

City of Ramsey
Agenda
Economic Development Authority (EDA)
Thursday August 13, 2015
7:30 am
Lake Itasca Room, 7550 Sunwood Drive NW

- 1. Call to Order**
- 2. Approve Agenda**
- 3. Approve Minutes**
 1. Approve the Following Meeting Minutes:
 - 1) EDA Regular Meeting - July 9, 2015
- 4. EDA Business**
 1. Dedicated Networks: Consider Resolution in Support of Minnesota Job Creation Fund Application For a Proposed Facility Expansion at 14000 Unity St NW
 2. CBRE Updates, Pricing Table, Advertising Plan, and Restaurant Discussion (Portions may be closed to the Public)
 3. Consider Supporting 1st Annual Anoka County Broker/ Developer Event
 4. Review Future Business Park Infrastructure Analysis Preliminary Report
 5. 2016 Proposed EDA Budget & Levy
 6. Review Comparison Document of The COR Development Plan and Original Ramsey Town Center Master Plan Prepared by the Planning Commission
- 5. Member/Staff Input**
- 6. Adjournment**

Economic Development Authority (EDA)

3. 1.

Meeting Date: 08/13/2015

By: Jo Thieling, Administrative Services

Title:

Approve the Following Meeting Minutes:

- 1) EDA Regular Meeting - July 9, 2015

Purpose/Background:

Purpose: The purpose is to approve the meeting minutes for the EDA meeting held the prior month.

Background: The meeting minutes are attached for review and approval.

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Action:

Motion to approve the following EDA meeting minutes:

- 1) EDA Regular Meeting - July 9, 2015
-

Attachments

EDA Mts 07 09 15

Form Review

Form Started By: Jo Thieling
Final Approval Date: 07/24/2015

Started On: 07/24/2015 04:00 PM

**ECONOMIC DEVELOPMENT AUTHORITY
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA**

The City of Ramsey Economic Development Authority (EDA) conducted a regular meeting on Thursday, July 9, 2015, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Jim Steffen
 Member Brian Burandt
 Member Philip Brunt
 Member Glen Hardin
 Member Chris Riley
 Member Wayne Skaff
 Member Kristine Williams

Members Absent: None

Also Present: Patrick Brama, Econ. Dev. Mgr/Assistant City Administrator
 Tim Gladhill, Development Services Manager
 Kurt Ulrich, City Administrator

1. CALL TO ORDER

Chairperson Steffen called the Economic Development Authority meeting to order at 7:30 a.m.

2. APPROVE AGENDA

Motion by Member Hardin, seconded by Member Skaff, to approve the agenda.

Motion carried. Voting Yes: Chairperson Steffen, Members Hardin, Skaff, Brunt, Burandt, Riley, and Williams. Voting No: None. Absent: None.

3. APPROVE MINUTES

3.01: Approve Meeting Minutes Dated June 4, 2015

Motion by Member Skaff, seconded by Member Hardin, to approve the June 4, 2015, minutes as presented.

Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Hardin, Brunt, Burandt, Riley, and Williams. Voting No: None. Absent: None.

4. EDA BUSINESS

4.01: Consider Multiple Actions Related to a Potential Life Fitness Expansion and Redevelopment Project

Economic Dev. Mgr/Assistant City Administrator Brama presented the staff report.

Mr. Jason Aarsvold, Ehlers and Associates, and Mr. Mike Mulrooney were at the meeting to answer questions.

Mr. Mulrooney stated there were a few items to consider as it relates to Ramsey. On the TIF side, they need to determine if there is a public purpose for this type of financing. In this case, they are removing blight within the community and that is key to the test of it being a public purpose. This project meets all of those requirements. Under MN law today, they have to deal with the issue of business subsidy and whether or not this business meets that test. The City of Ramsey has their own business subsidy policy and there are four components they need to look at. One is the “but-for” test and without some form of assistance, no business would undertake that project without help. There are a number of costs incurred that are extraordinary with the property and this does meet the “but-for” test.

Mr. Mulrooney stated the second component relates to wages, which must meet paying at least 70 percent of the median wage for the Metro Area. The median wage is \$20.46/hour, which would mean they would have to pay \$14.34/hour for this project and this project will pay over \$16.00/hour. This meets the wage policy. The third component is economic feasibility and this company can take on the responsibility. The City does not have any concerns. The last component is whether the business is in compliance with the business subsidy act of MN and this project does meet that test.

Chairperson Steffen asked if the blight was not on the piece of land would that take the key ingredient out and not make TIF an option. Mr. Aarsvold stated they chose this type of District because of the situation on the ground out there. They talked about a redevelopment district that required more than fifty percent of the buildings to be considered substandard. But because there are only two buildings, one believed to be substandard, it is not more than fifty percent but the removal and renovation is required at thirty percent of the buildings be substandard. He stated they can create the 16 years of increment because the building is considered substandard. If it did not qualify they could still consider that type of district, only with fewer years of tax increment.

Chairperson Steffen asked if they have given any indication when phase two would begin. Economic Dev. Mgr/Assistant City Administrator Brama thought it would be in a year or two.

Chairperson Steffen asked if the demolition would occur immediately after purchase. Economic Dev. Mgr/Assistant City Administrator Brama indicated it was their hope to do that.

Member Riley asked if the value of the old building would remain even if demolished. Mr. Aarsvold explained how they figure the assessment for the TIF District. He stated even if they

were to demolish the property they still need to use the higher base value. Member Riley stated in the short term the City gets an expansion and a cleanup of the site and in the future an expansion on that site as well.

Chairperson Steffen stated he saw no reason not to begin the process because he thought Healthquest was one of the last eyesores in the City and Life Fitness is one of the largest employers in the City.

Motion by Member Skaff, seconded by Member Burandt, to recommend to the City Council adopt Resolution #15-07-171 to call for a public hearing on August 25, 2015, to modify Development District 1, create TIF District 15, and award a business subsidy; to recommend City Council adopt Resolution #15-07-172 declaring the City of Ramsey's support of applying to the State of Minnesota Department of Employment and Economic Development Job Creation Fund program; to direct Staff to accept a business subsidy application from Life Fitness and begin underwriting; and, recommend the City Council execute the LHB contract for State required TIF District analysis; subject to review and amendments by the City Attorney

Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Burandt, Brunt, Hardin, Riley, and Williams. Voting No: None. Absent: None.

4.02: Review Future Business Park Infrastructure Analysis Preliminary Report

Economic Dev. Mgr/Assistant City Administrator Brama presented the staff report.

Representatives Kevin Kielb and Brian Nemeth from Bolton & Menk made a presentation to the EDA.

Chairperson Steffen thought the presentation was well done and what was needed to move the project move forward. He only wondered how they can compete with a city adjacent to them that is almost giving land away and thought this was something they needed to address.

Member Riley thought this was exactly what they needed. If they add up the phases it comes to \$6.4 million and he wondered if this made sense in thinking this is where they would end up. Economic Dev. Mgr/Assistant City Administrator Brama stated a lot of the costs are covered through development fees. He stated the next question is how they will pay for it. Staff knew this would be expensive and be in the millions and he thought this could be a challenge to overcome.

Chairperson Steffen asked if the amenities needed to be installed before companies will look at this area. Mr. Kielb stated they have a little bit of advantage because they work in other communities and can find out what the other communities are doing. He stated they have to understand what developers are looking for and are saying about other cities and go from there. There is a lot of the infrastructure in place already. He stated they will need to work back and forth between developing and paying for the infrastructure. He thought the first phase was good to go and they could hold off on developing the other phases because he did not think they would need all of the road improvements at this time.

4.03: Business of the Year

Economic Dev. Mgr/Assistant City Administrator Brama presented the staff report.

Member Riley thought having a long list and short list is a little too structured. Economic Dev. Mgr/Assistant City Administrator Brama stated the short list has stayed the same and they do roll over candidates from the previous year.

Chairperson Steffen nominated Bolton & Menk because they were one of the first businesses within the COR in 2006. He thought they have done a lot for the City and work well with the City.

Member Skaff nominated Allina because they are a major business within the community and they draw people to the COR. Member Hardin seconded the nomination for Allina.

Member Burandt nominated Zero Zone because they have been a strong partner with Connexus Energy and have been a good business partner.

Chairperson Steffen asked if the EDA has a criteria for the businesses. Economic Dev. Mgr/Assistant City Administrator Brama indicated the criteria are the four questions they sent to the businesses to answer.

Member Brunt concurred with nominating Allina. Member Riley seconded the nomination for Bolton & Menk. Member Williams thought all of the businesses were fine options and she really appreciated what was discussed about Allina in the previous year. She voted for Allina.

