoy. Voting No: None. Absent: None.

Chairperson Levine closed the public hearing at 7:50 p.m.

Commission Business

Senior Planner Gladhill suggested additional findings that could be added based on the discussions. "That the Applicant has stated that there will be no services provided related to persons with disabilities as defined by Minnesota Statute on the Subject Property", "That the Applicant has stated that the Home Occupation will not require additional State or County Licenses", "That the Applicant has stated that appropriate background checks will be performed for all volunteers".

Motion by Commissioner Brauer, seconded by Commissioner Van Scoy to recommend that City Council adopt findings of fact relating to the request for a Home Occupation Permit with the additional findings language as listed above.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Brauer, Van Scoy, Bauer, Dunaway, Field, and Schiller. Voting No: None. Absent: None.

Motion by Commissioner Bauer, seconded by Commissioner Brauer to recommend that City Council approve the resolution granting approval of the request, contingent upon compliance with the City Staff Review Letter dated November 23, 2011, based on findings of fact and declaring the terms of the same.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, Brauer, Dunaway, Field, Schiller, and Van Scoy. Voting No: None. Absent: None.

Commissioner Brauer left the meeting at 8:09 p.m. and returned at 8:22 p.m.

Case #2: Public Hearing – Request for a Conditional Use Permit to Permit Motor Vehicle Sales at 8175 Riverdale Drive NW; Case of Quality RV

Presentation

Management Intern Brama presented the Staff Report.

Greg Aberle, the property owner stated he is in support of what Quality RV wants to do.

Brian Achtelik, Business Manager for Quality RV, stated they are seeking more space because they have just had their best year ever and it makes sense to find an existing facility.

Commissioner Bauer questioned the condition requiring bituminous requirements be met if the Armstrong/Highway 10 interchange is not constructed by 2016.

Associate Planner/Environmental Coordinator Anderson stated there have been internal discussions and the City's goal, although optimistic, is to see that interchange within the next two to four years. The five year timeframe would allow the City to be in a better position to know where the project will be. There was concern with having an open ended provision that would allow the deviation from the bituminous requirement. Funding is uncertain at this time and it is not definitive that the project will move forward. He stated that the applicant was comfortable with the sunset clause.

Commissioner Bauer stated he would like to have the Class V allowed until the City knows the project is not going forward.

Discussion ensued regarding the bituminous requirement and a sunset clause.

Motion by Commissioner Van Scoy, seconded by Commissioner Dunaway, to close the public hearing.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Van Scoy, Dunaway, Bauer, Brauer, Field, and Schiller. Voting No: None. Absent: None.

Chairperson Levine closed the public hearing at 8:30 p.m.

Commission Business

Motion by Commissioner Bauer, seconded by Commissioner Field to recommend that the City Council adopt the findings of fact related to a request for a conditional use permit to permit motor vehicle sales in the B-2 Highway Business District on the following properties: 8175, 8151, and 8101 Riverdale Drive NW.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, Field, Dunaway, Schiller, and Van Scoy. Voting No: None. Absent: None. Abstain: Commissioner Brauer

Motion by Commissioner Bauer, seconded by Commissioner Schiller to recommend that the City Council adopt the resolution approving the conditional use permit based on findings of fact and declaring the terms of the same.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, Schiller, Dunaway, Field, and Van Scoy. Voting No: None. Absent: None. Abstain: Commissioner Brauer

Case #3: Consider Resolution Declaring Proposed Modifications to Tax Increment Finance Districts #1 & #2 to be Consistent with the 2030 Comprehensive Plan; Case of the City of Ramsey

Presentation

Economic Development/Marketing Manager Backman presented the Staff Report.

Discussion ensued regarding TIF expiration dates and the movement of funds between the districts and projects.

Economic Development/Marketing Manager Backman stated that if the modification for TIF District #1 is not approved, 3.1 million dollars would be at risk for three projects not being accomplished, the rail station, the ramp and the Residence at the COR.

Commissioner Bauer stated he is uncomfortable with the language and would like it to be a clear intent with the rail and parking ramp project and restricted to those two projects.

Motion by Commissioner Field, seconded by Commissioner Schiller to adopt Resolution #11-12-235 declaring proposed modifications to Tax Increment Finance (TIF) Districts #1 & #2 to be consistent with the 2030 Comprehensive Plan.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Field, Schiller, and Van Scoy. Voting No: Commissioner Bauer. Absent: None. Abstain: Commissioners Brauer and Dunaway.

Case #4: Discussion of Metropolitan Council's 2040 Framework Plan Process

Presentation

Senior Planner Gladhill presented the Staff Report.

This case was for information purposes only.

Case #5: Review Findings of Development Cost Study

Presentation

Senior Planner Gladhill presented the Staff Report.

This case was for information purposes only.

Case #6: Staff Update

The Staff Update was noted.

COMMISSION/STAFF INPUT

ADJOURNMENT

Motion by Commissioner Bauer, seconded by Commissioner Schiller, to adjourn the meeting.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners, Bauer, Schiller, Brauer, Dunaway, Field, and Van Scoy. Voting No: None. Absent: None.

The regular meeting of the Planning Commission adjourned at 9:13 p.m.

Respectfully submitted,

_____
Tim Gladhill
Senior Planner

ATTEST:

_____
JoAnn Shaw
Planning Division Secretary

ENVIRONMENTAL POLICY BOARD
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

On Monday, January 9, 2012, the Environmental Policy Board (EPB) met in the Mississippi River Conference Room at the Ramsey Municipal Center, 7550 Sunwood Drive N.W., Ramsey, Minnesota.

Members Present:	Chairperson Michael Max Board Member Bob Bentz (arrived at 6:34 p.m.) Board Member Thomas Stodola Board Member John Enstrom
Members Absent:	None.
Also Present:	Councilmember Backous Associate Planner/Environmental Coordinator Chris Anderson

CALL TO ORDER

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

CITIZEN INPUT

None.

APPROVAL OF AGENDA

Motion by Board Member Stodola and seconded by Board Member Enstrom to approve the agenda as submitted.

Motion carried. Voting Yes: Chairperson Max, Board Members Stodola and Enstrom. Voting No: None. Absent: Board Member Bentz.

APPROVAL OF ENVIRONMENTAL POLICY BOARD MINUTES

Motion by Board Member Stodola and seconded by Board Member Enstrom to approve the regular meeting minutes dated December 5, 2011.

Motion carried. Voting Yes: Chairperson Max, Board Members Stodola and Enstrom. Voting No: None. Absent: Board Member Bentz.

POLICY BOARD BUSINESS

Case #1: Green Building/LID Practices and ROI

Board Member Bentz arrived.

Associate Planner/Environmental Coordinator Anderson presented the staff report.

Board Member Bentz asked how other communities determined the points associated with the various criteria. He stated that he was curious, for instance, why Duluth only assigned 0.75 points for redevelopment of a brownfield site.

Associate Planner/Environmental Coordinator Anderson stated that he does not know how Duluth or other communities assigned values to the various criteria. The checklist was included only as a reference and background for the discussion. It was not intended as a document to simply be replicated.

Associate Planner/Environmental Coordinator Anderson stated that communities may identify those criteria that they value most, possibly in unison with those that have been specifically identified in their comp plan, for instance, to create their checklist(s).

Board Member Enstrom stated that this is all good in theory but how would any of it be enforced if it's all just encouraged. He stated as an example the Tech School in Anoka did not incorporate any of these types of practices into their recent improvement project, and did not even get the required permits for their work, and nothing was done about it.

Associate Planner/Environmental Coordinator Anderson stated that he didn't believe the Council's goals are to establish more regulations but rather to educate, promote and encourage some potential alternative building practices that could help reduce costs for a project while also prompting more sustainable development. So, from that perspective, enforcement would be difficult, there wouldn't necessarily been anything to enforce unless a project did incorporate certain practices into their project and those were referenced in the Development Contract.

Board Member Bentz asked how LEED values were assigned.

Associate Planner/Environmental Coordinator Anderson stated again that he wasn't sure how those values were determined. He did state that certain LEED practices were incorporated into some recent projects such as the Allina Clinic and that the VA Clinic, since it was a federal project, will be a LEED certified building.

Associate Planner/Environmental Coordinator Anderson stated that he's hoping to be able to speak with a LEED certified professional, possibly through the contract with Landform, to ask some of these questions as well as questions on ROI.

Board Member Bentz stated that there may be a LEED forum that some questions could be submitted to as well.

Associate Planner/Environmental Coordinator stated that it sounds like what would be most beneficial for the Board to continue discussing a possible points system of some sort would be for him to touch base some of these communities like Maple Grove and Duluth that have created their own systems and see how those values were determined.

The Board concurred.

Councilmember Backous stated that before too much more work is done on this topic, it may be beneficial to get feedback from the City Council for their thoughts on exploring a points-based system.

Associate Planner/Environmental Coordinator Anderson stated that he believes that this is in line with the Board's approved work plan, as it ties in to green building practices, but that he'd try and get this topic added to a future work session agenda.

Case #2 2012 Environmental Expo Event

Associate Planner/Environmental Coordinator Anderson presented the staff report.

Chairperson Max stated that he contacted Anoka Ramsey Farm and Garden and that they'd be willing to have a booth at the event related to raising chickens.

Associate Planner/Environmental Coordinator Anderson stated that that would be good but he'd want to provide some information about city regulations to them to be included in their exhibit to make sure that residents are aware that chickens aren't allowed on lots less than three (3) acres.

Chairperson Max asked when the order forms for the tree sale would be available.

Associate Planner/Environmental Coordinator Anderson stated that it would be included in the next issue of the Ramsey Resident newsletter and that once he's selected the various species that will be available he can build the price list and add it to the website. That could possibly be done over the next couple weeks.

General discussion ensued about speakers for the event.

Councilmember Backous suggested that it may be worthwhile to contact the Game Fair for potential speakers. He also stated that he knows somebody that works at Channel 5 and while he didn't know if it would be possible, he'd check on the possibility of having one of their weather personalities speak.

Associate Planner/Environmental Coordinator reviewed two options for incorporating a hands on activity, utilizing the AR room for that type of activity as well as some sort of kids presentation and not having any exhibitors in there or using a tent outside for the activities. He stated that he believes the pros of having it in the AR room are that there is no additional cost, it's indoors and so weather is not an issue, and there's access to electricity if necessary. The one main con is that it eliminates a lot of exhibitor space.

Associate Planner/Environmental Coordinator stated that he believes the main pro for using a tent is that it provides additional space for the event. However, he believes the cons, which would be added cost for tent rental and then getting those folks that partake in the hands on activity inside to check out all the other exhibits, probably outweigh the benefit of additional space.

Chairperson Max asked if there wasn't another conference room smaller than the AR room but larger than the Mississippi Room that could be used.

Associate Planner/Environmental Coordinator Anderson stated that there is the Lake Itasca Room but that was in the middle of the corridor and may sort of get lost amongst the exhibitor booths.

General discussion ensued about location for hands on activity and consensus was that having it inside was preferable and look at using the Lake Itasca Room for it and just develop signage or other attention getting visuals to direct people into the room.

Associate Planner/Environmental Coordinator Anderson suggested that the Board start putting some thought into their booth.

Board Member Stodola suggested maybe a flip book type of display that would be more hands on and interactive with attendees. The display could include invasive species for instance.

Councilmember Backous stated that the booth could also include recycling factoids and basic info on geothermal energy.

Chairperson Max stated that if a points system were to be developed as discussed in Case 1, it may be neat to have the attendees vote on what they would like developments/projects to emphasize in terms of developing a checklist and assigning values.

Board Member Stodola stated that at the holiday party he met someone that happened to be a manager at Lowe's and that he would check with him about possibly getting some kits for the hands on activity.

BOARD/STAFF INPUT

Board Member Enstrom asked where things stood with filling the three (3) vacant seats on the Board.

Chairperson Max stated that he spoke with Councilmember Backous about the need to get the seats filled because with only four (4) sitting members, there's not as much 'good' discussion as there would be with a full complement of members which could also impact the quality of decisions made.

Board Member Enstrom stated that it also puts more pressure on the four (4) current members regarding decisions and discussion.

ADJOURNMENT

Motion by Board Member Bentz and seconded by Board Member Stodola to adjourn the meeting.

The meeting adjourned at 8:05 p.m.

Respectfully submitted,

_____
Chris Anderson
Associate Planner/Environmental Coordinator

ECONOMIC DEVELOPMENT AUTHORITY
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The City of Ramsey Economic Development Authority (EDA) conducted an EDA meeting on Thursday, January 12, 2012, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
Member John LeTourneau
Member Colin McGlone
Member Wayne Skaff
Member Jim Steffen
Member Kristine Williams

Members Absent: Member Jeff Wise

Also Present: Aaron Backman, Economic Development/Marketing Manager
Kurt Ulrich, City Administrator
Heidi Nelson, Deputy City Administrator/Community Development Director

CALL TO ORDER

Chairperson Riley called the Economic Development Authority meeting to order at 7:34 a.m.

APPROVE AGENDA

Motion by Member Skaff, seconded by Member Steffen, to approve the agenda with the addition of case "Economic Development/Marketing Manager Position".

Motion carried. Voting Yes: Chairperson Riley, Members Skaff, Steffen, LeTourneau, McGlone, and Williams. Voting No: None. Absent: Member Wise.

APPROVE MINUTES

Motion by Member LeTourneau, seconded by Member Skaff, to approve the December 8, 2011 minutes as presented.

Motion carried. Voting Yes: Chairperson Riley, Members LeTourneau, Skaff, McGlone, Steffen, and Williams. Voting No: None. Absent: Member Wise.

EDA BUSINESS

Case #1 Appointment of Chairperson and Vice Chairperson

Motion by Member LeTourneau, seconded by Member Williams to appoint Member Riley as Chairperson and Member Skaff as Vice Chairperson of the Economic Development Authority.

Motion carried. Voting Yes: Members LeTourneau, Williams, McGlone, and Steffen. Voting No: None. Abstain: Chairperson Riley and Member Skaff. Absent: Member Wise.

Case #2: EDA 2012 Meeting Dates

Economic Development/Marketing Manager Backman presented the staff report that discussed the meeting dates of the Economic Development Authority meetings. No changes were made to the 2012 meeting schedule.

Case #3: Buxton Business Prospect Update

Economic Development/Marketing Manager Backman presented the Staff Report that updated Members on the status of the Buxton Group Business Prospects. Mr. Backman stated he has spoken with 13 of the 20 recommended companies. The companies receive correspondence from the Buxton Group and Economic Development/Marketing Manager Backman follows up with information on Ramsey.

Case #4: EDA 2012 Work Plan Goals

Economic Development/Marketing Manager Backman presented the Staff Report that discussed the progress of the 2011 Work Plan Goals and 2012 Work Plan Goals. Mr. Backman stated there has been progress on six out of seven of the highest priority areas.

Members discussed the progress of the 2011 EDA Work Plan and the priorities for the 2012 Work Plan.

Chairperson Riley stated that obtaining a zip code was important to give Ramsey an identity.

Member LeTourneau stated he would like the goal of "establishment of new industrial/business park" be moved up on the priority list.

Discussion ensued regarding the recommendations proposed by Chairperson Riley and Member LeTourneau as well as the 167th and Hwy 47 node.

Economic Development/Marketing Manager Backman requested the Members call or email him their priorities and he will bring a draft 2012 Work Plan to the February EDA meeting.

Case #5: Economic Development/Marketing Manager Position

Chairperson Riley stated he added this case because of the proposition of potentially eliminating the Economic Development/Marketing Manager position and spreading those responsibilities to other staff. It is important that the EDA has a staff liaison and that this group supports the position. He continued that this group is ineffective without an economic development staff person.

Discussion ensued regarding the 2013 budget concerns and the importance of the Economic Development/Marketing Manager position to the EDA.

Motion by Chairperson Riley, seconded by Member LeTourneau that the EDA puts its support behind the Economic Development/Marketing Manager position, understanding the City Council has a decision to make, and that the EDA needs this position to be effective and successful.

Member McGlone stated he would abstain from the vote to see what the discussion is at the council work session meeting taking place Monday, January 23, 2012.

Motion carried. Voting Yes: Chairperson Riley, Members LeTourneau, Skaff, Steffen and Williams. Voting No. None. Abstain: Member McGlone. Absent: Member Wise.

Case #6: Staff Update

Economic Development/Marketing Manager Backman presented the staff report that updated the Members on the 2012 Business Expo, Sunfish Commons, and the Transit Improvement Area (TIA) Application. A draft 2012 Legislative Policy for EDAM was attached to the agenda for the Members' information.

Economic Development/Marketing Manager Backman stated the 2012 Business Expo will be held on April 28th.

Case #7: COR Update

Deputy City Administrator/Community Development Director Nelson presented the Staff Report that discussed the activity in the COR.

MEMBER/STAFF INPUT

None.

ADJOURNMENT

Motion by Member Skaff, seconded by Member Williams, to adjourn the meeting.

Motion carried. Voting Yes: Chairperson Riley, Members Skaff, Williams, LeTourneau, McGlone, and Steffen. Voting No: None. Absent: Member Wise.

The regular meeting of the Economic Development Authority adjourned at 9:34 a.m.

Respectfully submitted,

_____

Aaron Backman
Economic Development/Marketing Manager

ATTEST:

_____
JoAnn Shaw
Planning Division Secretary

CC Regular Session **4. 3.**

Meeting Date: 02/14/2012

By: Jo Thieling, Administrative Services

Information

Title:

Approve the Following Meeting Minutes
1) City Council Work Session January 10, 2102
2) City Council Work Session January 17, 2012

Council Action:

Motion to approve the following meeting minutes:
1) City Council Work Session January 10, 2102
2) City Council Work Session January 17, 2012

Attachments

01/10/2012 CC Work Session

01/17/2012 CC Work Session

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/09/2012 03:03 PM

Form Started By: Jo Thieling Started On: 02/08/2012 04:13 PM

Final Approval Date: 02/09/2012

CITY COUNCIL WORK SESSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a City Council Work Session on Tuesday, January 10, 2012, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor Bob Ramsey
Councilmember Randy Backous
Councilmember David Elvig
Councilmember Colin McGlone
Councilmember Sarah Strommen
Councilmember Jason Tossey
Councilmember Jeffrey Wise

Also Present: City Administrator Kurtis Ulrich
Deputy City Administrator Heidi A. Nelson
Public Works Director Brian Olson
City Engineer Tim Himmer
Police Chief James Way
Senior Planner Tim Gladhill
Fire Chief Dean Kapler
Planning Intern Patrick Brama
Economic Development/Marketing Manager Aaron Backman
Human Resources Representative Colleen Lasher
Fire Marshal Matt Kohner
IT Manager Dean Busch
Finance Officer Diana Lund
Development Manager Darren Lazan
Acting Building Official Lee Gladitsch
City Attorney William Goodrich

CALL TO ORDER

Mayor Ramsey called the City Council Work Session to order at 5:28 p.m.

APPROVE AGENDA

City Administrator Ulrich advised that Item 2 had been removed at the request of the developer.

The agenda was approved as revised.

TOPICS FOR DISCUSSION

1) Discuss Potential Improvements to Garnet Street NW, located within NOW AND THEN ESTATES

City Engineer Himmer reviewed the staff report and advised that eight of the 13 residents contacted said they preferred the City patch the road and wait for the new road financing system.

Mayor Ramsey noted eight residents would be a majority to stop a project so there was no need to advance the project at this point.

Councilmember Wise concurred and stated until a policy is in place for road maintenance, he believed any reconstruction can be delayed because other residents will feel the same. He asked whether this will cause problems with overlay projects.

City Engineer Himmer explained there had been no sealcoats or overlays so the residents felt the City had not properly maintained this road and should correct that situation. He stated he had pointed out to the residents that they were also not assessed for such projects. City Engineer Himmer advised that because the road has deteriorated to the point of needing reconstruction, it would not make financial sense to consider an overlay and he would not recommend installation of a utility pipe without road reconstruction.

Gary Smith, 16821 Garnet Street NW, stated Nowthen was developed on 2.5-acre lots so it makes no sense to extend utilities. He explained his septic system is in the rear yard so connecting to the street would cost $20,000 to $30,000 plus connection fees. He lives next to the Brookfield Addition and asked what happens with density transitioning when people want to subdivide their 2.5-acre lot. Mr. Smith agreed that some storm sewer improvements are needed but if the City wants sanitary sewer, water, and sidewalks installed, the City should pay for it. He noted that in 30-40 years a developer may buy the whole area and redevelop. At that point, sewer and water could be installed.

Councilmember Backous agreed with Councilmember Wise that this problem will come up repeatedly because residents are aware there is a looming solution to fund road projects. However, he didn't think projects should be pushed off because it will be more expensive over time to make the repairs and the City may be unable to handle a large accumulation of projects. He supported reconstructing the road and when the Council approves a financing plan, the benefiting properties would then be in the same position as anyone else. Councilmember Backous supported developing a transition plan.

Councilmember McGlone asked if residents can petition against the entire project, if utilities are installed, when residents are only being asked to pay for the paving.

City Attorney Goodrich stated residents would petition against the amount they would be assessed.

City Engineer Himmer explained that curb and gutter, sidewalks, and erosion control are part of the road and resident's 50% contribution.

Councilmember McGlone stated Garnet Street was discussed by the Public Works Committee and it was indicated there were issues with subsoils. He stated he would not support spending City funds on a "Band Aid" solution even if residents are willing to pay for the pavement.

Mr. Smith stated he is not talking about a "Band Aid" solution but saying he does not want the extra amenities, like the sidewalk. He pointed out this is a rural area and residents don't want to tie into the Brookfield Addition. Mr. Smith stated he already has a trail behind his property and does not want a sidewalk in the front. He stated he is willing to pay for the road portion of the project but it does not make financial sense to support City sewer when he can replace the septic system for $10,000.

Mayor Ramsey explained if the City reconstructed the road and included the sewer and water pipe, there would be no assessment for the utilities unless the resident connected so it would not impact the homeowner at this time.

City Attorney Goodrich confirmed that was correct and advised the City Charter says the City may not levy an assessment with sewer or water against a property whose owner elects to remain on a private sewer or water system.

Councilmember Wise questioned the wisdom of installing the utility pipe if no residents were requesting municipal utilities. He asked if there is developable land this utility pipe would serve.

City Engineer Himmer explained the sanitary sewer is currently at the northern limits of this neighborhood and down 167th Avenue at the south end so this neighborhood is an "island to themselves" without sewer or water service. If installed as part of the Garnet Street project, the sewer and water would only serve this neighborhood. City Engineer Himmer explained that if the City was going to excavate to ten feet to correct subsoils, it only made sense to install the utility pipes at the same time.

Councilmember Wise noted a septic reclamation process is now available so the property no longer needs three septic sites. He asked if the installation of utilities could cause a future problem with density transition as suggested by Mr. Smith.

Mayor Ramsey stated he was interested in moving forward but a majority of residents have indicated they do not support the project so it does not make sense to do more than patch potholes until the Council decides how to fund street projects.

Councilmember Strommen supported the suggestion of Councilmember Backous to address a transition plan between now and when policy is in place.

The consensus of the Council was to discuss a transition plan at a future Work Session.

2) Review Development Proposal from Podawiltz Development for Town Center Gardens 3rd Addition

This item was removed at the request of the developer.

3) Proposed Lease Agreement for 6745 Highway 10 by Independent Auto Service

Economic Development/Marketing Manager Backman reviewed the staff report and staff's recommendation that the Council consider approving the proposed six-year lease with Independent Auto Service.

Councilmember McGlone stated he spoke to other businesses along Highway 10 who were not pleased with this lease because they have mortgages and taxes to pay. He stated he is concerned about considering like businesses at a lower cost and asked if the leasehold improvements would be owned by the City.

Mr. Backman indicated Mr. Berg would be installing the leasehold improvements but the improvements would be the property of Mr. Berg and could be removed.

Councilmember McGlone pointed out the improvements would then not be called "leasehold improvements."

Councilmember Elvig asked Mr. Berg whether he can use the entire space.

Allen Berg, 7470 - 152nd Lane NW, Ramsey, indicated the first two bays are not usable because of the open pits and are a liability at this point. The next three bays do not have electrical outlets or wiring so that will have to be installed. The door remains but the air has also been removed.

Councilmember Elvig stated he understands this is more space than Mr. Berg is interested in but there is no option to split it up.

Mr. Berg confirmed that to be the case.

Councilmember Elvig stated he appreciates that the proposal had to be creative to address the space and tenant's needs.

Mayor Ramsey asked what this space should rent for.

Mr. Backman explained the market has changed from five years ago. As a point of comparison, the rent for RM Golf Carts was at $5.80/sq. ft. and this proposal is for $5.45/sq. ft. He stated this could be looked at as an incubator opportunity along Highway 10 for smaller businesses in Ramsey to expand. That was the case for RM Golf Carts and in this case Mr. Berg would be expanding from 1,000 sq. ft. to 5,900 sq. ft., hence the stepped up rent rates. Mr. Backman pointed out there are also restrictions on what the City can do with RALF dollars and properties.

Councilmember Elvig asked whether this use will create new jobs.

Mr. Berg stated he plans to immediately hire two employees and hopes to add an additional employee by June or July.

Councilmember Strommen stated she preferred a lease arrangement on Highway 10, a gateway into Ramsey, and someone occupying space to having the building vacant. She noted this is a good opportunity for a Ramsey business to grow and create jobs; hopefully, growing to the point of needing a larger building. Councilmember Strommen stated she supports the proposed lease arrangement.

Councilmember Backous stated he also likes that the City can offer the ability for a Ramsey business to stay and grow. He stated that while he appreciates Councilmember McGlone's point, the City wants to attract and keep business and grow its tax base. Councilmember Backous asked about the "out" terms of the six-month lease.

Economic Development/Marketing Director Backman indicated there was a 60 day out.

City Attorney Goodrich added there was a one-year out with the Highway 10 improvement and the lease can renew after a six-year period.

Mayor Ramsey stated he also agreed with the benefit of keeping the buildings occupied but the Council needs to be cognizant of the type of environment being created with current business owners. He noted the proposed lease numbers are not that far off and asked about the rate charged to Car Quest.

Economic Development/Marketing Director Backman indicated the final year rate for Midwest Car was $9.60/sq. ft. and had been negotiated in 1997. Midwest Car left the beginning of November when its term ended and they removed their personal property.

Councilmember Wise pointed out that electric wiring is a leasehold improvement.

City Administrator Ulrich explained that during the walk-through, the electricity was functioning and the plumbing, heating, and pneumatic systems were in place. Staff does not know when the conduit was taken, which could have occurred when the car wash left.

Councilmember Elvig stated he is involved in negotiating a lease for another firm, and plumbed, heated, and electrically served shop space is going for $2.50 sq. ft. to $4.00 sq. ft.

The consensus of the Council was to support the proposed lease agreement for 6745 Highway 10 by Independent Auto Service and to not require the hoist/lift to remain but electric wires pulled through the conduit will remain as a leasehold improvement.

4) Review Council Organizational Resolution

City Administrator Ulrich reviewed Mayor Ramsey's recommended Committee appointments for 2012.

Councilmember Backous asked why he was removed from the Public Works and Finance Committees. He stated he was more than willing to serve on those Committees and felt he had a lot to offer based on his 20-year background in personnel and finance.

Councilmember Strommen stated she had been appointed mid-term and filled Committee slots where open at the time, resulting in limited Committee assignments. She asked Mayor Ramsey about his rationale for making the appointments, noting the same members were serving on a majority of the Committees.

Mayor Ramsey explained that the Personnel and Finance Committees are scheduled concurrently so he has not been able to serve, except as an alternate. He wants to serve on the Finance Committee and chose to change up the Public Works Committee. Mayor Ramsey noted the appointments can be changed if 4/5ths of the membership supports it. He asked Councilmember Strommen whether she was seeking additional appointments.

Councilmember Strommen stated she feels Committee assignments were not diverse, noting she and Councilmember Backous have limited assignments. Because both come from the same area of Ramsey, she does not want Ward 4 to be under represented.

Mayor Ramsey noted Councilmembers Backous and Strommen are on a lot of Boards but the Finance and Personnel Committee assignments have to be split amongst members because the meetings run concurrently.

Councilmember Elvig stated he would support appointing Councilmember Backous to the Finance and Personnel Committees based on his industry knowledge, which would be a benefit.

Mayor Ramsey felt all members could claim the same strengths.

Councilmember Elvig noted that Councilmember Strommen has background with environmental issues.

Councilmember Strommen stated appointment to the Environmental Policy Board would be okay.

Councilmember Backous pointed out he has been removed from all three major Committees (Personnel, Finance, and Public Works) and he is Ramsey's at-large Councilmember.

Mayor Ramsey indicated he had not looked at appointments in that way.

Councilmember Strommen asked why several members would be serving on two of the major Committees and other members had no assignment to a major Committee.

Mayor Ramsey stated he would appoint Councilmember Backous to the Public Works Committee and make Councilmember Wise the alternate.

Councilmember Tossey stated he was fine with his appointments.

Councilmember Backous asked Councilmember Strommen if she would like to serve on the LRRWMO because of her expertise.

Councilmember Strommen stated she would accept that appointment.

5) Review Building Code Options for Fire Suppression

Senior Planner Gladhill and Acting Building Official Gladitsch reviewed the staff report.

Mayor Ramsey asked whether the Northern Lights building would have required sprinkling without Chapter 1306.

Acting Building Official Gladitsch answered in the affirmative.

Mayor Ramsey what about storage buildings.

Acting Building Official Gladitsch explained storage buildings would require some setbacks to other buildings or there may be firewall design changes but there would be some opportunities for flexibility.

Senior Planner Gladhill noted the requirement for sprinkling will depend on the design, occupant load, and square footage, but there would be some opportunities without Chapter 1306.

Mayor Ramsey noted Mr. Sharp probably didn't know there were other options.

Councilmember McGlone stated he would favor removing Chapter 1306 to give business owners and the Council the greatest amount of flexibility for the future. He noted an estimate from a contractor was one-fourth to one-third the cost of a sprinkling system and coming from a construction background, he would ask, "How tall of a wall?"

Acting Building Official Gladitsch agreed and explained that is why the contractor didn't want to provide an answer.

Councilmember McGlone noted the Council had issued an Interim Use Permit for Hope Fellowship and he would not support the Council doing the same to circumvent the sprinkling requirement.

Councilmember Elvig stated he also supports removing Chapter 1306 to create as much flexibility as possible. He asked what the City would lose by removing it.

Senior Planner Gladhill explained that in looking at the Code, there are so many different scenarios that it would take hours to address. He noted the ISO insurance rating may be impacted on the tenant side and providing fire suppression could result in insurance credits.

Councilmember Elvig asked whether staff sees a problem in dropping Chapter 1306.

Deputy City Administrator Nelson explained there are life safety issues to bring into consideration because having sprinklers reduces the loss of life and structures. She noted it is a

delicate balance with economic development/cost of construction versus safety. Chapter 1306 had been a hard fought battle when it was put into place but as economic pressures have come to bear, other communities have considered whether it should remain. Deputy City Administrator Nelson agreed fire suppression adds cost to a project but it also adds life safety benefits. The Council needs to decide from a policy perspective if it is willing to drop Chapter 1306. She noted that requirements in the Building Code for fire suppression kick in anyway but there are some cases where fire suppression would not be required without Chapter 1306.

Fire Chief Kapler explained that since the City implemented Chapter 1306 in 2004, the Building Code has lowered the square footage threshold for fire suppression to 9,250, so some of the benefit pursued in 2004 has been gained from the Building Code revision four years later.

Councilmember Strommen stated she would not want to make this determination without input from the Fire Chief and Fire Marshal. She explained she served on the Council with Councilmember Elvig when the City instituted Chapter 1306 and it was a difficult decision with a lot of the discussion around townhomes. Councilmember Strommen stated she does not want to take the Council's responsibility for health and safety lightly and felt it would be good to revisit why Chapter 1306 had been implemented and determine whether those factors remain true today.

Councilmember Backous pointed out the City would not be telling a property owner to not sprinkle their building but repealing Chapter 1306 would provide flexibility. He confirmed the building owner would receive an insurance discount if it had fire suppression. Councilmember Backous stated he would prefer to leave the choice up to the building owner.

Councilmember Wise agreed the push for Chapter 1306 was with multifamily units and the Building Code has self-corrected relating to when to require sprinklers. He pointed out that during the past three years the Council has not talked about multifamily units but has talked about industrial buildings that have been impeded by Chapter 1306. Councilmember Wise stated he would prefer to drop Chapter 1306 to gain more flexibility.

Councilmember McGlone reported the outcome that Hope Fellowship signed a longer lease so the landlord will pay for fire suppression.

It was the consensus of the Council to remove Chapter 1306.

6) Discuss Mayor's Recommendations for Desirable Changes and Improvements Pursuant to City Charter 2.6.2

Mayor Ramsey stated he has spent three years studying City operations in addition to two years prior to election. He presented his recommendation to eliminate the Deputy City Administrator position, terminate the contract with the current City Administrator or accept his resignation, and appoint the current Deputy City Administrator as City Administrator with a six-month probationary period.

Councilmember Strommen asked if there is more information, such as contents of the study or rationale.

Mayor Ramsey stated there will be a $1.5 million budget deficit next year so the Council needs to cut costs and staffing is 72% of the budget. It is his opinion, based on what he has observed that the City can function without a Deputy City Administrator. Mayor Ramsey indicated he had more recommendations last year but got "beat up" because he didn't tell everyone before the meeting. Because of that, he decided to take it one step at a time. Mayor Ramsey stated he believed cutting that amount of salary will allow the City to hire a lower paid staff position to handle administrative tasks and help the City Administrator. Mayor Ramsey stated he believes the Public Works Director and City Engineer should be the same position. If action is taken on his recommendation tonight, he hoped the City Administrator would continue to evaluate operations and point out pitfalls. Mayor Ramsey stated the City may need more workers but not at the top with high salary and benefits.

Councilmember Strommen asked the Mayor whether he has a target to reach with budget cuts.

Mayor Ramsey stated he has a dollar target, not an employee number target. He would like a cut of $500,000 in salaries and noted the City Administrator salary is $128,000 plus benefits, or $170,000 to $175,000. Mayor Ramsey stated the City will realize a savings after the 6-month severance.

Councilmember Strommen asked what will be the net gain once an Assistant to the Administrator is hired.

Mayor Ramsey stated he also supports cutting either the Public Works Director or City Engineer, which would save an additional $150,000. He explained that making these cuts at the beginning of the year will result in a savings for the remaining six months, which will be of great benefit since the Council never looks at budget cuts until the end of the year resulting in no benefit because the dollars have already been spent.

Councilmember Strommen stated support to follow a process that is logical. She stated the Council has received no information on the Mayor's study, just a recommendation. She suggested first identifying the budget gap and determining how to solve that issue as part of the budget process. Councilmember Strommen stated the Council should look at job descriptions, overlaps, opportunities, and downsides. She explained that since the agenda packet contained no information on or about the thought process, it seems to be a piecemeal approach.

Mayor Ramsey agreed it is piecemeal but there would be savings throughout the year if the Council takes action now instead of at the end of the year.

Councilmember Tossey agreed with the desire to reduce $500,000 from current operating costs; however, the City Administrator sent out a proposal as well that suggests elimination of two positions and staff reassignments that would result in a savings. In addition, there will be about $100,000 in savings with the Building Official's position being open minus costs to Inspectron of $50,000. Councilmember Tossey stated his support for cuts in other levies, not just the

General Levy, but also the HRA levy, which may reach the Mayor's goal of $500,000. He noted there are also TIF Districts coming off line that will increase revenue. Councilmember Tossey stated he thinks the Council can reach the Mayor's budget reduction goal and is willing to debate the Mayor's other recommendations.

Councilmember Backous asked what had changed in the last five weeks since the City adopted the budget.

Mayor Ramsey stated the Council has solved the budget for 2012 and he was looking at the following year's budget.

Councilmember Backous stated while the City could save a lot of money by firing staff, it still has to do business. He found nothing wrong with bringing up the need to address budget shortfalls and didn't disagree the Council should study job descriptions and cuts, but it has to assure it does not "cripple" the City. Councilmember Backous agreed with the suggestion of Councilmember Tossey to also look at the HRA levy. He supported taking the time to study the Mayor's recommendation and all proposals, including the termination of the Landform contract and backfilling with staff. An option would be to use Landform on a per project basis instead of paying $15,000 per month.

Councilmember McGlone pointed out the Mayor had intended to bring forward his recommendations five weeks ago.

Mayor Ramsey confirmed that was the case but he realized the error of his ways that it could not be pushed without staff support.

Councilmember McGlone noted the Landform contract ends in March.

Councilmember Elvig stated the issue is process and going through a relevant study that also looks at impact to services. He agreed with Councilmember Tossey to also look at funds coming on board and indicated he would like to see a performa sheet.

Councilmember Tossey stated he wants to see administrative cuts and thinks some positions should not have been filled in the first place because the demand for those services was not present. He supported discussing the City Administrator's proposal regarding accountability issues within the Public Works Department through a Customer Request Management system. Councilmember Tossey stated this type of system is a good idea to allow feedback from citizens and the ability to issue a trouble ticket and check the progress being made. He indicated that if the Council was not supportive of the City Administrator's proposal, he was inclined to support the Mayor's recommendation.

Councilmember Backous agreed with the need to study any and all proposals but that information needs to be on the table. He agreed the Council should have studied the jobs a long time ago but it cannot just be assumed that the position is not needed. The Council needs to know what it is doing and maybe an overlap is intentional.

Mayor Ramsey stated he has been on the Council for three years and studied City operations prior to being elected, which is long enough for him. He stated he has been trying to get information for three years or more and asked if the Council had to hire someone to tell the Council what staff is doing.

Councilmember Backous stated he needed to gather information himself and assure a careful and responsible decision is made.

Councilmember Strommen agreed the Council needed to start the process earlier than the end of the year but consideration needs to start at the beginning. She noted the Council received a third proposal this afternoon, which she had no time to review. Councilmember Strommen stated she was not prepared to discuss it tonight and there needs to be time for review and to follow a process. She noted the City has strategic priorities and asked what positions are needed to fulfill services. She also asked where the redundancies that can be targeted are, what the gap is, what the revenues are, and what the options are to meet the gap. Councilmember Strommen felt none of the proposals answered those questions. She stated she is not afraid of that debate and she can't support a proposal that she has not looked at or the Council debated.

Mayor Ramsey asked the Council whether the City needs a Deputy City Administrator.

Councilmember Strommen indicated that may be a valid question but in the past few years the Deputy City Administrator position has already been collapsed with the position of HRA Executive Director, Community Development Director, and oversight of Human Resources. She noted the Council needs to identify when it has reached the goal.

Mayor Ramsey stated the goal will be reached when the Council can lower taxes so residents can pay for food and keep their houses. He noted the Council has previously made staff cuts but not sacrificed services.

Councilmember Backous stated there had been impacts, as discussed with Case 1 tonight and the inability of Public Works to keep with road repairs. He agreed with the need to cut taxes and lower the levy.

Councilmember McGlone stated he has been on the Council for three years and spent two years studying City operations before being elected. He indicated he was never happy with it up to today. Councilmember McGlone felt businesses and everyone else were still cutting and that none on the Council would argue the City needs two administrators. He felt it comes down to how things are evaluated; he has been evaluating for a long time, doesn't need more talk, and wants to do something today.

City Administrator Ulrich agreed that if budget cuts are made, it should be done early in terms of staff cuts for the reasons mentioned. He provided a brief presentation and addressed the Council's belief the City is over staffed. He then reviewed the significant changes made to the Deputy City Administrator's job in 2011 and proposed the title be changed to Community Development Director/HRA Executive Director, with no salary change. This position would serve as Acting City Administrator in the absence of the City Administrator. The duties will be

more focused by reassigning Human Resources and General Administrative Service functions to the City Administrator. This position will also be responsible for managing two significant service contracts - the COR Development Manager and the Building Official/Inspection Contractor.

City Administrator Ulrich recommended the elimination of the Economic Development/Marketing Manager, the most recent position, to reduce the number of management positions and decrease overall staff costs of $98,396 for salary and benefits. The retention of the Development Manager consultant contract will ensure that significant City resources will continue to be devoted to this function. City Administrator Ulrich recommended enhancing Public Works quality control, customer service, and citizen responsiveness through staff training and implementation of a Customer Request Management system, performance measurement system, job quality review, and direct City Administrator involvement.

Councilmember Strommen asked where the issue of a Customer Request Management system came from.

Mayor Ramsey, Councilmembers McGlone, Tossey and Wise indicated they had raised the option due to many issues.

Councilmember McGlone stated residents make requests and feel like staff does not respond.

City Administrator Ulrich explained the system would provide accountability, information, and the ability for the customer/citizen to look it up. It will make the City more effective and accountable though not directly related to a budget issue.

Mayor Ramsey stated he had not generated this proposal.

Public Works Director Olson stated he wholeheartedly supports having a Customer Request Management system.

City Administrator Ulrich stated the system can measure responsiveness and give citizens an idea of what they are getting for their taxes. He displayed the current staff organizational chart and described the Deputy City Administrator's responsibility for five functional areas. He also displayed the staff organizational chart, noting how it would be shifted under his recommendation.

Mayor Ramsey stated he does not care what other cities do for staffing levels, noting otherwise Ramsey would still be printing 500-page agendas.

FUTURE TOPICS FOR DISCUSSION

Noted.

MAYOR, COUNCIL AND STAFF INPUT

None

ADJOURNMENT

Motion by Councilmember McGlone, seconded by Councilmember Wise, to adjourn the Work Session meeting.

Motion carried. Voting Yes: Mayor Ramsey, Councilmembers McGlone, Wise, Backous, Elvig, Strommen, and Tossey. Voting No: None.

The Work Session of the City Council was adjourned at 6:59 p.m.

Respectfully submitted,

_____

Kurtis G. Ulrich
City Administrator

ATTEST:

_____

Jo Ann M. Thieling
City Clerk

Drafted by Carla Wirth
TimeSaver Off Site Secretarial, Inc.

CITY COUNCIL WORK SESSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a City Council Work Session on Tuesday, January 17, 2012, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor Bob Ramsey (via Skype at 6:58 p.m.)
Mayor Pro Tem Jeffrey Wise
Councilmember Randy Backous
Councilmember David Elvig
Councilmember Colin McGlone
Councilmember Sarah Strommen
Councilmember Jason Tossey

Member Absent: None

Also Present: City Administrator Kurtis Ulrich
Deputy City Administrator Heidi A. Nelson
Public Works Director Brian Olson
City Engineer Tim Himmer
Parks Supervisor Mark Riverblood
Economic Development/Marketing Director Aaron Backman
Senior Planner Tim Gladhill
Planning Intern Patrick Brama
City Attorney William Goodrich
Development Manager Darren Lazan

CALL TO ORDER

Mayor Pro Tem Wise called the City Council Work Session to order at 6:01 p.m. He announced that Mayor Ramsey is out of town and, as allowed by State Law, attending this meeting via Skype. However, Mayor Ramsey will be reflected as being absent during votes.

TOPICS FOR DISCUSSION

1) Review City Owned Land Inventory

Planning Intern Brama reviewed the staff report.

City Attorney Goodrich explained a private property dedicated to the City for public use or other restrictions, if not followed, reverts back to the original dedicator. The City holds those properties in trust for the public. To remove that designation takes a court action and the Attorney General is the overseer in representing the public. The process also provides notice to property owners adjacent to the property. City Attorney Goodrich indicated it is difficult to

estimate how much it will cost beyond the $325 filing costs with the court. He clarified the City does not get the property; it has to go back to the person/company that dedicated the property and/or its heirs.

Councilmember McGlone stated the estimated costs have a $66,000 swing and asked if all of the properties can be handled in one action before the judge. He stated the motivation for this consideration was to gain revenues, wherever possible, to put back into the Park Dedication Fund to enhance other City parks. Councilmember McGlone felt a case could be made to the judge that the City has 51 parks and needs to reevaluate its park system moving forward. He noted that when the pocket parks came into existence, Ramsey was a developing community so small parks served isolated neighborhoods. However, that has changed and the City now has miles of trails. He supported having only five parks and selling whatever land possible.

City Attorney Goodrich stated it may be possible to combine the lots into one District Court action but it would require investigating all of the parcels and, in the end, the property goes back to the dedicators and the City will not receive title.

Councilmember McGlone suggested staff determine who the property would go back to and ask if they would be willing to pay for the cost to cover that process. Then the City would get tax dollars from those properties.

Councilmember Backous agreed the context of the discussion was pocket parks, the strain on staff with maintenance, costs to the City, and how to get the property back on the tax rolls. He supported staff investigating first to try and locate the dedicators and ask if they are willing to buy back the property. This will result in lowering the City's maintenance costs and getting the property back on the tax rolls. Councilmember Backous asked about the dedicated versus restricted parcels and how many are involved.

Planning Intern Brama explained the types of restrictions on donated property, such as for park dedication.

City Attorney Goodrich explained that dedicated property is generally received through a plat for a specific use and restricted property is received through a deed process.

Councilmember Strommen asked whether the investigation is worth doing since the court needs to first determine whether the property can be returned. She stated she also wants to know the location of the parcels, maintenance costs on those parcels, and how developable are the parcels. If containing significant wetlands, they City may not receive any revenue on them, and it is expensive to resolve title issues. Councilmember Strommen stated she wants to assure the benefits being assumed will actually be received. She would also like to see a balance sheet that includes estimated revenue in taxes. She stated the younger neighborhood children use the pocket park on her street a lot and asked what the City's maintenance costs are.

Parks Supervisor Riverblood indicated the City has no maintenance costs on that pocket park. It was noted this type of pocket park results in constant complaints because the park is not mowed or maintained.

Mayor Pro Tem Wise noted an abutting property owner may be willing to purchase the property, even if it is not developable.

Councilmember Elvig indicated he was pleased to learn that one-quarter of the properties are available for sale and supported moving forward. He supported determining which tot lots are being used, which ones are not being used, and to look first at the properties where the contributor can be easily identified.

City Attorney Goodrich stated he will talk with a title company to get input on the best process.

Mayor Pro Tem Wise stated staff can determine whether some properties are developable and act on those properties first

Councilmember Tossey noted that all of the parks and area demographics are different. He supported keeping tot lot parks that are being used and handling this effort in a cost effective manner.

City Administrator Ulrich suggested staff first proceed with the eight salable lots. With the 24 dedicated/restricted properties, it will depend on how much the parcel is worth as a park. He suggested staff gather additional information on the City's maintenance costs and determine whether the park is being used.

Councilmember McGlone stated he is not suggesting to get rid of every park in Ramsey but the Council needs to make decisions from financial, maintenance, and staff utilization standpoints. He stated he has three years of experience in being on the Council and does not need more study. Councilmember McGlone pointed out that the public will have an opportunity to provide input and protest to the City and the court. He supported the Council making a sound business decision and moving forward.

Councilmember Strommen asked for a balance sheet, which is needed for a sound business decision, so the City does not spend more to get rid of the property than it would ever receive in taxes or spend in maintenance.

Councilmember McGlone stated the Council also needs to look at tax revenue in the future, current and future maintenance costs, and liability on the City. He requested more information on the eight sellable parcels.

The consensus of the Council was to direct staff to move forward with rezoning and marketing properties 34 and 13, which both have clear title and are not being used for anything today.

The Council discussed property 11, Water Tower Complex, which has clear title.

Councilmember Elvig stated another option is to talk about redevelopment of the entire region and create more viable retail. This would mean holding this property until a more viable time and that is what he hears residents prefer.

City Engineer Himmer explained property 11 was purchased utilizing Water Utility Funds so if sold, the money would be paid back into that Fund. He noted if the City were to subdivide this property, it would trigger eliminating the access to Elmcrest Park.

Mayor Pro Tem Wise stated he would not support platting property 11 because a developer may not like that plat and have to replat it.

Councilmember Elvig commented on the need for empty nester housing and pointed out this location is between a golf course, restaurant, park complex with walking trails, and near the River. Some property may be more viable for redevelopment because of its location.

Councilmember McGlone stated he would oppose doing anything that triggered putting in a road. He thinks this property could spark taking down properties on the north side of 167th Avenue. In addition, a developer would pay to install roads and watermain so the City will not need to do that.

Councilmember Backous supported that idea, especially if marketed to senior housing.

City Administrator Ulrich stated staff can approach senior housing developers about this property to determine if there is interest in the market.

Mayor Pro Tem Wise suggested also contacting the strip mall and golf course owners.

Councilmember Elvig agreed with the benefit of contacting people in the whole area because there is property to the east and north that developers want to move on. He noted it would be more affordable to extend utilities if there is a cluster of interested property owners.

Councilmember Strommen asked if the City can put out "feelers" in the context of a larger redevelopment without declaring surplus land.

City Attorney Goodrich advised staff can provide preliminary information.

The consensus of the Council was to direct staff to prepare a marketing plan for property 11, Water Tower complex, and surrounding developable properties.

Planning Intern Brama stated Peltzer Park will be discussed tonight during Case 3.

Parks Supervisor Riverblood stated, compared to other neighborhood parks, Peltzer Park would be a 2 out of 10, at best. He stated he will provide demographics of Peltzer Park during presentation of Case 3.

Planning Intern Brama asked whether the City should go through the process of quiet title action for properties 22 and 32.

The consensus of the Council was to direct staff to move forward with City Attorney Goodrich getting additional information on the quiet title action and estimated costs for properties 22 and 32.

Planning Intern Brama asked if the City should go through the process of removing dedications from each of the 22 properties, estimated at $44,000 to $110,000 and return the property back to the original developer.

The Council discussed the benefit of first contacting property owners who were easily located to ask if they would be willing to remove the dedication restrictions.

Councilmember McGlone suggested the dedicators also be asked to pay the fees to get the land transferred back.

City Attorney Goodrich indicated there was nothing legally wrong with asking.

Councilmember Elvig expressed concern if staff is viewed as trying to market the properties behind the scenes, especially if the parcel is a heavily used tot lot.

Councilmember McGlone stated he is not recommending negotiating a sale but for staff to make some telephone calls. He would support spending any money gained on trails to provide connection to parks.

Planning Intern Brama clarified that even if the dedication restriction was removed, the property is to be given back to the dedicator, not sold back, so there would be no revenues to put into parks or trails.

Councilmember McGlone stated he was addressing the titled properties, not the dedicated properties.

Mayor Ramsey joined the meeting via Skype at 6:58 p.m.

City Attorney Goodrich noted another option is that the person making the dedication may be willing to release the restriction and give the parcel to the City without restriction.

Mayor Pro Tem Wise stated there may be small parcels abutting two properties where they want to purchase and add it to their property, resulting in a minimal tax but it would take that parcel off the City's books.

Councilmember Tossey noted if the properties are worth a lot, one negotiating point would be to mention the property owner would have to pay taxes/estate taxes, which may be quite high.

The consensus of the Council was that it may not be worth looking at some dedicated/restricted properties if it is too expensive to find the dedicator and to direct City Attorney Goodrich to move forward with the dedicated/restricted properties where the dedicator can easily be contacted.

2) Consider Accepting MnDOT Municipal Cooperative Agreement Funding for the Extension of Riverdale Drive

City Engineer Himmer reviewed the staff report.

Councilmember Wise asked about the location of the utilities under the interchange.

City Engineer Himmer stated there would be minimal impacts to the infrastructure.

Councilmember Elvig indicated some property owners donate easements while others charge for the easement. He noted projects get to be unaffordable if the City has to pay for easements and the improvement. If easements are given and sewer and water installed, he suggested the Council consider deferring some costs until the property is built out and connected. Councilmember Elvig pointed out it would make the property more salable if the improvements are already installed. He asked how long the grant lasts.

City Engineer Himmer advised the City has to inform Mn/DOT if it will accept the grant by January 24, 2012, and if the grant is accepted the project has to be let by June 2013.

Councilmember Elvig stated concern with considering franchise fees to fund road construction and then considering this project. In addition, it will open more competitive property to The COR, in which the City is heavily invested and trying to sell to raise cash flow. Councilmember Elvig indicated there may also be an argument that if this sells there will be more interest in The COR.

Councilmember McGlone noted someone had mentioned earlier that this improvement relates to Armstrong interchange improvements and would add equity into the bridge project by reducing the overall costs. If that is the case, the City will have a better chance of getting it done. Councilmember McGlone stated he likes the idea of deferred payback from property owners. He did not feel this would create competitive properties to The COR until the bridge is constructed, especially since this project would actually reduce access at this point.

Councilmember Strommen asked about the timing, noting the next $500,000 grant is to be submitted next month.

City Engineer Himmer indicated he does not yet have that information.

Councilmember Strommen supported accepting this first Mn/DOT grant and to consider constructing, at a minimum, the roadway. If the City receives another grant, the Council could consider making it a bigger project by adding utilities.

Public Works Director Olson explained that if the sewer and water comes down Riverdale, the assessments would be deferred because they would pay lateral and trunk fees. When development occurs in that area, the City would not charge lateral benefit if they gave the right-of-way but would charge trunk fees.

Councilmember Elvig asked whether, much like the Sunwood realignment, the City can count its contribution towards this project as part of its investment into the overpass project.

Public Works Director Olson stated staff will start to track those dollars because the more the City invests the better its grants will be ranked.

Councilmember Elvig asked if the City needs a letter of no prejudice so the City does not lose these dollars as part of that initiative.

Public Works Director Olson stated if the City is preparing the application for a large grant, staff will be sure to include that letter but he was not sure if a letter of no prejudice improves grant ratings. He noted it is a great step to have Mn/DOT score the City's grant high enough on its independent grant process and Mn/DOT has told staff numerous times that the City has done a good job in right-sizing this project.

Councilmember McGlone asked whether these grant dollars are only for that stretch of non-roadway and there is no other use for the dollars.

City Engineer Himmer confirmed that is the case.

Matt Kuker, 7533 Sunwood Drive NW, stated he is working with the PACT Charter School, which is an asset to Ramsey, and got good competitive bids. He believed the School was a great use for the facility and will get rid of the blight condition.

Eric Henry, 15491 Xkimo Street NW, Hope Fellowship Chairman, stated the Church appreciates its relationship with the City and was pleased with its location on 167th Avenue. He indicated they own 30 acres along Highway 10 and are looking to sell that property. Mr. Henry stated they are open to those discussions and would like their property to become more marketable.

Senior Planner Gladhill advised the property is zoned commercial.

Councilmember McGlone asked Mr. Kuker how close they are to closing the deal with the Charter School.

Mr. Kuker stated the school will present a formal letter of intent at their February 16, 2012, board meeting. The School still needs a letter of approval from the Department of Education.

Public Works Director Olson asked about the number of students.

Mr. Kuker indicated there will be up to 300 students initially and if that fills instantly, there is a large parking lot and the hockey rink could also accommodate a building. He explained the property is currently listed for sale but they would lease to the School.

Councilmember Elvig supported moving forward with the grant and to hold a closed session on terms and how to negotiate with the property owners.

Mayor Pro Tem Wise stated the Council also needs to know the dollars being put towards the interchange project.

Councilmember McGlone stated this is where PACT would have a home and use other facilities for sports. Initial students would be 300 coming two days a week.

The consensus of the Council was to accept the $702,000 Mn/DOT grant, move forward with a smaller project, not including utilities, bring back the topic of utilities at a later date, staff is to track costs coming off the interchange by doing this project, and to have future discussion at a closed session about extending sewer down Riverdale.

3) Consider Strategic Development Proposal for North Commons

Parks Supervisor Riverblood reviewed the staff report.

Councilmember McGlone complemented Parks Supervisor Riverblood for his report on this comprehensive case. He stated it meets most of his target issues and he likes the idea, once and for all, of putting science to water, dirt, and grass.

Councilmember Elvig stated this is the most creative approach he has seen to selling a park project and asked if there are grant opportunities for the grass ideas. He indicated he has noticed areas along wetlands where testing is being done.

Parks Supervisor Riverblood stated there may be a grant but this is new technology and he has been unable to find additional research. He explained staff will send out an RFP to contractors of top soil and irrigation so they can be named in the study and create a partnership.

Mayor Ramsey stated his full support.

Councilmember Tossey stated he is contacted weekly about North Commons and he supports Parks Supervisor Riverblood with this project.

Councilmember Backous stated he supports this project and finds Parks Supervisor Riverblood to be the best at raising and getting money without going to the taxpayers.

Parks Supervisor Riverblood stated the process will be difficult with Peltzer Park and staff needs to assure the park equipment relocation is handled correctly.

Councilmember Strommen stated she finds this proposal to be a fabulous idea and suggested an 11th option to involve local students in the monitoring and graphing effort, maybe becoming eligible for an educational grant.

Councilmember Tossey agreed and indicated support to tie in schools, university, and/or builders and maybe get the monitoring paid for.

Parks Supervisor Riverblood stated staff will start to draft the RFP, work out the Peltzer Park piece, and may put out a notice to see what the reaction is.

Councilmember McGlone noted this may be the perfect experiment into the grander thought of changing the City's park system to be leaner and to gauge feedback from this effort. He stated there may also be an opportunity to have corporate sponsors, such as Toro.

Parks Supervisor Riverblood stated he will look for distributors to talk to national reps to get funding for this experiment.

Public Works Director Olson thanked Parks Supervisor Riverblood, noting this proposal hits a lot of points mentioned over the past several years. He also thanked City Administrator Ulrich for fostering an environment so staff can think "outside the box" and find creative solutions.

The consensus of the Council was to direct staff to move forward, develop this notion, and keep the Council updated on the process.

FUTURE TOPICS FOR DISCUSSION

Noted

MAYOR, COUNCIL AND STAFF INPUT

City Administrator Ulrich announced the upcoming strategic session and meetings. He advised that a survey will be sent to Councilmembers prior to the next Work Session to rate core functions.

ADJOURNMENT

Motion by Councilmember Tossey, seconded by Councilmember Backous, to adjourn the Work Session meeting.

Motion carried. Voting Yes: Mayor Pro Tem Wise, Councilmembers Tossey, Backous, Elvig, McGlone, and Strommen. Voting No: None. Absent: Mayor Ramsey.

The Work Session of the City Council was adjourned at 8:09 p.m.

Respectfully submitted,

_____

Kurtis G. Ulrich
City Administrator

ATTEST:

_____

Jo Ann M. Thieling
City Clerk

Drafted by Carla Wirth
TimeSaver Off Site Secretarial, Inc.

CC Regular Session **4. 4.**

Meeting Date: 02/14/2012

By: Diana Lund, Finance

Information

Title:

Approval for Exemption for a Gambling License for Isanti Chapter of MN Deer Hunters Association

Background:

The attached application is from the Isanti Chapter of MN Deer Hunters Association for exemption from a lawful gambling license to hold a raffle at Game Fair on August 19, 2012. The Isanti Chapter of MN Deer Hunters Association meets all of the requirements which allow them to remain exempt from lincensing, primarily from the standpoint that commodities to be raffled are valued at less than $12,000.

Approval requires nothing more than a motion followed by a letter to the Gambling Control Board, while if the request is denied, a formal resolution for denial would need to be prepared and submitted to the Gambling Control Board.

Recommendation:

Staff recommends that Council approve the exemption from a lawful gambling license for the Isanti Chapter of MN Deer Hunters Association to hold a raffle at Game Fair on August 19, 2012.

Council Action:

Motion to recommend Council approve the exemption from a lawful gambling license for the Isanti Chapter of MN Deer Hunters Association to hold a raffle at Game Fair on August 19, 2012 and authorize staff to submit a letter to the Gambling Control Board stating approval.

Attachments

Application for Exemption Isanti Chapter of MN Deer Hunters

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/09/2012 02:41 PM

Form Started By: Diana Lund Started On: 02/06/2012 09:19 AM

Final Approval Date: 02/09/2012

REC'D JAN 31 2012

Minnesota Lawful Gambling

LG220 Application for Exempt Permit

An exempt permit may be issued to a nonprofit organization that:
- conducts lawful gambling on five or fewer days, and
- awards less than $50,000 in prizes during a calendar year.

Application fee	
If application postmarked or received:	
less than 30 days before the event	more than 30 days before the event
$100	$50

ORGANIZATION INFORMATION

Check # 2283 $ 50

Organization name	Previous gambling permit number
Isanti Chapter of Mn. Deer Hunters Association	X-05410

Minnesota tax ID number, if any	Federal employer ID number, if any
4326991	41-1390958

Type of nonprofit organization. Check one.

☐ Fraternal ☐ Religious ☐ Veterans ☑ Other nonprofit organization

Mailing address	City	State	Zip Code	County
205-1st Ave. East	Cambridge	MN.	55008	Isanti

Name of chief executive officer (CEO)	Daytime phone number	Email address
John Erlandson	763-689-4992	johnsr@ciacambridge.com

Attach a copy of ONE of the following for proof of nonprofit status.

Do not attach a sales tax exempt status or federal employer ID number as they are not proof of nonprofit status.

☐ **Nonprofit Articles of Incorporation OR a current Certificate of Good Standing.**
Don't have a copy? This certificate must be obtained each year from:
Secretary of State, Business Services Div., 180 State Office Building, St. Paul, MN 55155
Phone: 651-296-2803

☑ **IRS income tax exemption [501(c)] letter in your organization's name.**
Don't have a copy? To obtain a copy of your federal income tax exempt letter, have an organization officer contact the IRS at 877-829-5500.

☐ **IRS - Affiliate of national, statewide, or international parent nonprofit organization (charter)**
If your organization falls under a parent organization, attach copies of both of the following:
a. IRS letter showing your parent organization is a nonprofit 501(c) organization with a group ruling, and
b. the charter or letter from your parent organization recognizing your organization as a subordinate.

GAMBLING PREMISES INFORMATION

Name of premises where the gambling event will be conducted. For raffles, list the site where the drawing will take place.

Armstrong Ranch/Game Fair

Address (do not use PO box)	City or township	Zip Code	County
8404-161st Ave. NW	Anoka	55303	Anoka

Date(s) of activity (for raffles, indicate the date of the drawing)

August 19, 2012

Check the box or boxes that indicate the type of gambling activity your organization will conduct:

☐ Bingo* ☑ Raffles ☐ Paddlewheels* ☐ Pull-Tabs* ☐ Tipboards*

* **Gambling equipment** for pull-tabs, bingo paper, tipboards, and paddlewheels must be obtained from a distributor licensed by the Gambling Control Board. EXCEPTION: Bingo hard cards and bingo number selection devices may be borrowed from another organization authorized to conduct bingo.

To find a licensed distributor, go to www.gcb.state.mn.us and click on List of Licensed Distributors, or call 651-639-4000.

LOCAL UNIT OF GOVERNMENT ACKNOWLEDGMENT

If the gambling premises is within city limits, a city official must check the action that the city is taking on this application and sign the application.

- [x] The application is acknowledged with no waiting period.
- [ ] The application is acknowledged with a 30 day waiting period, and allows the Board to issue a permit after 30 days (60 days for a 1st class city).
- [ ] The application is denied.

Print city name City of Ramsey

On behalf of the city, I acknowledge this application.
Signature of city personnel receiving application

[signature]

Title Finance Director Date 2/7/12

If the gambling premises is located in a township, a county official must check the action that the county is taking on this application and sign the application.
A township official is not required to sign the application.

- [ ] The application is acknowledged with no waiting period.
- [ ] The application is acknowledged with a 30 day waiting period, and allows the Board to issue a permit after 30 days.
- [ ] The application is denied.

Print county name _____

On behalf of the county, I acknowledge this application.
Signature of county personnel receiving application

_____

Title _____ Date _____

(Optional) TOWNSHIP: *On behalf of the township, I acknowledge that the organization is applying for exempted gambling activity within the township limits.* [A township has no statutory authority to approve or deny an application [Minnesota Statute 349.166)]

Print township name _____

Signature of township official acknowledging application

Title _____ Date _____

CHIEF EXECUTIVE OFFICER'S SIGNATURE

Print form and have CEO sign

The information provided in this application is complete and accurate to the best of my knowledge. I acknowledge that the financial report will be completed and returned to the Board within 30 days of the date of our gambling activity.

Chief executive officer's signature [signature] Date 1-30-12

Complete a separate application for each gambling event:
- one day of gambling activity
- two or more consecutive days of gambling activity
- each day a raffle drawing is held

Send application with:
- a copy of your proof of nonprofit status, and
- application fee for each event
  Make check payable to "State of Minnesota."

To: Gambling Control Board
1711 West County Road B, Suite 300 South
Roseville, MN 55113

Financial report and recordkeeping required
A financial report form and instructions will be sent with your permit, or use the online fill-in form available at www.gcb.state.mn.us. Within 30 days of the activity date, complete and return the financial report form to the Gambling Control Board.

Questions?
Call the Licensing Section of the Gambling Control Board at 651-639-4000.

This form will be made available in alternative format (i.e. large print, Braille) upon request.

Data privacy notice: The information requested on this form (and any attachments) will be used by the Gambling Control Board (Board) to determine your organization's qualifications to be involved in lawful gambling activities in Minnesota. Your organization has the right to refuse to supply the information; however, if your organization refuses to supply this information, the Board may not be able to determine your organization's qualifications and, as a consequence, may refuse to issue a permit. If your organization supplies the information requested, the Board will be able to process your organization's application.

Your organization's name and address will be public information when received by the Board. All other information provided will be private data about your organization until the Board issues the permit. When the Board issues the permit, all information provided will become public. If the Board does not issue a permit, all information provided remains private, with the exception of your organization's name and address which will remain public.

Private data about your organization are available to: Board members, Board staff whose work requires access to the information; Minnesota's Department of Public Safety; Attorney General; Commissioners of Administration, Minnesota Management & Budget, and Revenue; Legislative Auditor, national and international gambling regulatory agencies; anyone pursuant to court order; other individuals and agencies specifically authorized by state or federal law to have access to the information; individuals and agencies for which law or legal order authorizes a new use or sharing of information after this notice was given; and anyone with your written consent.

Reset Form

Internal Revenue Service

Department of the Treasury

Regional Commissioner

Midwest Region

Address any reply to Appellate Division
500 Federal Building
316 N. Robert St., St. Paul, Minn. 55101

Person to Contact:
J. H. Butorac

Telephone Number:
612-725-7487

Refer Reply to:
AP:STP - JHB:em

Date

Minnesota Deer Hunters Association
460 Peterson Rd
Grand Rapids Minnesota 55744

Employer Identification Number: 41-1390958
Accounting Period Ending: June 30
Form 990 Required: [X] Yes [ ] No

Dear Applicant:

Based on information supplied, and assuming your operations will be as stated in your application for recognition of exemption, we have determined you are exempt from Federal income tax under section 501(c)(3) of the Internal Revenue Code.

We have further determined that you are not a private foundation within the meaning of section 509(a) of the Code, because you are an organization described in section 509(a)(2).

If your sources of support, or your purposes, character, or method of operation change, please let us know so we can consider the effect of the change on your exempt status and foundation status. Also, you should inform us of all changes in your name or address.

Generally, you are not liable for social security(FICA) taxes unless you file a waiver of exemption certificate as provided in the Federal Insurance Contributions Act. If you have paid FICA taxes without filing the waiver, you should contact us. You are not liable for the tax imposed under the Federal Unemployment Tax Act (FUTA).

Since you are not a private foundation, you are not subject to the excise taxes under Chapter 42 of the Code. However, you are not automatically exempt from other Federal excise taxes. If you have any questions about excise, employment, or other Federal taxes, please let us know.

Donors may deduct contributions to you as provided in section 170 of the Code. Bequests, legacies, devises, transfers, or gifts to you or for your use are deductible for Federal estate and gift tax purposes if they meet the applicable provisions of section 2055, 2106, and 2522 of the Code.

The box checked in the heading of this letter shows whether you must file Form 990, Return of Organization Exempt from Income tax. If Yes is checked, you are required to file Form 990 only if your gross receipts each year are normally more than $10,000. If a return is required, it must be filed by the 15th day of the fifth month after the end of your annual accounting period. The law imposes a penalty of $10 a day, up to a maximum of $5,000, when a return is filed late, unless there is reasonable cause for the delay.

You are not required to file federal income tax returns unless you are subject to the tax on unrelated business income under section 511 of the Code. If you are subject to this tax, you must file an income tax return on Form 990-T. In this letter, we are not determining whether any of your present or proposed activities are unrelated trade or business as defined in section 513 of the Code.

You need an employer identification number even if you have no employees.

If an employer identification number was not entered on your application, a number will be assigned to you and you will be advised of it. Please use that number on all returns you file and in all correspondence with the Internal Revenue Service.

Because this letter could help resolve any questions about your exempt status and foundation status, you should keep it in your permanent records.

If you have any questions, please contact the person whose name and telephone number are shown in the heading of this letter.

Sincerely yours,

James R. Wells
Chief, Appeals Office

Photocopy of letter to:
David R. Busch

CC Regular Session **4. 5.**

Meeting Date: 02/14/2012

By: Brian Olson, Engineering/Public Works

Information

Title:

Consider Approval of Easements Necessary for the Ramsey Rail Station

Background:

On 09/27/2011, the City Council approved the Master Cooperation, Funding and Delegation Agreement contingent upon successful negotiation of the transit taxing district and lease agreements subject to the review and approval of the City Administrator and City Attorney.

On December 13, 2011, the City Council agreed to the terms of the Master Cooperation, Funding and Delegation Agreement which included terms for constructing and operating the Ramsey Rail Station.

Notification:

Observations:

The Master Cooperation, Funding and Delegation Agreement relegated the responsibility of securing the land south of the BNSF right of way for the rail station to the City of Ramsey. Since we already owned this land (old Wilson property)and it was acquired through the RALF program, the City was required to ammend the RALF loan agreement to transfer the rights to this property without any cost implications. On October 11, 2011, the City Council approved such an ammendment to the loan agreement.

Attached to this case is the permanent easement necessary to fully operate the rail station. This easement will be coupled with a right of entry agreement that allow access to the entire parcel for construction and staging. The right of entry agreement is being prepare by the Metropolitan Council and was not available as of the writing of this case. It will be sent to the City Attorney and City Council upon receipt.

Recommendation:

Staff recommends

- approval of the attached permanent easement agreement
- approval of the right of entry agreement

Funding Source:

No financial impact

Council Action:

Motion to approve the attached permanent easement agreement for the Ramsey Rail Station.

and

Motion to approve the attached right of entry agreement for the Ramsey Rail Station.

Attachments

easement exhibit

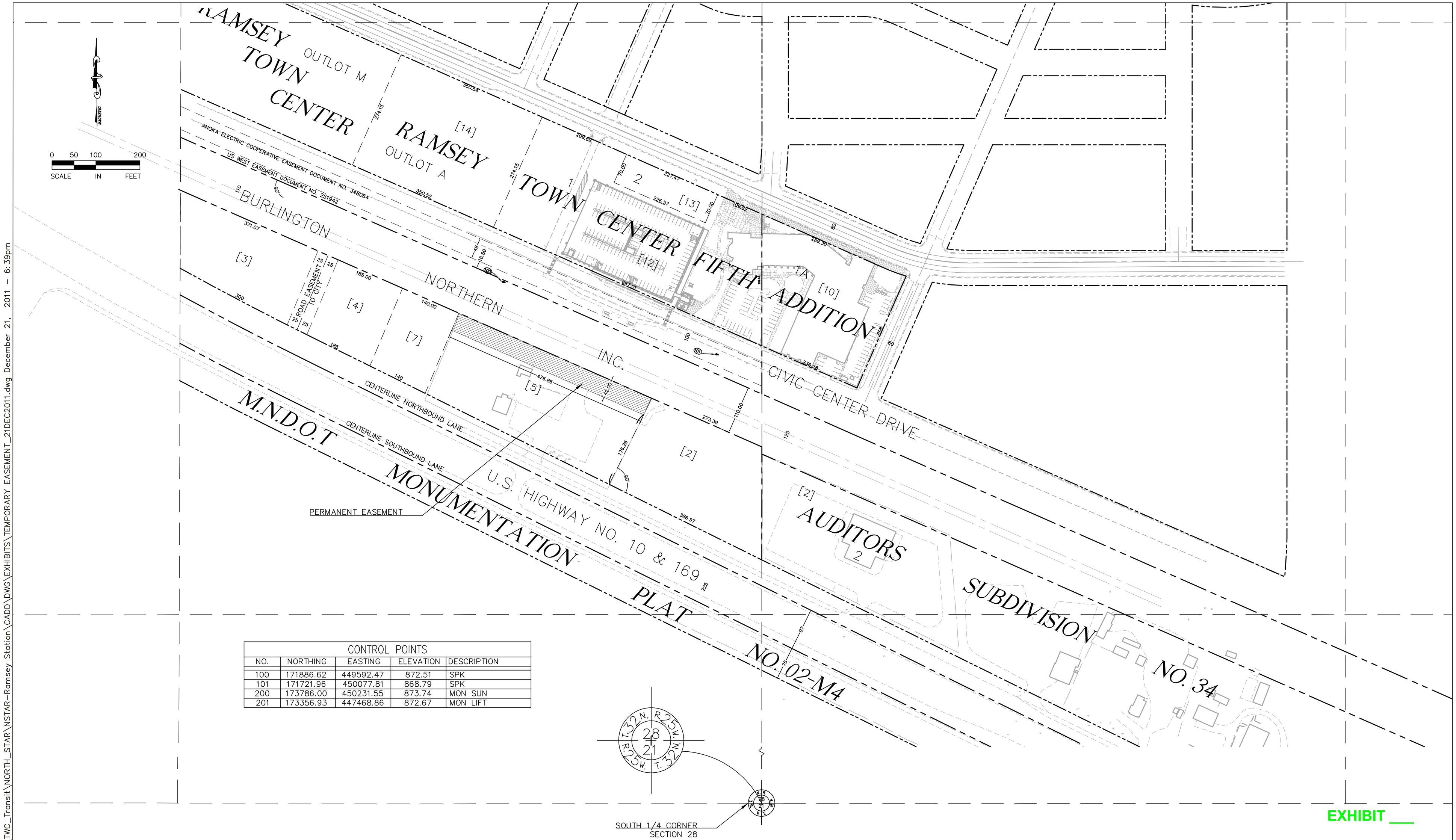
easement agreement

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/09/2012 02:47 PM

Form Started By: Brian Olson Started On: 02/07/2012

Final Approval Date: 02/09/2012



CONTROL POINTS				
NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
100	171886.62	449592.47	872.51	SPK
101	171721.96	450077.81	868.79	SPK
200	173786.00	450231.55	873.74	MON SUN
201	173356.93	447468.86	872.67	MON LIFT

DATE	REVISIONS	BY
12/21/2011	PERMANENT EASEMENT EXHIBIT	
	RECORD DRAWING	

Kimley-Horn and Associates, Inc.

NORTHSTAR COMMUTER RAIL

JOB NAME: PERMANENT EASEMENT
NORTHSTAR CORRIDOR RAIL PROJECT

LOCATION: RAMSEY, MN

STATION NAME: RAMSEY

DRAWN BY: LMR	
FILE: PERMAMENT EASEMENT	
DATE: 12/21/2011	SCALE: AS SHOWN
JOB NUMBER	SHEET
160508004	1 OF 1

K:\TWC_Transit\NORTH_STAR\NSTAR-Ramsey Station\CADD\DWG\EXHIBITS\TEMPORARY EASEMENT_21DEC2011.dwg December 21, 2011 - 6:39pm

PERMANENT EASEMENT FOR EMERGENCY PEDESTRIAN EGRESS PURPOSES

KNOW ALL MEN BY THESE PRESENTS, for valuable consideration, the City of Ramsey, a municipal corporation under the laws of Minnesota, Grantor, hereby grants, sells, and conveys to the Metropolitan Council, a public corporation and political subdivision of the State of Minnesota, Grantee, a permanent easement for emergency pedestrian egress purposes, including, without limitation, the construction, maintenance, repair and replacement thereof, and uses incident thereto, in, over, under and upon the real property, in Anoka County, Minnesota described as follows:

A permanent easement for emergency egress purposes, over, under, and across the northeasterly 42.00 feet of that part of the Northeast Quarter of the Southwest Quarter of Section 28, Township 32 North, Range 25 West, Anoka County, Minnesota, described as follows:

Commencing at the intersection of the west line of said Northeast Quarter of the Southwest Quarter with the northerly right of way line of U.S. Highway No. 10; thence southeasterly along said northerly right of way line a distance of 625.00 feet to the point of beginning of the land to be described; thence continuing southeasterly along said northerly right of way line a distance of 464.63 feet, more or less, to a point thereon distant 386.98 feet northwesterly of the intersection of said northerly right of way line with the east line of said Northeast Quarter of the Southwest Quarter; thence northeasterly at right angles to said northerly right of way line a distance of 216.17 feet, more or less, to the southerly line of the BNSF Railway Company, formerly known as the Burlington Northern Railroad; thence northwesterly along said southerly line of the BNSF Railway Company a distance of 476.91 feet, more or less, to a point thereon distant 691.80 feet southeasterly from its intersection with said west line of the Northeast Quarter of the Southwest Quarter; thence southwesterly a distance of 195.39 feet, more or less, to the point of beginning.

Said northeasterly 42.00 feet is measured perpendicular to said southerly line of the BNSF Railway Company.

P.I.N. 28-32-25-31-0005
(the "Easement Area")

Further, the right is hereby granted to the Grantee to remove or otherwise dispose of all earth or other material excavated from the Easement Area as the Grantee may require and to remove trees, brush, undergrowth and other obstructions interfering with the location, construction and maintenance of the Easement Area for emergency pedestrian egress purposes.

Grantor covenants that it is the fee owner of the Easement Area and has the right, title, and capacity to grant the permanent easement granted hereby, SUBJECT to those restrictions contained in that certain Agreement and Restrictive Covenant in favor of the Metropolitan Council a copy of which Agreement is attached hereto as Exhibit B and incorporated herein as if fully set forth at this point.

To have and to hold the same, together with all the hereditaments and appurtenances thereunto belonging or in anyway appertaining, to the said Grantee, forever, for said purposes.

IN WITNESS WHEREOF, the Grantor has caused these presents to be executed by its duly authorized representative this _____ day of _____, 2012.

CITY OF RAMSEY

By: _____
Bob Ramsey, its Mayor

By: _____
Kurtis G. Ulrich, its City Administrator

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

This instrument was acknowledged before me on _____, 2012, by Bob Ramsey, as Mayor and by Kurtis G. Ulrich, as City Administrator of The City of Ramsey, a municipal corporation under the laws of Minnesota, on behalf of the municipal corporation.

_____
Notary Public

NOTARIAL STAMP OR SEAL (OR OTHER TITLE OR RANK)

THIS INSTRUMENT WAS DRAFTED BY:

William K. Goodrich
Randall and Goodrich, P.L.C.
2140 Fourth Avenue North
Anoka, MN 55303
Telephone: 763-421-5424

EXHIBIT A

TO AGREEMENT AND RESTRICTIVE COVENANT

LEGAL DESCRIPTION

THAT PRT OF NE1/4 OF SW1/4 OF SEC 28 TWP 32 RGE 25 DESC AS FOL: COM AT INTER OF W LINE OF SD 1/4 1/4 WITH NELY R/W LINE OF T H NO 10, TH SELY ALG SD R/W LINE 625 FT TO POB, TH CONT SELY ALGSD R/W LINE TO APT 386.98 FT NWLY OF E LINE OF SD 1/4 1/4, AS MEAS ALG SD NELY R/W LINE, TH DEFL AT A RT ANG NELY TO INTER/W SWLY R/W LINE OF B & N R/R, TH NWLY ALG SD R/R R/W LINE TO A PT 691.80 FT SELY OF INTER/W W LINE OF SD 1/4 1/4 & SELY R/W LINE OF B & N R/R, TH SWLY TO POB, SUBJ TO EASE OF REC

EXHIBIT B

AGREEMENT AND RESTRICTIVE COVENANT

THIS AGREEMENT is made and entered into this day of , 2009, between the City of Ramsey, a Minnesota municipal corporation, ("the City"), and the Metropolitan Council, a political subdivision of the State of Minnesota, ("the Council").

WHEREAS, the City has acquired [describe nature of interest] in the real property described in Exhibit A attached hereto and incorporated herein; and

WHEREAS, the Council has contributed funds toward the acquisition of the City's interest in the real . property pursuant to the Council's Loan Program and a Loan Agreement between the Council and the City as authorized by Minnesota Statutes section 473.167; and

WHEREAS, the Loan Program was established to provide for the acquisition of property within the right-of way of a state trunk highway shown on an official map when necessary to [avoid imminent conversion of such property to a use which would jeopardize the property's availability for highway construction OR to avoid hardship for owners of homestead property located in a proposed state trunk highway right-of-way or project].

NOW, THEREFORE, in consideration of the loan made by the Council to the City and in consideration of the mutual agreements and covenants, the Council and City agree as follows:

1. No sale, lease, mortgage, or other conveyance, nor the creation of any easement, restriction or other encumbrance against the real property described in Exhibit A shall be valid for any purpose unless the written approval of the Council, or its successors, is duly filed and recorded at the time of the filing and recording of the instrument to which such approval pertains.

2. The real property described in Exhibit A shall not be used for any purpose except the construction of TH 10 from approximately Armstrong Boulevard to the Ramsey-Anoka City boundary and bounded to the north by the BNSF rail line unless the Council, or its successors, shall consent to such other use or uses by instrument in writing duly filed and recorded and designating the nature, extent and duration of the use for which such consent is given.

This Agreement and Restrictive Covenant may be enforced by the Council, its successors, or by any citizen residing within the metropolitan area as defined by appropriate action in the courts of the State of Minnesota.

IN WITNESS WHEREOF, the parties have caused this instrument to be executed in their respective names all as of the above date.

METROPOLITAN COUNCIL

By_____
Regional Administrator

CITY OF RAMSEY

By_____
Bob Ramsey, Mayor

By_____
Kurt Ulrich, City Administrator

CC Regular Session **4. 6.**

Meeting Date: 02/14/2012

By: Tim Himmer, Engineering/Public Works

Information

Title:

Consider Authorization to Apply for Grant Funds to Assist with the Implementation of the City's Wellhead Protection Plan

Background:

The Minnesota Department of Health (MDH) administers Source Water Protection (SWP) grants to public water suppliers each year in an effort to assist with the implementation of programs that further the cause of protecting the drinking water supply. Funding for the SWP grant program comes from the Clean Water Land and Legacy Amendment Fund, and all public water suppliers have the opportunity to receive these funds but eligibility for categories of grants is determined by the type of public water supply system. Eligible activities must protect the drinking water source, and examples of activities that can be funded through the program include:

- Well sealing
- Construction of new wells
- Installation of monitoring wells
- Well inspections (video log, gamma log)
- Public educate regarding drinking water protection
- Well inventory updates
- Contaminant source inventory updates
- Membrane filter upgrades
- Fuel storage tank management
- Rural water connections
- Clean up of illicit dumping near wells
- Property owner support to manage nitrogen
- Spill prevention and emergency response plan development

In 2011 the City was successful in securing a grant through the SWP program, in the amount of $8,774, and used those funds for public education (Ramsey Resident articles, property owner mailings, and an Environmental Expo booth), locating private wells within the Drinking Water Supply Management Area (DWSMA), contacting and locating underground storage tank owners and large quantity agricultural chemical users. All these activities were undertaken to better understand the magnitude of all the items that could affect the City's DWSMA. Since we have successfully fulfilled our obligations with respect to this 2011 grant, we now qualify for continued grant eligibility on an on-going basis.

Staff is now seeking Council approval to submit another SWP grant application to continue with public education initiatives and further refine and update the private well, underground storage tank, and contaminated property inventory within the City's DWSMA.

Observations:

Chapter 5 of the City's current Wellhead Protection Plan outlines objectives and plans of action for protecting out drinking water supply. The tasks listed in this plan are consistent with the activities scheduled to be completed with this grant request. Since we are obligated to perform these tasks anyway, it makes sense that we look for alternative funding sources to assist is defraying the costs of implementing our wellhead protection goals.

Recommendation:

Staff recommends that the City Council authorize the submittal of a Source Water Protection grant application to the Minnesota Department of Health. It is further recommended that the City Engineer be allowed to execute the agreement on behalf of the public water supply system.

