



TRANSIT IMPROVEMENT AREA DESIGNATION APPLICATION

COVER PAGE

Applicant (Public Entity): City of Ramsey

Head of Applicant Agency: Kurt Ulrich, City Administrator

Applicant Address: 7550 Sunwood Drive NW

City: Ramsey Zip Code: 55303

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SITE INFORMATION

1. Name of Transit Station (or plan/project name, if applicable):

Ramsey Station

Name of Transit Line on which the station is or will be located:

Northstar Commuter Rail

Is the transit line operational? If not, provide the expected operating date.

Yes

Station Address: 7600 Veterans Drive NW

City: Ramsey Zip Code: 55303

Acreage of proposed Transit Improvement Area: Approx. 500

If applicant is a city, what form of government is it? Home Rule Charter

Statutory City

Minnesota Legislative District Number: 35 A 35 B

(Please note: The Minnesota Legislature has a tool to look up legislative district numbers. You must have the precise address and know the zip code of the site.) Use the “Who represents me” search tool. <http://www.gis.leg.mn/OpenLayers/districts/>

2. The COR is comprised of a mix of current and proposed land uses including residential, office, retail, commercial, medical clinic, and civic/public. The employment opportunities range from service, retail medical, education and include ample opportunities for both full-time and part-time employment. A number of current residents of the TIA currently work within walking distance of existing employment opportunities include the Allina Clinic, VA Clinic, PACT Charter School, Ramsey Office Plaza, the Ramsey Municipal Center, and the Coborn’s grocery-anchored retail development. The implementation of the TIA will assist in further implementing and achieving TOD goals of a pedestrian environment with opportunities to create connections between housing, retail, and employment, thus further reducing the amount of Vehicle Miles Travelled (VMT) along the corridor. Furthermore, the TIA will assist the community in pursuing Metropolitan Council TOD grants, in which the City currently has three (3) proposals submitted.

3. Station area planning has been completed and is known as The COR Development Plan. The COR Development Plan is detailed and includes general building layout, build-to lines, streetscape design, and other design elements which are further defined in the approved COR Design Framework. The zoning for the area has been implemented.

4. See attached TIA Map.

5. As the census data (see attached) indicates, the current housing characteristics of the community is predominantly owner-occupied single-family detached homes. Since 2004, an increase in single-family attached styles such as townhomes, condos, etc. have increased to a large degree. A majority of the future growth in medium and high density residential (nearly 90%), including owner-occupied and rental opportunities, will be absorbed by the TIA. Within the TIA area, approximately 1,000 medium and high density residential units will be added to the TIA area according to the Metropolitan Council approved 2030 Comprehensive Plan for the City. According to the City's Approved Development Plan for the TIA, this will provide a rich variety of housing opportunities and diversity of housing stock ranging from work-force housing, small-lot single-family, market-rate/high-amenity apartments, and traditional townhome style living. The City approved and recently approved building permit plans for the construction of a 230 unit apartment project on approximately three (3) acres that is attached to the Ramsey Municipal Parking Ramp which also serves the Ramsey Station. Residents of this apartment project will be able to walk to the Ramsey Station through enclosed/indoor structures to further increase ridership on the Northstar Corridor.

6. A majority of the TIA will be private development including a mix of residential, commercial, and employment. Five (5) existing office and retail developments currently exist and four (4) residential developments exist within the boundaries of the TIA. Existing public improvements within the TIA include the Ramsey Municipal Center (City Hall, Police Department, Anoka County License Center), The Draw (park and recreation space including public amphitheater) as well as a network of roadway and sidewalk/trail systems.

Commercial	33%
Residential	23%
Park and Open Space	9%
Office	32%
Civic	3%

7. The TIA currently provides a network of pedestrian improvements including public plazas, ten (10) foot wide sidewalks, future regional trail connections (including pedestrian overpass over the railroad tracks and Highway 10). The City is working on an overall signage package for the TIA including pedestrian wayfinding signage. An important component of the development is the network of 'green' systems which is the connection of public recreation and open space opportunities. A key linkage for these systems is Ramsey Parkway, a distinct street design that provides these pedestrian and open space amenities and connections. The green system is an important piece of this high-density development in providing these recreation and open space opportunities.