The EDA majority concurred to select Allina as the 2015 EDA Business of the Year and direct staff to bring back a case to refresh the larger nomination pool.

Economic Dev. Mgr/Assistant City Administrator Brama asked if there was anything they should add or change to the criteria for next year. Chairperson Steffen stated he would like them to look at community involvement, find a way to score the businesses. He thought they should look at refining this for next year.

Member Williams thought the long list attached is from 2011 and contains several businesses that have already been awarded the Business of the Year designation. She thought it would be helpful to have the last few year's businesses and she would also like to see who the sponsors for the Draw summer event series were. She indicated she liked the questions and giving the businesses the opportunity to answer them. Member Skaff would like to see who the sponsors were at Happy Days as well.

4.04: EDA Updates

Economic Dev. Mgr/Assistant City Administrator Brama presented the staff report.

- Purchase Agreements
 - Casey's
 - PSD LLC
 - GS Land
 - Common Bond
 - 24 Restore
- Prospects
 - Dominion Development
 - Life Fitness
 - 24 Restore
 - Dedicated Networks (possibly a July 30th special EDA meeting)
- Annual Golf Tournament
- Highway 10 Business Advocacy Group, Emmer Visit
- RALF Requests
- COR Signs
- CBRE, multiple items
- EDA Performance Measurements

5. MEMBER / STAFF UPDATE

The EDA reviewed the Staff Update.

City Administrator Ulrich updated the EDA on items happening in the City.

Member Skaff indicated he has seen temporary signage for the Armstrong construction and he wondered if any business has given any indication of a loss of business due to Armstrong being closed. City Administrator Ulrich stated he spoke to Coborn's and they indicated business has been flat which is good. He indicated they tried to sign as best as possible.

Member Skaff asked if construction has been on schedule. City Administrator Ulrich indicated it has been and the weather has been cooperating.

Member Hardin stated as it relates to the Life Fitness case, there was a proposal from LHB and he talked to staff about having the City Attorney review some of the language in the Contract and he wanted to make sure that was going to happen. Economic Dev. Mgr/Assistant City Administrator Brama stated the updated motion did include a review of the amendments by the City Attorney.

6. ADJOURNMENT

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

Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Hardin, Brunt, Burandt, Riley, and Williams. Voting No: None. Absent: None.

The regular meeting of the Economic Development Authority adjourned at 9:01 a.m.

Respectfully submitted,

Kurtis G. Ulrich
City Administrator

ATTEST:

Patrick Brama
Econ. Dev. Mgr/Assistant City Administrator

Draft by Sue Osbeck
TimeSaver Off Site Secretarial, Inc.

Economic Development Authority (EDA)

4. 1.

Meeting Date: 08/13/2015

Submitted For: Patrick Brama, Administrative Services

By: Patrick Brama, Administrative Services

Title:

Dedicated Networks: Consider Resolution in Support of Minnesota Job Creation Fund Application For a Proposed Facility Expansion at 14000 Unity St NW

Purpose/Background:

PURPOSE:

Consider Resolution in support of Dedicated Networks to apply for Job Creation Fund dollars through the State of Minnesota.

BACKGROUND

Dedicated Networks, Company

Dedicated Networks, Inc. is a quickly growing family owned corporation that sells new and used networking and computer products, with a specialization in Cisco and Juniper equipment. Please see attached Job Creation Fund (JCF) application, or the following link, for additional background information:
<http://www.dedicatednetworksinc.com/about-us/>.

Dedicated Networks, Facility

Dedicated Networks is currently located on a 3.51 acre parcel at 14000 Unity Street NW in Ramsey. They would like to expand their existing 25,000 square foot building by 20,000 square feet (total 45,000 square feet). Please see attached JCF application additional background information.

Minnesota Job Creation Fund (JCF)

The State of Minnesota, Department of Employment and Economic Development, has indicated this proposed project would qualify for JCF dollars. JCF awards are provided based on two performance measurements: (1) job creation and (2) capital investment. The first step in this process is to apply--attached is an application (purpose of this case). It should be noted, private businesses cannot directly apply for DEED incentives. DEED requires a local municipality to apply on behalf of the benefiting business. For more information on the State JCF program, please visit this link: <http://mn.gov/deed/business/financing-business/deed-programs/job-creation-fund.jsp>.

Notification:

Notification is not required at this time.

Observations/Alternatives:

The proposed Dedicated Networks expansion has the following benefits for the City of Ramsey to consider:

- business retention
- nearly double size of facility that currently pays about \$20,000 in total property taxes
- retain 62 full time equivalent jobs
- create 30 new jobs by December 2017

Preliminary Development Review

Prior to the current financial request, Dedicated Networks, through its contractor, has been working with City Staff on development review. The site is located within the E-1 Employment District which is intended to accommodate general industrial activities. Based on the information submitted thus far, it appears that the proposed expansion

shall comply with the bulk standards (setbacks, minimum parking, building height, etc.) and design standards. The proposed expansion appears to qualify for the City's new Administrative Site Plan Review process recently adopted by the City Council.

Based on a very conceptual site plan, it appears that the proposed expansion can meet the minimum standards of the zoning code. Staff is also confident that the proposed expansion will be able to meet the required provisions of the Minnesota State Building Code; however final analysis will not be completed until an Application for Building Permit is submitted (a standard process). As it relates to civil engineering design (grading, stormwater, utilities), a civil engineering plan set has not yet been submitted to the City for review. The concept plan identifies multiple infiltration areas, but Staff does not have sufficient data at this time to make a final determination. There will likely need to be some changes to the grading plan to comply with applicable stormwater provisions.

Funding Source:

State of Minnesota

Recommendation:

MOTION TO:

Recommend City Council adopt Resolution #15-08-195 declaring the City of Ramsey's support of applying to the State of Minnesota Department of Employment and Economic Development Job Creation Fund program.

NOTE: staff expects a Ramsey Revolving Loan Fund application for this project to come before the EDA in September. Dedicated Networks is currently completing their application. Mike Mulrooney, with ACG, will be underwriting said application; and his recommendation will be included.

Action:

MOTION TO:

Recommend City Council adopt Resolution #15-08-195 declaring the City of Ramsey's support of applying to the State of Minnesota Department of Employment and Economic Development Job Creation Fund program.

Attachments

[Reference Map](#)

[Resolution 15 08 195 Support of Business Applying to the Job Creation Fund](#)

[DEED Job Creation Fund JCF Info](#)

[JCF Application](#)

[Concept Plan](#)

[Sources Uses](#)

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	08/03/2015 01:33 PM
Patrick Brama	Patrick Brama	08/03/2015 02:10 PM
Tim Gladhill	Tim Gladhill	08/05/2015 08:56 AM
Kurt Ulrich	Jo Thieling	08/05/2015 10:36 AM
Form Started By: Patrick Brama		Started On: 08/03/2015 10:44 AM
Final Approval Date: 08/05/2015		

Dedicated Networks Reference Map



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

**CITY OF RAMSEY
ANOKA COUNTY, STATE OF MINNESOTA**

RESOLUTION #15-08-195

**RESOLUTION DECLARING THE CITY OF RAMSEY’S SUPPORT OF APPLYING
TO THE STATE OF MINNESOTA DEPARTMENT OF EMPLOYMENT AND
ECONOMIC DEVELOPMENT JOB CREATION FUND PROGRAM**

WHEREAS, the City of Ramsey, Minnesota (the “City”), desires to assist Dedicated Networks Incorporated, a Domestic Business Corporation, which is proposing to construct an expansion facility in the City; and,

WHEREAS, the City of Ramsey understands that Dedicated Networks, through and with the support of the City, intends to submit to the Minnesota Department of Employment and Economic Development an application for an award and/or rebate from the Job Creation Fund Program; and,

WHEREAS, the City of Ramsey held a city council meeting on August 25, 2015 to consider this matter.

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

After due consideration, the Mayor, City Council, and City Administrator of the City of Ramsey, Minnesota, hereby express their approval of the project proposed by Dedicated Networks and its application for an award and/or rebate from the Job Creation Fund Program.

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

XXXXXXXX

and the following voted against the same:

XXXXXXXX

and the following abstained:

XXXXXXXX

and the following were absent:

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

XXXXXXXX

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 25th day of August, 2015.

Sarah Strommen, Mayor

ATTEST:

Jo Ann M. Thieling, City Clerk

Job Creation Fund Benefits Explained

If you are considering Minnesota for expansion, the Minnesota Job Creation Fund Program (JCF) can provide financial benefits to facilitate the project. JCF is a pay-for-performance program that provides financial benefits after job creation **and** capital investment thresholds have been met. Once a business is approved as a JCF business, it receives an Award Letter from DEED noting the projected award benefit which is based on the best case scenario as defined in the application. This scenario considers only the eligible capital investment and job creation that occurred on or after the date the business is approved as a JCF business.