Funding Source:

Completion of the grant application will be accomplished using staff time. If successful in securing funding through the program, the grant funds will be used to purchase materials and pay consultants within the City's consulting pool to complete certain tasks as identified.

Council Action:

Motion to authorize staff to submit a Minnesota Department of Health Source Water Protection grant application by authorizing the City Engineer as the authority to execute the grant agreement on behalf of the public water supply system.

Attachments

Source Water Protection Grant Application

Form Review

Inbox	Reviewed By	Date
Brian Olson	Brian Olson	02/07/2012 12:00 PM
Kurt Ulrich	Kurt Ulrich	02/09/2012 02:46 PM

Form Started By: Tim Himmer Started On: 02/07/2012 08:54 AM

Final Approval Date: 02/09/2012

Environmental Health Division
Drinking Water Protection Section
P.O. Box 64975
St. Paul, Minnesota 55164-0975

Source Water Protection Plan Implementation Grant Application

February 2012

Notice: This application must be completed in order to score your grant request.

Public Water Supply System (name of primary applicant):

City of Ramsey MN…….PWSID: 1020035

Note: List all of the public water supply systems involved if more than one is applying:

…….

Name of the Grant Contact: Tim Himmer

Phone No. 763-433-9893 E-mail address: thimmer@ci.ramsey.mn.us

Mailing Address : 7550 Sunwood Drive NW, Ramsey, MN 55303

Federal Tax ID #:

Person Authorized to Sign Grant Agreement on Behalf of the Public Water Supply System:

Name: Tim Himmer Title: City Engineer

Total Grant Amount Being Requested **($10,000 maximum)**: $ **9,850.00**

Work Item (s) to be performed under this grant

For each work item to be funded under the grant, please provide the following information (use an additional page if necessary).

1. Work Item – describe the work that will be performed:

It was identified in Ramsey MN's Part II WHP Plan that the City would work with the MDH, DNR, MPCA and MDA to identify sites and wells that would be added to the existing list of managed sites. The City proposes to convert this list to a GIS based potential contaminant source inventory (PCSI) database and be updated to include additional relevant sites as described below.

As part of the Ramsey WHP implementation grant completed in 2011, the tank verification task identified a number of tanks that had been taken out of service, as well as new tanks that had become active since the original Part II Plan was completed. There was also a well verification task completed as part of that grant. The amount of time and budget was not sufficient to complete the task, however, a framework was created and greater insight into the level of effort required to complete the task was gained. A "What's in my Neighborhood" GIS dataset has also became available from the MPCA.

Ramsey proposes to verify the sites located within the City's DWSMAs from the most recent available versions of the following datasets:

- MDH County Well Index
- MPCA Feedlot and the "What's in My Neighborhood" Shapefiles
- MDA Spill Point and Old Emergency Site Shapefiles

As part of Work Item 1, the City will verify the locations of documented sites and wells within the City's

DWSMAs, based upon DWSMA vulnerability, from the datasets identified above. Verification will include correlation to a MDH Facility Designation and Code, MDH Potential Contaminant Source and Material Codes, and location verification based upon and including a County Parcel ID and, if the data is available, a property owner name and mailing address. For well sites that cannot be verified by referencing available databases, site visits will be conducted to verify the location. This information will then be updated and used in the future for public education efforts. All information gathered from the above task will be submitted to the MDH.

1a. Amount Requested for performing this work: (80 hrs x $100/hr Consultant) = **$ 8,000.00**

1b. Product(s) produced or anticipated outcomes of performing this work item:

The creation and continued development of a PCSI database is useful to track, catalog, and document: a) releases of compounds potentially threatening the public water supply, b) cleanup activities should a release occur, c) well sealings/abandonments and installations, d) installation and/or removal of storage tanks containing hazardous materials/substances, e) changes in land uses and activities within the DWSMAs, and f) locations of hazardous wastes and materials that could impact the public water supply. This information can also be valuable in drafting new or revised future regulations relating to specific land uses/activities in the DWSMAs, as deemed necessary.

1c. **Please reference the MEASURE / OBJECTIVE number and attach the page(s)** in the source water protection plan that contains the source water protection measure / objective that will be supported by this work item: **Pages 18,19, Page 21, Goal D, Page 22 Goal E, 25, 29-30**

2. Work Item – describe the work that will be performed:

Management of Sites with Tanks and Documented Environmental Contamination
As stated above in Task 1, an updated WIMN shapefile was made available by the MPCA. Through work conducted in Work Item 1 of this grant application, appropriate sites will be identified based upon DWSMA vulnerability. Sites will be identified where further documentation is desired. An "open file" will be created with summary information for the identified sites. This will be used as a quick reference by City staff in the event a question arises regarding potential contamination of the City wells. The City will identify sites it believes require further review and documentation. The City proposes that the additional review and documentation not be completed under this grant.

2a. Amount Requested for performing this work: (8 hours x $100/hr Consultant) **$800.00**

2b. Product(s) produced or anticipated outcomes of performing this work item:

Obtaining information regarding environmentally contaminated sites within the City of Ramsey DWSMAs to establish a risk level each site poses to the source water aquifers. It will also serve to have better communication with the MPCA and to inform them of the vulnerability of the source water aquifers in Ramsey.

2c. **Please reference and attach** the page(s) in the source water protection plan that reference the source water protection measure(s) that will be supported by this work item: **Pages 18-19, Page 21 Goal D, Page 22 Goal E**

3. Work Item – describe the work that will be performed:

Public Education

The City of Ramsey proposes to sponsor an exhibit at the City's annual Environmental Expo to educate the public about the system's Wellhead Protection Plan. The exhibit will include large displays of the City's DWSMA locations overlain on an aerial photo. There will also be informational brochures to be handed out to the public. The exhibit will be staffed by the City's Wellhead Consultant to inform and answer questions from the public about

wellhead protection. The consultant will also coordinate with the MDH regarding the MDH Wellhead Display which is made available to the City as well as the set up and tear down and transportation of the exhibit.

3a. Amount Requested for performing this work : Purchase/creation of brochures $50.00 + (10 hours x $100/hr Consultant) $1,000.00 = **$1,050.00**

3b. Product(s) produced or anticipated outcomes of performing this work item:

Increased public awareness of the source of the community's drinking water will increase public support for measures to ensure its protection and safety.

3c. **Please reference and attach** the page(s) in the source water protection plan that reference the source water protection measure(s) that will be supported by this work item. **Page 22**

Detailed Budget and Schedule: Please describe all **sub-activities** that are included in the project with the corresponding costs and estimated date of completion; use an additional page if necessary

(***Example***: if the activity is public education you will need to detail how many training sessions, how much will be spent for supplies, how many participants, or brochures, what is the consultant fee, etc.)

Sub- activity	Amount requested	Estimated start date
PCSI Update	$8,000.00	April 2012
Identification of Additional Sites to be Managed	$800.00	May 2012
Public Education – Environmental Expo	$1,050.00	May 2012
Total (amount being requested)	$9,850.00	

Certification: *I certify that the information herein is true and accurate to the best of my knowledge and I submit this application on behalf of the applicant public water supply system.*

Signature: _____ Title: _____ Date: _____

Note: If you are awarded a grant, NO work should begin until all required signatures have been obtained on the grant agreement, and grantee receives a signed copy of the grant agreement.

Instructions

You may complete this form manually or electronically. Please print the information if you opt to do this manually. Once you are finished, you have three options for submitting the application form to the Minnesota Department of Health:

Option 1 - Mail the form to:	**Option 2 - Fax the form to:**	**Option 3 - E-mail the form to:**
Ms. Cristina Covalschi SWP Grant Coordinator Minnesota Department of Health P.O. Box 64975 St. Paul, Minnesota 55164-0975	Ms. Cristina Covalschi SWP Grant Coordinator (651) 201- 4701	Cristina.Covalschi@state.mn.us

Definitions of the terms used in this form (in the order encountered):

Public Water Supply System means the name that is used by the Minnesota Department of Health to identify the public water supplier and that is associated with a public water supply system identification number.

Name of the Grant Contact means the name of the individual who will be responsible for managing the grant.

Telephone Number means the telephone number of the contact person that the Minnesota Department of Health can call during its regular business hours (M-F from 8:30 a.m. to 4:30 p.m.).

E-mail means an internet address for the contact person that the Minnesota Department of Health can use to electronically transmit information related to the grant.

Mailing Address means the official mailing address of the Public Supply System that shall be used for correspondence with MDH.

Name and Title of the Person Authorized to Sign the Grant Agreement on Behalf of the Public Water Supply System means a person who has authority to administer a financial agreement between the public water supplier and the Minnesota Department of Health.

Total Grant Amount Being Requested means the sum of the costs of the work items that are identified in the grant application (1a + 2a + 3a +….)

Work Item is the source water protection activity or activities that are to be performed under this part of the grant application. Fill one box for each activity included in the project; feel free to insert more boxes if needed.

Amount requested for performing this work means the estimated amount requested by the grantee for completing the activity performed under this part of the application.

Product(s) produced or anticipated outcomes of performing this work means the tangible results of performing the work performed under this part of the application that is funded by this grant.

Page number(s) in the source water protection plan that reference the source water protection measure(s) / objective(s) that will be supported by this work item - self explanatory. Failure to submit the required attachments may result in disqualification.

Detailed Budget and Schedule means a breakdown of costs with a detailed description of all sub-activities and the estimated time when you expect to start a specific activity. The total must match the dollar amount that is being requested.

To request this document in a different format please call
Section Receptionist: 651-201-4700 or Division TTY: 651-201-5797

CC Regular Session **4. 7.**

Meeting Date: 02/14/2012

By: Jackie Lipski, Finance

Information

Title:

Adopt Resolution #12-02-XXX Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of January 20, 2012 Through February 8, 2012

Funding Source:

N/A

Council Action:

Motion to Adopt Resolution #12-02-XXX Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of January 20, 2012 Through February 8, 2012
.

Attachments

BILLS LIST 2-14-2012

RESOLUTION 2-14-2012

Form Review

Inbox	Reviewed By	Date
Diana Lund	Diana Lund	02/08/2012 02:57 PM
Kurt Ulrich	Kurt Ulrich	02/09/2012 03:02 PM

Form Started By: Jackie Lipski Started On: 02/08/2012 02:51 PM

Final Approval Date: 02/09/2012

CITY OF RAMSEY - FINANCE OFFICE Printed 2/8/2012

RAMSEY CITY COUNCIL MEETING

2/14/2012

BILLS LIST

DISBURSEMENTS TO BE APPROVED THIS MEETING:

DISBURSEMENT TYPE:	SUBMITTED FOR APPROVAL
Purchase Journal:	
Prepaids 1/20/12-2/8/12	232,912.31
Accounts Payable 1/20/12-2/8/12	518,263.46
Payroll 2/2/12	121,748.52

TOTAL SUBMITTED FOR APPROVAL THIS MEETING **$ 872,924.29**

DISBURSEMENTS PREVIOUSLY APPROVED AND PAID:	APPROVED PREV. MTG	2012 Y.T.D.
NET PAYROLL TOTAL	$ 172,191.90	$ 172,191.90
- CORRECTION TO PAYROLL		
PREPAIDS	555,675.74	757,670.94
- PREPAID ADJUSTMENTS		
WIRE TRANSFERS FOR DEBT SERVICE	302,173.75	302,173.75
- CORRECTION TO D.S.		
ACCOUNTS PAYABLE INVOICING - PREVIOUS MEETING:		
- BILLS LIST SUBMITTED	123,765.69	204,734.85
ADD (DELETE) BILLS LIST SUBMITTED		
PAY ESTIMATE(S)	441,751.00	441,751.00
- CHECKS VOIDED	0.00	0.00
TOTAL CASH DISBURSEMENTS PREVIOUSLY APPROVED	**$ 1,595,558.08**	**$ 1,878,522.44**

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
87580	**1/20/2012**		**107962 GENESIS EMPLOYEE BENEFITS**						
		4,416.60			61271	0119129114512	9101.2176		LIFE/HEALTH-EMPLOYEE
		4,416.60							
87581	**1/20/2012**		**110305 HARTFORD LIFE INSURANCE COMPAN**						
		506.63			61121	01041217094313	9101.2176		LIFE/HEALTH-EMPLOYEE
		506.63			61272	0119129114513	9101.2176		LIFE/HEALTH-EMPLOYEE
		1,013.26							
87582	**1/20/2012**		**100257 LAW ENFORCEMENT LABOR SRV INC**						
		420.00			61124	0104121709432	9101.2177		UNION DUES
		420.00			61275	011912911452	9101.2177		UNION DUES
		840.00							
87583	**1/20/2012**		**100298 MN AFSCME COUNCIL 5**						
		478.28			61125	0104121709433	9101.2177		UNION DUES
		478.26			61276	011912911453	9101.2177		UNION DUES
		956.54							
87584	**1/24/2012**		**106022 ANDERSON, CHRIS**						
		12.50	REFUND OVERDRAFT FEE		61283	012012	9101.4609		OTHER MISCELLANEOUS REV
		12.50							
87585	**1/24/2012**		**107246 ASSOCIATION OF MN BUILDING OFF**						
		200.00	2012 MEMBERSHIP DUES		61284	012012	0240.6451		MEMBERSHIP DUES
		200.00							
87586	**1/24/2012**		**100835 EDAM**						
		250.00	2012 MEMBERSHIP-A. BACKMAN		61285	012412	9230.6249		MISCELLANEOUS OPERATING
		250.00							
87587	**1/24/2012**		**103295 EWALD ENTERTAINMENT SRV INC**						
		1,075.00	1-6-12 BAL-CASINO PARTY		61286	012312	0111.6249		MISCELLANEOUS OPERATING
		1,075.00							
87588	**1/24/2012**		**106570 MBPTA**						
		100.00	2012- MEMBERSHIP DUES		61287	012012	0240.6451		MEMBERSHIP DUES
		100.00							
87660	**1/26/2012**		**100948 ANOKA COUNTY LICENSE CENTER**						
		30.00	PLATES FOR 384		61378	012412	9601.6249	00000384	MISCELLANEOUS OPERATING
		30.00							
87661	**1/26/2012**		**111377 ANOKA MUNICIPAL UTILITY**						
		33.30	BUNKER LK BLVD/DYSP-SIGNAL		61372	22-612000-01DEC 11	9603.6371		ELECTRIC UTILITIES
		129.14	CTY RD 116 & HWY 47-SIGNAL		61373	22-613120-01DEC 11	9603.6371		ELECTRIC UTILITIES
		58.35	RAMSEY STREET LIGHTS		61374	22-990005-01DEC 11	9603.6371		ELECTRIC UTILITIES
		220.79							
87662	**1/26/2012**		**104474 CARQUEST AUTO PARTS**						
		37.18	MISC SUPPLIES FD		61375	6975-122461	0220.6249		MISCELLANEOUS OPERATING
		37.18							
87663	**1/26/2012**		**100297 CENTERPOINT ENERGY**						

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
		191.21	14515 E TOWN CENTER DR		61376	8782239-1DEC11	9601.6373		GAS
		849.20	7550 SUNWOOD DR		61377	6702493-5DEC11	0194.6373		GAS
		1,040.41							
87664	**1/26/2012**		**110734 CITY OF RAMSEY**						
		135.00	ACCT # 719099		61379	012512	9601.4651		WATER REVENUE
		170.00	ACCT # 663106169		61379	012512	9601.4651		WATER REVENUE
		305.00							
87665	**1/26/2012**		**113016 IVES,JESSICA D AND NATHAN P RU**						
		3,000.00	EASEMENT- 151,152 & FLUORINE		61380	012512	9400.6499		EASEMENTS & RIGHT-OF-WAY
		3,000.00							
87666	**1/26/2012**		**100313 MN RECREATION AND PARK ASSN**						
		249.00	2012 MEMBERSHIP-M. RIVERBLOOD		61381	012312	0452.6451		MEMBERSHIP DUES
		249.00							
87667	**1/31/2012**		**100116 CONNEXUS ENERGY**						
		58.92	7157 HWY 10- COR SIGN		61382	444931-303113 DEC11	0295.6371		ELECTRIC UTILITIES
		58.92							
87668	**1/31/2012**		**101103 NEXTEL COMMUNICATIONS**						
		64.35	DEC 11-JAN 12 BILLING		61385	570683319-122	9230.6323		CELLULAR PHONES
		84.95	DEC 11-JAN 12 BILLING		61385	570683319-122	0240.6323		CELLULAR PHONES
		89.82	DEC 11-JAN 12 BILLING		61385	570683319-122	0191.6323		CELLULAR PHONES
		98.49	DEC 11-JAN 12 BILLING		61385	570683319-122	0111.6249		MISCELLANEOUS OPERATING
		110.75	DEC 11-JAN 12 BILLING		61385	570683319-122	0194.6323		CELLULAR PHONES
		169.99	DEC 11-JAN 12 BILLING		61385	570683319-122	0130.6323		CELLULAR PHONES
		179.20	DEC 11-JAN 12 BILLING		61385	570683319-122	0311.6323		CELLULAR PHONES
		185.20	DEC 11-JAN 12 BILLING		61385	570683319-122	9601.6323		CELLULAR PHONES
		195.16	DEC 11-JAN 12 BILLING		61385	570683319-122	0220.6323		CELLULAR PHONES
		218.55	DEC 11-JAN 12 BILLING		61385	570683319-122	0452.6323		CELLULAR PHONES
		271.55	DEC 11-JAN 12 BILLING		61385	570683319-122	0301.6323		CELLULAR PHONES
		539.32	DEC 11-JAN 12 BILLING		61385	570683319-122	0211.6323		CELLULAR PHONES
		2,207.33							
87669	**1/31/2012**		**100413 RANDALL AND GOODRICH, P L .C**						
		2,833.00	JAN 12 PROSECUTION BILL		61383	013012	0161.6304		LEGAL FEES
		2,833.00							
87670	**1/31/2012**		**100499 US POSTAL SERVICE**						
		2,000.00	POSTAGE FOR METER		61384	013012	9101.1551		POSTAGE METER DEPOSIT
		2,000.00							
87671	**2/2/2012**		**107962 GENESIS EMPLOYEE BENEFITS**						
		4,416.60			61420	02011211293312	9101.2176		LIFE/HEALTH-EMPLOYEE
		4,416.60							
87672	**2/2/2012**		**100404 CENTURYLINK**						
		65.35	FEB 2012 BILLING		61433	763 422-1452 795FEB12	0452.6321		TELEPHONE
		65.35							
87673	**2/2/2012**		**110734 CITY OF RAMSEY**						
		21.45	ACCT # 709988723		61434	020212	9601.4651		WATER REVENUE
		29.70	ACCT # 702538175		61434	020212	9601.4651		WATER REVENUE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
		40.00	ACCT # 55994616		61434	020212	9601.4651		WATER REVENUE
		144.03	ACCT # 720532		61434	020212	9601.4651		WATER REVENUE
		152.17	ACCT # 720802		61434	020212	9601.4651		WATER REVENUE
		387.35							
87674	**2/2/2012**		**100116 CONNEXUS ENERGY**						
		9,970.66	STREET LIGHTS		61435	759126-303101JA N12	9603.6371		ELECTRIC UTILITIES
		175.21	PARKS/IRRIG/STREETS		61436	759126-303106JA N12	9605.6371		ELECTRIC UTILITIES
		175.22	PARKS/IRRIG/STREETS		61436	759126-303106JA N12	9601.6371		ELECTRIC UTILITIES
		175.22	PARKS/IRRIG/STREETS		61436	759126-303106JA N12	9602.6371		ELECTRIC UTILITIES
		525.66	PARKS/IRRIG/STREETS		61436	759126-303106JA N12	0311.6371		ELECTRIC UTILITIES
		1,547.23	PARKS/IRRIG/STREETS		61436	759126-303106JA N12	0452.6371		ELECTRIC UTILITIES
		409.87	TRAFFIC SIGNALS		61437	759126-303100JA N12	0260.6371		ELECTRIC UTILITIES
		90.77	SIRENS		61438	759126-30395JAN 12	0250.6371		ELECTRIC UTILITIES
		13,069.84							
87675	**2/2/2012**		**107962 GENESIS EMPLOYEE BENEFITS**						
		45.20	DEC 2011 FLEX/VEBA FEES		61432	13802	0130.6315		MISCELLANEOUS PROFESSIO
		240.80	DEC 2011 FLEX/VEBA FEES		61432	13802	9101.2176		LIFE/HEALTH-EMPLOYEE
		286.00							
87676	**2/2/2012**		**100510 VERIZON WIRELESS**						
		26.02	JAN 12 BILLING		61439	2684324385	0301.6323		CELLULAR PHONES
		26.02	JAN 12 BILLING		61439	2684324385	0111.6249		MISCELLANEOUS OPERATING
		52.04	JAN 12 BILLING		61439	2684324385	0130.6323		CELLULAR PHONES
		104.08							
87677	**2/7/2012**		**100297 CENTERPOINT ENERGY**						
		265.32	GAS AT CITY LOCATIONS		61501	8000014064-2 DEC11	9605.6373		GAS
		265.34	GAS AT CITY LOCATIONS		61501	8000014064-2 DEC11	9601.6373		GAS
		265.34	GAS AT CITY LOCATIONS		61501	8000014064-2 DEC11	9602.6373		GAS
		414.87	GAS AT CITY LOCATIONS		61501	8000014064-2 DEC11	0452.6373		GAS
		796.01	GAS AT CITY LOCATIONS		61501	8000014064-2 DEC11	0311.6373		GAS
		1,702.16	GAS AT CITY LOCATIONS		61501	8000014064-2 DEC11	0220.6373		GAS
		3,709.04							
87678	**2/7/2012**		**110734 CITY OF RAMSEY**						
		19.49	ACCT 40323049		61507	020712	9601.4651		WATER REVENUE
		19.49	ACCT 56054622		61507	020712	9601.4651		WATER REVENUE
		20.00	ACCT 719803		61507	020712	9601.4651		WATER REVENUE
		115.00	ACCT 718070404		61507	020712	9601.4651		WATER REVENUE
		173.98							

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
87679	**2/7/2012**		**100116 CONNEXUS ENERGY**						
		590.04	WELLS/LIFT STAT/WTR TOWERS		61502	759126-303102DE C12	9602.6371		ELECTRIC UTILITIES
		6,401.04	WELLS/LIFT STAT/WTR TOWERS		61502	759126-303102DE C12	9601.6371		ELECTRIC UTILITIES
		6,991.08							
87680	**2/7/2012**		**109237 HTCIA**						
		80.00	MEMBERSHIP- KATERS & PAPLHAM		61504	020712	0211.6451		MEMBERSHIP DUES
		80.00							
87681	**2/7/2012**		**111084 U OF MN**						
		100.00	GIS TRAIN- L. LINTON		61503	020312	0301.6335		TRAINING
		100.00							
87682	**2/7/2012**		**100510 VERIZON WIRELESS**						
		79.74	DEC 11- JAN 12 BILLING		61505	2689845238	0130.6323		CELLULAR PHONES
		79.74							
90199470	**1/19/2012**		**100398 PUBLIC EMPLOYEES RETIREMENT AS**						
		50.00			61259	0118121705412	9101.2174		PERA-EMPLOYEE
		50.00			61260	0118121705413	9101.2183		PERA-EMPLOYER
		14,219.03			61279	011912911456	9101.2174		PERA-EMPLOYEE
		18,907.37			61280	011912911457	9101.2183		PERA-EMPLOYER
		33,226.40							
90200699	**2/2/2012**		**100398 PUBLIC EMPLOYEES RETIREMENT AS**						
		14,116.38			61428	0201121129336	9101.2174		PERA-EMPLOYEE
		18,814.60			61429	0201121129337	9101.2183		PERA-EMPLOYER
		32,930.98							
92120129	**2/2/2012**		**100301 MN CHILD SUPPORT PAYMENT CNTR**						
		339.64			61426	0201121129334	9101.2185		GARNISHMENTS/SUPPORT
		864.42			61427	0201121129335	9101.2185		GARNISHMENTS/SUPPORT
		1,204.06							
94089179	**2/2/2012**		**107784 VILLAGE BANK**						
		7,012.57			61418	02011211293310	9101.2173		FICA & MEDICARE-EMPLOYEE
		9,161.84			61419	02011211293311	9101.2182		FICA & MEDICARE-EMPLOYER
		19,250.62			61431	0201121129339	9101.2171		FEDERAL WITHHOLDING
		35,425.03							
94516592	**1/19/2012**		**107784 VILLAGE BANK**						
		1,901.52			61255	0118121421552	9101.2171		FEDERAL WITHHOLDING
		2,462.52			61256	0118121421553	9101.2173		FICA & MEDICARE-EMPLOYEE
		3,315.64			61257	0118121421554	9101.2182		FICA & MEDICARE-EMPLOYER
		239.06			61262	0118121705415	9101.2173		FICA & MEDICARE-EMPLOYEE
		323.69			61263	0118121705416	9101.2182		FICA & MEDICARE-EMPLOYER
		7,699.98			61269	0119129114510	9101.2173		FICA & MEDICARE-EMPLOYEE
		10,096.07			61270	0119129114511	9101.2182		FICA & MEDICARE-EMPLOYER
		21,963.68			61282	011912911459	9101.2171		FEDERAL WITHHOLDING
		48,002.16							
96380672	**2/2/2012**		**100601 MN DEPT OF REV WH**						
		8,044.15			61430	0201121129338	9101.2172		STATE WITHHOLDING
		8,044.15							

CITY OF RAMSEY

Council Check Register

1/19/2012 -- 12/31/2012

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
97544320	**1/19/2012**		**100601 MN DEPT OF REV WH**						
		1,012.95			61254	0118121421551	9101.2172		STATE WITHHOLDING
		.89			61261	0118121705414	9101.2172		STATE WITHHOLDING
		8,842.02			61281	011912911458	9101.2172		STATE WITHHOLDING
		9,855.86							
99011912	**1/19/2012**		**100223 ICMA RETIREMENT TRUST 457**						
		2,869.18			61268	011912911451	9101.2175		DEFERRED COMPENSATION
		2,869.18							
99011951	**1/19/2012**		**111465 STATE STREET BANK**						
		2,954.00			61273	0119129114514	9101.2175		DEFERRED COMPENSATION
		2,954.00							
99011954	**1/19/2012**		**111465 STATE STREET BANK**						
		383.73			61274	0119129114515	9101.2176		LIFE/HEALTH-EMPLOYEE
		383.73							
99020212	**2/2/2012**		**100223 ICMA RETIREMENT TRUST 457**						
		2,869.18			61417	0201121129331	9101.2175		DEFERRED COMPENSATION
		2,869.18							
99020251	**2/2/2012**		**111465 STATE STREET BANK**						
		2,954.00			61422	02011211293314	9101.2175		DEFERRED COMPENSATION
		2,954.00							
99020254	**2/2/2012**		**111465 STATE STREET BANK**						
		383.73			61423	02011211293315	9101.2176		LIFE/HEALTH-EMPLOYEE
		383.73							
99120208	**1/19/2012**		**100301 MN CHILD SUPPORT PAYMENT CNTR**						
		297.20			61258	0118121705411	9101.2185		GARNISHMENTS/SUPPORT
		339.64			61277	011912911454	9101.2185		GARNISHMENTS/SUPPORT
		864.42			61278	011912911455	9101.2185		GARNISHMENTS/SUPPORT
		1,501.26							
		232,912.31	Grand Total						

Payment Instrument Totals	
Check Total	50,308.59
Transfer Total	182,603.72
Total Payments	232,912.31

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
104701	10,000 LAKES CHAPTER	2012 MEMBERSHIP DUES	PV	61310	001	09101	1/20/2012	012012	115.00
	10,000 LAKES CHAPTER				Summary Total				115.00
					Payment Amount				115.00
106639	3M	SIGN FILM	PV	61307	001	09101	1/12/2012	TP25430	303.53
	3M				Summary Total				303.53
	P O BOX 844127	SIGN FILM	PV	61308	001	09101	1/3/2012	TP24175	303.53
	DALLAS TX 75284-4127				Summary Total				303.53
		YELLOW SHEETING FOR SIGNS	PV	61309	001	09101	1/3/2012	TP24174	666.90
					Summary Total				666.90
					Payment Amount				1,273.96
111610	A DYNAMIC DOOR CO. INC.	REPAIR DOORS PW	PV	61456	001	09101	1/16/2012	21201051	10.00
	A DYNAMIC DOOR CO. INC.	REPAIR DOORS PW	PV	61456	002	09101	1/16/2012	21201051	218.75
	4588 194TH AVENUE NE EAST BETHEL MN 55092				Summary Total				228.75
					Payment Amount				228.75
113029	A FAMILY TREE AND BRUSH SERVICE	TREE REMOVAL:16850 ZIRCONIUM	PV	61508	001	09101	2/3/2012	318	400.00
	A FAMILY TREE AND BRUSH SERVICE 19920 BUTTERNUT STREET NW OAK GROVE MN 55011				Summary Total				400.00
					Payment Amount				400.00
100012	ACE SOLID WASTE INC	CITY CONTRACT RECYLE- FEB 12	PV	61386	001	09604	2/1/2012	0009134332	23,617.70
	ACE SOLID WASTE INC				Summary Total				23,617.70
	6601 MCKINLEY STREET NW	15050 ARMSTRONG FEB 2012	PV	61455	001	09101	2/1/2012	0009134956	26.75

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	RAMSEY MN 55303			Summary Total					26.75
		CITY SERVICES FEB 12	PV	61483	001	09101	2/1/2012	0009134887	141.12
		CITY SERVICES FEB 12	PV	61483	002	09101	2/1/2012	0009134887	30.76
		CITY SERVICES FEB 12	PV	61483	003	09101	2/1/2012	0009134887	86.92
		CITY SERVICES FEB 12	PV	61483	004	09101	2/1/2012	0009134887	78.90
		CITY SERVICES FEB 12	PV	61483	005	09101	2/1/2012	0009134887	26.30
		CITY SERVICES FEB 12	PV	61483	006	09101	2/1/2012	0009134887	26.30
		CITY SERVICES FEB 12	PV	61483	007	09101	2/1/2012	0009134887	26.30
				Summary Total					416.60
				Payment Amount					24,061.05
111385	ACHIEVE SERVICES INC	DOCUMENT SHREDDING	PV	61311	001	09101	1/18/2012	6629	48.00
	ACHIEVE SERVICES INC 1201 89TH AVENUE NE BLAINE MN 55434			Summary Total					48.00
				Payment Amount					48.00
100017	AIRGAS NORTH CENTRAL	GASES	PV	61288	001	09101	12/31/2011	105146812	21.30
	AIRGAS NORTH CENTRAL			Summary Total					21.30
	PO BOX 802588	GASES	PV	61312	001	09101	1/5/2012	105175063	23.17
	CHICAGO IL 60680-2588			Summary Total					23.17
		GASES	PV	61509	001	09101	1/31/2012	105271937	21.30
				Summary Total					21.30
				Payment Amount					65.77
110744	ALLINA HEALTH SYSTEM	EMS TRAIN-JAN-MAR 2012	PV	61387	001	09101	1/1/2012	II10015283	1,346.25
	ALLINA HEALTH SYSTEM LAWSON MISC BILLING NW 7710 P O BOX 9383 MINNEAPOLIS MN 55440-9383			Summary Total					1,346.25

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Payment Amount					1,346.25
106641	AMERICAN PRESSURE INC	MOSMATIC SWIVEL	PV	61313	001	09101	1/4/2012	67164	17.79
	AMERICAN PRESSURE INC	MOSMATIC SWIVEL	PV	61313	002	09101	1/4/2012	67164	17.79
	3810 W BROADWAY	MOSMATIC SWIVEL	PV	61313	003	09101	1/4/2012	67164	17.80
	ROBBINSDALE MN 55422			Summary Total					53.38
		HOSE,SWIVEL,C LAMP	PV	61314	001	09101	1/3/2012	67154	67.92
		HOSE,SWIVEL,C LAMP	PV	61314	002	09101	1/3/2012	67154	67.92
		HOSE,SWIVEL,C LAMP	PV	61314	003	09101	1/3/2012	67154	67.92
				Summary Total					203.76
				Payment Amount					257.14
108664	AMERICAN VENDING INC	COFFEE	PV	61315	001	09101	1/10/2012	6302	131.60
	AMERICAN VENDING INC 10787 93RD AVENUE N MAPLE GROVE MN 55369			Summary Total					131.60
				Payment Amount					131.60
100022	AMERICAN WATER WORKS ASSN	MEMBERSHIP DUES- B. OLSON	PV	61316	001	09601	1/24/2012	012412	179.00
	AMERICAN WATER WORKS ASSN P O BOX 972997 DALLAS TX 75397-2997			Summary Total					179.00
				Payment Amount					179.00
113013	ANCHOR SCIENTIFIC INC	ECO FLOATS FOR LIFT STATIONS	PV	61317	001	09602	1/11/2012	194088	95.88
	ANCHOR SCIENTIFIC INC P O BOX 378 480 TAMARACK AVENUE LONG LAKE MN 55356			Summary Total					95.88
				Payment Amount					95.88

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
100035	ANOKA COUNTY CENTRAL COMMUNICATIONS	DEC 11 INTERNET FEE PD	PV	61290	001	09101	1/11/2012	2011-336	480.60
	ANOKA COUNTY CENTRAL COMMUNICATIONS 325 EAST MAIN STREET ANOKA MN 55303						Summary Total		480.60
							Payment Amount		480.60
100040	ANOKA COUNTY FIRE PROTECTION COUNCIL	ANNUAL DUES 2012	PV	61388	001	09101	1/26/2012	012612	210.00
	ANOKA COUNTY FIRE PROTECTION COUNCIL C/O TODD WILLIAMS 11155 ROBINSON DRIVE NW COON RAPIDS MN 55433						Summary Total		210.00
							Payment Amount		210.00
100041	ANOKA COUNTY HIGHWAY DEPARTMENT	BNSF SIGNAL AT SUNFISH BLVD	PV	61484	001	09468	1/31/2012	013112	25,349.15
	ANOKA COUNTY HIGHWAY DEPARTMENT 1440 BUNKER LAKE BLVD NW ANDOVER MN 55304						Summary Total		25,349.15
							Payment Amount		25,349.15
100052	ANOKA POLICE DEPARTMENT	JAN 2012 ANIMAL CONTAINMENT	PV	61485	001	09101	2/1/2012	020112	345.00
	ANOKA POLICE DEPARTMENT 275 HARRISON STREET ANOKA MN 55303						Summary Total		345.00
							Payment Amount		345.00
108636	ASCAP	MUSIC LICENSING	PV	61318	001	09101	1/18/2012	011812	320.00
	ASCAP P O BOX 331608-7515 NASHVILLE TN 37203-9998						Summary Total		320.00

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Payment Amount					320.00
100063	ASPEN MILLS	RESERVES-MISC	PV	61319	001	09101	1/6/2012	116649	146.90
	ASPEN MILLS			Summary Total					146.90
	8201 C CENTRAL AVE NE	STOLP- PANTS	PV	61457	001	09101	1/18/2012	117114	135.66
	SPRING LAKE PARK MN 55432			Summary Total					135.66
		KAPLER- PANTS	PV	61458	001	09101	1/18/2012	117112	89.90
				Summary Total					89.90
		DAHLBERG-PANTS	PV	61459	001	09101	1/18/2012	117113	105.90
				Summary Total					105.90
				Payment Amount					478.36
112321	BACKMAN, AARON	EMP. REIMB. EXPENSES JAN 12	PV	61320	001	09230	1/23/2012	012312	21.10
	AARON BACKMAN	EMP. REIMB. EXPENSES JAN 12	PV	61320	002	09230	1/23/2012	012312	39.96
	3221 WENDHURST AVE ST ANTHONY MN 55418			Summary Total					61.06
				Payment Amount					61.06
112735	BALD EAGLE BUILDERS INC	ERO CON REFUND-7858 149TH AVE	PV	61390	001	09804	1/25/2012	012512	1,500.00
	BALD EAGLE BUILDERS INC P O BOX 337 HUGO MN 55038			Summary Total					1,500.00
				Payment Amount					1,500.00
113027	BLUE CROSS BLUE SHIELD-EAP	JAN 12 EAP SERVICES	PV	61486	001	09101	1/25/2012	2411291	123.00
	BLUE CROSS BLUE SHIELD- EAP ATTEN:JUDY JOHNSON P O BOX 64560 ST PAUL MN 55164			Summary Total					123.00

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Payment Amount					123.00
112595	BMI	MUSIC LICENSING	PV	61389	001	09101	1/26/2012	012612	320.00
	BMI			Summary Total					320.00
	10 MUSIC SQUARE E								
	NASHVILLE TN 37203								
				Payment Amount					320.00
100095	BRIGGS AND MORGAN PA INC	SERVICES THROUGH 12/2011	PV	61440	001	09295	1/31/2012	495253	4,515.00
	BRIGGS AND MORGAN			Summary Total					4,515.00
	P O BOX 64591	F AND C SERVICES 12/2011	PV	61441	001	09252	1/31/2012	495250	5,618.85
	ST PAUL MN 55164-0591			Summary Total					5,618.85
		KWIK TRIP SERVICES 12-2011	PV	61442	001	09295	1/31/2012	495255	8,421.80
				Summary Total					8,421.80
		RTC LLC PROJECT	PV	61443	001	09295	1/31/2012	495254	315.00
				Summary Total					315.00
		RE TOTI - OUTLOT M	PV	61444	001	09295	1/31/2012	495251	227.50
				Summary Total					227.50
		RE TIF	PV	61445	001	09201	1/31/2012	495252	481.25
		RE TIF	PV	61445	002	09201	1/31/2012	495252	481.25
				Summary Total					962.50
				Payment Amount					20,060.65
104474	CARQUEST AUTO PARTS	PIPE THREAD TAPE	PV	61321	001	09101	1/12/2012	6975-124520	2.40
	CARQUEST AUTO PARTS			Summary Total					2.40
	P O BOX 503589	WIPER BLADES 675	PV	61322	001	09101	1/11/2012	6975-124462	46.58
	ST LOUIS MO 63150-3589			Summary Total					46.58
		BATTERY FOR 651	PV	61323	001	09601	1/18/2012	6975-124801	10.54

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Summary Total					10.54
		BRAKES 393	PV	61324	001	09101	1/9/2012	6975-124371	188.69
				Summary Total					188.69
		LIQUID BUFFER	PV	61325	001	09101	1/6/2012	6975-124276	14.27
				Summary Total					14.27
		ROLOC DISC/THROTTLE PLATE	PV	61326	001	09101	1/9/2012	6975-124346	161.32
				Summary Total					161.32
		BLUE CORAL	PV	61392	001	09101	1/25/2012	6975-125133	12.76
				Summary Total					12.76
		OIL FILTER 566	PV	61393	001	09101	1/20/2012	6975-124906	16.46
				Summary Total					16.46
		AIR FILTER 668	PV	61460	001	09101	1/26/2012	6975-125186	43.65
				Summary Total					43.65
		OIL/FUEL/AIR FILTERS 668	PV	61461	001	09101	1/26/2012	6975-125185	54.35
				Summary Total					54.35
		NOZZLE/CAR WASH SOAP	PV	61462	001	09101	1/31/2012	6975-125396	26.16
				Summary Total					26.16
		AIR FILTER 652	PV	61487	001	09101	1/30/2012	6975-125302	18.48
				Summary Total					18.48
		FUEL FILTER-RETURN	PD	61510	001	09101	2/2/2012	6975-125494	67.40-
				Summary Total					67.40-
		FUEL FILTER-RETURN	PD	61511	001	09101	1/31/2012	6975-125387	15.15-
				Summary Total					15.15-
		AIR FILTER 386	PV	61512	001	09101	1/31/2012	6975-125356	7.55
				Summary Total					7.55
		TRUCK VALVE	PV	61513	001	09101	2/2/2012	6975-125490	23.46
				Summary Total					23.46
		FUEL FILTER	PV	61514	001	09101	1/30/2012	6975-125303	17.56
				Summary Total					17.56
		FUEL FILTERS	PV	61515	001	09101	1/30/2012	6975-125334	32.71

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Summary Total					32.71
		FUEL FILTER	PV	61516	001	09101	1/26/2012	6975-125192	67.40
				Summary Total					67.40
				Payment Amount					661.79
106854	CDWG INC	DOCKING STATION	PV	61327	001	09101	1/12/2012	D435947	135.47
	CDWG INC			Summary Total					135.47
	75 REMITTANCE	RETURN-	PD	61391	001	09101	1/24/2012	D910545	129.54-
	DRIVE SUITE 1515	DOCKING STATION							
	CHICAGO IL 60675-1515			Summary Total					129.54-
				Payment Amount					5.93
108206	CENTEX HOMES MINNESOTA DIVISON	ERO CON REFUND-5715 162ND XING	PV	61394	001	09804	1/26/2012	012612	1,500.00
	CENTEX HOMES MINNESOTA DIVISION			Summary Total					1,500.00
	7500 OFFICE RIDGE CIRCLE SUITE 325	LANDSCP REFUND-5775 162ND XING	PV	61395	001	09252	1/26/2012	012612A	5,000.00
	EDEN PRAIRIE MN 55344			Summary Total					5,000.00
		ERO CON REFUND-5695 160TH LN	PV	61396	001	09804	1/25/2012	012512	1,500.00
				Summary Total					1,500.00
		ERO CON REFUND-5731 162ND LN	PV	61397	001	09804	1/25/2012	102512B	1,500.00
				Summary Total					1,500.00
				Payment Amount					9,500.00
110734	CITY OF RAMSEY	4TH QTR 6701 HWY 10	PV	61448	001	09410	1/25/2012	719019JAN12	522.78
	CITY OF RAMSEY			Summary Total					522.78
	P O BOX 251100	4TH QTR 7650 SUNWOOD DR	PV	61452	001	09240	1/25/2012	444931372 JAN12	104.77
	ST PAUL MN 55125-6100			Summary Total					104.77
		4TH QTR 7550 SUNWOOD DR	PV	61453	001	09101	1/25/2012	444931294 JAN12	383.53

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Summary Total					383.53
				Payment Amount					1,011.08
100117	CONNEXUS ENERGY	INSTALL LIGHTS	PV	61291	001	09603	12/31/2011	GI 482	13,395.00
	CONNEXUS ENERGY			Summary Total					13,395.00
	14601 RAMSEY BLVD NW	INSTALL METAL HALIDE-LIGHTS	PV	61292	001	09603	12/31/2011	GI 483	11,381.00
	RAMSEY MN 55303			Summary Total					11,381.00
				Payment Amount					24,776.00
100120	CONTINENTAL RESEARCH CORP	CLEAR THE AIR SPRAY	PV	61328	001	09101	1/12/2012	363696-CRC-1	209.97
	CONTINENTAL RESEARCH CORP PO BOX 15204 ST LOUIS MO 63110			Summary Total					209.97
				Payment Amount					209.97
100125	COUNTRYSIDE PRINTING INC	ENVELOPES	PV	61398	001	09101	1/5/2012	30782	244.74
	COUNTRYSIDE PRINTING 6250 BUNKER LAKE BLVD NW SUITE 113 RAMSEY MN 55303			Summary Total					244.74
				Payment Amount					244.74
100127	CROW RIVER FARM EQUIPMENT COMPANY	MISC SUPPLIES	PV	61329	001	09101	1/17/2012	152523	36.55
	CROW RIVER FARM EQUIPMENT COMPANY 17685 - 53RD STREET NE ROGERS MN 55374			Summary Total					36.55
				Payment Amount					36.55
113014	D AND T AND SON EXCAVATING	SEPTIC SYSTEM DESIGN 4-9-09	PV	61335	001	09602	1/24/2012	012412	350.00
	D AND T AND SON EXCAVATING C/O PMB 250 SUITE 500			Summary Total					350.00

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	13055 RIVERDALE DRIVE NW COON RAPIDS MN 55448								
				Payment Amount					350.00
111818	DEANO'S COLLISION SPECIALISTS INC	REPAIR ON 651	PV	61517	001	09101	1/31/2012	32916	530.51
	DEANO'S COLLISION SPECIALISTS INC	REPAIR ON 651	PV	61517	002	09101	1/31/2012	32916	538.20
	11063 173RD AVENUE ELK RIVER MN 55330			Summary Total					1,068.71
				Payment Amount					1,068.71
100144	DEHN OIL COMPANY	DIESEL FUEL	PV	61330	001	09101	1/3/2012	12995	3,170.50
	DEHN OIL COMPANY			Summary Total					3,170.50
	6735 141ST AVENUE NW	DIESEL FUEL	PV	61331	001	09101	1/3/2012	12996	373.10
	RAMSEY MN 55303			Summary Total					373.10
		DIESEL	PD	61518	001	09101	1/3/2012	129961	373.10-
				Summary Total					373.10-
		DIESEL	PV	61519	001	09101	1/30/2012	149731	544.61
				Summary Total					544.61
		DIESEL	PV	61520	001	09101	1/3/2012	129962	368.72
				Summary Total					368.72
		DIESEL	PD	61521	001	09101	1/30/2012	149732	551.58-
				Summary Total					551.58-
				Payment Amount					3,532.25
107691	DEPT EMPLOYMENT AND ECONOMIC DEVELOPMENT	2011 4TH QTR	PV	61293	001	09702	1/12/2012	011212	4,017.00
	DEPT EMPLOYMENT AND ECONOMIC DEVELOPMENT 332 MINNESOTA STREET SAINT PAUL MN 55101-1351			Summary Total					4,017.00
				Payment Amount					4,017.00

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
106065	DIVERSIFIED TEXTURING AND ENGRAVING	ENGRAVED TAGS	PV	61463	001	09101	1/26/2012	2073	68.00
	DIVERSIFIED TEXTURING AND ENGRAVING 1609 99TH LANE NE BLAINE MN 55449-4430			Summary Total					68.00
				Payment Amount					68.00
100158	ECM PUBLISHERS INC	RE: KWIK TRIP	PV	61332	001	09295	1/13/2012	01793793	56.38
	ECM PUBLISHERS INC			Summary Total					56.38
	4095 COON RAPIDS BLVD COON RAPIDS MN 55433	BUDGET SUMMARY- 2012	PV	61399	001	09101	1/20/2012	01794041	169.13
				Summary Total					169.13
		HEAR- COR DESIGN	PV	61400	001	09101	1/20/2012	01794040	56.38
				Summary Total					56.38
		ORD RE: 14241 FLUORINE ST	PV	61401	001	09101	1/20/2012	1794129	138.38
				Summary Total					138.38
				Payment Amount					420.27
100167	ELK RIVER FORD INC	REPAIR 353	PV	61333	001	09101	1/17/2012	16011907/1	7.50
	ELK RIVER FORD INC	REPAIR 353	PV	61333	002	09101	1/17/2012	16011907/1	3.96
	17219 HIGHWAY 10 NW			Summary Total					11.46
	PO BOX 304	REPAIR ON 640	PV	61334	001	09101	1/3/2012	16010718/1	373.94
	ELK RIVER MN 55330	REPAIR ON 640	PV	61334	002	09101	1/3/2012	16010718/1	478.00
				Summary Total					851.94
		BRAKES 403	PV	61336	001	09101	1/11/2012	15014566	321.47
				Summary Total					321.47
		REPAIR HEATING/AIR SYSTEM 387	PV	61522	001	09101	2/6/2012	16013248/1	546.00
		REPAIR HEATING/AIR SYSTEM 387	PV	61522	002	09101	2/6/2012	16013248/1	87.33

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Summary Total					633.33
		CLEAN INTERIOR 387	PV	61523	001	09101	1/4/2012	16010839/1	164.95
				Summary Total					164.95
		SEAT BELT 640	PV	61524	001	09101	2/3/2012	15016842/1	34.73
				Summary Total					34.73
				Payment Amount					2,017.88
106962	F I R E	INSPECT-15558 SUNFISH LK BLVD	PV	61465	001	09101	1/19/2012	08886	450.00
	F I R E 2486 PINEVIEW BLVD MOTLEY MN 56466			Summary Total					450.00
				Payment Amount					450.00
107099	FASTENAL	MISC PARTS	PV	61337	001	09101	1/18/2012	MNTC882887	47.74
	FASTENAL COMPANY			Summary Total					47.74
	P O BOX 978	MISC PARTS	PV	61338	001	09101	1/18/2012	MNTC882820	15.38
	WINONA MN 55987			Summary Total					15.38
		MISC PARTS	PV	61339	001	09101	1/19/2012	MNTC882802	1.82
				Summary Total					1.82
		MISC PARTS	PV	61340	001	09101	1/19/2012	MNTC882928	13.91
				Summary Total					13.91
		MISC PARTS	PV	61464	001	09101	1/31/2012	MNTC883212	4.11
				Summary Total					4.11
		MISC PARTS	PV	61525	001	09101	2/2/2012	MNTC883261	60.05
				Summary Total					60.05
				Payment Amount					143.01
110760	FIRE SAFETY USA, INC	E HELMETS WITH FACE SHIELDS	PV	61402	001	09101	1/18/2012	49817	355.00
	FIRE SAFETY USA, INC 3253 19TH STREET NW ROCHESTER MN 55901			Summary Total					355.00
				Payment Amount					355.00
112421	FIRST SCRIBE	WEB SUPPORT	PV	61526	001	09101	2/1/2012	23535	200.00

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
		FEB 2012							
	FIRST SCRIBE 110 CHESHIRE LANE SUITE 105 MINNETONKA MN 55305			Summary Total					200.00
				Payment Amount					200.00
100186	FRANKENSIGNS INC	GRAPHIC- LEE GLADITSCH	PV	61527	001	09101	1/26/2012	258050	21.38
	FRANKENSIGNS P O BOX 49301 BLAINE MN 55449			Summary Total					21.38
				Payment Amount					21.38
100189	G AND K SERVICES INC	UNIFORMS	PV	61341	001	09101	1/18/2012	1006552618	64.00
	G AND K SERVICES INC	UNIFORMS	PV	61341	002	09101	1/18/2012	1006552618	10.00
	PO BOX 1450-NW 7536	UNIFORMS	PV	61341	003	09101	1/18/2012	1006552618	60.35
	MINNEAPOLIS MN 55485-7536	UNIFORMS	PV	61341	004	09101	1/18/2012	1006552618	60.35
				Summary Total					194.70
		UNIFORMS	PV	61342	001	09101	1/4/2012	1006530764	64.00
		UNIFORMS	PV	61342	002	09101	1/4/2012	1006530764	10.00
		UNIFORMS	PV	61342	003	09101	1/4/2012	1006530764	60.35
		UNIFORMS	PV	61342	004	09101	1/4/2012	1006530764	60.35
				Summary Total					194.70
		UNIFORMS	PV	61371	001	09101	1/11/2012	1006541713	64.00
		UNIFORMS	PV	61371	002	09101	1/11/2012	1006541713	10.00
		UNIFORMS	PV	61371	003	09101	1/11/2012	1006541713	121.33
		UNIFORMS	PV	61371	004	09101	1/11/2012	1006541713	121.33
				Summary Total					316.66
		FD MATS	PV	61466	001	09101	1/25/2012	1006563555	102.14
				Summary Total					102.14
		UNIFORMS	PV	61467	001	09101	1/25/2012	1006563557	64.00
		UNIFORMS	PV	61467	002	09101	1/25/2012	1006563557	10.00
		UNIFORMS	PV	61467	003	09101	1/25/2012	1006563557	109.14
		UNIFORMS	PV	61467	004	09101	1/25/2012	1006563557	109.15
				Summary Total					292.29
		UNIFORMS	PV	61488	001	09101	2/1/2012	1006574655	96.00
		UNIFORMS	PV	61488	002	09101	2/1/2012	1006574655	37.00
		UNIFORMS	PV	61488	003	09101	2/1/2012	1006574655	39.94

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
		UNIFORMS	PV	61488	004	09101	2/1/2012	1006574655	39.94
				Summary Total					212.88
				Payment Amount					1,313.37
100200	GOPHER STATE ONE CALL INC	ANNUAL FEE	PV	61344	001	09601	1/12/2012	31596	33.33
	GOPHER STATE ONE CALL	ANNUAL FEE	PV	61344	002	09601	1/12/2012	31596	33.33
	18946 LAKE DRIVE EAST	ANNUAL FEE	PV	61344	003	09601	1/12/2012	31596	33.34
	CHANHASSEN MN 55317			Summary Total					100.00
		40 TICKETS	PV	61489	001	09601	2/1/2012	32208	19.85
		40 TICKETS	PV	61489	002	09601	2/1/2012	32208	19.85
		40 TICKETS	PV	61489	003	09601	2/1/2012	32208	19.85
				Summary Total					59.55
				Payment Amount					159.55
100650	GRAINGER	BANDAGES	PV	61468	001	09101	1/20/2012	9735137540	23.07
	GRAINGER INC DEPT. 806511127 PALATINE IL 60038-0001			Summary Total					23.07
				Payment Amount					23.07
100827	GREAT AMERICAN OFFICE SUPPLIES	INK CARTRIDGES	PV	61469	001	09101	1/20/2012	36638	185.94
	GREAT AMERICAN OFFICE SUPPLIES 1 HARDY ROAD #223 BEDFORD NH 03110			Summary Total					185.94
				Payment Amount					185.94
111609	GREAT RIVER PRINTING	JAN/FEB 2012 NEWSLETTER	PV	61345	001	09101	1/5/2012	7137	4,703.11
	GREAT RIVER PRINTING 7150 BOONE AVE N SUITE 100 MINNEAPOLIS MN 55428-1551			Summary Total					4,703.11
				Payment Amount					4,703.11
109262	GREENBERG	MISC PARTS	PV	61346	001	09101	1/12/2012	PS73886	2.80

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	IMPLEMENT INC								
	GREENBERG IMPLEMENT INC			Summary Total					2.80
	19745 NOWTHEN BLVD NW	MISC PARTS	PV	61347	001	09101	1/4/2012	PS73871	161.47
	RAMSEY MN 55303			Summary Total					161.47
				Payment Amount					164.27
100211	HAWKINS INC	CHLORINE FLOW RATE METERS	PV	61349	001	09601	1/5/2012	3297225	949.91
	HAWKINS INC P O BOX 9171 MINNEAPOLIS MN 55480-9171			Summary Total					949.91
				Payment Amount					949.91
113023	HOSCH APPRAISAL AND CONSULTING INC	APPRAISALS-SUNWOOD REALIGN.	PV	61403	001	09295	1/25/2012	HAC11101-00-01	10,556.00
	HOSCH APPRAISAL AND CONSULTING INC 11172 ZEALAND AVENUE NORTH MINNEAPOLIS MN 55316			Summary Total					10,556.00
				Payment Amount					10,556.00
113015	IML COMPUTERSHARE INC	CLICK RENTAL	PV	61350	001	09101	1/19/2012	350398	250.00
	IML COMPUTERSHARE INC 14257 COLLECTION CENTER DRIVE CHICAGO IL 60693			Summary Total					250.00
				Payment Amount					250.00
106324	INSPECTRON INC	DEC 2011 SERVICES	PV	61294	001	09101	1/9/2012	010912	4,400.00
	INSPECTRON INC CODE COMPLIANCE INSPECTIONS 15120 CHIPPENDALE AVE SUITE 104 ROSEMOUNT MN 55068			Summary Total					4,400.00
				Payment Amount					4,400.00
113025	INTEGRITY	HEATERS 6745	PV	61470	001	09410	2/1/2012	020112	7,870.00

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	PLUMBING AND MECHANICAL INC	HWY 10							
	INTEGRITY PLUMBING AND MECHANICAL INC 19664 IRONTON CIRCLE NW ELK RIVER MN 55330			Summary Total					7,870.00
				Payment Amount					7,870.00
107478	INTELLIGENT PRODUCTS INCORPORATED	MUTT MITTS	PV	61471	001	09101	1/23/2012	136438A	753.68
	INTELLIGENT PRODUCTS INCORPORATED 10,000 LOWER RIVER ROAD P O BOX 626 BURLINGTON KY 41005			Summary Total					753.68
				Payment Amount					753.68
112872	IVERSON HOMES INC	ERO CON REFUND-14621 QUICKSILV	PV	61404	001	09804	1/26/2012	012612	1,500.00
	IVERSON HOMES INC 2605 CAMPUS DRIVE PLYMOUTH MN 55441			Summary Total					1,500.00
				Payment Amount					1,500.00
111501	LANDFORM PROFESSIONAL SERVICES	SERVICES THROUGH 12/31/2011	PV	61295	001	09295	1/9/2012	20492	15,063.25
	LANDFORM PROFESSIONAL SERVICES			Summary Total					15,063.25
	105 5TH AVENUE SOUTH SUITE 513	DEC 2011 INCENTIVE	PV	61450	001	09295	12/7/2011	20454	10,000.00
	MINNEAPOLIS MN 55401			Summary Total					10,000.00
		COR DESIGN 12/2011	PV	61454	001	09101	1/9/2012	20493	585.00
				Summary Total					585.00
				Payment Amount					25,648.25
100256	LANO EQUIPMENT INC	SPROCKET	PV	61405	001	09101	1/20/2012	207537	269.89
	LANO	SPROCKET	PV	61405	002	09101	1/20/2012	207537	269.89

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	EQUIPMENT INC								
	6140 HIGHWAY 10 NW ANOKA MN 55303			Summary Total					539.78
				Payment Amount					539.78
100258	LEAGUE OF MINNESOTA CITIES	6 PD-SAFETY/LOSS CONTROL	PV	61472	001	09101	1/31/2012	156771	120.00
	LEAGUE OF MN CITIES			Summary Total					120.00
	FINANCE DEPT	2012 CONF-ULRICH & NELSON	PV	61528	001	09101	2/3/2012	156844	190.00
	145 UNIVERSITY AVE WEST ST PAUL MN 55103-2044			Summary Total					190.00
				Payment Amount					310.00
100259	LEAGUE OF MN CITIES INS TRUST	DEC 2011 BILLING	PV	61296	001	09702	1/17/2012	0200031128	184.11
	LEAGUE OF MN CITIES INS TRUST			Summary Total					184.11
	C/O BERKLEY RISK SERVICES INC	RENEW 1-12-12 THROUGH 1-1-13	PV	61406	001	09101	1/17/2012	21865	126,600.00
	P O BOX 581517 MINNEAPOLIS MN 55458-1517			Summary Total					126,600.00
				Payment Amount					126,784.11
100266	LOGIS	NETWORK SERVICES	PV	61297	001	09101	12/31/2011	34601	96.00
	LOGIS 5750 DULUTH STREET GOLDEN VALLEY MN 55422-4036			Summary Total					96.00
				Payment Amount					96.00
100268	LRRWMO CITY OF ANOKA	DUES FOR 2012	PV	61407	001	09605	1/20/2012	277	39,162.00
	LRRWMO CITY OF ANOKA 2015 - 1ST AVENUE NORTH ANOKA MN 55303			Summary Total					39,162.00
				Payment Amount					39,162.00

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
100270	MACQUEEN EQUIPMENT INC	WATER PUMP 642	PV	61352	001	09605	1/10/2012	2120813	852.57
	MACQUEEN EQUIPMENT INC				Summary Total				852.57
	595 ALDINE STREET	SKID PLATE/BLADES	PV	61451	001	09101	12/30/2011	2120703	446.55
	ST PAUL MN 55104				Summary Total				446.55
					Payment Amount				1,299.12
112512	MADDEN,GALANTER,HANSEN LLP	SERVICES THROUGH 2011	PV	61298	001	09101	12/1/2011	120111	1,009.00
	MADDEN,GALANTER,HANSEN LLP				Summary Total				1,009.00
	505 NORTH HIGHWAY 169 SUITE 295	SERVICES THROUGH 12-31-11	PV	61299	001	09101	1/1/2012	010112	747.50
	PLYMOUTH MN 55441-6444				Summary Total				747.50
					Payment Amount				1,756.50
100274	MAMA	2012 DUES- K. ULRICH	PV	61353	001	09101	1/18/2012	837	45.00
	MAMA				Summary Total				45.00
	145 UNIVERSITY AVENUE WEST	H. NELSON JAN 12-12	PV	61354	001	09101	1/19/2012	853	30.00
	ST PAUL MN 55103-2044				Summary Total				30.00
					Payment Amount				75.00
100281	MEDICS TRAINING INC	FIRST AID CLASS-JAN 21-2012	PV	61473	001	09101	1/23/2012	9141	960.00
	MEDICS TRAINING INC 11441 OSAGE STREET NW COON RAPIDS MN 55443				Summary Total				960.00
					Payment Amount				960.00
100283	MENARDS COON RAPIDS	MISC SUPPLIES	PV	61355	001	09410	1/11/2012	83223	115.85
	MENARDS COON RAPIDS				Summary Total				115.85
	3045 MAIN	MISC SUPPLIES	PV	61356	001	09101	1/17/2012	85507	181.30

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	STREET								
	COON RAPIDS MN 55433			Summary Total					181.30
		MISC SUPPLIES	PV	61357	001	09101	1/12/2012	83584	537.21
				Summary Total					537.21
		POWER STRIPPER	PV	61474	001	09101	1/20/2012	86324	90.64
				Summary Total					90.64
				Payment Amount					925.00
100284	MENARDS ELK RIVER	MISC SUPPLIES	PV	61358	001	09601	1/18/2012	35718	110.03
	MENARDS ELK RIVER 19521 EVANS STREET NW ELK RIVER MN 55330-1077			Summary Total					110.03
				Payment Amount					110.03
100291	MET COUNCIL SAC	MARCH 2012 WASTEWATER	PV	61490	001	09602	2/2/2012	0000981283	45,089.42
	METROPOLITAN COUNCIL ENVIRONMENTAL SERVICES 390 ROBERT STREET N SAINT PAUL MN 55101-1805			Summary Total					45,089.42
				Payment Amount					45,089.42
104452	METRO CHIEF FIRE OFFICERS ASSOC.	DUES 2012- DEAN KAPLER	PV	61408	001	09101	1/30/2012	013012	100.00
	METRO CHIEF FIRE OFFICER ASSOC. GARRETT PARTEN, SBM FIRE 1710 HIGHWAY 10 SPRING LAKE PARK MN 55432			Summary Total					100.00
				Payment Amount					100.00
108208	METRO PRODUCTS INC	MISC SUPPLIES	PV	61359	001	09101	1/12/2012	82696	239.62
	METRO PRODUCTS INC			Summary Total					239.62
	7401 CENTRAL AVENUE NE	BLADES AND MISC	PV	61360	001	09101	1/4/2012	82521	17.10
	FRIDLEY MN 55432			Summary Total					17.10
				Payment Amount					256.72

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
100289	METRO SALES INC	COPIERS QTR BILL 10-11/1-12	PV	61491	001	09101	1/26/2012	443183	1,497.40
	METRO SALES INC	COPIERS QTR BILL 10-11/1-12	PV	61491	002	09101	1/26/2012	443183	447.27
	1620 EAST 78TH STEET MINNEAPOLIS MN 55423						Summary Total		1,944.67
							Payment Amount		1,944.67
100303	MINNESOTA CONWAY INC	RECHARGES	PV	61475	001	09101	1/24/2012	34279	26.81
	MINNESOTA CONWAY 575 MINNEHAHA AVE WEST ST PAUL MN 55103-1573						Summary Total		26.81
							Payment Amount		26.81
105660	MN DEPT OF AGRICULTURE	A. MADSEN RENEWAL 2012	PV	61409	001	09101	1/31/2012	013112	15.00
	MN DEPT OF AGRICULTURE 625 ROBERT ST N ST PAUL MN 55155-2538						Summary Total		15.00
							Payment Amount		15.00
100224	MN OFFICE OF ENTERPRISE TECH SHARED SER.	WAN CHARGES DEC 2011	PV	61301	001	09101	1/5/2012	DV11120395	176.38
	MN OFFICE OF ENTERPRISE TECH SHARED TECH ROOM 510 658 CEDAR STREET ST PAUL MN 55155						Summary Total		176.38
							Payment Amount		176.38
100887	MSSA	G. RIEMER DUES 2012	PV	61492	001	09101	2/3/2012	020312	50.00
	MSSA 828 S GREELEY ST STILLWATER MN 55082						Summary Total		50.00
							Payment Amount		50.00

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
100354	NEWMAN SIGNS	MISC SIGN MATERIAL	PV	61361	001	09101	1/3/2012	0243749	871.05
	NEWMAN SIGNS PO BOX 1728 JAMESTOWN ND 58402-1728			Summary Total					871.05
				Payment Amount					871.05
109212	NIELSEN, MICHAEL	CLOTH ALLOW-M. NIELSEN	PV	61410	001	09101	1/26/2012	012612	279.97
	MICHAEL NIELSEN 14737 FLUORINE STREET NW RAMSEY MN 55303			Summary Total					279.97
				Payment Amount					279.97
107150	NORTH AMERICAN SALT CO	ROAD SALT	PV	61529	001	09101	2/2/2012	70796025	12,048.48
	NORTH AMERICAN SALT CO			Summary Total					12,048.48
	P O BOX 277043	ROAD SALT	PV	61530	001	09101	1/31/2012	70794674	34,297.90
	ATLANTA GA 30384-7043			Summary Total					34,297.90
		ROAD SALT	PV	61531	001	09101	2/2/2012	70796060	25,919.88
				Summary Total					25,919.88
				Payment Amount					72,266.26
100363	NORTHERN SANITARY SUPPLY CO	MISC SUPPLIES	PV	61362	001	09101	1/9/2012	152616	44.99
	NORTHERN SANITARY SUPPLY CO 341 COON RAPIDS BLVD MINNEAPOLIS MN 55433			Summary Total					44.99
				Payment Amount					44.99
108671	NORTHLAND BUSINESS SYSTEMS INC	2012-2013-CONTRACT	PV	61532	001	09101	1/30/2012	33399	518.94
	NORTHLAND BUSINESS SYSTEMS INC 1606 EAST CLIFF ROAD BURNSVILLE MN 55337			Summary Total					518.94

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Payment Amount					518.94
110547	NORTHWEST LIGHTING SYSTEMS CO.	MISC BULBS	PV	61411	001	09101	1/17/2012	66476	212.07
	NORTHWEST LIGHTING SYSTEMS CO. 9405 HOLLY STREET NW COON RAPIDS MN 55433			Summary Total					212.07
				Payment Amount					212.07
109908	NOVAK FLECK INC	ERO CON REFUND-7820 149TH AVE	PV	61412	001	09804	1/26/2012	012612	1,500.00
	NOVAK FLECK INC 8857 ZEALAND AVENUE NORTH BROOKLYN PARK MN 55445			Summary Total					1,500.00
		ERO CON REFUND-6828 170TH TRL	PV	61413	001	09804	1/25/2012	012512	1,500.00
				Summary Total					1,500.00
				Payment Amount					3,000.00
100368	OFFICE DEPOT	OFFICE SUPPLIES	PV	61476	001	09101	1/10/2012	593291842001	4.99
	OFFICE DEPOT	OFFICE SUPPLIES	PV	61476	002	09101	1/10/2012	593291842001	35.45
	P O BOX 70049	OFFICE SUPPLIES	PV	61476	003	09101	1/10/2012	593291842001	69.38
	LOS ANGELES CA 90074-0049			Summary Total					109.82
				Payment Amount					109.82
112759	ON SITE SANITATION INC	SCHOOL RINK THROUGH DEC11	PV	61300	001	09101	1/7/2012	A-446302	37.67
	ON SITE SANITATION INC 95 WOODLYNN AVE ST PAUL MN 55117			Summary Total					37.67
				Payment Amount					37.67
111320	PARAMOUNT AUTO SERVICE	ALIGNMENT 301	PV	61363	001	09101	1/17/2012	026672	39.00
	PARAMOUNT AUTO SERVICE			Summary Total					39.00

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	7151 RIVERDALE DRIVE RAMSEY MN 55303								
								Payment Amount	39.00
109358	PIONEER PRESS	52 WEEKS 7550 SUNWOOD DR NW	PV	61493	001	09101	1/27/2012	3198215JAN12	158.34
	PIONEER PRESS P O BOX 64831 ST PAUL MN 55164-0831							Summary Total	158.34
								Payment Amount	158.34
100384	PLAISTED COMPANIES INC	ROAD SAND	PV	61533	001	09101	1/31/2012	42211	1,988.71
	PLAISTED COMPANIES INC PO BOX 332 11555 - 205TH AVENUE NW ELK RIVER MN 55330							Summary Total	1,988.71
								Payment Amount	1,988.71
100890	PLEAA	2012 MEMBERSHIP DUES	PV	61414	001	09101	1/23/2012	012312	30.00
	PLEAA JULIE FORBORD, TREASURER NEW BRIGHTON DEPT OF PUBLIC SAFETY 875 OLD HIGHWAY 8 NW NEW BRIGHTON MN 55112							Summary Total	30.00
								Payment Amount	30.00
100403	QUICKSILVER EXPRESS COURIER	DELIVERY TO LSA DESIGN	PV	61477	001	09468	1/15/2012	6447970	38.07
	QUICKSILVER EXPRESS COURIER PO BOX 64417 ST PAUL MN 55164-0417							Summary Total	38.07
								Payment Amount	38.07
107880	RICK JOHNSON DEER AND BEAVER INC	DEC 2011 2 DEER CALLS	PV	61302	001	09101	1/1/2012	010112	180.00
	RICK JOHNSON DEER AND BEAVER INC							Summary Total	180.00

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	18595 XENOLITH STREET NW BURNS TOWNSHIP MN 55303								
				Payment Amount					180.00
112475	S AND T OFFICE PRODUCTS INC	OFFICE SUPPLIES	PV	61415	001	09101	1/13/2012	01OZ3370	35.21
	S AND T OFFICE PRODUCTS INC	OFFICE SUPPLIES	PV	61415	002	09101	1/13/2012	01OZ3370	9.28
	1000 KRISTEN COURT ST PAUL MN 55110			Summary Total					44.49
				Payment Amount					44.49
100431	SAFETY KLEEN CORPORATION	DEC 2011 BILLING	PV	61303	001	09101	12/30/2011	0925748715	101.00
	SAFETY KLEEN CORPORATION			Summary Total					101.00
	PO BOX 382066	RECYCLE OIL	PV	61534	001	09101	1/31/2012	0925941588	101.00
	PITTSBURGH PA 15250-8066			Summary Total					101.00
				Payment Amount					202.00
107711	SCHINDLER ELEVATOR	QTR BILLING 2-12/4-12	PV	61478	001	09101	2/1/2012	8103111015	522.27
	SCHINDLER ELEVATOR 875 BLUE GENTIAN ROAD EGAN MN 55121			Summary Total					522.27
				Payment Amount					522.27
102204	SIRCHIE FINGER PRINT LAB INC	ZIP WRITE BAGS	PV	61479	001	09101	1/20/2012	0066599	96.34
	SIRCHIE FINGER PRINT LAB INC 100 HUNTER PLACE YOUNGSVILLE NC 27596			Summary Total					96.34
				Payment Amount					96.34
106899	TAPCO INC	MISC PARTS	PV	61494	001	09101	1/20/2012	I386320	195.54
	TAPCO INC 5100 W BROWN DEER ROAD BROWN DEER WI 53223			Summary Total					195.54

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
						Payment Amount			195.54
113028	THE MUSIC WORKS INC	HAPPY DAYS BAND DEP	PV	61495	001	09297	2/6/2012	020612	500.00
	THE MUSIC WORKS INC P O BOX 447 CENTER CITY MN 55012					Summary Total			500.00
						Payment Amount			500.00
		HAPPY DAYS BAND DEP	PV	61496	001	09297	2/6/2012	020612A	500.00
						Summary Total			500.00
						Payment Amount			500.00
		HAPPY DAYS-BAND SETUP	PV	61497	001	09297	2/6/2012	020612B	100.00
						Summary Total			100.00
						Payment Amount			100.00
100485	TIMESAVER OFF SITE SECRETARIAL INC	JAN 10 MEETING	PV	61364	001	09101	1/17/2012	M18845	457.30
	TIMESAVER OFF SITE SECRETARIAL INC					Summary Total			457.30
	28601 HUB DRIVE MADISON LAKE MN 56063-4179	MEETING JAN 17 AND 24.	PV	61535	001	09101	1/30/2012	M18867	839.35
						Summary Total			839.35
						Payment Amount			1,296.65
112079	TOKLE INSPECTIONS INC	JANUARY 2012 BILLING	PV	61536	001	09101	2/6/2012	020612	1,296.00
	TOKLE INSPECTIONS INC 1748 123RD AVENUE NW COON RAPIDS MN 55448					Summary Total			1,296.00
						Payment Amount			1,296.00
113024	TOLLEFSON HOMES INC	ERO CON REFUND-5407 149TH LN	PV	61416	001	09804	1/25/2012	012512	1,500.00

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Document Itm	Document Co	Due Date	Invoice Number	Payment Amount
	TOLLEFSON HOMES INC 1428 5TH AVENUE SOUTH ANOKA MN 55303			Summary Total					1,500.00
				Payment Amount					1,500.00
108522	TOTAL CONTROL SYSTEMS, INC	LIFT STATION 1 REPAIR	PV	61365	001	09602	1/16/2012	5931	2,357.36
	TOTAL CONTROL SYSTEMS, INC P.O BOX 40 STANCHFIELD MN 55080			Summary Total					2,357.36
				Payment Amount					2,357.36
107618	TRANSWEST INC	TAILGATE REPAIR	PV	61304	001	09101	12/29/2011	122911	342.14
	TRANSWEST INC 14155 UNITY STREET NW RAMSEY MN 55303			Summary Total					342.14
				Payment Amount					342.14
100495	TWIN CITIES FLAG SOURCE	MISC FLAGS	PV	61537	001	09101	1/30/2012	17153	328.11
	TWIN CITIES FLAG SOURCE 3240 - 199TH AVENUE NW ANOKA MN 55303			Summary Total					328.11
				Payment Amount					328.11
106812	TWIN CITY FILTER SERVICE INC	MISC FILTERS	PV	61498	001	09101	1/30/2012	0504457	329.19
	TWIN CITY FILTER SERVICE INC 2529 25TH AVE S MINNEAPOLIS MN 55406-1280			Summary Total					329.19
				Payment Amount					329.19
111742	TWIN CITY WATER CLINIC INC	DEC 2011 WATER TESTS	PV	61305	001	09601	1/2/2012	1921	150.00
	TWIN CITY WATER CLINIC INC 617 13TH AVENUE SOUTH HOPKINS MN 55343			Summary Total					150.00

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Payment Amount					150.00
100497	UNIFORMS UNLIMITED	TASERS/HOLSTE RS	PV	61370	001	09101	1/4/2012	104467	3,467.77
	UNIFORMS UNLIMITED	TASERS/HOLSTE RS	PV	61370	002	09101	1/4/2012	104467	900.37
	935 NORTH DALE STREET ST. PAUL MN 55103			Summary Total					4,368.14
				Payment Amount					4,368.14
106638	UNIQUE PAVING MATERIALS CORPORATION	WINTER ASPHALT	PV	61306	001	09101	12/21/2011	217993	248.48
	UNIQUE PAVING MATERIALS CORPORATION 3993 EAST 93RD STREET CLEVELAND OH 44105-4096			Summary Total					248.48
				Payment Amount					248.48
100504	US BANK	ADMIN FEE 1-12/6-12	PV	61480	001	09339	1/25/2012	3045849	1,150.00
	US BANK			Summary Total					1,150.00
				Payment Amount					1,150.00
105628	WELLS CATERING SERVICE	BAL DUE HOLIDAY PARTY	PV	61366	001	09101	1/6/2012	25910	1,419.87
	WELLS CATERING SERVICE 7533 SUNWOOD DRIVE SUITE 108 RAMSEY MN 55303			Summary Total					1,419.87
				Payment Amount					1,419.87
100529	WENDELL'S INC	AP INK PADS-FINANCE	PV	61367	001	09101	1/13/2012	1685419	10.58
	WENDELL'S INC 6601 BUNKER LAKE BLVD PO BOX 458 RAMSEY MN 55303-0458			Summary Total					10.58
				Payment Amount					10.58
106176	WIELER, GINA	REIMBURSE	PV	61481	001	09101	2/3/2012	020312	22.40

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
		DULUTH CONF							
	GINA WIELER	REIMBURSE DULUTH CONF	PV	61481	002	09101	2/3/2012	020312	164.28
	12100 KILLDEER STREET N.W. # 512 COON RAPIDS MN 55448				Summary Total				186.68
					Payment Amount				186.68
111137	WRIGHT HENNEPIN COOPERATIVE ELECTRIC	7650 SUNWOOD DR- RAMP	PV	61499	001	09240	1/26/2012	150-1681-4280 JAN 12	26.67
	WRIGHT HENNEPIN COOPERATIVE ELECTRIC				Summary Total				26.67
	P O BOX 330	7550 SUNWOOD DR POLICE STATION	PV	61538	001	09101	1/26/2012	150-1682-6501 FEB12	29.87
	ROCKFORD MN 55373				Summary Total				29.87
					Payment Amount				56.54
100539	WRIGHT TIRE SERVICE INC	TIRES FOR 652	PV	61368	001	09601	1/11/2012	073312	452.94
	WRIGHT TIRE SERVICE INC				Summary Total				452.94
	710 WEST MAIN STREET	TIRES FOR TRAILER	PV	61500	001	09101	2/2/2012	074163	162.43
	ANOKA MN 55303				Summary Total				162.43
					Payment Amount				615.37
112515	WSB AND ASSOCIATES INC	RE SUNWOOD/ARMSTRONG	PV	61540	001	09496	1/31/2012	4 01973-010	5,146.00
	WSB AND ASSOCIATES INC				Summary Total				5,146.00
	701 XENIA AVENUE SOUTH SUITE 300 MINNEAPOLIS MN 55416								
					Payment Amount				5,146.00
101257	YOUTH FIRST	DONATION 2012	PV	61482	001	09270	1/23/2012	012312	3,000.00
	YOUTH FIRST	DONATION 2012	PV	61482	002	09270	1/23/2012	012312	7,000.00
	6701 HWY 10 NW RAMSEY MN 55303				Summary Total				10,000.00
					Payment Amount				10,000.00

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
Version	LOGIS003V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2012

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Document Itm	Document Co	Due Date	Invoice Number	Payment Amount
100543	ZIEGLER INC	REPAIR GENERATOR	PV	61369	001	09240	1/17/2012	SW050177450	833.35

ZIEGLER INC
SDS 12-0436
PO BOX 86
MINNEAPOLIS MN 55486-0436

Summary Total	833.35
Payment Amount	833.35
Total Amount to be Processed	518,263.46
Total Number of Payments to be Processed	118

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #12-02-XXX

RESOLUTION APPROVING CASH DISBURSEMENTS MADE AND AUTHORIZING PAYMENT OF ACCOUNTS PAYABLE INVOICING RECEIVED DURING THE PERIOD OF JANUARY 20, 2012 THROUGH FEBRUARY 8, 2012.

WHEREAS, the City of Ramsey Finance Department has made cash disbursements and received accounts payable invoicing during the period of January 20, 2012, through February 8, 2012, in the amount of $872,924.29; and

WHEREAS, the City Council of the City of Ramsey is required to authorize payment for all disbursement transactions.

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

1) That the Ramsey City Council hereby approves the cash disbursements made and authorizes payment of the accounts payable invoices as detailed in the attached Bills List for the period January 20, 2012, through February 8, 2012, in the amount of $872,924.29.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember , and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 14th day of February 2012.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **4. 8.**

Meeting Date: 02/14/2012

By: Tim Gladhill, Community Development

Information

Title:

Adopt Resolution Supporting Application for Metropolitan Council TOD Grants

Background:

As part of the application process for the Metropolitan Council TOD grant funding opportunity, the City is required to adopt a resolution (in the attached format) authorizing the application and ranking the projects in priority according to the City's internal review. Based on discussion and direction from City Council at a previous City Council meeting, Staff prepared the attached resolution. Applications are due on February 15th.

Council Action:

Motion to adopt the resolution identifying the need for livable communities transit oriented development funding and authorizing applications for grant funds.

Attachments

Proposed Resolution

Form Review

Inbox	Reviewed By	Date
Heidi Nelson	Heidi Nelson	02/09/2012 02:58 PM
Kurt Ulrich	Kurt Ulrich	02/09/2012 03:02 PM

Form Started By: Tim Gladhill Started On: 02/03/2012 02:25 PM

Final Approval Date: 02/09/2012

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

RESOLUTION #12-02-___

RESOLUTION IDENTIFYING THE NEED FOR LIVABLE COMMUNITIES TRANSIT ORIENTED DEVELOPMENT FUNDING AND AUTHORIZING APPLICATIONS FOR GRANT FUNDS.

WHEREAS, the City of Ramsey is a participant in the Metropolitan Livable Communities Act ("LCA") Local Housing Incentives Program for 2012 as determined by the Metropolitan Council, and therefore is eligible to apply for LCA Livable Communities Demonstration Account and Tax Base Revitalization Account Transit Oriented Development (collectively, "TOD") funds; and

WHEREAS, the City has identified proposed projects within the City that meet TOD purposes and criteria and are consistent with and promote the purposes of the Metropolitan Livable Communities Act and the policies of the Metropolitan Council's adopted metropolitan development guide; and

WHEREAS, the City has the institutional, managerial, and financial capability to adequately manage an LCA TOD grant; and

WHEREAS, the City certifies that it will comply with all applicable laws and regulations as stated in the grant agreement; and

WHEREAS, the City acknowledges Livable Communities TOD grants are intended to fund projects or project components that can serve as models, examples, or prototypes for TOD development or redevelopment elsewhere in the region, and therefore represents that the proposed projects or key components of the proposed projects can be replicated in other metropolitan-area communities; and

WHEREAS, only a limited amount of grant funding is available through the Metropolitan Council's Livable Communities TOD initiative during each funding cycle and the Metropolitan Council has determined it is appropriate to allocate those scarce grant funds only to eligible projects that would not occur without the availability of TOD grant funding; and

WHEREAS, cities may submit grant applications for up to three TOD Demonstration Account projects and up to six TOD Tax Base Revitalization Account during each funding cycle, but, using the city's own internal ranking process, must rant their projects by priority to the Metropolitan Council may consider those priority rankings as it reviews applications and makes grant awards.

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

1) That the Ramsey City Council hereby finds that it is in the best interests of the City's development goals and priorities for the proposed projects to occur at the sites indicated in the grant applications at this particular time.
2) That the Ramsey City Council hereby finds that the TOD Project components for which Livable Communities TOD funding is sought:
    a. Will not occur solely through private or other public investment within the reasonably foreseeable future; and
    b. Will occur within the term of the grant award (two years for Pre-Development grants, and three years for Development grants, one year for Cleanup Site Investigation grants and three years for Cleanup grants) only in Livable Communities TOD funding is made available for these projects at this time.
3) That the Ramsey City Council ranks the TOD Project funding applications, according to the City's own internal priorities, in the following order:

	LCDA TOD Project Names	Grant amount requested
1	Sunwood Drive	$1,xxx,000.00
2	Center Street	$1,000,000.00
3	Mississippi Skyway	$100,000

4) That the Ramsey City Council authorizes its City Administrator to submit on behalf of the City applications for Metropolitan Council Livable Communities TOD grant funds for the TOD Project components identified in the applications, and to execute such agreements as may be necessary to implement the projects on behalf of the City.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 14th day of February 2012.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **4. 9.**

Meeting Date: 02/14/2012

By: Diana Lund, Finance

Information

Title:

Adopt Resolution #12-02-XXX Adopting the 2012 Enterprise Fund Budgets and Adopt Resolution #12-02-XXX Amending the 2011 Enterprise Fund Budgets

Background:

Enclosed for your review are the Proposed 2012 Enterprise Fund Budgets which cover the Water Utility Fund, Sewer Utility Fund, Street Light Utility Fund, Recycling Utility Fund and Storm Water Utility Fund. While formal budgets are required to be prepared and adopted annually for the General Fund, this is not the case for Enterprise funds.

Also attached to this case is a resolution amending the 2011 activity. This is primarily a "housekeeping" item and is done on an annual basis. The projections through the end of the year are based on actual activity.

In order to establish fair rates for all of the utilities that the City operates, it is necessary to determine the actual cost of providing those utilities to the residents. An important factor in these costs is the recovery of depreciation through the rate structures. We are required to keep the accounting for these funds on the full accrual method which means recognizing total depreciation, whether on City or developer installed systems. This is what we have attempted to do in preparing the attached Proposed 2012 Enterprise Fund Budgets.