8. The TIA development promotes higher density development by requiring densities up to 15 units/acre for low and medium density developments and densities of over 15 units per acre of high-density developments. Overall, with the inclusion of minimum Floor Area Ratios (FAR), the overall COR development plans for an average density of 15 units per acre. Those densities are much higher in the areas surrounding the rail station.

	2012 / Current Est.	2030 / Future Projection	Percent Change
Transit Improvement Area Population	652	2,997	+460%
Total number of permanent FTE jobs within Transit Improvement Area	100	1,500	+1,500%
Total number of housing units within Transit Improvement Area	229	1,110	+485%

9. The City of Ramsey has promoted transit ridership with the intent to increase ridership to the regional system through a variety of ways. Most notably, with assistance of a Congestion Mitigation and Air Quality (CMAQ) grant, the City was able to implement a pilot transit opportunity for the TIA. For a number of years, the City has operated the Ramsey Star Express, an express commuter coach service with direct service to Downtown Minneapolis. For the past two (2) years, the City has operated the service without the assistance of the CMAQ grant.

FEASIBILITY

10. What is the anticipated cost of implementing the Transit Improvement Area plan? Do not include costs associated with building or operating the transit station or transit service.

The exact costs have not been determined yet, however, the City has identified the following project costs: \$5.35 million for the Sunwood Drive Realignment Project; \$1.5+ million for the Hwy 10 Pedestrian Overpass; \$30 million for the new Hwy 10/Armstrong Blvd Interchange; Other costs yet to be determined are local improvements and park enhancements.

11. In the following tables, please illustrate the anticipated sources and amounts for financing the Transit Improvement Area project. Include funds that you have received, anticipate receiving or plan to request. Do not include funding sources for building or operating the transit station or service. (Insert additional rows as needed.)

Local Public Funds Source	Dollar Amount	Intended Use of Funds	Date Applied	Date Secured
Anoka County Regional Rail Authority	\$1.7 million	Sunwood Drive Realignment		2011

MnDOT LRIP	\$500,000	Sunwood Dr. Realignment	2/15/12	2/23/12
Tax Increment Financing	\$500,000	Sunwood Dr. Realignment	2/28/12	2012

Private Funds Source	Dollar Amount	Intended Use of Funds	Date Applied	Date Secured
Flaherty & Collins	\$22 million	230 Unit Apartment Complex adjacent to Northstar Station and Muncipal Parking Ramp		2/28/12

Regional, State & Federal Funds	Dollar Amount	Intended Use of Funds	Date Applied	Date Secured
Met Council TOD	\$1,950,000	Sunwood Dr. Roadway; Pedestrian Overpass; Center Street	2/15/12	Pending
MnDOT LRIP	\$500,000	Riverdale Drive	2014 App	N/A

12. Please describe the Transit Improvement Area’s linkages to existing and proposed local, regional, and state transit systems. If available, include maps that illustrate these linkages.

Skyway, Hwy 10 Pedestrian Overpass, Network of State, County & Local Roadways.
City is seeking to develop local roadways with pedestrian facilities.

COMMUNITY DEVELOPMENT

13. Transit Improvement Area plans with a residential component must propose a minimum of 12 residential units per acre or a density bonus that allows for an increase in the number of residential units over what it permitted by the underlying zoning.

44 Acreage of Transit Improvement Area

1,400 Estimated Number of Residential Units

31 Number of Units per Acre

Provide a brief description of how the number of housing units was determined. In addition, please describe the density bonus if applicable.

The calculations included residential areas with The COR only and excluded areas south of Hwy 10.

Residence at the COR = 76 units per acre

Suite Living = 44 units per acre

14. Provide a description of the variety of housing types (ie. single-family, townhouse, condominium, etc.) and tenure (ie. rental, owner-occupied) currently present within the Transit Improvement Area. Include information pertaining to housing appropriate for low-income persons, disabled persons and senior citizens and provide the market values or rental rates for each housing type. How will the implementation of the Transit Improvement Area plan alter the variety of housing by 2030?

90% Multi-Family Housing; 10% Single Family Housing.

Suite Living (Assisted Living/Memory Care) with 85 units is scheduled to begin in 2012.

The City has received several workforce housing proposals.

15. Please describe any proposed green spaces or public places to be developed in the Transit Improvement Area.

Lake Ramsey, the Municipal Plaza, The Draw & Amphitheater, Mississippi River Skyway