Once a business meets the \$500,000 capital investment **and** 10 full-time job creation thresholds, it is eligible to request JCF benefits using a *JCF Report Form*. This document will help businesses understand the information needed to receive the JCF benefits. If the project is considered a retention project or a Mega Project, please contact JCF program staff due to the unique project requirements.

Capital Investment Rebate

What costs are eligible for a Capital Investment Rebate?

A qualified Minnesota JCF Business is eligible for a capital investment rebate on the purchases and services used for real property (i.e., fixed property and generally not furniture, fixtures or equipment) improvements. The rebate applies to purchases made by the qualified Minnesota JCF business or a contractor hired to perform work or services at the project location.

Expenditures made by a third-party business (e.g. tenant improvements) are eligible only if expenditures are reimbursed directly by the qualified JCF business as they are paid. The capital investment rebate **does not** include costs associated with acquiring real property.

Eligible costs are construction materials, services, and supplies used for or consumed in the project generally include:

- A. Building construction costs
- B. Construction labor & materials
- C. External Site Preparation when property is owned by the JCF business, related parent company or lease to own.
- D. Real property tenant improvements in leasing scenarios
- E. Rehabilitation / Remodel
- F. Eligible soft costs directly related to construction like architect and engineering fees

Depending on the ownership of the property and JCF business, actual eligible costs may vary and other requirements may apply:

- For businesses that have a **related parent company that will own 100% of the building**, the business must provide a long-term lease in addition to other legal documents noting the related relationship between the lessor and lessee.
- For businesses with **lease to own agreements**, the transfer of ownership to the JCF business must occur within one (1) year following the issuance of the final certificate of occupancy is obtained on the project. Situations that transfer ownership after this date will be considered a lease scenario.
- For businesses **leasing an entire building** from an unrelated party, a copy of the executed lease demonstrating the real property improvements associated with the recipient's occupancy as a paid line item within the lease agreement. Only the real property improvements paid by the JCF business within the JCF contract term will be eligible for rebate. The building shell and external site improvements are not eligible.
- For businesses **leasing a portion of a building** from a related or unrelated party, a copy of the executed lease demonstrating the real property improvements associated with the recipient's occupancy as a line item within the lease agreement. Only the real property improvements paid by the JCF business the JCF contract term will be eligible for rebate. Common areas used by multiple tenants are ineligible for capital investment rebate.
- For leasing scenarios, expenditures related to the JCF occupancy are eligible once they are paid by the JCF business as an upfront expense or periodically through such contractual documents as a lease. Any costs paid by the JCF business after the JCF term is complete are ineligible for a rebate.

How to Document Capital Investment?

To access JCF capital investment benefits, the JCF business must submit the proper documentation to DEED including the *JCF Report Form* and supporting documents. The business must provide:

- A. Sworn Construction Statement
- B. Copies of invoices for "Eligible Soft Costs"
- C. AIA Certificate of Substantial Completion (Form G704)
- D. Certificate of Occupancy issued by the local municipality
- E. Other documents may be necessary depending on the nature of the project and documents submitted.

Job Creation Award

What jobs are eligible for an award?

A qualified Minnesota JCF Business is eligible for an **annual** award for each new job **created** and **maintained** by the business at the project site. For a NEW full-time Employee position to be considered **eligible** for a payment in a given 12-month period, it **must** meet the following:

- A. The NEW full-time Permanent position did not exist prior to the JCF award and is filled by an employee who began work in the position at the Project Site on or after the Benefit Date (i.e., not a contracted employee) and is scheduled to work at least 2,080 hours.
- B. Full-time Employees may include NEW positions that are filled by staff that worked:
 - 1,040 or fewer hours annually for the JCF business prior to full-time employment, or
 - full-time for the JCF business outside Minnesota but the position was transferred to the JCF site. Jobs relocated to the site from other JCF business Minnesota locations are not eligible.
- C. The JCF business must maintain the NEW full-time permanent position for a minimum period of not less than one (1) year to receive the annual award. Any NEW full-time permanent position vacant for more than 90 days during the reporting year is not eligible for a rebate.
- D. Employee must be paid total compensation of at least \$12.61 per hour, adjusted annually on January 1 as of the reporting date (\$12.82 in 2016). This number equates to 110% of the federal poverty level of a family of four as determined by the U.S. Health and Human Services Department. The benefits in addition to wages that include statutory required benefits as FICA, unemployment insurance and workers' compensation.
- E. All new jobs generally must be in addition to existing job totals in Minnesota. New job creation will be compared to pre-JCF base employment levels noted in the Business Subsidy Agreement.

What are the wage requirements for the different award levels?

As of January 1, 2015, the award schedule for these NEW full-time employee positions is as follows:

2015 Annual Total Cash Wage	2014 Annual Total Cash Wage	Award Schedule
\$26,335 - \$35,450	\$26,000 - \$35,000	\$1,000
\$35,450 - \$45,579	\$35,000 - \$45,000	\$2,000
\$45,579 +	\$45,000 +	\$3,000

*Cash Wage means the hourly cash wage the employee is paid.

How to Document the Job Creation?

JCF businesses need to submit the *JCF Report Form* and necessary company payroll records to document timing and compensation of the NEW full-time employee positions to receive an award. Each job has been in place and filled for at least one (1) year since the business received Minnesota JCF designation. DEED may also request additional information as deemed necessary by DEED.

Thank you for expanding in Minnesota. Please call Emily Johnson (651-259-7450) or Tom Washa (651-259-7483) if you have any questions about the Job Creation Fund program.

PART A – Business Description. Describe the business and its major activities. Please include the following information:

1. Business overview and company history and ownership - include organizational structure, parent company and any affiliates

Jerry and Paul Cullen are a father-son team who started Dedicated Networks, Incorporated (DNI) out of their home in Coon Rapids, Minnesota in 2005. Dedicated networks is a successful new/used IT hardware solutions provider/distribution center which sells new and used networking and computer products, with a specialization in Cisco (65% of sales) and Juniper Networks (19%) equipment. They purchase equipment from sellers across the globe that are seeking to convert IT assets into cash. They test and restore the equipment, and sell individual parts in the secondary market to resellers and end users.

They carry additional manufacturer's equipment (15%) including, but not limited to: Foundry/Brocade, HP, Extreme, Dell/Force10, Avocent, Voltaire, Netgear, Arista and Linskys. Their solutions include distribution, asset management (recycling (1%), audit, HDD shredding), maintenance, repair and configuratin/troubleshooting.

While their industry is very high-tech, they pride themselves in doing business the old-fashioned way; working hard to earn their customers' business, and working to maintain and foster long-term relationships.

DNI is an S-Corp, owned 50/50 by Jerry and Paul Cullen. While this family owned business has only been in business for ten years, it has grown significantly in size and number of employees.

In 2009, they moved to a 5,800 sq.ft. facility in Anoka; by March of 2012, they had 15 FTEs. In April of 2012, they moved to their current 24,928 sq.ft. facility in Ramsey, Minnesota. In August of 2013, their employee count doubled to 33 FTEs, and today they have 62 FTEs and 7 PTE.

To accommodate this growth, they are looking to nearly double their facility, by expanding their current facility by 19,456 sq. ft. Upon expansion, they anticipate hiring a minimum of additional 30 FTE, averaging \$18.54/hr with an average hourly benefit rate of \$1.23.

Paul and Jerry also own a property management company, Dedicated Property Management, LLC (DPM). DPM owns their current property and building, leasing it to DNI.

2. Product or industry outlook for the JCF project

The outlook for the computer and networking industry is exceptional, thus supporting DNI's proposed expansion. Computers have exploded throughout America and the world over the past 30 years; from 2,000 units shipped in 1960 to 900,000 in 1980 to 7 million in 1990 to over 15 million by 2003. Computer maintenance and repair is an imperative sector in the computer industry, as well as the ability for computers to be 'connected'. Networking is an essential

feature of any modern computer system.

During the past 10 years, the industry has increasingly focused on manufacturing internet protocol-based telecommunications and networking equipment. The global computer networking equipment industry generates more than \$10 billion in revenue a year.

COMPETITIVE LANDSCAPE

The industry is characterized by a low-level of market share concentration, with the four largest players accounting for 22.2% of industry revenue. Concentration has increased over the past five years due to a significant increase in the number of broadband internet connections, causing internet service providers to demand more networking equipment from industry players. Major companies include Cisco Systems, Hewlett-Packard, Alcatel-Lucent, Celestica, and Juniper Networks. Successful businesses in the industry have effective quality control, offer a product range that anticipates changes in future technology, have alliances with contacts in key markets, and demonstrate superior financial management and debt management.