Recommendation:

Approve attached Resolution #12-02-XXX Adopting the 2012 Enterprise Fund Budgets,

and

Approve attached Resolution #12-02-XXX Amending the 2011 Enterprise Fund Budgets,

Council Action:

Motion to recommend Council adopt Resolution #12-02-XXX Adopting the 2012 Enterprise Fund Budgets,

and

Motion to recommend Council adopt Resolution #12-02-XXX Amending the 2011 Enterprise Fund Budgets.

Attachments

Adopt 2012 Enterprise Budgets

Amend 2011 Enterprise Budgets

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/09/2012 02:32 PM

Form Started By: Diana Lund Started On: 02/02/2012 01:02 PM

Final Approval Date: 02/09/2012

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #12-02-XXX

RESOLUTION ADOPTING THE 2012 CITY OF RAMSEY ENTERPRISE FUNDS OPERATING BUDGETS

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

1) That the annual budget of the City of Ramsey for the fiscal year beginning January 1, 2012 is hereby adopted for the Water Utility Fund as follows:

WATER UTILITY FUND

Revenues:	
Operating Revenues	$1,695,905
Other Revenues-	
Transfers In	61,853
Interest Earnings	150,000
Total Revenues	$1,907,758
Expenses:	
Operating Expenses	$786,752
Other Expenses	
Depreciation	623,308
Administrative Transfer	34,000
Total Expenses	$1,444,060

2) That the annual budget of the City of Ramsey for the fiscal year beginning January 1, 2012 is hereby adopted for the Sewer Utility Fund as follows:

SEWER UTILITY FUND

Revenues:	
Operating Revenues	$1,262,167
Other Revenues-	
Transfers In	18,546
Interest Earnings	50,000
Total Revenues	$1,330,713
Expenses:	
Operating Expenses	$744,037
Other Expenses	
Depreciation	497,434
Administrative Transfer	28,000
Total Expenses	$1,269,471

3) That the annual budget of the City of Ramsey for the fiscal year beginning January 1, 2012 is hereby adopted for the Street Light Utility Fund as follows:

STREET LIGHT UTILITY FUND

Revenues:	
Operating Revenues	$170,038
Other Revenues-	
Interest Earnings	20,000
Total Revenues	$192,038
Expenses:	
Operating Expenses	$134,328
Other Expenses	
Depreciation	33,997
Administrative Transfer	14,000
Total Expenses	$182,325

4) That the annual budget of the City of Ramsey for the fiscal year beginning January 1, 2012 is hereby adopted for the Recycling Utility Fund as follows:

RECYCLING UTILITY FUND

Revenues:	
Operating Revenues	$335,765
Other Revenues-	
Miscellaneous Revenue	0
Interest Earnings	200
Total Revenues	$335,965
Expenses:	
Operating Expenses	$312,246
Other Expenses	
Administrative Transfer	8,500
Total Expenses	$320,746

5) That the annual budget of the City of Ramsey for the fiscal year beginning January 1, 2012 is hereby adopted for the Storm Water Utility Fund as follows:

STORM WATER UTILITY FUND

Revenues:	
Operating Revenues	$620,587
Other Revenues-	
Interest Earnings	5,000
Total Revenues	$625,587
Expenses:	
Operating Expenses	$231,929
Other Expenses	
Depreciation	235,517
Administrative Transfer	23,000
Total Expenses	$490,446

That the motion for the adoption of the foregoing resolution was duly seconded by Councilmember and upon vote being taken thereon, the following voted in favor:

the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 14th of February, 2012.

_____
Mayor

ATTEST:

_____
City Clerk

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #12-02-XXX

RESOLUTION AMENDING THE 2011 CITY OF RAMSEY ENTERPRISE FUNDS BUDGETS

WHEREAS, during the year 2011, the Ramsey City Council acted on matters impacting revenue and expenditures budgets of the City's enterprise funds for items that were not included in the original budget for the year ended December 31, 2011; and

WHEREAS, for financial reporting purposes, amendments to the City's enterprise funds budgets are to be made in the form of a Budget Amendment Resolution; and

WHEREAS, the following budget amendments are required to confirm Council's actions taken by motion and/or discussion and to reflect actual activity for the year ended December 31, 2011:

WATER UTILITY FUND #601

To amend revenue activities based on budget amendments made by Council action during 2011 and actual moneys received over (under) budget from $1,860,075 to $2,003,019 for a total net increase of $142,944:

Water Sales	$62,406
Miscellaneous-Internal Loan Repayment-Muni Center	80,538
Net Increase in Water Utility Fund Budgeted Revenues	$142,944

To amend expenditure activities based on wage contract settlements, budget amendments made by Council action during 2011 and actual moneys spent over (under) budget from $1,484,255 to $2,353,020 for a total net increase of $868,765:

Personal Services	$47,109
Supplies (meter reading system)	(128,112)
Other Services and Charges	30,784
Transfer-Muni Center	1,000,000
Depreciation	(81,016)
Net Increase in Water Utility Fund Budgeted Expenses	$868,765

SEWER UTILITY FUND #602

To amend revenue activities based on budget amendments made by Council action during 2011 and actual moneys received over (under) budget from $1,324,830 to $1,396,047 for a total net increase of $71,217:

Sewer Charges	$71,020
Miscellaneous Revenue	197

Net Increase in Sewer Utility Fund Budgeted Revenues	$71,217

To amend expenditure activities based on wage contract settlements, budget amendments made by Council action during 2011 and actual moneys spent over (under) budget from $1,274,244 to $1,195,647 for a total net decrease of $78,597:

Personal Services	$(38,295)
Supplies	6,592
Other Services and Charges	(6,894)
Depreciation	(40,000)
Net decrease in Sewer Utility Fund Budgeted Expenses	$(78,597)

STREET LIGHT UTILITY FUND #603

To amend revenue activities based on budget amendments made by Council action during 2011 and actual moneys received over (under) budget from $191,678 to $198,826 for a total net increase of $7,148:

Street Light Charges	$7,148
Interest Earned on Investments	0
Net Increase in St Light Utility Fund Budgeted Revenues	$7,148

To amend expenditure activities budget amendments made by Council action during 2011 and actual moneys spent over (under) budget from $187,328 to $177,308 for a total net decrease of $10,020:

Other Services and Charges	(2,398)
Depreciation	(7,622)
Net Increase in St Light Utility Fund Budgeted Expenses	$(10,022)

RECYCLING FUND #604

To amend revenue activities based on budget amendments made by Council action during 2011 and actual moneys received over (under) budget from $336,079 to $347,705 for a total net increase of $11,626:

Miscellaneous Revenue	$11,626
Grants	0
Investment Earnings	0
Net Increase in Recycling Fund Budgeted Revenues	$11,626

To amend expenditure activities based on wage contract settlements, budget amendments made by Council action during 2011 and actual moneys spent over (under) budget from $324,392 to $311,016 for a total net decrease of $13,376:

Personal Services	$(1,287)
Supplies	(4,361)
Other Services and Charges	(7,728)
Net Decrease in Recycling Fund Budgeted Expenses	$(13,376)

STORM WATER UTILITY FUND #605

To amend revenue activities based on budget amendments made by Council action during 2011 and actual moneys received over (under) budget from $614,184 to $625,602 for a total net increase of $11,418.

Storm Water Charges	$11,418
Miscellaneous Revenue	0
Net increase in Storm Water Fund Budgeted Revenues	$11,418

To amend expenditure activities based on wage contract settlements, budget amendments made by Council action during 2011 and actual moneys spent over (under) budget from $395,928 to $527,003 for a total net increase of $131,075:

Personal Services	$ 29,619
Supplies	(4,529)
Other Services and Charges	25,071
Transfers	96,584
Depreciation	(15,670)
Net increase in Storm Water Fund Budgeted Expenses	$131,075

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

1) That the City Council hereby directs the Finance Director to enter these budget amendments into the City's financial records.

That the motion for the adoption of the foregoing resolution was duly seconded by Councilmember and upon vote being taken thereon, the following voted in favor:

the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 14th of February, 2012.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **4. 10.**

Meeting Date: 02/14/2012

By: Aaron Backman, Administrative Services

Information

Title:

Adopt Resolution #12-02-XXX Decertifying Tax Increment Financing District No. 1

Background:

Tax Increment Financing (TIF) District No. 1 (also known as Rivers Bend District) is a redevelopment district created in 1985. At the regular December 13, 2011 meeting the Ramsey City Council approved modifications to increase the budget to reflect actual increment collected to date and restated the use of funds to bring it into conformance with Office of State Auditor (OSA) compliance. The term of TIF District 1 expired on December 31, 2011. Therefore, the City Council needs to adopt a resolution that formally certifies TIF District 1.

Recommendation:

Staff recommends Adopting the Resolution Decertifying Tax Increment Financing District No. 1.

Council Action:

Adopt Resolution Decertifying Tax Increment Financing District No. 1 and Returning Excess Tax Increments to Other Taxing Jurisdictions

Attachments

TIF Dist. 1 Decert. Resolution

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/09/2012 02:50 PM

Form Started By: Aaron Backman Started On: 02/08/2012 08:03 AM

Final Approval Date: 02/09/2012

CITY OF RAMSEY
COUNTY OF ANOKA
STATE OF MINNESOTA

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Ramsey, Anoka County, Minnesota, was duly called and held at the City Hall on the 14th day of February, 2012, at 7:00 p.m.

The following members were present:

And the following were absent:

Member _____ introduced the following resolution, the reading of which was dispensed with by unanimous consent, and moved its adoption:

RESOLUTION DECERTIFYING TAX INCREMENT
FINANCING DISTRICT NO. 1 AND RETURNING
EXCESS TAX INCREMENTS TO OTHER TAXING JURISDICTIONS

WHEREAS, the city of Ramsey (the "City") has heretofore created Tax Increment Financing District No. 1 (the "Tax Increment District"); and

WHEREAS, the developments to be undertaken within the Tax Increment District as set forth in the tax increment financing plans have been completed and the final tax increment payment has been made or decertification of the Tax Increment District is required pursuant to law.

NOW, THEREFORE, BE IT RESOLVED by the City Council (the "Council") of the City of Ramsey, Minnesota (the "City") as follows:

1. The City Council hereby finds, declares and determines to decertify Tax Increment Financing District No. 1 effective as of December 31, 2011

2. Any tax increments collected from Tax Increment Financing District No. 1 shall be returned to the County Auditor of Anoka County for distribution to the affected tax jurisdictions in accordance with Minnesota Statutes, Section 469.176, subdivision 2.

3. The City Administrator is hereby directed to send a copy of this resolution to the County Auditor of Anoka County and to take all other steps which are necessary to decertify Tax Increment Financing District No. 1, and to distribute the tax increments to the County.

The motion for the adoption of the foregoing resolution was duly seconded by member _____ and upon vote being taken thereon, the following voted in favor:

And the following voted against the same:

Whereupon said resolution was declared duly passed and adopted by the City Council of the City of Ramsey, Minnesota on February 14, 2012.

_____
Mayor

ATTEST:

_____
Administrator

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

I, the undersigned, being the duly qualified and acting Administrator of the City of Ramsey, Minnesota, DO HEREBY CERTIFY that the attached resolution is a true and correct copy of an extract of minutes of a meeting of the City Council of the City of Ramsey, Minnesota, duly called and held, as such minutes relate to the decertification of Tax Increment Financing District No. 1.

Dated: February ___, 2012

_____

Administrator

CC Regular Session **4. 11.**

Meeting Date: 02/14/2012

By: Diana Lund, Finance

Information

Title:

Adopt Resolution #12-02-XXX Amending the 2011 General Fund Budget

Background:

Attached for your review and consideration is the 2011 Amended General Fund Budget.

The City is required to amend their adopted budgets annually to reflect more accurately the actual expenditures and revenues of the city for that proposed year. Please note that these are not final numbers. Numbers will not be finalized until after the city's annual audit in April.

Based on year-end estimates, the city will meet its fund balance requirements for 2012 which is to have a fund balance of an amount equal to 50% of the 2012 budget.

Recommendation:

Approve attached Resolution #12-02-XXX Amending the 2011 General Fund Budget.

Council Action:

Motion to recommend Council Adopt Resolution #12-02-XXX Amending the 2011 General Fund Budget.

Attachments

2011 Budget Amendments

Resolution amending 2011 General Fund Budget

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/09/2012 02:33 PM

Form Started By: Diana Lund Started On: 02/02/2012 01:05 PM

Final Approval Date: 02/09/2012

		ACCT	2011 Amended Budget	2011 Adopted Budget	DIFFERENCE AMEND/BUDG
Revenues					
Taxes	Current Ad Valorem	4011	5,256,810	6,097,955	(841,145)
	Delinquent	4012	100,364	40,000	60,364
	Fiscal Disparities	4014	1,161,214	894,172	267,042
	Excess Tax Increme	4015	98,079	-	98,079
	Penalty-Ad Valorem	4018	8,420	5,000	3,420
			6,624,887	**7,037,127**	**(412,240)**
Licenses	Liquor-On Sale	4155	42,500	44,000	(1,500)
	Credit Cards	4140	(6,710)	-	(6,710)
& Permits	Liquor-Off Sale	4156	1,120	1,000	120
	Non-Intoxicating Liqu	4157	-	400	(400)
	Mechanical License	4159	8,300	7,500	800
	Pawnshop License	4163	7,365	3,000	4,365
	Cigarette License	4164	1,700	4,500	(2,800)
	Refuse Haulers Lice	4165	500	1,000	(500)
	Motor Vehicle Lic	4166	2,790	5,000	(2,210)
	Peddler License	4168	1,835	2,000	(165)
	Gas Sales Lic	4169	750	1,800	(1,050)
	Other Non-Business	4170	1,605	1,000	605
	Investigative Fees	4171	2,613	-	2,613
	Building Permit	4205	163,590	262,332	(98,742)
	Plumbing Permit	4206	16,391	20,000	(3,609)
	Animal License	4207	1,000	700	300
	Heating Permit	4208	20,913	20,000	913
	Conditional Use Per	4209	3,000	6,000	(3,000)
	Rental License	4212	10,875	1,000	9,875
	Fire Permit	4213	3,899	2,000	1,899
	Electrical Inspection	4214	36,005	12,500	23,505
	Septic System Perm	4220	15,070	19,000	(3,930)
	Urban Sewer Permit	4221	1,650	7,000	(5,350)
	Sign Permits	4211	3,350	2,000	1,350
	Urban Water Permit	4222	17,250	7,000	10,250
	Other Non-Business	4230	4,082	8,000	(3,918)
			361,443	**438,732**	**(77,289)**
Intergovernment	Federal Excise Tax	4253	7,485	6,000	1,485
Revenue	MVHC	4263	22,853	-	22,853
	MSA for Streets	4268	140,000	140,000	-
	Police Insurance Ta	4269	152,999	150,000	2,999
	Post Board Reim	4271	8,332	9,000	(668)
	State Excess Tax	4272	143	300	(157)
	Other State Grants	4273	4,068	-	4,068
	Other Local Grants	4287	1,793	-	1,793
			337,673	**305,300**	**32,373**
Charges for Services	Rental Fees	4305	103,981	110,000	(6,019)
	Zoning & Subdivisio	4306	1,600	-	1,600
	Plan Check Fees	4307	75,533	131,571	(56,038)
	Sale of Maps & Copi	4308	150	500	(350)
	Assessment Search	4309	4,370	1,000	3,370
	Gen Govt Staff Time	4312	6,137	12,000	(5,863)
	Special Police Servi	4326	89,592	60,000	29,592
	Special Fire Service	4327	28,979	42,713	(13,734)
	Accident Reports	4328	938	2,000	(1,062)
	Open Burn Permit	4329	1,150	1,000	150
	Other Public Safety	4330	11,360	12,000	(640)
	Signs	4336	-	-	-
	Engineering	4337	720,671	439,091	281,580
	Plan & Spec Fees	4338	3,775	4,000	(225)

		ACCT	2011 Amended Budget	2011 Adopted Budget	DIFFERENCE AMEND/BUDG
	Other Public Works	4339	13,315	8,000	5,315
	Other Culture Recre	4347	5,916	-	5,916
			1,067,467	**823,875**	**243,592**
Fines & Forfeits	Aministrative Fines	4454	9,104	2,000	7,104
	Other Fines	4453	9,721	500	9,221
	Court Fines	4452	87,008	110,000	(22,992)
			105,833	**112,500**	**(6,667)**
Miscellaneous Revenue	Surcharges	4604	738	1,000	(262)
	Elections	4605	20		20
	Other Misc Revenue	4609	32,816	18,000	14,816
			33,574	**19,000**	**14,574**
Interest	Interest Earnings	4701	**100,000**	**100,000**	**-**
Interest	Sale of fixed assets	4722	**-**	**-**	**-**
Other Financing Sources					
	Transfer in Other Fu	4901	**629,488**	**612,866**	**16,622**
	TOTAL REVENUES		**9,260,365.00**	**9,449,400**	**(189,035)**

	ACCT		2011 Amended Budget	2011 Adopted Budget	DIFFERENCE AMEND/BUDG
EXPENDITURES					
Mayor & Council					
	6104	111	48,550	50,000	(1,450)
	6121	111	600	300	300
	6122	111	3,691	3,366	325
	6133	111	255	255	-
	6247	111	7,000	7,000	-
	6249	111	21,921	9,400	12,521
	6315	111	13,231	15,000	(1,769)
	6322	111	100	100	-
	6331	111	477	1,500	(1,023)
	6335	111	1,572	1,500	72
	6361	111	6,800	6,800	-
	6451	111	34,042	35,540	(1,498)
	6471	111		500	(500)
	6489	111	465	-	465
			138,704	**131,261**	**7,443**
Commissions					
	6105	114	6,068.00	8,960	(2,892)
	6122	114	433.00	685	(252)
	6249	114	56.00	-	56
	6133	114	50.00	50	-
	6315	114	-	-	-
	6322	114	2.00	100	(98)
	6335	114	-	-	-
	6361	114	100.00	100	-
			6,709	**9,895**	**(3,186)**
Administration					
	6102	130	415,465	404,272	11,193
	6103	130	193	-	193
	6104	130	26,728	21,484	5,244
	6105	130	29,030	24,960	4,070
	6107	130	90	-	90
	6121	130	31,946	34,449	(2,503)
	6122	130	32,774	40,317	(7,543)
	6123	130	2,000	2,000	-
	6131	130	66,044	67,011	(967)
	6133	130	4,002	4,002	-
	6203	130	6,352	5,500	852
	6204	130	1,648	2,500	(852)
	6208	130	4,966	6,000	(1,034)
	6249	130	3,144	2,000	1,144
	6305	130	3,488	1,000	2,488
	6306	130	544	800	(256)
	6315	130	23,984	21,505	2,479
	6321	130	2,576	3,000	(424)
	6322	130	618	2,000	(1,382)
	6323	130	3,424	2,400	1,024
	6325	130	-	100	(100)
	6331	130	3,681	2,000	1,681
	6334	130	206	500	(294)
	6335	130	9,334	17,000	(7,666)
	6352	130	1,724	800	924
	6353	130	1,138	2,000	(862)
	6354	130	296	1,000	(704)
	6361	130	7,000	7,000	-
	6405	130	11,683	16,650	(4,967)
	6451	130	3,870	2,745	1,125
	6452	130	596	500	96
			698,544	**695,495**	**3,049**

	ACCT		2011 Amended Budget	2011 Adopted Budget	DIFFERENCE AMEND/BUDG
Elections					
	6102	141	-	3,216	(3,216)
	6103	141	-	500	(500)
	6105	141	1,500	-	1,500
	6121	141	-	269	(269)
	6122	141	-	284	(284)
	6133	141	30	30	-
	6249	141	719	100	619
	6322	141	-	-	-
	6361	141	2	2	-
	6451	141	320	500	(180)
			2,571	**4,901**	**(2,330)**
Finance					
	6102	153	192,915	196,764	(3,849)
	6104	153	9,903	26,349	(16,446)
	6105				
	6108	153	6,632	-	6,632
	6121	153	14,887	15,842	(955)
	6122	153	15,526	18,250	(2,724)
	6131	153	36,590	35,490	1,100
	6133	153	1,928	1,928	-
	6204	153	753	647	106
	6208	153	851	800	51
	6249	153	-	-	-
	6302	153	26,835	28,000	(1,165)
	6321	153	452	600	(148)
	6322	153	1,974	2,300	(326)
	6334	153	-	-	-
	6335	153	3,322	1,250	2,072
	6352	153	876	800	76
	6361	153	3,800	3,800	-
	6451	153	310	400	(90)
	6489	153	3,163	3,200	(37)
			320,717	**336,420**	**(15,703)**
Assessing					
	6489	155	**134,439**	**135,000**	**(561)**
Legal					
	6304	161	115,864	116,000	(136)
	6361	161	1,000	1,000	-
			116,864	**117,000**	**(136)**
Plan & Zoning					
	6102	191	111,528	161,905	(50,377)
	6103	191		-	-
	6108	191	3,395	-	3,395
	6121	191	8,305	11,738	(3,433)
	6122	191	8,359	13,328	(4,969)
	6131	191	20,270	27,766	(7,496)
	6133	191	1,295	1,295	-
	6208	191	281	900	(619)
	6249	191	889	1,200	(311)
	6315	191	23,358	10,000	13,358
	6321	191	452	1,000	(548)
	6322	191	756	600	156
	6323	191	843	850	(7)

		ACCT	2011 Amended Budget	2011 Adopted Budget	DIFFERENCE AMEND/BUDG
	6325	191	-	80	(80)
	6331	191	193	900	(707)
	6334	191	7	200	(193)
	6335	191	1,121	1,800	(679)
	6352	191	-	900	(900)
	6361	191	3,000	3,000	-
	6451	191	1,068	1,400	(332)
	6452	191	463	600	(137)
	6471	191	-	350	(350)
			185,583	**239,812**	**(54,229)**
Data Processing					
	6206	192	142	500	(358)
	6249	192	1,078	750	328
	6281	192	27,840	29,000	(1,160)
	6321	192	13,069	13,000	69
	6335	192	350	1,000	(650)
	6361	192	1,800	1,800	-
	6405	192	178,658	189,085	(10,427)
	6585	192	5,900	16,000	(10,100)
			228,837	**251,135**	**(22,298)**

		ACCT	2011 Amended Budget	2011 Adopted Budget	DIFFERENCE AMEND/BUDG
Government Buildings					
	6102	194	93,727	93,560	167
	6103	194	683	-	683
	6104	194	20,554	20,378	176
	6107	194	235	-	235
	6108	194	-	-	-
	6121	194	8,331	8,260	71
	6122	194	8,217	8,716	(499)
	6131	194	20,527	20,044	483
	6133	194	5,241	5,241	-
	6221	194	1,798	3,000	(1,202)
	6223	194	2,754	3,000	(246)
	6225	194	484	1,500	(1,016)
	6249	194	11,164	11,000	164
	6257	194	1,428	1,000	428
	6259	194	2,302	2,500	(198)
	6275	194	10	400	(390)
	6281	194	3,167	4,000	(833)
City Hall	6315	194	-	-	-
	6323	194	1,417	1,500	(83)
	6361	194	12,000	12,000	-
	6371	194	85,527	85,000	527
	6372	194	10,080	5,000	5,080
	6373	194	30,505	60,000	(29,495)
	6374	194	4,049	6,000	(1,951)
	6381	194	814	2,000	(1,186)
	6382	194	2,379	2,000	379
	6388	194	60	500	(440)
	6415	194	771	1,000	(229)
	6417	194	28	750	(722)
	6489	194	12,531	10,880	1,651
	6580	194	-	-	-
			340,783	**369,229**	**(28,446)**

Newsletter					
	6104	195	1,636	5,382	(3,746)
	6121	195	119	390	(271)
	6122	195	125	412	(287)
	6133	195	43	43	-
	6322	195	7,823	8,000	(177)
	6352	195	33,152	25,000	8,152
	6361	195	-	300	(300)
			42,898	**39,527**	**3,371**

		ACCT	2011 Amended Budget	2011 Adopted Budget	DIFFERENCE AMEND/BUDG
Police					
	6102	211	1,866,461	1,889,687	(23,226)
	6103	211	62,450	75,000	(12,550)
	6104	211	43,387	42,255	1,132
	6108	211	6,025	-	6,025
	6121	211	265,678	269,814	(4,136)
	6122	211	40,552	43,040	(2,488)
	6131	211	216,153	211,716	4,437
	6133	211	63,737	63,737	-
	6204	211	2,088	1,800	288
	6206	211	693	500	193
	6207	211	3,214	3,000	214
	6208	211	4,063	4,500	(437)
	6223	211	82,330	75,000	7,330
	6227	211	1,135	1,500	(365)
	6229	211	735	700	35
	6231	211	36,147	32,000	4,147
	6233	211	1,713	2,500	(787)
	6235	211	7,077	7,000	77
	6237	211	1,000	1,000	0
	6239	211	3,854	3,000	854
	6249	211	7,559	8,000	(441)
	6251	211	260	1,500	(1,240)
	6253	211	2,812	2,500	312
	6255	211	9,449	9,000	449
	6257	211	6,857	5,500	1,357
	6259	211	-	250	(250)
	6275	211	383	500	(117)
	6281	211	3,562	750	2,812
	6305	211	925	250	675
	6315	211	2,594	20,000	(17,406)
	6321	211	2,623	2,500	123
	6322	211	1,145	2,000	(855)
	6323	211	7,296	7,800	(504)
	6325	211	-	75	(75)
	6331	211	4,392	3,500	892
	6334	211	503	600	(97)
	6335	211	22,216	16,600	5,616
	6361	211	28,000	28,000	-
	6382	211	48	900	(853)
	6383	211	-	700	(700)
	6386	211	-	1,000	(1,000)
	6387	211	-	100	(100)
	6388	211	4,994	7,000	(2,006)
	6389	211		500	(500)
	6405	211	3,307	4,870	(1,563)
	6413	211	4,529	4,700	(171)
	6415	211	21,141	25,280	(4,139)
	6451	211	1,968	2,300	(332)
	6471	211	-	-	-
	6489	211	9,684	4,000	5,684
	6550	211	83,669	94,600	(10,931)
	6603	211	19,519	19,519	(0)
			2,957,927	**3,002,543**	**(44,616)**

	ACCT	2011 Amended Budget	2011 Adopted Budget	DIFFERENCE AMEND/BUDG
Fire				
6102	220	210,324	215,676	(5,352)
6103	220	99	-	99
6104	220	**191,745**	210,616	(18,871)
6108	220		-	-
6121	220	27,005	27,414	(409)
6122	220	18,631	22,986	(4,355)
6131	220	19,571	18,926	645
6132	220	-	1,300	(1,300)
6133	220	25,825	25,825	-
6206	220	-	150	(150)
6208	220	675	2,000	(1,325)
6223	220	13,691	13,220	471
6225	220	4,587	8,820	(4,233)
6231	220	22,477	16,000	6,477
6233	220	-	1,000	(1,000)
6239	220	825	1,500	(675)
6241	220	-	-	-
6249	220	18,220	18,000	220
6255	220	-	2,000	(2,000)
6257	220	8,309	7,000	1,309
6266	220	3,529	4,000	(471)
6275	220	342	2,000	(1,658)
6281	220	13,728	25,600	(11,872)
6302	220	3,250	3,600	(350)
6305	220	4,880	3,000	1,880
6321	220	1,680	3,000	(1,320)
6322	220	341	600	(259)
6323	220	6,086	7,510	(1,424)
6335	220	17,436	22,000	(4,564)
6361	220	14,500	14,500	-
6371	220	18,603	18,600	3
6372	220	100	100	-
6373	220	11,514	16,920	(5,406)
6374	220	627	650	(23)
6388	220	17,609	24,000	(6,391)
6405	220	857	1,920	(1,063)
6451	220	1,660	1,800	(140)
6452	220	-	250	(250)
6471	220	342	300	42
6489	220	6,299	7,000	(701)
6550	220	43,010	32,000	11,010
		728,374	781,783	(53,409)
Protective Inspection				
6102	240	127,806	128,480	(674)
6103	240	-	-	-
6108	240	-	-	-
6121	240	9,266	**9,315**	(49)
6122	240	9,677	10,420	(743)
6131	240	16,063	15,445	618
6133	240	854	854	-
6204	240	460	1,000	(540)
6208	240	184	1,000	(816)
6223	240	2,553	2,000	553
6231	240		400	(400)
6249	240	272	1,000	(728)
6257	240	459	-	459
6281	240	-	-	-
6315	240	95,409	50,000	45,409
6321	240	452	500	(48)
6322	240	586	1,000	(414)

		ACCT	2011 Amended Budget	2011 Adopted Budget	DIFFERENCE AMEND/BUDG
	6323	240	1,084	1,200	(116)
	6331	240	-	-	-
	6334	240	205	350	(145)
	6335	240	3,246	2,000	1,246
	6361	240	4,500	4,000	500
	6451	240	544	500	44
	6471	240	-	750	(750)
			273,621	**230,214**	**43,407**
Civil Defense	6251	250	935	1,000	(65)
	6275	250	1,546	4,000	(2,454)
	6361	250	300	300	-
	6371	250	1,176	1,000	176
	6382	250	2,110	5,000	(2,890)
			6,067	**11,300**	**(5,233)**
Traffic Engineering					
	6102	260	36,723	49,106	(12,383)
	6105	260	105	-	105
	6121	260	2,530	3,560	(1,030)
	6122	260	2,611	3,757	(1,146)
	6133	260	2,501	2,501	-
	6249	260	24,316	22,000	2,316
	6271	260	-	3,500	(3,500)
	6291	260	-	-	-
	6361	260	550	550	-
	6371	260	4,432	10,000	(5,568)
	6382	260	707	7,000	(6,293)
	6489	260	1,664	3,000	(1,336)
			76,138	**104,974**	**(28,836)**
Animal Control					
	6249	270	-	250	(250)
	6281	270	402	250	152
	6489	270	9,785	10,000	(215)
			10,187	**10,500**	**(313)**
Community Orienting					
	6204	280	251	700	(449)
	6206	280	-	100	(100)
	6241	280	6,219	5,000	1,219
	6291	280	-	250	(250)
	6322	280	83	800	(717)
	6323	280	-	-	-
	6331	280	533	400	133
	6334	280	-	-	-
	6335	280	150	500	(350)
	6361	280	150	150	-
	6451	280	95	45	50
	6471	280	-	1,200	(1,200)
			7,481	**9,145**	**(1,664)**
Engineering					
	6102	301	234,760	273,554	(38,794)
	6103	301	19,777	18,000	1,777
	6105	301	20,751	13,750	7,001
	6108	301		-	-
	6121	301	18,455	21,137	(2,682)

	ACCT	2011 Amended Budget	2011 Adopted Budget	DIFFERENCE AMEND/BUDG
6122	301	18,097	23,359	(5,262)
6131	301	68,023	69,331	(1,308)
6133	301	1,899	1,899	-
6205	301		1,000	(1,000)
6206	301	-	-	-
6208	301	1,403	3,000	(1,597)
6223	301	5,440	4,500	940
6231	301	700	1,000	(300)
6249	301	1,813	2,000	(187)
6257	301	1,669	800	869
6281	301	-	500	(500)
6293	301	-	150	(150)
6315	301	22,800	31,500	(8,700)
6321	301	633	1,200	(567)
6322	301	384	1,000	(616)
6323	301	4,046	3,900	146
6331	301	37	1,000	(963)
6335	301	3,669	6,500	(2,831)
6361	301	5,000	5,000	-
6451	301	679	2,500	(1,821)
6471	301	-	500	(500)
		430,035	**487,080**	**(57,045)**

St Maintenance				
6102	311	307,068	272,220	34,848
6103	311	1,196	2,000	(804)
6105	311	7,739	20,500	(12,761)
6121	311	22,005	19,882	2,123
6122	311	22,666	22,955	(289)
6131	311	66,579	63,612	2,967
6133	311	22,056	22,056	-
6208	311	71	500	(429)
6221	311	-	200	(200)
6223	311	7,670	7,000	670
6225	311	29,480	24,000	5,480
6227	311	2,660	4,300	(1,640)
6229	311	3,355	4,000	(645)
6231	311	1,561	2,000	(439)
6249	311	6,615	6,000	615
6257	311	20,394	15,000	5,394
6259	311	2,594	3,000	(406)
6261	311	1,110	2,000	(890)
6265	311	15,862	15,000	862
6267	311	2,109	2,000	109
6269	311	3,554	8,000	(4,446)
6275	311	-	1,000	(1,000)
6281	311	3,322	12,000	(8,678)
6315	311	9,278	8,000	1,278
6321	311	990	1,000	(10)
6322	311	106	100	6
6323	311	3,497	3,500	(3)
6335	311	1,507	2,500	(993)
6361	311	14,500	14,500	-
6371	311	8,348	9,000	(652)
6372	311	500	500	-
6373	311	5,745	8,650	(2,905)
6374	311	1,624	2,200	(576)
6381	311	12,006	5,000	7,006
6382	311	316	1,000	(684)
6387	311	60	400	(340)
6388	311	1,601	2,000	(399)

		ACCT	2011 Amended Budget	2011 Adopted Budget	DIFFERENCE AMEND/BUDG
	6404	311	1,208	1,500	(292)
	6415	311	4,700	2,300	2,400
	6416	311	-	-	-
	6417	311	3,464	4,000	(536)
	6451	311	316	500	(184)
	6488	311	475,709	481,600	(5,891)
	6540	311	40,016	-	40,016
			1,135,156	**1,077,475**	**57,681**
Snow & Ice					
	6102	312	53,576	70,931	(17,355)
	6103	312	15,327	13,000	2,327
	6104	312	93	-	93
	6105	312	2,343	5,000	(2,657)
	6121	312	5,777	6,085	(308)
	6122	312	6,079	6,803	(724)
	6133	312	6,388	6,388	-
	6223	312	3,218	2,500	718
	6225	312	16,740	15,000	1,740
	6229	312	391	500	(109)
	6257	312	24,366	19,000	5,366
	6261	312	2,000	2,000	-
	6263	312	71,413	70,000	1,413
	6267	312	3,046	3,000	46
	6361	312	6,200	6,200	-
	6388	312	2,221	4,000	(1,779)
	6489	312	187	4,500	(4,313)
			219,365	**234,907**	**(15,542)**
Park & Rec					
	6102	452	341,648	354,379	(12,731)
	6103	452	321	2,500	(2,179)
	6105	452	70,980	79,500	(8,520)
	6108	452	-	-	-
	6121	452	24,701	28,388	(3,687)
	6122	452	31,556	31,552	4
	6131	452	45,510	46,338	(828)
	6133	452	16,438	16,438	-
	6208	452	382	500	(118)
	6223	452	18,700	18,000	700
	6225	452	4,788	7,500	(2,712)
	6229	452	3,823	2,500	1,323
	6231	452	2,005	1,900	105
	6249	452	24,062	20,000	4,062
	6257	452	16,352	14,000	2,352
	6265	452	15,000	15,000	-
	6269	452	16,593	12,500	4,093
	6281	452	3,198	4,000	(802)
	6315	452	28,491	19,000	9,491
	6321	452	784	800	(16)
	6322	452	94	200	(106)
	6323	452	3,167	4,000	(833)
	6335	452	1,359	2,500	(1,141)
	6361	452	9,000	9,000	-
	6371	452	16,656	16,000	656
	6372	452	50,000	50,000	-
	6373	452	3,500	3,500	-
	6374	452	2,055	2,000	55
	6381	452	5,093	6,000	(907)

	ACCT		2011 Amended Budget	2011 Adopted Budget	DIFFERENCE AMEND/BUDG
	6382	452	630	1,000	(370)
	6388	452	3,247	2,000	1,247
	6415	452	8,622	9,000	(378)
	6416	452	-	1,000	(1,000)
	6417	452	591	3,000	(2,409)
	6451	452	249	250	(1)
	6489	452	13,834	11,000	2,834
	6550	452	-	-	-
			783,429	**795,245**	**(11,816)**
Community Programs			-		-
	6486	455	-	-	-
	6489	455	11,654	12,000	(346)
			11,654	**12,000**	**(346)**
Environmental Services					
	6102	461	58,887	61,435	(2,548)
	6103	461	-	-	-
	6121	461	4,268	4,454	(186)
	6122	461	3,510	4,700	(1,190)
	6133	461	356	356	-
	6131	461	12,496	12,321	175
	6208	461	-	100	(100)
	6231	461	-	150	(150)
	6249	461	11	500	(489)
	6281	461	-	300	(300)
	6315	461	155	700	(545)
	6321	461	90	350	(260)
	6322	461	9	120	(111)
	6331	461	16	250	(234)
	6334	461		-	-
	6335	461	165	400	(235)
	6352	461	-	250	(250)
	6361	461	700	700	-
	6439	461	-	-	-
	6451	461	160	160	-
	6452	461	-	-	-
	6471	461	-	-	-
			80,823	**87,246**	**(6,423)**
Council Contingency					
	6223	892		-	-
	6131	892		-	-
	6315	892	10,898	33,898	(23,000)
	6373	892		-	-
	6603	892	111,344	241,415	(130,071)
	6612	892	-	-	-
	6820	892		-	-
			122,242	**275,313**	**(153,071)**
TOTAL EXPENDITURES			**9,059,149**	**9,449,400**	**(390,251)**

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #12-02-XXX

RESOLUTION AUTHORIZING 2011 FINAL BUDGET AMENDMENT FOR THE PURPOSE OF AMENDING THE CITY'S GENERAL FUND BUDGET

WHEREAS, during the year 2011, the Ramsey City Council acted on matters impacting revenue and expenditures budgets of the City's General fund for items that were not included in the original budget for December 31, 2011; and

WHEREAS, for financial reporting purposes, amendments to the City's General Fund Budget are to be made in the form of a Budget Amendment Resolution; and

WHEREAS, the following budget amendments are in addition to those previously adopted and are required to reflect actual activity for the year ended December 31, 2011;

GENERAL FUND #101

To amend revenue activities based on budget amendments made by Council action during 2011 and actual moneys received over (under) budget from $9,449,400 to $9,260,365 for a total net decrease of $189,035:

Taxes	$ (412,240)
Licenses and Permits	(77,289)
Intergovernmental Revenues	32,373
Changes for Services	243,592
Fines and Penalties	(6,667)
Miscellaneous Revenues	14,574
Interest Earnings	(0)
Transfers in From Other Funds	16,622
Net Decrease in General Fund Budgeted Revenues	$ (189,035)

To amend expenditure activities based on actual moneys spent over (under) budget for the 2011 calendar year. This amendment incorporates budget amendments made by Council action during 2011. This amendment will amend expenditure activities from $9,449,400 to $9,059,149 for a net decrease of $390,251).

General Government	$ (113,026)
Public Safety	(90,664)
Public Works	(14,906)
Parks and Recreation	(18,585)
Transfers to Other Funds	(153,070)
Net Increase in General Fund Budgeted Expenditures	$ 390,251)

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

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 14th day of February, 2012.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **4. 12.**

Meeting Date: 02/14/2012

By: Diana Lund, Finance

Information

Title:

Adopt Resolution #12-02-XXX Adopting the 2012 Economic Development Authority Budget and Adopt Resolution #12-02-XXX Amending the 2011 Economic Development Authority Budget

Background:

Attached for your review and consideration is the 2012 Economic Development Authority Budget. This budget will be funded by the EDA levy that was adopted on December 13, 2011 and is the budget that was proposed in September 2011.

Also attached to this case is a resolution amending the 2011 activity. This is primarily a "housekeeping" item and is done on an annual basis. The projections through the end of the year are based on actual activity and will be finalized after the annual city audit is completed in April.

Recommendation:

Approve attached Resolution #12-02-XXX Adopting the 2012 Economic Development Authority Budget;
And
Approve attached Resolution #12-02-XXX Amending the 2011 Economic Development Authority Budget.

Council Action:

Motion to recommend Council adopt attached Resolution #12-02-XXX Adopting the 2012 Economic Development Authority Budget;
And
Motion to recommend Council adopt Resolution #12-02-XXX Amending the 2011 Economic Development Authority Budget.

Attachments

Adoopt 2012 EDA Budget

Amend 2011 EDA Budget

2012 EDA Budget

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Diana Lund	02/08/2012 08:32 AM
Diana Lund	Diana Lund	02/08/2012 08:34 AM
Kurt Ulrich	Kurt Ulrich	02/09/2012 02:32 PM

Form Started By: Diana Lund Started On: 02/02/2012 01:04 PM

Final Approval Date: 02/09/2012

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #12-02-XXX

RESOLUTION ADOPTING THE 2012 CITY OF RAMSEY ECONOMIC DEVELOPMENT AUTHORITY FUND BUDGET

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

1) That the annual budget of the City of Ramsey for the fiscal year beginning January 1, 2012 is hereby adopted for the Economic Development Authority Fund as follows:

ECONOMIC DEVELOPMENT FUND

Revenues:	
Taxes (EDA Levy)	$169,853
Interest Earnings	$3,000
Total Revenues	$172,853
Operating and Capital Expenditures:	
Personal Services	103,742
Supplies	8,500
Services and Charges	60,480
Capital Outlay	0
Other Financing Uses –	
Operating Transfers	0
Total Operating and Capital Expenditures	$172,722

That the motion for the adoption of the foregoing resolution was duly seconded by Councilmember and upon vote being taken thereon, the following voted in favor:

the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 14th of February, 2012.

_____

Mayor

ATTEST:

_____

City Clerk

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #12-02-XXX

RESOLUTION AMENDING THE 2011 ECONOMIC DEVELOPMENT AUTHORITY OPERATING BUDGET

WHEREAS, during the year 2011, the Ramsey City Council acted on matters impacting revenue and expenditures budget of the Economic Development Authority for items that were not included in the original budget for the year ending December 31, 2011; and

WHEREAS, for financial reporting purposes, amendment to the Economic Development Authority budget is to be made in the form of a Budget Amendment Resolution; and

WHEREAS, the following budget amendments are required to confirm Council's actions taken by motion and/or discussion and to reflect actual activity for the year ending December 31, 2011:

To amend revenue activities based on budget amendments made by Council action during 2011 and actual moneys received over (under) budget from $294,705 to $276,440 or a total net decrease of $18,265.

Taxes	$(18,265)
Interest Earnings	0
Miscellaneous Revenues	0
Net increase/decrease Budgeted Revenues	$(18,265)

To amend expenditure activities based on budget amendments made by Council action during 2011 and actual moneys spent over (under) budget from 291,705 to $287,515 or a net decrease of $4,190:

Personal Service	$1,456
Supplies	2,104
Other Services and Charges	117,627
Capital Outlay	(145,110)
Transfers to Other Funds	19,733
Net Decrease Budgeted Expenditures	$(4,190)

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

1) That the City Council hereby directs the Finance Director to enter these budget amendments into the City's financial records.

That the motion for the adoption of the foregoing resolution was duly seconded by Councilmember and upon vote being taken thereon, the following voted in favor:

the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 14th of February, 2012.

_____
Mayor

ATTEST:

_____
City Clerk

CITY OF RAMSEY

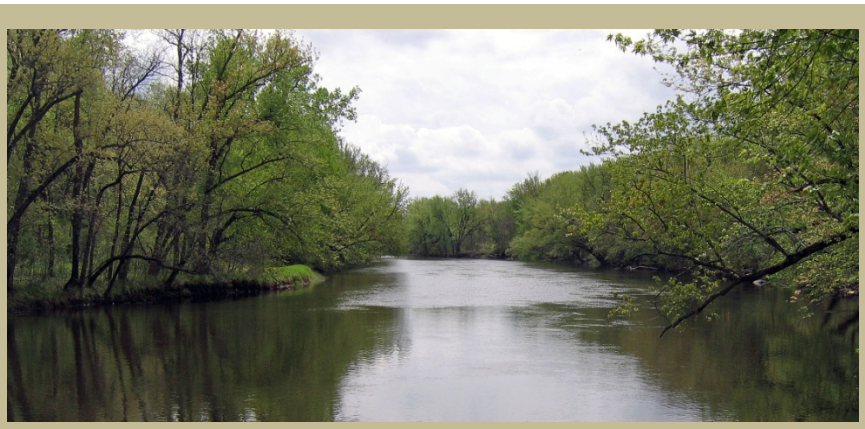
ECONOMIC DEVELOPMENT AUTHORITY

ADOPTED BUDGET

For Fiscal Year 2012

.









ECONOMIC DEVELOPMENT AUTHORITY FUND 230 - SUMMARY

REVENUES

	-Actual 2008-	-Actual 2009-	-Actual 2010-	-Actual 2011-	-Adopted 2012-
TAXES	367,783	292,888	273,506	273,440	169,853
INTERGOVERNMENTAL REVENUES	8,907	3,266	-	-	-
INVESTMENT EARNINGS	49,613	38,470	3,000	3,000	3,000
MISCELLANEOUS	106,864	2,146	-	-	-
OTHER FINANCING SOURCES	-	-	-	-	-
TOTAL REVENUES	**533,167**	**336,770**	**276,506**	**276,440**	**172,853**

EXPENDITURES

	-Actual 2008-	-Actual 2009-	-Actual 2010-	-Actual 2011-	-Adopted 2012-
PERSONAL SERVICES	19,027	9,988	48,229	87,901	103,742
SUPPLIES	4,155	7,141	10,325	10,604	8,500
OTHER SERVICES & CHARGES	127,971	70,451	186,772	169,277	60,480
CAPITAL OUTLAY	349,515	-	-	-	-
TRANSFERS OUT	-	26,625	-	19,733	-
TOTAL EXPENDITURES	**500,667**	**114,205**	**245,326**	**287,515**	**172,722**

FUND BALANCE

	-Actual 2008-	-Actual 2009-	-Actual 2010-	-Actual 2011-	-Adopted 2012-
FUND BALANCE, Begining on Yr	952,028	984,527	1,207,092	1,238,272	1,227,197
Revenues & Other Sources	533,167	336,770	276,506	276,440	172,853
Expenditures & Other Uses	(500,668)	(114,205)	(245,326)	(287,515)	(172,722)
FUND BALANCE, End of Yr	984,527	1,207,092	1,238,272	1,227,197	1,227,328

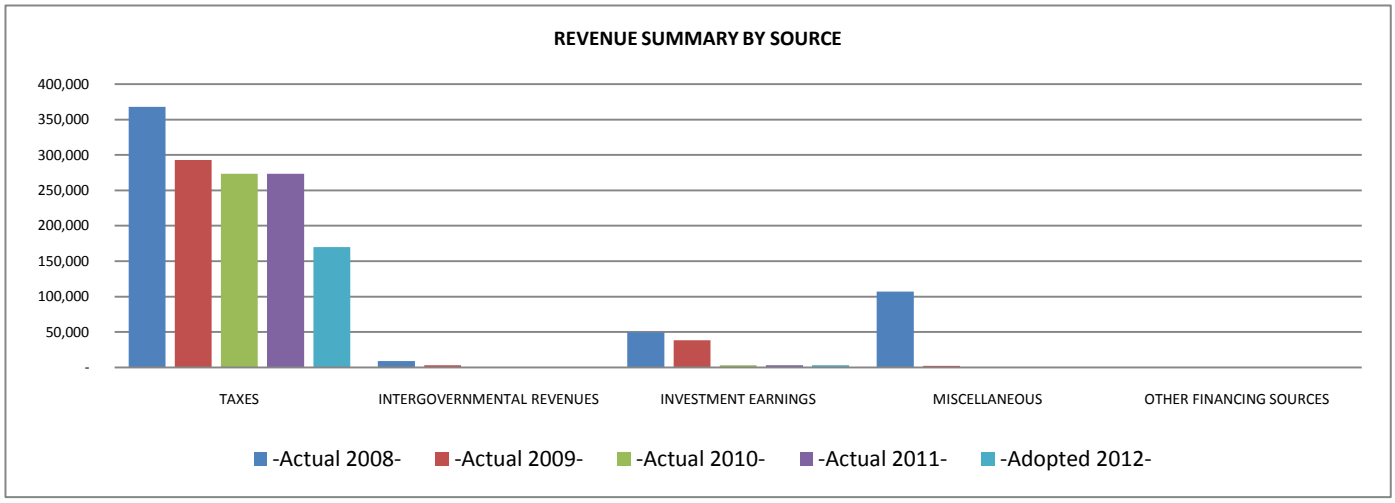
City of Ramsey

2012 Adopted Economic Development Authority Fund Budget

ECONOMIC DEVELOPMENT AUTHORITY FUND 230 - REVENUE DETAIL

2008 Actual	2009 Actual	2010 Actual	2011 Actual	2012 Adopted

HRA FUND 230 - REVENUE SUMMARY	-Actual 2008-	-Actual 2009-	-Actual 2010-	-Actual 2011-	-Adopted 2012-
TAXES	367,783	292,888	273,506	273,440	169,853
INTERGOVERNMENTAL REVENUES	8,907	3,266	-	-	-
INVESTMENT EARNINGS	49,613	38,470	3,000	3,000	3,000
MISCELLANEOUS	106,864	2,146	-	-	-
OTHER FINANCING SOURCES	-	-	-	-	-
TOTAL REVENUES	**533,167**	**336,770**	**276,506**	**276,440**	**172,853**



HRA FUND 230 - REVENUE BY SOURCE		-Actual 2008-	-Actual 2009-	-Actual 2010-	-Actual 2011-	-Adopted 2012-
TAXES						
-						
4011	CURRENT-AD VALOREM TAXES	311,517	218,172	273,506	220,610	169,853
4012	DELINQUENT-AD VALOREM TAXES	6,889	20,373	-	4,198	-
4014	FISCAL DISPARITIES	49,376	54,343	-	48,632	-
TAXES Total		**367,783**	**292,888**	**273,506**	**273,440**	**169,853**
INTERGOVERNMENTAL REVENUES						
- STATE INTERGOVERNMENTAL						
4263	MARKET VALUE HOMESTEAD CREDIT	8,907	3,266	-	-	-
INTERGOVERNMENTAL REVENUES Total		**8,907**	**3,266**	**-**	**-**	**-**
INVESTMENT EARNINGS						
-						
4701	INTEREST ON INVESTMENTS	49,613	38,470	3,000	3,000	3,000
INVESTMENT EARNINGS Total		**49,613**	**38,470**	**3,000**	**3,000**	**3,000**
MISCELLANEOUS						
-						
4609	OTHER MISCELLANEOUS REVENUES	106,864	2,146	-	-	-
MISCELLANEOUS Total		**106,864**	**2,146**	**-**	**-**	**-**
TOTAL REVENUE		**533,167**	**336,770**	**276,506**	**276,440**	**172,853**

City of Ramsey
2012 Adopted Economic Development Authority Fund Budget

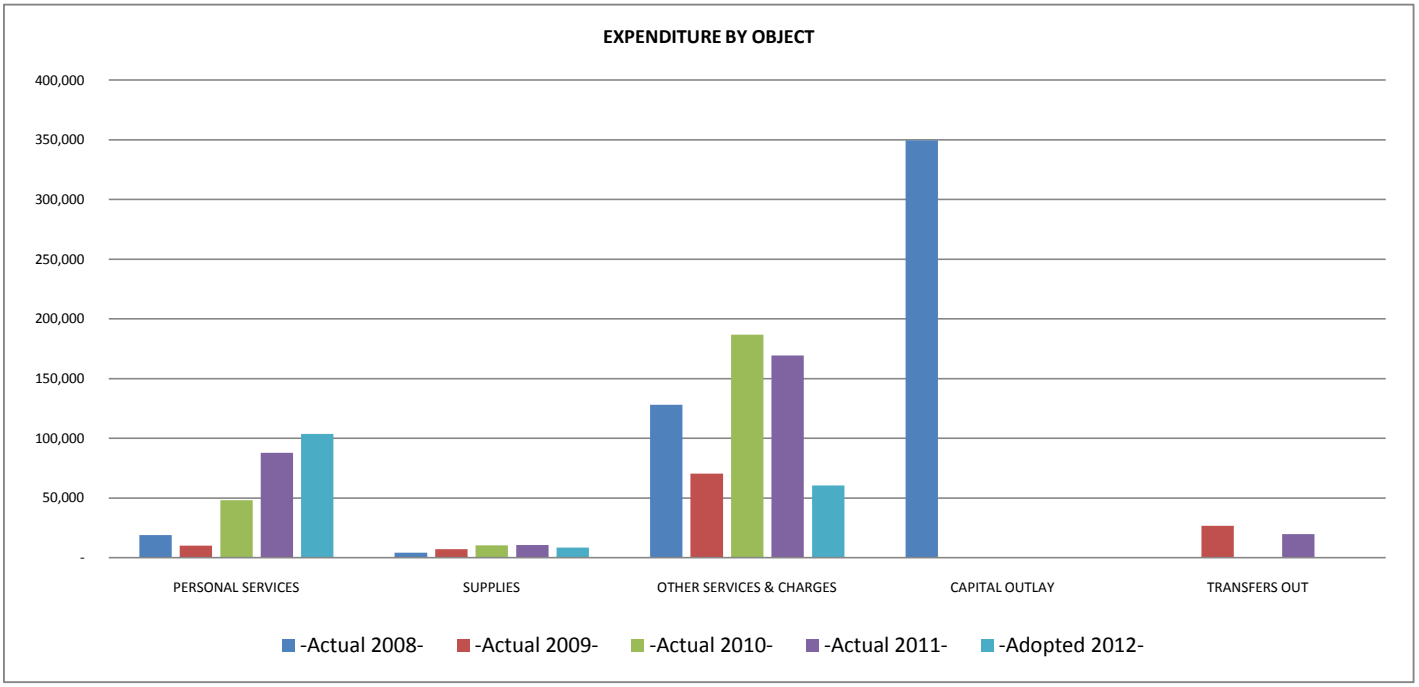
	2008 Actual	2009 Actual	2010 Actual	2011 Actual	2012 Adopted

ECONOMIC DEVELOPMENT AUTHORITY FUND 230 - REVENUE DETAIL

	2008 Actual	2009 Actual	2010 Actual	2011 Actual	2012 Adopted
Personnel Complement					
Economic Development Commission Members	7	7	7	7	7
	7	7	7	7	7
4011-4263 Taxes	376,690	296,154	273,506	273,440	169,853
	-	-	-	-	-
	376,690	296,154	273,506	273,440	169,853
4701 Interest Earnings	49,613	38,470	3,000	3,000	3,000
4609 Miscellaneous Revenues	106,864	2,146	-	-	-
Business Expo					

ECONOMIC DEVELOPMENT AUTHORITY FUND 230 - EXPENDITURE DETAIL

	2008 Actual	2009 Actual	2010 Actual	2011 Actual	2012 Adopted
EXPENDITURE BY OBJECT SUMMARY	**-Actual 2008-**	**-Actual 2009-**	**-Actual 2010-**	**-Actual 2011-**	**-Adopted 2012-**
PERSONAL SERVICES	19,027	9,988	48,229	87,901	103,742
SUPPLIES	4,155	7,141	10,325	10,604	8,500
OTHER SERVICES & CHARGES	127,971	70,451	186,772	169,277	60,480
CAPITAL OUTLAY	349,515	-	-	-	-
TRANSFERS OUT	-	26,625	-	19,733	-
TOTAL EXPENDITURE BY OBJECT	**500,667**	**114,205**	**245,326**	**287,515**	**172,722**



EXPENDITURE BY OBJECT RECAP	**-Actual 2008-**	**-Actual 2009-**	**-Actual 2010-**	**-Actual 2011-**	**-Adopted 2012-**
PERSONAL SERVICES					
WAGES AND SALARIES					
6102 F.T. REGULAR-WAGES & SALARIES	16,529	8,579	39,920	67,261	85,259
6105 TEMPORARY-WAGES & SALARIES	-	-	-	1,230	-
WAGES AND SALARIES	16,529	8,579	39,920	68,491	85,259
EMPLOYER CONTRIBUTIONS					
6121 PERA CONTRIBUTIONS	1,074	601	2,794	4,876	6,181
6122 FICA/MEDICARE CONTRIBUTIONS	1,264	656	2,999	5,422	6,522
6131 GROUP INSURANCE			2,060	8,625	5,097
6133 WORKERS COMP INSURANCE PREMIUM	159	152	456	487	683
EMPLOYER CONTRIBUTIONS	2,498	1,409	8,309	19,410	18,483
PERSONAL SERVICES Total	**19,027**	**9,988**	**48,229**	**87,901**	**103,742**
SUPPLIES					
OPERATING SUPPLIES					
6249 MISCELLANEOUS OPERATING SUPPLY	4,155	7,141	10,325	10,604	8,500
OPERATING SUPPLIES	4,155	7,141	10,325	10,604	8,500
SUPPLIES Total	**4,155**	**7,141**	**10,325**	**10,604**	**8,500**
OTHER SERVICES & CHARGES					

ECONOMIC DEVELOPMENT AUTHORITY FUND 230 - EXPENDITURE DETAIL

	2008 Actual	2009 Actual	2010 Actual	2011 Actual	2012 Adopted
PROFESSIONAL SERVICES					
6304 LEGAL FEES	862	103	-	110	1,500
6315 MISCELLANEOUS PROFESSIONAL SER	123,078	41,467	100,161	162,352	44,000
PROFESSIONAL SERVICES	123,940	41,570	100,161	162,462	45,500
COMMUNICATION					
6322 POSTAGE	(419)	342	240	252	200
6323 CELLULAR PHONES	733	839	308	793	700
COMMUNICATION	314	1,180	548	1,045	900
EMPLOYEE REIMBURSEMENTS					
6331 TRAVEL & LODGING	-	6,494	4,563	1,002	2,500
6335 TRAINING	23	4,592	3,364	1,659	2,000
EMPLOYEE REIMBURSEMENTS	23	11,086	7,927	2,661	4,500
INSURANCE					
6361 GENERAL LIABILITY/PROPERTY INS	2,771	591	1,707	1,700	1,700
INSURANCE	2,771	591	1,707	1,700	1,700
UTILITIES					
6371 ELECTRIC UTILITIES	923	1,037	1,063	1,073	1,200
UTILITIES	923	1,037	1,063	1,073	1,200
DUES, SUBSCRIPTIONS, AND REGISTRATION FEES					
6451 MEMBERSHIP DUES	-	-	370	336	500
6452 SUBSCRIPTIONS	-	3,080	-	-	300
6453 REGISTRATION FEES	-	-	40	-	-
DUES, SUBSCRIPTIONS, AND REGISTRATION FEES	-	3,080	410	336	800
MISCELLANEOUS					
6439 OTHER MISCELLANEOUS	-	-	74,956	-	5,880
MISCELLANEOUS	-	-	74,956	-	5,880
DONATIONS					
6491 DONATIONS	-	11,906	-	-	-
DONATIONS	-	11,906	-	-	-
OTHER SERVICES & CHARGES Total	**127,971**	**70,451**	**186,772**	**169,277**	**60,480**
CAPITAL OUTLAY					
CAPITAL OUTLAY					
6510 LAND	349,515	-	-	-	-
CAPITAL OUTLAY	349,515	-	-	-	-
CAPITAL OUTLAY Total	**349,515**	**-**	**-**	**-**	**-**
TRANSFERS OUT					

ECONOMIC DEVELOPMENT AUTHORITY FUND 230 - EXPENDITURE DETAIL

	2008 Actual	2009 Actual	2010 Actual	2011 Actual	2012 Adopted
OPERATING TRANSFERS					
6820 OPERATING TRANSFERS TO OTHER F	-	26,625	-	19,733	-
OPERATING TRANSFERS	-	26,625	-	19,733	-
TRANSFERS OUT Total	**-**	**26,625**	**-**	**19,733**	**-**
TOTAL EXPENDITURES & OTHER FINANCING	**500,667**	**114,205**	**245,326**	**287,515**	**172,722**
	500,667	114,205	245,326	287,515	172,722

	2008 Actual	2009 Actual	2010 Actual	2011 Actual	2012 Adopted
6102 Wages & Salaries					
Personnel	19,027	9,988	48,229	87,901	86,445
Economic Development Coordinator-Previously 100% TIF budgeted					
Now 60% EDA, 25%-TIF, 15%-191					
City Admin-5%, Deputy Admin-10%					
Sr. Planner-15%, Secretary-25%					
6249 Miscellaneous Operating Supplies					
Golf Tournament	-	-	8,345	3,789	3,500
Business Expo	-	-	556	1,011	3,500
Business Network Meeting	-	-	1,083	1,180	1,500
Miscellaneous	4,155	7,141	341	4,624	-
	4,155	7,141	10,325	10,604	8,500
6304 Legal Fees					
Legal Fees	862	103	-	110	1,500
6315 Miscellaneous Professional Services					
Misc Consulting Services	70,278	41,467	100,161	74,146	44,000
Fire Suppression @ 6701 Hwy 10	-	-	-	95,131	-
Buxton Study	52,000	-	-	-	-
	122,278	41,467	100,161	169,277	44,000
6322 Postage					
Postage for agendas, general information and various flyers.	381	342	240	252	200
6323 Cellular Phones					
Cell Phone Usage by Economic Development Director	733	839	308	793	700
6331 Travel/Meals/Lodging	-	6,494	4,563	1,002	2,500
6335 Training					
ICSC	-	-	825	-	-
NDC Training	-	4,392	2,220	-	-
EDAM Conference-Summer/Winter	23	200	319	1,659	2,000
	23	4,592	3,364	1,659	2,000
6361 General Liability/Property/Auto Insurance					
Share of applicable insurance coverage.	2,771	591	1,707	1,700	1,700
6371 Electric Utilities					
Electric service-EDA St Lights, Old Town Hall	923	1,037	1,063	1,073	1,200

ECONOMIC DEVELOPMENT AUTHORITY FUND 230 - EXPENDITURE DETAIL

	2008 Actual	2009 Actual	2010 Actual	2011 Actual	2012 Adopted
6439 Other Miscellaneous					
Sophia-Ramsey Trunk payments	-	-	74,956	-	5,880
6451 Dues					
Membership Dues	-	-	370	336	500
6452 Subscriptions					
MN Real Estage Journal & Business Journal	-	3,080	40	-	300
6510 Land					
Undesignated	-	-	-	-	-
KIH	349,515	-	-	-	-
	349,515	-	-	-	-
6820 Transfers to Other Funds					
TIF expenditures in non-used Districts (TIF 11-TIF13)	-	26,625	-	19,733	-

CC Regular Session **4. 13.**

Meeting Date: 02/14/2012

By: Diana Lund, Finance

Information

Title:

Adopt Resolution #12-02-XXX Calling for a Public Hearing on the Intention to Issue General Obligation Capital Improvment Plan Refunding Bonds.

Background:

This public hearing request will pertain to the outcome of the budget meeting on February 14.

As part of the 2013 budget discussion, the refinancing of the Muncipal Center Debt has been addressed. The current rate of interest is at 4.44% with an annual debt payment of approx $1.5M. The current debt schedule has the earliest call date of December 2014. Due to the lowest interest rates in recent history, vaious debt schedules have been prepared that show a positive present value benefit to extend the debt to 2031 and reduce the annual debt payment to approximately $1M-$1.17M.

The City's finance consultant, Paul Donna will be present at the budget worksession on February 14, prior to the regular city council meeting to discuss a possible refinancing and the savings that could be generated.

Notification:

The debt schedules attached are reflective of the rates offered on February 7, 2012. These are presented only as a proposed estimate as interest rates fluctuate daily.

Council Action:

Motion to recommend Council adopt Resolution #12-02-XXX Calling for a Public Hearing on the Intention to Issue General Obligation Capital Improvement Plan Refunding Bonds and the Proposal to Adopt a Capital Improvement Plan Therefore.

Attachments

Feb 7 muni debt refinancing schedules

Resolution Calling for Public Hearing

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/09/2012 02:33 PM

Form Started By: Diana Lund Started On: 02/03/2012 10:18 AM

Final Approval Date: 02/09/2012

City of Ramsey EDA, Minnesota — Scenario A

G.O. Refunding Bonds, Series 2012 (Level Savings)

2005A (Assumes Old Reserve Earnings at 2.50%)

Debt Service Comparison

Date	Total P+I	Net New D/S	Old Net D/S	Savings
12/15/2012	1,383,054.44	1,378,950.39	1,489,406.77	110,456.38
12/15/2013	1,382,050.00	1,382,050.00	1,473,516.50	91,466.50
12/15/2014	1,387,590.00	1,387,590.00	1,476,841.50	89,251.50
12/15/2015	1,381,402.50	1,381,402.50	1,470,504.00	89,101.50
12/15/2016	1,383,527.50	1,383,527.50	1,472,891.50	89,364.00
12/15/2017	1,378,880.00	1,378,880.00	1,468,579.00	89,699.00
12/15/2018	1,351,910.00	1,351,910.00	1,442,779.00	90,869.00
12/15/2019	1,342,285.00	1,342,285.00	1,436,341.50	94,056.50
12/15/2020	1,364,770.00	1,364,770.00	1,455,941.50	91,171.50
12/15/2021	1,319,295.00	1,319,295.00	1,411,001.50	91,706.50
12/15/2022	1,271,967.50	1,271,967.50	1,361,061.50	89,094.00
12/15/2023	1,342,887.50	1,342,887.50	1,436,331.50	93,444.00
12/15/2024	1,354,942.50	1,354,942.50	1,444,784.00	89,841.50
12/15/2025	1,364,195.00	1,364,195.00	1,455,626.50	91,431.50
12/15/2026	1,401,172.50	1,401,172.50	1,493,641.50	92,469.00
12/15/2027	-	-	(25,118.50)	(25,118.50)
Total	**$20,409,929.44**	**$20,405,825.39**	**$21,764,129.27**	**$1,358,303.88**

PV Analysis Summary (Net to Net)

Gross PV Debt Service Savings.....	2,834,582.44
Effects of changes in DSR investments.....	(1,642,442.24)
Net PV Cashflow Savings @ 1.962%(Bond Yield).....	1,192,140.19
Contingency or Rounding Amount.....	4,104.05
Net Present Value Benefit	$1,196,244.24
Net PV Benefit / $20,509,582.44 PV Refunded Debt Service	5.833%
Net PV Benefit / $17,040,000 Refunded Principal...	7.020%
Net PV Benefit / $17,675,000 Refunding Principal..	6.768%

Refunding Bond Information

Refunding Dated Date	5/01/2012
Refunding Delivery Date	5/01/2012

City of Ramsey EDA, Minnesota — Scenario B

G.O. Refunding Bonds, Series 2012 (Level DS to 2031)

2005A (Assumes Old Reserve Earnings at 2.50%)

Debt Service Comparison

Date	Total P+I	Net New D/S	Old Net D/S	Savings
12/15/2012	1,121,114.89	1,119,828.34	1,489,406.77	369,578.43
12/15/2013	1,120,065.00	1,120,065.00	1,473,516.50	353,451.50
12/15/2014	1,121,965.00	1,121,965.00	1,476,841.50	354,876.50
12/15/2015	1,117,675.00	1,117,675.00	1,470,504.00	352,829.00
12/15/2016	1,117,215.00	1,117,215.00	1,472,891.50	355,676.50
12/15/2017	1,120,542.50	1,120,542.50	1,468,579.00	348,036.50
12/15/2018	1,117,195.00	1,117,195.00	1,442,779.00	325,584.00
12/15/2019	1,121,795.00	1,121,795.00	1,436,341.50	314,546.50
12/15/2020	1,119,162.50	1,119,162.50	1,455,941.50	336,779.00
12/15/2021	1,119,725.00	1,119,725.00	1,411,001.50	291,276.50
12/15/2022	1,118,345.00	1,118,345.00	1,361,061.50	242,716.50
12/15/2023	1,119,962.50	1,119,962.50	1,436,331.50	316,369.00
12/15/2024	1,119,837.50	1,119,837.50	1,444,784.00	324,946.50
12/15/2025	1,117,910.00	1,117,910.00	1,455,626.50	337,716.50
12/15/2026	1,119,577.50	1,119,577.50	1,493,641.50	374,064.00
12/15/2027	1,119,667.50	1,119,667.50	(25,118.50)	(1,144,786.00)
12/15/2028	1,117,647.50	1,117,647.50	-	(1,117,647.50)
12/15/2029	1,118,937.50	1,118,937.50	-	(1,118,937.50)
12/15/2030	1,118,337.50	1,118,337.50	-	(1,118,337.50)
12/15/2031	1,120,262.50	1,120,262.50	-	(1,120,262.50)
Total	**$22,386,939.89**	**$22,385,653.34**	**$21,764,129.27**	**(621,524.07)**

PV Analysis Summary (Net to Net)

Gross PV Debt Service Savings.....	2,081,843.02
Effects of changes in DSR investments.....	(1,541,517.49)
Net PV Cashflow Savings @ 2.452%(Bond Yield).....	540,325.53
Contingency or Rounding Amount.....	1,286.55
Net Present Value Benefit	$541,612.08
Net PV Benefit / $19,771,843.02 PV Refunded Debt Service	2.739%
Net PV Benefit / $17,040,000 Refunded Principal...	3.178%
Net PV Benefit / $17,690,000 Refunding Principal..	3.062%

Refunding Bond Information

Refunding Dated Date	5/01/2012
Refunding Delivery Date	5/01/2012

City of Ramsey EDA, Minnesota — Scenario C

G.O. Refunding Bonds, Series 2012 (Ascending Debt Service)

2005A (Assumes Old Reserve Earnings at 2.50%)

Debt Service Comparison

Date	Total P+I	Net New D/S	Old Net D/S	Savings
12/15/2012	997,740.00	996,453.45	1,489,406.77	492,953.32
12/15/2013	1,016,037.50	1,016,037.50	1,473,516.50	457,479.00
12/15/2014	1,038,397.50	1,038,397.50	1,476,841.50	438,444.00
12/15/2015	1,059,630.00	1,059,630.00	1,470,504.00	410,874.00
12/15/2016	1,079,660.00	1,079,660.00	1,472,891.50	393,231.50
12/15/2017	1,098,412.50	1,098,412.50	1,468,579.00	370,166.50
12/15/2018	1,115,432.50	1,115,432.50	1,442,779.00	327,346.50
12/15/2019	1,135,227.50	1,135,227.50	1,436,341.50	301,114.00
12/15/2020	1,157,595.00	1,157,595.00	1,455,941.50	298,346.50
12/15/2021	1,172,720.00	1,172,720.00	1,411,001.50	238,281.50
12/15/2022	1,170,560.00	1,170,560.00	1,361,061.50	190,501.50
12/15/2023	1,171,317.50	1,171,317.50	1,436,331.50	265,014.00
12/15/2024	1,170,272.50	1,170,272.50	1,444,784.00	274,511.50
12/15/2025	1,172,365.00	1,172,365.00	1,455,626.50	283,261.50
12/15/2026	1,172,885.00	1,172,885.00	1,493,641.50	320,756.50
12/15/2027	1,171,782.50	1,171,782.50	(25,118.50)	(1,196,901.00)
12/15/2028	1,168,502.50	1,168,502.50	-	(1,168,502.50)
12/15/2029	1,168,487.50	1,168,487.50	-	(1,168,487.50)
12/15/2030	1,171,537.50	1,171,537.50	-	(1,171,537.50)
12/15/2031	1,171,887.50	1,171,887.50	-	(1,171,887.50)
Total	**$22,580,450.00**	**$22,579,163.45**	**$21,764,129.27**	**(815,034.18)**

PV Analysis Summary (Net to Net)

Gross PV Debt Service Savings.....	2,048,617.05
Effects of changes in DSR investments.....	(1,537,020.85)
Net PV Cashflow Savings @ 2.474%(Bond Yield).....	511,596.20
Contingency or Rounding Amount.....	1,286.55
Net Present Value Benefit	$512,882.75
Net PV Benefit / $19,738,617.05 PV Refunded Debt Service	2.598%
Net PV Benefit / $17,040,000 Refunded Principal...	3.010%
Net PV Benefit / $17,690,000 Refunding Principal..	2.899%

Refunding Bond Information

Refunding Dated Date	5/01/2012
Refunding Delivery Date	5/01/2012

City of Ramsey EDA, Minnesota — Scenario D

G.O. Refunding Bonds, Series 2012 (Level DS to 2035)

2005A (Assumes Old Reserve Earnings at 2.50%)

Debt Service Comparison

Date	Total P+I	Net New D/S	Old Net D/S	Savings
12/15/2012	1,011,256.44	1,009,969.89	1,489,406.77	479,436.88
12/15/2013	1,011,905.00	1,011,905.00	1,473,516.50	461,611.50
12/15/2014	1,009,465.00	1,009,465.00	1,476,841.50	467,376.50
12/15/2015	1,011,110.00	1,011,110.00	1,470,504.00	459,394.00
12/15/2016	1,011,805.00	1,011,805.00	1,472,891.50	461,086.50
12/15/2017	1,011,535.00	1,011,535.00	1,468,579.00	457,044.00
12/15/2018	1,009,972.50	1,009,972.50	1,442,779.00	432,806.50
12/15/2019	1,011,782.50	1,011,782.50	1,436,341.50	424,559.00
12/15/2020	1,011,862.50	1,011,862.50	1,455,941.50	444,079.00
12/15/2021	1,010,487.50	1,010,487.50	1,411,001.50	400,514.00
12/15/2022	1,012,617.50	1,012,617.50	1,361,061.50	348,444.00
12/15/2023	1,013,105.00	1,013,105.00	1,436,331.50	423,226.50
12/15/2024	1,012,235.00	1,012,235.00	1,444,784.00	432,549.00
12/15/2025	1,009,962.50	1,009,962.50	1,455,626.50	445,664.00
12/15/2026	1,011,602.50	1,011,602.50	1,493,641.50	482,039.00
12/15/2027	1,011,992.50	1,011,992.50	(25,118.50)	(1,037,111.00)
12/15/2028	1,010,712.50	1,010,712.50	-	(1,010,712.50)
12/15/2029	1,013,092.50	1,013,092.50	-	(1,013,092.50)
12/15/2030	1,013,942.50	1,013,942.50	-	(1,013,942.50)
12/15/2031	1,012,797.50	1,012,797.50	-	(1,012,797.50)
12/15/2032	1,010,010.00	1,010,010.00	-	(1,010,010.00)
12/15/2033	1,010,530.00	1,010,530.00	-	(1,010,530.00)
12/15/2034	1,014,135.00	1,014,135.00	-	(1,014,135.00)
12/15/2035	1,010,587.50	1,010,587.50	-	(1,010,587.50)
Total	**$24,278,503.94**	**$24,277,217.39**	**$21,764,129.27**	**(2,513,088.12)**

PV Analysis Summary (Net to Net)

Gross PV Debt Service Savings.....	1,582,471.88
Effects of changes in DSR investments.....	(1,474,388.18)
Net PV Cashflow Savings @ 2.799%(Bond Yield).....	108,083.70
Contingency or Rounding Amount.....	1,286.55
Net Present Value Benefit	$109,370.25
Net PV Benefit / $19,272,471.88 PV Refunded Debt Service	0.567%
Net PV Benefit / $17,040,000 Refunded Principal...	0.642%
Net PV Benefit / $17,690,000 Refunding Principal..	0.618%

Refunding Bond Information

Refunding Dated Date	5/01/2012
Refunding Delivery Date	5/01/2012

EXTRACT OF MINUTES OF A MEETING OF THE CITY COUNCIL
CITY OF RAMSEY, MINNESOTA

HELD: February 14, 2012

Pursuant to due call and notice thereof, a regular or special meeting of the City Council of City of Ramsey, Minnesota, was duly called and held at the Ramsey Municipal Center in the City of Ramsey, Minnesota, on February 14, 2012, at 7:00 p.m. for the purpose, in part, of calling a public hearing on the intention to issue general obligation capital improvement plan refunding bonds and the proposal to adopt a capital improvement plan therefore.

The following members were present:

and the following were absent:

Member _____ introduced the following resolution and moved its adoption:

RESOLUTION CALLING PUBLIC HEARING ON THE INTENTION TO ISSUE GENERAL OBLIGATION CAPITAL IMPROVEMENT PLAN REFUNDING BONDS AND THE PROPOSAL TO ADOPT A CAPITAL IMPROVEMENT PLAN THEREFOR

A. WHEREAS, pursuant to Minnesota Statutes, Section 475.521 the City of Ramsey, Minnesota (the "City") may issue bonds to finance capital improvements under its capital improvement plan (the "Plan") without an election provided that, among other things, prior to issuing general obligation capital improvement plan refunding bonds (the "Bonds") the City adopts the Plan after holding a public hearing thereon and publishing a notice of its intention to issue the Bonds and the date and time of a hearing to obtain public comment on the issuance of the Bonds and adoption of the Plan; and

B. WHEREAS, the City Council will hold a public hearing on March 13, 2012, on its intention to issue the Bonds and to adopt the Plan; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Ramsey, Minnesota, that the City Council hereby calls for a public hearing on its intent to issue the Bonds and to adopt the Plan, the public hearing to be held on the date and time set forth in Exhibit A attached hereto. The City Administrator is hereby directed to cause the notice of public hearing to be published at least 14 but not more than 28 days before the date of the public hearing in the official newspaper of the City or a newspaper of general circulation in the City and further, the City Administrator may post the notice of public hearing on the City's official website, if any, at least 14 but not more than 28 days before the date of the public hearing.

The motion for the adoption of the foregoing resolution was duly seconded by member _____ and, after full discussion thereof and upon a vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

whereupon the resolution was declared duly passed and adopted.

STATE OF MINNESOTA
COUNTY OF ANOKA
CITY OF RAMSEY

I, the undersigned, being duly qualified and acting Administrator of the City of Ramsey, Minnesota, do hereby certify that I have compared the attached and foregoing extract of minutes with the original thereof on file in my office, and that the same is a full, true and complete transcript of the minutes of a meeting of the City Council, duly called and held on the date therein indicated, insofar as such minutes relate to the City Council calling a public hearing on the intention to issue general obligation capital improvement plan refunding bonds and the proposal to adopt a capital improvement plan therefor.

WITNESS my hand on February 14, 2012.

_____
City Administrator

EXHIBIT A

CITY OF RAMSEY

NOTICE OF PUBLIC HEARING ON INTENTION TO ISSUE
GENERAL OBLIGATION CAPITAL IMPROVEMENT PLAN REFUNDING BONDS
AND THE PROPOSAL TO ADOPT A CAPITAL IMPROVEMENT PLAN THEREFOR

NOTICE IS HEREBY GIVEN, that the City Council of the City of Ramsey, Minnesota, will meet on March 13, 2012, at 7:00 p.m. at the Ramsey Municipal Center, 7550 Sunwood Drive NW, in Ramsey, Minnesota, for the purpose of conducting a public hearing on (a) the intention to issue general obligation capital improvement plan refunding bonds in an amount not to exceed $17,900,000 and (b) the proposal to adopt a capital improvement plan therefor. The proceeds of the bonds will be used to finance the acquisition of the existing city hall and public safety facility (the "Municipal Center") from the Economic Development Authority of the City of Ramsey, Minnesota (the "EDA"), the lessor of the Municipal Center under the outstanding lease agreement and refund the EDA's outstanding principal amount of its Public Project Lease Revenue Bonds, Series 2005A (City of Ramsey, Minnesota Lease Obligation), dated June 1, 2005 in anticipation of reducing debt service costs to the City.

All persons interested may appear and be heard at the time and place set forth above.

If a petition requesting a vote on the issuance of the bonds is signed by voters equal to five percent of the votes cast in the City in the last general election and is filed with the City within thirty days after the public hearing, the bonds may only be issued upon obtaining the approval of the majority of the voters voting on the question of issuing the bonds.

Individuals unable to attend the public hearing can make written comment by writing to the City Administrator, Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota 55303-5137. Written comments must be received prior to the date and time of the public hearing.

BY ORDER OF THE CITY COUNCIL

_____
City Administrator

EXTRACT OF MINUTES OF A MEETING OF THE CITY COUNCIL
CITY OF RAMSEY MINNESOTA

HELD: March 13, 2012

Pursuant to due call and notice thereof, a regular or special meeting of the City Council of the City of Ramsey, Minnesota, was duly called and held at the Ramsey Municipal Center in Ramsey, Minnesota on March 13, 2012, at 7:00 p.m. for the purpose, in part, of giving preliminary approval to the issuance of general obligation capital improvement plan refunding bonds and adopting the capital improvement plan.

The following members were present:

and the following were absent:

Member _____ introduced the following resolution and moved its adoption:

RESOLUTION GIVING PRELIMINARY APPROVAL TO THE ISSUANCE OF GENERAL OBLIGATION CAPITAL IMPROVEMENT PLAN REFUNDING BONDS IN AN AMOUNT NOT TO EXCEED $17,900,000 AND ADOPTING THE CITY OF RAMSEY, MINNESOTA, CAPITAL IMPROVEMENT PLAN FOR THE YEARS 2012 THROUGH 2016

A. WHEREAS, the City Council of the City of Ramsey, Minnesota (the "City") proposes to issue its general obligation capital improvement plan refunding bonds (the "Bonds") and adopt the City of Ramsey, Minnesota, Capital Improvement Plan for the Years 2012 Through 2016 (the "Plan"); and

B. WHEREAS, the City has caused notice of the public hearing on the intention to issue the Bonds and on the proposed adoption of the Plan to be published pursuant to and in accordance with Minnesota Statutes, Section 475.521; and

C. WHEREAS, a public hearing on the intention to issue the Bonds and on the proposed Plan has been held on this date, following published notice of the public hearing as required by law; and

D. WHEREAS, in approving the Plan, the City Council considered for each project and for the overall Plan:

1. The condition of the City's existing infrastructure, including the projected need for repair and replacement;
2. The likely demand for the improvement;
3. The estimated cost of the improvement;
4. The available public resources;
5. The level of overlapping debt in the City;
6. The relative benefits and costs of alternative uses of the funds;
7. Operating costs of the proposed improvements; and
8. Alternatives for providing services more efficiently through shared facilities with other local governmental units; and

E. WHEREAS, the City Council has determined that the issuance of general obligation capital improvement plan refunding bonds in the aggregate principal amount of up to $17,900,000 is the best way to finance the capital improvements identified in the Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Ramsey, Minnesota, that the City hereby adopts the Plan and authorizes the issuance of up to $17,900,000 aggregate principal amount of general obligation capital improvement plan refunding bonds.

The motion for the adoption of the foregoing resolution was duly seconded by member _____ and, after full discussion thereof and upon a vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

whereupon the resolution was declared duly passed and adopted.

[Bonds must be approved by at least a three-fifths vote of the membership.]

[Issuance of Bonds is subject to a 30-day reverse referendum after the public hearing.]

STATE OF MINNESOTA
COUNTY OF ANOKA
CITY OF RAMSEY

I, the undersigned, being duly qualified and acting Administrator of the City of Ramsey, Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes with the original minutes of a meeting of the City Council, duly called and held on the date therein indicated, which are on file and of record in my office, and the same is a full, true and complete transcript therefrom insofar as the same relates to a resolution giving preliminary approval to the issuance of the City's general obligation capital improvement plan refunding bonds and adopting the City's capital improvement plan therefor.

WITNESS my hand on March 13, 2012.

_____
City Administrator

CC Regular Session **4. 14.**

Meeting Date: 02/14/2012

By: MaryJo Warner, Engineering/Public Works

Information

Title:

Report from Public Works Meeting Dated January 17, 2012

Background:

The Public Works Committee held its regular meeting on January 17, 2012 and discussed the following seven cases.

Case 5.1 Election of Chairperson and Vice Chair of the Public Works Committee

Motioned that the City Council select Councilmember Backous as Chair and Councilmember Elvig as Vice Chair of the Public Works Committee for 2012.

Case 5.2 Consider Stormwater Utility Rate Change for 14600 Nowthen Boulevard

Staff reviewed in the report that the property owner at 14600 Nowthen Boulevard came to the Mayor's Town Hall meeting and asked about changing the stormwater utility rate. Staff reviewed that when the fee was established the property was being used as a commercial application and the rate was set accordingly. Currently, it is being used as storage and staff is recommending changing the stormwater utility rate from commercial to residential.

Motion to recommend to City Council to approve the Stormwater Utility Rate change from commercial to one residential unit for 14600 Nowthen Boulevard NW.