DEMAND DRIVERS

Market demand for networking products is driven by rapid technological advances, the number of broadband connections, aggregate private investment and corporate profits. Large companies have advantages in broad service offerings and global reach, which give them the ability to provide outsourcing services to corporate customers. Small companies can compete effectively by specializing in market niches or by partnering with larger firms that want to broaden their mix of services.

Demand for industry products has fluctuated during the past five years. For instance, during the recession in 2009, consumers had less per capita disposable income and private corporations reduced investments, thus causing revenue to decline by 30.1%. Additionally, consumer demand for foreign products increased, thereby harming sales for several domestic manufacturers. Revenue is expected to grow 1.1% in 2013 due to increases in private investment and the number of Americans acquiring broadband connections.

INDUSTRY OUTLOOK

Stronger internet connections have changed the way individuals work, communicate and consume media. In urban and suburban areas, high-speed internet access is becoming increasingly common, and internet service providers (ISPs) have had to invest in their networks to keep pace with rapidly increasing internet traffic. As a result, industry players have experienced increasing demand for networking equipment from downstream ISPs that are expanding their internet infrastructure. IBISWorld estimates that the number of broadband internet connections has increased significantly over five years to 2013, at an annualized rate of 17.5% to 263.3 million.

At the same time, consumer electronics manufacturers are beginning to sell internet-ready televisions and other devices that allow users to gain access to web-based content in their living rooms and on the go. The rapid introduction of broadband-enabled devices has the potential to increase the strain on broadband networks and will require more investment in its infrastructure, benefiting industry manufacturers. In addition, the industrial networking

equipment that ISPs and other telecommunications carriers demand is quite expensive and provides industry players with higher margins.

Overall, during the five years to 2018, revenue is forecast to rise at an annualized rate of 2.9% to \$11.2 billion, including 3.6% growth in 2014. Global competition, technological innovation, and the commoditization of production components will continue to drive down the price of low-end communications equipment over the next five years, and industry participants will have to contend with lower-priced imports, particularly at the low end of the market. The number of broadband connections in the United States is expected to grow 5% per year to 336 million in 2018. Carriers are migrating to next-generation, internet protocol-based networks that can simultaneously deliver voice, video and data services. These networks will eventually allow services to be provided at low and often flat prices over any medium. The shift toward these networks will continue to drive telecommunications carriers to purchase more powerful routing and switching equipment to handle exponential growth in network traffic. As a result, the industry is expected to experience stronger demand for industrial routing and switching equipment over the next five years.

Information in this section was taken from the IBIS World Industry Report; telecommunication networking equipment in the United States, NAICS 33421.

DNI's sales demonstrate and support the industry; they have grown at an average annual rate of 41% for the past four years and are projecting the same growth over the next three years.

3. Total projected sales for the JCF project both inside and outside of Minnesota

Below is an outline of recent and projected sales for DNI:

- 2014: \$16 million
- 2015: \$21 million
- 2016: \$27 million
- 2017: \$34 million

Approximate current sales to MN customers is 20%.

4. Estimated sales to Minnesota customers that replace purchases from outside Minnesota. **Upon DNI's expansion, they anticipate an additional 5% of MN sales to replace purchases currently outside of MN.**
5. Markets (local, statewide, national, international) along with their respective percentage to total sales and the customers served
DNI retains a customer base of more than 750 clients, including brokers and resellers (94% of sales in 2013), end users (5%) and recyclers (1%). Customers are located in the United States (80%) and internationally (20%).
6. **Being located in MN since the company's inception, the company gives back locally through actively participating in Feed My Starving Children, a non-profit organization which empowers volunteers to pack meals for the malnourished in nearly 70 countries. The company participates annually in Tough Mudder, 10-12 mile endurance event that includes military-**

style obstacle courses. Participants in this event raise money which is donated to the Wounded Warrior Project, a charity and veterans service organization that offers programs, services and events for veterans of the military actions following the events on 9-11-01. Finally, DNI employees participate annually in the Autism 5k Run/Walk, raising money for Children with Autism Deserve Education (CADE).

7. Attach two years of historical financials (Profit & Loss/Balance Sheets/Income Statement/Cash Flow Statement) and financial projections

Attached

PART B – Project Description. Describe the project for which JCF funds are being requested. Please include the following information:

8. Provide details for the project for which JCF funds are being requested. Discuss topics such as square footage increase, lease vs ownership, new construction vs renovation or leasehold improvements, etc.

DNI is proposing a \$1.2M expansion project to nearly double the size of their facility. They are looking to expand their current facility by 19,456 sq. ft, and purchase approximately \$195,000 in new equipment, including a forklift, pallet racking, cubicles and computers. Total cost of their expansion with site improvements and equipment is \$1,375,955.

9. Describe how the JCF project will strengthen and/or diversify the local or Minnesota economy.
This project will strengthen the local economy through increased tax base, the retention of 62 FTE and 7 PTE well-paying jobs, and the creation of a minimum of 30 new full-time employees, paying an average of \$18.54. This project will keep a family owned, Minnesota based company in the state; with over ten years in Ramsey, MN, the company would like to continue to grow, create jobs and contribute to the local economy.

10. Describe any local government assistance for the JCF project (e.g., city loan, abatement, TIF, etc,) and comment on dollar amounts and/or general information on any city projects related to this project.

DNI is working with the City of Ramsey to apply for a revolving loan fund from the City in the amount of \$195,000 to cover the cost of machinery and equipment and to assist with offsetting the total cost of the project and ensure the company's growth. Staff supports this request, and the Ramsey EDA and City Council will be considering the application in August 2016.

11. Attach line-item construction cost estimates for real property improvements for the JCF project.
Attached.

12. If available, attach a commitment letter from each financing source (ie Financial Institutions), including a letter of commitment for any business equity

PART C – Business Competitors. Identify the competitors of the business within local community (city and county), the adjacent counties, and in the state of Minnesota. Include:

13. The name of each major competitor and the location of each competitor by city
Curvature (Santa Barbara, CA), Go Communications (Essex, United Kingdom), Dexon Computer (Minneapolis, MN), Integrity (Plymouth, MN), Vology (Oldsmar, FL). TNet (Cedar Grove, NJ), SMS Systems (Charlotte, NC), Alturna Networks (Almere, Netherlands).

14. How the products or services are different than the JCF business' .

DNI's products are different than their competitors' through the services their employees provide.

DNI prides themselves in their impeccable customer service and strong company culture. Through monthly awards, team building events and their "Dedi-bucks" program, DNI understands the importance of employee retention through employee appreciation, which translates into superior customer service. Employees demonstrate a nine-point dedication mentality:

- **It starts with me.**
 - *This is my company. The company and its performance are reflections of me. If things go wrong, I first look at myself to see how I can improve the situation. I assume I am the problem and the solution. I take responsibility for myself; nothing can improve until I do.*
- **Continuous improvement.**
 - *Our competitors are improving, and so must we to stay ahead. Improvement comes from getting new and better inputs. I am willing to be coached. I give up needing to be right and thinking I know it all. I have a burning desire to be better, even if that means getting outside of my comfort zone. I invest in myself by learning more. I apply what I learn.*
- **Ready, Aim, Fire!**
 - *Take action! The world pays me for what I do, not my intentions. I am a self starter. I do not rely on others to tell me what to do or to do it for me. If it is to be, it is up to me. When I see something that needs to be done, I do it. I may make mistakes, but I will not make the mistake of inaction.*
- **Integrity.**
 - *I do the right thing even when no one is watching. I honor my word. If a situation ever arises where I cannot deliver on my word, I will communicate that as soon as I am aware of it.*
- **"My pleasure."**
 - *It is my job to make all people I interact with feel important. I treat customers, vendors, and coworkers as volunteers. I am grateful and show it. I smile and say "please" and "thank you."*
- **Openness**
 - *I create an environment that fosters open communication. I am approachable. I have an open door, ears, mind and heart. I assume that others have good intentions, and I give them the benefit of the*

doubt. I look for the good in them and their ideas. I seek first to understand, then to be understood.

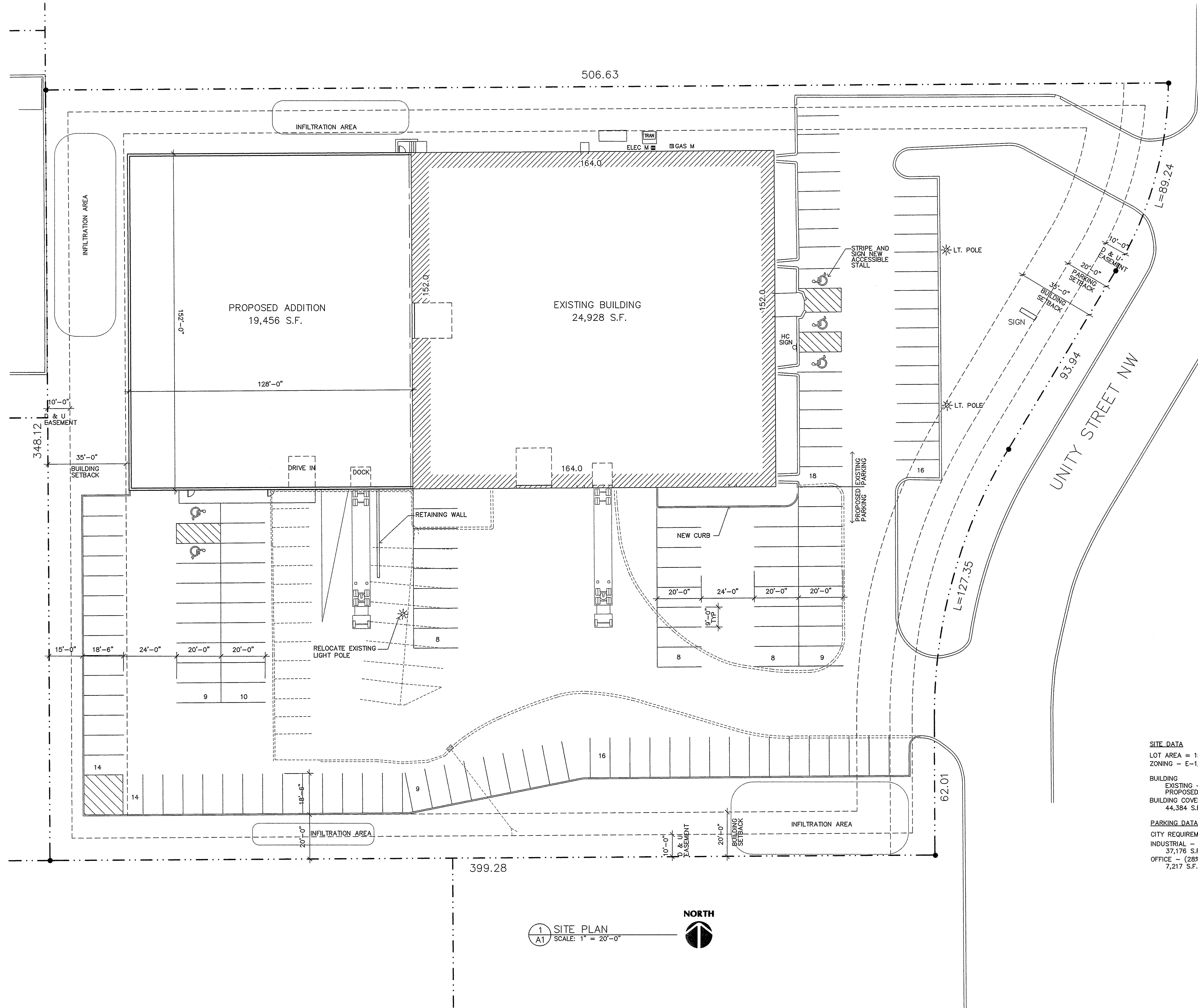
- **“Consider it done!”**
 - *You can rely on me to get the job done thoroughly and thoughtfully. I will not cut corners nor give excuses. I will overcome obstacles that stand in my way. I will find a way, or I will make one.*
- **Be a Rockstar.**
 - *Wow is the standard. I seek out opportunities to take on more responsibility. I do more than I get paid for. I go above and beyond expectations. I strive for excellence and take pride in what I do.*
- **It ends with me.**
 - *I am a garbage collector, literally and figuratively. When there is trash on the floor, I pick it up. When a problem needs to be solved, I am the one to solve it. Nothing gets past me.*

Coupled with DNI’s mantra of doing business the old fashioned way by working hard to earn their customers’ business and fostering long term relationships, they offer customer service which far exceeds that of their competitors’.

15. How the markets are different from the JCF business’ .
They aren’t.

PART D – Detailed job & wage information.

16. If applicable, provide quarterly payroll reports from the last year for current permanent full-time employees who will be located at the JCF project site
Attached.
17. For new full-time permanent employees, complete the form on Page 5 of this application or attach a listing of jobs that includes the information from the form on Page 5.
Done.



1 SITE PLAN
A1 SCALE: 1" = 20'-0"



SITE DATA

LOT AREA = 153,098 S.F. = 3.51 ACRES
 ZONING - E-1, EMPLOYMENT DISTRICT

BUILDING

EXISTING - 24,928 S.F. OFFICE/ MANUFACTURING
 PROPOSED - 19,456 S.F. WAREHOUSE

BUILDING COVERAGE

44,384 S.F. / 153,098 S.F. = 28.9% < 40%

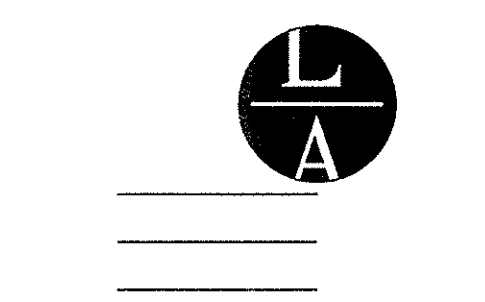
PARKING DATA

CITY REQUIREMENT

INDUSTRIAL - 37,176 S.F.
 37,176 S.F. AT 1/1000 = 37 STALLS

OFFICE - (28%) 7,217 S.F.
 7,217 S.F. AT 1/350 = 20 STALLS

57 STALLS REQUIRED
 139 STALLS PROVIDED



LAMPERT ARCHITECTS
 420 Summit Avenue
 St. Paul, MN 55102
 Phone: 763.755.1211 Fax: 763.757.2849
 lampert@lampert-arch.com

ARCHITECT CERTIFICATION:
 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.

PRELIMINARY NOT FOR CONSTRUCTION

LEONARD LAMPERT
 PRINT NAME
 13669
 LICENSE NUMBER
 DATE

Sharp & Associates, LLC

SA
 10907 93rd Ave N
 Maple Grove, MN 55369
 Ph (763) 425-2002
 Fax (763) 425-6428

DEDICATED NETWORKS
 14000 UNITY ST. RAMSEY, MN

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 Leonard Lampert Architects, P.A.
 Project Designer: JAMES B
 Drawn By: AE
 Checked By: LL