Case 5.3 Consider Lighting Retrofit for Parking Ramp Project

Staff reviewed in the report that attached to the case are a number of options to consider, one is to perpetuate the decision that was made in 2005 to continue with the metal halide lamps. The second is switch out the metal halide lights in the new ramp with fluorescent key 5 lamps and the third option is to move forward with retrofitting the existing parking facility as well as changing the design to include new lights that are fluorescent.

Motion to recommend to City Council to stay with the 100 watt metal halide light fixtures that we already have.

Case 5.4 Consider Guard Rail Enhancements for the Parking Ramp

This is being presented as a separate case on the February 14th regular City Council agenda.

Case 5.5 Consider Crosswalk Signage Options along Sunwood Drive in the COR

Staff reviewed in the report that with the recent opening of the VA and The Falls Café there has been quite a few pedestrians that like to cross Sunwood Drive at Sapphire Street. It was presented that we currently have an enforceable crosswalk in that location, which meets state standards. It was discussed that a short term quick solution to draw extra attention to this crosswalk would be to place an in-ground pedestrian crossing sign, similar to what is on Alpine Drive today between Nowthen Boulevard and TH 47. Staff is proposing a couple of low cost solutions to install an in-ground pedestrian crossing sign at the intersection of Sunwood and Sapphire, which could be removed in the winter for plowing activities, and purchasing a few kid alert safety signs, which could be moved throughout the COR (and City).

Motion to recommend to City Council to move forward with staff's recommendation to purchase and install the kid alert safety signs and in-street pedestrian crossing signage within the COR, in an amount not to exceed $1,000.

Case #5.6 2011 Review of Engineering Consulting Services

Staff presented in the report the line items of the consulting dollars that were spent for consulting services in 2011 which totaled $31,500.00.

No action taken, informational purposes only.

Case #5.7 Consider Request for Moving Mailboxes on Dysprosium Street

Director of Public Works/Principal City Engineer Olson reported that he heard back from the Postmaster and the Postmaster ultimately decided that the mail carrier is not willing to change his route.

There was discussion regarding the garbage cans and recycle bins being placed close to or in the paved travel lanes and parking areas. It was also discussed that the residents are stopping in the drive lanes to pick up their mail.

Motion to recommend to City Council that staff send an informational letter out to each resident outlining the request and decision on the potential mailbox relocation, as well as describing the concern related to placement of obstructions in the right-of-way (garbage cans and recycle bins).

Committee/Staff Input

The consensus of the Committee is to change the meeting start time from 5:30 to 6:00 pm on the third Tuesday of every month.

Recommendation:

Staff recommends ratifying the recommendation of the Public Works Committee.

Council Action:

Ratify the recommendation of the Public Works Committee.

Attachments

Agenda 01.17.12

Form Review

Inbox	Reviewed By	Date
Tim Himmer	Tim Himmer	02/07/2012 10:25 AM
Brian Olson	MaryJo Warner	02/07/2012 10:46 AM
Mary Jo Warner	MaryJo Warner	02/07/2012 10:53 AM
Tim Himmer	Tim Himmer	02/07/2012 10:54 AM
Mary Jo Warner	MaryJo Warner	02/07/2012 10:55 AM
Tim Himmer	MaryJo Warner	02/07/2012 10:58 AM
Mary Jo Warner	MaryJo Warner	02/07/2012 11:11 AM
Tim Himmer	Tim Himmer	02/07/2012 11:12 AM
Brian Olson	Brian Olson	02/07/2012 11:17 AM
Brian Olson	Brian Olson	02/07/2012 11:18 AM
Kurt Ulrich	Kurt Ulrich	02/09/2012 02:44 PM

Form Started By: MaryJo Warner Started On: 02/06/2012 02:01 PM

Final Approval Date: 02/09/2012

City of Ramsey
Agenda
Public Works Committee
Tuesday January 17, 2012
3:30 pm
Lake Itasca Room, 7550 Sunwood Drive NW

1. **Call to Order**

2. **Citizen Input**

3. **Approve Agenda**

4. **Approve Minutes**

1. Approve Public Works Committee Meeting Minutes Dated December 13, 2011

5. **Committee Business**

1. Consider Stormwater Utility Rate Change for 14600 Nowthen Boulevard

2. Consider lighting retrofit for parking ramp project

3. Consider Guard Rail Enhancements for the Parking Ramp

4. Consider Crosswalk Signage Options Along Sunwood Drive in the COR

5. 2011 Review of Engineering Consulting Services

6. Consider request for moving mailboxes on Dysprosium Street

6. **Committee/Staff Input**

1) Discuss meeting start time for future Public Works Committee meetings.

7. **Adjournment**

Public Works Committee **4. 1.**

Meeting Date: 01/17/2012

By: MaryJo Warner, Engineering/Public Works

Title:

Approve Public Works Committee Meeting Minutes Dated December 13, 2011

Background:

The Public Works Committee held its regular meeting on December 13, 2011.

Notification:

Observations:

Funding Source:

n/a

Staff Recommendation:

Staff recommends approving Public Works Committee meeting minutes.

Committee Action:

Motion to Approve Public Works Committee meeting minutes dated December 13, 2011.

Attachments

Minutes 12.13.11

Form Review

Inbox	Reviewed By	Date
Brian Olson	Brian Olson	01/10/2012 01:19 PM
Kurt Ulrich	Kurt Ulrich	01/12/2012 03:23 PM

Form Started By: MaryJo Warner Started On: 01/10/2012 09:12 AM

Final Approval Date: 01/12/2012

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, December 13, 2011 at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Colin McGlone Councilmember Randy Backous Councilmember Jeff Wise (alternate)
Member Absent:	Councilmember David Elvig
Also Present:	City Administrator Kurtis G. Ulrich Deputy City Administrator Heidi Nelson Public Works Director Brian Olson City Engineer Tim Himmer Fire Chief Dean Kapler Street Supervisor Grant Reimer Park Supervisor Mark Riverblood Environmental Coordinator Chris Anderson Human Resources Representative Colleen Lasher City Attorney William Goodrich Mayor Bob Ramsey Councilmember Sarah Strommen Councilmember Jason Tossey Development Manager Darren Lazan Tony Heppelmann, WSB

CALL TO ORDER

Chairperson McGlone called the regular meeting of the Public Works Committee to order at 5:16 p.m.

CITIZEN INPUT

There was none.

APPROVE AGENDA

Motion by Councilmember Wise, seconded by Councilmember Backous, to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson McGlone and Councilmembers Wise and Backous. Voting No: None. Absent: Councilmember Elvig.

APPROVE MINUTES

Motion by Councilmember Backous, seconded by Councilmember Wise, to approve the minutes from the November 15, 2011 Public Works Meeting.

Motion carried. Voting Yes: Chairperson McGlone and Councilmembers Backous and Wise. Voting No: None. Absent: Councilmember Elvig.

COMMITTEE BUSINESS

Case #1: Discuss Septic System Repair Policy

City Engineer Himmer reviewed the staff report.

Chairperson McGlone stated he likes the idea of adding degree of failure into the consideration to rank the more important cases that involve a public safety issue where action is required. He wants the policy to assure the City's costs are covered and asked if consideration should be delayed if the property is near foreclosure to allow the bank to make the improvement.

Public Works Director Olson explained there are generally public safety issues generated from a City inspection and not much flexibility to wait if sewage is discharging to the surface. He noted there are only 45 days from inspection until steps are taken so there is not much time for prioritization.

Chairperson McGlone agreed the City needed to act if there is eminent threat with discharge to the surface. He supported an alternative that would keep this cost "off the public's back" and supported City involvement only if there is no other choice.

City Engineer Himmer explained that by the time it comes before the Council, the letter has been issued and time is running out.

Public Works Director Olson noted the City imposes a 25% surcharge on top of the costs as a deterrent to asking the City to become involved.

Councilmember Backous expressed concern with the timeframe and normal course of government requiring approvals. He raised the option of crafting a policy to circumvent some approvals so it does not have to come before the Council.

City Engineer Himmer stated the property owner could be required to sign an agreement to waive the public hearing and notifications. He asked whether the suggestion is to leave the decision to staff's discretion if established thresholds are met.

Councilmember Backous noted staff has more background in these issues to make the judgment and the Council can review, after the fact, to keep an eye on the process. He felt the policy should include a process for staff to handle emergency situations.

Chairperson McGlone asked if that is an option if there is a public health issue. He noted the process could be expedited if the property owner proves they have exhausted all other financing avenues, waives the public hearing, and agrees to a 25% surcharge.

City Engineer Himmer stated the policy can be drafted to circumvent the Council process should there be an imminent health concern, the property owner waives the public hearing and assessment, proves they have exhausted all other funding mechanisms, and agrees to the 25% surcharge. If the property owner will not waive the public hearing, then the full process would be required.

Public Works Director Olson explained if the property owner is not willing to make the correction or follow the process, the Building Official has the right to condemn the house.

The Committee discussed whether assessments are paid in full at the time of ownership transfer. City Attorney Goodrich advised that assessments can follow the property if the buyer is willing to assume those costs.

City Engineer Himmer raised the option of offering incentive such as reimbursing a percentage of the surcharge if the property owner finds alternative financing and pays the City back.

Councilmember Backous stated the City needs to insure the property covers all costs incurred and he did not support the City turning into a bank with a complicated process.

The Committee discussed different terms and percentage of discounts that would cover the City's costs while still offering an incentive for the property owner to find alternate financing.

Councilmember Wise supported a shorter payback term and higher discount.

The Public Works Committee reached consensus to recommend offering a 5% discount on the surcharge if a lump payment is received within the first 2-5 years.

City Engineer Himmer agreed because if waiving the assessment process, the City's costs will be minimal.

Chairman McGlone suggested some of the restoration items be offered to the property owner in an effort to keep down costs.

City Engineer Himmer recommended that be left to staff's discretion through negotiation instead of making it part of the policy. He asked whether the Committee supported a minimum or maximum requirement for proving financial ability.

Chairperson McGlone requested guidance on the level of income required by other agencies that offer assistance.

City Engineer Himmer indicated the County uses a maximum income of $12,000 during the previous year. He asked if written documentation should be required that the property owner has investigated other options and been unsuccessful.

Councilmember Backous indicated that would be difficult to "police" and felt the surcharge could be used as a deterrent.

City Engineer Himmer stated with the last consideration, the property owner provided an e-mail response denying participation in other programs. He asked whether the property owner should be required to submit something in writing or staff should track it down to verify that is the case.

Public Works Director Olson noted the current policy is a good system because the surcharge is a deterrent but not high enough of be a penalty, it is flexibly written, and the property owner is required to provide written communication showing they have been turned down for financing.

Chairperson McGlone supported requiring proof from the applicant that they have done due diligence.

Councilmember Wise indicated it is difficult to think of every possible scenario and the policy can be tweaked in the future, if needed.

City Engineer Himmer stated staff will prepare a report for presentation to the City Council.

Case #2: Consider Requirements for Information that Must be Included on Certificates of Survey

City Engineer Himmer reviewed the staff report.

Chairperson McGlone asked if this is required by Code. He felt there was an expectation by owners that the City enforced the Code so their building/home must be up to Code. Chairperson McGlone stated he understands the issue but wonders if it is the City's problem. He indicated he had spoken with someone who had to hire a surveyor to certify his home was correctly constructed because there was a requirement to get flood insurance. Chairperson McGlone asked if every builder is doing it wrong and if it is something the City should be doing to guarantee it is done correctly for the homeowner.

City Engineer Himmer stated it is not required in the Building Code but final grading inspection is required.

Environmental Coordinator Anderson advised that in today's economic times, lenders are looking more closely at flood insurance so staff is getting a lot of telephone calls at the time of closing about flood zone designations. He explained that many times it appears the structure is outside of the flood zone but the zone crosses a portion of the property. If the City does not have

floor elevations, then staff can only provide information as it appears to be to limit the City's liability. If they need to apply for a letter of map amendment and the City does not have that information to provide, the property owner has to pay for a survey.

Chairperson McGlone stated he built a home in Ramsey in 1994 and moved a lot of dirt after he took ownership so maybe the City should not get in the middle of that.

City Engineer Himmer explained it would be helpful for the City and also for the builder if the builder can prove the conditions that existed when the homeowner took over. It also lets builders know the expectations.

Chairperson McGlone asked where in this process the extra inspection should take place, noting final grade is completed after the house is sided.

City Engineer Himmer noted if the inspection is done too late, nothing can be done to fix construction. He recommended the extra inspection be done earlier in the process, prior to the start of framing, because at that point an extra course of block can be added, if needed.

Chairperson McGlone asked if this issue only concerns the elevation of the block and basement floor or to also assure the proper grade.

City Engineer Himmer pointed out there is still a final grading inspection prior to placing sod to assure a 2% slope away from the home.

Councilmember Backous stated he does not like to add costs to the developers but this process would protect the City and builder in the long run. He felt the policy was well drafted but would like to delay to implementation until the building/development fees are reviewed and that discussion is held.

City Engineer Himmer recommended it be the responsibility of the builder to conduct the survey rather than having the City hire the surveyor. The Public Works Committee agreed with this recommendation.

The Public Works Committee reached consensus to recommend the City Council direct staff to establish requirements for information that must be included on Certificates of Survey and to delay implementation until the City Council has reached a decision on building/development fees.

Case #3: Update on the Feasibility Study to Realign Sunwood Drive NW at Armstrong Boulevard

City Engineer Himmer reviewed the staff report.

Development Manager Lazan presented the overall process, noting it was initiated to get Sunwood Drive realigned to a permanent location and create one entrance on Armstrong Boulevard. He displayed a map of the proposed project area and indicated the HRA would be

asked to approve initiation of the appraisal to start the acquisition discussion to facilitate the roadway. He described the roundabout design and realignment of Sunwood Drive.

Tony Heppelmann, WSB, addressed the Armstrong Boulevard portion of the project and noted it will fit the long-term interchange layout with left and right turn lanes to meet the 20-year forecast. He noted the grade at Sunwood Drive and Armstrong Boulevard would be raised to match the future profile that will be three feet higher. South of Sunwood Drive, it will be tied back in and elevated as much as ten feet higher than the existing alignment. There will also be permanent storm sewer improvements taking drainage from temporary/rural ditch sections along Armstrong Boulevard north into the existing pond. Mr. Heppelmann noted the extension of watermain from Sunwood Drive to the west to the terminus of improvements on 147th to service the area on the west side of Armstrong. There will be some adjustments to sanitary sewer and manholes due to the significant amount of fill that would be placed over it. He explained the time to consider that is when the interchange project is actually designed.

Development Manager Lazan noted the location of the existing storm drainage pond that overflows into the wetland to the east. Once the system is built, drainage will go to Lake Ramsey.

Mr. Heppelmann stated the cost is $1.7 million including the signal, administrative, and a 10% contingency. The cost is $1.3 million for the Sunwood Drive realignment.

Public Works Director Olson pointed out the location of right-of-way takings, noting if shifting 147th to the south, the property on the southwest corner would be a total taking. The other locations would be strip takings.

Development Manager Lazan stated the HRA will be asked to authorize appraisals and to start negotiations on strip takings.

Public Works Director Olson advised that the cost for the right-of-way provided east of Armstrong Boulevard has not been added to the overall cost of the project.

Development Manager Lazan advised that no acquisition costs are included in the cost estimates, only construction estimates.

Public Works Director Olson noted it is not a typical streetscape but would be narrower with trails, boulevard lights, and trees.

Informational; no action required.

COMMITTEE INPUT

City Engineer Himmer reported an open house will be held on December 14, 2011, 5-6 p.m. in the Alexander Ramsey Room for Garnet Street residents to talk about proposal offered by the City Council that residents pay 50% of the road costs.

ADJOURNMENT

Motion by Councilmember Backous, seconded by Councilmember Wise, to adjourn the Public Works meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 6:08 p.m.

Respectfully submitted,

_____

Brian Olson
Public Works Director

Drafted by Carla Wirth
TimeSaver Off Site Secretarial, Inc.

Public Works Committee **5. 1.**

Meeting Date: 01/17/2012

By: Len Linton, Engineering/Public Works

Title:

Consider Stormwater Utility Rate Change for 14600 Nowthen Boulevard

Background:

The property at 14600 Nowthen Boulevard was constructed in 1979 as a nursery sales center, and was used as an auto sales office or auto repair shop in subsequent years. It was being used as a church when the stormwater utility was established in 2000. The stormwater utility rate was set at that time based on the current land use.

There were several land use applications in the property file with a requirement to pave the parking area on site, which improvement never occurred.

The property owner came to the Mayor's Town Hall meeting on January 9, 2012 and requested that the stormwater utility rating be changed to residential. Staff verified that the county is taxing the property as non-homestead residential.

Notification:

Observations:

Staff visited the site on January 10, 2012, and viewed only a couple of sets of vehicle tracks in the snow around the building. The snow is not packed as would be expected if there were multiple vehicles using the site. The majority of the site is covered by grass. Staff used aerial photos and looked at the impervious cover (house, parking, walks) on several residential properties adjacent to the site. The average impervious cover is 21%, and the impervious cover for this parcel is 19%.

Funding Source:

Staff Recommendation:

Staff recommends changing the stormwater utility rate for 14600 Nowthen Boulevard from commercial to residential. The rate will be re-evaluated in the future if the property is redeveloped and/or the use changes. Approving this change would revise the quarterly charge on this property from $105.59 to $9.55.

Committee Action:

Motion to recommend the City Council approve the Stormwater Utility Rate change from commercial to 1 residential unit for 14600 Nowthen Boulevard.

Attachments

Location Map

Form Review

Inbox	Reviewed By	Date
Tim Himmer	Tim Himmer	01/11/2012 11:49 AM
Brian Olson	Brian Olson	01/11/2012 02:38 PM
Kurt Ulrich	Kurt Ulrich	01/12/2012 03:28 PM

Form Started By: Len Linton Started On: 01/11/2012 08:36 AM

Final Approval Date: 01/12/2012



Search | Info | Layers | Legend | Mailing | Image Map | Print | Help

- Property Information
- Owner Information
- Zoning/Land Use Information
- Assessing Information
- Sales Information
- Permit Information
- Link to the County PRT Website

Property Information

Return to Top

PID:	253225230006
Address:	14600 NOWTHEN BLVD NW
Zip Code:	55303
Legal Desc:	THAT PRT OF SW1/4 OF NW1/4 OF SEC 25 TWP 32 RGE 25 DESC AS FOL: COM AT W1/4 COR OF SD SEC TH N 90 DEG E ALG S LINE OF SD 1/4 829.6 FT, TH N 30 DEG 49 MIN 30 SEC W 401.96 FT, TH N 29 DEG 55 MIN 10 SEC W 214.2 FT TO POB, TH CONT N 29 DEG 55 MIN 10 SEC W 28

Owner Information

Return to Top

Owner:	HAMPTON PATRICK
Taxpayer:	HAMPTON PATRICK
Tax Address:	15551 POTASSUIM NW
Tax City:	RAMSEY
Tax State:	MN
Tax Zip:	55303-0000

Zoning/Land Use Information

Return to Top

Area [SqFt]:	62931.6672151
Perimeter [Ft]:	1071.20290025
Acres:	1.44471228
Year Built:	

Assessing Information

Return to Top

Current Total:	$55,700.00
Current Land:	$50,500.00
Current Build:	$5,200.00
Current Feature:	
Current Class:	
Special Assess:	$36.09

Public Works Committee **5. 2.**

Meeting Date: 01/17/2012

By: Brian Olson, Engineering/Public Works

Title:

Consider lighting retrofit for parking ramp project

Background:

In 2005, Improvement Project 02-34 consisted of 590 stalls of structured parking within the COR. The decision was made at the time to install 100 watt metal halide light fixtures.

In August of this year, a contract was awarded to Knutson Construction that would add an additional 200 stalls to the existing parking ramp. Improvement Project 10-22 included a design that perpetuated the existing light fixtures to give a consistent look throughout the entire parking structure. In light of the discussion last year about the retrofitting of the Public Works facility, Staff requested a change order for the change-out of the existing fixtures with LED and fluorescent lighting fixtures. As we saw in the Public Works retrofit case the cost to change to LED light fixtures came in extremely high and are expected to near $220,000.

In conversations with Connexus Energy, LED street lights are becoming more and more popular because costs continue to decline. This is typical in the lighting society. Costs decline in the street lighting fixtures and eventually that cost competitiveness is then passed on to the parking ramp and transit uses.

Notification:

N/A

Observations:

It is evident from our discussions early on in this project that it would be very expensive to change the design of the parking structure to include LED light fixtures (~$220,000) and therefore Staff focused on a fluorescent option. Within a parking facility there are standards that need to be met to comply with building code. The Illuminating Engineering Society IES has a standard that is very well. Attached to this case is a page from the IES manual that identifies those standards. The original light fixture met that standard. Staff has had many conversations with the architect, Connexus, Knutson and the subcontractor, Mayer Electric to these standards and have concurred that it is critical to meet these standards as it is nationally accepted. Leo Offerman of Connexus Energy will be present at the meeting if there are any questions regarding these standards.

Whereas there are many options regarding fluorescent fixtures, the one chosen has been proven in other outdoor facilities (Maple Grove transit facility), performs well in cold weather environments and meets the IES standards.

Also attached to this case is an energy analysis that takes a look at the costs of operating the parking facility and specifically identifies the portion of the cost that is attributable to lighting. About 45 percent of the energy used is because of the lighting of the facility. The other 55% of the bill is attributable to the heating and cooling of the stair elevator tower.

Since the purpose of this case is to consider each of three options that are available for lighting only, Staff has normalized this discussion by providing a cost to operate the lighting system at $26,412 annually. The following three options have been priced by Knutson Construction and are included for discussion.

1) Stay with the existing 100 w metal halide light fixture

Pros

Consistent light fixtures throughout the entire parking structure
No added cost to the project
Leave the ability to apply for future rebates if LED becomes competitive.

Cons

Highest electric costs of all options ($26,412)

2) Change the design to include a fluorescent lighting fixture in the ramp expansion

Pros

Lower lighting costs ($1,393 savings per year)
Capital cost reduction in Contract ($2,749)

Cons

Inconsistency in light fixtures between old and new ramp

3) Install new fluorescents and retrofit the existing structure with fluorescent fixtures

Pros

Lowest lighting costs ($4,649 savings per year)
Consistency of light fixtures throughout the ramp

Cons

Higher capital costs ($44,349)

Funding Source:

In conversations with LSA Design, who has been handling the change orders through MnDOT, it is highly unlikely that we will receive approval of the use of federal funds to retrofit the existing facility. There is approximately $900,000 that was budgeted for this improvement in TIF 1.

Staff Recommendation:

Staff recommends staying with the existing metal halide light fixture unless MnDOT approves the request to allow the use of federal funds toward the existing ramp lights.

Committee Action:

Motion to approve Option 3 contingent upon MnDOT allowing the use of federal funds for the change-out of the lights in the existing parking facility. (If MnDOT denies the request, then approve Option 1)

Attachments

Pricing info for options 2 and 3

Energy analysis

IES standard

Form Review

Inbox	Reviewed By	Date
Brian Olson (Originator)	Brian Olson	01/11/2012 02:37 PM
Kurt Ulrich	Kurt Ulrich	01/12/2012 02:56 PM

Form Started By: Brian Olson Started On: 12/05/2011 03:47 PM

Final Approval Date: 01/12/2012

Knutson Construction Services, Inc.

Ramsey Municipal Parking Ramp Phase II
City Project # 10-22
Change Order Request

Estimate for: **Lighting Revision and Retrofit - T5 Lamps w/reflector New Ramp Only**

Date 1/11/2012 COR
PCO 6

Item	Description	quantity	unit	Labor rate	Labor unit	Labor total	Material rate	Material unit	Material total	Equipment rate	Equipment unit	Equipment total	Subcontracts rate	Subcontracts unit	Subcontracts total
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Mayer Electric	1				0.00			0.00			0.00	(3118)		-3118.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Superintendent	8	hr	92		736.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Subtotal:					736.00			0.00			0.00			-3118.00
	Itemized Direct Costs:														
A	Labor					736.00									
B	Material					0.00									
C	Equipment					0.00									
D	Subcontracts					(3,118.00)									
E	**Subtotal:**					(2,382.00)									
	Other Direct Costs:														
F	Small Tools/Equip (% of A)			5.00%		36.80									
G	Safety (% of E)			0.50%		(11.91)									
H	Cleanup (% of E)			0.25%		(5.96)									
I	**Total Direct Costs:**					**-$2,363**									
J	**12% for OH&P (I - D x 0.12)**					**$91**									
K	**8 % Fee on subs (D x 0.08)**					**-$249**									
L	**1-1/2% for Bonds & Insurance**					**-$38**									

Total Request -$2,560

Knutson Construction Services, Inc.

Ramsey Municipal Parking Ramp Phase II
City Project # 10-22
Change Order Request

Estimate for: **Lighting Revision and Retrofit - T5 Lamps - New and Existing Ramp**

Date 1/11/2012 COR
PCO 6

Item	Description	quantity	unit	Labor rate	Labor unit	Labor total	Material rate	Material unit	Material total	Equipment rate	Equipment unit	Equipment total	Subcontracts rate	Subcontracts unit	Subcontracts total
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Mayer Electric	1				0.00			0.00			0.00	41880		41880.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Superintendent	8	hr	92		736.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Subtotal:					736.00			0.00			0.00			41880.00
	Itemized Direct Costs:														
A	Labor					736.00									
B	Material					0.00									
C	Equipment					0.00									
D	Subcontracts					41,880.00									
E	**Subtotal:**					42,616.00									
	Other Direct Costs:														
F	Small Tools/Equip (% of A)			5.00%		36.80									
G	Safety (% of E)			0.50%		213.08									
H	Cleanup (% of E)			0.25%		106.54									
I	**Total Direct Costs:**					**$42,972**									
J	**12% for OH&P (I - D x 0.12)**					**$131**									
K	**8 % Fee on subs (D x 0.08)**					**$3,350**									
L	**1-1/2% for Bonds & Insurance**					**$697**									

Total Request $47,151

MAYER ELECTRIC

January 11, 2012

John Lewis
Knutson Construction Company
5500 Wayzata Blvd, #300
Golden Valley, MN 55416

Ramsey Parking Facility Phase II
7650 Sunwood Dr NW
Ramsey, MN 55303

Dear John:

We propose to supply labor and material for the fixture options as follows.

NEW PARKING RAMP /

Lot Change light fixture on parking ramp ceiling to florescent vapor tight t5 lamps in new ramp, along with the previously specified light poles , wall sconce and exit lighting

EXISTING PARKING RAMP

Lot Change light fixture on parking ramp ceiling to florescent vapor tight t5 lamps in new ramp along with wall sconce fixtures

For the Cost of $34,730.00

The additional cost to add a reflector to this fixture is.....$7,150.00

There is a quanity of 201 fixtures located in the original ramp and 86 in the new ramp.

The cost breakout to change the new ramp fixture to the t-5 with reflector is a deduct of $3,118.00.

Sincerely,
Allan D. Holm

7224 Winnetka Ave. N., Minneapolis, MN 55428-1622
(763) 537-9357 • fax (763) 537-2309
www.mayerelec.com

Energy Analysis

Existing ramp

Readings from Connexus bills		Multiplier		
11/8/2011	20249			
11/8/2010	16718			
	3531 x	100	**353100**	KwH per year

Total Annual Cost=	353100 KwH	x	$ 0.10	=	$ 33,544.50	29425 KwH per month

Lighting Costs Only	# of fixtures	Draw (W)	Hours	Cost/Kwh				KwH / year	KwH / month
100W Metal halides	201	130	5000	$	0.10	=	$ 12,411.75	130650	10888
150 W Triple Light	8	150	5000	$	0.10	=	$ 570.00	6000	500
70 W Wall sconce	15	70	5000	$	0.10	=	$ 498.75	5250	438
100 W Canopy Light	32	100	5000	$	0.10	=	$ 1,520.00	16000	1333
							$ 15,000.50	**157900**	13158

Therefore approx. 45% of electric costs are due to the exterior lighting
The rest is the HVAC system in the stair elevator tower. This will remain constant except for the energy cost increase.

Option Analysis

Option 1: Stay with current lighting fixture

Existing ramp	# of fixtures	Draw (W)	Hours	Cost/Kwh				KwH / year	KwH / month	Total Annual Savings
100W Metal halides	201	130	5000	$	0.12	=	$ 15,678.00	130650	10888	
150 W Triple Light	8	150	5000	$	0.12	=	$ 720.00	6000	500	
70 W Wall sconce	15	70	5000	$	0.12	=	$ 630.00	5250	438	
100 W Canopy Light	32	100	5000	$	0.12	=	$ 1,920.00	16000	1333	
Expansion ramp										
100W Metal halides	86	130	5000	$	0.12	=	$ 6,708.00	55900	4658	
150 W Triple Light	2	150	5000	$	0.12	=	$ 180.00	1500	125	
70 W Wall sconce	8	70	5000	$	0.12	=	$ 336.00	2800	233	
100 W Canopy Light	4	100	5000	$	0.12	=	$ 240.00	2000	167	
Projected annual lighting cost							**$ 26,412.00**	220100	18342	$ -

Option 2: Change design to include flourescent in ramp expansion but leave existing ramp alone

Existing ramp	# of fixtures	Draw (W)	Hours	Cost/Kwh				KwH / year	KwH / month	Total Annual savings
100W Metal halides	201	130	5000	$	0.12	=	$ 15,678.00	130650	10888	
150 W Triple Light	8	150	5000	$	0.12	=	$ 720.00	6000	500	
70 W Wall sconce	15	70	5000	$	0.12	=	$ 630.00	5250	438	
100 W Canopy Light	32	100	5000	$	0.12	=	$ 1,920.00	16000	1333	
Expansion ramp										
Two 52 W T5 flourescent	86	103	5000	$	0.12	=	$ 5,314.80	44290	3691	
150 W Triple Light	2	150	5000	$	0.12	=	$ 180.00	1500	125	
70 W Wall sconce	8	70	5000	$	0.12	=	$ 336.00	2800	233	
100 W Canopy Light	4	100	5000	$	0.12	=	$ 240.00	2000	167	
Projected annual lighting cost							**$ 25,018.80**	208490	17374	**$ 1,393.20**

Option 3: Change design of new ramp and retrofit existing ramp

Existing ramp	# of fixtures	Draw (W)	Hours	Cost/Kwh				KwH / year	KwH / month	Total Annual savings
Two 52 W T5 flourescent	201	103	5000	$	0.12	=	$ 12,421.80	103515	8626	
150 W Triple Light	8	150	5000	$	0.12	=	$ 720.00	6000	500	
70 W Wall sconce	15	70	5000	$	0.12	=	$ 630.00	5250	438	
100 W Canopy Light	32	100	5000	$	0.12	=	$ 1,920.00	16000	1333	
Expansion ramp										
Two 52 W T5 flourescent	86	103	5000	$	0.12	=	$ 5,314.80	44290	3691	
150 W Triple Light	2	150	5000	$	0.12	=	$ 180.00	1500	125	
70 W Wall sconce	8	70	5000	$	0.12	=	$ 336.00	2800	233	
100 W Canopy Light	4	100	5000	$	0.12	=	$ 240.00	2000	167	
							$ 21,762.60	181355	15113	**$ 4,649.40**

Connexus rebates

Option 1: Stay with current lighting fixture (No rebates)

Existing ramp	# of fixtures	per fixture		
100W Metal halides	201	0	=	$ -
Expansion ramp				
100W Metal halides	86	0	=	**$ -**

Option 2: Change design to include flourescent in ramp expansion but leave existing ramp alone

Existing ramp	# of fixtures	per fixture		
100W Metal halides	201	$ -	=	$ -
Expansion ramp				
Two 52 W T5 flourescent	86	$ 2.20	=	$ 189.20
				$ 189.20

Option 3: Change design of new ramp and retrofit existing ramp

Existing ramp	# of fixtures	per fixture		
Two 52 W T5 flourescent	201	$ 13.00	=	$ 2,613.00
Expansion ramp				
Two 52 W T5 flourescent	86	$ 2.20	=	$ 189.20
	Total rebate =			**$ 2,802.20**

Total Cost Analysis

Option 1: Stay with current lighting fixture (included in Contract)

Existing ramp	# of fixtures	per fixture		
100W Metal halides	201	0	=	$ -
Expansion ramp				
100W Metal halides	86	0	=	$ -
	Total change order =			$ -

Option 2: Change design to include flourescent in ramp expansion but leave existing ramp alone

Existing ramp	# of fixtures	per fixture		
100W Metal halides	201	$ -	=	$ -
Expansion ramp				
Two 52 W T5 flourescent	86	$ (29.77)	=	$ (2,560.00)
	Total change order =			$ (2,560.00)
	Connexus rebate =			$ 189.20
	Total Cost w rebate =			**$ (2,749.20)**

Option 3: Change design of new ramp and retrofit existing ramp

Existing ramp	# of fixtures	per fixture		
Two 52 W T5 flourescent	201	$ 247.32	=	$ 49,711.00
Expansion ramp				
Two 52 W T5 flourescent	86	$ (29.77)	=	$ (2,560.00)
	Total change order =			$ 47,151.00
	Connexus rebate =			$ 2,802.20
	Total Cost w rebate =			**$ 44,348.80**

no daytime lighting. Ramps with parking along one or both sides are called sloping floor designs and require only basic garage illuminance.

In garages, the entrance area is defined as the drive aisle and any immediately adjacent parking stalls, from the portal or physical building line to about 20 meters (66 ft.) inside the structure. Where parking is not provided next to the drive lane, the width of entrance area should be defined by adjacent walls, if any. However, the width should not exceed 15 meters (50 ft.). Higher illuminance is needed during the day for this transition area which connects full daylight to the relatively low interior illuminance levels. A garage entrance is somewhat analogous to a tunnel portal, except that vehicle speeds are much lower— typically only 10 to 20 km/hr (6 to 12 miles/hr). Ordinarily, garage entry involves turning off a street or service road. Entrances designed with a straight run of 50 meters (164 ft.) or more can accept vehicles at higher speeds and may require correspondingly longer transition areas. Beyond the first 20 meters (66 ft.), the illuminance can be stepped down in successive stages, such as one-third increments, from the 500 lux (50 fc) entrance area to the 20 lux (2 fc) ramp area or the 10 lux (1 fc) basic area, over each 10-meter (33 ft.) run length.

10.3 Uniformity

As with parking lots, the average of the lowest area of garage floor illuminance may be used as an alternative calculation of the minimum rather than the absolute lowest point. This area is a rectangle (see **Annex B**). A point, centered below one of the luminaires, should be used to calculate or measure the most likely maximum illuminance value. To start the design, an *average overall* illuminance value may be chosen — 50 lux (5 fc) for parking floors and proportionately higher values for elements requiring greater illuminance. The maximum and minimum points are then calculated. If the minimum is met and the ratio of the maximum and minimum *points* falls within the 10:1 uniformity ratio given in **Table 2**, the design meets the criterion. Further analysis of uniformity based on minimum areas would be needed if alternate designs are considered (e.g., the use of larger lamps at greater spacing to cut energy consumption and/or reduce capital cost).

Table 2: Recommended Maintained Illuminance Values for Parking Garages

	Miminum Horizontal[2] Lux	fc[4]	Maximum/Minimum Horizontal Uniformity Ratio[3]	Minimum Vertical[5] Lux	fc[4]
Basic[1]	10	1.0	10:1	5	0.5
Ramps[6]					
Day[7]	20	2.0	10:1	10	1.0
Night	10	1.0	10:1	5	0.5
Entrance Areas[8]					
Day[7]	500	50		250	25
Night	10	1.0	10:1	5	0.5
Stairways[9]	20	2.0		10	1.0

[1] For typical conditions. While these values are intended to address personal security issues, some retailers may increase them to further offset perceived concerns. Top levels of garages open to the sky should use the "Enhanced Security" column of **Table 1** (see **Section 4.1** and **Section 4.3**). Research has shown that, under certain conditions of limited contrast (such as concrete wheel stops on concrete garage floor), this level is needed to provide good visibility of the wheel stop (see reference 18 and **Annex D**).

[2] Measured on the parking surface, without any shadowing effect from parked vehicles or columns. For preliminary design, an *average* value of 50 horizontal lux (5 hfc) for basic (and equivalent for other conditions) may be calculated (see **Section 10.3**).

[3] The highest horizontal illuminance area, divided by the lowest horizontal illuminance point or area should not be greater than the ratio shown (see **Section 10.3** and **Annex B**).

[4] Rounded conversion of lux to footcandles (see **Annex E**).

[5] Measured at 1.5 meters (5.0 ft.) above parking surface at the point of lowest horizontal illuminance, excluding facing outward along boundaries (see **Section 11.1** and **Annex B**).

[6] Applies to clearway ramps (no adjacent parking) but not to sloping floor designs (see **Section 10.2**).

[7] Daylight may be considered in the design calculation (see **Section 10.5**)

[8] A high illuminance level for about the first 20 meters (66 ft.) inside the structure is needed to effect a transition from bright daylight to a lower internal level (see **Section 10.2**)

[9] See **Section 10.4**.

Public Works Committee **5. 3.**

Meeting Date: 01/17/2012

By: Brian Olson, Engineering/Public Works

Title:

Consider Guard Rail Enhancements for the Parking Ramp

Background:

The parking ramp has been open for several years. The exterior railings for all floors were designed to be functional and also appear as architectural elements. The north, east and south railings on the top floor are a mixture of concrete and concrete topped with metal fence. The top of the metal fence is 9 feet above the floor with the top of the concrete at the fence 66 inches above the floor. The lower concrete rails are 43 inches high. The railing on the north, east and south sides of the 2nd and 3rd floors are concrete to 30 inches with metal railings on top making the total height 43 inches. The west railings on all floors are cables to allow for the expansion that is under construction.

The interior edges of the floors and ramps between floors have chain link fence over cables cast into the support columns. The top of the chain link fence is 43 inches above the floor. There is an 18" gap between the horizontal fence at the edge of the floor and the sloping fence at the edge of the ramps.

The heights of the railings and fences meet the current safety standards.

On October 18th, Staff was directed to amend the existing Contract with LSA Design to provide a design for the rail enhancements that would be necessary to accommodate the original concern that was raised that the lower height railings may not prevent a bicycle rider from striking the barrier and going over the top of the railing, or providing a situation that children could climb or fall into open areas.

Notification:

Observations:

There were two options that were designed and priced for the concern that was expressed about the 43 inch rail heights. One added an extension on the top of the existing railing and the other completely enclosed the openings on floors 2 and 3 and raised the guard rail height at specific locations on the top floor. Bill Fossing from LSA Design will be present at the meeting to present the designs and answer questions. The cost of these options are $147,658 and $302,588 respectively.

Another concern that was expressed at the October 18th Public Works Committee was to look into a sunscreen on levels 2 and 3 for those that are driving up the ramp between floors. During the morning hours, particularly in the winter months, the sun is low on the horizon and tends to blind a driver from seeing any pedestrians or other cars that are pulling out. Knutson priced this change order at $43,325. Attached is the details of those sunscreens and again LSA Design will be present at the meeting to answer any questions regarding their design.

The final concern concerns that was raised was the openings between floors on each of the ramps between floors. Attached to the case is a picture of the situation. There is currently a coated chain link fence that is supported by tension cables that is preventing vehicles and pedestrians from falling between floors. The recommendations from the architect is that there will be adequate structural capacity to utilize the same coated chain link fence to close off the gap that currently exists between floors. The cost of the change request is $15,911.

During the discussion at the October 18th, Staff was directed to contact our insurance carrier to see if there would be any benefit to our premiums if we were to provide additional protection on this facility. The League of Mn Cities, our insurance carrier, has indicated that there will not be any reduction in our premium if we perform these enhancements.

Funding Source:

The funding for this change order would be from TIF 1. There is adequate funding to fund this change order request as per Staff recommendation.

Staff Recommendation:

Staff recommendation is move forward with the security enhancements to the chain link fences between floors and are not recommending any additional improvements due to the cost considerations and that roller devices (including bicycles and skateboards) are prohibited from using the parking ramp.

Committee Action:

Motion to move forward with the coated chainlink fence for a cost not to exceed $15,911.

Attachments

Rail enhancement pricing

Rail Enhancement design

Top Floor

Top Floor East

2nd -3rd Floor

Internal

Walkway

Form Review

Inbox	Reviewed By	Date
Brian Olson (Originator)	Brian Olson	01/12/2012 11:25 AM
Kurt Ulrich	Kurt Ulrich	01/12/2012 03:43 PM

Form Started By: Brian Olson Started On: 01/11/2012

Final Approval Date: 01/12/2012

AIA® Document G709™ – 2001

Work Changes Proposal Request

PROJECT *(Name and address)*:
City of Ramsey Municipal Parking Deck - Phase II
Ramsey Town Center
Ramsey, MN 55303

PROPOSAL REQUEST NUMBER: 3

DATE OF ISSUANCE: December 15, 2011

CONTRACT FOR: General Construction

CONTRACT DATE: August 25, 2011

OWNER: ☐
ARCHITECT: ☐
CONSULTANT: ☐
CONTRACTOR: ☐
FIELD: ☐
OTHER: ☐

OWNER *(Name and address)*:
City of Ramsey
7550 Sunwood Drive, NW
Ramsey MN 55303

ARCHITECT'S PROJECT NUMBER: 10-12

FROM ARCHITECT *(Name and address)*:
LSA Design Inc.
120 South Sixth Street
Suite 1700
Minneapolis, MN 55402

TO CONTRACTOR *(Name and address)*:
Knutson Construction
5500 Wayzata Boulevard
Suite 300
Minneapolis, MN 55416

Please submit an itemized proposal for changes in the Contract Sum and Contract Time for proposed modifications to the Contract Documents described herein. Within Fourteen (14) days, the Contractor must submit this proposal or notify the Architect, in writing, of the date on which proposal submission is anticipated.

THIS IS NOT A CHANGE ORDER, A CONSTRUCTION CHANGE DIRECTIVE OR A DIRECTION TO PROCEED WITH THE WORK DESCRIBED IN THE PROPOSED MODIFICATIONS.

DESCRIPTION *(Insert a written description of the Work)*:

Revise the metal guardrail/screen details for the parking facility as noted on the attached drawing for Option A or Option B, or a combination of the two Options. Provide a breakdown of the pricing as follows:

1. Option A rail/screen along Grids 1, 4 and L at Level 4 $ 52,907
   Option A rail/screen along Grids 1, 4 and L at Levels 2 & 3 $ 94,751 — $ 147,658
2. Option B rail/screen along Grids 1, 4 and L at Level 4 $ 61,116
   Option B rail/screen along Grids 1, 4 and L at Levels 2 & 3 $ 241,472 — $ 302,588
3. Suncreen and supports along Grid L at Levels 2 & 3. $ 43,325
4. Vinyl Coated Chainlink Fence Infill along Grids 2 and 3 $ 15,911

ATTACHMENTS *(List attached documents that support description)*:

Drawings PR3-1A, PR3-2A, PR3-3A, PR3-1B, PR3-2B, PR3-3B, PR3-4

REQUESTED BY THE ARCHITECT:

(Signature)

William Fossing, PE, Principle
(Printed name and title)

AIA Document G709™ – 2001. Copyright © 1993 and 2001 by The American Institute of Architects. **All rights reserved.** WARNING: This AIA® Document is protected by U.S. Copyright Law and International Treaties. Unauthorized reproduction or distribution of this AIA® Document, or any portion of it, may result in severe civil and criminal penalties, and will be prosecuted to the maximum extent possible under the law. This document was produced by AIA software at 17:56:45 on 12/15/2011 under Order No.9286876283_1 which expires on 01/06/2012, and is not for resale.
User Notes:
(1483425910)

Knutson Construction Services, Inc.

Ramsey Municipal Parking Ramp Phase II
City Project # 10-22
Change Order Request

Estimate for: **PR #3 - Item 1 - Option A - Level 4 Rails**

Date 1/4/2012 COR
PCO 8-1A

Item	Description	quantity	unit	Labor rate	Labor unit	Labor total	Material rate	Material unit	Material total	Equipment rate	Equipment unit	Equipment total	Subcontracts rate	Subcontracts unit	Subcontracts total
						0.00			0.00			0.00			0.00
	CD Systems - Rails	1				0.00			0.00			0.00	46290		46290.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Superintendent	16	hr	92		1472.00			0.00		-	0.00			0.00
						0.00			0.00			0.00			0.00
	Subtotal:					1472.00			0.00			0.00			46290.00
	Itemized Direct Costs:														
A	Labor					1,472.00									
B	Material					0.00									
C	Equipment					0.00									
D	Subcontracts					46,290.00									
E	**Subtotal:**					47,762.00									
	Other Direct Costs:														
F	Small Tools/Equip (% of A)			5.00%		73.60									
G	Safety (% of E)			0.50%		238.81									
H	Cleanup (% of E)			0.25%		119.41									
I	**Total Direct Costs:**					**$48,194**									
J	**12% for OH&P (I - D x 0.12)**					**$228**									
K	**8 % Fee on subs (D x 0.08)**					**$3,703**									
L	**1-1/2% for Bonds & Insurance**					**$782**									

Total Request $52,907

Knutson Construction Services, Inc.

Ramsey Municipal Parking Ramp Phase II
City Project # 10-22
Change Order Request

Estimate for: **PR #3 - Item 1 - Option A - Level 2 & 3 Rails**

Date 1/4/2012 COR
PCO 8-1B

Item	Description	quantity	unit	Labor rate	Labor unit	Labor total	Material rate	Material unit	Material total	Equipment rate	Equipment unit	Equipment total	Subcontracts rate	Subcontracts unit	Subcontracts total
						0.00			0.00			0.00			0.00
	CD Systems - Rails	1				0.00			0.00			0.00	82565		82565.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Superintendent	32	hr	92		2944.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Subtotal:					2944.00			0.00			0.00			82565.00
	Itemized Direct Costs:														
A	Labor					2,944.00									
B	Material					0.00									
C	Equipment					0.00									
D	Subcontracts					82,565.00									
E	**Subtotal:**					85,509.00									
	Other Direct Costs:														
F	Small Tools/Equip (% of A)			5.00%		147.20									
G	Safety (% of E)			0.50%		427.55									
H	Cleanup (% of E)			0.25%		213.77									
I	**Total Direct Costs:**					**$86,298**									
J	**12% for OH&P (I - D x 0.12)**					**$448**									
K	**8 % Fee on subs (D x 0.08)**					**$6,605**									
L	**1-1/2% for Bonds & Insurance**					**$1,400**									

Total Request $94,751

Knutson Construction Services, Inc.

Ramsey Municipal Parking Ramp Phase II
City Project # 10-22
Change Order Request

Estimate for: **PR #3 - Item 2 - Option B - Level 4 Rails**

Date 1/4/2012 COR
PCO 8-2A

Item	Description	quantity	unit	Labor rate	Labor unit	Labor total	Material rate	Material unit	Material total	Equipment rate	Equipment unit	Equipment total	Subcontracts rate	Subcontracts unit	Subcontracts total
						0.00			0.00			0.00			0.00
	CD Systems - Rails	1				0.00			0.00			0.00	52920		52920.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Superintendent	24	hr	92		2208.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Subtotal:					2208.00			0.00			0.00			52920.00
	Itemized Direct Costs:														
A	Labor					2,208.00									
B	Material					0.00									
C	Equipment					0.00									
D	Subcontracts					52,920.00									
E	**Subtotal:**					55,128.00									
	Other Direct Costs:														
F	Small Tools/Equip (% of A)			5.00%		110.40									
G	Safety (% of E)			0.50%		275.64									
H	Cleanup (% of E)			0.25%		137.82									
I	**Total Direct Costs:**					**$55,652**									
J	**12% for OH&P (I - D x 0.12)**					**$328**									
K	**8 % Fee on subs (D x 0.08)**					**$4,234**									
L	**1-1/2% for Bonds & Insurance**					**$903**									

Total Request $61,116

Knutson Construction Services, Inc.

Ramsey Municipal Parking Ramp Phase II
City Project # 10-22
Change Order Request

Estimate for: **PR #3 - Item 2 - Option B - Level 2 & 3 Rails**

Date 1/4/2012 COR
PCO 8-2B

Item	Description	quantity	unit	Labor rate	Labor unit	Labor total	Material rate	Material unit	Material total	Equipment rate	Equipment unit	Equipment total	Subcontracts rate	Subcontracts unit	Subcontracts total
						0.00			0.00			0.00			0.00
	CD Systems - Rails	1				0.00			0.00			0.00	213775		213775.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Superintendent	48	hr	92		4416.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Subtotal:					4416.00			0.00			0.00			213775.00
	Itemized Direct Costs:														
A	Labor					4,416.00									
B	Material					0.00									
C	Equipment					0.00									
D	Subcontracts					213,775.00									
E	**Subtotal:**					218,191.00									
	Other Direct Costs:														
F	Small Tools/Equip (% of A)			5.00%		220.80									
G	Safety (% of E)			0.50%		1,090.96									
H	Cleanup (% of E)			0.25%		545.48									
I	**Total Direct Costs:**					**$220,048**									
J	**12% for OH&P (I - D x 0.12)**					**$753**									
K	**8 % Fee on subs (D x 0.08)**					**$17,102**									
L	**1-1/2% for Bonds & Insurance**					**$3,569**									

Total Request **$241,472**

Knutson Construction Services, Inc.

Ramsey Municipal Parking Ramp Phase II
City Project # 10-22
Change Order Request

Estimate for: **PR #3 - Item 3 - Level 2 & 3 Sunscreens**

Date 1/4/2012 COR
PCO 8 - 3

Item	Description	quantity	unit	Labor rate	Labor unit	Labor total	Material rate	Material unit	Material total	Equipment rate	Equipment unit	Equipment total	Subcontracts rate	Subcontracts unit	Subcontracts total
						0.00			0.00			0.00			0.00
	CD Systems - Sunscreens	1				0.00			0.00			0.00	36815		36815.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Superintendent	24	hr	92		2208.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Subtotal:					2208.00			0.00			0.00			36815.00
	Itemized Direct Costs:														
A	Labor					2,208.00									
B	Material					0.00									
C	Equipment					0.00									
D	Subcontracts					36,815.00									
E	**Subtotal:**					39,023.00									
	Other Direct Costs:														
F	Small Tools/Equip (% of A)			5.00%		110.40									
G	Safety (% of E)			0.50%		195.12									
H	Cleanup (% of E)			0.25%		97.56									
I	**Total Direct Costs:**					**$39,426**									
J	**12% for OH&P (I - D x 0.12)**					**$313**									
K	**8 % Fee on subs (D x 0.08)**					**$2,945**									
L	**1-1/2% for Bonds & Insurance**					**$640**									

Total Request $43,325

Knutson Construction Services, Inc.

Ramsey Municipal Parking Ramp Phase II
City Project # 10-22
Change Order Request

Estimate for: **PR #3 - Item 4 - Fencing Infills Grid 2 and 3**

Date 1/4/2012 COR
PCO 8 - 4

Item	Description	quantity	unit	Labor rate	Labor unit	Labor total	Material rate	Material unit	Material total	Equipment rate	Equipment unit	Equipment total	Subcontracts rate	Subcontracts unit	Subcontracts total
						0.00			0.00			0.00			0.00
	Stripe Right - Fence Infills	1				0.00			0.00			0.00	12000		12000.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Superintendent	24	hr	92		2208.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Subtotal:					2208.00			0.00			0.00			12000.00
	Itemized Direct Costs:														
A	Labor					2,208.00									
B	Material					0.00									
C	Equipment					0.00									
D	Subcontracts					12,000.00									
E	**Subtotal:**					14,208.00									
	Other Direct Costs:														
F	Small Tools/Equip (% of A)			5.00%		110.40									
G	Safety (% of E)			0.50%		71.04									
H	Cleanup (% of E)			0.25%		35.52									
I	**Total Direct Costs:**					**$14,425**									
J	**12% for OH&P (I - D x 0.12)**					**$291**									
K	**8 % Fee on subs (D x 0.08)**					**$960**									
L	**1-1/2% for Bonds & Insurance**					**$235**									

Total Request $15,911

Proposal

CD Systems of St. Paul, LLC
350 SMC Drive
Somerset, WI 54025
Phone 715-247-5449
Fax 715-247-3438

To: Knutson Construction	Date of Proposal: 1-3-12, Rev. 1-4-12
Attn: Chris/John	Architect: LSA Design
Re: PR-003	Date of Plans: 12-16-11
Fax: 763-546- 2226	Job Name: Ramsey Municipal Ramp
Phone: -1400	Job Location: Ramsey, MN.

Furnish and install metal guardrails and sunscreens per PR-3. Materials, fabrication, high performance coatings and installation included.

1. Option A level 4. 32 units x 2'-2"	$45,622 + $668 tax =	$46,290.00
Option A levels 2&3. 86 units x 1'-1"	$81,499 + $1,066 tax =	$82,565.00
2. Option B level 4. 26 units x 4'-3"	$52,213 + $707 tax =	$52,920.00
Option B levels 2&3. 86 units x 6'-6"	$210,353 + $3,422 tax =	$213,775.00
3. Sunscreen and supports. 6 units 9'-4" x 8'-2"	$36,028 + $787 tax =	$36,815.00

"C" shaped light supports are included on option B level 4 to match existing design.
Return railings not shown on elevation are included.

Thank you,
Brian Reesman
VP Sales
612-703-9175
CD Systems/Stillwater Metals

Payments to be made as follows:

Authorized Signature: Brian Reesman **612-703-9175**	NOTE: This proposal is subject to revocation if not accepted with 30 days.

All materials are of the description specified. Work will be preformed in accord with standard practice. Any change is subject to material agreement, and in the event of such change, an equitable adjustable shall be made in price. We are not responsible for any cause or condition beyond our control. Purchaser responsible for all necessary insurance.

Accepted-The above proposal is accepted and you are authorized to proceed.
Signature: **Date:** / /

P.O. Box 600627
St. Paul, MN 55106
Phone: 651-793-9004
Fax: 651-793-7494
david@striperight.com

PROPOSAL

Date	Estimate #
1/3/2012	11-178

Name / Address
Knutson Attn: John Lewis 5500 Wayzata BLVD Minneapolis, MN 55416-1264

Project	P.O. No.	Terms
Ramsey Muni Ramp Phase II		Net 30

Description	Qty	Cost	Total
PR#3 FENCING: Add black vinyl fencing per details to fill voids between ramps and decks. Each section of fence must be customized by hand to fit irregular sized opening. Unit price is base on an opening.	40	300.00	12000.00

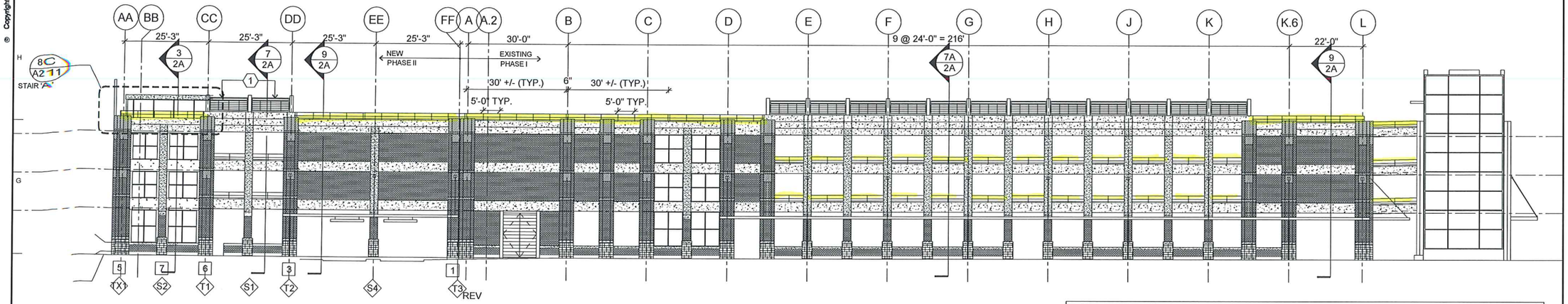
Thank you. Please call with any questions, cell # 651-247-1349.

Total $12,000.00

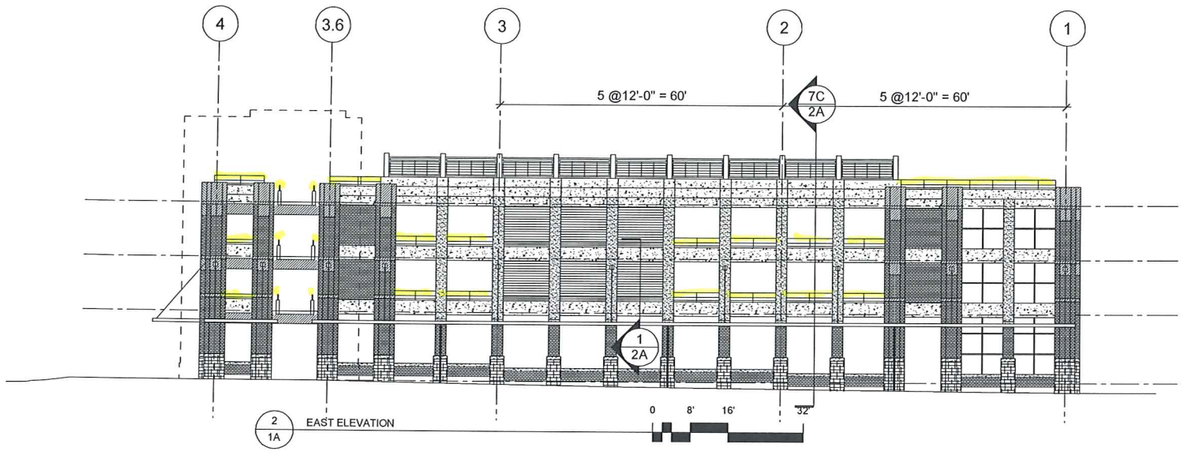
Signature _____

E-mail

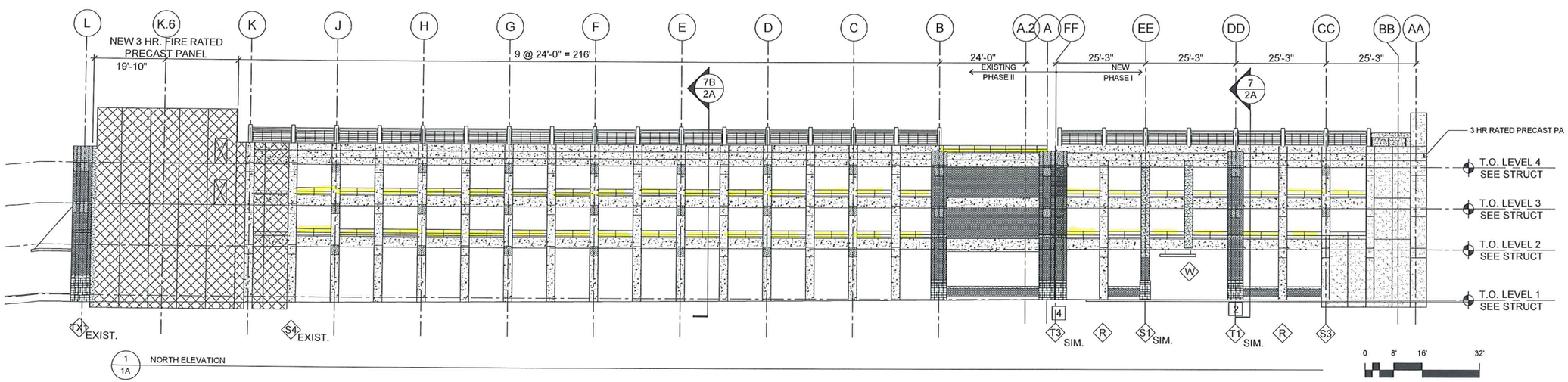
© Copyright 2011



3 1A SOUTH ELEVATION 0 8' 16' 32'



2 1A EAST ELEVATION 0 8' 16' 32'



1 1A NORTH ELEVATION 0 8' 16' 32'

GENERAL FINISH NOTES

1. FACE BRICK IS THIN BRICK ON PRECAST CONCRETE COLUMNS AND EXTERIOR PRECAST CONCRETE WALL PANEL @ STAIR 'A'. MODULAR BRICK IS ALL OTHER FACE BRICK.
2. ALL STEEL ON INTERIOR & EXTERIOR IS FINISHED WITH HIGH PERFORMANCE COATING 3 - COLOR 1, INCLUDING GUARDRAILS AT BUMPER WALLS & STAIRS, METAL SCREEN AT FOURTH LEVEL BUMPER WALL.
   EXCEPTIONS:
   A. ALL STEEL BOLLARDS ARE GALVANIZED ONLY.
3. SEE A610 FOR ROOM FINISH SCHEDULE
4. HP = HIGH PERFORMANCE
5. FINISHED MUST MATCH EXISTING FINISHES.

KEYNOTES (THIS SHEET)

1 METAL SCREEN - SEE A530
2 METAL GUARDRAIL - SEE A531

SYMBOL LEGEND

KEYNOTE - SEE ABOVE
S# COLUMN ASSEMBLY - SEE A510, A511,A513, A517 (S, T, R & X ARE ALL COLUMN TYPES)
MARK NUMBER FOR EXIST. ARCHITECTURAL COLUMN

MATERIALS LEGEND

- COLORED C.I.P. CONCRETE W/ SANDBLASTED FINISH
- ARCHITECTURAL PRECAST CONCRETE W/ FORM LINER
- ARCHITECTURAL PRECAST CONCRETE FINISH
- FACE BRICK - SEE GENERAL FINISH NOTE #1 ON A210
- HIGH PERFORMANCE COATING 1
- STEEL TROWEL GRAY CONCRETE FINISH (BUFF ACID ETCH FINISH ON REVERSE)

Ramsey Municipal Parking Facility

Guardrail Enhancements
Ramsey, MN 55303

Issue / Revisions	No.	Date

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the state of Minnesota
Print Name: Susan R. Lee
Signature:
Date: 05.12.11 License #: 47951

Drawn By: RDS
Checked By: RDS
Date: 05.12.11

Consultant

LSA Planning Architecture Urban Design
219 N. Second Street Suite 302 Minneapolis, MN 55401
Tel. 612.338.8729 Fax. 612.339.7433 www.lsadesigninc.com

Sheet Name
ENHANCED GUARDRAIL
OPTION 'A'

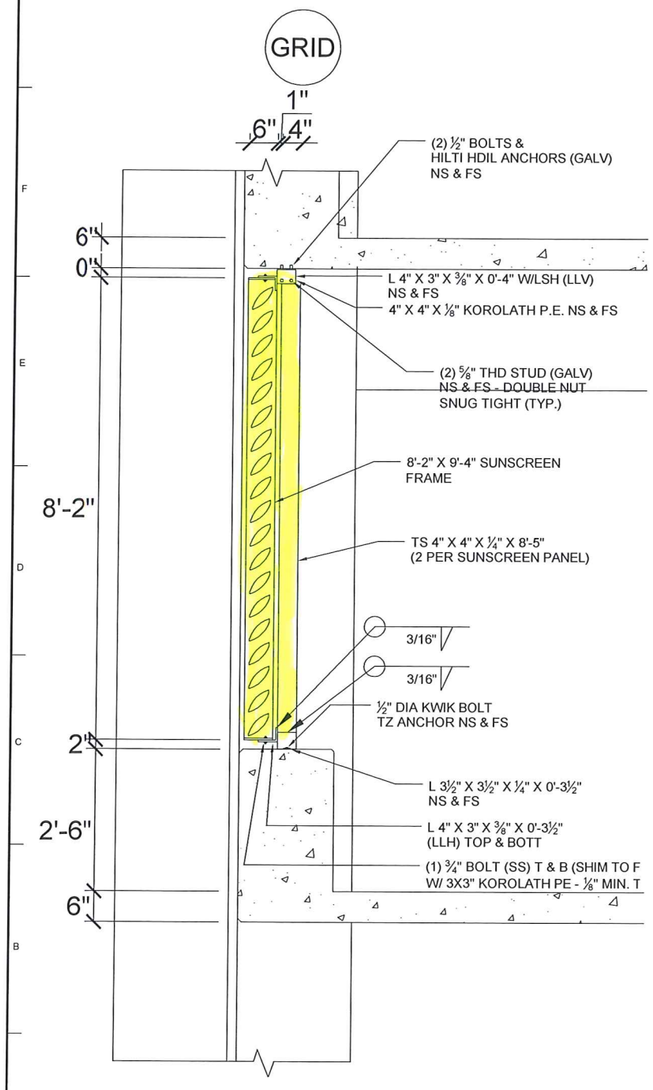
DRAFT

Project Number 10-12

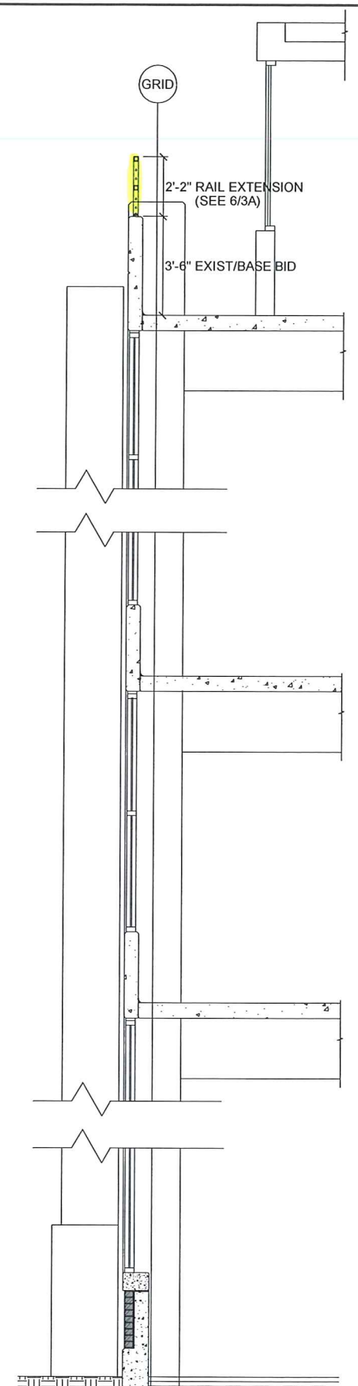
Sheet Number PR2-1A

File Location

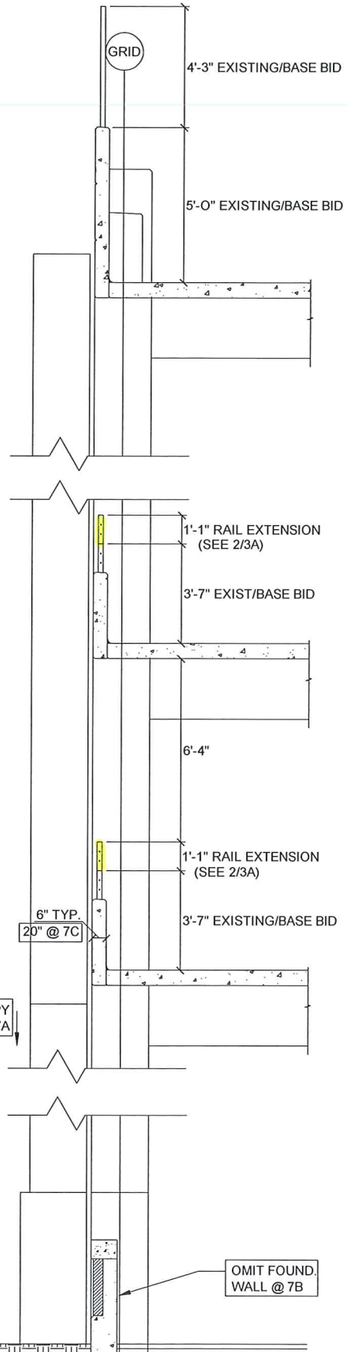
© Copyright 2006



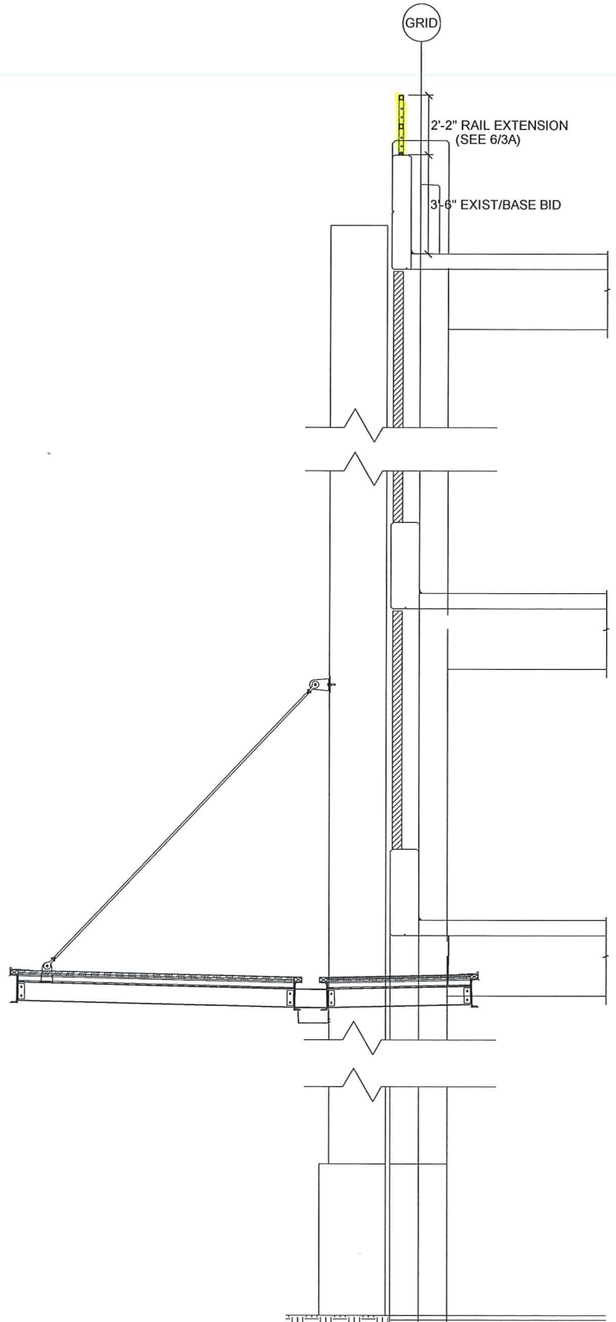
1/2A WALL SECTION — 0 6" 1" 2"



3/2A WALL SECTION — 0 1 2 4



7/2A WALL SECTION — 0 1 2 4



9/2A WALL SECTION — 0 1 2 4

File Location

Ramsey Municipal Parking Facility

Guardrail Enhancements
Ramsey, MN 55303

Issue / Revisions	No.	Date

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota
Print Name: Susan R. Lee
Signature:
Date: 05.12.11 License #: 47351

Drawn By: RDS
Checked By: RDS
Date: 05.12.11

Consultant

LSA
Planning
Architecture
Urban Design
219 N. Second Street
Suite 302
Minneapolis, MN 55401
Tel. 612.339.8729
Fax. 612.339.7433
www.lsadesigninc.com

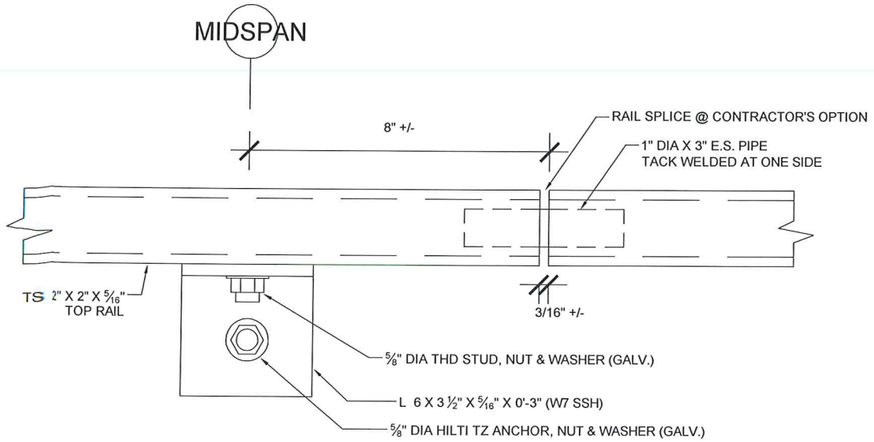
Sheet Name
GUARDRAIL ENHANCEMENT
OPTION 'A'

DRAFT

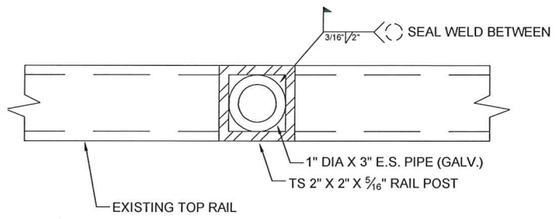
Project Number
10-12

Sheet Number
PR2-2A

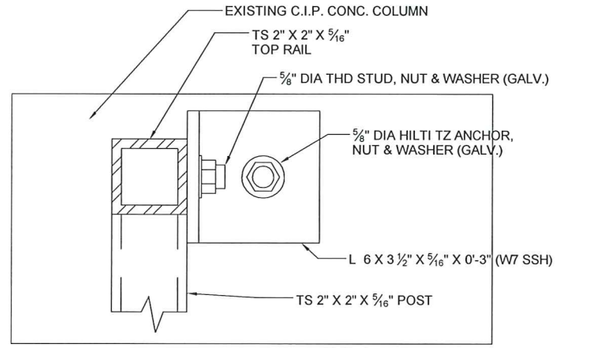
© Copyright 2009



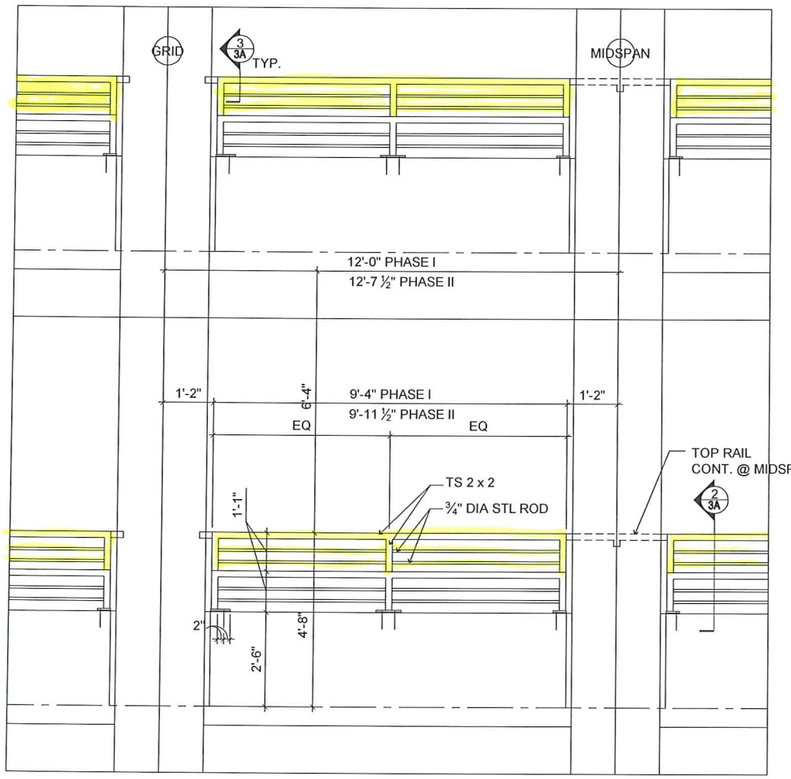
5 / 3A — BRACING CONNECTION DETAIL @ MIDSPAN



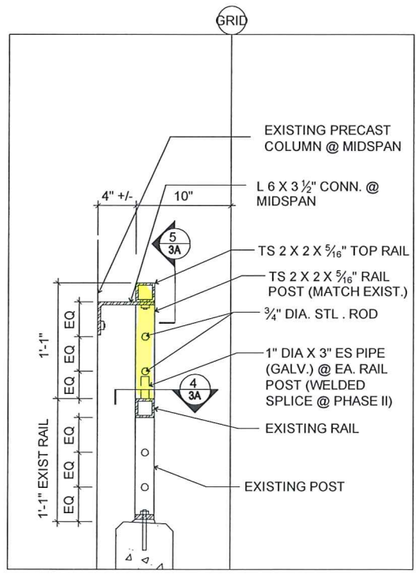
4 / 3A — CONNECTION DETAIL @ RAIL POST SPLICE



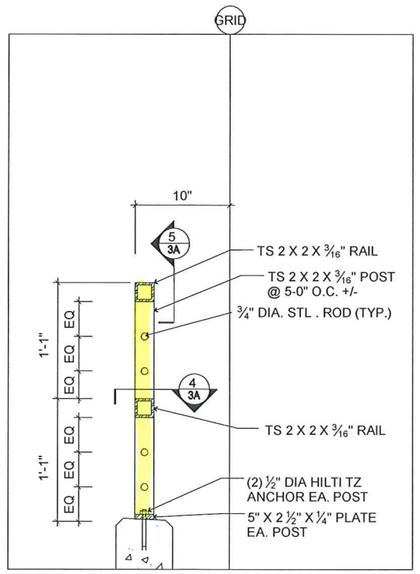
3 / 3A — BRACING CONNECTION DETAIL @ GRIDS



1 / 3A — PARAPET GUARDRAIL - TYPICAL BAY



2 / 3A — RAIL SECTION



6 / 3A — RAIL SECTION @ ROOF

File Location

Ramsey Municipal Parking Facility

Guardrail Enhancements
Ramsey, MN 55303

No.	Issue / Revisions	Date

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the state of Minnesota
Print Name: Susan R. Lee
Signature:
Date: 05.12.11
License #: 47351

Drawn By: RDS
Checked By: RDS
Date: 05.12.11

Consultant
LSA Planning Architecture Urban Design
219 N. Second Street Suite 302 Minneapolis, MN 55401
Tel. 612.339.8729 Fax. 612.339.7433 www.lsadesignmc.com

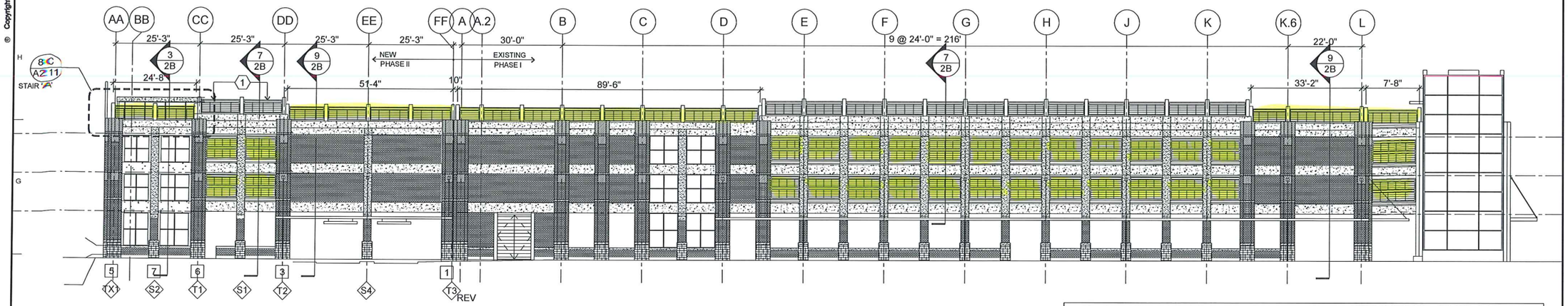
Sheet Name
ENHANCED GUARDRAIL OPTION #4

DRAFT

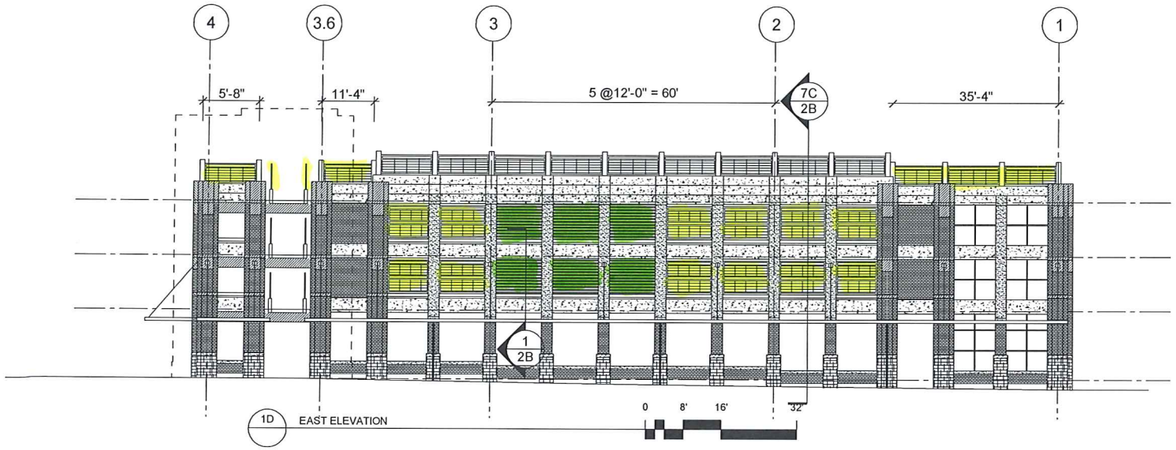
Project Number
10-12

Sheet Number
PR2-3A

Copyright 2009 ©



1F SOUTH ELEVATION 0 8' 16' 32'



1D EAST ELEVATION 0 8' 16' 32'

GENERAL FINISH NOTES

1. FACE BRICK IS THIN BRICK ON PRECAST CONCRETE COLUMNS AND EXTERIOR PRECAST CONCRETE WALL PANEL @ STAIR 'A'. MODULAR BRICK IS ALL OTHER FACE BRICK.
2. ALL STEEL ON INTERIOR & EXTERIOR IS FINISHED WITH HIGH PERFORMANCE COATING 3 - COLOR 1, INCLUDING GUARDRAILS AT BUMPER WALLS & STAIRS, METAL SCREEN AT FOURTH LEVEL BUMPER WALL.
   EXCEPTIONS:
   A. ALL STEEL BOLLARDS ARE GALVANIZED ONLY.
3. SEE A610 FOR ROOM FINISH SCHEDULE
4. HP = HIGH PERFORMANCE
5. FINISHED MUST MATCH EXISTING FINISHES.