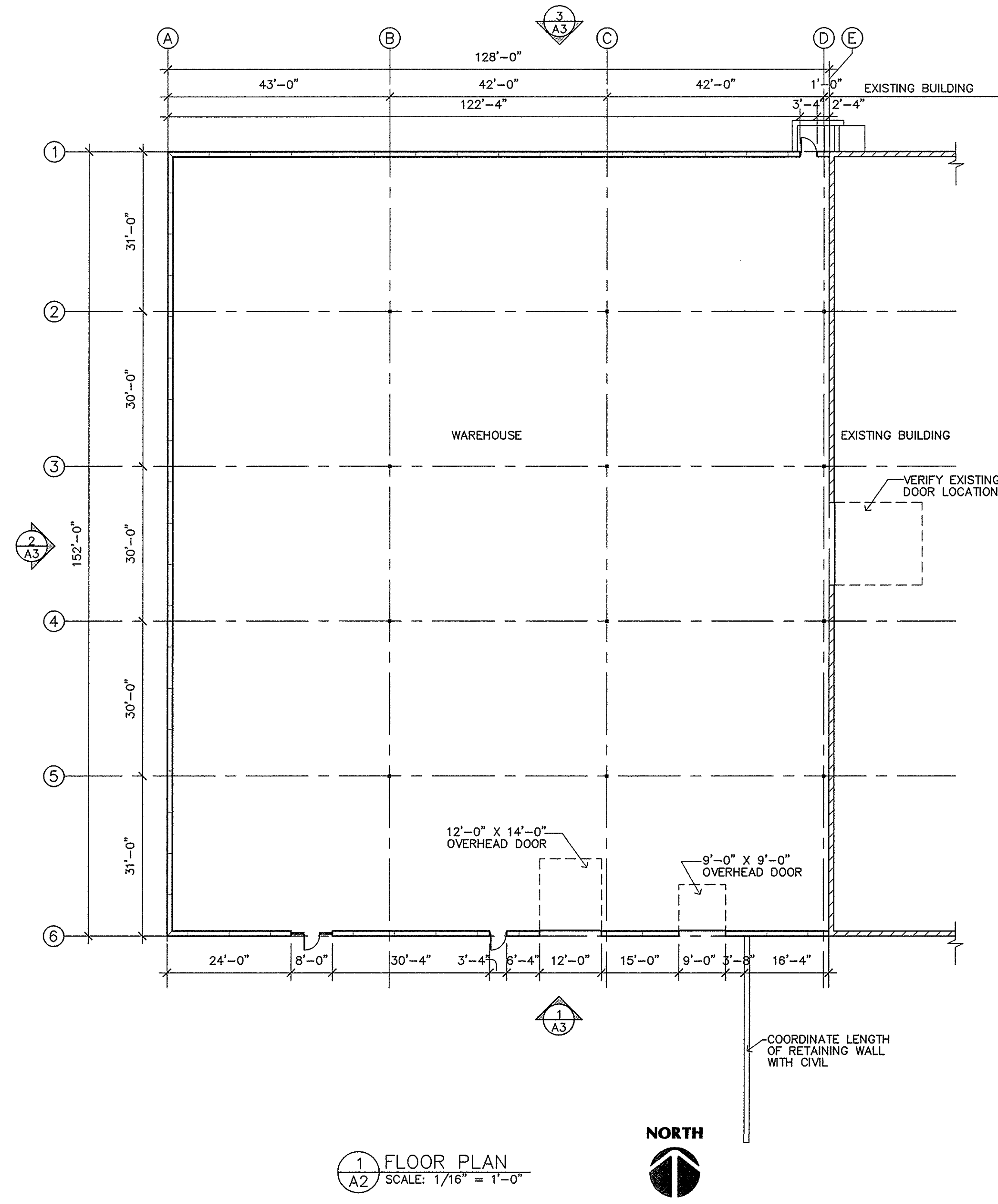
Revisions

DATE	DESCRIPTION
6/5/15	PRELIMINARY
6/24/15	CITY SUBMITTAL

SITE PLAN

Sheet Number

A1



LAMPERT ARCHITECTS

420 Summit Avenue
St. Paul, MN 55102
Phone: 763.755.1211 Fax: 763.757.2849
lampert@lampert-arch.com

ARCHITECT CERTIFICATION:
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.

PRELIMINARY FOR CONSTRUCTION

SIGNATURE
LEONARD LAMPERT
PRINTED
13669
LICENSE NUMBER
06/15
DATE

Sharp & Associates, LLC



10807 93rd Ave N
Maple Grove, MN 55369
Ph (763) 425-2002
Fax (763) 425-6428

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Project Designer: JAMES B

Drawn By: AE

Checked By: LL

Revisions

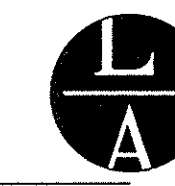
6/5/15	PRELIMINARY
6/24/15	CITY SUBMITTAL

FLOOR PLAN

Sheet Number

A2

Project No. 150520-1



LAMPERT ARCHITECTS

420 Summit Avenue
St. Paul, MN 55102
Phone: 763.755.1211 Fax: 763.757.2849
lampert@lampert-arch.com

ARCHITECT CERTIFICATION:
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.

PRELIMINARY FOR CONSTRUCTION
SIGNATURE: LEONARD LAMPERT
PRINT NAME: LEONARD LAMPERT
LICENSE NO.: 13669
EXPIRES: 12/31/15
DATE: 6/24/15

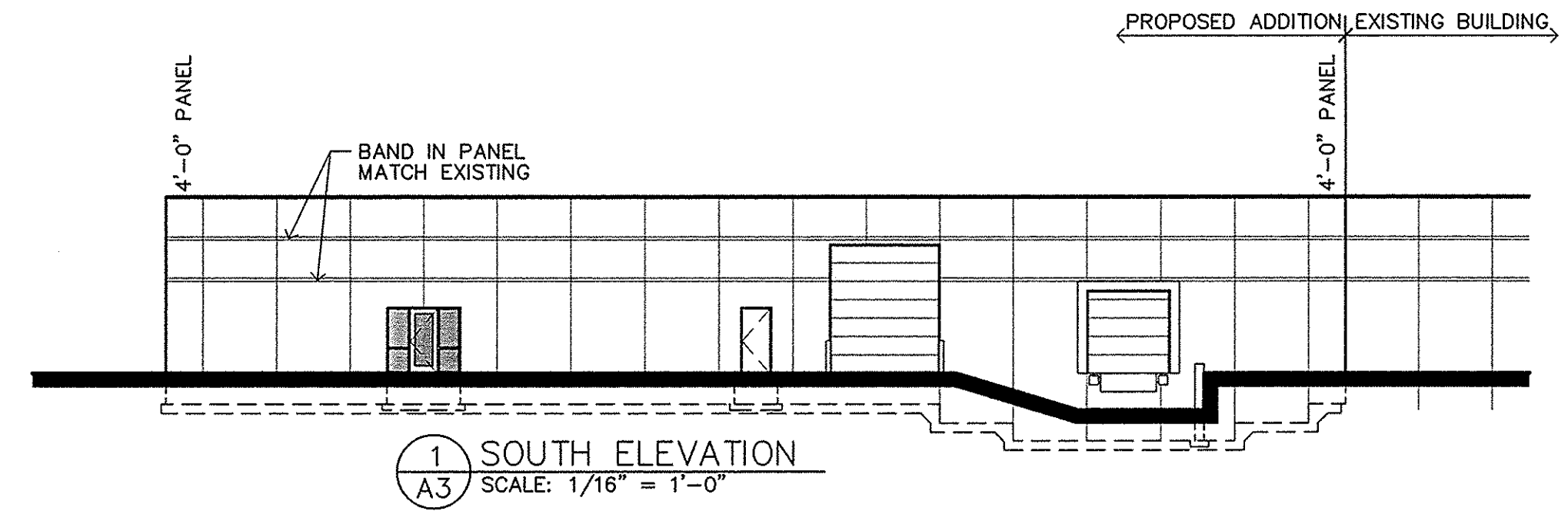
Sharp & Associates, LLC

SA
10907 93rd Ave N
Maple Grove, MN 55369
Ph (763) 425-2002
Fax (763) 425-6428

TOP OF PRECAST
EL. = 122'-8"
MATCH EXISTING

FINISHED FLOOR
EL. = 100'-0"

T.O. FOOTING
EL. = 96'-8"
MATCH EXISTING

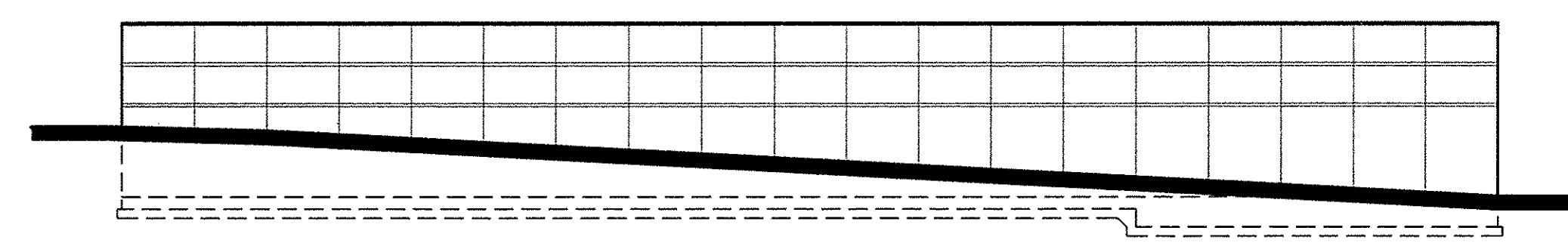


1 SOUTH ELEVATION
A3 SCALE: 1/16" = 1'-0"

TOP OF PRECAST
EL. = 122'-8"
MATCH EXISTING

FINISHED FLOOR
EL. = 100'-0"

T.O. FOOTING
EL. = 98'-8"
MATCH EXISTING

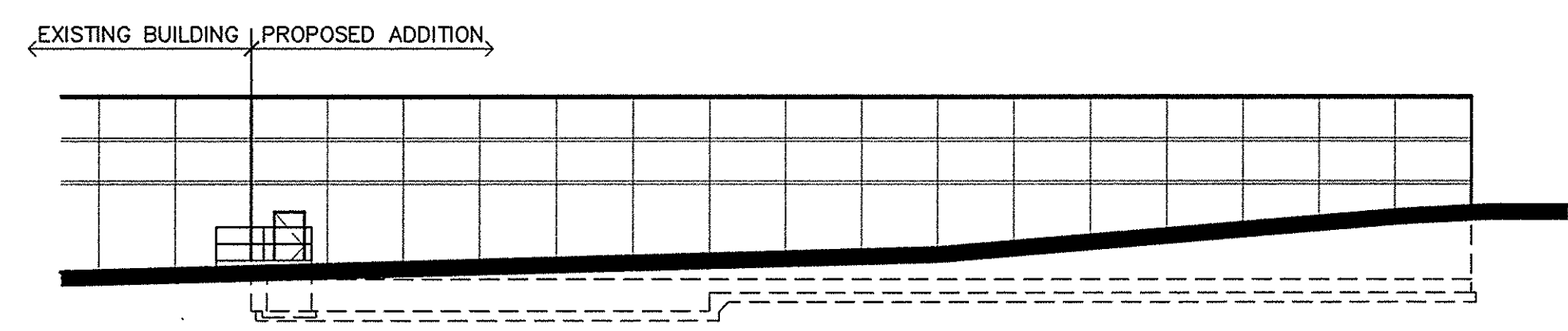


2 WEST ELEVATION
A3 SCALE: 1/16" = 1'-0"

TOP OF PRECAST
EL. = 122'-8"
MATCH EXISTING

FINISHED FLOOR
EL. = 100'-0"