KEYNOTES (THIS SHEET)

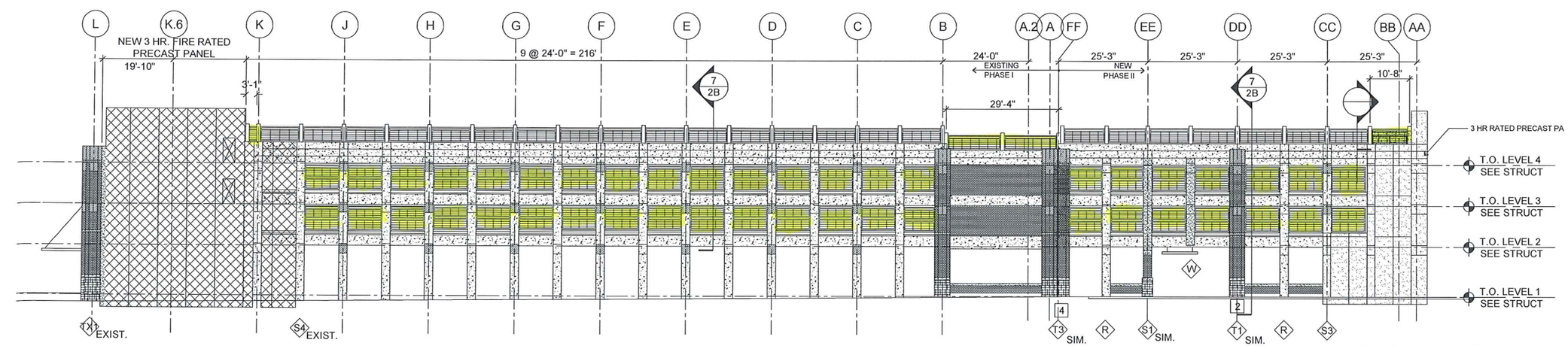
1 METAL SCREEN - SEE A530
2 METAL GUARDRAIL - SEE A531

SYMBOL LEGEND

KEYNOTE - SEE ABOVE
S# COLUMN ASSEMBLY - SEE A510, A511,A513, A517 (S, T, R & X ARE ALL COLUMN TYPES)
MARK NUMBER FOR EXIST. ARCHITECTURAL COLUMN

MATERIALS LEGEND

- COLORED C.I.P. CONCRETE W/ SANDBLASTED FINISH
- ARCHITECTURAL PRECAST CONCRETE W/ FORM LINER
- ARCHITECTURAL PRECAST CONCRETE FINISH
- FACE BRICK - SEE GENERAL FINISH NOTE #1 ON A210
- HIGH PERFORMANCE COATING 1
- STEEL TROWEL GRAY CONCRETE FINISH (BUFF ACID ETCH FINISH ON REVERSE)



1A NORTH ELEVATION 0 8' 16' 32'

File Location

Ramsey Municipal Parking Facility

Guardrail Enhancements
Ramsey, MN 55303

Issue / Revisions	No.	Date

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota
Print Name: Susan R. Lee License #: 42351
Signature:
Date: 05.12.11

Drawn By: RDS
Checked By: RDS
Date: 05.12.11

Consultant

LSA Planning Architecture Urban Design
219 N. Second Street Suite 302 Minneapolis, MN 55401
Tel. 612.339.8729 Fax. 612.339.7433 www.lsadesigninc.com

Sheet Name: ENHANCED GUARDRAIL OPTION 'B'

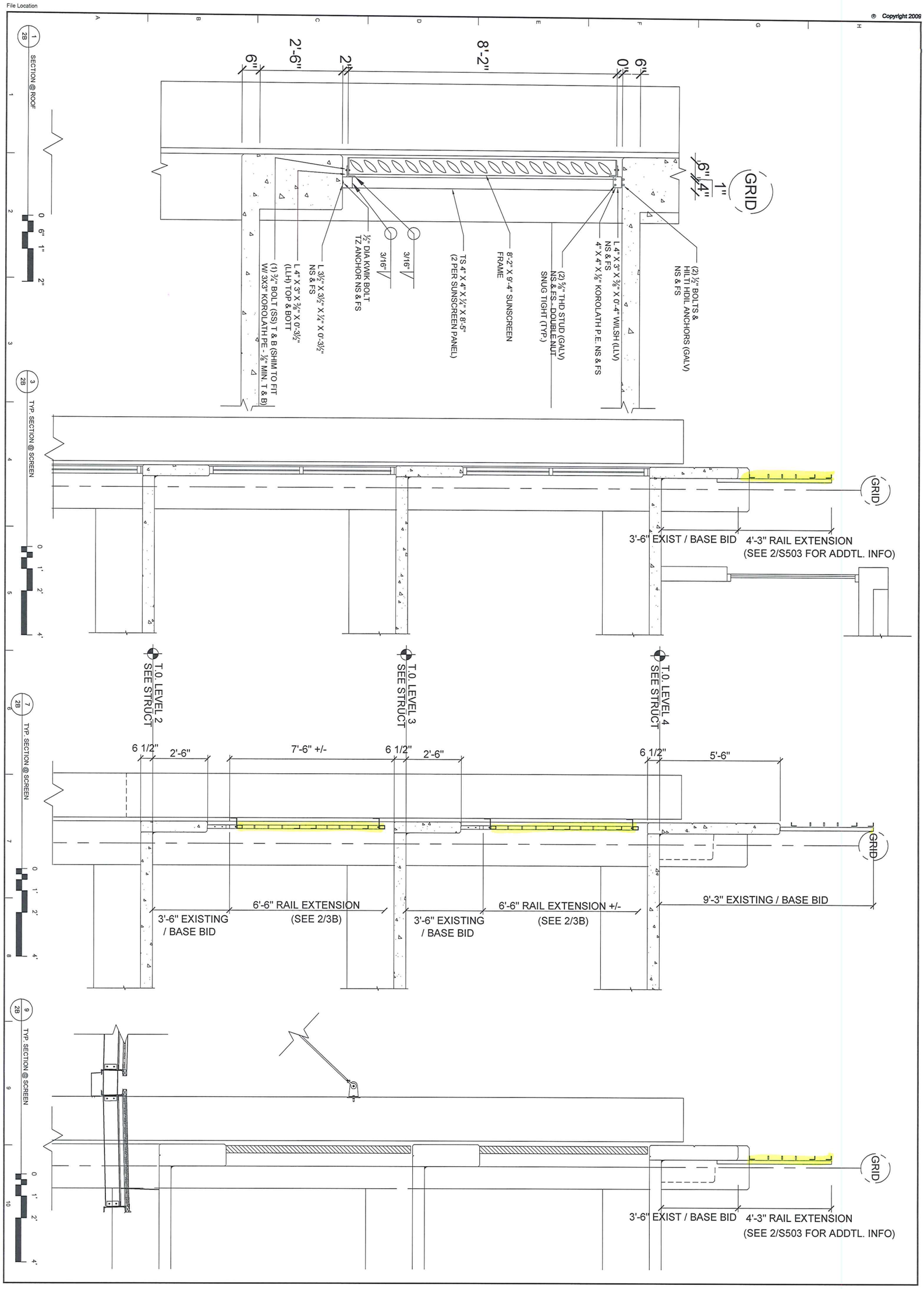
DRAFT

Project Number: 10-12

Sheet Number: PR2-1B

File Location

© Copyright 2009



LSA
Planning
Architecture
Urban Design
219 N. Second Street
Suite 302
Minneapolis, MN 55401
Tel. 612.339.8729
Fax. 612.339.7433
www.lsadesigninc.com

Consultant

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the state of Minnesota
Print Name: Susan R. Lee
Signature:
Date: 05.12.11 License #: 47351

Issue / Revisions	No.	Date

Project Number: 10-12
Sheet Number: PR2-2B

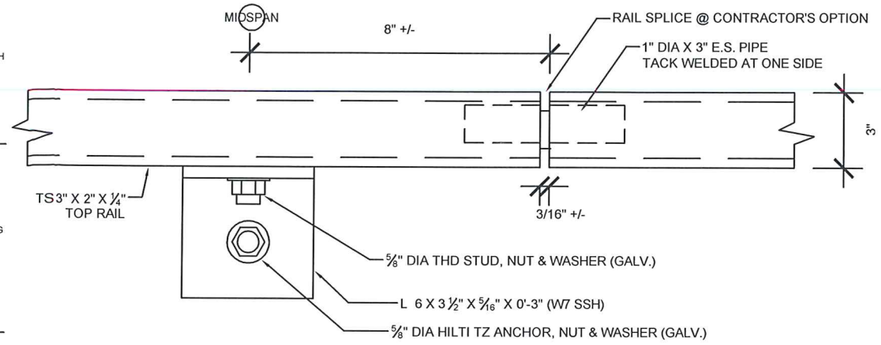
Sheet Name
ENHANCED GUARDRAIL OPTION "B"
DRAFT

Drawn By: RDS
Checked By: RDS
Date: 05.12.11

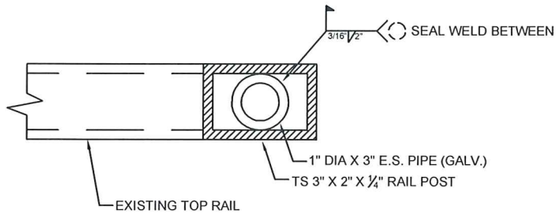
Ramsey Municipal Parking Facility

Guardrail Enhancements
Ramsey, MN 55303

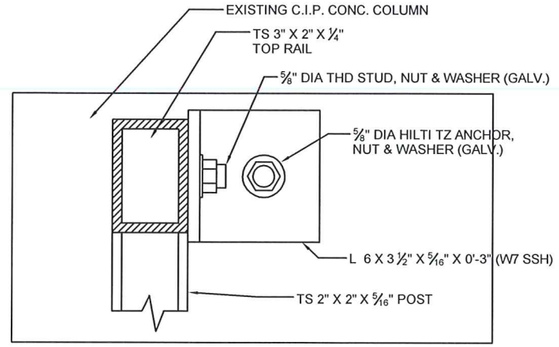
© Copyright 200



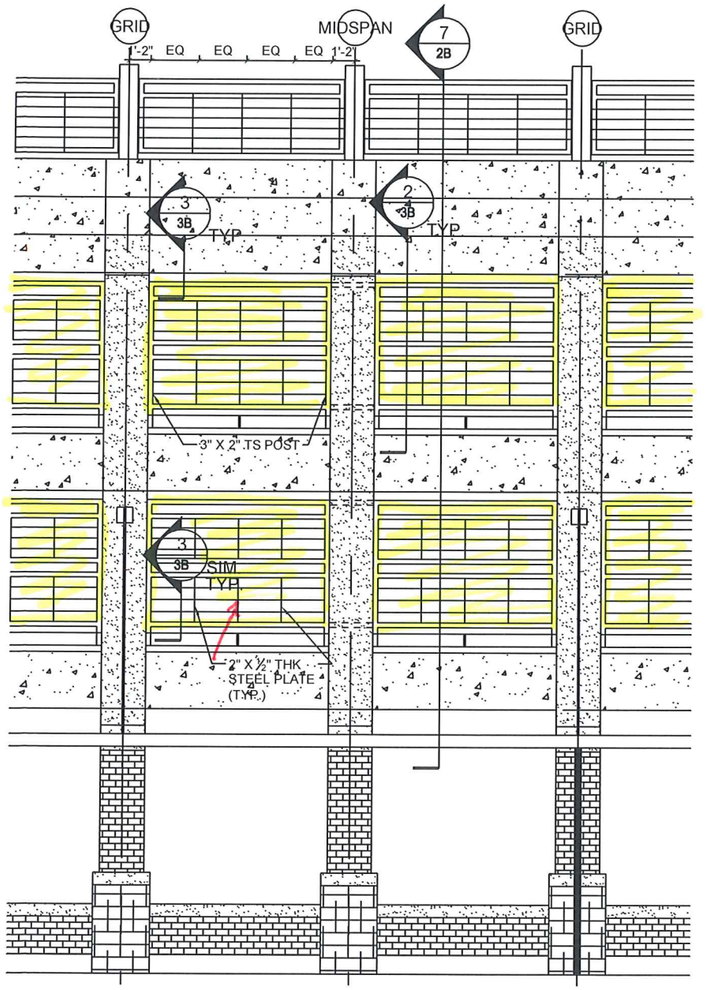
5/3B — BRACING CONNECTION DETAIL @ MIDSPAN (0, 1", 2", 4")



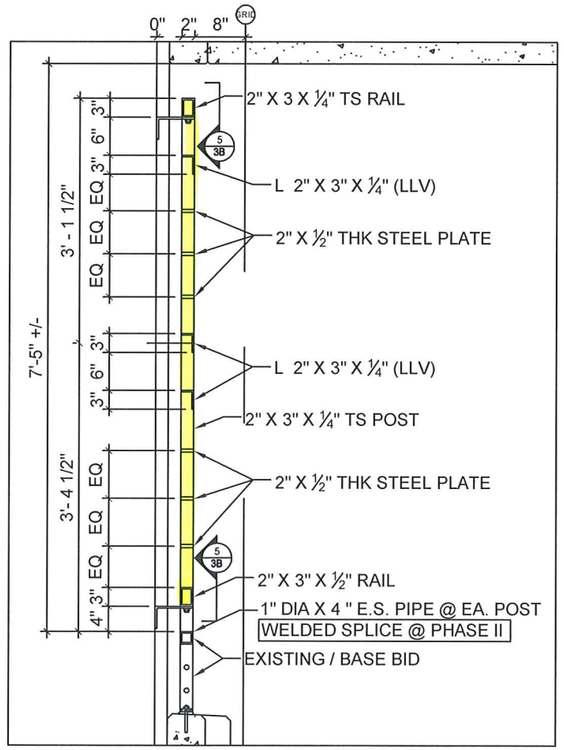
4/3B — CONNECTION DETAIL @ POST SPLICE (0, 1", 2", 4")



3/3B — BRACING CONNECTION DETAIL @ GRIDS (0, 1", 2", 4")



1/3B — PARAPET GUARDRAIL - TYPICAL BAY (0, 2', 4', 8')



2/3B — CONN. DETAIL (0, 6", 1', 2')

File Location

Ramsey Municipal Parking Facility

Guardrail Enhancements
Ramsey, MN 55303

No.	Issue / Revisions	Date

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the state of Minnesota
Print Name: Joseph R. Lee
Signature:
Date: 05.12.11 License #: 47351

Drawn By: RDS
Checked By: RDS
Date: 05.12.11

Consultant

Planning
Architecture
Urban Design
LSA
219 N. Second Street
Suite 302
Minneapolis, MN 55401
Tel. 612.338.8729
Fax. 612.339.7433
www.lsadesigninc.com

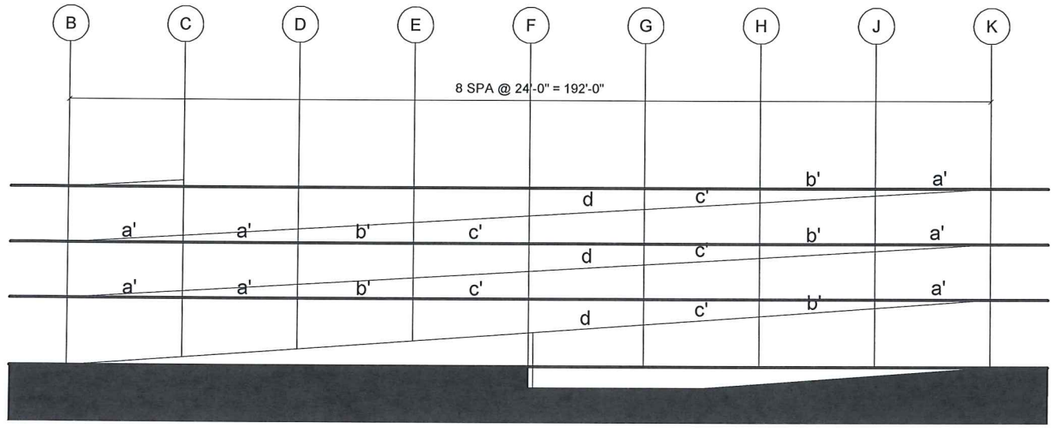
Sheet Name
ENHANCED GUARDRAIL OPTION 'B'

DRAFT

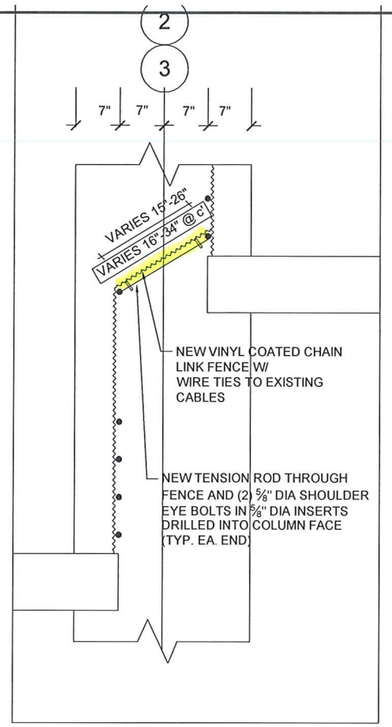
Project Number
10-12

Sheet Number
PR2-3B

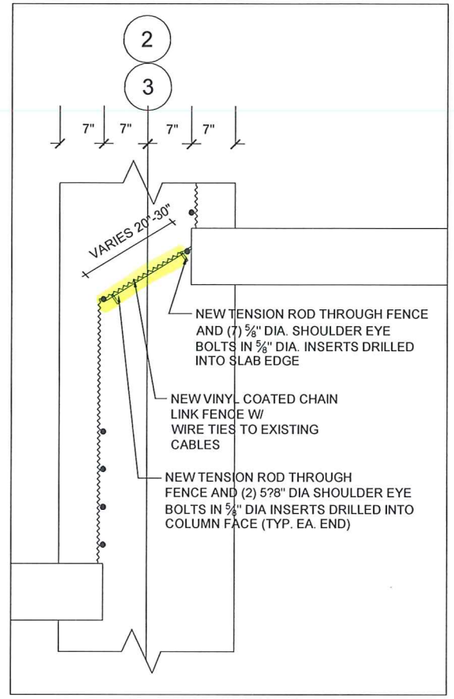
® Copyright 2009



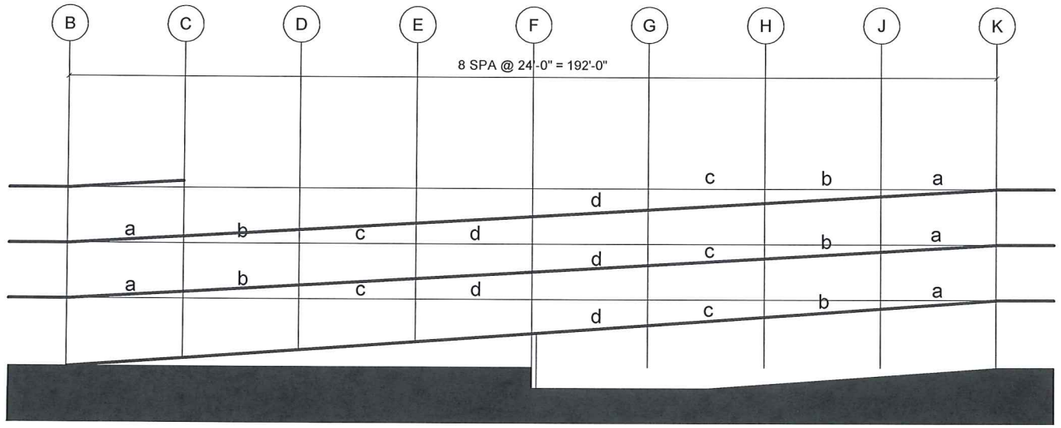
6 SECTION - GRID 3 LOOKING NORTH
-



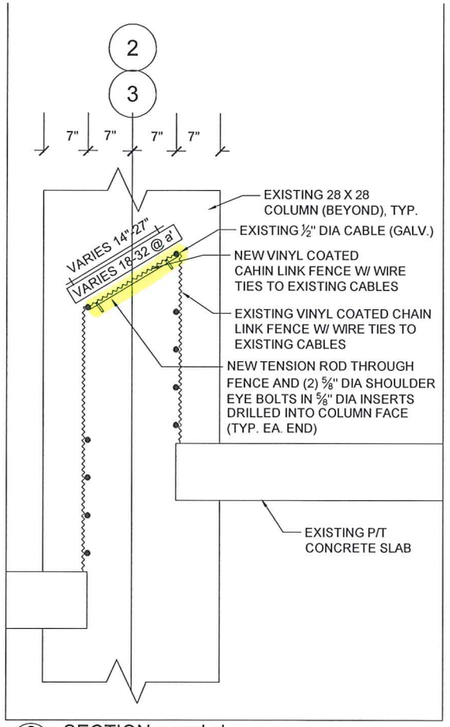
5 SECTION c AND c'
-



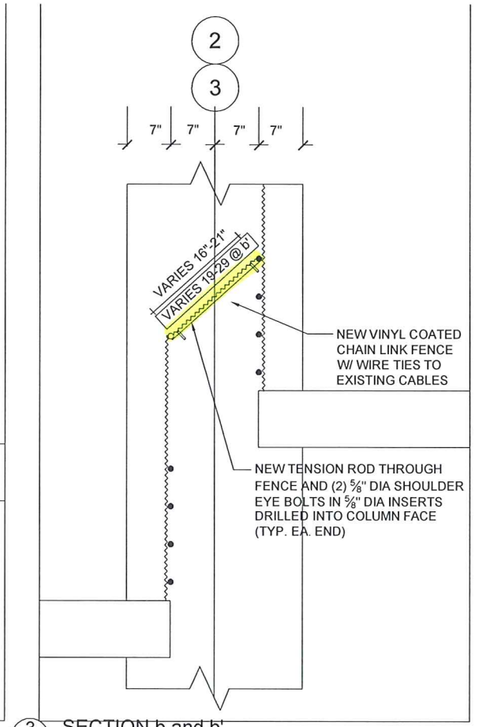
4 SECTION - d
-



1 SECTION - GRID 2 LOOKING NORTH
-



2 SECTION a and a'
-



3 SECTION b and b'
-

Ramsey Municipal Parking Facility

Guardrail Enhancements
Ramsey, MN 55303

Issue / Revisions	No.	Date

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota
Print Name: Susan R. Lee
Signature:
Date: 05.12.11 License #: 47351

Drawn By: RDS
Checked By: RDS
Date: 05.12.11

Consultant

Planning
Architecture
Urban Design

219 N. Second Street
Suite 302
Minneapolis, MN 55401

Tel. 612.339.8729
Fax. 612.339.7433
www.lsadesigninc.com

Sheet Name
ENHANCED GUARDRAIL
NEW FENCING

DRAFT

Project Number
10-12

Sheet Number
PR2-4

File Location









Public Works Committee **5. 4.**

Meeting Date: 01/17/2012

By: Tim Himmer, Engineering/Public Works

Title:

Consider Crosswalk Signage Options Along Sunwood Drive in the COR

Background:

With all the improvements that have been completed over the past couple of years a pedestrian safety concern has been identified within the COR. New businesses and park improvements have brought increased volumes of traffic, and more pedestrians taking advantage of the amenities and walkability of the area. The opening of the VA Clinic and The Falls Cafe, on opposite sides of the street, has increased pedestrians crossing Sunwood Drive at Sapphire Street. As the COR continues to develop, and additional buildings and trail connections are constructed, traffic and safety concerns will further increase. Staff is attempting to begin the process of implementing strategies and improvements to diminish pedestrian conflict concerns along Sunwood Drive, between Armstrong Boulevard and Ramsey Boulevard.

All key intersections along Sunwood Drive (Zeolite, Town Center Drive, Sapphire, and Rhinestone) have pedestrian crosswalks demarked with colored concrete. In the past there has been some discussion regarding the installation of signage to draw more attention to these crosswalks, but due to signage requirements it would result in an excessive amount of signs that may oversaturate the area and potentially reduce compliance.

Notification:

Observations:

Current state law requires drivers to stop and yield the right-of-way to pedestrians crossing the roadway within a marked crosswalk, or at an intersection with no marked crosswalk. This would cover the enforcement issue at the current intersections within the COR, but it may be beneficial to provide some improvements that would result in additional awareness towards pedestrians and the law. Staff is proposing to purchase up to 4 "kid alert safety signs" that could be moved around the COR as necessary, and the installation of an in-street pedestrian crossing sign at the intersection of Sunwood and Sapphire. The in-street pedestrian crossing sign is similar to what currently exists on Alpine Drive, east of Nowthen Boulevard at a mid-block trail crossing, and could be removed during the winter to allow for unobstructed plowing activities.

Funding Source:

Funding is proposed to come from the traffic engineering budget for sign maintenance and installation.

Staff Recommendation:

Staff recommends the purchase and installation of the "kid alert safety signs" and in-street pedestrian crossing signage within the COR, in an amount not to exceed $1,000.

Committee Action:

Motion to recommend to the City Council the purchase and installation of the "kid alert safety signs" and in-street pedestrian crossing signage within the COR, in an amount not to exceed $1,000.

Attachments

State Statute

MN Safety Council Information

Kid Alert Safety Sign

In-Street Pedestrian Crossing Sign

Form Review

Inbox	Reviewed By	Date
Brian Olson	Brian Olson	01/12/2012 12:27 PM
Kurt Ulrich	Kurt Ulrich	01/12/2012 03:25 PM

Form Started By: Tim Himmer Started On: 01/10/2012 11:32 AM

Final Approval Date: 01/12/2012

2011 Minnesota Statutes

169.21 PEDESTRIAN.

Subdivision 1. **Obey traffic-control signals.** Pedestrians shall be subject to traffic-control signals at intersections as heretofore declared in this chapter, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this section and section 169.22.

Subd. 2. **Rights in absence of signal.** (a) Where traffic-control signals are not in place or in operation, the driver of a vehicle shall stop to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or at an intersection with no marked crosswalk. The driver must remain stopped until the pedestrian has passed the lane in which the vehicle is stopped. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield. This provision shall not apply under the conditions as otherwise provided in this subdivision.

(b) When any vehicle is stopped at a marked crosswalk or at an intersection with no marked crosswalk to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

(c) It is unlawful for any person to drive a motor vehicle through a column of school children crossing a street or highway or past a member of a school safety patrol or adult crossing guard, while the member of the school safety patrol or adult crossing guard is directing the movement of children across a street or highway and while the school safety patrol member or adult crossing guard is holding an official signal in the stop position. A peace officer may arrest the driver of a motor vehicle if the peace officer has probable cause to believe that the driver has operated the vehicle in violation of this paragraph within the past four hours.

(d) A person who violates this subdivision is guilty of a misdemeanor. A person who violates this subdivision a second or subsequent time within one year of a previous conviction under this subdivision is guilty of a gross misdemeanor.

Subd. 3. **Crossing between intersections.** (a) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or at an intersection with no marked crosswalk shall yield the right-of-way to all vehicles upon the roadway.

(b) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

(c) Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

(d) Notwithstanding the other provisions of this section every driver of a vehicle shall (1) exercise due care to avoid colliding with any bicycle or pedestrian upon any roadway and (2) give an audible signal when necessary and exercise proper precaution upon observing any child or any obviously confused or incapacitated person upon a roadway.

Subd. 4. **Use right half of crosswalk.** Pedestrians shall move when practicable upon the right half of crosswalks.

Subd. 5. **Walk on left side of roadway.** Pedestrians when walking or moving in a wheelchair along a roadway shall, when practicable, walk or move on the left side of the roadway or its shoulder giving way to oncoming traffic. Where sidewalks are provided and are accessible and usable it shall be unlawful for any pedestrian to walk or move in a wheelchair along and upon an adjacent roadway.

Subd. 6. **Driver education curriculum.** The class D curriculum, in addition to driver education classroom curriculum prescribed in rules of statutes for class D motor vehicles, must include instruction on the duties of a driver when encountering a bicycle, other nonmotorized vehicles, or a pedestrian.

History: *(*2720-202, 2720-203, 2720-204, 2720-205, 2720-207*)* 1937 c 464 s 52-*55,57;* 1939 c 430 s 10*;* 1947 c 428 s 18*;* 1973 c 193 s 1*;* 1974 c 379 s 2*;* 1978 c 739 s 11*;* 1982 c 468 s 3*;* 1986 c 444*;* 1994 c 647 art 12 s 12*;* 1Sp1995 c 3 art 2 s 31*;* 1996 c 333 s 1*;* 1997 c 159 art 2 s 23*;* 2000 c 488 art 6 s 3,*4;* 2004 c 228 art 1 s 72*;* 2005 c 10 art 3 s 11*;* 2008 c 350 art 1 s 33

Please use the BACK button on your browser to return to the previous page.

The Minnesota Crosswalk Law: Key Elements

- Where traffic control signals are not in place or in operation, a driver must stop for a pedestrian crossing within a marked crosswalk or at an intersection with no marked crosswalk. A vehicle that is stopped at a crosswalk can proceed once the pedestrian has completely crossed the lane in front of the stopped vehicle.

- A pedestrian must not enter a crosswalk if a vehicle is approaching. There is no defined distance that a pedestrian must abide by before entering the crosswalk, but common sense should prevail. The law states: "No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield."

- When a vehicle is stopped at an intersection to allow pedestrians to cross the roadway, drivers of other vehicles approaching from the rear must not pass the other vehicle.

- It's unlawful for the driver of a motor vehicle to proceed through a group of school children crossing a street or highway, or past a member of a school safety patrol or adult crossing guard who is directing children across the roadway and who is holding an official signal in the stop position.

- Failure to obey the law is a misdemeanor. A second violation within one year is a gross misdemeanor.

- Cities can designate crosswalks for longer illumination of "Walk" "Don't Walk" signal lights. Intersections where there is a high concentration of pedestrians, senior citizens, school children, etc., qualify for such designation. District councils, community clubs, or other organizations can petition their city councils to designate these crosswalks.

Minnesota Statutes 1999, Chapter 169.21

169.21 Pedestrian.
Subdivision 1. Obey traffic-control signals.
Pedestrians shall be subject to traffic-control signals at intersections as heretofore declared in this chapter, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this section and section and 169.22.

Subd. 2. Rights in absence of signal.
(a) Where traffic-control signals are not in place or in operation, the driver of a vehicle shall stop to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or at an intersection with no marked crosswalk. The driver must remain stopped until the pedestrian has passed the lane in which the vehicle is stopped. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield. This provision shall not apply under the

conditions as otherwise provided in this subdivision.

(b) When any vehicle is stopped at a marked crosswalk or at an intersection with no marked crosswalk to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

(c) It is unlawful for any person to drive a motor vehicle through a column of school children crossing a street or highway or past a member of a school safety patrol or adult crossing guard, while the member of the school safety patrol or adult crossing guard is directing the movement of children across a street or highway and while the school safety patrol member or adult crossing guard is holding an official signal in the stop position. A peace officer may arrest the driver of a motor vehicle if the peace officer has probable cause to believe that the driver has operated the vehicle in violation of this paragraph within the past four hours.

(d) A person who violates this subdivision is guilty of a misdemeanor. A person who violates this subdivision a second or subsequent time within one year of a previous conviction under this subdivision is guilty of a gross misdemeanor.

Subd. 3. Crossing between intersections.
Every pedestrian crossing a roadway at any point other than within a marked crosswalk or at an intersection with no marked crosswalk shall yield the right-of-way to all vehicles upon the roadway.

Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

Notwithstanding the other provisions of this section every driver of a vehicle shall: (a) exercise due care to avoid colliding with any bicycle or pedestrian upon any roadway and (b) give an audible signal when necessary and exercise proper precaution upon observing any child or any obviously confused or incapacitated person upon a roadway.

Subd. 4. Use right half of crosswalk.
Pedestrians shall move when practicable upon the right half of crosswalks.

Subd. 5. Walk on left side of roadway.
Pedestrians when walking or moving in a wheelchair along a roadway shall, when practicable, walk or move on the left side of the roadway or its shoulder giving way to oncoming traffic. Where sidewalks are provided and are accessible and usable it shall be unlawful for any pedestrian to walk or move in a wheelchair along and upon an adjacent roadway.

HIST: (2720-202, 2720-203, 2720-204, 2720-205, 2720-207) 1937 c 464 s 52-55,57; 1939 c 430 s 10; 1947 c 428 s 18; 1973 c 193 s 1;1974 c 379 s 2; 1978 c 739 s 11; 1982 c 468 s 3; 1986 c 444; 1994 c 647 art 12 s 12; 1Sp1995 c 3 art 2 s 31; 1996 c 333 s 1; 1997 c 159 art 2 s 23; 2000 c 448 art 6 53,4; 2004 c 228 art 1

169.2151 PEDESTRIAN SAFETY CROSSINGS.
A local road authority may provide by ordinance for the designation of pedestrian safety crossings on highways under the road authority's jurisdiction where

pedestrian safety considerations require extra time for pedestrian crossing in addition to the time recommended under the Minnesota manual of uniform traffic control devices for pedestrian signals. The ordinance may provide for timing of pedestrian signals for such crossings, consistent with the recommendations of the uniform manual for pedestrian signal timing at senior citizen and handicapped pedestrian crossings. Cities other than cities of the first class may designate a pedestiran safety crossing only with the approval of the road authority having jurisdiction over the crossing. The authority of local road authorities to determine pedestrian signal timing under this section is in addition to any other control exercised by local road authorities over the timing of pedestrian signals.

Chapter of the National Safety Council

© Copyright 2012 Minnesota Safety Council. All rights reserved.

Contact the Minnesota Safety Council at msc@minnesotasafetycouncil.org
or phone 651-291-9150 or 1-800-444-9150


SLOW!


STATE
LAW
STOP
FOR
WITHIN
CROSSWALK

Public Works Committee **5. 5.**

Meeting Date: 01/17/2012

By: Tim Himmer, Engineering/Public Works

Title:

2011 Review of Engineering Consulting Services

Background:

In 2011 the engineering department experienced a reorganization, which included the elimination of the Assistant City Engineer position and an increased budget for professional services. This case is a summary of the costs and services associated with the professional services account. Attached is a breakdown of the funds spent from this account during the 2011 calendar year.

Notification:

Observations:

Funding Source:

No funding is requested with this case, it is strictly an informational accounting of 2011 expenditures associated with professional services in the engineering department.

Staff Recommendation:

Committee Action:

Attachments

Account Summary

Form Review

Inbox	Reviewed By	Date
Brian Olson	Brian Olson	01/11/2012 09:47 AM
Kurt Ulrich	Kurt Ulrich	01/12/2012 03:22 PM

Form Started By: Tim Himmer Started On: 01/09/2012 09:54 AM

Final Approval Date: 01/12/2012

2011 Consulting Services

Firm	***Task***	***Amount***
Erickson Engineering	Annual bridge inspections	$ 2,496.53
Landform Professional Services	COR topo for mass grading analysis	$ 760.00
EH Renner & Sons	Well sealing at 14650 Ramsey Blvd	$ 1,471.00
Hakanson Anderson Associates	Coquina Street easement acquisition	$ 750.00
	Ute Street ROW monumentation	$ 1,279.30
	152nd Avenue ROW monumentation	$ 1,105.53
	2011 flooding investigations	$ 12,500.00
Great Northern Landscape	Alpine Drive irrigation repair (County project damage)	$ 2,175.00
Bolton & Menk	Sunwood Drive restriping (design)	$ 820.00
Highway Technologies	Sunwood Drive restriping (installation)	$ 1,841.02
LSA Design	Parking ramp expansion amendment	$ 3,900.00
WSB & Associates	Riverdale Drive extension	$ 1,912.50
		$ 31,010.88

Budgeted $ 31,500.00

Public Works Committee **5. 6.**

Meeting Date: 01/17/2012

By: Brian Olson, Engineering/Public Works

Title:

Consider request for moving mailboxes on Dysprosium Street

Background:

At the Mayor's Town Hall meeting on Monday, January 9, a resident that lived on the west side of Dysprosium Street requested consideration of moving the mailboxes that are currently placed on the east side of the road to the west side of the road.

As you recall, Dysprosium was reconstructed last year and the project inspection team worked with the postal carrier to ask him where he wanted the mailboxes reinstalled. The design and ultimate reconstruction of the road introduced parking bays on the west side of the road and restricted parking on the ease side of the road.

There are currently about 10 mailboxes on the west side of the road north of 142nd Avenue and about 45 mailboxes on the east side of the road south of 142nd Avenue NW.

Staff has contacted the Postmaster and discussed the proposal to move the mailboxes onto the west side of the road and he initially had a number of concerns:

• Is the neighborhood in support of this change? Whereas, there certainly will be some that will perceive this change as a benefit because they will not have to cross Dysprosium to get their mail, there will be others that will have to cross Dysprosium to get their mail whereas they haven't had to in the past. There are 32 properties that are on the west side of Dysposium with their existing mailboxes on the east side that would probably perceive this as a benefit. There are 16 – 18 properties on the east side that would perceive this change as a negative.

• The mail carrier routes are not conducive to this change. Currently the mail carrier travels on the east side of the road northbound the entire stretch of Dysprosium, delivers to the 2 apartment building on the north side of Dysprosium and then heads southbound to deliver to the property owners on the west side of the road and then turns right or westbound into the neighborhood on 142nd. He never travels southbound south of 142nd on Dysprosium. (see attached map)

• Parking lanes create a problem for mail delivery. If there is a car parked in the parking node in front of a mailbox, the mail carrier will not deliver the mail.

Staff has asked the Postmaster to look into revising his route and he said that he would talk to his delivery person and get back to us. I hope to have an answer by the time the this item gets before the Public Works Committee.

Notification:

None at this time

Observations:

The purpose of this case is gather input from the Public Works Committee and ultimately the full City council on how to handle this request. If there is interest in pursuing moving the mailboxes to the west side of the road upon receiving approval from the Postmaster, the prudent thing to do is notify the residents on both sides of the road so that they can express their concerns. The intent is to handle the moving of the mailboxes and property notification with Staff resources.

Funding Source:

Engineering Staff to notify neighborhood
Public Works Staff to relocate the mailboxes (likely in the Spring)

Staff Recommendation:

Based upon discussion

Committee Action:

Based upon discussion

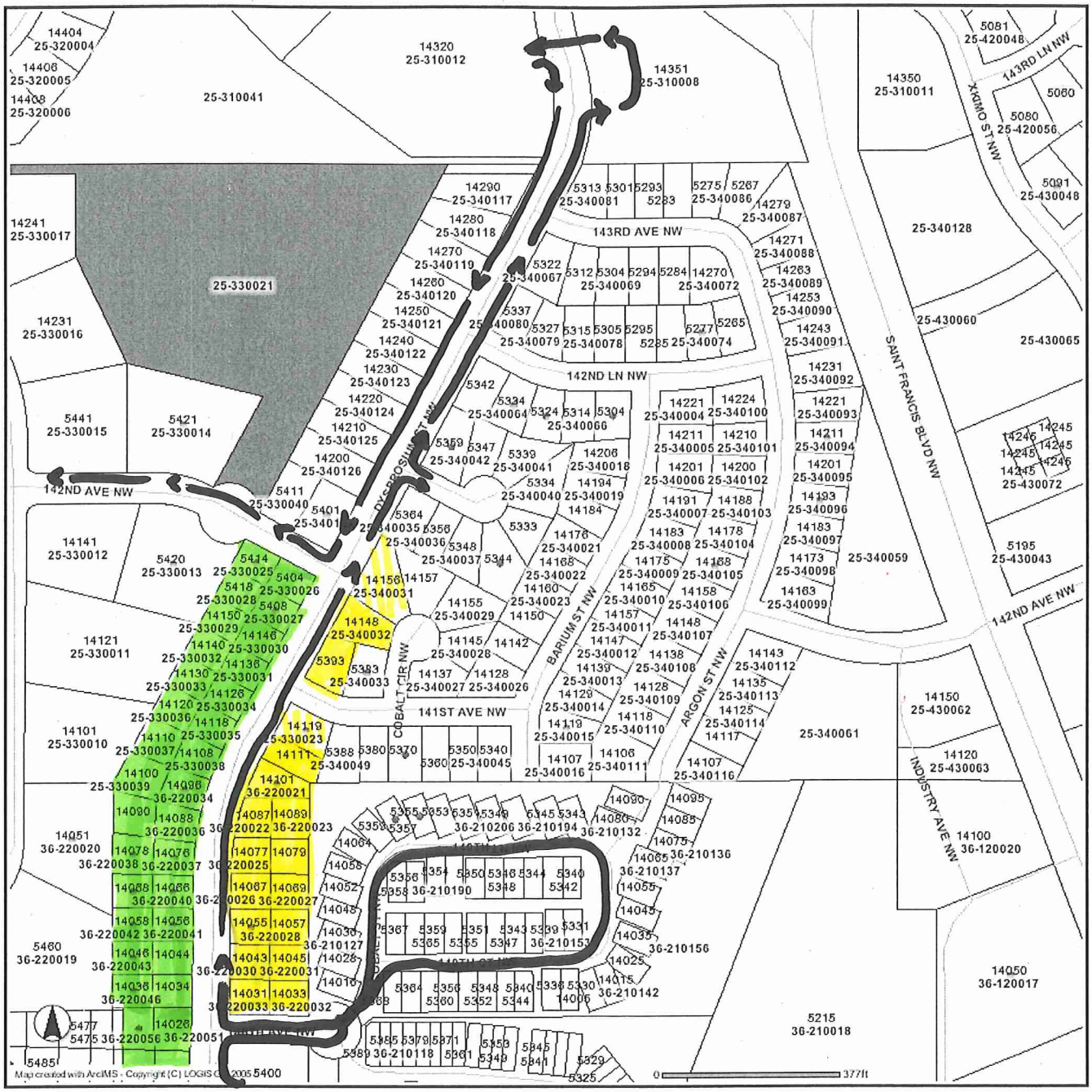
Attachments

Loaction map

Form Review

Inbox	Reviewed By	Date
Brian Olson (Originator)	Brian Olson	01/11/2012 04:34 PM
Kurt Ulrich	Kurt Ulrich	01/12/2012 03:46 PM
Form Started By: Brian Olson		Started On: 01/11/2012 04:09 PM

Final Approval Date: 01/12/2012



Route for mail carrier.

32 properties would perceive benefit

16-18 properties may be opposed.

CC Regular Session **7. 1.**

Meeting Date: 02/14/2012

By: Tim Gladhill, Community Development

Information

Title:

Adopt Ordinance to Repeal Minnesota Building Code Chapter 1306 Entitled Special Fire Protection Systems (optional)

Background:

At the January 10th Work Session, City Council directed Staff to prepare an ordinance to repeal Minnesota Building Code Chapter 1306 entitled 'Special Fire Protection Systems (optional)', which is an optional chapter, from the Ramsey City Code. The Ordinance was introduced on January 24th and is now eligible for adoption.

Notification:

No notification required.

Observations:

The State of Minnesota has adopted the International Building Code as part of the State Building Code. The State of Minnesota requires that the City adopt the State Building Code, which requires certain required and optional chapters. Within the state building code, buildings meeting certain limitations must incorporate fire suppression systems. This threshold is different for types of uses, occupant loads, building construction types or building heights above or below grade. Architects may at times have an option to build fire walls in-lieu-of fire suppression. This option is not always available due to tenant space needs or other specific code requirements.

Chapter 1306 of the Building Code is an optional chapter of the Building Code. However, the required sections of Building Code the City must adopt do include provisions for fire suppression even without the adoption of Chapter 1306. Chapter 1306 reduces the thresholds where fire suppression is required within buildings or tenant spaces. All 'A' type spaces and almost all other occupancy types have 2,000 square feet or more are required to have suppression under Chapter 1306. Chapter 9 of the Minnesota Building Code does include requirements for existing buildings, with certain increases in occupant load triggering the need for existing structures to install fire suppression. There are numerous scenarios based on occupant load that will need to be reviewed with each plan review to determine if fire suppression shall be required.

The purpose of this amendment is to remove an optional chapter of the Minnesota Building Code to acknowledge recent amendments to the Minnesota Building Code that provide additional requirements related to fire suppression systems while balancing the long term public safety needs for the future of our community, the safety of our firefighters, and the economic stability of the City of Ramsey.

Recommendation:

Per City Council direction at the January 10th Work Session, Staff recommends approval of the ordinance removing Minnesota State Building Code Optional Chapter 1306 from the Ramsey City Code.

Funding Source:

Preparation of the ordinance is being handled as part of regular Staff duties.

Council Action:

Motion to waive the City Charter requirement to read the ordinance aloud;

-AND- Adopt the ordinance to remove Minnesota Building Code Chapter 1306 from the Ramsey City Code.

Roll Call Vote:

Councilmember Elvig
Councilmember McGlone
Councilmember Tossey
Councilmember Strommen
Councilmember Backous
Councilmember Wise
Mayor Ramsey

Attachments

Proposed Ordinance

Form Review

Inbox	Reviewed By	Date
Lee Gladitsch	Lee Gladitsch	02/01/2012 08:34 AM
Matt Kohner	Matt Kohner	02/06/2012 08:18 AM
Heidi Nelson	Heidi Nelson	02/09/2012 02:57 PM
Kurt Ulrich	Kurt Ulrich	02/09/2012 03:01 PM

Form Started By: Tim Gladhill Started On: 02/01/2012

Final Approval Date: 02/09/2012

ORDINANCE #12-__

CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

AN AMENDMENT TO CHAPTER 105 WHICH IS KNOWN AS THE BUIDINGS AND BUILDING REGULATIONS CHAPTER OF THE CITY CODE OF RAMSEY, MINNESOTA.

AN ORDINANCE AMENDING CHAPTER 105 BY DELETING CHAPTER 1306, SUBPART 3, NEW BUILDINGS WITH ITEM E, OPTION 1, IN THE MINNESOTA BUILDING CODE.

The City of Ramsey ordains:

SECTION 1. AMENDMENT

Chapter 105 of the Ramsey City Code is hereby amended with this Ordinance by deleting Chapter 1306 (Fire Suppression Systems), Subpart 3.

SECTION 2. PURPOSE

The purpose of this amendment is to remove an optional chapter of the Minnesota Building Code to acknowledge recent amendments to the Minnesota Building Code that provide additional requirements related to fire suppression system while balancing the long term public safety needs for the future of our community, the safety of our firefighters, and the economic stability of the City of Ramsey.

SECTION 3. SUMMARY

The following official summary of Ordinance #12-__ has been approved by the City Council of the City of Ramsey as clearing informing the public of the intent and effect of the Ordinance.

It is the intent and effect of Ordinance #12-__ to remove Minnesota Building Code Chapter 1306, an optional chapter, from Chapter 105 of the City Code, dealing with fire suppression systems. Required sections of the Minnesota Building Code approved after the City adopted Chapter 1306 of the Minnesota Building Code have increased the instances in which fire suppressions systems are required, and reduced the gaps in thresholds between required sections of Minnesota Building Code and the optional Chapter 1306 of the Minnesota Building Code.

SECTION 4. EFFECTIVE DATE

The effective date of this ordinance is thirty (30) days after its passage and publication, subject to City Charter Section 3.9.

Passed by the Ramsey City Council this the ____ day of _____, 2012.

_____
Mayor

ATTEST:

_____
City Clerk

Introduction Date:
Posting Dates:
Adoption Date:
Publication Date:
Effective Date:

CC Regular Session **7. 2.**

Meeting Date: 02/14/2012

By: Chris Anderson, Community Development

Information

Title:

Consider Amending Resolution #11-11-234 related to the Operation of a Church in the B-1 Business District on the Property Located at 5900 167th Ave NW; Case of Rum River Retail Ventures, LLC

Background:

On November 22, 2011, the City Council approved Resolution #11-11-234 authorizing an Interim Use Permit (IUP) related to the operation of a church in the B-1 Business District. Term #4 of the IUP outlines certain benchmarks that must be satisfied related to the installation of a fire suppression system prior to the expiration of the IUP. However, that same term also references MN State Building Code Chapter 1306. On tonight's agenda is an ordinance to repeal Chapter 1306 of the MN State Building. Should the City Council adopt the ordinance repealing Chapter 1306, fire suppression would, in this instance at least, still be required per MN State Building Code, due to the change of use and occupant load. Thus, to ensure that there is no ambiguity, term #4 of the IUP should revised to simply reference MN State Building Code.

Recommendation:

Staff recommends that City Council direct Staff to amend Resolution #11-11-234 to only reference MN State Building Code rather than Chapter 1306 specifically, contingent upon approval of the property owner. Staff has had discussions with the Property Owner, who is agreeable to the correction of this term.

Staff wants to reiterate that this amendment, if approved, is only intended to eliminate a reference to Chapter 1306 and does not eliminate the fire suppression requirement. Due to both the change in use and occupant load, a fire suppression system is still required under the provisions of MN State Building Code.

Council Action:

Motion to direct Staff to amend Resolution #11-11-234 to only reference MN State Building Code rather than Chapter 1306 specifically, contingent upon approval of the property owner.

Attachments

Site Location Map

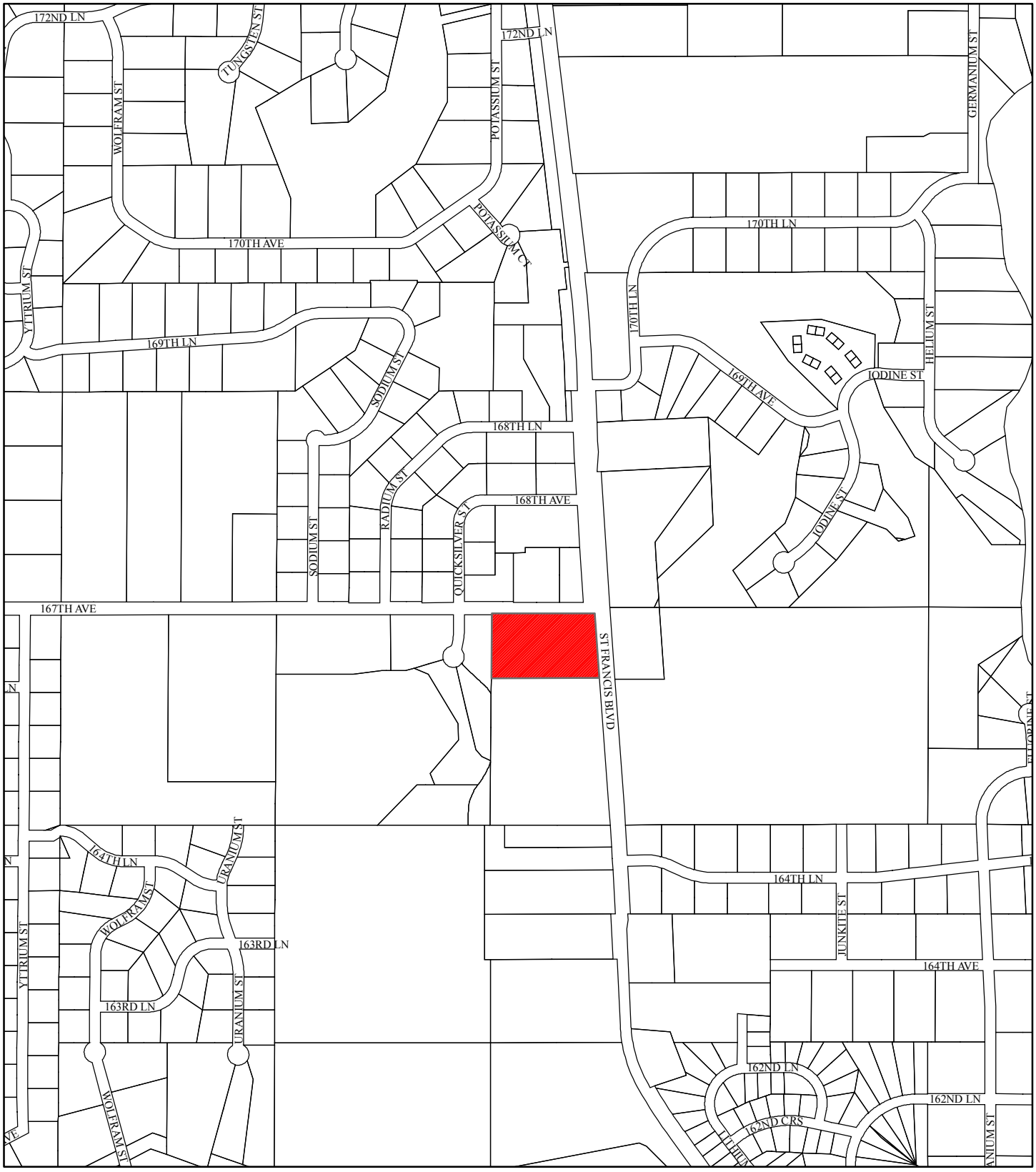
Proposed Amended Resolution Including Revisions

Form Review

Inbox	Reviewed By	Date
Lee Gladitsch	Lee Gladitsch	02/08/2012 03:49 PM
Dean Kapler	Dean Kapler	02/09/2012 10:41 AM
Tim Gladhill	Tim Gladhill	02/09/2012 10:45 AM
Chris Anderson	Chris Anderson	02/09/2012 10:55 AM
Kurt Ulrich	Kurt Ulrich	02/09/2012 02:50 PM

Form Started By: Chris Anderson Started On: 02/07/2012 11:28 AM

Final Approval Date: 02/09/2012



City of RAMSEY

Rum River Retail Ventures
6002 167th Avenue NW

Legend

Site

Parcels

N

0 1,050 2,100 Feet

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

RESOLUTION #11-11-234

RESOLUTION APPROVING THE ISSUANCE OF AN INTERIM USE PERMIT TO ALLOW FOR THE OPERATION OF A CHURCH IN THE B-1 BUSINESS DISTRICT BASED ON FINDINGS OF FACT #0895, AND DECLARING THE TERMS OF SAME.

WHEREAS, Rum River Retail Ventures, LLC has properly applied to the City of Ramsey (the "City") for an interim use permit to operate a church in the B-1 Business District on the property located at 5900 167th Ave NW and legally described as follows:

> The north 426.29 feet, as measured along west line of that part of Southwest Quarter of Southeast Quarter of Section 11, Township 32, Range 25 lying westerly of center line of Trunk Highway No. 47, except road, subject to easement of record, Anoka County, Minnesota
>
> (the "Subject Property"); and

WHEREAS, the Planning Commission met on November 3, 2011, conducted a public hearing and recommended that the City Council approve the request to operate a church in the B-1 Business District for a term of nine (9) months including compliance with certain benchmarks as identified in the interim use permit; and

WHEREAS, the City Council met on November 22, 2011 to review the request for an interim use permit to operate a church in the B-1 Business District on the Subject Property.

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

This permit is issued pursuant to Section 117-52 of the Ramsey City Code. The conditions of this permit are as follows:

1) Based on Findings of Fact #0895, an Interim Use Permit ("Permit") to allow the temporary operation of Church and Church Offices on the **Subject Property** is hereby granted to Rum River Retail Ventures, LLC ("Permittee").

2) The term of the **Permit** shall commence on January 3, 2012 and shall expire nine (9) months thereafter (October 3, 2012).

3) This **Permit** is applicable only to the operation of a Church and Church Offices on the **Subject Property**. The granting of this **Permit** does not allow for any other use that is prohibited in the B-1 Business District.

4) That in accordance with MN State Building Code ~~Chapter 1306~~, a fire suppression system is required. This **Permit** is contingent on certain benchmarks being completed as outlined herein:

- Complete Automatic Fire Suppression Permit Application submittal on or before March 1, 2012; and
- Payment of Automatic Fire Suppression Permit Application fees and issuance of Automatic Fire Suppression Permit on or before July 1, 2012; and
- Automatic fire suppression system approved by City and operational on or before September 1, 2012.

5) This **Permit** is subject to review and revocation/termination if any of the benchmarks identified in Condition #4 are not satisfied.

6) This **Permit** shall become null and void in the event the use granted under this **Permit** permanently ceases prior to the expiration date or upon the expiration date, whichever occurs first.

7) That all costs incurred by the **City** in administering and enforcing this **Permit** shall be the responsibility of the **Permittee**.

8) That the City Administrator or his or her designee shall have the right to inspect the **Subject Property** for compliance, safety measures and quantities and storage of combustibles at any time.

9) That the failure of the **City** at any time to require performance by the **Permittee** of any provisions herein shall in no way affect the right of the **City** thereafter to enforce the same. Nor shall waiver by the **City** of any breach of any of the provisions hereof be taken or held to be a waiver of any succeeding breach of such provision or as a waiver of any provision itself.

10) That if any provision of this **Permit** shall be declared void or unenforceable, the other provisions shall not be affected but shall remain in full force and effect.

11) That this **Permit** shall not be considered modified, altered, changed or amended in any respect unless in writing and signed by the **City** and the **Permittee**.

12) That if the **Permittee** or its successors or assigns violates any material term or condition of this **Permit**, it is grounds for suspension or revocation hereof consistent with applicable law. Specifically, but without limiting the foregoing, the **City** may amend, suspend, or revoke this **Permit**, consistent with applicable law, if the City Council reasonably determines that continued operation of the facility places the public health, safety or welfare or the environment in jeopardy or creates a public nuisance due to odors, litter, debris or other nuisance factors. The change, alteration or amendment of any statute, regulation, ordinance or permit condition by any governmental authority other than the **City**, shall not excuse the **Permittee** from compliance with statutes, regulations, ordinances or **Permit** conditions in effect on the date of the original issuance of this **Permit** unless compliance is waived or excused by the **City**.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember Tossey, and upon vote being taken thereon, the following voted in favor thereof:

Councilmember Elvig
Councilmember Tossey
Councilmember Backous
Councilmember Strommen
Councilmember Wise

and the following voted against the same:

Councilmember McGlone

and the following abstained:

None

and the following were absent:

Mayor Ramsey

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 22nd day of November, 2011.

RUM RIVER RETAIL VENTURES, LLC.

By:_____

Its:_____

STATE OF _____)
) ss.
COUNTY OF _____)

The foregoing was acknowledged before me this ____ day of _____, _____, before me, a Notary Public, personally appeared _____, the _____ of Rum River Retail Ventures, LLC, a limited liability corporation under the laws of Minnesota, on behalf of the corporation.

_____
Notary Public

CITY OF RAMSEY:

By: _____ By: _____
Mayor City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this ____ day of _____, _____, before me, a Notary Public, personally appeared Bob Ramsey and JoAnn M. Thieling, to me personally known, who, being each by me duly sworn did say that they are respectively the Mayor and City Clerk of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and seal affixed to said instrument is the corporate seal of said Municipal Corporation, and the said instrument was signed and sealed on behalf of said Municipal Corporation by authority of its City Council and said Bob Ramsey and JoAnn M. Thieling acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

This document drafted by:
The City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303

This document reviewed by:
Randall & Goodrich
2140 Fourth Avenue
Anoka, MN 55303

CC Regular Session **7. 3.**

Meeting Date: 02/14/2012

By: Tim Gladhill, Community Development

Information

Title:

Introduce Ordinance to Amend City Code Chapter 117-118 (The COR)

Background:

In August of 2011, the City Council approved an amendment to the Comprehensive Plan that created a new development plan for The COR (formerly the Ramsey Town Center Master Plan). The Comprehensive Plan serves as the foundation for land use decisions in the City, and the City must update its official controls (Zoning Ordinance) to implement the plan. Before the City Council this evening is a proposed ordinance to consider amendments to City Code Section 117-118 entitled The COR. In addition, said section also adopts the Ramsey Town Center Design Guidelines (now named The COR Design Framework) by reference. Also before the City Council this evening is a revision to the original Design Guidelines.

Notification:

In accordance with State Statute and City Code, the Public Hearing Notification was properly advertised in the Anoka County Union.

Observations:

As the City Council may recall, this topic was discussed in an HRA Work Session in December. The revisions attempt to maintain the pedestrian friendly environment, while including allowances for more traditional suburban retail to improve the mix of land uses to match current market conditions. The intent is to provide a land use plan that will help support a more traditional downtown feel in the center of the development. The framework for zoning standards is also a deviation from traditional zoning structure, focusing on the form and function of each street rather than focusing on a single zoning district.

The intent is to include bulk standards for the development within the Design Framework. The Zoning Code itself shall serve as direction for permitted uses and review procedures. Bulk Standards have been designed based on a street hierarchy to define 'build-to lines', pedestrian circulation (sidewalks), streetscape (landscape), and street design in a consolidated location. The Design Framework will better illustrate the interaction of the building with the street. Finally, the revised Design Framework also gives consideration to incorporating certain standards from private covenants that had previously been reviewed by an architectural review committee of the private association, which appears is no longer active in terms of architectural review.

Additional language has been developed regarding the streetscape/landscape element of the Design Framework. The intent was to emphasize both function and form. While landscaping can enhance any development, for it to be successful and attractive, the biological needs must be incorporated into the design at the outset to provide a habitable growing environment for the landscaping, which is what this language attempts to accomplish.

The Design Framework attempts to give additional consideration to internal pedestrian circulation and safety. The Design Framework also includes language requiring certain elements such as bike racks near the entrance of buildings internal to the site as a private site improvement. Furthermore, the City is in the process of plan design for the realignment of Sunwood Drive, which shall include a round-about. As part of that design, consideration will be given to appropriate pedestrian safety. Staff is open to additional suggestions to enhance pedestrian safety and address parking needs in this retail area.

Finally, the ordinance amends the review process for The COR that will now follow the City's normal land use application review schedule, rather than additional site plan reviews previously required for this specific

development.

The Planning Commission reviewed the proposed ordinance at their February 2nd meeting. Considerable discussion was given to the placement of structures along roadways and orientation of buildings. Based on that discussion, Staff and consultant will continue to look for language to better highlight the important of the Development Plan as the guide for building placement in development review. Additionally, members of the Planning Commission expressed a concern with expanding the area in which fuel station shall be allowed, although that was not part of the formal recommendation.

Recommendation:

The Planning Commission met on February 2nd to hold a Public Hearing, and recommended approval of the ordinance.

Funding Source:

Amendments are being processed as part of regular Staff duties and budget for planning consultants for Design Framework revisions.

Council Action:

Motion to introduce the ordinance amending City Code Section 117-118 entitled The COR as well as The COR Design Framework.

Attachments

Revised Framework

Additional Amendments

Proposed Ordinance

Form Review

Inbox	Reviewed By	Date
Heidi Nelson	Tim Gladhill	02/09/2012 02:39 PM
Tim Gladhill (Originator)	Tim Gladhill	02/09/2012 02:51 PM
Heidi Nelson	Heidi Nelson	02/09/2012 02:56 PM
Kurt Ulrich	Kurt Ulrich	02/09/2012 03:00 PM
Form Started By: Tim Gladhill		Started On: 02/01/2012 08:03 AM

Final Approval Date: 02/09/2012

Design Framework

THE COR

AT RAMSEY

February 1, 2012

Contents

Design Framework – The COR 1

Purpose 1

Application 1

Implied Responsibility 1

Part One: Overall Framework 2

Overall Framework - Context 3

Overview 3

Guideline Recommendations 3

Objectives 3

Overall Framework – Street Hierarchy 5

Overview 5

Guideline Recommendations 5

Objectives 5

Transit Overview 8

Transit Guideline Recommendations 8

Transit Objectives 9

Overall Framework - Streetscape 10

Overview 10

Guideline Recommendations 12

Objectives 12

Street Trees and Plantings 12

Street Furniture 14

Sidewalks and Boulevard 14

Street Lights 15

Standards for Outdoor Dining. 15

Overall Framework - Parking 16

Overview 16

Guideline Recommendations 16

Objectives 17

DRAFT

Minimum Standards 20
Private Streets 24
Loading Areas 24
Overall Framework – Building Design 25
Overview 25
Guideline Recommendations 25
Objectives 25
Architectural Overview 26
Architecture Recommendations 26
Overall Framework - Signage 29
Overview 29
Guideline Recommendations 29
Objectives 29
Definitions 29
Standards 32
Overall Framework – Stormwater Management 42
Overview 42
Objectives 42
Guideline Recommendations 42
Overall Framework – Parks/Public Spaces 44
Overview 44
Guideline Recommendations 44
Objectives 44
Part Two: Sub-district Framework 45
Overview 45
Public Realm/Streetscape 45
Plazas 45
Architecture 46
Minimum Standards 46
Sub-District Framework - COR1 Mixed Use Core 51
Public Realm / Streetscape 51
Site Development 51

DRAFT

Architecture 51
Sub-District Framework - COR2 Commercial 53
Public Realm / Streetscape 53
Site Development 53
Architecture 53
Sub-District Framework - COR3 Workplace 56
Public Realm/Streetscape 56
Site Development 56
Architecture 56
Sub-District Framework - COR4 Neighborhood 58
Public Realm/Streetscape 58
Site Development 58
Architecture 58
Sub-District Framework - COR5 Parks & Open Space 60
Public Realm/Streetscape 60
Site Development 60
Architecture 60
Implementation 62
Introduction 62
Design Review 62

List of Figures

Figure 1: Development Master Plan 5.03 4
Figure 2: Street Hierarchy Map 7
Figure 3: Master Lighting Plan 11
Figure 4: Streetscape Master Plan 18
Figure 5: Parking District Map 19
Figure 6: Signage Plan 31
Figure 7: Sub-district Map 50

Appendix A: Specifications and Details

DRAFT

Design Framework – The COR

Purpose

The primary purpose of Design Framework is to set basic parameters, describe preferences and illustrate design intent. These framework standards serve as a framework within which creative design can and should occur – there is no one solution, but many options that meet the basic requirements of this document.

Application

The format and content of this framework are specifically tailored for use as a supplement to the Zoning Ordinance. This document is organized into two sections. The first section outlines issues and recommendations that apply to the entire COR. The second section highlights specific framework that apply to each sub-district within The COR. The City of Ramsey has adopted Development Plan 5.03 as the Master Plan for The COR. This master plan provides illustrative guidance for building locations and orientation. Any changes to this approved master plan must be reviewed and approved by the City Council as part of the development application. This Development Plan will be updated by the City as changes are approved.

Implied Responsibility

All participants in the development of The COR recognize the local and regional impacts of this project and the various systems that play an important role. Each parcel and each building must fit within the context of the entire plan. Individual projects must complement, not compete with, adjacent development in terms of public green space, walk and trail connections, stormwater management solutions, street layout, parking strategies, land use mix and building design.

DRAFT

Part One: Overall Framework

There are a number of framework standards that apply to the entire COR, including recommendations for stormwater management, parks, streets, land use, parking, transit and other development components. Many of these overall COR framework standards overlap, or are integrated with one another. For ease of discussion they are categorized according to the same list of 'layers' that formed the basic structure for the Master Framework:

- Context – local, city, regional
- Street Hierarchy--access, circulation, arrangement
- Streetscape—preferred design, location
- Parking -- quantity, location, type
- Building Design-- preferred uses, horizontal/vertical mixed use, built form, character of development
- Signage—design, location, quantity, type
- Stormwater Management-- surface water features, stormwater management
- Parks/Public Spaces – parks, trails and open space

It is essential that proposed design solutions for development projects and other improvements within The COR demonstrate an understanding of the interplay between these layers.

DRAFT

Overall Framework - Context

Overview

The COR is a unique area within the City; but it is a part of, and connected with, a variety of local, city-wide and regional systems (See Figure 1: Development Master Plan 5.03). Each development project, whether a single building, one lot, or a series of blocks, must provide reasonable links to these systems as a primary design objective.

Guideline Recommendations

To ensure that The COR takes full advantage of local and regional systems, development should:

- Provide safe, easily recognized connections to city, county and state trail corridors
- Make provisions for city and regional transit service and amenities (including the Northstar Line) and encourage their use
- Tie into, and improve, the Ramsey utility network
- Integrate with and complement the existing (and future) street framework
- Become an integral part of the city and county drainage/stormwater management plan

Objectives

- Overall COR design (and all new private development within The COR) will accommodate stormwater from new projects and from off-site, and highlight stormwater features as an amenity
- Bikeways and pedestrian routes into The COR from adjacent neighborhoods must be designed for safety and ease of access, suggesting that a person on a bicycle has an equally accessible route to downtown.
- Parks and open space will be easily accessible to all COR residents, visitors, people who work here and also for the citizens of Ramsey and the surrounding area. This connected green system is reminiscent of the world renowned 'Grand Rounds' of Minneapolis.

DRAFT

Figure 1: Development Master Plan 5.03

Overall Framework – Street Hierarchy

Overview

The Development Master Plan defines a specific strategy for the layout of streets and blocks within, and around The COR. The size, type and configuration of this street hierarchy (See Figure 2: Street Hierarchy) is based on a combination of projected traffic volume, level of service at intersections, proposed adjacent land use (destination commercial, residential, civic, recreation, etc.) and desired aesthetic character.

Great streets are essential components of an attractive and inviting public realm. These guidelines promote a street system that balances pedestrian and vehicular use. Providing streets that support traffic flow is important, but also creating ample space for street-side activities, strolling promenades, pockets of green and other amenities is critical to the success of The COR. Streets will promote convenient access by car – to storefronts, to parking lots and ramps, to entertainment attractions – but will also encourage foot traffic as a primary way to move about and conduct business in the core area.



Guideline Recommendations

The proposed street and block pattern reflects a compact urban character, not allowing dead end streets or cul-de-sacs, in favor of a traditional grid pattern and connected streets including the following:

- Provide a street network that distributes pedestrian and vehicular traffic throughout the various districts in The COR and encourages a more dispersed and less congested traffic flow (many choices or travel paths).
- Provide a clear hierarchy of streets resulting in a simple and understandable system for movement – easy access and convenient circulation throughout The COR.
- Work with Anoka County to convert primary perimeter streets (arterials such as Ramsey, Armstrong and Bunker Lake Boulevards) to urban street sections, providing sidewalks and street trees to replace roadside ditches.
- Promote improvements that invite pedestrian and bicycle use including wide sidewalks, streetscape amenities and designated bicycle trails (both on and off-street).

Objectives

Creative design solutions for public realm improvements should reflect these basic street classifications (street hierarchy) including:



- Arterial street – these streets provide the boundary of The COR and all access into The COR will be from one of these three streets:
  - Bunker Lake Boulevard
  - Armstrong Boulevard
  - Ramsey Boulevard
- Destination street – signature addresses for shopping, entertainment, services, work place and other primary amenities
  - Sunwood Drive

DRAFT

- Parkway – premier 'green streets' adjacent to primary public park / green space, with more landscaping than other streets in The COR
  - Ramsey Parkway
  - Center Street (north of the roundabout)
- Connector street – primary routes that link various districts within The COR, usually providing the most direct means of getting from point A to point B
  - Rhinestone Street
  - Zeolite Street
  - Veterans Drive
- Downtown street – the most urban of street sections where high pedestrian traffic is intended and traffic calming measures such as on street parking, bump outs and other methods will be employed
  - Center Street (south of the roundabout)
  - Sapphire Street (north of Sunwood)
  - Other streets as shown on the Street Hierarchy Map
- Local street – neither destination nor primary connector routes, these streets provide much of the rest of the street grid throughout The COR.





These street hierarchy classifications are intended to provide guidance regarding the streetscape, but it should be noted that within a street classification, there may be construction or design distinctions, based on the sub-district classification. For example, Sunwood Drive is defined as a destination street throughout The COR, but the design may be different between the COR1 and COR2 sub-districts. The Master Streetscape Map will provide design direction.

DRAFT

Figure 2: Street Hierarchy Map

Transit Overview

The COR is designed to be a Transit Oriented Development (TOD) in a variety of ways that go beyond providing a walkable public realm and connected street grid. The Master Plan also includes a multimodal transit station, with dedicated commuter parking, integrated with other uses at the heart of the retail, restaurant and entertainment district. This station functions as a hub where local circulator transit comes together with regional transit service and the Northstar Corridor. The COR is the Twin Cities' first and only transit-oriented development along the new Northstar Commuter Rail Line. Ramsey Station at The COR will open for riders boarding the train in November 2012. As Northstar's most visible station, The COR will immediately bolster the ridership on the line and continue to build recognition for this regional service.

Transit components include the following:

- Ramsey Star Express service provides peak period, peak direction bus service between downtown Minneapolis and Ramsey until the Northstar Commuter Rail station stop is complete
- Northstar Commuter Rail provides train service between Big Lake and downtown Minneapolis
- 350 park and ride parking spaces are provided for commuters adjacent to the transit station
- Pedestrian and bicycle connections are emphasized in the Master Plan as major links between the transit station, various districts within The COR and into the surrounding neighborhoods
- The COR can accommodate Metro Mobility, citywide circulator bus or town trolley connections as part of local and regional service to the transit station



The COR also encourages developers to participate in a Travel Demand Management (TDM) program to both assist and encourage residents and visitors to take advantage of the various modes available for their commuting and travel needs. The TDM program draws from incentives and services available through Anoka County and Metro Commuter Services that match riders with carpools and vanpools, provide discounted transit passes and manage work hours among other functions.

- Developers shall submit a TDM plan with their site plan application for new development and work with the City to implement their plans.

Transit Guideline Recommendations

Transit is an important component of the overall plan, with expectations for more ridership, using a greater range of transit options as they become available. More people, together with the mix of activities and amenities in The COR, encourages better designed, better connected transit service. It is a shared responsibility between city, county and developer to promote transit use, with both policy and bricks-and-mortar attention to the following framework:

- Understand and take advantage of opportunities to use existing and proposed transit components

DRAFT

- Provide transit related facilities specifically linked to uses and character within each COR district, including signage and lighting for way-finding and bicycle amenities
- Building future Northstar Commuter Rail riders through the Ramsey Star Express bus service

Transit Objectives

The primary objective is to provide a balance of transit service, bicycle and pedestrian connections and lanes to move traffic. The framework for The COR promotes public transportation as part of the solution and suggests a variety of street improvements and other amenities to invite increased use. Photographs throughout the framework suggest some of the many possibilities.

DRAFT

Overall Framework - Streetscape

Overview

The Master Plan defines a specific strategy for the layout of streets and blocks within and around The COR. The amenities within the public right-of-way -and immediately adjacent -play an important role in the aesthetics of The COR. Great streets are essential components of an attractive and inviting public realm. Developing a streetscape that is comfortable and inviting to pedestrians is important to realizing the vision for The COR. The framework will encourage interesting and inviting places for the public.

The Streetscape framework defines the visual character and physical improvements for all public spaces within The COR. The document also provides the general framework and examples for design of proposed quasi-public and private space located within each development parcel.



Public realm/streetscape framework focus on the following elements:

- Parks, plazas and other public gathering spaces
- Street/sidewalk character and streetscape elements
- Bicycle/pedestrian connections (on-street and off-street)
- Residential courts, pocket parks and other private green space

The goal is to foster a safe and interesting public realm that will invite pedestrian activity, promote traffic calming, increase transit use and encourage community gathering. Street trees, lighting and decorative fencing provide the backbone for streetscape improvements. Added detail, such as special pavements, street furniture, public art and layered plantings will highlight specific nodes or uses. The City has developed a series of street cross -sections to illustrate these design expectations. Typical street sections are provided in Appendix A as a reference.

Destination and Connector streets must balance a high level of service for the automobile with attractive and inviting amenities for the pedestrian including:

- Provide gracious sidewalk width to support intensity of pedestrian traffic in the core
- Install street trees to frame the street and provide shade
- Provide street lighting that meets all safety standards and design criteria, while creating a signature character for this district
- Explore a range of options for streetscape improvements including special pavements, interesting concrete tinting or scoring patterns, additional plantings, ornamental fencing and other features (note, however, that simpler is better and too much clutter is a negative)



The COR includes a network of bicycle/pedestrian trails and walkways (both on and off-street) that connect adjacent sub-districts to the Mixed Use Core. As you approach the core, these connections tend to become part of the shared right of way along the major streets, or become part of the urban park spaces. Bicycle riders may choose to share the street with vehicular traffic, or dismount and walk their bicycles along with the other pedestrians using the sidewalks. Providing and maintaining these bicycle and pedestrian connections should be a key component for all development projects in the core.

DRAFT

Figure 3: Master Lighting Plan

Guideline Recommendations



The proposed street and block pattern reflects a compact urban character, including the following:

- Bike racks interspersed throughout The COR to encourage cycling as an alternative mode of transportation.
- Benches on the public sidewalks to encourage people to linger in The COR
- Trees and planters along the streets to create an inviting space
- Wide sidewalks and both on- and off-street bicycle trails
- Kiosks and other way finding tools for visitors and residents in The COR
- Outdoor dining is encouraged on the street side of buildings within all districts.
- Public plaza space is strongly encouraged to be located adjacent to the streets

Objectives

Creative design solutions for streetscape improvements should include:

- Streetscape improvements that provide traffic calming, particularly along Destination and Downtown streets
- Inviting streets that draw you into and through The COR
- A marriage of building design and streetscape design that encourages active spaces near the streets



Street Trees and Plantings

Street trees and planter boxes are a critical element in the unique character of The COR and will be used to help distinguish between different street types and sub-districts within The COR. However, there may be variety within the same street when the street crosses into sub-districts.

- Street trees will be chosen to ensure that the species allow for clear pedestrian access along the streets and require minimal maintenance.
- Along Destination, Downtown, Parkway and Local streets, where regularly spaced blocks exists, one (1) tree species shall be provided per block. In order to provide variety and protect against disease, adjacent blocks shall not be allowed the same street tree. Initial development along a block shall establish the tree species for that block, subject to City review and approval.
- Along streets without regular block space or longer blocks, such as Connector and Arterial streets, the City may approve groupings of 3-6 trees of one (1) species in lieu of the regular block spacing.
- Alternatives to the above mentioned planting plan shall be subject to review and approval by the City Council.

Destination Street Trees:

- Autumn Blaze Maple (*Acer x freemanii* 'Jeffersed')
- Bicolor Oak (*Quercus bicolor*)
- Sienna Glenn Maple (*Acer x freemanii* 'Sienna')
- Skyline Honeylocust (*Gleditsia triacanthos var. inermis* 'Skyline')
- Ginko (*Gingko biloba)*
- Accolade Elm (*Ulmus x '*Accolade')

DRAFT

Parkway Street Trees:

- Valley Forge Elm (*Ulmus americana* 'Valley Forge')
- Bitternut Hickory (*Carya cordiformis)*
- Siouxland Poplar (*Populus deltoides* 'Siouxland')
- Sienna Glen Maple (*Acer x freemanii* 'Sienna')
- Boulevard Linden (*Tilia americana* 'Boulevard')
- Northern Catalpa (*Catalpa speciosa)*
- Donald Wyman Crabapple (*Malus* 'Donald Wyman')
- Adams Crabapple (*Malus* 'Adams')
- Korean Mountain Ash (*Sorbus alnifolia)*
- Ohio Buckeye (*Aesculus glabra)*
- Ginkgo (*Gingko biloba)*

Connector Street Trees:

- Bicolor Oak (*Quercus bicolor*)
- Northern Red Oak (*Quercus rubra)*
- Princeton Elm (*Ulmus americana* 'Princeton')
- Accolade Elm (*Ulmus x* 'Accolade')
- Autumn Blaze Maple (*Acer x freemanii* 'Jeffersed')
- Skyline Honeylocust (*Gleditsia triacanthos var. inermis* 'Skyline')
- Kentucky Coffeytree (male) (*Gymnocladus dioicus)*
- River Birch (single stem) (*Betula nigra)*
- Black Alder (*Alnus glutinosa)*
- Black Cherry (*Prunus serotina)*
- Spring Snow Crabapple (*Malus* 'Spring Snow')
- Kelsey Crabapple (*Malus* 'Kelsey')
- Japanese Tree Lilac (*Syringa reticulate)*
- Thornless Cockspur Hawthorne (*Crataegus crus-galli* var. inermis)

Downtown Street Trees:

- Princeton Elm (*Ulmus americana* 'Princeton')
- Accolade Elm (*Ulmus x* 'Accolade')
- Autumn Blaze Maple (*Acer x freemanii* 'Jeffersed')
- Skyline Honeylocust (*Gleditsia triacanthos var. inermis* 'Skyline')
- Kentucky Coffeytree (male) (*Gymnocladus dioicus)*
- River Birch (single stem) (*Betula nigra)*
- Black Alder (*Alnus glutinosa)*
- Black Cherry (*Prunus serotina)*
- Spring Snow Crabapple (*Malus* 'Spring Snow')
- Kelsey Crabapple (*Malus* 'Kelsey')
- Japanese Tree Lilac(*Syringa reticulate)*
- Thornless Cockspur Hawthorne (*Crataegus crus-galli* var. inermis)

Local and Arterial Street Trees:

Local and Arterial Street trees may be chosen from any species on the above lists.

DRAFT

Planter Beds/Boxes/Tree Grates

- In the downtown area, what about using above ground planting beds (these are typically 3-4 feet in height and may contain perennials, showy shrubs, or possibly even very small trees)? Essentially industrial size flower pots…
- For Downtown Street type, tree grates should be of same design, but do we want to specify a particular one, manufacturer, or simply state that they're required and are subject to approval by staff/council? Although probably very expensive, could even explore custom grates that show the COR logo, although not sure if they would be 'expandable' as trees grow in girth.
- Irrigation shall be provided to ensure survival of plant materials. The City shall provide irrigation systems along the Parkway and Destination streets. Unless otherwise approved, all other irrigation shall be the responsibility of the landowner.

Street Furniture

Bike racks, trash enclosures and benches are encouraged on all streets, but will be required on Destination, Connector and Parkways and other streets as shown conceptually on the Streetscape Master Plan.

Bike racks shall be the standard bike rack (see Appendix A for specifications).



Trash enclosures shall be the standard trash enclosures (see Appendix A for specifications).

Benches shall be the standard bench (See Appendix A for specifications). Benches shall be grouped in twos that face each other and provide an opportunity for an outdoor conversation space.



Alternative bike rack, trash enclosures and bench designs will be considered on a case-by-case basis. The City will review alternative designs as part of the site plan review and will evaluate these alternatives based on the following:

- Does the design maintain the character of the district?
- Does the alternative design maintain the quality of the standard feature?
- Does the design provide a relationship between the public elements of the streetscape and the building that would not otherwise be possible?

Sidewalks and Boulevard

In the design framework, the term "boulevard" is defined as "the space between the sidewalk and the curb." The boulevard area provides the required space for public features such as street lights, benches, fire hydrants, street signs, etc. The boulevard will have different characteristics based on the street hierarchy.

The street width and layout within different zones may affect the ability of a particular development to provide the minimum boulevard width and the minimum sidewalk width within the existing public right-of-way. In those cases, the landowner shall provide a permanent public easement over the portion of the sidewalk that is located on private property.

DRAFT

Street Lights

Street lights are owned and installed by Connexus Energy. The streetlight design was developed in conjunction with the City of Ramsey and Connexus (See Figure 3: Master Lighting Plan). The standard street lights are designed to accommodate banner arms should banner signage be desired. The banner arms should be the manufacturer's standard break-away banner arms to ensure safety and minimize maintenance costs. Connexus provides street light maintenance for the City. Connexus bills the City of Ramsey for the cost of installation and maintenance.

The choice of street light was intended to emphasis the pedestrian scale of The COR. Light poles within the public right-of-way should be planned to accommodate banners, flowers, hanging artwork and electrical outlets.

There are three (3) different streetlight types within The COR:

- 24-foot high poles at intersections
- 14-foot high poles at mid-block
- 12-foot high poles at The Draw



The City will ensure that the appropriate streetlights are installed on all public streets as described by the Design Framework. Private developers shall provide parking lot or other project lighting that retains these design objectives. All lighting shall comply with City Code performance standards for lighting. All lighting shall be reviewed by City staff to ensure compliance with the Design Framework and City Code standards described above.

Standards for Outdoor Dining.

Outdoor dining is encouraged as an attractive addition to a pedestrian- and retail-friendly, vital COR. Such dining is encouraged subject to the standards in Section 117-118 of the Zoning Ordinance.

DRAFT

Overall Framework - Parking

Overview

Balancing the realities of car-related necessities (streets, parking and so on) with future transit service and the desired character of The COR is a significant challenge. The goal is to provide adequate parking; both quantity and location, while promoting new strategies that support the overall needs of The COR. Parking will be provided through a combination of on street spaces, off-street surface lots, underground lots and structured ramps to support the mix of uses at the core.

Parking structures should contribute to the overall character and image of The COR. Ramp design should include elements, colors and materials that reflect, or complement surrounding buildings. Liner stores or other street level uses should be integrated into ramp design along important street frontages. The City also encourages developers to wrap the ramp with multi-story uses that will provide commercial and residential opportunities and help to define the street edge.

Guideline Recommendations

Parking guidelines encourage the following:

- Locate surface parking lots away from the major streets, either behind or to the side of primary buildings; surface parking lots along major street frontage are not allowed in the core area
- Minimize surface parking lots in favor of other solutions including underground parking to serve residential buildings, on-street parking to serve retail shops and parking ramps
- Provide a combination of fencing, landscaping and landform to screen parking areas from major streets and important views, soften parking area edges, provide shade, integrate native plantings, offset islands and reduce to 'sea of parking' image
- Create strategies for shared parking between adjacent uses, taking advantage of peak and off-peak cycles, business hours, nighttime activities, special events and other needs
- Provide alternative surfaces for secondary (less frequently used) parking areas including porous pavements, green pavements and so on
- Provide facilities or services that respond to and connect with future transit to reduce required parking, including shuttle/circulator bus, bicycle lockers
- Provide flexibility including hours for on-street parking, security and enforcement practices, permit or metering
- Provide parallel parking on both public and private streets throughout The COR, to add parking and create a traffic calming, pedestrian buffer; Bumpouts are encouraged as a traffic calming measure on all streets within the COR.
- Explore options to integrate stormwater management requirements into parking area design
- Provide parking spaces for typical daily use, satisfying both quantity and location needs through a mix of on street, small surface lot, underground and ramped parking solutions
- Provide options for additional/overflow parking to support holiday traffic and special events including porous pavements, turf parking areas (Netlon and other soil amendments) or shuttle service from nearby parking areas
- Encourage shared parking solutions that target around the clock shifts in destination, audience or take advantage of peak/off-peak hours of operation for various uses within the core area

DRAFT

- Promote municipal parking ramps as the primary facility to meet public parking needs within the core area
- Discourage driveway access to parking facilities along Arterial, Destination and Parkway streets, in favor of side streets.

Objectives



The primary objective is to provide a balance of surface lots, on-street and structured parking, with ample quantities and close proximity to serve the mix of uses in The COR. The Design Framework anticipates the construction of a total of 3 parking structures in COR1 to serve the needs of the area by providing structured parking that can be shared among users, allow developers to maximize the development on each individual lot. As discussed later in this section, sizing and timing of the structured parking will be finalized as the area develops and parking demand grows. In addition to providing adequate space, excellent design is a major factor as well. The framework for The COR encourages creativity, innovation, quality and attention to detail in every aspect of project development, including parking solutions. Photographs throughout the Design Framework suggest some of the many possibilities.

DRAFT

Figure 4: Streetscape Master Plan

Figure 5: Parking District Map

Minimum Standards

Parking in The COR is intended to be shared to the greatest extent practicable in all mixed-use areas. The parking standards are intended to provide a practical basis for providing adequate parking within the COR District through a careful analysis of uses, shared parking arrangements, use of public street parking and reduction allowances for the proximity to the transit station. A parking plan has been prepared to identify the planned number, location, sharing arrangements and public use (see Figure 4: Street Parking Plan and Figure 5: Parking District Map). The parking plan provides information that can be used to help address longer term parking arrangements where the possibility of use conversion or building expansion exists. Parking shall be provided under any of the following arrangements:

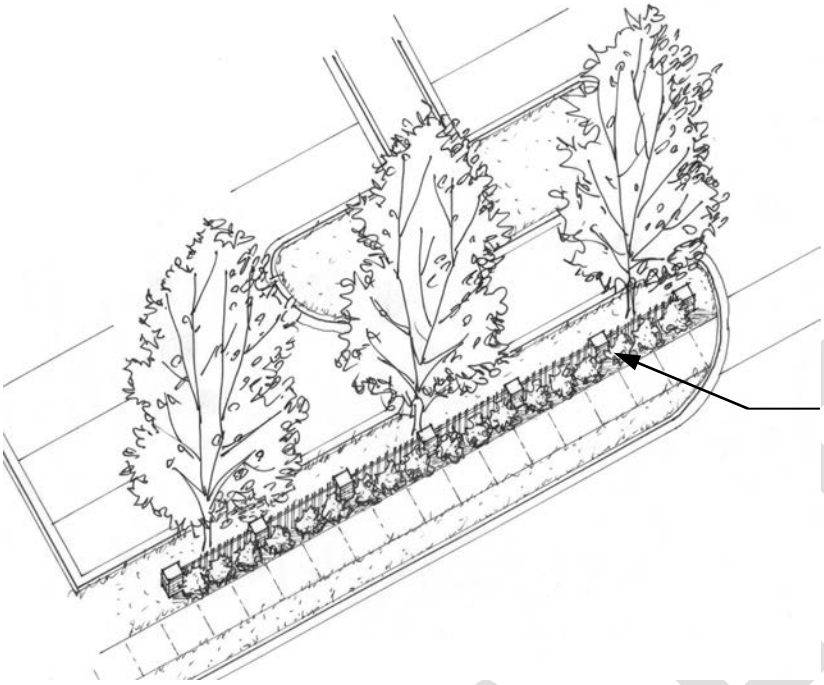
A. No parking shall be located between the front of the principal structure and the street on parcels abutting Destination and Downtown streets in COR1.

B. Not more than fifty (50%) percent of the parking shall be located in front of the principal structure and the street on parcels abutting Arterial, Parkway, Connector and Local streets.

    1. In the COR2 district, developments may be allowed more than fifty (50%) percent parking in the front yard, provided all other design standards have been met, including the use of a wall, railing, hedge or combination to create a street edge and screen parking.

C. Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the level of the parking lot, at the build-to line required for the property. The amount of required screening may vary by sub-district and street frontage and is described in Part Two of this document.

DRAFT



Landscaped edge that combines fence with trees, low shrubs and ground cover for parking lot screening and buffering along sidewalk to screen parking

D. No parking spaces shall be located on corner lots at the point of street intersections.

E. Shared parking in COR1 will be accomplished through a Parking Use and Maintenance Agreement (PUMA).

F. Off-street parking in the COR2 and COR3 sub-districts shall be secured for public use through parking easements and other appropriate conveyances. Shared parking arrangements between nearby uses are encouraged in both sub-districts.

1. The City may approve joint parking for one or more businesses where the total number of parking stalls provided for joint use is less than the sum of the total required for each business should they provide them separately. The applicant must demonstrate the feasibility of the arrangement in a written report. Such a permit shall not be granted except when the following conditions are found to exist:
    i. Proximity. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within three hundred (300') feet of such parking facilities, excluding public rights-of-way.
    ii. Conflict in Hours. The applicant shall demonstrate in documented fashion that there is no substantial conflict in the principal operating hours of the two (2) buildings or uses for which joint use of off-street parking facilities is proposed.
    iii. Written Consent and Agreement. A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities, duly approved as

to title of grantors or lessors, and in a form and manner of execution approved by the City Attorney, shall be filed with the City Clerk and recorded with the Anoka County Recorder or Registrar of Titles, and a certified copy of the recorded document shall be filed with the City within sixty (60) days after approval of the joint parking use by the City or the interim use permit shall be considered null and void.

G. On-street parking adjacent to buildings shall not be used for the purposes of calculating parking requirements.

H. Within the COR-4 sub-district, parking on individual parcels serving individual uses may be provided if designated and approved as part of the master plan.

I. Within all sub-districts, a minimum driveway length of twenty-five (25') feet is required to limit conflicts between vehicles parked in the driveway and street or sidewalk users.

J. In order to ensure the pedestrian orientation of the COR Districts, minimum/maximum on-site parking standards are set based on the following table:

Table 1

Use		Minimum number of parking stalls	Maximum number of parking stalls*
Retail		2 per 1,000 sq. ft.	4 per 1,000 sq. ft.
Restaurants		3 per 1,000 sq. ft.	5 per 1,000 sq. ft.
Offices		2 per 1,000 sq. ft.	3 per 1,000 sq. ft.
Medical offices, clinics		2 per 1,000 sq. ft.	4 per 1,000 sq. ft.
Health clubs		3 per 1,000 sq. ft.	5 per 1,000 sq. ft.
Theaters, places of assembly		1 per 5 seats	1 per 3 seats
Residential			
	Attached or detached	1 per unit	2 per unit
	Multifamily units	1 per unit	2 per unit

*If a parking structure is provided on site, maximum parking stalls do not apply.

K. Non-Specified Uses. For uses not specifically listed above, off-street parking requirements shall be computed by the Zoning Administrator on the same basis as required for the most similar listed uses. In such cases, the Zoning Administrator shall also consult off-street parking reference materials including, but not limited to, manuals prepared by the American Planning Association and Institute of Transportation Engineers.

L. Handicap Parking. The size, number, and location of stalls reserved for handicapped parking shall be provided and identified as required by applicable regulations. These spaces are included in the computation for the minimum parking space requirement.

M. Change in Land Use. When the site intensity or use of a building and/or property is increased with consequential effect upon the parking requirements as prescribed in this Section, the

parking requirements as prescribed herein shall be used to provide for such increase in the site intensity and/or use.

N. Use of required parking spaces. Required parking spaces must be available for the use of residents, customers or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. Also, required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.

O. Transit Service Reduction. The minimum number of parking stalls required on site may be reduced by 10% for any parcel located within ¼ mile of a transit stop. To qualify for this reduction, the transit stop must provide regular service on all days of the week and direct pedestrian access must be provided between the building and the transit stop.

P. Bike Racks. In addition to the bike racks provided as part of the streetscape, individual businesses are encouraged to provide bike racks for customers. Bike rack locations will be reviewed and approved by the City as part of the site plan review.

Q. Increase to Maximum Required Parking. If additional parking is sought to exceed these maximum requirements, a conditional use permit can be sought to increase maximums up to twenty-five (25%) percent.

    1. In the COR-2 sub-district, an increase of twenty-five (25%) percent in the maximum number of parking stalls is permitted without the issuance of a conditional use permit if approved as part of the site plan.

R. In the COR1 sub-district, a PUMA (Parking Use and Maintenance Agreement) shall be applied to all development as follows:

    1. It is the City's intent to maximize development on individual lots. In order to help landowners accomplish this goal, the City will develop public parking ramps, which will be available for public parking within The COR. In order to minimize the amount of the site required for parking, the landowner may choose to enter into the PUMA for utilization of the public parking ramps to meet all or a portion of their minimum parking requirements.

    2. Each development shall be subject to a PUMA that specifies that each property in the COR1 shall be financially responsible for its proportionate share of a shared parking facility. The proportionate share shall be determined on the basis of the property's off-street parking needs, as determined by the parking requirements of Item J above.

DRAFT

3. The City shall establish fees by ordinance. The developer shall be responsible for payment in an amount equal to the value of the required parking on a per-stall price basis for ramp parking through the PUMA. The City will determine the appropriate contribution.

4. Funds collected by the City shall be deposited in a special fund used only to acquire and/or develop off-street parking facilities for the COR. Financial responsibility shall cover the construction and continuing maintenance of the parking facility.

5. The parking facility may be constructed and maintained by the City or by a private management entity acceptable to the City.

Private Streets

Private streets may be allowed within residential subdivisions, subject to the standards in Section 117-112 (e)3.b. of the Zoning Ordinance.

Loading Areas

A. Loading areas and docks shall be located in the rear of the building.

B. Loading areas shall not be located in the front yard and shall be fully screened from public streets, public parks and residential areas through landscaping and building design measures.



DRAFT

Overall Framework – Building Design

Overview

The COR Development Plan 5.03 identifies the preferred mix and approximate location of a variety of land use types. Together with the Zoning Code, this Design Framework focuses on the following overall objectives:

- Promote vertical and horizontal mixed use (within a building, within a block, within a district)
- Provide a variety of housing types, styles, pricing
- Encourage increased density in and around the central core area
- Promote an interesting mix of building styles, scales and massing for each sub-district
- Support creative, innovative, high quality design solutions as the benchmark for success
- Integrate mix of uses with public green space within each district
- Provide a variety of commercial types
- Mix residential and commercial uses to promote street-level activity throughout the day

Guideline Recommendations

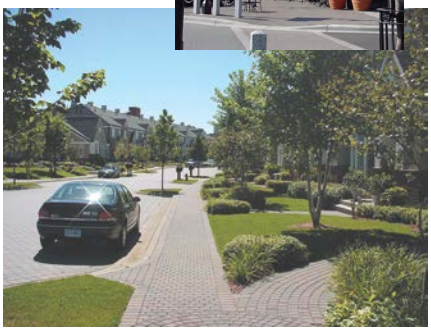
The mix of land uses in The COR will encourage activity during the day and into the evening and nighttime hours. As a focus of commerce, employment, recreation and housing, The COR resembles a small to medium size Midwestern downtown in scale and character. Land uses are intentionally mixed, to bring shoppers and workers into the area during the day and attract new residents and visitors to entertainment venues in the evening.

The civic component of The COR, anchored by City Hall, Police Station and variety of public spaces and squares, adds an important element to the land use mix and brings a level of authenticity to the district.

Objectives

- Encourage vertical mixed-use in the core with housing and office space over retail uses along the street, particularly in the center of the district.
- In residential districts, particularly closer to the core, a limited amount of retail uses will be encouraged to service residents and provide nearby places to gather.
- Promote innovative models for housing that include a mix of townhomes, flats and lofts within single buildings or on the same block.
- Accommodate larger, 'big box' retailing and auto-oriented uses within the COR2 sub-district only if innovative design approaches are used including two story buildings, use of liner stores facing the street, minimal blank walls, creative parking strategies, etc.
- Where similar uses create a 'family' or campus of buildings (e.g. medical campus), buildings should reinforce the street edge and parking should be set within the core of the block.
- Uses shall promote pedestrian friendly streets, contributing to street level activities and overall visual character of each district.
- All uses should reinforce the street edge.





DRAFT

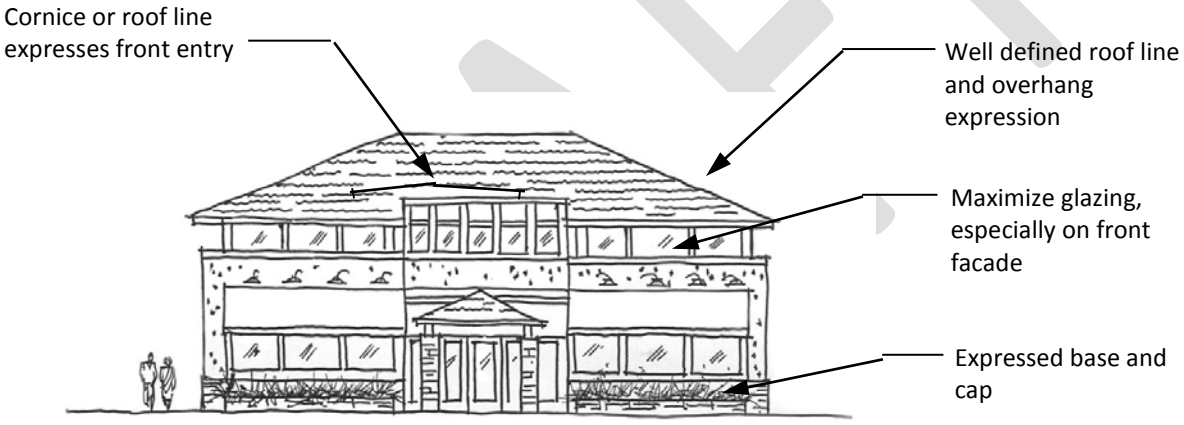
Architectural Overview

High quality architecture is an essential component in fulfilling the objectives of the Design Framework. Rather than prescribing a particular style, these architectural guidelines are intended to encourage an integration of both traditional and contemporary design. Architectural designs should provide a consistent quality, measured, to a great degree, by the pedestrian experience along the street and by an architectural expression that provides character without being thematic, obtrusive, or artificial. Architectural character should strive to be authentic and varied, but not 'thematic'.

Architecture Recommendations

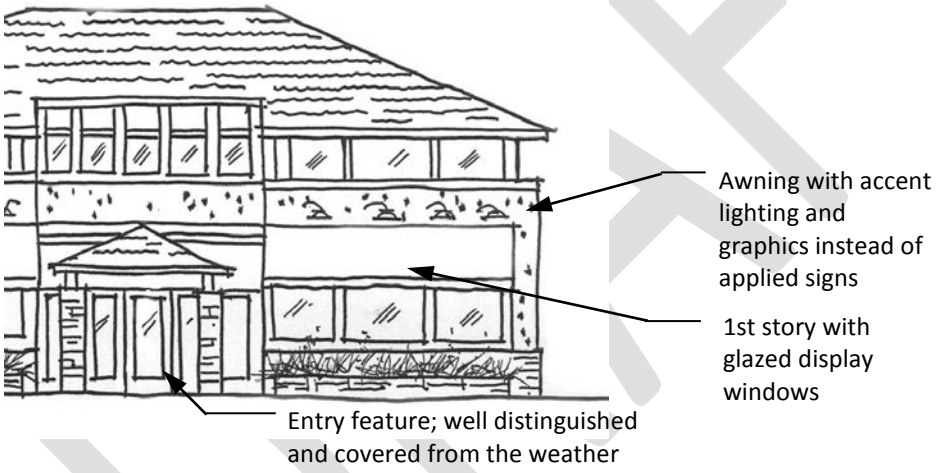
Of all the layers that combine to form The COR Development Plan, architecture will typically be the most prominent development component. Both visually and physically, architecture will play a major role in defining the overall design character and mix of uses for The COR. It is crucial that the design and location of buildings address these architectural guidelines, with specific emphasis on the following:

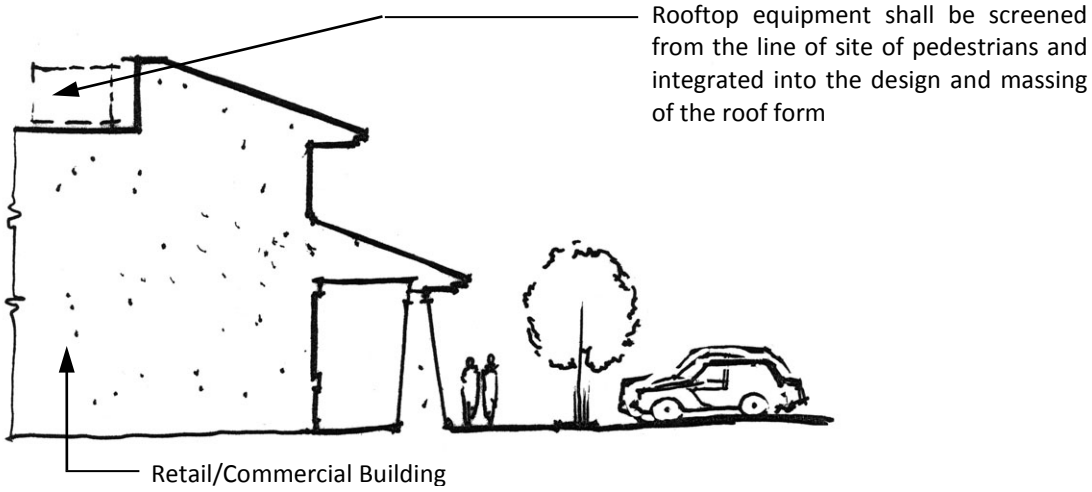
- An animated street presence with a mix of street-level uses, interesting building façades, many doors and windows on the street, careful design of lighting, awnings, signage and other elements that animate the pedestrian experience



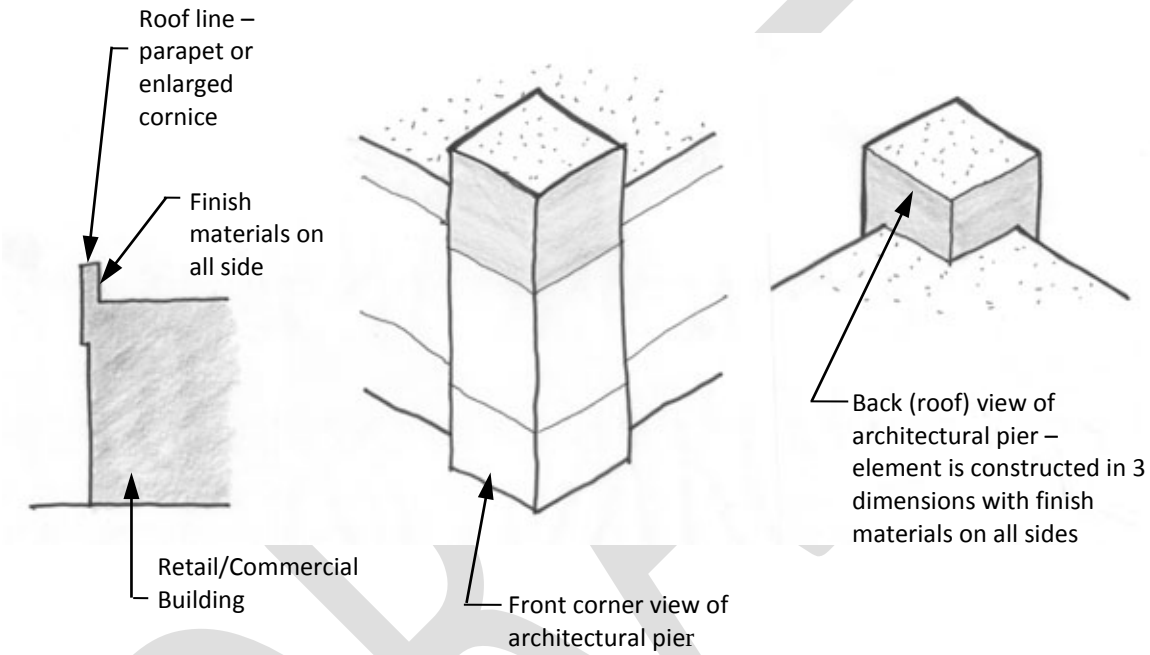
- Variety in building design, character and expression; not one theme or building style, but a thoughtful integration of many design solutions
- Variety of building types including a range of height, scale and proportion, that support an integrated mix of housing options, shopping destinations, entertainment venues, civic structures and other COR uses
- Use of high quality materials, suggesting a preference toward native materials and masonry elements, with respect for local building techniques
- Building location is as important as building style; special architectural elements, character, transparency and a higher level of materials and detailing should be used to highlight key streets and important crossroads throughout The COR
- Buildings should always be located at all four corners of intersections.
    - In the COR2 sub-district, if the City finds that there are unique circumstances where buildings cannot be located on the corner, the City may approve the use of fences, walls or other design elements to create that "street edge"

- Buildings will be located at the street right-of-way line (zero setback), but also allow recessed space for outdoor dining and other street level activities providing some minor deviation for variety
- Greater emphasis should be given to architectural elements, materials and other design features for buildings located at primary intersections, or where streets intersect with parks, such as the streets that front on or end near the Municipal Plaza. These locations can often be seen from several directions, perhaps terminate a view from a distance down the street or sit at a prominent node; They will likely become future landmarks or helpful orientation/wayfinding icons as The COR develops
- Encourage both vertical mixed use (within each building) and horizontal mixed use (within each block) throughout this district
- Include a mix of housing, civic, retail, restaurant, entertainment, performance and other uses that encourage a variety of activities throughout the day.
- Minimize openings between buildings, although limited driveway access and some provision for pedestrian connections through blocks are encouraged – gaps between buildings to accommodate surface parking lots, greater building setbacks or other purposes are discouraged
- Use recessed entries and windows to create street-level interest, variety and enhance pedestrian scale along street frontage





- Equipment, mechanical systems, transformers, etc. must be screened from view in a way that is integral to the architecture of the building. Screening should be accomplished with materials similar to or compatible with materials used on the main structure; metal fencing or mechanical vent screens alone are not sufficient.
- Roof lines and cornice details shall be completed in a 3-dimensional manner so that the back of roof features or similar unfinished areas are not visible.



DRAFT

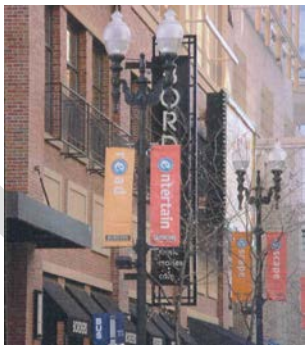
Overall Framework - Signage

Overview

Signage within The COR should provide a system for clear wayfinding for all modes of transportation and should ensure successful business operation while maintaining the design aesthetic of this unique project. These sign standards are intended to allow flexibility and creativity while maintaining the design concepts of The COR. Due to the distinctive nature of The COR, the sign standards from the City Code are not applicable and signage shall be allowed as prescribed by the Design Framework. A Master Sign Plan identifies the location of key sign locations (see Figure 6: Signage Plan).

Guideline Recommendations

The COR development manager shall prepare a Master Sign Plan for the public elements of the project, which are in compliance with the design framework and will be adopted by reference. The Master Sign Plan will specifically address public signs including:



- The three (3) off-site community signs
- Banner signs on light poles
- Signage for public parks
- Signage for public parking ramps
- Signage for public buildings
- Community kiosks

Objectives

Signage should be used as a tool to help identify businesses and neighborhoods with The COR and should have elements that are focused on the pedestrian nature of The COR as well as the signage needs for businesses.

- Signage and lighting which is integrated into the design of the building is encouraged.

Definitions

Awning Sign means a sign incorporated into or attached to an awning.

Community sign means an off-site sign identifying the development name and key tenants. Community signs may also include public information. Reader boards are allowed to be incorporated into community signs within The COR.

Temporary Sign means a sign which is erected or displayed for a limited period of time and not affixed to a Minnesota State Building Code approved structure.

Project sign means a freestanding area identification sign which identifies a single-family or multifamily residential subdivision, a commercial development or an industrial park or office park and which is located on the same parcel as the development it identifies.

Projecting sign means any sign, all or any part of which extends beyond the surface of the building or wall by more than 16 inches.

DRAFT

Public Realm/Streetscape sign means any sign erected and maintained by public officials or public agencies, or approved and authorized for use by state or local governmental authorities.

*Sandwich Board Sign*s means a self-supporting, freestanding temporary sign with only two (2) sides that are situated adjacent to a business with the intent to attract pedestrian traffic to businesses. Sandwich board signs are not meant to be read by vehicular traffic.

Wall sign means any sign which is affixed to a wall of any building. This definition includes individual letter signs and signs on mansards.

Window sign means a sign installed inside a window, or any sign placed within a building for the purpose of being visible from the public right-of-way. This does not include merchandise on display.



Pedestrian-Oriented Tenant Signs

DRAFT

Figure 6: Signage Plan

Standards

Public Realm/Streetscape Signs

The pedestrian oriented nature of The COR requires unique signage the will build on the design concepts for The COR. These types of signs in include banner signs on the streetlights, kiosks, street signs, wayfinding signs, signage for public parking ramps, etc. As the design concept for The COR has been refined, so has the signage plan. The COR development manager shall develop standards for these public realm signs as part of the Master Sign Plan. The Master Sign Plan shall be incorporated by reference and may be updated from time to time. Such signage shall be allowed on public spaces as needed to provide information and wayfinding. No advertising shall be allowed on Public Realm/Streetscape Signs except for community events.

Community signs

Community signs include are planned to include three (3) signs on Highway 10, as shown on the Signage Plan (see Figure 6: Signage Plan). The signs include the existing Community Sign near the future transit plaza, the sign at the northwest corner of Highway 10 and Ramsey Boulevard and the planned sign at the northwest corner of Highway 10 and Armstrong Boulevard.

These off-site signs are allowed as shown on the signage plan and shall have consistent materials and colors. The Master Sign Plan shall detail the materials, colors and standards for these three (3) community signs. The Master Sign Plan shall include standards for which tenants shall be allowed on the community signs.



Desirable signs are designed to be architecturally compatible with buildings within the development and other signage within the development

Project Signs

Project signs are permitted within all COR sub-districts.

One (1) freestanding sign is allowed per building, provided that the following standards are met:

A. The building in which the advertising business is located, shall be set back a minimum of six (6) feet from a public street right-of-way.

B. The area of each face of the signboard shall not exceed six (6) square feet and the signboard shall not have more than two (2) readable faces

C. The height of the top of the signboard, or of any posts, brackets, or other supporting elements shall not exceed six (6') feet from the ground.

DRAFT

D. The signboard shall be constructed of wood, acrylic, aluminum or metal and shall be architecturally compatible with the style, composition, materials, colors and details of the building.

E. No part of the sign shall encroach on the right-of-way and its location shall not interfere with pedestrian or vehicular circulation.

F. Limited to one (1) sign per building and shall not be in addition to wall-mounted, applied letter or projecting signs.

G. The readable faces of the sign shall be perpendicular to the adjacent street.

In the COR2 District, the following signage shall be allowed:

A. Ground sign. There shall not be more than one (1) ground sign for each parcel. The gross surface area of a ground sign shall not exceed one hundred (100) square feet for each exposed face nor exceed an aggregate gross surface area of two hundred (200) square feet.

B. Menu board. One (1) on-site menu board per drive-up or walk-up lane of a drive-in restaurant up to a maximum of thirty-two (32) square feet each and a maximum height of three (3) feet. Menu boards are allowed a message on one (1) side only and cannot contain an advertising message.

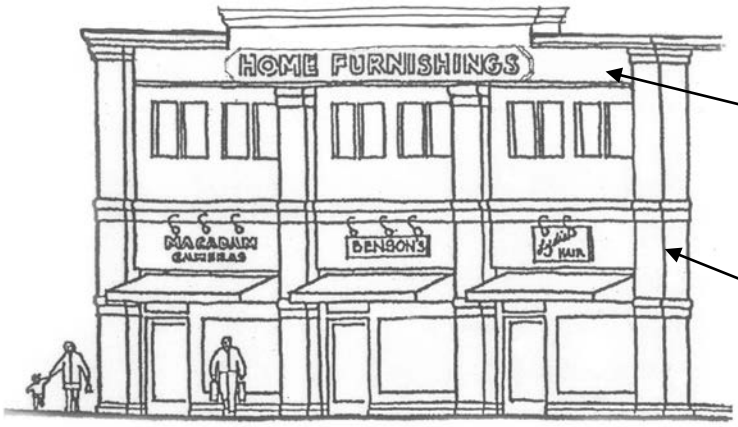
C. Directional signs.

1. Directional or instructional signs are permitted in accordance with Section 117-463(l).

2. Parking lot directional signs designating parking area entrances and exits are limited to one (1) sign for each entrance and/or exit and shall not exceed four (4) square feet for each exposed face. Parking lot directional signs shall not project higher than five feet (5') in height, as measured from the established grade of the parking area to which such signs are accessory.

3. Parking lot instructional signs designating the conditions of use or identification parking areas shall not exceed eight (8) square feet and shall not project higher than ten (10) feet in height for wall signs and seven (7) feet in height for ground signs, as measured from the established grade of the parking area to which such signs are accessory.

DRAFT



Wall Signs

Wall signs are permitted within all COR sub-districts.

Wall signs shall be permitted on one (1) wall, except that lots with frontage on more than one (1) street may have signage on one (1) wall per street frontage.

Within the COR1, COR3, COR4 and COR5 districts, the following standards apply:

A. Wall-mounted or painted signs, provided the following standards are met:

1. The sign shall be affixed to the front facade of the building, and shall project outward from the wall to which it is attached no more than six inches (6").

2. Single Tenant Buildings. Each building shall be allowed one (1) wall sign per street frontage. Signage must be located on the street elevation. The area of the sign shall not exceed five (5%) percent of the ground floor building facade area or fifty (50) square feet, whichever is less.

3. Multi-Tenant Buildings.

    a. Each building shall be allowed wall signage on the street frontage elevation. For buildings with multiple street frontages, the allowable signage is per street frontage. Signage must be located on the street elevation.
    b. Each building is allowed wall signage that shall not exceed 5% of the wall area of the building façade adjacent to the street or 50 square feet, whichever is less.
    c. Tenant signage must be located on the tenant lease space.
    d. At least fifty (50%) percent of the allowed signage must be allocated to ground floor tenants and located on the ground floor.
    e. Signage is limited to a maximum of one (1) sign per business/tenant, except that tenants with frontage on multiple streets may be permitted to have signage on each street frontage.
    f. Multi-tenant buildings must have wall signs of similar design. Sign permits for tenants in multi-tenant buildings shall only be permitted by the City after the

DRAFT

building owner has submitted a comprehensive sign plan approved by the Zoning Administrator. The comprehensive sign plan for the building shall include similar design standards including sign material, color, style, spacing and size.

4. Signs for buildings facing Highway 10. Single or multi-tenant buildings that have frontage on Highway 10 or are separated from Highway 10 only by other public right-of-way, shall be allowed to have signage on that street elevation that is up to five (5%) percent of the wall area of that building façade with no maximum square footage.

B. Wall-mounted building directory signs identifying the occupants of a commercial building, including upper story business uses, provided the following standards are met:

1. The sign is located next to the entrance.

2. The sign shall project outward from the wall to which it is attached no more than six inches (6”).

3. The sign shall not extend above the parapet, eave, or building facade.

4. The area of the signboard shall not exceed three (3) square feet, with each tenant limited to one (1) square foot.

5. The height of the lettering, numbers, or graphics shall not exceed four inches (4”).

6. One (1) such sign is allowed per public building entrance and is allowed in addition to other permitted wall signage.

C. Applied letters may substitute for wall-mounted signs, if constructed of painted wood, painted cast metal, bronze, brass, acrylic or black anodized aluminum. The height of applied letters shall not exceed 12 inches.

D. Logos are considered signs and shall be included in the maximum allowable sign area.

E. Window or door signs, provided that the following standards are met:

1. The sign shall not exceed ten percent of the window or door area or four (4) square feet, whichever is less.

2. The sign shall be silk screened, hand painted, applied letters/graphics, neon tubing or other sign technologies that meet these standards.

3. Limited to one (1) sign per business, applied on either the window or the door, but not on both.

4. The sign shall not have an opaque backing of any type although smoked glass is allowed.

DRAFT

5. Window signage (includes graphics) shall be permitted on the same building walls that have, or are allowed to have, wall signage pursuant to Item A above. Window signage shall be deducted from the allowable wall signage area.

Within the COR2 district, where more conventional suburban development is expected, rather than the neo-traditional development planned for the other COR sub-districts, the following standards apply:

A. Wall, canopy or marquee sign. Total sign area may not exceed 15 percent of the front building facade. At least 50 percent of the signage area must be placed on the measured wall with remaining signage area, if desired, distributed on any other wall. Sign height shall not exceed the top of the parapet wall or, if no parapet wall, sign height shall not exceed the height of the eaves. The gross surface area of a wall, canopy or marquee sign may be increased by ten percent if such wall sign:

   1. Consists only of individual, outlined alphabetic, numeric and/or symbolic characters without background except that provided by the building surface to which the sign is to be affixed;

   2. Illumination, if any, is achieved through shielded illumination, shielded silhouette lighting, or shielded spot lighting but not any lighting where the light source is visible or exposed on the face or sides of the characters; and

   3. A wall, canopy or marquee sign may be located on the outermost wall of any principle building but shall not project more than 16 inches from the wall to which the sign is to be affixed. A wall sign shall not project higher than the parapet line of the wall to which the sign is to be affixed.

B. Window signs are restricted to 30 percent of the area of the window in which the sign is to be displayed.

In all COR sub-districts, restaurants and cafes shall be permitted one (1) wall-mounted display featuring the actual menu as used at the dining table, to be contained within a shallow wood or metal case and clearly visible through a glass front. The display case shall be attached to the building wall, next to the main entrance, at a height of approximately five feet (5'), shall not exceed a total area of two square feet, and may be lighted. This signage is allowed in addition to other permitted wall signage.

Projecting Signs

Projecting signs are permitted within all COR sub-districts.



Projecting signs, including graphics or icon signs, mounted perpendicular to the building wall, are encouraged in all sub-districts, provided the following standards are met:

A. The sign area shall not exceed six (6) square feet.

B. The distance from the ground to the lower edge of the signboard shall be ten feet or greater.

DRAFT

C. The height of the top edge of the signboard shall not exceed the height of the wall from which the sign projects, if attached to a single story building, or the height of the sill or bottom of any second story window, if attached to a multistory building.

D. The distance from the building wall to the signboard shall not exceed six inches (6”).

E. The width of the signboard shall not exceed three (3) feet.

F. Limited to one (1) sign per business. Projecting sign area shall be deducted from the allowable wall signage area.

G. Granted to ground floor commercial uses only.

Awning Signs

Awning signs are allowed in all COR sub-districts. Awning signs are allowed for ground floor uses only, provided that the following standards are met:

A. If acting as the main business sign, it shall not exceed 24 square feet in area, and the height of the lettering, numbers, or graphics shall not exceed 12 inches.

B. If acting as an auxiliary business sign, it shall be located on the valance only, shall not exceed four (4) square feet in area, and the height of the lettering, numbers, or graphics shall not exceed four inches (4”).

C. Limited to two such signs per business.

D. If acting as the main business sign, it shall not be in addition to a wall-mounted or applied letter sign.

Sandwich Board Signs



Sandwich board signs are permitted within all COR sub-districts.

A. One (1) sandwich board sign per business is permitted in any business, commercial and mixed use district and shall be located within five feet (5’) of the main building entrance to the business it advertises.

B. Sandwich board signs shall be displayed only during open business hours and must be removed daily.

C. Sandwich board signs shall be no more than a total of two feet (2’) in width and three feet (3’) in height

DRAFT

D. Sandwich board signs must leave a minimum of five feet (5') of clearance for pedestrian access if placed on a public or private sidewalk. Sandwich board signs may not hinder the ability of persons to access vehicles parked at the curb and/or access to a building.

E. Acceptable materials for sandwich board signs shall include the following: metal, wood synthetic materials such as a chalk board and whiteboard. Sandwich board signs shall not be illuminated, nor shall they contain moving parts, or have balloons, streamers, stringers, pennants or similar adornments attached to them. Sandwich board signs shall be maintained in a good appearance at all times.

F. No sandwich board sign shall be secured, tethered or installed on traffic devices, utility equipment, street furniture, street lights, or any other public fixture.

G. Sandwich board signs are temporary signs and shall not be counted towards the total sign area of the site for permanent signage.

Real Estate Signs

Real estate signs advertising that a particular property is for sale, rent, or lease are limited to one (1) sign per property.

Temporary Signs

Temporary signs are allowed per Section 117-465 (Temporary signs) of the Zoning Ordinance.

Off-Site Signs

Off-site signs are prohibited except for wayfinding and community signage specifically allowed by the Design Framework.

DRAFT

Table 2

Sign Standards					
Development Standard	**COR1**	**COR2**	**COR3**	**COR4**	**COR5**
Project Signs					
Number of signs allowed	1*	1*	1*	1*	1*
Size of Sign (maximum)	6 sq. ft./6 feet high	100 sq. ft./6 feet high	6 sq. ft./6 feet high	6 sq. ft./6 feet high	6 sq. ft./6 feet high
Menu Board**	N/A	1 per drive-through/36 sq. ft. max.	N/A	N/A	N/A
Directional Sign	N/A	Per 117-463(I)	N/A	N/A	N/A
Wall Sign					
Number of signs allowed	1*	1*	1*	1*	1*
Size of Sign					
Single Tenant Building	50 sq. ft. or 5% of the ground floor façade area, whichever is less	15% of façade area	50 sq. ft. or 5% of the ground floor façade area, whichever is less	50 sq. ft. or 5% of the ground floor façade area, whichever is less	50 sq. ft. or 5% of the ground floor façade area, whichever is less
Multi-Tenant Buildings	50 sq. ft. or 5% of the façade area, whichever is less	15% of façade area	50 sq. ft. or 5% of the façade area, whichever is less	50 sq. ft. or 5% of the façade area, whichever is less	50 sq. ft. or 5% of the façade area, whichever is less
Building Facing Highway 10	5% of the façade area	15% of façade area	5% of the façade area	5% of the façade area	5% of the façade area
Window Sign					
Number of signs allowed	1	1	1	1	1
Size of Sign	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.	30% of area of window. Deducted from allowable wall sign area.	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.
Directory Sign					
Number of signs allowed	1 per building entrance	1 per building entrance	1 per building entrance	1 per building entrance	1 per building entrance
Size of Sign	3 sq. ft. maximum	3 sq. ft. maximum	3 sq. ft. maximum	3 sq. ft. maximum	3 sq. ft. maximum
Projecting Sign					
Number of signs allowed	1*	1*	1*	1*	1*
Size of Sign	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide
Awning Sign					
Number of signs allowed	2 per business	2 per business	2 per business	2 per business	2 per business
Size of Sign	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inces if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inces if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inces if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inces if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inces if auxiliary. Area is deducted from allowable wall sign area.

*One (1) sign is allowed per street frontage (either wall or project)

**Restaurants and cafes in all districts are allowed one (1) wall mounted menu board not to exceed 2 sq. ft. in addition to other permitted wall signage.

Additional standards

A. Businesses with service entrances may identify these with one (1) wall-mounted or applied letter sign not exceeding two square feet.

DRAFT

B. One (1) directional sign, facing a rear parking lot. This sign may be any type of permitted sign other than a freestanding sign, but shall be limited to four (4) square feet in area.

Creative Sign Standards

A. *Purpose.* This section establishes standards and procedures for the design, review, and approval of creative signs. The purposes of this creative sign program are to:

1. Encourage signs of unique design, and that exhibit a high degree of thoughtfulness, imagination, inventiveness, and spirit; and

2. Provide a process for the application of sign regulations in ways that will allow creatively designed signs that make a positive visual contribution to the overall image of the city, while mitigating the impacts of large or unusually designed signs.

B. *Applicability.* An applicant may request approval of a sign permit for a creative sign to authorize onsite signs that employ standards that differ from the other provisions of this chapter but comply with the provisions of this section.

C. *Application Requirements.* A sign permit application for a creative sign shall include all information and materials required by the City.

D. *Procedure.* A sign permit application for a creative sign shall be subject to review and approval by the City as part of the Site Plan review process. When the creative sign is proposed after site plan review is complete, a creative sign may be approved by the Zoning Administrator when the proposed sign is fifty square feet or less, and shall be approved by the City Council when the sign is larger than fifty square feet.

E. *Design Criteria.* In approving an application for a creative sign, the review authority shall ensure that a proposed sign meets the following design criteria:

1. Design Quality. The sign shall:
   a. Constitute a substantial aesthetic improvement to the site and shall have a positive visual impact on the surrounding area;
   b. Be of unique design, and exhibit a high degree of thoughtfulness, imagination, inventiveness, and spirit; and
   c. Provide strong graphic character through the imaginative use of graphics, color, texture, quality materials, scale, and proportion.

2. Contextual Criteria. The sign shall contain at least one (1) of the following elements:
   a. Classic historic design style;
   b. Creative image reflecting current or historic character of the City;
   c. Inventive representation of the use, name, or logo of the structure or business.

DRAFT

3. Architectural Criteria. The sign shall:
    a. Utilize or enhance the architectural elements of the building; and
    b. Be placed in a logical location in relation to the overall composition of the building's façade and not cover any key architectural features and details of the façade.

4. Neighborhood Impacts. The sign shall be located and designed not to cause light and glare impacts on neighboring residential uses.

Prohibited signs

The following signs are prohibited:

A. Box signs or cabinet signs, whether on a wall, projecting or on canopies are prohibited except for logo signs permitted as part of an overall sign plan.

B. Signs employing mercury vapor, low pressure and high pressure sodium and metal halide lighting; plastic panel rear-lighted signs.

C. Signs on roofs, dormers, and balconies.

D. Billboards.

E. Signs painted or mounted upon the exterior side or rear walls on any principle or accessory building or structure, except as otherwise permitted hereunder.

F. Free standing pylon signs over six (6) feet in height, except community signs.

G. Back-lit awnings.

H. Interchangeable letter boards or panels.

I. Flashing signs.

J. Off-premises signs, except community signs.

DRAFT

Overall Framework – Stormwater Management

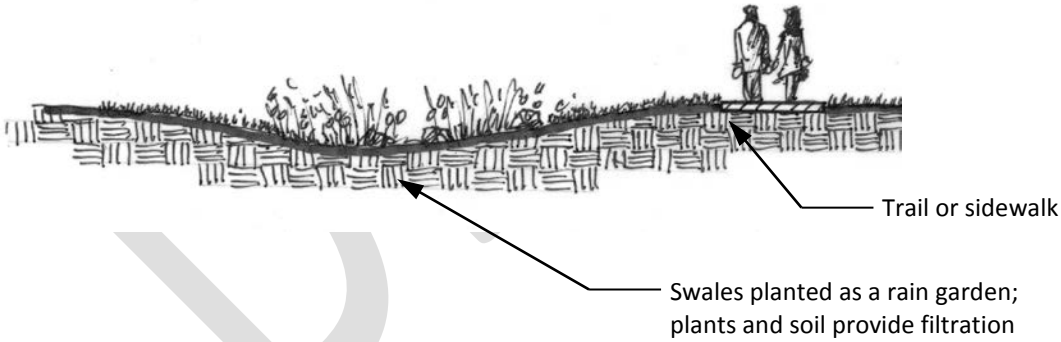
Overview

Water features and drainage systems are essential components of The COR Master Plan. The mix of ponds, streams, fountains and other water elements will provide focal amenities and year round activities within the framework of an environmentally responsible, visually pleasing strategy to manage stormwater. Because the Mississippi River is a restricted discharge water of the state, and because we are creating a new discharge from this development, each sub-district and each site has a responsibility to utilize 'best management practices' (BMP) to pretreat run-off, reduce erosion and encourage infiltration, with the understanding that regional treatment will be provided. Water elements are not intended to be separate stand-alone features, but instead should be integrated with the variety of parks, trails and public open space proposed for The COR. Water and landscape should be designed and utilized within multipurpose areas that accommodate both active and passive recreational use.

Objectives

Integration of water and landscape, design creativity, use of high quality materials and safety concerns are the critical objectives to be met – the following examples illustrate only a few of many possibilities:

- Innovative new products, such as special soil systems (Netlon, structural soils), pervious pavements for parking areas, storm ceptors, underground storage and other creative techniques should be used to BMP standards
- 'Green architecture', expressed through green roofs, gray water recycling and other techniques should be included to reduce the impact of new development on stormwater systems
- Water feature design should include both formal elements (such as reflecting pools or fountains) and natural/informal forms (such as ponds, streams, waterfalls) and should explore creative ways to integrate wetland/rain garden landscapes with active, urban spaces.



Guideline Recommendations

This framework not only defines the overall role and character of The COR, but also encourages each development parcel to address the following:

- **Create** signature water features (ponds, pools, fountains, waterfalls, etc.) as major visual amenities throughout The COR
- **Promote** high quality, creative and appealing aesthetics for all system elements
- **Integrate** stormwater management components (meeting both water quality and quantity requirements)

DRAFT

A great deal of time and effort has gone into the calculation and design of a 'watershed-based' stormwater management plan to support COR development. While this overall strategy addresses the water quantity issue for the entire COR by providing storage and conveyance facilities for storm events, individual development projects (block-by-block) have an equal responsibility to meet water quality standards as a primary goal. Each project should integrate a variety of techniques, materials and methods to promote multiple use, maximum flexibility, improved aesthetics for parking areas, park spaces, drainage swales and other site features.

DRAFT

Overall Framework – Parks/Public Spaces

Overview

The overall design framework of The COR is based on a system of linked parks, trails and open space. The City of Ramsey, Anoka County, and to some extent, the State of Minnesota all play a role in local and regional parks programming, design review, construction sequencing, implementation and ultimately maintenance and operation of key public spaces within this framework. The goal is to link existing and proposed parks and trails defined in regional park plans with proposed new parks and trails within The COR. Of equal importance is the contribution from each block and each development project to this network of green, adding a variety of private, semi-private, and perhaps some additional public space throughout The COR. Private development will share the responsibility to provide inviting, innovative and useable green space as integral parts of individual parcel site design.

Guideline Recommendations

The Design Framework encourages the following:



- Work with the City to create an integrated, comprehensive open space system that links with existing city and county trails and open space networks
- Encourage private development (block-by-block) to share in the responsibility to provide inviting, innovative and useable green space as integral parts of each development project
- Integrate stormwater management components (meeting water quality and quantity requirements) within both public / private park and open space improvements

Together, the system of public and semi-public green space will result in a welcoming public realm throughout the new community.

Objectives

Based on the Development Master Plan for The COR, a variety of public and private green space is proposed including:

- Each block and each project will provide intentional, creative, innovative, useable green areas as integral components of site development and building design.
- At the individual block scale, small squares and greens will provide places for gathering and relaxation, especially targeted to meet the demands of adjacent, or nearby buildings. Elements such as gardens, gazebos and fountains should characterize these more intimate public spaces.
- At the neighborhood scale, parks will provide space for more active recreation, and should be flexible enough to accommodate a variety of recreational activities.
- Playgrounds, game fields and park buildings are park amenities that will target a wider user demand from the surrounding community.



- The Municipal Plaza will connect with all other parks and open space elements, providing a focal point for activity and a sense of place. Gardens, public pavilions and shelters, play lots and open play fields are amenities that will provide built-in flexibility to meet the demands of both the local population and regional visitors to The COR.

DRAFT

Part Two: Sub-district Framework

Overview

The Master Plan and Zoning Ordinance identify five (5) distinct sub-districts within The COR. Each of these sub-districts is defined by a unique mix of uses, specific site development patterns and perhaps a distinctive character or image. The sub-districts complement one another as part of the overall plan. The sub-districts are shown the attached Sub-district Map (Figure 7: Sub-district Map). They include:

- **COR1 Mixed Use Core** – provides the broadest variety, highest density and greatest intensity of development, encouraging both vertical and horizontal mixed use
- **COR2 Commercial** – provides a location for larger scale retail and other auto-orientated commercial uses
- **COR3 Workplace** – provides a location for uses with high concentrations of employees, such as medical/technology related office, and other corporate or institutional uses
- **COR4 Neighborhood** – provides opportunities for a range of housing types from small lot single family to townhouse, to high density senior or rental apartment
- **COR5 Park and Open Space** – preserves environmental features and provides neighborhood/community amenities throughout The COR

Development plans must respond to the overall COR Design Framework described in Part One of this document, but also must address the following detailed framework standards for each sub-district. To further clarify and illustrate proposed features in the Master Plan, these sub-district guidelines are organized under the following categories:

- Public Realm / Streetscape Framework
- Site Design Framework
- Architectural Framework

In all cases, the sub-district framework must be applied in harmony with the overall COR framework and with other existing city, county, state codes, design criteria, plans and studies that support broader goals for regional growth and development. However, within each district, development standards shall be based, in part, on the street hierarchy established in The COR.

Public Realm/Streetscape

A. The developer shall be responsible for construction of all streetscape improvements along adjacent streets. These improvements include all hardscape improvements, such as trails, sidewalks, benches, bike racks, etc., as well as street trees and other greenscape.

B. The landowner shall be responsible for maintenance of the streetscape improvements along adjacent streets. Such maintenance may be managed as part of a Special Service District (SSD) or similar.

Plazas

A. All properties with principal buildings in excess of 30,000 square feet shall be required to have a public plaza space.

B. The public plaza space shall include benches, bike racks trash receptacles, lighting fixtures and other amenities to create a welcoming space for tenants of the building and members of the public.

DRAFT

C. These plaza spaces should be visible from the public street.

Architecture

These architectural framework standards provide an important balance between design continuity, desirable variety and the notion that buildings should complement, and perhaps contrast, but not compete with one another. The lasting appeal of the final outcome must be grounded in the authenticity of the design and the acceptable level of 'messiness' that comes with creating a real downtown over time; 'faux' second floors, stage set or themed solutions, and large faceless buildings are not acceptable.



Auto Versus Human Design: Providing rear alleys or side loaded garages enables the home to present itself to the street, which promotes sociability and walkability.

Minimum Standards

Definitions

Build to line: The line at which construction of a building facade is to occur on a lot. The build to line provides a maximum setback for all building facades from the right-of-way or inside edge of the sidewalk, whichever is greater. The build to line applies to all facades abutting a street right of way. Build to line standards are based on the sub-district the parcel is located and the street in which the building is located upon.

Setback: The minimum required distance between a parking lot or the vertical wall of a building and a lot line. Setbacks are typically more flexible than build to lines and allow a building to be set further back from the lot line and street right-of-way.

Requirements:

A. Additional development standards shall be defined within each sub-district.

B. Provide a diverse mix of materials, applied in a variety of proportions, exposures and detailing within a block, or along a street.

C. Buildings should be articulated to break up the mass of the building façade on all elevations. Large blank exterior walls shall be prohibited. Windows are encouraged to be used to break up the mass of the building. Rooflines and building elevations should be articulated to break up the mass of buildings. Buildings must be broken at a minimum of every fifty (50) feet. This variation can be accomplished through one (1) or more of the following:

1. Wall face variations (minimum depth of two (2) feet)
2. Pilasters or columns (minimum depth of two (2) feet)
3. Upper wall break in color and/or materials (minimum of 2/3 up the height of the wall)
4. Wainscot (minimum of four (4) feet high)
5. Canopies (minimum four (4) foot width)
6. Corner and demising wall or building separations



More Desirable

D. Each development application must list building materials, roofing materials and building colors on the plans. Building articulation, mechanical screening by architectural elements and design elements on all building elevations must be identified on the plans. The plans shall be subject to City review and approval to ensure that the design intent of the Framework has been met.



Less Desirable

E. Building materials shall be high-quality durable materials, such as glass, stone, brick, windows, canvas awnings, etc.

1. Use local sources if available
2. Siding is not allowed (vinyl, metal, wood) except as a complimentary use
3. Use clear or lightly tinted glass for all windows and doors – mirrored, reflective or highly tinted glazing is not acceptable
4. Metal and wood components are acceptable as a complimentary, not primary, building material
5. COR1 sub-district buildings shall be primarily brick or a comparable alternative and shall comprise a minimum of fifty (50%) percent of the non-glazed wall area

F. Residential development should provide variety within the subdivision to avoid monotony. Developers will include front porches and windows that face all streets. Corner units shall have more than one (1) window per side of building to help create a sense of place in the community and promote safety on the street.

G. Garage forward or “snout houses” are highly discouraged on all residential development as they dominate the view from the street and sidewalk.

H. All sides of buildings shall have an equal finish in terms of materials and general design.

I. The main entrance of each principal building must face the street. On corner lots, the main entrance may face either of the streets or be oriented to the corner. With buildings that have more than one (1) main entrance, only one (1) entrance must meet this requirement.

DRAFT



J. Building massing shall be oriented parallel to the street frontage of the lot.

K. Trash and recycling areas shall be designed internal to the building.

L. Provide recessed entries wherever possible.

M. Buildings shall have a base and top to the architecture.



N. Multi-story buildings are preferred in the COR1 sub-district, but occasional single story buildings are acceptable; single story buildings should not dominate any street frontage and should be a minimum of twenty (20) feet to the roofline.

O. Maximize glass openings for all ground level, street front façades – especially for retail, restaurant and other commercial uses – fifty (50%) minimum of total ground level façade, or demonstrate great design through other means.

P. Provide real window openings for all street facing façades above ground level in all districts–a minimum of forty (40%) percent of total façade.

Residential uses in COR4 and COR5 must also comply with the following:

A. Location of main entrance

1. A building must include a front porch or covered balcony/patio at all main entrances that face a street. The porch or stoop shall adjoin the main entrance and the main entrance shall be accessible from the porch.
2. The main entrance of each principal building must face the street. On corner lots, the main entrance may face either of the streets or be oriented to the corner. With buildings that have more than one (1) main entrance, only one (1) entrance must meet this requirement.



B. *Porches*: Porches used to satisfy the design criteria shall comply with the following:

1. Porches shall be covered by a solid roof. The roof shall not be located more than 12 feet above the floor of the porch. If the roof of a required porch is developed as a deck or balcony, it may be flat.
2. The porch shall have minimum dimensions of 6 feet by 6 feet. (6' x 6'). For single-family detached dwelling units, the covered area provided by the porch must be at least

DRAFT

forty-eight (48) square feet and a minimum of eight (8) feet wide. If the main entrance is for more than one (1) dwelling unit, the covered area provided by the porch must be at least sixty-three (63) square feet and a minimum of nine (9) feet wide.



C. *Covered balconies/patio:* The covered area must be at least forty-eight (48) square feet, a minimum of eight (8) feet wide, and no more than fifteen (15) feet above grade. The covered area must be accessible from the interior living space of the house.

D. *Openings between porch floor and ground:* Openings of more than one (1) foot between the porch floor and the ground must be covered with a solid material or lattice.

E. Roofs



1. *Slope:* Principal structures must have a roof that is sloped, with a pitch that is no flatter than six (6) units of horizontal run to twelve (12) units of horizontal rise.
2. *Architectural features:* The roof of a principal structure shall include the following architectural details:
   a. At least one (1) dormer facing the street. If only one (1) dormer is included, it shall be at least five (5) feet wide and shall be centered horizontally between each end of the front elevation. If more than one (1) dormer is provided, a dormer at least four (4) feet wide must be provided on each side of the front elevation; or
   b. A gabled end, or a gabled end of a roof projection, facing the street.
3. *Roof eaves:* Roof eaves must project from the building wall at least twelve (12) inches, measured horizontally, on at least the front and side elevations.

DRAFT

Figure 7: Sub-district Map

Sub-District Framework - COR1 Mixed Use Core

Public Realm / Streetscape

Public realm and streetscape improvements define the character of The COR and create a memorable signature for the Mixed Use Core sub-district. This is the most urban of all sub-districts in The COR and will be developed with a very urban pattern. Great parks and great streets, encourage intensified levels of activity, support the proposed mix of uses, invite community gathering and accommodate special events throughout the year.

Site Development

Framework standards that address building location, organization of space and parking options tend to focus on what can be measured – dimensions, setbacks, number of spaces and so on. But in addition to these issues, the Design Framework also describes the aesthetic qualities and design character of a preferred 'urban form' for the Mixed Use Core. The compact and higher density blocks that define this sub-district encourage a mix of uses, with a continuous built edge along street frontage. Innovative parking strategies support this mix, providing easy access to destination shopping, restaurant and entertainment venues. Together these elements will promote the core area as the center of activity – the place to see and be seen within The COR.

Architecture

Buildings in the Mixed Use Core will play a major role in defining the overall character of The COR. The proposed mix of uses for this signature destination suggests the potential for a variety of building types, demanding creativity and innovation to highlight unique architecture, while knitting the entire sub-district together as a coherent whole. Overall building design is an important consideration, but emphasis on first floor façade treatments is essential to encourage street-level activity and enhance the pedestrian experience. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

DRAFT

Table 3

COR1 Development Standards	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Minimum lot depth	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Allowable residential density in dwelling units per acre [1]	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.75	.75	.75	.75	.75	.75
Build to Line						
Front yard[4]	30 feet as measured from building front to right-of-way[2][3] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.
Planter Style	N/A	Planter Bed	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	10 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

A. At least sixty (60%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply on each side fronting a street. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the sixty (60%) percent street frontage requirement.

B. Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the sixty (60%) percent required.

Sub-District Framework - COR2 Commercial

Public Realm / Streetscape

While the Commercial Sub-district encourages a mix of large and small floor plates accommodating auto-oriented uses, this suggests even greater attention be paid to public realm and streetscape improvements that not only accommodate vehicles, but also invite bicycle and pedestrian traffic. Surface parking lots provide convenient access to storefronts, but present an additional challenge to the overall visual character and aesthetic appeal of this area. While no large public parks are identified for this sub-district, small pocket parks, squares or other gathering spaces are encouraged. A consistent, attractive streetscape is also essential.

Site Development

Site Design Framework for this sub-district focus on a unique opportunity to recast typical commercial development patterns into a contemporary and innovative strategy that responds to overall objectives for The COR. Specifically, this suggests that the majority of buildings front on the primary through streets, with parking and service areas on the side or in the back, away from view. However, the market realities suggest that the types of auto-oriented users in this district will have the potential for larger parking fields and drive-throughs that will make a true urban model challenging. The City will hold all users to this design vision while modifying the COR2 standards slightly to accommodate these types of more typical suburban land uses. A mix of uses within individual blocks, including retail, restaurant and residential, further enhances this model, addresses design character/aesthetics and promotes activity throughout much of the day and evening hours.

Architecture

Buildings in the Commercial Sub-district make a significant contribution to first impressions of The COR. Buildings form gateways at the major entries into the site, architectural elements and choice of materials convey a certain character and the scale or massing of structures begins to define the feel or experience of this place. These are not just 'commodity' buildings, but instead should raise the bar in terms of overall design and specific details that make The COR unique, inviting and memorable. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

DRAFT

Table 4

COR2 Development Standards	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Minimum lot depth	100 feet	100 feet	100 feet	100 feet	100 feet	100 feet
Allowable residential density in dwelling units per acre [1]	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.25	.25	.25	.25	.25	.25
Build to Line						
Front yard[4]	30 feet as measured from building front to right-of-way[2][3] (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (40% of front facade w/in max.)	30 feet as measured from building front to right-of-way[2][3] (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (40% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.
Planter Style	N/A	Boulevard Sod	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	6 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

A. At least forty (40%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply only to one (1) street frontage.
   1. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the forty (40%) percent street frontage requirement.
   2. The City may approve a variation from the required build to line if the applicant provides a street edge consisting of fencing, decorative wall and/or landscaping with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the forty (40%) percent street frontage requirement.

DRAFT

B. Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the forty (40%) percent required on all street frontages.

DRAFT

Sub-District Framework - COR3 Workplace

Public Realm/Streetscape

The Workplace Sub-district also encourages a mix of large and small floor plate buildings, but instead of commercial or entertainment, this area of The COR is dominated by office and institutional uses. With opportunities for corporate or medical campus development comes the attendant auto-related infrastructure – easy access, bigger streets and large surface parking lots. Once again, this suggests that equal attention be paid to public realm and streetscape improvements that not only accommodate vehicles, but also invite bicycle and pedestrian traffic. The Draw, an active, neighborhood scale, recreational play space has been included in this sub-district, but small pocket parks, squares or other gathering places are also encouraged. In addition, streetscape improvements provide an important public amenity and inviting pedestrian connection to adjacent sub-districts.

Site Development

The mix of medical, office, institutional and other uses in this sub-district suggest the potential for a campus-like arrangement of buildings on some blocks. These blocks would tend to be more internally oriented than in other districts, with driveways, parking lots, courtyards and walkway connections in the center, ringed by buildings around the outside. Buildings would still face adjacent streets, with both primary and secondary entries provided to animate these important façades, particularly along Ramsey Boulevard, Sunwood Drive and Rhinestone Street. While the Workplace sub-district also encourages mixed use, this desired development objective will likely occur mostly within blocks, not within individual buildings as seen in other districts.

Architecture

Buildings in the Workplace Sub-district also make a significant contribution to first impressions as people enter The COR via Highway 10, Ramsey Boulevard and Sunwood Drive. Buildings form gateways at the major entries into the site, architectural elements and choice of materials convey quality and permanence, and the scale or massing of structures begins to define the feel and character of this place. The proposed mix of uses within this sub-district suggest a variety of potential building types – blending medical campus with small office, storefront and some housing -- demands design creativity and innovation to highlight unique architecture, and knit the entire sub-district together as a coherent whole. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

DRAFT

Table 5

COR3 Development Standards	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	40 feet	40 feet	40 feet	40 feet	40 feet	40 feet
Minimum lot depth	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Allowable residential density in dwelling units per acre [1]	none	none	none	none	none	none
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.25	.25	.25	.25	.25	.25
Build to Line						
Front yard[4]	30 feet as measured from building front to right-of-way[2][3] (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.
Planter Style	N/A	Planter Bed	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	10 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

A. At least sixty (60%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply on each side fronting a street. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the sixty (60%) percent street frontage requirement.

B. Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the sixty (60%) percent required.

Sub-District Framework - COR4 Neighborhood

Public Realm/Streetscape

Two prominent public parks supply much of the informal green space for The COR, and more specifically, provide the valuable park frontage and mix of amenities needed to support housing development within the Neighborhood Sub-district. North Commons surrounds an existing wetland and provides open space for year-round activities including a proposed sledding hill. The sub-district is adjacent to The Draw, which is characterized by wetlands, ponds and a meandering stream channel surrounded by gently sloping hills. Other park features include active and passive recreation areas, natural and manicured landscapes, education and interpretation opportunities, pedestrian and bicycle trails and many other amenities. Tree-lined streets connect these parks to surrounding residential neighborhoods and to nearby parks and amenities throughout The COR.

Site Development

The Neighborhood Sub-district emphasizes residential development. To support the proposed mix of housing, a framework of streets and blocks, based on the traditional grid system, encourages compact development patterns with increasing densities closer to the heart of The COR. Typical blocks either front onto signature parks or include some private green space within the site; many blocks have both. The arterial streets that frame this property, including Ramsey, Armstrong and Bunker Lake Boulevards, provide an important 'face' for this sub-district. Residential front doors will connect with public walks along each of these streets promoting the urban character of The COR.

Architecture

The largest in terms of overall acreage, the Neighborhood Sub-district will define the character and quality of the entire northern half of The COR property. With prominent street frontage along most of the major thoroughfares that serve this site, the variety of choices for building type, architectural style and design detailing are crucial decisions that together will promote a safe and attractive residential neighborhood. Integrating contemporary and traditional styles is also an important consideration, central to the notion that a unique and creative model for housing development will be a signature for The COR. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

DRAFT

Table 6

COR4 Development Standards	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Minimum lot depth	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Allowable residential density in dwelling units per acre [1]	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.25	.25	.25	.25	.25	.25
Build to Line						
Front yard[4]	30 feet as measured from building front to right-of-way[2][3] (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.
Planter Style	N/A	Planter Bed	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	10 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

A. Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the sixty (60%) percent required.

DRAFT

Sub-District Framework - COR5 Parks & Open Space

Public Realm/Streetscape

The overall structure of The COR is based on a system of linked parks, trails and open space. This includes existing and proposed parks and trails defined in city and regional parks plans, joined with new parks and trails within The COR. Of equal importance is the contribution from each block and each development project to this green structure, adding a variety of private, semi-private and perhaps some additional public space throughout each sub-district. Great strolling streets provide connections between commercial, workplace, entertainment and residential neighborhoods and encourage shared use for cars, pedestrians and bicycles.

Site Development

The COR Master Plan illustrates a strong framework of green space, including a mix of public parks, destination amenities, courtyards, commons and other features. As a key component of the overall plan, this integrated system of parks, trails and open space provides the framework around which all other land uses are organized. Placemaking and connectivity are important site development considerations, linking each block and each sub-district with major public spaces nearby and with many other amenities and attractions in The COR.

Architecture

There are numerous opportunities to include buildings and other structures as significant design features within the proposed parks, trails and open space system for The COR. These could range from simple picnic shelters and landscaped arbors to more complex park buildings that might contain meeting rooms, rest rooms, storage areas and other facilities. Design of these important buildings should respond to the specific setting and landscape features in each park, and complement the overall character and quality of buildings located within surrounding blocks. Additionally, limited retail is planned along the perimeter of the park.

DRAFT

Table 7

COR5 Development Standards	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	0.5	N/A	0.5	0.5	0.5	0.5
Minimum lot width	N/A	N/A	N/A	N/A	N/A	N/A
Minimum lot depth	N/A	N/A	N/A	N/A	N/A	N/A
Allowable residential density in dwelling units per acre [1]	N/A	N/A	N/A	N/A	N/A	N/A
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	N/A	N/A	N/A	N/A	N/A	N/A
Build to Line						
Front yard[4]	30 feet as measured from building front to right-of-way[2][3] (60% of front facade w/in max.)	N/A	10 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	10 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	10 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	10 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)
Side yard	no req.	N/A	no req.	no req.	no req.	no req.
Rear yard	no req.	N/A	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet	N/A	25 feet	25 feet	25 feet	25 feet
Building height (min. - max.)	1-2 stories.	N/A	1-2 stories.	1-2 stories.	1-2 stories.	1-2 stories.
Planter Style	N/A	N/A	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	N/A	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	N/A	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	N/A	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

A. Where commercial buildings are planned, at least sixty (60%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply on each side fronting a street. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the sixty (60%) percent street frontage requirement.

B. Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the sixty (60%) percent required.

DRAFT

Implementation

Introduction

This framework provides distinct strategies for guiding The COR's form and appearance. This framework's vision for the COR will take several years to implement. Successful implementation will require consistent application of the Design Framework by City staff. Zoning enforcement and design framework standards will not succeed without the cooperation and commitment of landowners, development interests, and the rest of the community.

Design Review

The Design Framework will be administered by staff as part of the development review process. Staff will incorporate design review to ensure compliance with the Design Framework as a standard step in the development review process.

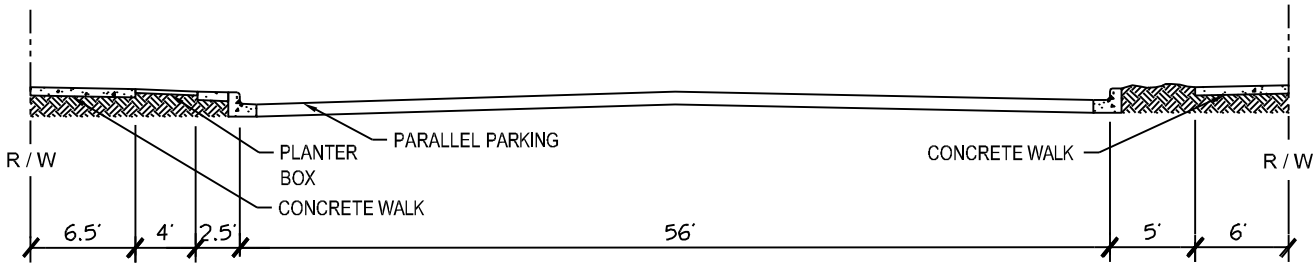
DRAFT

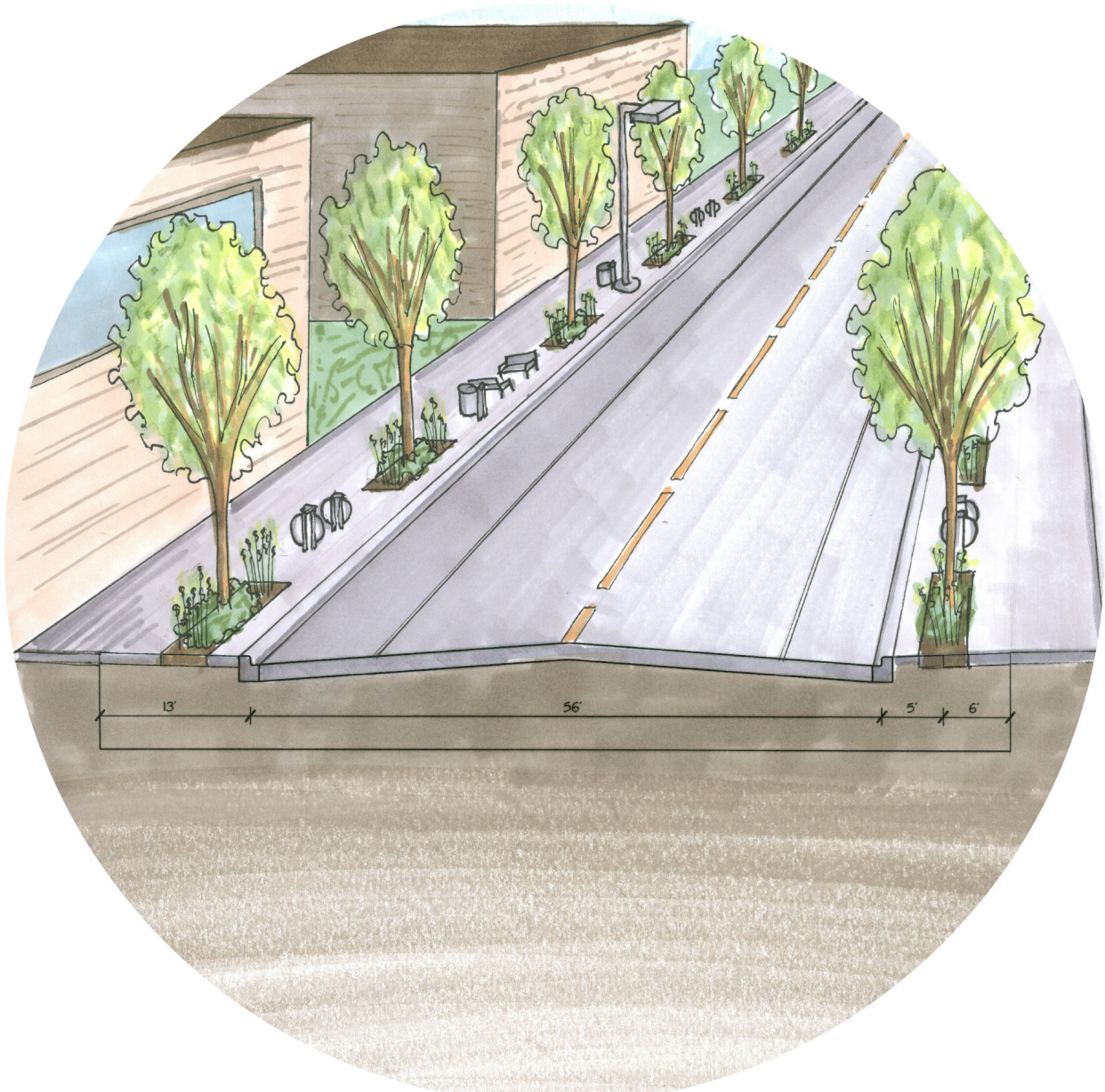
This page intentionally left blank

DRAFT

APPENDIX A:
SPECIFICATIONS AND DETAILS

DRAFT



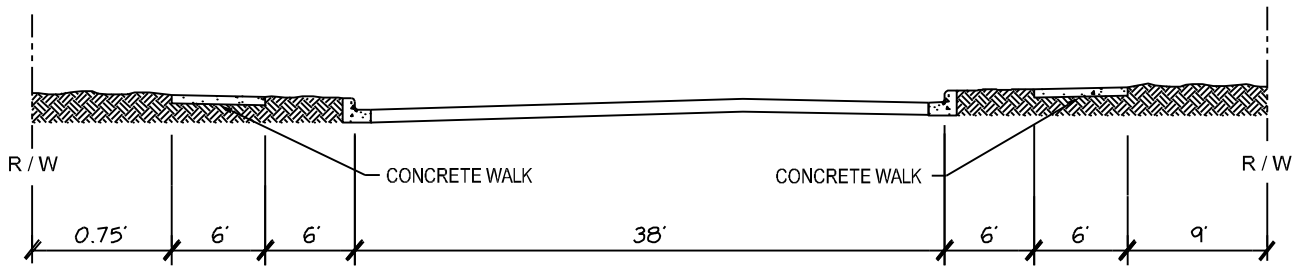


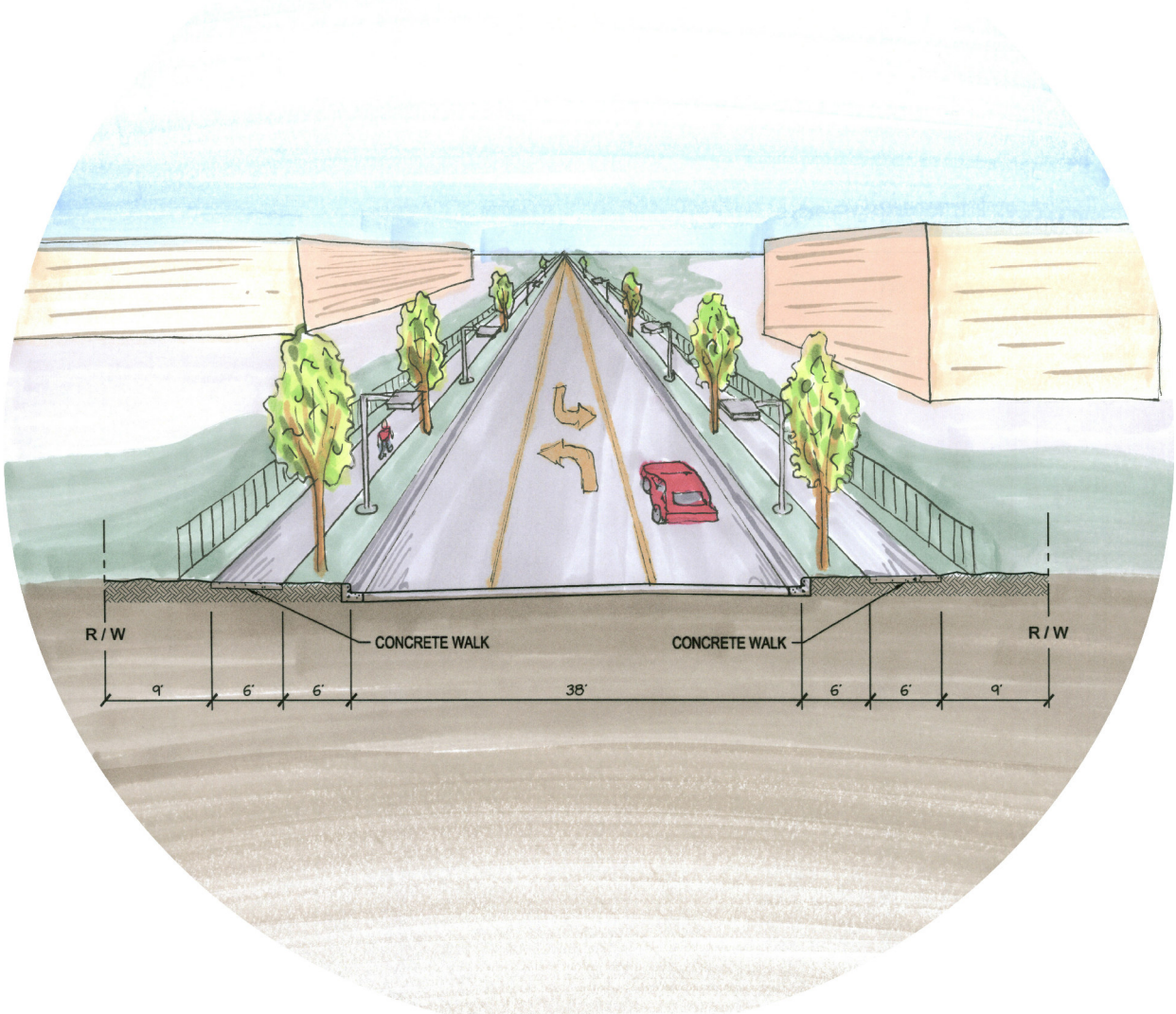
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #1
Sunwood Dr. East of Zeolite St.

THE COR
RAMSEY, MINNESOTA



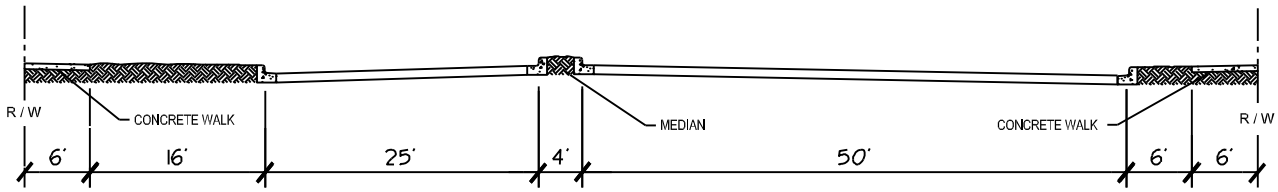


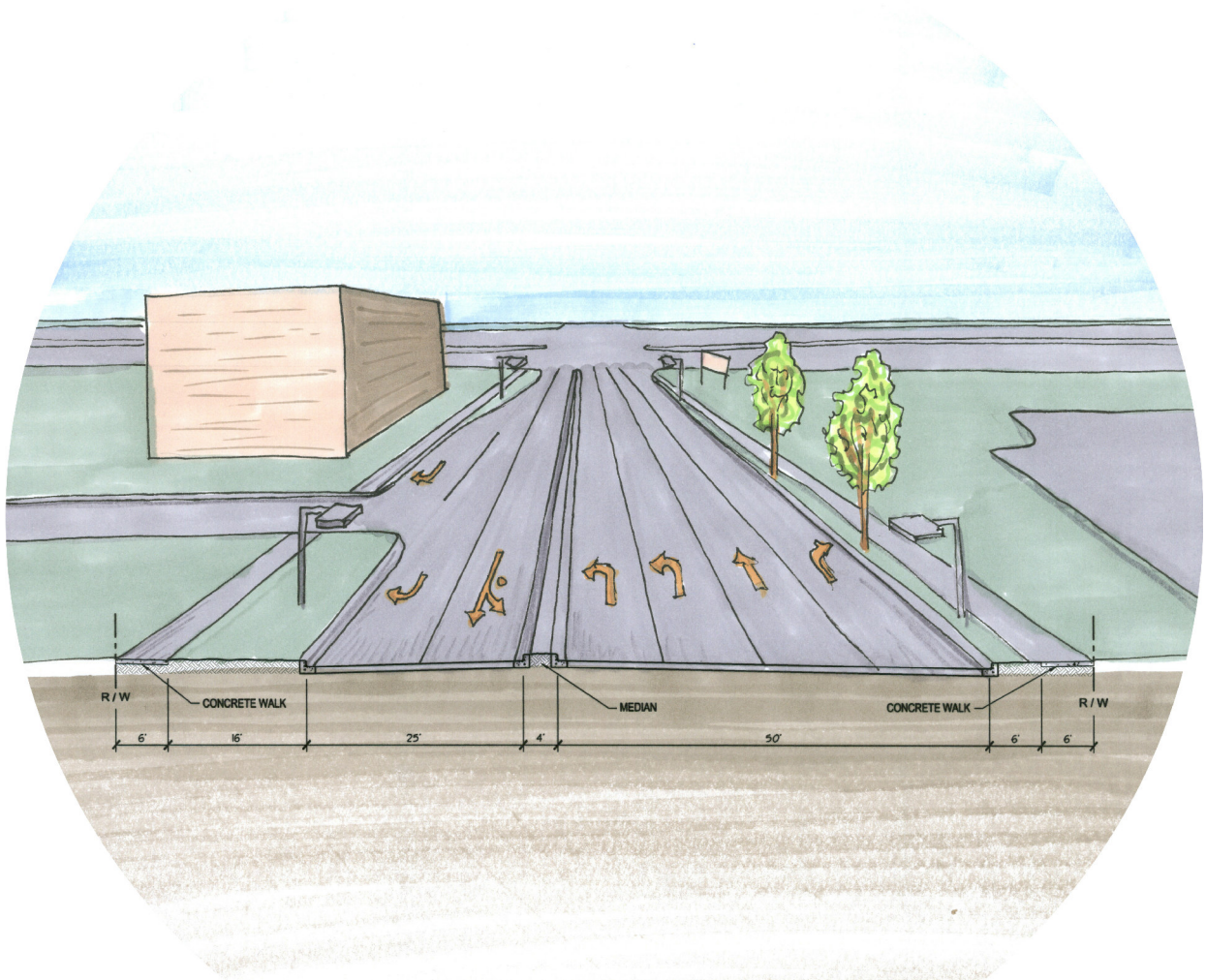
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #2
Sunwood Dr. West of Zeolite St.