T.O. FOOTING
EL. = 96'-8"
MATCH EXISTING



3 NORTH ELEVATION
A3 SCALE: 1/16" = 1'-0"

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Project Designer: JAMES B
Drawn By: AE
Checked By: LL

Revisions

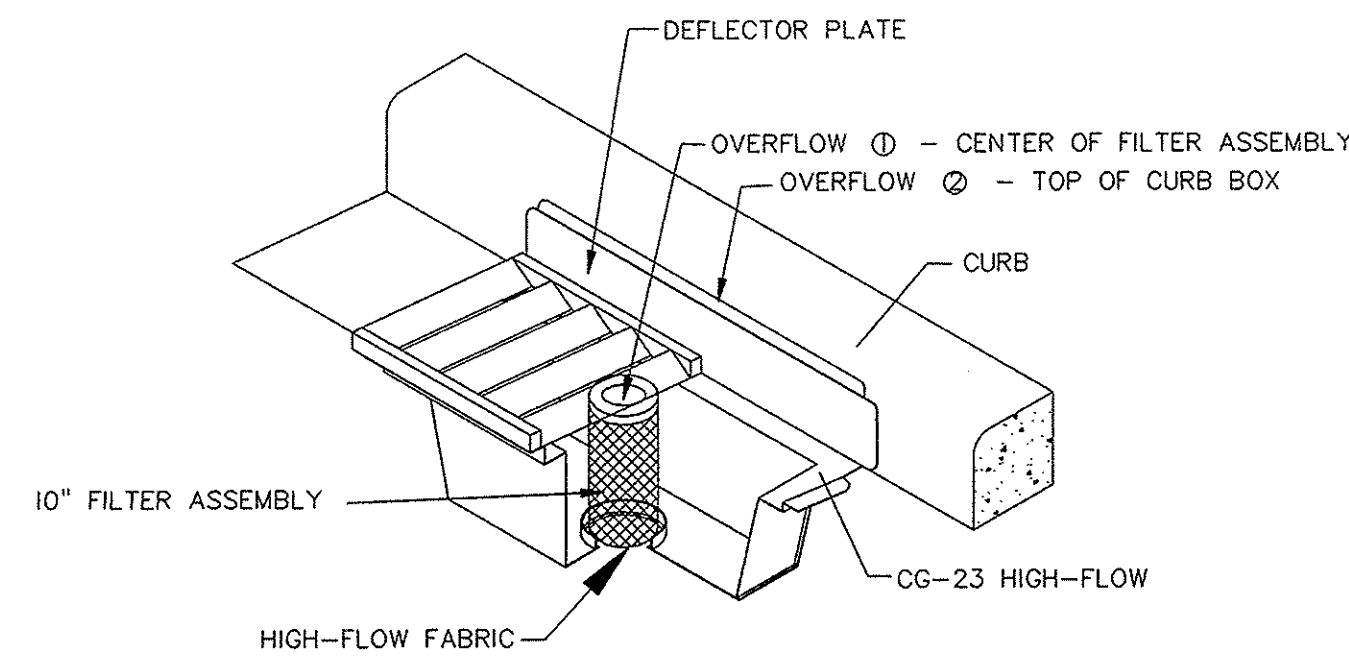
6/5/15	PRELIMINARY
6/24/15	CITY SUBMITTAL

ELEVATIONS

Sheet Number

A3

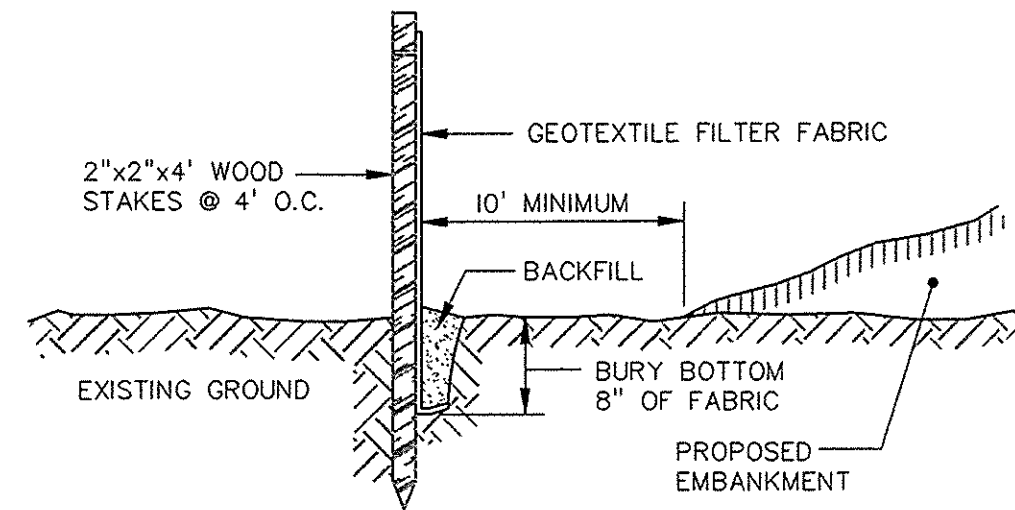
Project No. 150520-1



- Material:
- The Road Drain-Curb & Gutter model consists of a reusable, open topped receptacle that sets inside the storm sewer grate. An incorporation rear deflector plate is connected to the receptacle directing the water into the basin for filtration.
 - The Road Drain-Curb & Gutter model has a replaceable filter cartridge.
 - The Filter media shall meet all local specifications for inlet protection.
- Maintenance:
- Check Filter media after each rain event. Clean or replace if sediment clogs filter.
 - Remove sediment and debris from the receptacle after each rain event.