THE COR
RAMSEY, MINNESOTA



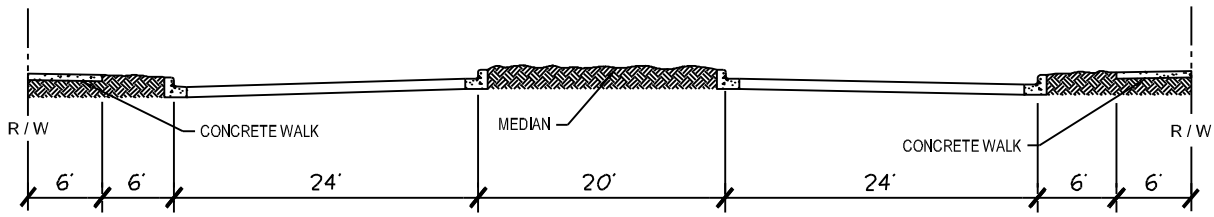


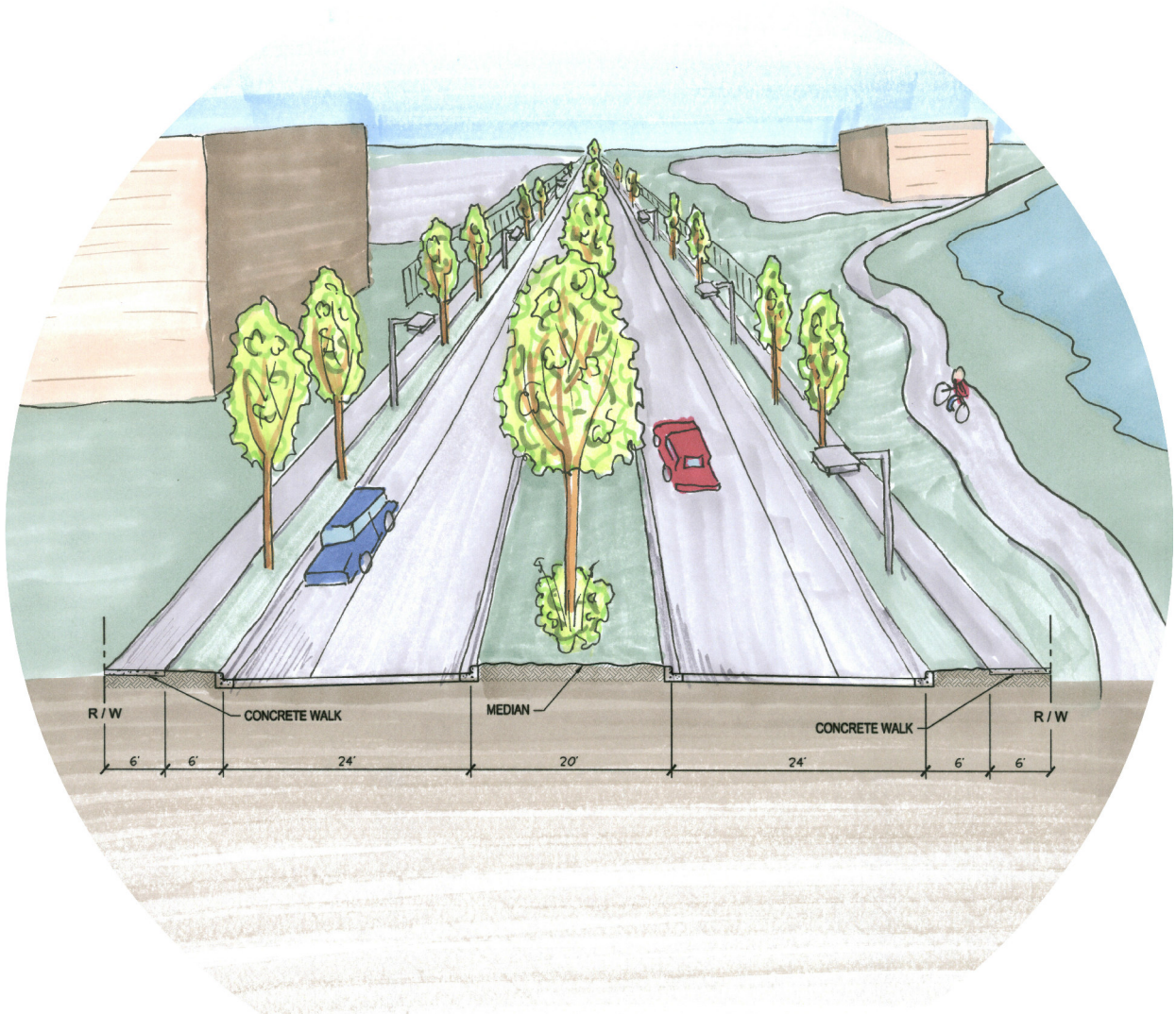
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #3
Ramsey Pkwy. West of Roundabout

THE COR
RAMSEY, MINNESOTA



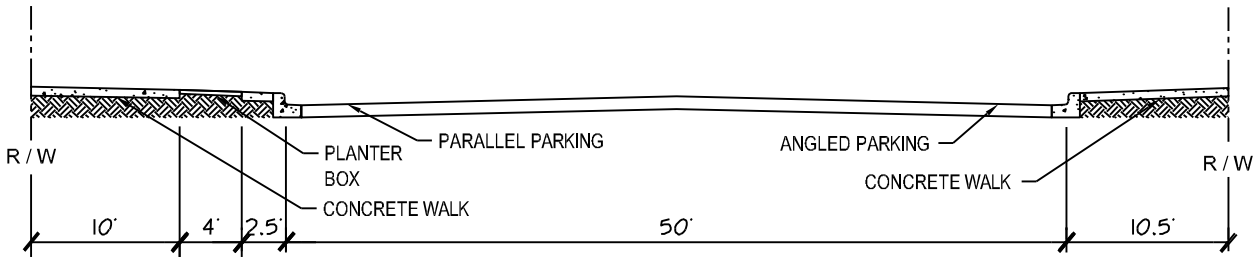


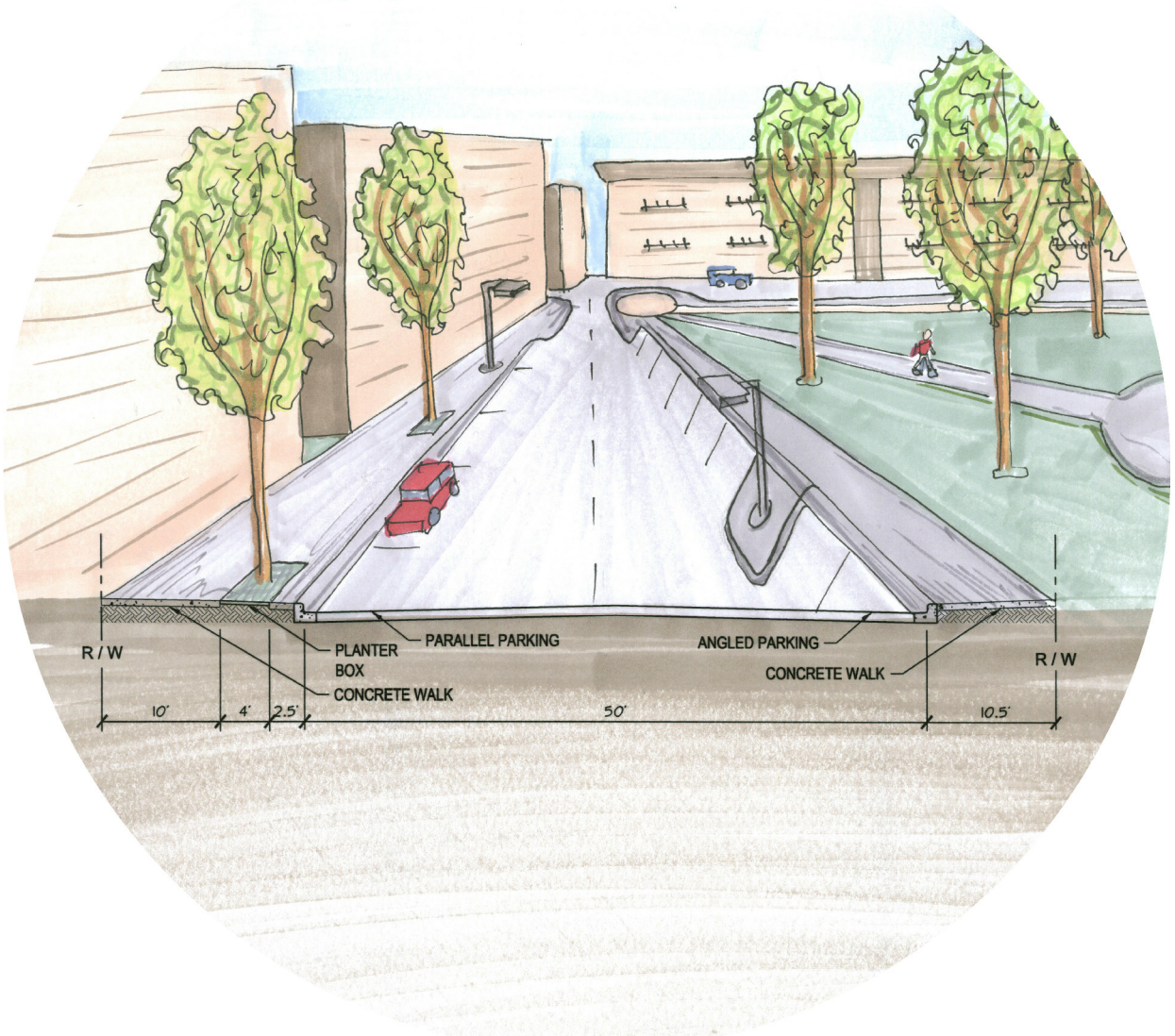
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #4
Ramsey Pkwy. East of Zeolite St.

THE COR
RAMSEY, MINNESOTA



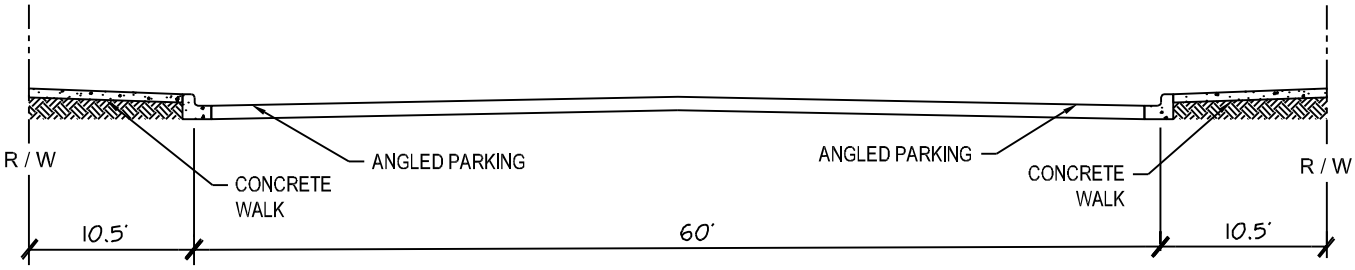


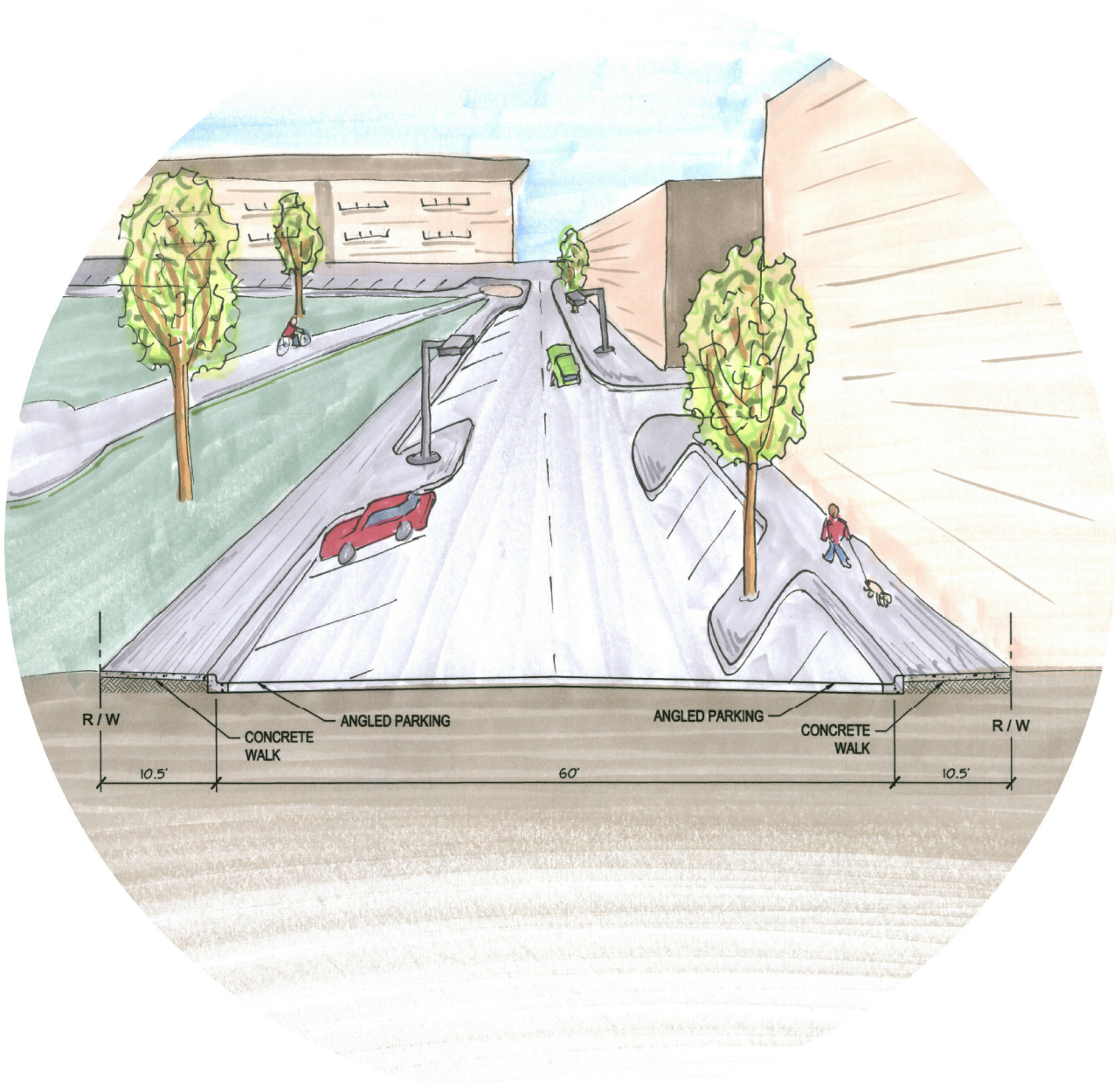
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #5
West of Municipal Plaza

THE COR
RAMSEY, MINNESOTA



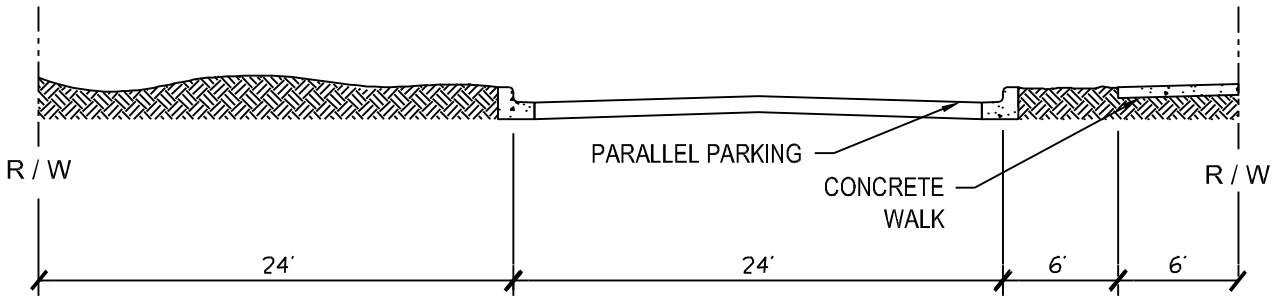


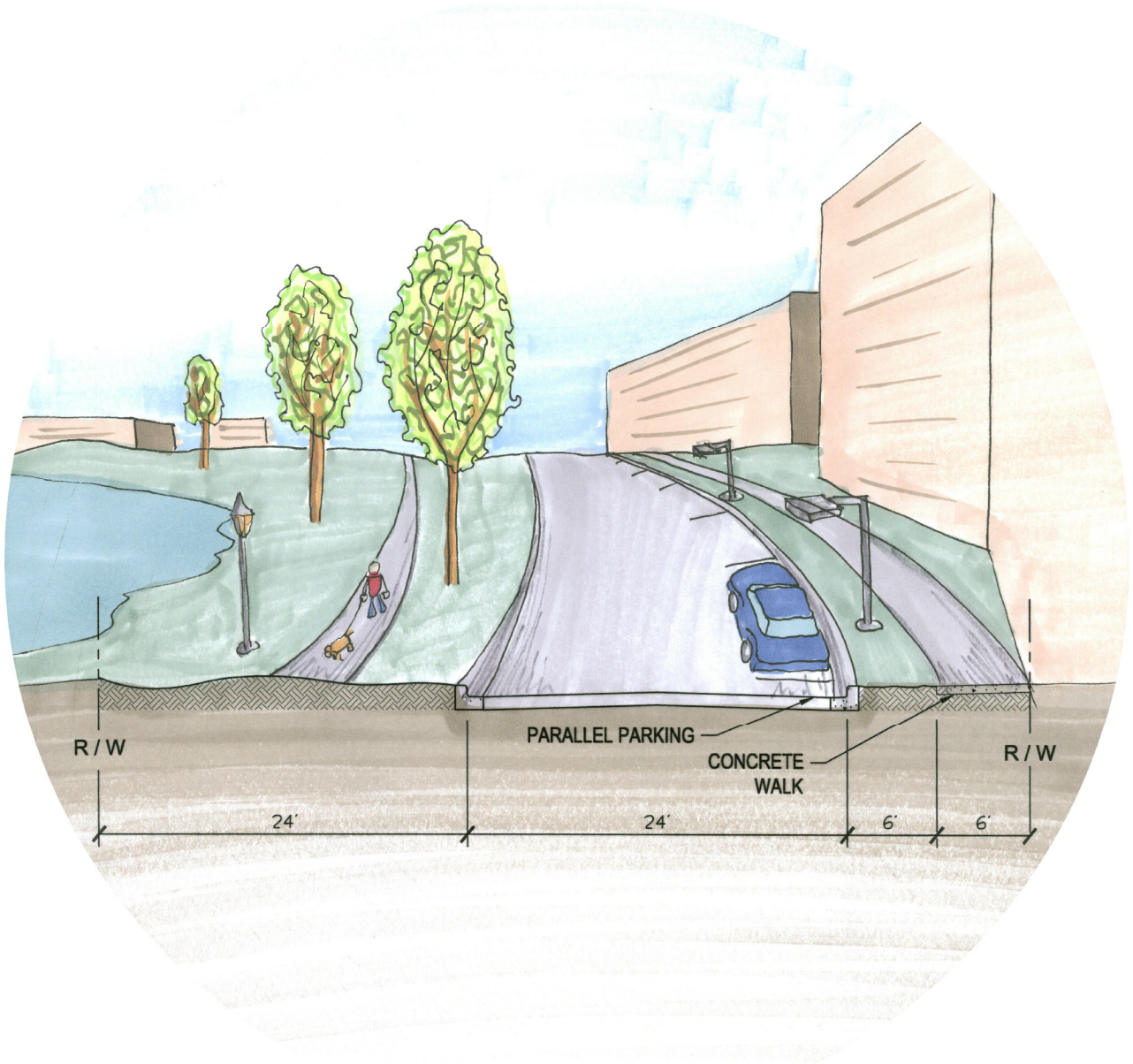
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #6
Center St. East of Municipal Plaza

THE COR
RAMSEY, MINNESOTA





LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #7
Ramsey Pkwy. South of The Draw

THE COR
RAMSEY, MINNESOTA

Additional Amendments to Final Draft of The COR Design Framework

Page 9

- Town Center Drive is Center Street
- Civic Center Drive is Veterans Drive

Page 11

- Should be more reflective of current Transit status. The COR is designed to be a transit oriented development...
- Drop Star Express
- Station set to open November 2012
- TMD – Developers "Shall" submit... Developments of any size? Should we have a template basic plan for small users that informs employees of options?
- See if Riverblood has some text on the Anoka County regional trail, and the Mississippi River national trail. I think his info should be included in the transit section of the framework.

Page 19 Overview

- Incorporate "wrap" option – encourage multi story uses wrapping the ramp and defining the street.
- Define, illustrate, "Bumpouts"
- Objectives – add some explanation of the concept of three anticipated structures sized as the area develops to promote appropriate development and provide ample parking.

Page 45 Overview

- We need a better overview. Each site is not necessarily required to utilize BMP's – there is regional treatment constructed. We should better define what we are asking of each site in addition to the regional facilities.

ORDINANCE #12-__

CITY OF RAMSEY
ANOKA COUNTY STATE OF MINNESOTA

AN AMENDMENT TO CHAPTER 117 WHICH IS KNOWN AS THE ZONING AND SUBDIVISION OF LAND CHAPTER OF THE CITY CODE OF RAMSEY, MINNESOTA.

AN ORDINANCE AMENDING SECTION 117-118 "THE COR DISTRICTS" OF CHAPTER 117 OF THE CITY CODE OF RAMSEY, MINNESOTA.

The City of Ramsey ordains:

SECTION 1. AMENDMENT

Section 117-118 of Ramsey City Code shall be amended as follows:

Sec. 117-118. - ~~Town Center~~The COR District.

(a) *Intent.* The primary intent of the ~~Town Center~~COR District is to create a focal point in the community that embodies the principles of transit-oriented and mixed-use development. The ~~Town Center~~COR District envisions a distinctly different development pattern, with a more urban structure of streets and blocks, than the suburban and rural patterns that have shaped the community to date. The ~~Ramsey Town Center~~COR area is comprised of a number of distinct subdistricts intended to define the type and intensity of uses, location of amenities and overall character of development. The ~~Town Center~~COR District incorporates the ~~Ramsey Town Center~~COR ~~Master Plan~~Development Plan and Development ~~Guidelines~~ Framework by reference to provide necessary building and site design features that are essential to a pedestrian environment.

(b) ~~*Town center*~~*The COR subdistrict definition.* The ~~Town Center~~COR District consists of five subdistricts that define the type and intensity of land use.

(1) *COR~~TC~~-1 Mixed-Use Core Subdistrict.* The mixed-use core is intended to provide a mix of residential, retail, service, professional, community service, recreational and similar uses on every block near, and within easy walking distance of the transit station. The broadest variety and highest intensity of uses, including high density housing and lodging facilities, are encouraged near the station. Vertically-integrated mixed use projects with retail, restaurant and service uses, especially at corner locations, are strongly encouraged. This district incorporates the highest architectural and design standards to encourage pedestrian mobility and street activity. The majority of the uses within this district will rely on parking structures to accommodate the parking needs of customers and employees. In order to contribute to an active pedestrian environment, each block within the ~~TC~~COR-1 subdistrict shall include at least two of the following uses: commercial, office, civic and/or residential use.

(2) ~~*TC*~~*COR-2(COR-2 and 2b) Commercial Subdistrict.* The ~~TC~~COR-2 Commercial Subdistrict is designated to provide a location for retail commercial that has building and/or site designs inconsistent with the ~~TC~~COR-1 Subdistrict, including larger scale retail and other auto-oriented commercial uses. Such uses tend to benefit from direct highway access and good visibility, and may have market areas that extend beyond the community. These commercial and auto-oriented uses shall be clustered in compact identifiable areas and not present the look of typical strip suburban development. Buildings shall be designed with a pedestrian orientation and relationship to the primary street that is compatible with the adjacent ~~TC~~COR-1 subdistrict. The COR-2 subdistrict is further defined by a COR-2b subdistrict that allows for additional flexibility in allowing larger-scale retail that is intended to anchor the development and support the mixed-uses within the

DRAFT

development.

(3) *~~TC~~COR-3 and ~~TC~~COR-3a Workplace Subdistrict.* The workplace area is intended to accommodate medical and technology-related office and research uses, as well as other office uses and ancillary retail and service uses designed to support serve employees and office visitors. Uses with high concentrations of employees are most desirable. The ~~TC~~COR-3 subdistrict is further defined by a ~~TC~~COR-3a subdistrict that allows exclusively schools. Due to the unique design and site layout needs of a school, different standards are in place in the ~~TC~~COR-3a subdistrict than other development within the ~~TC~~COR-3 subdistrict.

(4) *~~TC~~COR-4 (~~TC~~COR-4a, ~~TC~~COR-4b and ~~TC~~COR-4c) Neighborhood Subdistrict.* The Neighborhood Subdistrict ~~comprises the northern portion of the Town Center District. The subdistrict~~ is intended to include a full range of housing types, from small-lot single-family detached to high-density senior and general apartments, as well as a limited number of small-scale retail and office uses at appropriate locations (i.e., at corners). Neighborhood design incorporates many traditional single-family neighborhood features such as alleys, carriage houses (secondary units), front porches, and traditional street lighting. Neighborhoods shall be designed with suitable transitions between different housing types, and with well-integrated open space and natural amenities within walking distance of all homes. Traditional neighborhood design of streets, sidewalks and paths provide easy pedestrian mobility throughout the subdistrict. Protection of natural areas and corridors that link the natural environment to everyday life is emphasized in this area. The ~~TC~~COR-4 subdistrict is further defined into three categories according to the residential net density:

a. The ~~TC~~COR-4a subdistrict is the lowest density area in the ~~TC~~COR-4 District allowing up to ten dwelling units per acre.
b. The ~~TC~~COR-4b subdistrict is the medium density area in the ~~TC~~COR-4 District allowing up to 15 dwelling units per acre. This area is located along higher volume roadways within the ~~Town Center~~COR and along its perimeter.
c. The ~~TC~~COR-4c subdistrict shall provide the highest densities in the ~~TC~~COR-4 District requiring a minimum of 15 dwelling units per acre. This area is adjacent to the mixed-use core.

(5) *~~TC~~COR-5 Park and Open Space Subdistrict.* The Park And Open Space Subdistrict is intended to preserve environmental features, provide amenities and create focal points and community gathering places within easy access of all areas of the ~~Town Center~~COR. ~~A minimum of ten percent of the gross acreage of the Town Center shall consist of open space that is improved for public use as guided by the master plan and any other subsequent agreements between the city and developer. Areas designated within the TC-5 subdistrict, however, are restricted from other types of development, with the exception of certain civic uses, as shown in Table 1.~~

(c) *~~Town Center~~The COR development regulations.*

(1) Uses. Table 1 specifies permitted and conditional uses within each subdistrict of the ~~Town Center~~COR District. Any use may be combined within buildings (vertically) or in separate buildings (horizontally), unless otherwise specified.

Table 1: Permitted, Conditional and Prohibited Uses

Use List	COR~~TC~~-1	COR~~TC~~-2		COR~~TC~~-3 and 3a		~~T~~COR-4a, b and c			COR~~TC~~-5
		2	2b	3	3a	a	b	c	
RESIDENTIAL									
Single-family detached	N	N	N	N	N	P	N	N	N
Twinhomes	N	N	N	N	N	P	N	N	N
Duplexes	N	N	N	N	N	P	N	N	N

DRAFT

Row houses/townhouse	P	N	N	N	N	P	P	P	N
Multistory apartments/condominiums	P	N	N	N	N	N	P	P	N
Secondary units	N	N	N	N	N	P	N	N	N
Live-work units	P	C*~~N~~	N	P	N	P	P	H	N
PERSONAL SERVICES such as laundry, barbershops and beauty shops									
;lt;2,500 sq. ft.	P	P	P	P	N	H			N
;gt;2,500 sq. ft.	P	P	P	P	N	N			N
PROFESSIONAL AND MEDICAL OFFICES AND CLINICS									
;lt;5,000 sq. ft.	P	P	P	P	N	H			N
;gt;5,000 sq. ft.	P	P	P	P	N	N			N
GENERAL OFFICES									
;lt;5,000 sq. ft.	P	P	P	P	N	C			N
5,000 - 35,000 sq. ft.	P	P	P	P	N	N			N
;gt;35, 000 sq. ft.	N	P	P	P	N	N			N
ACCOMMODATION AND FOOD SERVICE USES									
Bed and breakfast residence	P	P	P	N	N	H			N
Lodging facilities	P	P	P	C	N	N			N
Restaurant, café (including seasonal)	P(a)	P	P	P	N	P ;lt;2,500 sq. ft.	C	C	C ;lt;2,500 sq. ft.
Tavern, bar						P	P	P	
Outdoor Seating for food services uses meeting the requirements in "d" below.	A	A	A	A	A	A	A	A	A
ENTERTAINMENT AND RECREATION USES									
Theater, cinema	P	P	P	C	N	N	N	N	N
Health club, fitness center	P	P	P	P	N	N			N
Health club, fitness center ;lt;5,000 sq. ft.	P	P	P	P	N	N			N
GENERAL RETAIL AND SERVICES (including grocery, etc.)									
;lt;2,500 sq. ft.	P	P	P	P	N	C	C	P	N
;lt;35,000 sq. ft.	P	P	P	C	N	N			N
;gt;35,000 sq. ft.	C	C	P	C	N	N			N
Uses with drive-thrus	N	P (e)	P (e)	P (e)	N	N			N
Accessory car washes	N	C	C	N	N	N			N
Gas stations	N	A (b)	C (c)	N	N	N			N
RESTRICTED USES									
Private clubs and lodges	N	N	N	N	N	N			N
Motor vehicle implement, and recreation equipment sales and service	N	N	N	N	N	N			N
Adult uses - ~~principal~~principle and accessory	N	N	N	N	N	N			N
~~Uses with drive-thrus~~	~~N~~	~~C~~ P ~~(e)~~	~~(e)~~	~~PC (e)~~	~~N~~	~~N~~			~~N~~
~~Accessory car washes~~	~~N~~	~~C~~		~~N~~	~~N~~	~~N~~			~~N~~
~~Gas stations~~	~~N~~	~~N (b)~~		~~N~~	~~N~~	~~N~~			~~N~~

Formatted: Highlight

Formatted: Highlight

Formatted Table

DRAFT

~~Convenience Store with Motor Fuel Sales~~	~~N~~	~~N~~	~~C (c)~~	~~N~~	~~N~~	~~N~~	~~N~~
Open and outdoor services, sales, display or rental	N	N	N	N	N	N	N
PUBLIC USES AND SERVICES							
Municipal buildings	P	N	N	N	N	N	C
Post office - service no distribution facility	P	N	N	N	N	N	N
Museums/cultural centers	C	N	N	N	N	N	C
Religious institutions	C	P~~C~~	P	C	N	C	N
Commercial day care centers	P	P	P	P	N	C	N
Hospitals	N	C	P	P	N	N	N
Libraries	P	P	P	P	N	C	N
Educational facilities (excludes daycares)	N	N	N	N	C	N	N
Essential public services	P	P	P	P	P	P	P
INDUSTRIAL							
Manufacturing	N	N	N	N	N	N	N
Warehousing	N	N	N	N	N	N	N
Outside storage	N	N	N	N	N	N	N

Key:
P - Permitted Use
C - Conditionally Permitted Use
A- Permitted Accessory Use
N - Use Not Permitted
H - Permitted with home occupation permit

a. In the ~~TC~~COR-1 subdistrict, one story restaurants are allowed when the facade cornice height is a minimum of 22 feet in height.

b. In the ~~TC~~COR-2 subdistrict, accessory gas uses are allowed under the following conditions:

1. Gas operations that are accessory to a permitted ~~principal~~principle use.

2. Gas and convenience item sales shall not comprise more than 25 percent of the gross receipts of the ~~principal~~principle use business.

3. Payment for sale of gas must be paid at the pump or inside the ~~principal~~principle building. No accessory structures are allowed as part of the gas operations.

4. No more than five percent of the square footage of the ~~principal~~principle use building may be dedicated for the gas operations and convenience item sales.

5. No franchise food operations can be contained in the area designated within the ~~principal~~principle building for gas operation and convenience item sales

6. Gas operations located in the side or rear of the ~~principal~~principle use building.

7. Gas operations are located within 100 feet of ~~principal~~principle use building

8. Gas islands and canopy are architecturally harmonious and contain the same exterior building materials as the ~~principal~~principle use building.

DRAFT

9. Gas operations shall constitute no more than four islands with a limit of eight individual dispensers.

10. Gas operations that are located in the city's wellhead protection area must meet the following standards:

(i) Double walled storage tanks with corrosion protection.

(ii) Spill protection to catch spills that may occur during delivery of products.

(iii) Overfill protection including automatic shutoff devices, overfill alarms and ball float valves or approved equal.

(iv) Leak detection, including interstitial monitoring of the double walled tank.

(v) Product release monitoring, including installation of groundwater monitoring wells and monthly monitoring of these wells will be required only after a reportable leak or spill has been detected.

(vi) Tank tightness testing on an annual basis.

(vii) Annual reports summarizing monthly monitoring results, monthly inventory control, and tank tightness testing.

c. In the ~~TC~~COR-2b subdistrict, convenience store with motor fuel sales/car wash are a conditional use under the following conditions:

1. Convenience/deli food is of the take out type only and that no provision for seating or consumption on the premises is provided. Furthermore, that the enclosed area devoted to such activity shall not exceed fifteen (15) percent of the gross floor area.

2. The storage, preparation and serving of food items are subject to the approval of the Zoning Administrator who shall provide specific written sanitary requirements based upon the applicable State and County regulations.

3. Gas operations shall constitute no more than four islands with a limit of eight individual dispensers.

4. Canopy Height. The total height of any overhead canopy or weather protection shall not exceed twenty feet (20') in height. All canopies shall be architecturally harmonious and contain the same exterior building materials as the principle use.

5. Goods For Sale: All goods for sale by a motor fuel station convenience store other then commercial freezers for ice and petroleum based products required for the operation and maintenance of motor vehicles shall be displayed within the principle motor fuel structure. No displays shall be permitted in required parking or driveway areas, landscape areas, required setback areas, or any right of way or other public property. Displays may be permitted on sidewalks, only if they leave at leave four feet (4') of sidewalk width available to pedestrians.

6. Motor Fuel Dispenser Location: Motor fuel dispensers shall be located at least thirty feet (30') from a property line, and one hundred feet (100') from a residential structure.

7. The off-street loading space(s) and building access for delivery of goods shall be separate from customer parking and entrances and shall not cause conflicts with customer vehicles and pedestrian movements.

Formatted: Font: 10 pt
Formatted: Indent: First line: 1", Tab stops: 1.25", Left
Formatted: Font: 10 pt
Formatted: Indent: First line: 1", Tab stops: 1.25", Left
Formatted: Font: 10 pt
Formatted: Font: 10 pt
Formatted: Font: 10 pt
Formatted: Indent: First line: 1"
Formatted: Font: 10 pt
Formatted: Font: 10 pt
Formatted: Font: 10 pt
Formatted: Font: 10 pt
Formatted: Font: 10 pt
Formatted: Font: 10 pt
Formatted: Font: 10 pt
Formatted: Font: 10 pt

DRAFT

8. The hours of operation shall be limited to 6:00 AM to 11:00 PM, unless extended by the Council as part of the conditional use permit.

9. Accessory car wash uses shall be allowed subject to the following requirements:

(i) Car wash stacking spaces shall accommodate a minimum of three waiting vehicles.

(ii). No more than one car wash shall be permitted.

(iii) The car wash shall be designed to be an integral part of the principle building or if freestanding shall be designed with the same materials as the principle structure.

(iv) Neither the car wash or accessory vacuum shall be located within three hundred feet (300') of any residential use unless completely screened or located across an arterial or major collector roadway from the residential use.

9. Gas stations are only permitted by conditional use on parcels that are located at intersections of both Destination and Arterial roadways as defined by the Development Framework.

d. Outdoor Seating for Food Service Uses are an accessory use under the following conditions:

1. The seating shall be located on private property (or could allow on joint/abutting open space/plaza area owned and managed by association).

2. The seating shall be of good patio or café type furniture that enhances the appearance of the business.

3. The outdoor seating area shall be defined with the use of landscaping, temporary fencing or other means that contains the tables and chairs for the use as demonstrated on a site plan and approved by city staff.

4. No alcoholic beverages or food shall be served to persons outside of the designated outdoor seating area. Signage shall be posted that restricts consumption on alcohol outside of the designated outdoor seating area as approved by staff.

5. Patrons shall access the outdoor seating area through the main entrance or host station and shall be seating by a staff person.

6. Seating shall be located so as not to compromise safety. Seating shall not obstruct the entrance or any required exits or be located on landscaping or parking areas. If located on private sidewalks or walkways, it shall be located so as to leave a minimum of a four foot (4') wide passageway for pedestrians.

7. No additional parking is required for thirty (30) seats or less. If public parking is available either in a ramp or adjacent on street, then no additional parking is required. Any additional seating over thirty (30) seats shall provide required parking based on one space per three (3) seats. Shared parking will be considered and may be approved by city staff.

8. Any proposed outdoor seating plan over fifty (50) or more seats shall be by conditional use permit.

9. All exterior sound equipment shall be shut off at ten o'clock (10:00) P.M.

10. Lighting shall be permitted provided it only illuminates the designated area. Lighting cannot shine or cause a glare upon other public or private property outside the designated area.

(e) Drive-thrus serving permitted and conditional uses are a permitted use under the following conditions:

Formatted: Font: 10 pt
Formatted: Indent: First line: 1"
Formatted: Font: 10 pt
Formatted: Indent: Left: 0", First line: 1"
Formatted: Indent: First line: 0"
Formatted: Indent: First line: 0.75"
Formatted: Highlight

DRAFT

1. Drive-thru lands are not permitted in the front yard or within the front build-to-line.

2. Adequate stacking distance of not less than five (5) vehicles shall be provided. A site plan shall be prepared to demonstrate provision for stacking space does not interfere with other drive areas, parking spaces, sidewalks or pedestrian access to the main entry of the building.

3. Electronic speaker devices, if used, shall not be audible beyond the property being served and shall not be operated between the hours of ten o'clock (10:00) PM and seven o'clock (7:00) AM.

4. Screening shall be provided of automobile headlights in the drive-thru land to windows and doors of adjacent uses. Such screen shall be at least three feet (3') in height at installation and fully opaque, consisting of a wall, fence, dense vegetation, berm or grade change.

5. A bypass lane shall be provided for each drive-thru use, allowing cars to leave the drive-thru land from the stacking area.

6. Within the ~~TC~~COR-2 and ~~TC~~COR-3 subdistricts there shall be no more than one drive-thru land serving a given use.

7. Within the ~~TC~~COR-2b subdistrict there shall be no more than two (2) drive-thru lands serving a given use.

(2) Development standards.

~~Development Standard~~	~~TC-1~~	~~TC-2~~	~~TC-3 and 3a~~		~~TC-4a, b and c~~	~~TC-5~~
~~Minimum lot size~~	~~None~~	~~None~~	~~None~~	~~None~~	~~None~~	~~0.5 acre~~
~~Minimum lot width (if lotted)~~	~~20 feet~~	~~80 feet~~	~~40 feet~~	~~40 feet~~	~~20 feet~~	~~n/a~~
~~Minimum lot depth (if lotted)~~	~~80 feet~~	~~100 feet~~	~~80 feet~~	~~80 feet~~	~~80 feet~~	~~n/a~~
~~Allowable residential density in dwelling units per acre[a]~~	~~;gt;15 DU/AC~~	~~;gt;15 DU/AC~~	~~None~~	~~None~~	~~4a - up to 10 4b - up to 15 4c - min. of 15~~	~~n/a~~
~~Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites~~	~~.75~~	~~.25~~	~~.25~~	~~.25~~	~~n/a~~	~~n/a~~
~~Setbacks~~Build to Line						
~~Front yard (min. - max)~~	~~0 - 5 feet as measured from building front to right-of-way[b] (60% of front facade w/in max.)~~	~~0 - 15 feet as measured from building front to right-of-way[b]~~	~~0 - 15 feet as measured from building front to right-of-way[b]~~	~~30 feet min, 60 feet max as measured from building front to right-of-way[b]~~	~~0 - 25 feet[b]~~	~~n/a~~
~~Side yard~~	~~no req.~~	~~10 feet if separate bldgs.~~	~~10 feet if separate bldgs.~~	~~10 feet if separate bldgs.~~	~~no req. unless req. by Building Code~~	~~n/a~~
~~Rear yard~~	~~no req.~~	~~no req.~~	~~no req.~~	~~30 feet minimum~~	~~no req. unless req. by Building Code~~	~~n/a~~
~~Driveway length (minimum)~~	~~2 feet for residential units~~	~~20 feet for residential units~~	~~20 feet for residential units~~	~~20 feet for residential units~~	~~20 feet for residential units~~	~~n/a~~
~~Building height~~	~~2 - 5~~	~~1 - 4~~	~~2 - 4~~	~~2 - 4~~	~~1 - 4~~	~~1 - 2~~

Comment [GTE1]: Consider establishing build to line/ setbacks in the 2b subdistrict based on streets in which buildings are located and on the district they are located. For instance allow greater setback on certain areas of Ramsey Pkwy to allow the big box but maintain build to line on Zeolite Street. Also need build to line/setback for parking areas.

DRAFT

(min. - max.)	stories	stories	stories	stories	stories	stories

Comment [GTE2]: Consider a percentage of the building in 2-b meeting at least 2 stories.

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

b. Setbacks for residential units located within the TC-1 Zoning District shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder. Setbacks for residential units located within the TC-4 Zoning District shall be measured from building front to edge of sidewalk, edge of right-of-way, or to back of street curb, whichever is appropriate.

Comment [GTE3]: Need to set as a setback minimum based on current development plan.

(d) *General development standards.* All development within the ~~Town Center~~COR District shall meet the ~~Ramsey Town Center~~COR Development ~~Guidelines~~ Framework that ~~are~~ is incorporated into this chapter by reference. These standards will be used by the city as the minimum requirements for evaluating development proposals and site plans. However, the standards are not intended to restrict creativity in design. An applicant may request modification or waiver of any standard in favor of an alternate approach that will achieve the same design objective.

(e) ~~*Parking standards.* Parking in the Town Center District is intended to be shared to the greatest extent practicable in all mixed use areas. The parking standards are intended to provide a practical basis for providing adequate parking within the Town Center District through a careful analysis of uses, shared parking arrangements, use of public street parking and reduction allowances for the proximity to the transit station. A parking plan shall be prepared as part of the development plan to address the number, location, sharing arrangements, and public use when applicable. The parking plan shall also attempt to anticipate to the extent possible, how to address longer term parking arrangements if the possibility of use conversion or building expansion exists. Parking shall be provided under any of the following arrangements:~~

~~(1) Off-street parking in the TC-1 and TC-2 subdistricts shall be secured for public use through parking easements and other appropriate conveyances. Shared parking arrangements between nearby uses are encouraged in both subdistricts.~~

Formatted: Indent: Left: 0", Hanging: 0.5"

~~(2) On-street parking adjacent to buildings may be used for the purposes of calculating parking requirements for street level, nonresidential uses.~~

~~(3) Within the TC-4 subdistrict, parking on individual parcels serving individual uses may be provided if designated and approved as part of the master plan.~~

Formatted: Indent: Left: 0", Hanging: 0.5", Space Before: 0 pt

~~In order to ensure the pedestrian orientation of the Town Center Districts, maximum parking standards are set based on the following:~~

Comment [GTE4]: I agree we need minimum on site parking requirement, let's see what the capacity ratio is on the street to building development to help establish the minimums. This might vary by use/subdistrict.

~~Retail~~		~~4 per 1,000 sq. ft.~~
~~Restaurants~~		~~5 per 1,000 sq. ft.~~
~~Offices~~		~~3 per 1,000 sq. ft.~~
~~Medical offices, clinics~~		~~4 per 1,000 sq. ft.~~
~~Health clubs~~		~~3 per 1,000 sq. ft.~~
~~Theaters, places of assembly~~		~~1 per 4 seats~~
~~Residential~~		
	~~Attached or detached~~	~~Required: 2 per unit~~
	~~Multifamily units~~	~~Required: 2 per unit~~

Formatted: Indent: Left: 0", Hanging: 0.5"

Formatted: Indent: Left: 0", Hanging: 0.5"

Formatted: Indent: Left: 0", Hanging: 0.5"

Formatted: Indent: Left: 0", Hanging: 0.5"

Formatted: Indent: Left: 0", Hanging: 0.5"

Formatted: Indent: Left: 0", Hanging: 0.5"

Formatted: Indent: Left: 0", Hanging: 0.5"

Formatted: Indent: Left: 0", Hanging: 0.5"

Formatted: Indent: Left: 0", Hanging: 0.5"

Formatted: Indent: Left: 0", Hanging: 0.5"

~~(4) Maximum required parking. If a parking structure is provided on site, maximum parking stalls do not apply. If additional parking is sought that does not meet these maximum requirements, a conditional use permit can be sought to increase maximums up to 25 percent.~~

Formatted: Indent: Left: 0", Hanging: 0.5"

DRAFT

(5) The city may require payment of an amount equal to the value of the required parking on a per-stall price basis. Funds collected by the city shall be deposited in a special fund used only to acquire and/or develop off-street parking facilities for the Town Center. The city will determine the appropriate contribution.

(6) A development agreement is completed that specifies that each property in the Town Center shall be financially responsible for its proportionate share of a shared parking facility. The proportionate share shall be determined on the basis of the property's off-street parking needs, as determined by the parking study. Financial responsibility shall cover the construction and continuing maintenance of the parking facility. The parking facility may be constructed and maintained by the city or by a private management entity acceptable to the city.

(f) *Signage.* Signage in this district is allowed as prescribed in this subdivision. Signage as prescribed by other sections of this Code is not applicable.

(1) Permitted signs for personal and professional services, retail commercial, and public uses and services in TC-1, TC-3, TC-4 and TC-5 districts:

a. Wall-mounted or painted signs, provided the following standards are met:

1. The sign shall be affixed to the front facade of the building, and shall project outward from the wall to which it is attached no more than six inches.

2. The area of the sideboard shall not exceed five percent of the ground floor building facade area or 24 square feet, whichever is less.

3. The height of the lettering, numbers, or graphics shall not exceed 12 inches.

4. The sign shall be granted to commercial uses occupying the ground floor of buildings facing public streets only and shall not be allocated to other uses.

5. Limited to one sign per business.

b. The area of signboard shall not exceed five percent of the ground floor building facade area.

c. Wall-mounted building directory signs identifying the occupants of a commercial building, including upper story business uses, provided the following standards are met:

1. The sign is located next to the entrance.

2. The sign shall project outward from the wall to which it is attached no more than six inches.

3. The sign shall not extend above the parapet, eave, or building facade.

4. The area of the signboard shall not exceed three square feet, with each tenant limited to one square foot.

5. The height of the lettering, numbers, or graphics shall not exceed four inches.

6. One such sign is allowed per public building entrance.

d. Applied letters may substitute for wall-mounted signs, if constructed of painted wood, painted cast metal, bronze, brass, acrylic or black anodized aluminum. The height of applied letters shall not exceed 12 inches.

Comment [GTE5]: If we are able to establish minimum parking standards for uses then couldn't the ability to not provide for minimum be the trigger for the parking ramp.

Formatted: Indent: Left: 0", Hanging: 0.5"

Comment [GTE6]: Let's look at the totals allowed to date via variance and base changes on that to allow for incremental increase.

DRAFT

e. Projecting signs, including graphics or icon signs, mounted perpendicular to the building wall, provided the following standards are met:

1. The signboard shall not exceed an area of six square feet.

2. The distance from the ground to the lower edge of the signboard shall be ten feet or greater.

3. The height of the top edge of the signboard shall not exceed the height of the wall from which the sign projects, if attached to a single story building, or the height of the sill or bottom of any second story window, if attached to a multistory building.

4. The distance from the building wall to the signboard shall not exceed six inches.

5. The width of the signboard shall not exceed three feet.

6. Limited to one sign per business. Projecting signs are not permitted in conjunction with wall-mounted, free standing, or applied letter signs.

7. Granted to ground floor commercial uses only.

f. Awning signs, for ground floor uses only, provided that the following standards are met:

1. If acting as the main business sign, it shall not exceed 24 square feet in area, and the height of the lettering, numbers, or graphics shall not exceed 12 inches.

2. If acting as an auxiliary business sign, it shall be located on the valance only, shall not exceed four square feet in area, and the height of the lettering, numbers, or graphics shall not exceed four inches.

3. Limited to two such signs per business.

4. If acting as the main business sign, it shall not be in addition to a wall-mounted or applied letter sign.

g. Window or door signs, provided that the following standards are met:

1. The sign shall not exceed ten percent of the window or door area or four square feet, whichever is less.

2. The sign shall be silk screened, hand painted, applied letters/graphics, neon tubing or other sign technologies that meet these standards.

3. Limited to one sign per business, applied on either the window or the door, but not on both.

4. The sign shall not have an opaque backing of any type although smoked glass is allowed.

5. May be in addition to only one of the following: a wall-mounted sign, a freestanding sign, an applied letter sign, a projecting sign or a valance awning sign.

h. One freestanding sign, provided that the following standards are met:

1. The building in which the advertising business is located, shall be set back a minimum of six feet from a public street right-of-way.

2. The area of each face of the signboard shall not exceed six square feet and the signboard shall not have more than two readable faces.

DRAFT

3. The height of the top of the signboard, or of any posts, brackets, or other supporting elements shall not exceed six feet from the ground.

4. The signboard shall be constructed of wood, acrylic, aluminum or metal and shall be architecturally compatible with the style, composition, materials, colors and details of the building.

5. No part of the sign shall encroach on the right-of-way and its location shall not interfere with pedestrian or vehicular circulation.

6. Limited to one sign per building and shall not be in addition to wall-mounted, applied letter or projecting signs.

7. The readable faces of the sign shall be perpendicular to the adjacent street.

i. Businesses with frontage on more than one public street are allowed the permitted sign criteria for each street frontage.

j. Businesses with service entrances may identify these with one wall-mounted or applied letter sign not exceeding two square feet.

k. One directional sign, facing a rear parking lot. This sign may be any type of permitted sign other than a freestanding sign, but shall be limited to three square feet in area.

l. In addition to other signage, restaurants and cafes shall be permitted one wall-mounted display featuring the actual menu as used at the dining table, to be contained within a shallow wood or metal case and clearly visible through a glass front. The display case shall be attached to the building wall, next to the main entrance, at a height of approximately five feet, shall not exceed a total area of two square feet, and may be lighted.

(2) Permitted signs for personal and professional services, retail commercial, and public uses and services in TC-2 districts:

a. Wall, canopy or marquee sign. Total sign area may not exceed 15 percent of the front building facade. At least 50 percent of the signage area must be placed on the measured wall with remaining signage area, if desired, distributed on any other wall. Sign height shall not exceed the top of the parapet wall or, if no parapet wall, sign height shall not exceed the height of the eaves. The gross surface area of a wall, canopy or marquee sign may be increased by ten percent if such wall sign:

1. Consists only of individual, outlined alphabetic, numeric and/or symbolic characters without background except that provided by the building surface to which the sign is to be affixed;

2. Illumination, if any, is achieved through shielded illumination, shielded silhouette lighting, or shielded spot lighting but not any lighting where the light source is visible or exposed on the face or sides of the characters; and

3. A wall, canopy or marquee sign may be located on the outermost wall of any principalprinciple building but shall not project more than 16 inches from the wall to which the sign is to be affixed. A wall sign shall not project higher than the parapet line of the wall to which the sign is to be affixed.

b. Ground sign. There shall not be more than one ground sign for each parcel. The gross surface area of a ground sign shall not exceed 100 square feet for each exposed face nor exceed an aggregate gross surface area of 200 square feet.

c. Menu board. One on-site menu board per drive-up or walk-up lane of a drive-in restaurant up to a maximum of 32 square feet each. Menu boards are allowed a message on one side only and cannot contain

DRAFT

~~an advertising message.~~

~~d. Directional signs.~~

~~1. Directional or instructional signs are permitted in accordance with section 117-463(l).~~

~~2. Parking lot directional signs designating parking area entrances and exits are limited to one sign for each entrance and/or exit and shall not exceed four square feet for each exposed face. Parking lot directional signs shall not project higher than five feet in height, as measured from the established grade of the parking area to which such signs are accessory.~~

~~3. Parking lot instructional signs designating the conditions of use or identification parking areas shall not exceed eight square feet and shall not project higher than ten feet in height for wall signs and seven feet in height for ground signs, as measured from the established grade of the parking area to which such signs are accessory.~~

~~4. Window signs are restricted to 30 percent of the area of the window in which the sign is to be displayed.~~

~~(3) Prohibited signs (except as allowed in subsection (f)(2) of this section):~~

~~a. Signs employing mercury vapor, low pressure and high pressure sodium and metal halide lighting; plastic panel rear lighted signs.~~

~~b. Signs on roofs, dormers, and balconies.~~

~~c. Billboards.~~

~~d. Signs painted or mounted upon the exterior side or rear walls on any principle or accessory building or structure, except as otherwise permitted hereunder.~~

~~e. Free standing pylon signs over six feet in height.~~

~~f. Back lit awnings.~~

~~g. Interchangeable letter boards or panels.~~

~~h. Flashing signs.~~

~~i. Off-premises signs.~~

~~(4) Real estate signage. Real estate signs advertising that a particular property is for sale, rent, or lease are limited to one sign per property.~~

~~(g)~~ *Development review process within The COR District*. The review process for The COR shall follow the standard review process for site plan review and subdivision found in this Chapter and shall include subdivision and site plan review. ~~*Development review process within Town Center Districts.* Development within the Town Center will generally consist of a subdivision and site plan. In these cases, the applicant will follow the normal subdivision and site plan requirements of the city subject to the submittal requirements contained herein. For subdivisions, the review process will include sketch plan review, preliminary plat, and final plat. For site plans, the review process will include a preliminary site plan and final site plan.~~

Formatted: Font: Italic

~~(1) *Sketch plan review.*~~

Formatted: Indent: Left: 0", Hanging: 0.5"

~~a. Pre-meeting with city staff. Prior to making an official subdivision application to the city for development of a parcel within the Town Center District, the applicant shall meet with city staff to present the~~

DRAFT

proposed development. City staff shall review the development with all relevant ordinances and ensure compatibility with the Town Center District intent, master plan and development guidelinesDesign Framework for the town center.

b. A sketch plan shall be prepared in accordance with the regulations of this chapter and the applicant shall submit the plan to the zoning administrator for review and comment, to ensure compliance with the town center master plan and development guidelinesDesign Framework, the Town Center District and other city codes and regulations.

c. The sketch plan shall be submitted to the town center review board for its review and comment. The town center review board shall review the proposed project for its compatibility with the town center master plan and development guidelines and make a recommendation to the planning commission and city regarding the proposed development.

d. The planning commission shall review the sketch plan for its consistency with the town center master plan and development guidelinesDesign Framework and make a recommendation to the city council as to the appropriateness of the sketch plan.

e. The sketch plan shall be scheduled for a council meeting within 30 days after the submittal of the planning commission meeting.

f. The city council shall approve, postpone, or disapprove the sketch plan.

(2) *Preliminary plat and site plan.*

a. *Requirements for preliminary plans.*

1. *Preliminary site plan.* The preliminary site plan shall be drawn at a scale of one inch equals 50 feet, 100 feet, or 200 feet. The submission may be composed of one or more sheets and drawings and shall include:

(i) Location of all proposed buildings and their proposed uses;

(ii) Location of driveways and parking areas (all driveways and parking areas must include curbing);

(iii) Indicate front, side and rear yard setbacks proposed;

(iv) Indicate square footage and dimensions of all proposed lots; and

(v) Location of all easements, width and purpose.

2. *Landscape plan.* The landscape plan shall be prepared at a scale of one inch equals 50 feet and shall contain the following information:

(i) Indicate areas for berming and sodding;

(ii) Indicate the location of proposed plantings, identify plant materials;

(iii) Indicate any existing vegetation; and

(iv) Indicate any trees to be removed.

3. *Grading and drainage plan.* The grading and drainage plan shall be drawn at a scale of one inch equals 50 feet, 100 feet or 200 feet and shall contain the following information:

DRAFT

(i) Existing and proposed, grades with a minimum of two-foot contour intervals to a known sea level datum;

(ii) Sufficient spot elevations on all proposed hard surface areas;

(iii) Estimated runoff of the area based on ten- and 100-year storm events;

(iv) Provisions to carry runoff to the nearest adequate outlet, such as storm drain, natural drainageway, or street;

(v) Location of proposed ponding areas, indicating the size and depth of the pond and amount of acre-feet of water to be stored;

(vi) Finished floor elevations of all buildings;

(vii) Identify soils by type and location, including identification of the water table, and suitability of soil for the proposed development; and

(viii) Identify any areas located in a flood hazard zone as identified by the department of natural resources.

4. *Topographic map.* The topographic map shall be drawn at a scale of one inch equals 100 feet and shall contain the following information:

(i) Two-foot contour intervals;

(ii) Indicate watercourses, rock outcroppings, and other significant land features; and

(iii) Use U.S. Geological Service datum for mapping.

5. *Floor plans and elevations.* All floor plans and elevations shall be drawn to a legible scale and include the following information:

(i) Floor plans indicating square footage and dimensions of all proposed rooms and areas within the structures; and

(ii) Elevations of the proposed building, identifying exterior treatment, materials to be used, and paint color.

6. *Preliminary plat.* If a subdivision is required, the preliminary plat shall be prepared in accordance with article III of this chapter.

b. *Preliminary plat and site plan review process.*

1. Pre-meeting with city staff. Prior to making an official application to the city, the applicant shall meet with city staff. City staff shall review the development with all relevant ordinances and ensure compatibility with the town center master plan and development guidelines Design Framework.

2. A preliminary plat and site plan shall be prepared in accordance with the regulations of this chapter and shall submit the plan to the zoning administrator 30 days prior to the public hearing.

3. The preliminary plat and site plan shall be submitted to the city staff for review and comment, to ensure compliance with other city codes and regulations.

4. The preliminary plat and site plan shall be submitted to the town center review board for its review and comment. The town center review board shall review the proposed project for its compatibility

DRAFT

with the town center master plan and development guidelines and make a recommendation to the planning commission and city regarding the proposed development.

5. The planning commission shall hold a public hearing on the preliminary plat and site plan. The notice for public hearing shall be published in the official newspaper at least ten days, but not more than 30 days, prior to the public hearing, at which time the item will be heard. Notices will also be sent to property owners within 350 feet of the subject property.

6. A written evaluation from the city staff shall be forwarded to the planning commission and the applicant prior to the public hearing.

7. The planning commission shall simultaneously hold a public hearing on the preliminary plat and site plan. Following the public hearing, the planning commission shall submit in writing to the city council its recommendation as to the appropriateness of the preliminary plat and site plan in relation to the town center master plan and development guidelines.Design Framework.

8. The preliminary plat and site plan shall be scheduled for a council meeting within 30 days after the submittal of the planning commission meeting.

9. The city council shall approve, postpone, or disapprove the preliminary plat and site plan.

(3) *Final plat and site plan.*

a. *Requirements for final plan.*

1. *Final site plan.* The final site plan shall be prepared at a scale of one inch equals 50 feet, 100 feet or 200 feet, and shall contain the following information:

(i) Location of proposed structures;

(ii) Location of proposed driveways and parking areas (all driveways and parking must have curbing);

(iii) Indicate front, rear and side yard setbacks.

2. *Final landscape plan.* The final landscape plan shall be drawn at a scale of one inch equals 50 feet and shall contain the following information:

(i) Plant types (botanical and common names), number, location, and size;

(ii) Areas to be sodded;

(iii) Indicate existing vegetation; and

(iv) Indicate trees to be removed.

3. *Final grading and drainage plan.* The grading and drainage plan shall be drawn at a scale of one inch equals 50 feet, 100 feet or 200 feet and shall contain the following information:

(i) Existing and proposed grades with a minimum of two-foot contour intervals to a known sea level datum;

(ii) Sufficient spot elevations on all proposed hard surface areas;

(iii) Estimated runoff of the area based on ten- and 100-year storm events;

DRAFT

(iv) Provisions to carry runoff to the nearest adequate outlet;

(v) Location of any proposed ponding areas, indicating the size and depth of the pond and amount of acre feet of water to be stored;

(vi) Finish floor elevations of all buildings;

(vii) Identify soils by type and location, including identification of the water table, and suitability of soil for the proposed development; and

(viii) Identify any areas located in a flood hazard zone as identified by the department of natural resources.

4. *Floor plans and elevations.* All floor plans and elevations shall be drawn to a legible scale and shall include the following information:

(i) Floor plans indicating square footage and dimensions of all proposed rooms; and

(ii) Elevations of the proposed building, identifying exterior treatment, material, and paint color.

5. *Final plat.* If a subdivision is required, the final plat shall be prepared in accordance with this Code. With the final plans, the developer shall submit, for approval by the city, a development schedule for construction of all structures, open space, and recreational facilities.

b. *Final plat and site plan review process.*

1. Upon approval of the preliminary plat and site plan, a final plat and site plan shall be prepared in accordance with the regulations of this chapter and submit it to the zoning administrator 30 days prior to the public hearing.

2. The final plat and site plan shall be submitted to the city staff for review and comment, to ensure compliance with the preliminary plan, site plan and other city codes and regulations.

3. The final plat and site plan shall be submitted to the town center review board for its review and comment. The town center review board shall review the proposed project for its compatibility with the preliminary plat, site plan, town center master plan and development guidelinesDesign Framework and make a recommendation to the city council regarding the proposed final plat and final site plan.

The city council shall approve, postpone, or disapprove the final plat and site plan based on its appropriateness and conformance with the preliminary plat and site plan and the town center master plan and development guidelinesDesign Framework.

4. Major changes. If the applicant proposes major changes in the final site plan that are inconsistent with the preliminary site plan, these changes can only be made by re-submission of a new preliminary site plan and rezoning application to the zoning administrator, and re-scheduling of a new public hearing before the planning commission and review again by the council. The following constitute major changes:

(i) Increase in density;

(ii) Change in architectural design or style;

(iii) Change in type of ownership, private, condominium, or rental;

(iv) Change of more than ten percent in total floor area;

Formatted: Indent: Left: 0", Hanging: 0.5", Space Before: 0 pt

Formatted: Indent: Left: 0", Hanging: 0.5"

DRAFT

~~(v) Increase in height of any building;~~

~~(vi) Major modification in the landscape plan;~~

~~(vii) Reduction in the proposed open space;~~

~~(viii) Change in the development schedule;~~

~~(ix) Change in the road location or standards; and~~

~~(x) Any changes determined to be major by the council.~~

~~5. Minor changes. The council may, in its discretion, permit minor deviations from the preliminary site plan which do not change the concept or intent of the proposed development as previously approved.~~

~~6. Denial. The council shall deny any application if it finds the final plans do not substantially conform to the preliminary plat and site plan as previously approved by the council as well as the town center master plan and development guidelines~~Design Framework~~. If the final plans are subsequently modified to conform to the approved preliminary plan, the applicant may resubmit said final plans to the council for approval.~~

~~7. No development shall occur nor shall any building permits be issued for any construction that is not in accord with the approved final plans.~~

(h) *Relationship to other Code sections.* The ~~Town Center~~COR District is structured to establish a regulatory framework intended to be administered separate from certain sections of this chapter. In order to prevent overlapping development regulations, the following portions of this chapter are not applicable to the ~~Town Center~~ COR District: article II, divisions 3 (Zoning Districts), 6 (Performance Standards), and 8 (Signs), unless it is determined by the city that provisions from these sections are better suited to address any particular aspect of a development proposal. The provisions contained in article III of this chapter shall regulate land subdivision of ~~the Town Center~~The COR District.

SECTION 2. SUMMARY

The following official summary of Ordinance #12-__ has been approved by the City Council of the City of Ramsey as clearly informing the public of the intent and effect of the Ordinance.

It is the intent of this Ordinance to amend the standards in Section 111-118 of Chapter 117 of the Ramsey City Code to amend architectural standards for all structures constructed within The COR District, amend the framework and standards for bulk standards including, but not limited to, setbacks and build-to lines, establish a hierarchy of street classifications to base bulk standards, clarify street and sidewalk design standards, and amend permitted, accessory, and conditional uses within The COR District. The intent of this Ordinance is also to relocate bulk standard requirements for The COR District from the Zoning Code to the Design Framework, which is adopted by reference as part of Section 117-118 of the City Code and shall have the effect of being part of the Zoning Code.

SECTION 3. EFFECTIVE DATE

The effective date of this ordinance is thirty (30) days after its passage and publication, subject to City Charter Section 3.9.

Adopted by the Ramsey City Council the ___ day of _____, 2012.

DRAFT

_____
Mayor

ATTEST:

_____
City Administrator

Introduction Date:_____
Posting Dates:_____
Adoption Date:_____
Publication Date:_____
Effective Date:_____

DRAFT

CC Regular Session **7. 4.**

Meeting Date: 02/14/2012

By: Brian Olson, Engineering/Public Works

Information

Title:

Consider Amendment to the Joint Powers Agreement with Anoka County Highway Department

Background:

The City entered into a Joint Powers Agreement (JPA) with Anoka County on May 12, 2005 for construction of certain regional roadway improvements associated with Ramsey Town Center. One of the associated projects was the upgrade of Armstrong Boulevard at TH 10, with planned upgrades similar to those already completed on Ramsey and Sunfish Lake Boulevards. The Armstrong project was scheduled for construction in 2009; however during the plan approval process in 2008 the City Council directed staff to investigate the option of constructing an overpass instead of the proposed at grade improvements. The City Council agreed to a JPA revision on March 10, 2009, and City and County staff began investigating options for an Armstrong Boulevard interchange over the BNSF railroad tracks and TH 10 with the chosen consultant WSB Engineering.

On Thursday February 24, 2011, there was a third open house scheduled and held for the interchange improvements near the TH 10 / Armstrong Boulevard. Throughout the design process there has been much discussion regarding the existing intersection of Sunwood Drive and Armstrong Boulevard. It has become apparent that this intersection, which was originally scheduled to be a signalized intersection within the original Joint Powers Agreement with the at grade improvements of TH 10/Armstrong, will not be a signalized intersection with the grade separation.

Observations:

Since the Sunwood Drive realignment project reduces the ultimate cost of the interchange, the Anoka County Regional Rail Authority through the Anoka County Highway Department has agreed to the terms of the attached Joint Powers Agreement. This Joint Powers Agreement basically transfers the above mentioned $1.7 million for use for the Sunwood Drive realignment and signalization project.

Recommendation:

Staff recommends approval of the attached ammendment to the Joint Powers Agreement with the Anoka County Highway Department.

Funding Source:

N/A

Council Action:

Motion to approve the attached amendment to the Joint Powers Agreement with the Anoka County Highway Department.

Attachments

Proposed JPA Ammendment

Original JPA

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/09/2012 02:44 PM

Form Started By: Brian Olson Started On: 02/06/2012

Final Approval Date: 02/09/2012

Anoka County Contract No. 2005-0516B

AMENDMENT NO. 2
TO JOINT POWERS AGREEMENT
BETWEEN ANOKA COUNTY AND THE CITY OF RAMSEY
FOR THE PUBLIC WORKS IMPROVEMENTS
RELATED TO THE RAMSEY TOWN CENTER DEVELOPMENT
RAMSEY, MINNESOTA

THIS AMENDMENT is made this _____ day of February, 2012, the date of the signature of the parties notwithstanding, by and between the County of Anoka, a political subdivision of the State of Minnesota, 2100 Third Avenue, Anoka, Minnesota 55303, hereinafter referred to as the "County," and the City of Ramsey, 15153 Nowthen Boulevard, Ramsey, Minnesota 55303, hereinafter referred to as the "City."

WITNESSETH:

WHEREAS, the County wishes to amend its Joint Powers Agreement with the City for public works improvements related to the Ramsey Town Center (RTC) Development, Ramsey, Minnesota dated May 12, 2005; and

WHEREAS, Paragraph 20 ENTIRE AGREEMENT REQUIREMENT OF A WRITING of said Agreement provides that any alterations, variations or modifications of the provisions of this Agreement shall be valid only when they have been reduced to writing and duly signed by the parties.

WHEREAS, the City has made improvements to the transportation system in and around the RTC (Currently referred to as the “Core of Ramsey” or “COR”), that greatly improve the movement of traffic in the COR and on surrounding Streets and Highways and rail related safety improvements.

Whereas, the County has worked to improve the overall transportation system throughout Anoka County and wishes to participate in these additional system wide improvements.

NOW, THEREFORE, in consideration of the mutual covenants hereinafter stated or contained in the Agreement, the parties do hereby agree as follows:

1. The parties agree to add to Section 9. DISBURSEMENT OF FUNDS the following:

The County and City agree that the County shall pay to the City an additional Sum of $1,700,000 as a lump sum payment to be used by the City for additional transportation improvements in the area of the RTC (COR). Said payment to be made after this amendment is fully executed and within 30 days of the County receiving an invoice from the City for that amount.

2. This Amendment is hereby made a part of and shall be amended to the Agreement of the parties.

3. All other terms and conditions of the original Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have signed this Amendment on the dates written below.

COUNTY OF ANOKA

By: _____
Rhonda Sivarajah, Chair
Board of Commissioners

Dated: _____

CITY OF RAMSEY

By: _____

Its: _____

Dated: _____

ATTEST

By: _____
Jerry Soma
County Administrator

Dated: _____

APPROVED AS TO FORM

By: _____
Dan Klint
Assistant County Attorney

Dated: _____

COUNTY OF ANOKA

Office of Public Services Division Administration
GOVERNMENT CENTER
2100 3rd Avenue • Anoka, Minnesota 55303-2265
(763) 323-5700

May 13, 2005

JON G. OLSON, P.E.
Division Manager
Direct #763-323-5789
Fax #763-323-5682
Mobile #612-850-4106
jon.olson@co.anoka.mn.us

Brian Olson
Principal Engineer
City of Ramsey
15153 Nowthen Boulevard NW
Ramsey, MN 55303

SUBJECT: Joint Powers Agreement Between Anoka County and the City of Ramsey for the Public Works Improvements Related to the Ramsey Town Center Development in the Ramsey, Minnesota

Dear Brian:

Enclosed is your fully-executed copy of the joint powers agreement referred to above, which was approved by the Anoka County Board on April 12, 2005.

As always, if you should have any questions, please feel free to contact me.

Sincerely,

Jon G. Olson /KR

Jon G. Olson, P.E.
Division Manager, Public Services

JO:kr

Enclosure

Cc: Doug Fischer, Anoka County Engineer
Dan Klint, Assistant County Attorney

Anoka County Contract No. 2005 - 0516

JOINT POWERS AGREEMENT BETWEEN ANOKA COUNTY AND THE CITY OF RAMSEY FOR THE PUBLIC WORKS IMPROVEMENTS RELATED TO THE RAMSEY TOWN CENTER DEVELOPMENT RAMSEY, MINNESOTA

This Agreement is made and entered into this 12th day of April, 2005, by and between the County of Anoka, a political subdivision of the State of Minnesota, 2100 3rd Avenue North, Anoka, Minnesota 55303, hereinafter referred to as the "County," and the City of Ramsey, 15153 Nowthen Boulevard, Ramsey, Minnesota 55303, hereinafter referred to as the "City."

WITNESSETH:

WHEREAS, the City has entered into a development agreement with Ramsey Town Center, L.L.C. for the development of the Ramsey Town Center (hereinafter referred to as "RTC") between Trunk Highway 10, County Road No. 116, County State Aid Highway 83, and County Road No. 56, which project would require the major reconstruction and expansion of both County and State highways, as well as construction and extension of utilities to serve the RTC and surrounding areas; and,

WHEREAS, the RTC development is intense and will have a substantial impact on the movement of traffic on Trunk Highway 10, County Road No. 56, County State Aid Highway No. 83, and County Road No. 116 in the City of Ramsey as well as impacts on County State Aid Highway No. 57 in the City of Ramsey; and,

WHEREAS, because of the substantial development, significant improvements need to be made to the highway/road infrastructure; and,

WHEREAS, the City does not have sufficient funds available to pay for the cost of the improvements necessary for the development of the RTC; and,

WHEREAS, the City has proposed to use funds generated by RTC together with funds to be contributed by the County as hereinafter set forth, and other funds of and available to the City, to pay for said improvements; and,

WHEREAS, the parties hereto have agreed in principal as to the nature and extent of the improvements to be made, which improvements are described in Schedules A, B, and C (the Schedules), which are attached hereto and incorporated herein by reference and which are hereinafter collectively referred to as the "Improvements"; and,

WHEREAS, the parties hereto agree that the cost of certain of the Improvements be shared by the parties; and,

WHEREAS, the parties have agreed that it is in their best interest that the City undertake the construction of the Improvements on behalf of both parties, except as provided herein; and,

WHEREAS, Minn. Stat. § 471.59 authorizes political subdivisions of the State to enter into joint powers agreements for the joint exercise of powers common to each;

NOW, THEREFORE, it is mutually stipulated and agreed as follows:

1. PURPOSE

The parties have joined together for the purpose of constructing and/or reconstructing the roadways, drainage, trails, sidewalk, traffic control systems with EVP, as well as other utilities on a portion of County State Aid Highway No. 83 and County Road Nos. 116 and 56 and other improvements as described in the Schedules and to share in the cost of certain of said improvements, as provided hereinafter.

2. METHOD

The City shall provide all engineering services, and shall cause the construction of the Improvements referred to in the Schedules in conformance with plans and specifications to be prepared by the City and approved in writing by the County as to the Improvements to be made to the County highway system, except for those projects where the County is the lead agency as hereinafter provided. All design on County State Aid Highways and County Roads shall be based on a County approved Traffic Analysis and a sketch plan which clearly shows projected peak hour turning volumes and lane configuration at all intersections. The letting of bids and acceptance of all bid proposals shall be done by the City, except as hereinafter provided. All plans and specifications submitted to the County for review and approval shall include a detailed traffic control plan for all state and county roadways involved in the reconstruction projects. The plans and specifications must include a requirement for the contractor to obtain permits from both the state and county prior to commencing work on the facilities controlled by the State or County from the appropriate agency. All plans and specifications must be submitted to the County for review and comment a minimum of sixty (60) days prior to the advertisement for bids for work which impacts any of the county facilities located in and around the proposed development.

3. USE OF COUNTY PROPERTY

A. The County agrees to accommodate the storm water pipe and storage ponds for the RTC development on property located south of T.H. 10. Three issues need to be resolved to the satisfaction of the County by the City. First, the site has been secured with the intention of building a river crossing approach on that property. Secondly, the existence of a five year "License Agreement" with Diamonds Sports Bar and Grill for the use of the property for special events. There is at least an expectation that Diamonds Sports Bar and Grill would be compensated for their costs, should the property be unavailable to them for the initial five year period ending February 2008. Third, the alternate use of that property from the County perspective would be as replacement property for a County project related to "4-F" or "6-F" encroachment elsewhere in the County.

B. The City is to agree that they will be responsible to find, design, construct and pay for drainage and storage alternatives if the river crossing is built in this corridor.

C. The City will facilitate the cancellation of the five-year parking agreement with Gary Gruber at Diamonds Sports Bar and Grill. At a minimum, the City must obtain a letter from Diamonds Sports Bar and Grill which allows the County to rescind the existing license agreement between the County and Diamonds Sports Bar and Grill at no cost to the County.

D. The City will assist the County in finding suitable replacement property for 4F or 6F encroachments on other park land for a potential river crossing between Dayton and Ramsey, regardless of the alignment. The City's responsibility in the procurement of replacement property for 4F or 6F impacts will be limited to the acquisition of 4.47 acres of replacement property with a value of not less than $447,000.

4. ACCESS TO COUNTY HIGHWAY

A. Only three (3) full turn accesses will be allowed from the RTC development to Bunker Lake Boulevard (C.R. 116). These accesses will line up with accesses on the north side of Bunker Lake Boulevard (C.R. 116) for a total of six access points as directed in the Highway 116 Corridor Study. No additional right-in, right-out accesses onto Bunker Lake Boulevard (C.R. 116) are being allowed at this time. This provision is in agreement with the original Joint Powers Agreement between the City and the County at the time the roadway (C.R. 116) was constructed.

B. A total of three accesses are acceptable along the west side of Ramsey Boulevard (C.R. 56) as follows:

(1) A full access with Sunwood Drive, a three quarter turn access at what is to be known as Ramsey Parkway (northbound Ramsey Boulevard left onto westbound Ramsey Parkway). The City would close the left turn movements onto Ramsey Parkway at Ramsey Boulevards when traffic operation issues arise. No signalization will be requested at this location.

(2) A three quarter turn access located in the south east corner of the development property will be used for emergency vehicles (left turns out of the RTC eastbound to northbound Ramsey Boulevard). The City would post the access as emergency only and would be committed to stop illegal use by issuing tickets or installing a gate. This access point would be posted and special consideration would be given to the use of a traffic control device (i.e. gate or stop arm) to prohibit unauthorized use.

(3) No additional full access points will be allowed on the east side of Ramsey Blvd.

C. A total of two accesses along the east side of Armstrong Boulevard (C.S.A.H. 83) as follows:

(1) A full-turn access where Sunwood Drive exits the RTC development onto Armstrong Boulevard (C.S.A.H. 83), and a three quarter turn at what is to be known as Ramsey Parkway (southbound Armstrong Boulevard left onto Ramsey Parkway). The City would close the left turn movements onto Ramsey Parkway at Armstrong Boulevards when traffic operation issues arise. No signalization will be requested at this location.

(2) No additional full access points will be allowed along the west side of Armstrong Blvd.

D. Future signal systems at Sunwood Drive and Armstrong Boulevard and at Sunwood Drive and Ramsey Boulevard may need railroad pre-emption so that the queue at the signals does not back up over the tracks (northbound green prior to train arrival). The City will coordinate this design with the BNSF Rail Road and MnDOT. The County's position is that these signals should be coordinated with the respective railroad signals and Traffic control signals on TH 10. This may require the County and City to enter into a separate agreement with BNSF and MnDOT.

5. PHASES

The Improvements shall be constructed in phases, as follows:

A. Phase I (2005) - Phase one of the project includes the following components:

(1) Ramsey Boulevard is improved to a four lane divided highway from T.H. 10 to 1,000 feet north of Bunker Lake Boulevard.. This project includes signal modifications at T.H. 10 and railroad crossing upgrades (signal and surface).

(2) A full traffic actuated signal is installed at Ramsey Boulevard and Bunker Lake Boulevard and at Ramsey Boulevard and Sunwood Drive with right and left turn lanes as required for all approaches to the intersection.

(3) Turn lanes (both left and right) will be added on Bunker Lake Boulevard at Town Center Drive.

(4) Left turn lane s as required for south bound traffic and a right turn lane for north bound traffic will be added on Armstrong Boulevard at Sunwood Drive.

(5) Several city streets will be constructed south of Bunker Lake Boulevard.

B. Phase II (2006) - Phase two of the project includes the following components:

(1) Armstrong Boulevard is reconstructed from T.H. 10 to 1,000 feet north of Bunker Lake Boulevard to a four lane divided roadway. This project includes signal modifications at T.H. 10 and railroad crossing upgrades (signal and surface).

(2) Full traffic actuated signal systems would be installed at the intersections of Bunker Lake Boulevard and Armstrong Boulevard, and at Armstrong Boulevard and Sunwood Drive. All signals on Bunker Lake Boulevard shall be interconnected with an interconnect system compatible with other County interconnects.

C. Phase III (2007) - Phase three of the project includes the following components:

(1) Bunker Lake Boulevard is reconstructed to a four lane divided roadway from Armstrong Boulevard to 1,000 feet west of Ramsey Boulevard (C.R. 56).

(2) Full traffic actuated signal systems would be installed at the intersection of Bunker Lake Boulevard and Town Center Drive, Bunker Lake Boulevard at Sunfish Lake Boulevard. All signals on Bunker Lake Boulevard shall be interconnected with an interconnect system compatible with other County interconnects.

(3) The County will consider the addition of a full traffic actuated signal system at the intersection of Bunker Lake Boulevard and Sunwood Drive following receipt of additional traffic information to justify said signal system.

(4) The remaining City streets south of Bunker Lake Boulevard would be constructed. Town Center Drive north of Bunker Lake Boulevard will be

constructed. The City will insure that only six full accesses will connect to Bunker Lake Boulevard between Armstrong Boulevard and Ramsey Boulevard, with a four-legged intersection counting as two accesses. This provision is in agreement with the original Joint Powers Agreement between the City and the County at the time the roadway was constructed.

(5) Any modification of the signals existing on the project as a result of prior construction.

D. Phase IV (2007) - Phase four of the project includes the following components: Sunfish Lake Boulevard is reconstructed to a four lane divided roadway from T.H. 10 to 1000 feet north of Bunker Lake Blvd. (C.R. 116). This project includes signal improvements at C.R. 116 and C.R./C.S.A.H. 57 and at T.H. 10 and C.S.A.H. 57 and a railroad crossing upgrade to the crossing surface and signal. The County will be the lead agency on this project.

6. TERMS

A. The RTC design shall provide a pedestrian bridge over U.S. Highway 10, connecting the RTC development to Mississippi West Regional Park. This should be aligned with the proposed trail through the treatment pond south of U.S. Highway 10. This section does not prohibit the City from seeking other sources of funding to assist in construction of the pedestrian bridge.

B. The design of the Ramsey Boulevard and U.S. Highway 10 intersection must also accommodate vehicular connection between the park and Ramsey Boulevard, south of Highway 10. Ingress/egress to the park is to be constructed with turn lanes and stacking from Highway 10 to the park entrance and from the park entrance to Highway 10.

C. The proposed settling pond, treatment pond, and infiltration ponds should be designed in such a manner as to meet the following objectives:

(1) Grade a "bench" to accommodate a future trail with a minimum width of 10 feet, plus 2-foot shoulders; provide holding capacity to accommodate a 100 year flood event without over-topping the trail; and

(2) Incorporate native plant materials that are suitable to the conditions of the site and provide an aesthetic park-like appeal; and

(3) Use an outlet structure at the Mississippi River which minimizes visual and physical intrusion in the park.

D. The view shed from the park to the RTC development should be considered. To the extent possible, plant materials should be used to screen the view of buildings or other man-made structures. Consideration of evening uses of the park should also be considered in lighting of the RTC development. Light cast into the park or that is visible from the park will have a long-term detrimental impact on use of the park for evening activities.

E. The RTC design should preserve a wildlife corridor between Lake Itaska and the Mississippi River. To that end, provisions should be made in the design, development of the RTC and the future park to ensure continuity in both the alignment and natural characteristics of the wildlife corridor.

F. The City shall facilitate meetings prior to detailed design, to explore possibilities for achieving harmony in the architectural vernacular between the RTC development and the future park development, particularly where the two projects will interface, e.g. lighting, site furnishings, landscaping, etc.

G. The design of the storm sewer system throughout the development and along the outfall to the Mississippi River will provide for adequate capacity for the county roadways in and around the development area including all roadways and ditches that now naturally drain toward the intersections of Bunker Lake Boulevard (C.R. 116) with Armstrong Boulevard (C.S.A.H. 83) and Ramsey Boulevard (C.R. 56), along with all county highways and intersections between Bunker Lake Boulevard and Highway 10, inclusive of Armstrong Boulevard and Ramsey Boulevard. Adequate storage and drainage systems will be provided by the City for the ultimate section of each of those roadways listed above in their final configuration as anticipated by this Agreement.

7. COSTS

A. The contract cost of the work, or if the work is not contracted the cost of all labor, materials, normal engineering costs, equipment rental required to do the work and right-of-way acquisition costs shall constitute the actual "construction costs" and shall be so referred to herein. Total Construction Costs shall include construction costs and administrative costs such as bonding expenses, legal expenses and engineering fees, provided however, that said administrative costs shall not exceed 26 percent (26%) of the construction costs. "Estimated total construction costs" are good faith projections of costs which will be incurred for the projects.

B. Total estimated construction cost of the Improvements described in the Schedules is $13,050,372.08. These figures are based on the City estimates included in the "Summary of Estimated Project Costs for the Ramsey Town Center Improvements" which is incorporated herein by reference. The project costs shall be paid for by special assessments, City funds, State funds, Federal funds and County contributions as hereinafter provided. The projects for which the costs are to be shared by the County and the City, the estimated total cost of each project, and the County participation in each project is listed in the Schedules of this Agreement.

C. The estimated costs for the signal projects are $2,801,250 of which $1,012,500 is on T.H. 10. The remaining $1,788,750 in estimated signal costs are on County highways. Since only two of the signal systems on the County highway system are warranted, the County will not participate in paying for the cost of construction of the unwarranted signals. The county will participate in construction of and will provide ongoing maintenance for the signal systems at Armstrong Boulevard (CSAH 83) at Bunker Lake Boulevard (C.R. 116) and Sunfish Lake Boulevard (CSAH/CR 57) at Bunker Lake Boulevard (CSAH 116), in accordance with the County cost sharing policy.

(1) The City shall submit plans for each signal system, including EVP, to the County for review and approval sixty (60) days prior to the advertising for bids. The City shall pay to the County a plan review fee of $1,000 for each signal plan submitted.

(2) At a rate of six percent (6%) of the actual construction costs, the County shall provide construction observation for the construction of the signal system. The County shall have final authority to accept all roadway and signal work done within the county right of way. The estimated cost to the City for construction observation is $107,325.

(3) The City shall be responsible for all remaining construction and engineering costs.

(4) The cost participation is summarized below:

Anoka County:	$0
City of Ramsey, Signal Construction Inspection:	$107,325
City of Ramsey:	ALL REMAINING COSTS

(5) The total cost to the City for the signal inspection is estimated at $107,325.

(6) Upon award of the contract for each signal, the City shall pay to the County, upon written demand by the County, ninety five percent (95%) of its portion of

the cost of inspection of the signal system. The City's share of the cost of the project shall include only construction engineering expense and does not include administrative expenses incurred by the County.

8. CONSULTANT SERVICES

The City shall contract with a qualified consulting firm with significant experience in the design of high- speed highways. The City shall not contract with a consultant until the qualifications of said consultant are reviewed by and approved in writing by the appropriate staff of the Anoka County Highway Department. The proposed Improvements contemplated by this Agreement on T.H. 10, C.S.A.H. 83, C.R. 116, C.R. 56 and C.S.A.H./ C.R. 57 are in fact highway improvements. The design of highways is considerably different from the design of city streets and the County needs to be assured that the consultant engaged by the City are experienced in the design of highways. While the City retains the oversight for the direction given the consultants hired for these projects, the County, by entering into this Joint Powers Agreement is assured by the City that the roadways designed and built under this agreement will conform to the standards for County State Aid Highway and County Roads in Anoka County. Critical factors in design include but are not limited to: the cross section of the roadway, the transfer slope of the roadways, super elevation in curves, turn lane and taper lengths for lane changes and turn lane introductions, curb height and type, and median and edge of road drainage.

The City shall provide or contract with a qualified consulting firm, with significant and proper experience with respect to the construction and construction administration of county highways. Additionally, the city shall provide an adequate number of individuals to provide the amount of construction inspection and administration. All inspection, control of material and associated documentation for construction are to be performed in accordance with the approved construction plans, current MnDOT specifications and technical memorandums, and/or special provisions. All inspectors shall be MnDOT certified as it pertains to the operations that is being inspected. County concurrence must be obtained prior to the City authorizing Change Orders, Work Orders and/or Supplemental Agreements that significantly increase the County's cost participation.

At all times, while work is actually being performed, the City, or contracted consultant, shall have at the site of work a competent individual(s) who is (are):
Thoroughly experienced in the type of work being performed.

Authorized and fully capable of inspecting, overseeing and documenting the work in progress. Capable of reading and thoroughly understanding the plans, specification and all other pertinent documentation.

Authorized to receive instructions from the Engineer.

Should the County feel, at any time, that these requirements are not being met, the County shall have the right to request replacement of the inspection personnel.

9. DISBURSEMENT OF FUNDS

The County shall pay to the City the County's portion of the actual construction costs of each project in the form of an annual payment. The first payment amount is $266,070.76 based on an interest rate of 4.5 percent interest per year and a principal of $4,334,000 for 30 years, the payment thereafter will be $338,510.26 based on the balance of $4,262,959.05 after the first payment, at 4.5 percent interest per year over 19 years. In addition the County will obtain the $247,500 in Federal funds and apply it to the BNSF crossing improvement on Sunfish Lake Blvd. (CSAH 57). All funds disbursed by the County or City pursuant to this Agreement shall be disbursed by each entity pursuant to the method provided by law. This payment shall be made each year for twenty years on January 31 of each year. The first payment will be due on January 31, 2006.

The County shall be the lead agency on the Sunfish Lake Blvd. (CSAH 57) project. The City shall pay to the County the City's share of the actual construction cost of the work within forty-five days of the receipt of a claim voucher, containing such information as the City may reasonably require, representing that payments have been made for right of way, or on a contract or contracts for the projects outlined in this agreement.

10. CONTRACTS AND PURCHASES

All contracts let and purchases made pursuant to this Agreement shall be made by the City in conformance to the State laws.

11. CONTRACTOR INDEMNIFICATION AND INSURANCE

A. The City shall include the following wording in all of its agreements with its contractors for the design and contract services of the Improvements described in the Schedules:

"The Contractor agrees that it will hold harmless, indemnify, and defend the County of Anoka, its commissioners, officers, agents and employees against any and all claims, expenses (including attorneys fees), losses, damages or lawsuits for damages arising from or related to providing or failing to provide services hereunder, including but not limited to the negligence of the Contractor."

In addition, all contractors providing the design and contract services of the Improvements described herein shall obtain the insurance coverage as described in Schedule D, which is attached hereto and incorporated herein by reference.

B. The City shall include the following wording in all of its Agreements with its contractors for the construction of the Improvements described in the Schedules:

"The Contractor agrees that it will hold harmless, indemnify, and defend the County of Anoka, its commissioners, officers, agents and employees against any and all claims, expenses (including attorneys fees), losses, damages or lawsuits for damages arising from or related to providing or failing to provide services hereunder, including but not limited to the negligence of the Contractor."

In addition, all contractors providing the construction of the Improvements described herein shall obtain the insurance coverage as described in Schedule E, which is attached hereto and incorporated herein by reference.

Prior to execution, all contracts shall be forwarded to the Anoka County Attorney's office for approval as to the requirements of this section.

12. TERMINATION OF AGREEMENT BY THE COUNTY

A. The County may terminate this Agreement if the City, and the Developer of the Ramsey Town Center (RTC) do not enter into a development agreement on or before the date of this agreement which agreement provides for the development of a RTC. RTC means a unified, concentrated development having the following characteristics:

(1) Commercial mixed use development occupying a minimum of 1.0 million gross square feet of space; and

(2) Transit station suitable for conversion to a commuter rail station; and

(3) A minimum of 1,500 units of medium and high density residential units

B. The City shall provide copies of all agreements with the Developer of RTC. The County may terminate this agreement with the City if the City modifies, alters or changes any of the terms or conditions of its agreement with the Developer of the RTC.

13. TERM

This Agreement shall continue until (1) it is terminated as provided herein, or (2) until the construction provided for herein is completed and payments provided for herein are made, whichever of (1) or (2) shall first occur. Maintenance portions of this Agreement shall not terminate unless a subsequent agreement, specifically approved by the governing bodies of both parties, replaces this Agreement.

14. STRICT ACCOUNTABILITY

A strict accounting shall be made of all funds and report of all receipts and disbursements shall be made upon request by either party.

15. RIGHT OF WAY

The City shall acquire the majority of the right of way needed for this project as part of their development process. The City shall notify the County of any right of way needs not acquired through the City process a minimum of 12 months prior to the need for said right of way.

The County then shall acquire said right of way, form private property owners, that is required for the construction of the County Highway improvements through either direct purchase or condemnation. The City shall reimburse the County all costs incurred by the County in acquiring the necessary parcels. Reimbursable costs include, but are not limited to, the purchase price, recording fees, appraisal fees, attorney fees, and all costs incurred by the County in acquiring the parcels through eminent domain (hereinafter collectively referred to as "Land Acquisition Costs"). These costs shall not include County staff time.

Upon written demand by the County, the City shall pay to the County the appraised value portion of the Land Acquisition Costs. Upon final completion of the each parcel acquisition, the City shall pay for all remaining Land Acquisition Costs within 30 days after receipt of an invoice from the County documenting the expenses incurred.

After construction has been completed, the City shall convey the property it acquired to widen/improve the county highways by warranty deed to the County.

16. SIGNALIZATION POWER

The City shall at their sole expense, install or cause the installation of an adequate electrical power source to the service cabinet for all signalized intersections including any necessary extension of power lines. The City shall be the lead agency in this matter. Upon completion of said traffic control signal installations, the ongoing cost of the electrical power to the signal shall be the sole cost and expense of the
City.

17. MAINTENANCE

Maintenance of the completed water main, sanitary sewer, storm sewer (except catch basins and catch basin leads on county highways), detention basins (including ponds and their outlet structures and any grit chambers/collectors including the "Vetch Stormwater Treatment System") shall be the sole obligation of the City.

The County will maintain the County State Aid Highways and County Roads following completion of the construction and during winter suspension of work so long as the road surface is bituminous. If for any reason the road surface is not hard surfaced by winter suspension of work the City shall maintain the road surface continuously until work resumes.

Maintenance of all trails and sidewalks, including snow plowing, shall be the sole responsibility of the City.

Maintenance of streetlights and cost of electrical power to the streetlights shall be the sole obligation of the City.

Maintenance of all city streets shall be the solid obligation of the City.

The City shall be responsible to maintain all medians which the City has designated for plantings. Maintenance shall be performed in accordance with the "Anoka County Highway Department Landscape/Streetscape Guidelines dated June 2000." If the City does not comply with these

guidelines, the County at any time may remove all plantings and landscaping items and replace with hard surfacing in its place. The City shall be billed by the County for all costs incurred.

Nothing in this Agreement shall affect the terms and conditions of the Maintenance Agreement between the State of Minnesota, the City, and the County for the signals located at the intersections of T.H. 10 with C.R. 56, Ramsey Boulevard and T.H. 10 at the intersection with C.S.A.H. 83 (Armstrong Boulevard).

Maintenance of the completed signal systems at the intersections of Bunker Lake Boulevard (C.R. 116) at Armstrong Boulevard (CSAH 83) and Bunker Lake Boulevard at Sunfish Lake Boulevard shall be the sole obligation of the County except that the city shall provide the electrical power at these locations. The exception being that the City shall reimburse the County for maintaining the luminaries and EVP.

This Agreement contemplates the installation of several unwarranted signal systems. These traffic signals are located at the intersections of Armstrong Boulevard and Sunwood Drive, Bunker Lake Boulevard and Town Center Drive, Bunker Lake Boulevard and Ramsey Boulevard, and Ramsey Boulevard and Sunwood Drive, and the possibility for a signal system exists at the intersection of Sunwood Drive and Bunker Lake Boulevard. None of these signal systems are currently warranted under the standard warranting procedure. Consequently, the cost of maintenance of these traffic signals falls entirely to the City of Ramsey and the City will be billed on a quarterly basis for the maintenance of said signal systems by the County, in accordance with the following:

Maintenance of the completed signals and signal equipment shall be performed by the County at the sole obligation of the City.

The County shall perform and maintain the traffic signal controller, traffic signal and pedestrian indications, loop detectors and associated wiring of the said traffic control signals and bill the costs to the City on a quarterly basis for all costs incurred.

Painting of the traffic signals, if standard colors are used, shall be the sole obligation of the City. Timing of the traffic signals shall be determined by the County.

Only the County shall have access to the controller cabinets.

The traffic control signals shall be the property of the County.

The City shall be responsible for maintenance of the luminaries, luminary relamping, and luminary painting.

All maintenance of the EVP Systems shall be completed by the County. The City shall be billed by the County on a quarterly basis for all incurred costs at all locations.

EVP Emitter Units may be installed on and used only by Emergency Vehicles responding to an emergency, as defined in Minnesota Statutes §169.01, Subdivision 5, and §169.03. The City shall provide a list to the County Traffic Engineer, or the County's duly appointed representative, of all such vehicles with emitter units on an annual basis.

Malfunctions of the EVP Systems shall be immediately reported to the County.

All timing of said EVP Systems shall be determined by the County.

In the event said EVP Systems or components are, in the opinion of the County, being misused, or the conditions set forth are violated, and such misuse or violation continues after receipt by the City of written notice thereof from the County, the County shall remove the EVP Systems. Upon removal of the EVP Systems pursuant to this paragraph, the field wiring, cabinet wiring, detector receiver, infrared detector heads and indicator lamps and all other components shall become the property of the County.

18. NOTICE

For purposes of delivery of any notices hereunder, the notice shall be effective if delivered to the County Administrator of Anoka County, 2100 3rd Avenue North, Anoka, Minnesota 55303, on behalf of the County, and the City Administrator of Ramsey, 15153 Nowthen Boulevard North West, Ramsey, Minnesota 55303, on behalf of the City.

19. INDEMNIFICATION

The City and the County mutually agree to indemnify and hold harmless each other from any claims, losses, costs, expenses or damages resulting from the acts or omissions of the respective officers, agents or employees relating to activities conducted by either party under this Agreement.

20. ENTIRE AGREEMENT REQUIREMENT OF A WRITING

It is understood and agreed that the entire agreement of the parties is contained herein and that this Agreement supersedes all oral agreements and all negotiations between the parties relating to the subject matter thereof, as well as any previous agreement presently in effect between the parties to the subject matter thereof. Any alterations, variations, or modifications of the provisions of this Agreement shall be valid only when they have been reduced to writing and duly signed by the parties.

IN WITNESS WHEREOF, the parties of this Agreement have hereto set their hands on the dates written below:

COUNTY OF ANOKA

By: _____
Margaret Langfeld Chair
County Board of Commissioners

Dated: 5/12/05

ATTEST

By: _____
John "Jay" McLinden
County Administrator

Dated: 5/12/05

RECOMMENDED FOR APPROVAL

By: _____
Douglas W. Fischer, P.E.
County Engineer

Dated: 5/11/05

APPROVED AS TO FORM

By: _____
Dan Klint
Assistant County Attorney

Dated: 5-10-05

CITY OF RAMSEY

By: _____

Title: Mayor

Dated: 4-26-2005

By: _____

Title: City Administrator

Dated: 4-26-2005

By: _____

Title: _____

Dated: _____

By: _____

Title: _____

Dated: _____

Schedule A – Improvements to County Highway

ESTIMATED TOTAL PROJECT	COST	COUNTY SUBTOTALS	COUNTY PARTICIPATION
C.S.A.H. No. 83	$1,991,400.53	$1,123,650.00	
COUNTY ROAD 56	$2,689,002.90	$1,350,450.00	
C.S.A.H. No. 57	$ 847,500.00	$ 678,900.00	
COUNTY ROAD 116	$3,170,109.15	$1,228,500.00	
Subtotal Schedule A	**$8,698,012.58**		**$4,134,000**
Federal funds obtained by the County for BNSF Crossing On Sunfish Lake Blvd. (CSAH 57)			**$ 247,500**

Schedule B – Traffic Signals

Ramsey Blvd (C.R.56) at Bunker Lake Blvd. (C.R. 116)	$ 200,000.00	$0
Bunker Lake Blvd. (C.R. 116) at "N" Street	$ 200,000.00	$0
Armstrong Blvd. (C.S.A.H. 83) at Bunker Lake Blvd (C.R. 116)	$ 200,000.00	$100,000
Armstrong Blvd. (C.S.A.H. 83) at Sunwood Drive	$ 175,000.00	$0
Bunker Lake Blvd. (C.R. 116) at "A" Street	NOT ALLOWED $0.	$0
Bunker Lake Blvd. (C.R. 116) at "B" Street	NOT ALLOWED $0	$0
Ramsey Blvd. (C.R. 56) at Sunwood Dr..	$ 175,000.00	$0
Sunwood Dr at Industry Ave (C.R. 116)	$ 175,000.00	$0
Bunker Lake Blvd. (C.R. 116) at Sunfish Lake Blvd. (C.S.A.H./C.R. 57)	$ 200,000.00	$100,000
T.H. 10 at Armstrong Blvd. (C.R. 83)	$ 250,000.00	$0
T.H. 10 at Ramsey Blvd. (C.R. 56)	$ 250,000.00	$0
T.H. 10 at Sunfish Lake Blvd. (C.S.A.H. 57	$ 250,000.00	$0
	$2,075,000.00	$0
OVERHEAD & CONTINGENCY:	$ 726,250.00	$0

Subtotal B – Traffic Signals: **$2,801,250.00** **$200,000**

Schedule C – Trunk Storm Sewer Improvements & Outfall to River

Item	Description	Extension	
1.	Jack 60" Casing	$78,000.00	
2.	Jack 48" RCP	$126,000.00	
3.	48" Carrier Pipe	$13,760.00	
4.	42" RC Pipe Sewer Design 3006 CL III	$21,600.00	
5.	48" RC Pipe Sewer Design 3006 CL III	$13,760.00	
6.	Jack 42" RCP	$434,000.00	
7.	42" FES	$3,200.00	
8.	48" FES	$15,200.00	
9.	42" Outlet Structure	$5,000.00	
10.	Skimmer Structure	$12,000.00	
11.	Pond Liner	$254,250.00	
12.	Sand Cushion	$169,200.00	
13.	Storm Manhole	$3,000.00	
	Subtotal:	$1,148,970.00	$0
	OVERHEAD & CONTINGENCY 35%:	$402,139.50	$0

Subtotal C – Trunk Storm Sewer Costs: $1,551,109.50

MAXIMUM TOTAL COUNTY PARTICIPATION: $4,581,500

SCHEDULE D
INSURANCE REQUIREMENTS

Bidders/contractors/consultants shall procure and maintain for the duration of the contract, insurance coverage for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the bidder/contractor/consultant, their agents, representatives, employees or subcontractors. **ANOKA COUNTY CONTRACT NUMBER: _____.**

1. Minimum Scope of Insurance: Coverage shall be at least as broad as follows:

1.1 Insurance Services Office (ISO) Commercial General Liability coverage (occurrence form CG 00 01 or a substitute form providing equivalent coverage), and shall cover liability arising from premises, operations, independent contractors, products-completed operations, personal injury, advertising, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

1.2 Business Automobile Liability coverage shall be written on ISO form CA 00 01, CA 00 05, CA 00 12, CA 00 20, or substitute for providing equivalent liability coverage. Such insurance shall cover liability arising out of any auto (including owned, hired, and non-owned autos).

1.3 Workers' Compensation as required by the State of Minnesota, and Employer's Liability insurance.

1.4 Professional Liability or Errors and Omissions insurance appropriate for the profession. Coverage shall be maintained for at least two years following the completion of work.

2. Minimum Limits of Insurance: Bidder/contractor/consultant shall maintain **NO LESS THAN**:

2.1 Commercial General Liability (CGL) and if necessary, Commercial Umbrella Liability: $1,000,000 each occurrence. If Commercial General Liability insurance contains a general aggregate limit, it shall apply separately to this project/location, or the general aggregate limit shall be twice the required occurrence limit.

2.2 Business Automobile Liability and if necessary, Commercial Umbrella Liability: $1,000,000 each accident for bodily injury and property damage.

2.3 Employers Liability: as required by the State of Minnesota

2.4 Professional Liability or Errors and Omissions: $1,000,000 per occurrence.

3. Deductibles and Self-Insured Retention

Any deductibles or self-insured retention must be declared to and approved by the County. At the option of the County, either: the insurer shall reduce or eliminate such deductibles or self-insured retention as respects Anoka County, agents, officers, directors, and employees; or the bidder/contractor/consultant shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses; or the bidder/contractor/consultant shall provide County-requested financial statements for the

purpose of verifying financial solvency, and acceptance of deductibles or self-insured retention based on this verification.

4. Other Insurance Provisions

4.1 The General Liability policy is to contain, or be endorsed to contain, the following provision: **Anoka County, its agents, officers, directors, and employees are to be covered as an additional insured for all liability coverages using ISO additional insured endorsement CG 20 10 or substitute providing equivalent coverage.** This insurance shall apply as primary insurance with respect to any other insurance or self-insurance program. The County's insurance shall be excess of the contractor/consultant's insurance and shall not contribute to it. The contractor/consultant's coverage shall contain no special limitations on the scope of protection afforded to the County, its agents, officers, directors, and employees.

4.2 Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the County, its officers, officials, employees or volunteers.

4.3 Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, or canceled by either party, reduced in coverage or in limits, or non-renewed, except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the County.

4.4 The Contractor shall include all subcontractors as insured under its policies or **furnish separate certificates and endorsements for each subcontractor where applicable.** All coverage for subcontractors shall be subject to all of the requirements stated herein.

4.5 Each insurance policy shall include an endorsement that waives any claim or right in the nature of subrogation to recover against the County, its agents, officers, directors, and employees.

5. Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best rating of A:VII, unless otherwise acceptable to the County.

6. Verification of Coverage

Contractor shall furnish the County with certificates of insurance and original endorsements effecting coverage required by this clause. ***The certificate attached to this contract should be signed by a person authorized by that insurer to bind coverage on its behalf. A certificate other than the one attached may be used if coverages and endorsements match or exceed the coverages identified on the attached certificate.*** All certificates and endorsements are to be received and approved by the County before work commences. The County reserves the right to require complete, certified copies of all required insurance policies and endorsements at any time.

SCHEDULE E
INSURANCE REQUIREMENTS

Bidders/contractors/consultants shall procure and maintain for the duration of the contract, insurance coverage for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the bidder/contractor/consultant, their agents, representatives, employees or subcontractors. **ANOKA COUNTY CONTRACT NUMBER: _____.**

1. Minimum Scope of Insurance: Coverage shall be at least as broad as follows:

1.1 Insurance Services Office (ISO) Commercial General Liability coverage (occurrence form CG 00 01 or a substitute form providing equivalent coverage), and shall cover liability arising from premises, operations, independent contractors, products-completed operations, personal injury, advertising, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

1.2 Business Automobile Liability coverage shall be written on ISO form CA 00 01, CA 00 05, CA 00 12, CA 00 20, or substitute for providing equivalent liability coverage. Such insurance shall cover liability arising out of any auto (including owned, hired, and non-owned autos).

1.3 Workers' Compensation as required by the State of Minnesota, and Employer's Liability insurance.

1.4 Umbrella Liability insurance.

2. Minimum Limits of Insurance: Bidder/contractor/consultant shall maintain **NO LESS THAN**:

2.1 Commercial General Liability (CGL) and if necessary, Commercial Umbrella Liability: $2,000,000 each occurrence. If Commercial General Liability insurance contains a general aggregate limit, it shall apply separately to this project/location, or the general aggregate limit shall be twice the required occurrence limit.

2.2 Business Automobile Liability and if necessary, Commercial Umbrella Liability: $2,000,000 each accident for bodily injury and property damage.

2.3 Employers Liability: $1,000,000 for bodily injury or disease.

2.4 Umbrella Liability: $1,000,000 each occurrence.

3. Deductibles and Self-Insured Retention

Any deductibles or self-insured retention must be declared to and approved by the County. At the option of the County, either: the insurer shall reduce or eliminate such deductibles or self-insured retention as respects Anoka County, agents, officers, directors, and employees; or the bidder/contractor/consultant shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses; or the bidder/contractor/consultant

shall provide County-requested financial statements for the purpose of verifying financial solvency, and acceptance of deductibles or self-insured retention based on this verification.

4. Other Insurance Provisions

4.1 The General Liability policy is to contain, or be endorsed to contain, the following provision: **Anoka County, its agents, officers, directors, and employees are to be covered as an additional insured for all liability coverages using ISO additional insured endorsement CG 20 10 or substitute providing equivalent coverage.** This insurance shall apply as primary insurance with respect to any other insurance or self-insurance program. The County's insurance shall be excess of the contractor/consultant's insurance and shall not contribute to it. The contractor/consultant's coverage shall contain no special limitations on the scope of protection afforded to the County, its agents, officers, directors, and employees.

4.2 Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the County, its officers, officials, employees or volunteers.

4.3 Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, or canceled by either party, reduced in coverage or in limits, or non-renewed, except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the County.

4.4 The Contractor shall include all subcontractors as insured under its policies or **furnish separate certificates and endorsements for each subcontractor where applicable**. All coverage for subcontractors shall be subject to all of the requirements stated herein.

4.5 Each insurance policy shall include an endorsement that waives any claim or right in the nature of subrogation to recover against the County, its agents, officers, directors, and employees.

5. Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best rating of A:VII, unless otherwise acceptable to the County.

6. Verification of Coverage

Contractor shall furnish the County with certificates of insurance and original endorsements effecting coverage required by this clause. ***The certificate attached to this contract should be signed by a person authorized by that insurer to bind coverage on its behalf. A certificate other than the one attached may be used if coverages and endorsements match or exceed the coverages identified on the attached certificate.*** All certificates and endorsements are to be received and approved by the County before work commences. The County reserves the right to require complete, certified copies of all required insurance policies and endorsements at any time.

CC Regular Session **7. 5.**

Meeting Date: 02/14/2012

By: Brian Olson, Engineering/Public Works

Information

Title:

Consider Implementation of Long Term Road Maintenance policy

Background:

The concept of developing an assessment policy for street reconstruction has been talked about numerous times over the past couple of years. The discussions really escalated with the advancement of the Andrie Street/164th Lane improvement project in 2009 and have progressed a long ways, but the situation still remains unsettled.

Early on, in 2009, discussions revolved around the existing City street assessment policy which currently pertains specifically to the Street Maintenance Program (SMP); where overlays are assessed at a rate of 50% and sealcoats are being phased out through the year 2014, from a previous rate of 50% to the current rate of 15% in 2012.

Because there is not any money to fund the change in policy, discussions revolved around the revenue source, standards for reconstruction, specifications and generally about what should be included when a roadway is reconstructed.

In November of 2009, staff was directed to review what it would cost to continue with our standard street maintenance activities, and add reconstruction costs into the program in five year increments. Staff completed this analysis and then evaluated how much funding would be needed over the next ten years based upon a concept that when a street turns 40 years old we reconstruct. Since approximately 45% of the roadways in the City were constructed between 1975 and 1985 (a 40 year design life was assumed), it amounted to approximately $90 million to accomplish this program. Although we know that there is no way that there could be a program such as this afforded, it demonstrated the dire consequences and the drastic need for the improvement. This $90 million dollar figure was used in all of the publications within the most recent communication plan and FAQ.

On June 15, 2010 this information was provided to the City Council. See attached information on the 5 year breakdown and a history of road construction in the City.

At the September 21, 2010 Council work session discussions focused on a franchise fee and public participation campaign to educate the residents of the imminent need for roadway improvements, and solicit their feedback on the potential scenarios that exist for a long term sustainable funding source. Staff discussed this matter with Himle Horner, a consultant working on marketing for the COR, and requested a proposal to assist the City in completing a public participation program.

On January 18, 2011 the information in the proposal was presented, and following discussion it was the consensus of the Council to accept the proposal and execute a contract with Himle Horner in an amount not to exceed $43,000 for advancement of this long term road maintenance initiative.

In order to formulate the questions on the 30 question survey, one of the first items included in the accepted proposal was to research other communities and find out what they have done and engage those communities to learn strategies on how to successfully implement programs of this nature. On April 19, 2011, the results of this research was presented to the City Council at a work session and Staff was given consensus to make changes to the 30 question survey to residents.

On May 17, 2011, the City Council gave Staff and Himle Horner approval of the script that was to be the 30 questions survey. and approval to go ahead with the survey.

In June of 2011, the 300 resident survey that was conducted by Himle Rapp, formerly known as Himle Horner. This survey first gathered information from the resident about the satisfaction that they have had with their overall quality of life within the City of Ramsey. An overwhelming 93% of the residents rated their quality of life in Ramsey as good or excellent. They also felt that the two largest issues facing the City over the upcoming years were the COR and maintaining an aging roadway system.

Additionally, the resident survey asked the residents to choose between 3 financing scenarios:

Option 1: Raise the general fund levy to accommodate the need
Option 2: Assess 100 % of the costs to the benefiting property owners
Option 3: Implement a new revenue source (franchise fee)

In July of 2011, the City Council received a presentation by Himle Rapp and were given an opportunity to express their desires and or concerns about preparing a communication plan. Of the three funding scenarios, the one that got the most support was the implementation of the franchise fee for road reconstruction.

During August and September, Staff worked with the consultant to prepare a draft communication plan, FAQ, fact sheet, a draft website, an online survey form, etc.

On October 18, 2011, the City was given a Communication plan as well as distribution materials and the website was unveiled in Draft form. The following comments were provided:

•The Garnet Street project was shown as a project that we would provide an alternative funding source for so that we could move forward with surveying, design etc and therefore move forward next summer to show signs of a successful integration of the program. At the Public Works Committee in December, this item was removed due to lack of interest from the abutting residents at a subsequent meeting until a decision is made about the long term road maintenance initiative even though we told the residents that we would write in the feasibility study that we would match whatever funding scenario resulted from the decision.
•Council commented on the online survey. After much deliberation, it was the Council direction to allow for an online survey as long as the name and address fields were required for the comments to be registered.
•All meetings that will be held regarding this program will be done at the Ramsey Municipal Center and not "in the neighborhoods" at a neutral site per City Council direction.
•The meeting format will be similar to the Ramsey 3 process. A brief presentation and break into smaller groups to discuss agenda items that are generated by the group. (Open Space technology)
•The City Council wanted more interaction and graphical representation of the issue in the website. This is a funding issue but do not lose sight of the issue. Use the year of original construction map and generate a FAQ that is dynamic and updated frequently.
•The City Council direction was to provide a video on QCTV with the Mayor, Public Works Chair, Public Works Director and City Administrator. Included in this case is a FAQ that will be the primary dialog in preparation of this video.

On November 15, 2011, Chuck Tombarge from Himle Rapp was present and Staff specifically requested direction on the attached communication plan, attached fact sheet, public engagement survey, power point presentation, an FAQ prepared by Himle Horner relative the long term road maintenance program.

The direction at this meeting was to:

Tighten up the numbers so they are more realistic, make revisions to the communications plan by taking out the language about the costs being equivalent to a cup of coffee a day, and consider a franchise fee of $14 per month per household to create a source to fully fund the issue without assessments. This significantly changed the communication plan to more manage the message rather than an information gathering plan.

On January 24, 2012, the City Council discussed the implementation of a program that would provide immediate benefit to the resident by funding 100% of the cost of seal coating and overlay improvements and continuing to assess 50% of any road way construction. There was much discussion about fully funding the program so as not to

require any assessments, thereby gaining efficiency without going through an assessment process for every improvement. As mentioned early during the 300 resident survey, this would equate to $28 per month with the use of a franchise fee.

In simple terms, we have approximately 178 miles of roadway in the City. Taking out 36 miles of MSA roads that have their own funding source, leaves 142 miles of local roads. The dollar amount that we were using per mile was $750,000 per mile. This was derived from the above mentioned Andrie Street bids that we received in 2009 without the sidewalk. At the time we were assuming 2 years of construction increases since this was a bid that was opened in 2009. More realistically, the economy has slowed and therefore, we have revised the projected cost per mile by adding a 10% contingency and no construction cost increase. The recommended cost per mile is $645,430.

Early on in the discussion there was multiple conversations and comments about the use of whatever revenue source that is defined by this program to be used for street maintenance as well. There is approximately $495,000 that is allocated in the 2012 budget from TIF that is possible to continue until December 31, 2013, and in light of the discussions a few weeks ago about budget concerns in the 2013 gap year for the municipal center debt, Staff is recommending that the TIF financing continue to fund the street maintenance program until 2014. At that time, the franchise fee be used for the street maintenance program. Since Staff felt that the direction was to tighten up the numbers, we looked at the numbers from the overlay projects as well as the sealcoat projects.

We used the sealcoat bids for the last three years and an actual bid per square yard of $5.85 for overlays. The average cost per mile for sealcoats is $29,406 per mile and $96,096 per mile for overlays.

If we were to reconstruct the 142 miles of local roadways every 40 years we would need approximately $92M, or $2.3M annually. If you include sealcoating at years 5,12,24,31 at a price of $29,406/mile (4 times throughout the 40 year lifespan) and an overlay every 19 years (but only occurs once during the design life) at a price of $96,096/mile we would need another $417,565 and $341,141 respectively, for a total of approximately $3.06 M of required funding each year for both maintenance and reconstruction.

Utilizing $14 per residential customer (split between 2 franchises, $7 each), the amount available for use in the reconstruction efforts in 2012 and 2013 would be $1.53 million annually. The only way to achieve a program that is fully funded is to require a 50% assessment for reconstruction. This does, however, take into account that there is no assessments for maintenance activities like sealcoats or overlays.

Notification:

N/A

Observations:

Following through with the direction provided at the January 24th work session:

The purpose of the case tonight is to receive direction on implementation of the program. Specifically, Staff would like direction on the following items:

Proposal to "phase out" reconstruction assessments
Commercial vs residential franchise fee
Retroactivity for previous assessments levied
Street standards
Charter amendment changes
Consideration and Schedule for franchise fee implementation

Phasing Out Assessments

After the meeting on January 24th, Staff received additional comments from City Council members about the ability to "phase out" assessments for reconstruction activities. This can be accomplished in a number of ways. Similar to how we phased out sealcoating assessments we could incrementally increase the amount being funded by the franchise fee, identify other cost saving measures, identify future land sales proceeds from the COR, or incrementally increase the tax levy to accommodate the assessable amount. All of these options are possible and will continue to be evaluated in the future. The discussion and or decision to be made tonight is whether you want there to be a phasing out of the assessment or do you feel comfortable with a 50% reconstruction assessment policy.

After much deliberation, Staff is recommending that initially we begin the franchise fee with a 50% reconstruction assessment, increasing the fee 5% each year for the first five years to ultimately get to an overall reconstruction assessment of 25%.

Commercial vs residential franchise fee

The projected amount that would be generated from a franchise with the Council directed limit includes $7 per franchise per month for each residential customer and $14 per franchise per month for each commercial or industrial customer. The estimated amount generated with this rate structure would be $1.53 million ($1.36 million - residential, $165,144 - commercial/industrial) annually. There was discussion at the January 24th work session to look at the ramifications of charging each customer the same ($7 per customer). As you can see there would be a reduction of $82,572 of revenue to make the rate the same for commercial and residential. The rationale for making the change is that most of the major commercial and industrial customers are located on State, County and MSA roadways whereas residential lots are primarily located on the local roadways.

Staff recommends that all customers pay the same rate of $7 per month per franchise.

Retroactivity for previous assessments levied

There has been much discussion about the policy of reimbursing properties that have been paid assessments over the last few years. The difficulty with paying back prior assessments for sealcoating and overlays is that there really is no way to draw a line. Property owners may either pay the assessment off without any interest or have the amount levied to their property taxes. When someone sells their house, the assessments are typically paid in full and therefore there may be a separate resident living in the house today than was there when the assessment was levied. If Council directs us to reimburse one year of back assessments, the resident that was billed 2 years ago will ask why not 2 years.

Since there hasn't been any reconstruction assessments (except Dysprosium Street whose residents were charged an amount equivalent to an overlay because they lived on a State Aid road), there should not be any concern for setting a precedent for the reconstruction activities.

Staff recommends that the City Council draw the line now and don't reimburse past assessments.

Street standards

There has been significant amounts of discussion revolving around the street standards. In 2009, we put together a project that met with our current Municipal State Aid (MSA) standard. This was a 9 ton design with curb and gutter on each side of the road without a sidewalk.

Our local street standard is a 7 ton design and includes 4 inches of Class 5 and 3 1/2 inches of bituminous constructed to a width of 32 feet with parking allowed on both sides of the road, 28 feet with parking restricted to one side or 24 feet wide with no parking allowed on the street. Any new subdivision has to abide by these standards. As mentioned on January 24th work session, the removal of concrete curb and gutter from this street standard would decrease the price approximately 15% but would have a significant affect on how long the roadways last. The concrete curb and gutter holds the edge of the pavement and helps to facilitate better drainage.

Poor drainage is one of the primary cause of accelerated roadway deterioration.

Staff recommends that we stay with the 9 ton design (6 inches of Class 5 base, 4 inches of bituminous) at the street widths mentioned above and without a sidewalk. Obviously, this is a theoretical street section and will vary from street to street depending on the subgrade or the soil underneath this theoretical section.

Charter amendment changes

Another topic during the work session was the ability to counter petition road projects pursuant to the City Charter. It does create inefficiencies regarding the work that goes into a project but it preserves the property rights of the resident. Currently 35% of adjacent property owners can initiate a project by signing a petition for the creation of a feasibility study and then a project can be stopped if there is a petition that is signed by more than the amount originally signing for the feasibility or 50% whichever is greater. A suggestion was made to approach the Charter Commission to see if they are willing to require that at least 50% of the property owners sign a petition for initiating a project.

Staff is recommending that the Charter Commission consider an action that would require at least 50% of the adjacent property owners to sign a petition for a feasibility study to be prepared but the leave the ability to counter petition percentage to remain the same.

Consideration and Schedule for franchise fee implementation

Attached to the case is a schedule to implement the franchise fee for the long term road maintenance initiative. As you can see, it would take until July 2012 to start to receive funds for this program.This is an aggressive schedule and takes into account a small window of time for communication with the individual franchises (Centerpoint, Connexus and Anoka Electric, etc.)The timing of this decision is critical in terms of how it ties into the 2012 Street Maintenance project. A case will be presented at the February Public Works Committee as to what Staff is recommending but generally we feel that the 2012 Street Maintenance program should consist of sealcoating only. As you can imagine, if a resident is faced with an overlay assessment and knowledge that there is a plan to eliminate assessments in the coming years, there will likely be a counter petition.

In closing, other cities are facing this very difficult decision. Please refer to the attached Star Tribune article that was written about the City of Edina. They have an assessment policy similar to our "do nothing" option which assesses 100% of the costs of their reconstruction projects. In their case it is even more critical since the City of Edina is almost entirely urban density which means the amount of roadway in front of each house is shorter than the mix of property densities within the City of Ramsey.

Staff recommends moving forward with the initiation of the Long Term Road Maintenance initiative as recommended above.

Recommendation:

See Observations for embedded recommendations

Funding Source:

N/A

Council Action:

Motion to move forward with the initiation of the Long Term Road Maintenance initiative as indicated above.

Attachments

franchise fee schedule

Edina article in Star Tribune

Road construction history

Q and A - Brian Draft - 10 Nov 11

Final Road survey

Fact Sheet

Funding summary

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/09/2012 02:59 PM

Form Started By: Brian Olson Started On: 02/07/2012

Final Approval Date: 02/09/2012

TENTATIVE SCHEDULE OF FRANCHISE FEE IMPLEMENTATION

2-28-2012	Discussion of Ordinances and authorize Public Hearing.
2-29 →3-23-2012	Connexus Energy, City of Anoka, and Centerpoint Energy notified by certified mail of Public Hearing date.
3-16-2012	Posting of proposed Franchise Fee Ordinances in Anoka Union.
3-20-2012	Article explaining proposed franchise fee in Ramsey Resident.*
3-27-2012	Public Hearing and introduction of Franchise Fee Ordinances.
3-27-2012- 4-10-2012	Posting of Proposed Ordinances in City Hall.
4-10-2012	Franchise Fee Ordinances adopted.
4-11-2012	Connexus Energy, City of Anoka, and Centerpoint Energy notified by certified mail of adoption of Ordinances.
4-13-2012	Posting of adopted Ordinances in Anoka Union.
5-13-2012	Franchise Fee Ordinances become effective.
5-14-2012- 6-30-2012	Gas and Electric Utilities set up customer accounts with appropriate franchise fee.
July 2012	1st Monthly franchise fee billing received by Ramsey residents.

- Next Ramsey Resident

)esn't think Israel
ıs decided on an at-
ck yet. **A4**

**last ends
ıstody case**

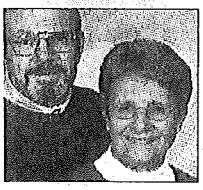


ıd apparently kills
mself, sons in
ga that began with
an's wife mysteri-
ısly vanishing. **A3**

ocal news

**torm chaser
les in Oklahoma**
innesota man's
ıngerous career
ıded not in a toma-
, but a crash. **A7**

**ervices set for
ıip's victims**



hite Bear Lake
ıidents Gerald
d Barbara Heil
ere among those
ıt when the Costa
ncordia sank. **A9**

usiness

**rms fight
ıronic problem**
mpanies pushing
velope on wound
re say it's often
rd to get paid. **D1**

nline

STAR TRIBUNE EXCLUSIVE ✪ SECOND OF TWO PARTS

FOR RESIDENTS, STREET WORK A FINANCIAL POTHOLE



JEFF WHEELER • jeff.wheeler@startribune.com

Soon after Scott Strand and KK Thomson bought a starter home in Edina, they were handed a $16,800 bill for street reconstruction.

• Edina homeowners cover 100% of the tab, a policy the city's rethinking amid huge bills.

By MARY JANE SMETANKA
smetan@startribune.com

Newlyweds Scott Strand and KK Thomson were delighted to close last fall on a modest rambler in Edina, where they both grew up and wanted to live after they got married.

At the end of the year, though, the young couple got what Strand calls "a New Year's surprise" — a notice that they faced a $16,800 bill for street reconstruction. "We were shocked," he said. "If that assessment was known to us prior to buying the house, I don't know that we would have bought it."

After the couple and other upset Richmond Hills neighbors swarmed a City Council meeting last month, the city is considering revisiting its longstanding street-assessment policy. The policy, which even the mayor calls "brutal," has left some homeowners stuck with bills as high as $22,900. "It's a thorny problem," Mayor Jim Hovland said, debating the fairness of changing the policy when so many have already paid full price. "I just can't see where the 100 percent assessment policy is sustainable over time. Things are not going to get cheaper."

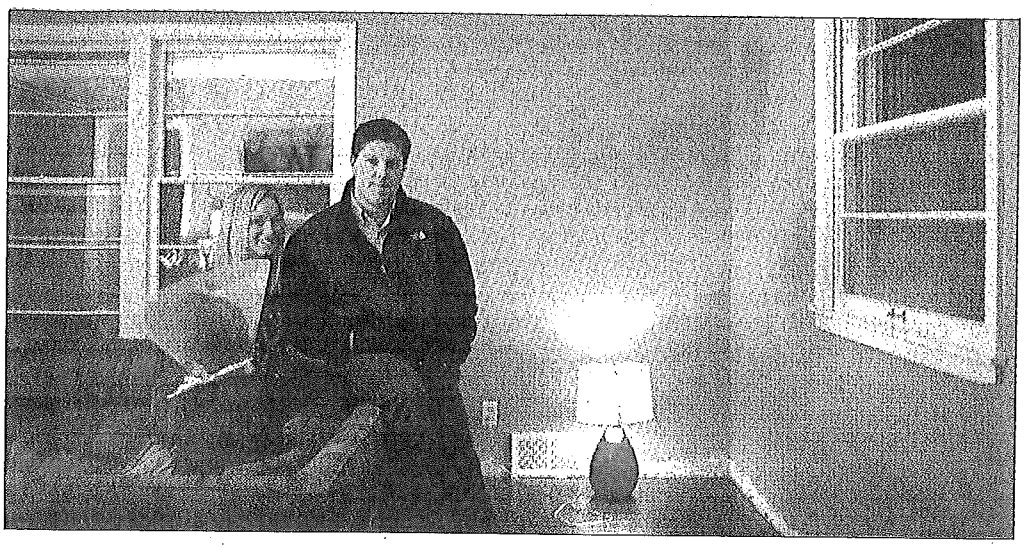
« THIS JUST FEELS LIKE A GAME CHANGER. »

Edina homeowner Scott Strand

Assess continues on A12 ▸

'Brutal' policy puts onus on residents

◂ ASSESS FROM A1



JEFF WHEELER • jeff.wheeler@startribune.com

Scott Strand and KK Thomson, shown with their dog, Ike, aren't sure they would have purchased their home in Edina if they'd know a $16,800 bill for street repairs would soon follow. "Ideally, we'd like to save for retirement," Scott said, "and what about having kids?"

Edina's policy of billing residents for the entire cost of street reconstruction is unusual among metro cities, but it's not the only city considering a change.

Wayzata, another affluent suburb, has the opposite problem. It has always borne the cost of street reconstructions, but is reconsidering, said public works Director Dave Dudinsky. "We just can't afford it anymore," he said.

In Minnetonka and St. Louis Park, the cities pay all of the cost of residential street reconstruction, building the cost into their levy or fees. Homeowners in Bloomington pay 25 percent, in Golden Valley, 20 to 25 percent, and in Hopkins, 70 percent. But in Hopkins, costs to homeowners are capped and linked to the cost of previous projects to protect them from sudden price jumps. This year, Hopkins homeowners are paying $4,100 to $5,100 — 40 percent of project cost.

'A game changer'

Since 1998, 17 percent of Edina's 199 miles of local streets — streets where benefitting properties would have to pay for road work — have been redone. The highest street assessment was in 2008 in the Country Club neighborhood, where the cost reached nearly $23,000 per household. As in Richmond Hills, that cost included new sanitary sewer connections to the city's main line.

But unlike Country Club, Richmond Hills is not filled with million-dollar homes. Residents include teachers and retirees, and the smaller homes are catnip to young couples who are just starting out — a demographic the aging city has tried hard to attract.

Strand and Thomson paid $262,500 for their 1952 rambler that in tax records is valued at half as much as the lot it sits on. Strand works in the financial field; his wife is an assistant at a clinic.

"This is our first home, a starter home," Thomson told the council. "We might as well have rented. ... This financially will put us in such a pinch, I don't know what we're going to do."

Strand later said the home was purchased from an estate. "We are putting a lot of work into this home," he said. "Ideally, we'd like to save for retirement, and what about having kids? This just feels like a game changer."

Martha Dover, who with her husband, Larry, is saving to send two teenage boys to college, said she was in shock over the assessment.

"I've lived in Edina since fifth grade," she said. "This is a hardship for our family. ... I don't know why they can't assess everyone in the city [for street reconstruction]."

In 2005, the city of Edina assumed responsibility for curb and gutter costs but backed away from bigger road assessment changes for fear of being unfair to homeowners who had already paid. Now, with many streets still needing work and project costs soaring, Hovland said the policy seems "brutal."

Weighing options

At last month's council meeting, several council members wondered if the payback period for homeowners who choose to add the cost to their property taxes could be stretched from 10 to 15 years or even more. The city plans to notify homeowners of pending street work three years ahead of time, instead of two. But the council hasn't yet had a chance to talk more deeply about a new approach to paying for street reconstruction.

Hovland thought it might be good to set up a citizen task force led by people with "financial acumen" who could investigate new methods for street funding.

Among the questions to be answered: Could a new system be phased in over time? What about capping the amount paid by residents? And could people who have already paid for their streets be exempted from any new payment system?

Susan Arenson is getting hit with a double-whammy. She and her husband moved to Richmond Hills when they downsized in 2009. Their last home was in Edina, too, and Arenson said they paid about $7,000 a dozen years ago for street reconstruction in their old neighborhood. Before they moved, they checked at City Hall and thought streets in their new neighborhood weren't due for work until 2017.

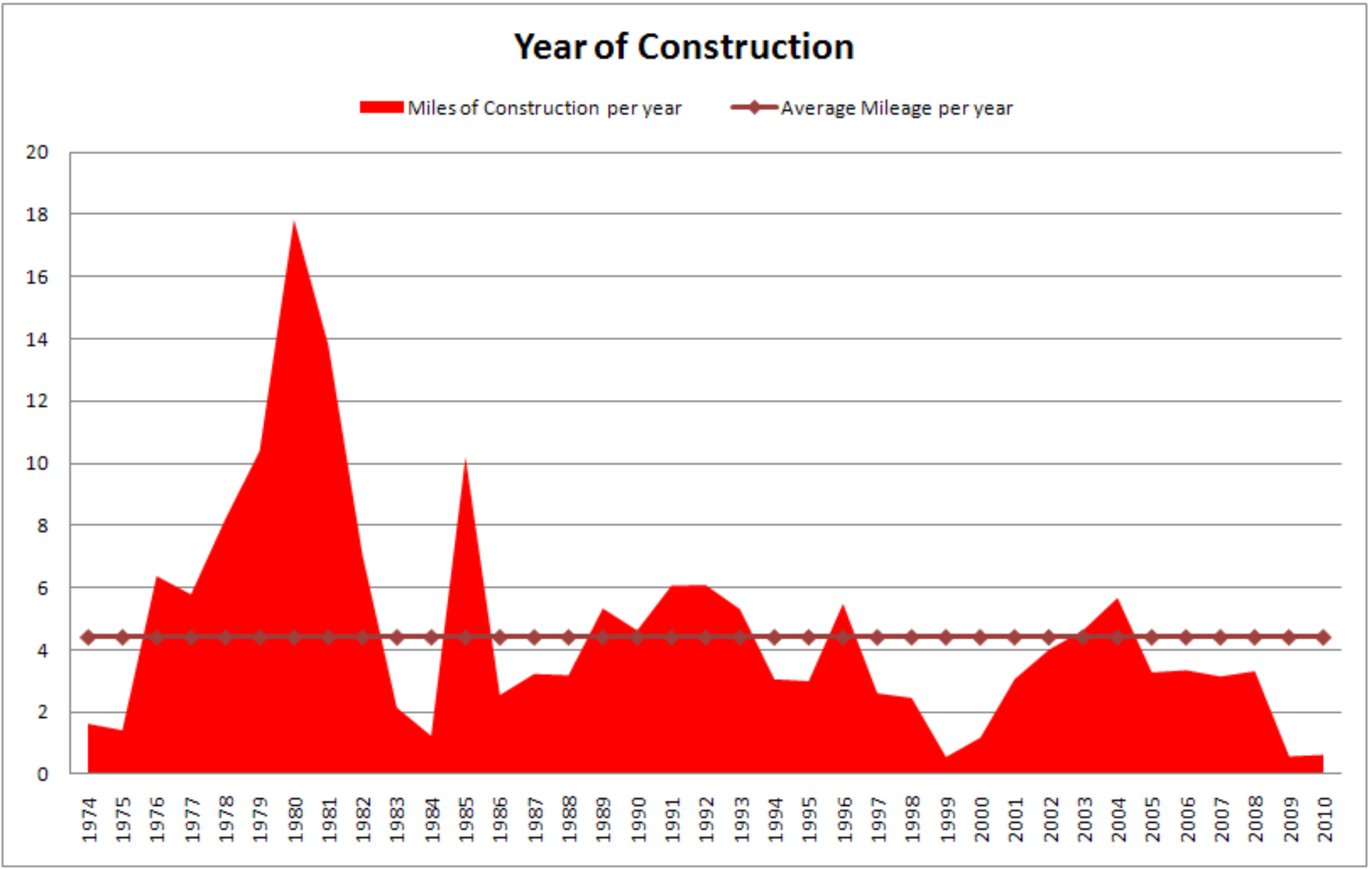
"This threw us for a loop because we researched it and knew we needed to spend money on this fixer-upper," she said. "We're perplexed."

After paying twice for street reconstruction, Arenson isn't too excited about seeing the policy change.

"I'd hate to see us have this huge bill and then start paying for everyone else's," she said.

SEE A MAP of upcoming street projects in Edina at **startribune.com/a1014**

Mary Jane Smetanka • 612-673-7380
Twitter: @smetan


Year of Construction
Miles of Construction per year
Average Mileage per year
20
18
16
14
12
10
8
6
4
2
0
1974
1975
1976
1977
1978
1979
1980
1981
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010

Ramsey Long-Term Road Maintenance and Reconstruction Program
Frequently Asked Questions

Why does Ramsey need a long-term road maintenance and reconstruction program?
Nearly half of Ramsey's 178 miles of roads were constructed during the city's population boom in the 1970s-1980s. Even with routine maintenance by Ramsey Public Works, the maximum life of these roads is 40 years. That means that between now and 2025, about $90 million or more in road reconstruction will be necessary to repair or replace city streets. Currently, no budget exists for funding this wave of reconstruction, which will largely be the responsibility of local taxpayers. We realize that this is a staggering amount and that it is not realistic to think that all these roads will all be reconstructed within this timeframe, however, it does demonstrate the demand.

What will occur if we do not develop a long-term road maintenance program?
While the city's existing maintenance program is stretching the life of local roads, no roads can be built to last indefinitely. Without action, Ramsey's roads will be prone to more potholes, cracks and crumbling pavement – creating serious safety risks for pedestrians and motorists. Poor roads may affect property values and may hinder Ramsey's ability to attract new residents, businesses and jobs. Ultimately, reconstruction will be necessary and the city will need to utilize its current assessment program, which assesses the total cost of projects to property owners in the affected areas. This would place a significant short-term burden on property owners — a challenging option in the current economy.

What are the city's goals for a long-term maintenance and reconstruction program?
The city's goals are to:
- Ensure safety for pedestrians and drivers
- Reduce project delays and avoid higher costs to taxpayers
- Spread out the cost of road maintenance and reconstruction, and keep assessments low
- Maintain high-quality roads that will continue to attract new residents, businesses and jobs

How will a long-term approach benefit me?
Maintaining/rebuilding city streets is critical for ensuring safety and accessibility for residents, businesses and organizations in Ramsey. Crumbling roads can be dangerous for pedestrians and drivers. Businesses, schools and other organizations need roads that sufficiently handle customer and visitor demands. Well-maintained streets also keep our neighborhoods and business districts attractive, which helps protect property values and attract new residents, businesses and jobs. A long-term program also will help spread out the cost of street maintenance.

Where will the funding for a long-term program come from?
The level of work required to repair and reconstruct city streets is beyond the routine maintenance provided for in the city's budget. As a result, the additional cost of reconstruction will largely be the responsibility of city taxpayers. The city is considering the following three options to cover project costs:

1. **Do Nothing:** Use the city's current assessment policy (100% for reconstructions) of charging affected property owners — based on the lineal footage of their property — for the total project cost.
2. **Citywide Property Tax Increase:** Proportionally charge all city taxpayers based on their property values for the total cost of the long-term street maintenance and reconstruction program.
3. **Citywide Franchise Fee:** All utility customers pay an equal fee that covers the total cost of the program.

How would Option 1 (the current assessment policy) work?
An assessment would be charged to affected property owners based on the lineal footage of their property. For example, a quarter-acre lot may be assessed a total of $9,000 or about $75/month for 10 years. The assessment

DRAFT

for a two-acre lot could total $27,000 or about $225/month for 10 years. This option places a significant but short-term burden on affected property owners.

How would Option 2 (citywide property tax increase) work?
The increased tax would be based on property values. For example, the owner of an average $150,000 home could owe an additional $24/month for up to 40 years. In comparison, the owner of an average $450,000 home could owe an additional $51/month for up to 40 years. The increase would be added to property tax bills. This option would spread out the costs to all city taxpayers and helps keep assessments low.

How would Option 3 (city franchise fee) work?
Payable for 40 years, a citywide franchise fee charges all utility customers — including tax exempt properties — a monthly fee regardless of property size or value. In other words, the fee would be the same for a $150,000 home and a $450,000 home. The fee could equal as much as $28/month for residential customers and $54/month for Commercial customers. Option 3 spreads out the cost to everyone who will benefit from safer and well-maintained streets.

What is the most favored payment option so far?
Option 3 (a citywide franchise fee) is the most preferred option of 49% of city residents, according to a June 2011 public opinion survey conducted on behalf of the city.

Will the money collected as part of this program be dedicated only to road maintenance and reconstruction?
Yes. Regardless of the funding option chosen, funds will be used only for the long-term maintenance and reconstruction of city roads. The city will not divert road funds to fill budget gaps or for spending on other city initiatives.

Are there other sources of funding available for long-term street maintenance? What about money spent on The COR — Ramsey's downtown development?
No. Unfortunately, the cost of road reconstruction is so large that the city would need to dedicate its entire operating budget for nearly nine years to pay for necessary street maintenance and reconstruction. In fact, much of the city's operating budget — including economic development funds and back taxes used for The COR — is earmarked for specific city functions and could not be utilized for long-term road work. While about 20% of long-term street reconstruction costs are expected to qualify for state funding or funding from outside sources, the majority of the cost will be the responsibility of Ramsey city taxpayers.

When will a decision on the long-term road maintenance and reconstruction program be made?
The Ramsey City Council will continue to seek input from residents about the funding options through early 2012. The council is expected to review that input and establish a new policy and funding structure shortly thereafter. Funds will be collected starting in 2012 and are expected to deliver new road reconstruction projects in by next fall (2012).

Why did I get a flyer from Connexus regarding this new fee?
Connexus Energy is doing everything in its power to control costs just like the City of Ramsey. This fee will show up on your Connexus Energy bill as they intend on passing the costs to maintain the Right of Way to its customers. If you haven't received a flyer from Connexus, it will likely be sent in the near future.

DRAFT

How can I learn more, ask questions and provide feedback?

- Visit www.ci.ramsey.mn.us or www.facebook.com/CityofRamseyMN
- Public information and input sessions will be held on [date].
- Complete an online survey by going to [insert direct link].
- Contact your City Council member or Ramsey Public Works Director Brian Olson at BOlson@ci.ramsey.mn.us or 763-433-9825.
- In June, the city also conducted a telephone survey of 300 randomly selected residents in Ramsey. Their responses will be reviewed along with other resident input by city staff and council members.

DRAFT

City of Ramsey Long-Term Road Maintenance Program
Residential Survey Results – July 2011

1. ***More than 9 out of 10 respondents believe the quality of life in Ramsey is good or excellent, and a majority of participants believe they are receiving good value for their taxes.***
   - 21% rated the quality of life as "excellent" and 72% rated it as "good."
   - When asked to consider the amount of taxes paid to the city and the quality of services received in return, 59% of respondents believe they receive good or excellent value.

2. ***Majorities of respondents believe the city's streets and roads currently are in good condition and well maintained, but they still consider road maintenance to be a significant issue for the city.***
   - When asked to rank Ramsey's local streets and roads according to various characteristics, the following majorities gave rankings of excellent or good:
     - Road width (82%)
     - The city's responsiveness to road maintenance and repair needs (62%)
     - The quality and condition of Ramsey's roads compared to neighboring cities (57%)
     - Safety features such as lights, sidewalks and signs (55%)
     - The overall quality of streets and roads (54%)
   - Road maintenance and The COR (Ramsey's downtown development project) were identified equally as the "most serious issue facing the city."

3. ***Almost three out of four respondents believe Ramsey needs to develop a long-term street reconstruction and funding policy.***
   - After learning that reconstruction of nearly half of the city's roads will be necessary between 2016 and 2025 and that the city's current policy provides for funding reconstruction with assessments, 73% of respondents said the city should develop a new policy; 11% of those felt strongly about this.

4. ***Among three options presented for funding long-term road maintenance and reconstruction, a citywide franchise fee is more acceptable than a property assessment or citywide property tax.***
   - 49% of respondents favored a franchise fee, 47% opposed.
   - 39% favored a citywide property tax, 57% opposed.
   - 77% opposed – *27% strongly* – a standard property assessment based on lineal footage.
   - When asked to choose among all three options, 44% favored the franchise fee (18% strongly).

5. ***Ensuring safety and spreading out the cost of long-term road maintenance and reconstruction are the most compelling reasons for supporting a new policy, according to respondents.***
   - 74% believe safety is an important reason to pursue a new policy; 39% of those felt strongly.
   - 69% of respondents believe spreading out the costs and keeping property owner assessments low is a compelling reason; 22% of those felt strongly.
   - Concern about the current economy was the most compelling reason tested in opposition to doing a long-term road maintenance and funding program.

Decision Resources, Ltd. conducted a telephone survey administered to 300 randomly selected adults living in the city of Ramsey. Professional interviewers conducted the survey June 7-21, 2011. The typical respondent took 11 minutes to complete the questionnaire. The results of this study are projectable to the universe of adult Ramsey residents within 6.0% in 95 out of 100 cases.

Long-Term Road Maintenance and Reconstruction Program: Investing in Our Neighborhoods, Property Values and Future

Nearly half of Ramsey's 178 roads were constructed in the early 1970s-1980s and are now reaching the end of their useful life. Between now and 2025, about $90 million in road reconstruction will be necessary to replace city streets. Currently no budget exists to pay for this wave of construction, which will largely be the responsibility of Ramsey taxpayers. Without action, roads will be prone to more potholes, cracks and crumbling pavement — creating serious safety risks for pedestrians and motorists and impacting property values. To prepare, a majority of Ramsey residents agree the city proactively needs to establish a long-term road maintenance and funding program.



The city's goals for the roads program are to:

- Ensure safety for pedestrians and drivers
- Reduce project delays and avoid higher costs to taxpayers
- Spread out the cost of road work and keep assessments low
- Maintain high-quality roads that will continue to attract new residents, businesses and jobs

Which Funding Option Do You Prefer?

OPTION 1

Current Assessment Policy

- Assessed only to properties adjacent to the specific project
- Based on lineal footage of property
  - *1/4-acre lot: could cost $9,000 or $75/month for 10 years*
  - *2-acre lot: could cost $27,000 or $225/month for 10 years*
- Places significant but short-term burden on property owners — a challenging option in the current economy

OPTION 2

Citywide Property Tax Increase

- Based on property value
  - *Average $150,000 home: could cost additional $24/ month for up to 40 years*
  - *Average $450,000 home: could cost additional $51/ month for up to 40 years*
- Spreads out costs to all taxpayers and keeps assessments low

OPTION 3

Citywide Franchise Fee

- Charges all utility customers, including tax exempt properties, a monthly fee regardless of property size or value
  - *Residential customers: could cost $28/month for 40 years*
  - *Commercial customers: could cost $54/month for 40 years*
- Spreads out cost to everyone who benefits from better roads
- Most preferred option by Ramsey residents (June 2011 public opinion survey)

Provide Your Feedback:

Residents are invited to provide feedback on their preferred funding choice above. The City Council will review public input and establish a new long-term road maintenance and reconstruction policy in early 2012.

www.ci.ramsey.mn.us

www.facebook.com/CityofRamseyMN

Brian Olson, Ramsey Public Works Director
BOlson@ci.ramsey.mn.us / 763-433-9825

RECONSTRUCTON					MAINTENANCE					
Period	Year Constructed	Total segments	Total Miles	Estimated Cost	Seal Coat Miles	Sealcoat Estimate	Overlay Miles	Overlay Estimate	Total	Cost/Year
2011-2015	1975 or older	13	3.05	$ 3,599,000.00	100.40	$ 2,640,554.00	31.42	$ 3,348,649.00	**$ 9,588,203.00**	$ 1,917,640.60
2016-2020	1976-1980	278	45.37	$ 53,536,600.00	52.76	$ 1,439,627.00	80.38	$ 7,836,676.00	**$ 62,812,903.00**	$ 12,562,580.60
2021-2025	1981-1985	186	34.44	$ 40,639,200.00						
2026-2030	1986-1990	114	18.94	$ 22,349,200.00						
2031-2035	1991-1995	213	23.52	$ 27,753,600.00						
2036-2040	1996-2000	103	12.29	$ 14,502,200.00						
2041-2045	2001-2005	163	20.66	$ 24,378,800.00						
2046-2050	2006-2010	68	11.60	$ 13,688,000.00						
Dirt Streets		17	3.77	$ 4,448,600.00						

assume $1,000,000 per mile for reconstruction
assume 40 year design life
assume $1.56/sq. yd. for sealcoating
assume $5.85/sq. yd. for overlays
assume 18% overhead

Next 5 Years (2011 - 2015)

Maintenance Cost	*Recon Cost*	*Total*	*Avg Cost/Year*
$ 5,989,203.00	$ 3,599,000.00	$ 9,588,203.00	$ 1,917,640.60

Next 10 Years (2011 - 2020)

Maintenance Cost	*Recon Cost*	*Total*	*Avg Cost/Year*
$ 15,265,506.00	$ 57,135,600.00	$ 72,401,106.00	$ 7,240,110.60

all based on 2009 dollars

CC Regular Session **7. 6.**

Meeting Date: 02/14/2012

By: Brian Olson, Engineering/Public Works

Information

Title:

Consider Guard Rail Enhancements for the Parking Ramp

Background:

The parking ramp has been open for several years. The exterior railings for all floors were designed to be functional and also appear as architectural elements. The north, east and south railings on the top floor are a mixture of concrete and concrete topped with metal fence. The top of the metal fence is 9 feet above the floor with the top of the concrete at the fence 66 inches above the floor. The lower concrete rails are 43 inches high. The railing on the north, east and south sides of the 2nd and 3rd floors are concrete to 30 inches with metal railings on top making the total height 43 inches. The west railings on all floors are cables to allow for the expansion that is under construction.

The interior edges of the floors and ramps between floors have chain link fence over cables cast into the support columns. The top of the chain link fence is 43 inches above the floor. There is an 18" gap between the horizontal fence at the edge of the floor and the sloping fence at the edge of the ramps.

The heights of the railings and fences meet the current safety standards.

On October 18th, Staff was directed to amend the existing Contract with LSA Design to provide a design for the rail enhancements that would be necessary to accommodate the original concern that was raised that the lower height railings may not prevent a bicycle rider from striking the barrier and going over the top of the railing, or providing a situation that children could climb or fall into open areas.

During the discussion at the October 18th, Staff was directed to contact our insurance carrier to see if there would be any significant reduction of risk exposure, as reflected in premium reductions, if the City were to provide additional protection on this facility. The League of Mn Cities, our insurance carrier, has indicated that there will not be any reduction in our premium if we perform these enhancements

On January 17, 2012, the Public Works Committee met and discussed several aspects of the parking ramp, most of which will be addressed by the City Council under the report from Public Works on the Consent agenda. The issue of railing heights was one that Staff was directed to bring forward under separate case and that is the purpose of this case.

There were two options that were designed and priced for the concern that was expressed about the 43 inch rail heights. One added an extension on the top of the existing railing and the other completely enclosed the openings on floors 2 and 3 and raised the guard rail height at specific locations on the top floor. Bill Fossing from LSA Design was present at the meeting to present the designs and answer questions. The cost of these options are $147,658 and $302,588 respectively.

It was the consensus of the Public Works Committee to get a price only for those areas that are only concrete on the fourth floor.

Notification:

Observations:

Staff met with the consultant and the Contractor to revise the price quote to include only those railing that are located on the 4th floor. The price to install a 1' - 1" railing on the top of those concrete areas to discourage kids to use those areas for walking would be $35,344. Attached to this case are the quote that we received and a picture showing one area where there would be additional railing installed. It should be noted that there was an error on the quote that identifies that this price includes sunscreen which was not a recommended improvement from the Public Works Committee. After checking with the Contractor, the price does not include sunscreen.

Funding Source:

The funding for this change order would be from TIF 1. There is adequate funding to fund this change order request as per Staff recommendation.

Staff Recommendation:

Staff recommendation is to move forward with the security enhancements to the 4th floor as per the direction received from the Public Works Committee on 1/17/12.

Committee Action:

Motion to move forward with the change order for a cost not to exceed $34,344.

Attachments

quote for 4th floor only

4th floor concrete areas

Form Review

Inbox	Reviewed By	Date
Brian Olson (Originator)	Brian Olson	02/06/2012 09:52 AM
Kurt Ulrich	Kurt Ulrich	02/09/2012 02:41 PM

Form Started By: Brian Olson Started On: 02/06/2012

Final Approval Date: 02/09/2012

Knutson Construction Services, Inc.

Ramsey Municipal Parking Ramp Phase II
City Project # 10-22
Change Order Request

Estimate for: **PR #3 - Item 1 - Option A - Level 4 Rails - 1' -1" Height Option**

Date 1/23/2012 COR
PCO 8-1A-R

Item	Description	quantity	unit	Labor rate	Labor unit	Labor total	Material rate	Material unit	Material total	Equipment rate	Equipment unit	Equipment total	Subcontracts rate	Subcontracts unit	Subcontracts total
						0.00			0.00			0.00			0.00
	CD Systems - Rails	1				0.00			0.00			0.00	30992		30992.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
						0.00			0.00			0.00			0.00
	Superintendent	10	hr	92		920.00			0.00			0.00			0.00
	Subtotal:					920.00			0.00			0.00			30992.00
	Itemized Direct Costs:														
A	Labor					920.00									
B	Material					0.00									
C	Equipment					0.00									
D	Subcontracts					30,992.00									
E	**Subtotal:**					31,912.00									
	Other Direct Costs:														
F	Small Tools/Equip (% of A)			5.00%		46.00									
G	Safety (% of E)			0.50%		159.56									
H	Cleanup (% of E)			0.25%		79.78									
I	**Total Direct Costs:**					**$32,197**									
J	**12% for OH&P (I - D x 0.12)**					**$145**									
K	**8 % Fee on subs (D x 0.08)**					**$2,479**									
L	**1-1/2% for Bonds & Insurance**					**$522**									

Total Request $35,344

Proposal

CD Systems of St. Paul, LLC
350 SMC Drive
Somerset, WI 54025
Phone 715-247-5449
Fax 715-247-3438

To: Knutson Construction	Date of Proposal: 1-3-12, Rev. 1-20-12
Attn: Chris/John	Architect: LSA Design
Re: PR-003	Date of Plans: 12-16-11
Fax: 763-546- 2226	Job Name: Ramsey Municipal Ramp
Phone: -1400	Job Location: Ramsey, MN.

Furnish and install metal guardrails and sunscreens per PR-3. Materials, fabrication, high performance coatings and installation included.

1. Option A level 4. 32 units x 1'-1" $30,560 + $432 tax = $30,992.00

Thank you,
Brian Reesman
VP Sales
612-703-9175
CD Systems/Stillwater Metals

Payments to be made as follows:

Authorized Signature: Brian Reesman 612-703-9175	NOTE: This proposal is subject to revocation if not accepted with 30 days.

All materials are of the description specified. Work will be preformed in accord with standard practice. Any change is subject to material agreement, and in the event of such change, an equitable adjustable shall be made in price. We are not responsible for any cause or condition beyond our control. Purchaser responsible for all necessary insurance.

Accepted-The above proposal is accepted and you are authorized to proceed.
Signature: **Date:** / /



CC Regular Session **7. 7.**

Meeting Date: 02/14/2012

By: Heidi Nelson, Administrative Services

Information

Title:

Consider Process for Acquisition of Parcel owned by M & W Holdings - Jeff Wise (14590 Armstrong Blvd NW)

Background:

The City Council has worked cooperatively with Anoka County and the HRA regarding improvements to Armstrong Boulevard as required by the Joint Powers Agreement with Anoka County for regional roadway improvements and in accordance with development goals of the HRA for the COR at Ramsey.

To that end, the HRA, in coordination with the City Council, has directed and authorized the development team to approach three property owners on the west side of Armstrong Boulevard to discuss acquisition of their properties as part of the Armstrong Interchange and Sunwood realignment projects. All three properties are affected in some degree by the current project to realign Sunwood Drive, or the Armstrong overpass currently under preliminary design.

The three properties involved are highlighted on the attached exhibit. Together with the Oasis Market site acquired previously, the properties represent the majority of the Right-of-Way north of Hwy 10 necessary to construct the Armstrong Interchange and Sunwood Realignment.

One parcel owned by M&W Holdings, LLC (Wiser Choice Liquors) is owned by Jeff Wise, a seated City Council and HRA Member. This situation creates a situation of real and/or perceived conflict of interest in negotiating this acquisition. Additionally, the actions of the City and the HRA in the realignment of Sunwood Drive and the plans for the Armstrong Interchange, have significant impacts to the private business owned by Mr. Jeff Wise. Based upon discussion at the February 6th HRA work session, it is the desire of the HRA and the City Council to define the process for negotiations with Mr. Wise to ensure transparency and fair treatment of all parties. To that end, a resolution define the process for negotiations is attached to this case for consideration.

Preliminary appraisal valuations have been determined and the development team, along with the city attorney, are in the process of approaching the three owners with offers to purchase either the entire property, or the portions of the properties necessary to construct Armstrong Boulevard. The feasibility of which will be evaluated based on discussions.

The evaluation method used to assess the two northerly parcels was based on their value as raw land, which was the highest value as determined by the appraiser. While those parcels do have existing structures, and one has an operating business, the value of the land as a development opportunity exceeds that of the structures or business.

The southern parcel is owned by M&W Holdings, LLS whose sole member is Jeff Wise. Unlike the other two parcels, The highest value for this parcel, as determined by the appraiser, is in the structure and business located there today. This makes the negotiations on this parcel a broader discussion than the other two parcels.

Observations:

Acquisition of the Wiser Choice parcel can be comprised of three parts - Building, Land, and Business (relocation, fixtures, etc.)

The valuation of the building and land were determined by the independent appraisal and are likely to be items with little room to negotiate. State statute governs the amount a municipality can pay for acquisition relative to an appraisal, and the values considered are in the range acceptable not only to the seller, but similar to those contemplated for the sale of land to Mr. Wise for his proposed project in The COR. It is likely that the valuation agreed to for the acquisition of his parcel will be the same as that used for the sale of the property in The COR. Per direction at the February 6th HRA work session, a reveiw appraisal will be conducted utilizing a review appraiser that the City has utilized in the past for acquisitons in the US10 corridor.

At the February 6th HRA work session, Attorney Goodrich discussed with the HRA the implications of the relatively new state legislation relating to minimum compensation when a property owner is forced to relocate. This law essentially requires that, notwithstanding the land/building appraisal amount, the damages paid must compensate the owner with an amount sufficient for the owner to purchase a comparable property in the community. This is a complex statute requirement and there is little reported law for guidance. Specifically, this statute provides as follows:

Minn Stat. §117.187. Minimum compensation.
When an owner must relocate, the amount of damages payable, at a minimum, must be sufficient for an owner to purchase a comparable property in the community and not less than the condemning authority's payment or deposit under section 117.042, to the extent that the damages will not be duplicated in the compensation otherwise awarded to the owner of the property. For the purposes of this section, "owner" is defined as the person or entity that holds fee title to the property.

Given the City Council role in this project, it is recommended that the City Council also consider the resolution outlining how the acquisition of the parcel owned by Mr. Wise will be handled to ensure transparency and fair treatment of all parties.

Recommendation:

Direct the City Attorney, COR Development Manager and HRA Executive Director to proceed with the negotiations on the land and building owned by Mr. Jeff Wise as outlined in the background and observation sections of this case and in the attached resolution.

Funding Source:

Funding source for the construction of the Sunwood Realignment and property acquisition is currently under review based upon discussion at the January 24th City Council meeting. Final funding plan for the project will be brought forward to the City Council in the next 30-45 days. Sources to include LCA grant fudning, TIF 14 proceeds, land sale proceeds, and undesignated reserves.

Council Action:

Approve attached resolution and direct the City Attorney, COR Development Manager and HRA Executive Director to proceed with the negotiations on the land and building owned by Mr. Jeff Wise as outlined in the background and observation sections of this case and in the attached resolution.

Attachments

Resolution

Sunwood Realignment

Parcel Exhibit

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Heidi Nelson	02/09/2012 03:43 PM
Heidi Nelson (Originator)	Heidi Nelson	02/09/2012 03:45 PM
Kurt Ulrich	Kurt Ulrich	02/09/2012 04:23 PM

Form Started By: Heidi Nelson Started On: 02/09/2012 03:04 PM

Final Approval Date: 02/09/2012

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #12-02-XXXX

RESOLUTION DEFINING PROCESS FOR ACQUISITION OF PARCEL OWNED BY M & W HOLDING COMPANY LLC – JEFF WISE (14590 ARMSTRONG BLVD NW)

WHEREAS, the City of Ramsey's Housing and Redevelopment Authority (HRA) acquired 150 acres of land in its downtown project in June of 2009, The COR at Ramsey, for which the HRA is acting as Master Developer, and;

WHEREAS, the City has entered into a joint powers agreement with Anoka County for the development of plans and specifications and eventual construction of a grade separated interchange at Armstong Boulevard and US Highway 10. Said improvement has been determined to be critical to both the safety and mobility of the public and the creation of economic development opportunities in the four quadrants around the interchange; and

WHEREAS, the HRA has authorized the preparation of plans and specifications for the realignment of Sunwood Drive necessary to prepare for the Interchange at US10 and Armstrong Boulevard and to facilitate development of retail parcels in the COR at Ramsey east of Armstrong Boulevard; and

WHEREAS, the three properties west of Armstrong Boulevard are all affected to various degrees by the current project to realign Sunwood Drive and/or the Armstrong interchange currently under preliminary design; and

WHEREAS, the HRA has directed and authorized the development team to approach three property owners on the west side of Armstrong Boulevard, as willing buyers, to discuss acquisition of their properties as part of the Armstrong Interchange and Sunwood realignment projects; and

WHEREAS, the HRA authorized and completed independent appraisals for three properties west of Armstrong Boulevard; and

WHEREAS, the parcel located at 14590 Armstrong Boulevard NW, which is one of the three impacted parcels, is owned by M & W Holding Company LLC, Mr. Jeff Wise; and

WHEREAS, the parcel located at 14590 Armstrong Boulevard NW has been determined to require complete acquisition in all viable options considered for the construction of the proposed interchange at US Highway 10; and

WHEREAS, the City Council and HRA recognize the impacts of both the Sunwood Drive realignment and the interchange at US10 will require the acquisition of the parcel located at 14590 Armstrong Boulevard NW and the two other parcels west of Armstrong Boulevard; and

WHEREAS, Mr. Wise has expressed an interest in relocating his business to The COR, which the HRA and City Council recognizes as consistent with the plans and vision of the development; and

WHEREAS, Mr. Jeff Wise is a seated City Councilmember, HRA member and EDA member in the City of Ramsey; and

WHEREAS, the HRA and City Council recognize the potential for real and/or perceived conflicts of interest in the negotiations and acquisition of the parcel owned by Mr. Wise; and

WHEREAS, the HRA and City Council desire to ensure transparency in the acquisition of the parcel owned by Mr. Wise and fair treatment of all parties.

NOW THEREFORE BE IT RESOLVED BY THE HOUSING AND REDEVELOPMENT AUTHORITY OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1) That the City Council of the City of Ramsey will utilize the valuations provided by the independent appraiser for the property owned by Mr. Jeff Wise.
2) That the City Council and the Housing and Redevelopment Authority of the City of Ramsey will commission an additional third-party technical review of the independent appraisers final report.
3) That the City Council and the Housing and Redevelopment Authority of the City of Ramsey will utilize third-party expert consultants for the determination of value for relocation benefits and fixtures.
4) That the acquisition price and related deal points will all be reviewed and approved by the City Council and the Housing and Redevelopment Authority in an open meeting and made available for public review.

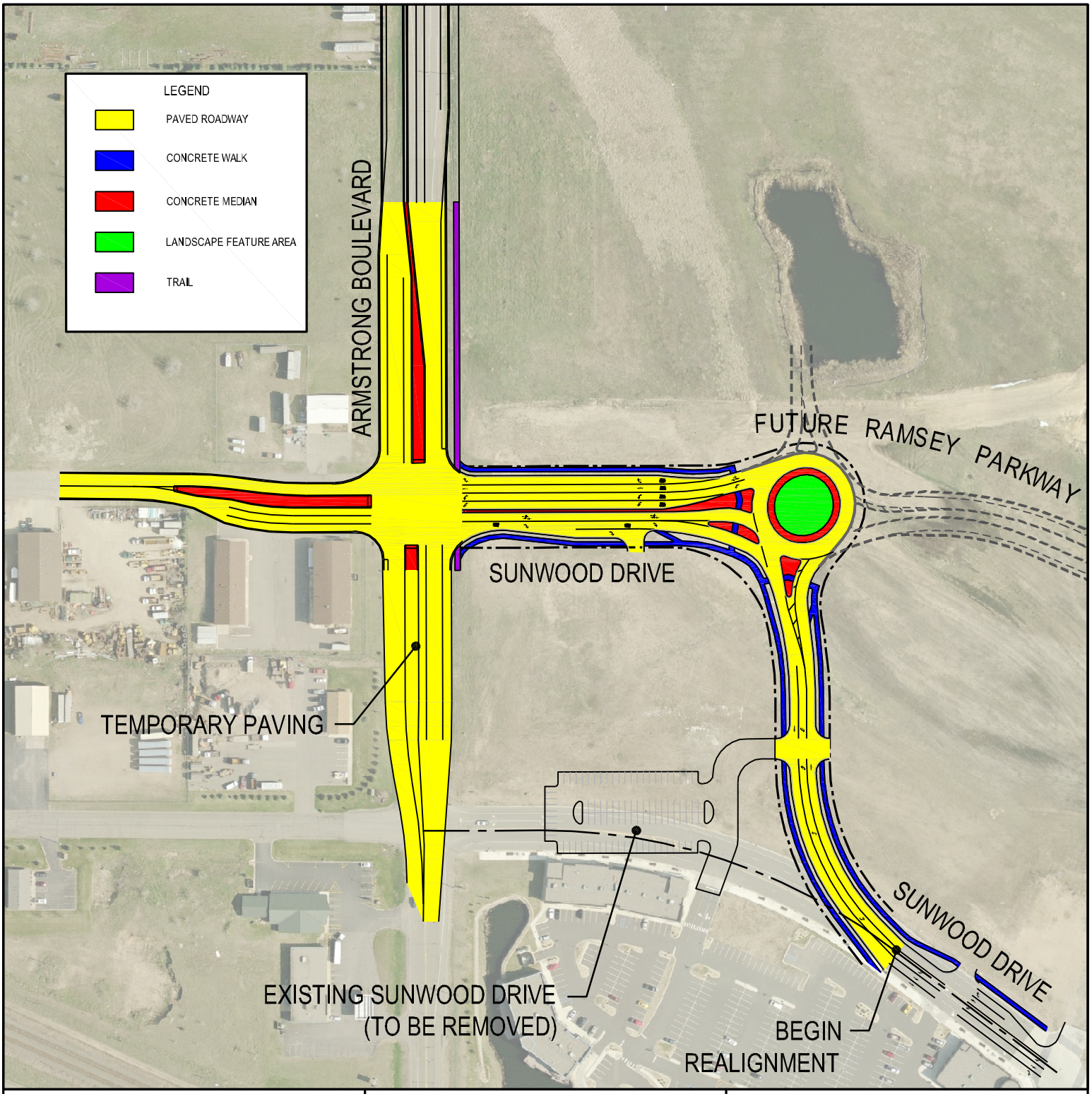
The motion for the adoption of the foregoing resolution was duly seconded by Councilmember , and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 14th day of February 2012.



City of RAMSEY

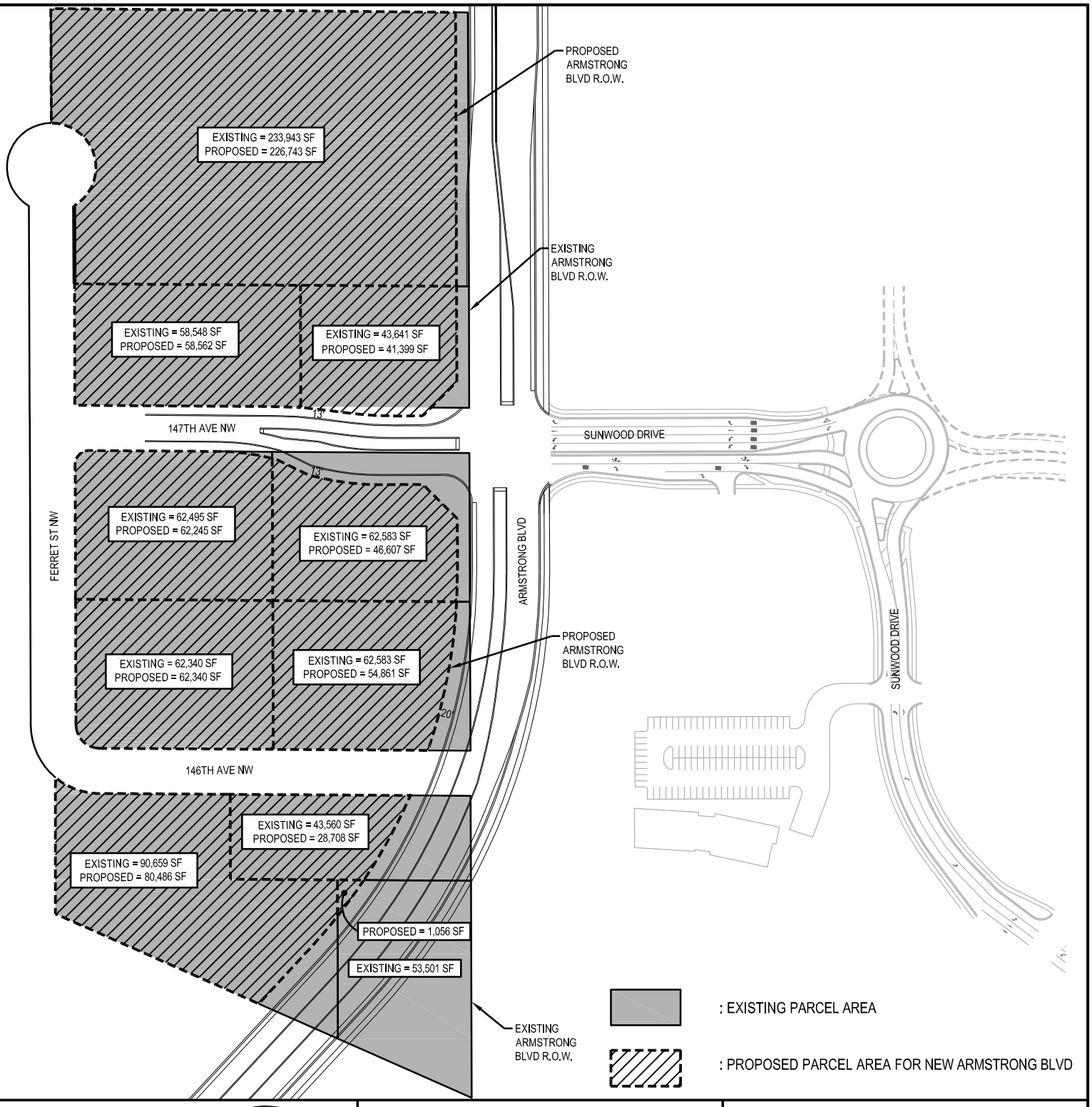
LANDFORM
From Site to Finish

NORTH

0 200

SUNWOOD DRIVE REALIGNMENT

THE COR
RAMSEY, MINNESOTA



City of RAMSEY

THE COR
RAMSEY, MINNESOTA

NORTH

0 200

LANDFORM
From Site to Finish

ARMSTRONG BLVD REALIGNMENT

PARCEL EXHIBIT