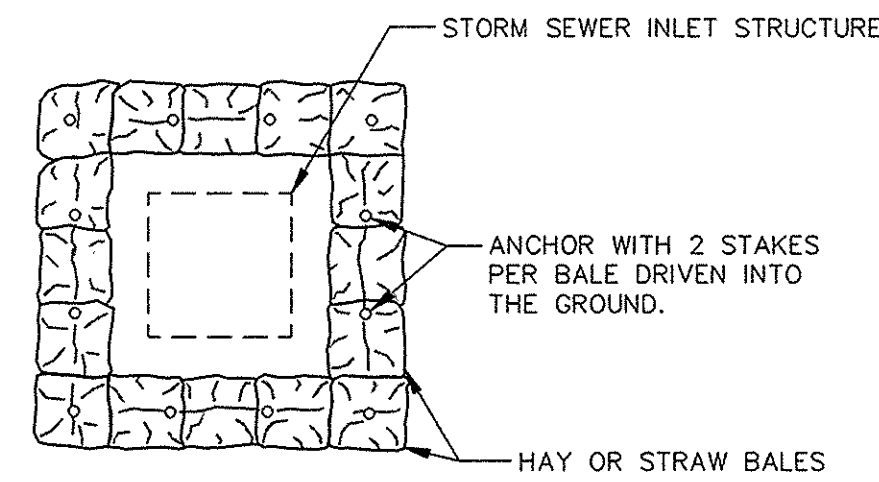
INLET PROTECTION -
WIMCO (MODEL CG23) OR APPROVED EQUAL

NOT TO SCALE



SILT FENCE-PREASSEMBLED

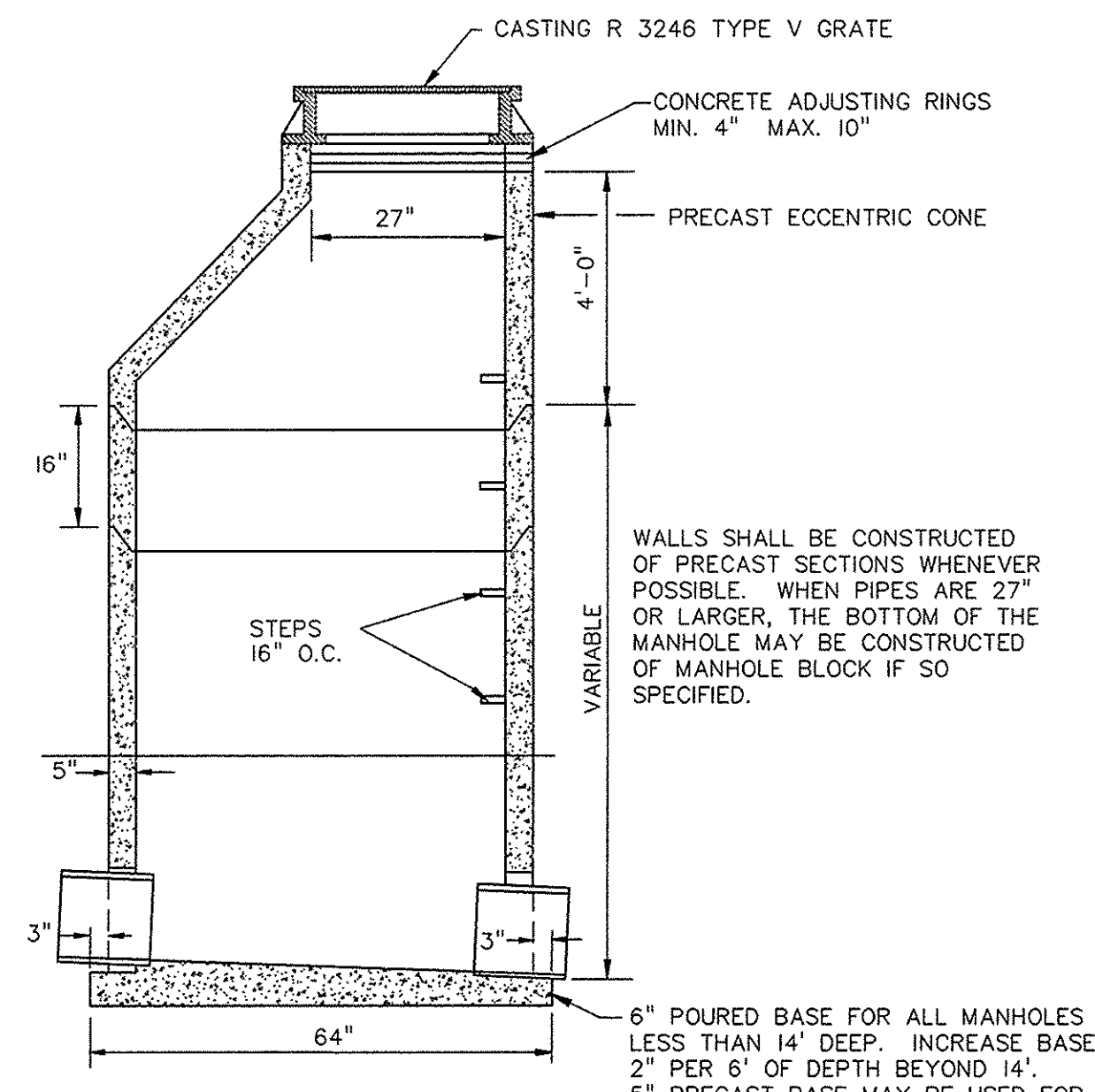
(TO BE PLACED AS DIRECTED BY THE ENGINEER)



TEMPORARY BARRIER OF BALES TO PREVENT SEDIMENT FROM ENTERING THE STORM SEWER SYSTEM.

CATCH BASIN PROTECTION

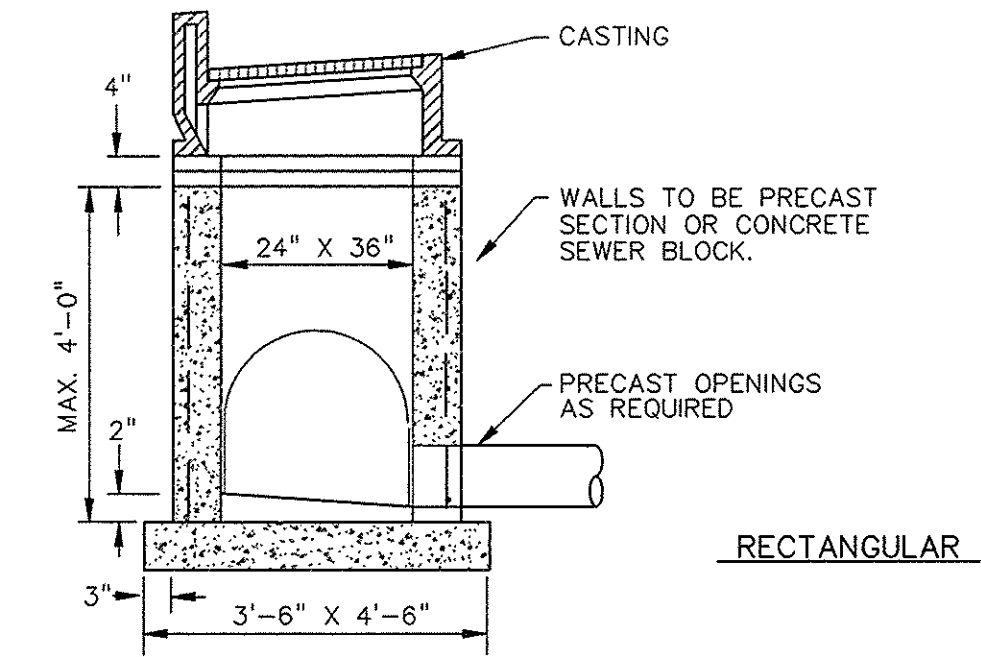
EROSION CONTROL SILT FENCE & C.B. PROTECTION (E-02)



NOTES:

- WHEN MANHOLE DEPTH IS LESS THAN 8' OR CASTING IS RECTANGULAR, A SLAB TOP SHALL BE USED IN PLACE OF THE CONE. THE SLAB SHALL BE SUITABLE FOR AASHTO HS 20 HIGHWAY LOADINGS. THE SLAB SHALL BE ON A MORTAR BED.
- MANHOLE INVERT SHALL BE SLOPED TO PROVIDE SMOOTH FLOW FROM INLET TO OUTLET.
- MANHOLE JOINTS MAY BE MADE WITH CEMENT MORTAR INSIDE AND OUT.

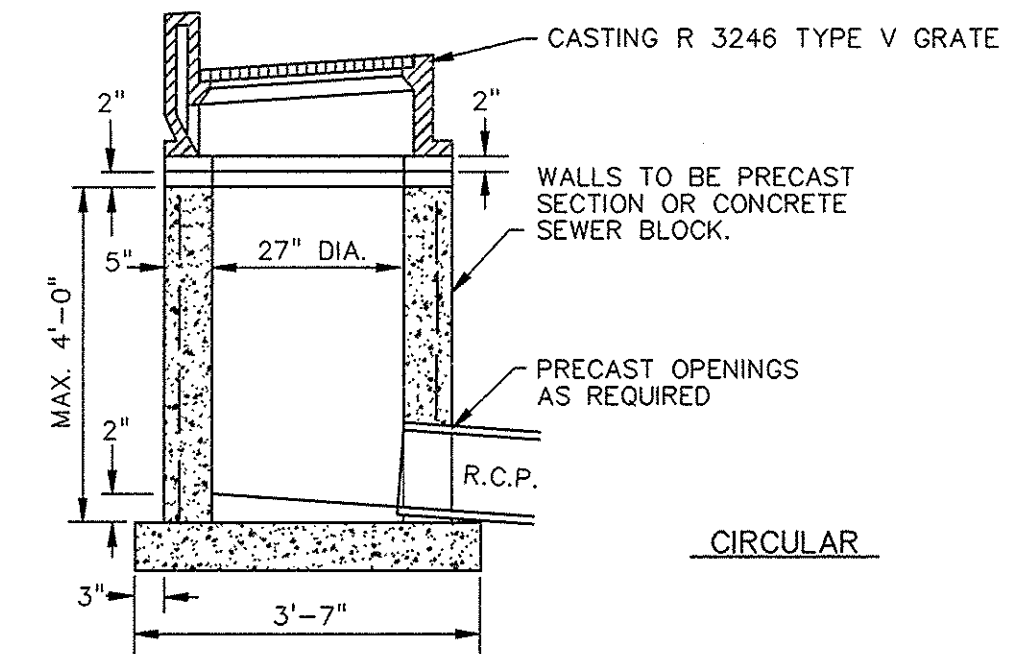
STANDARD STORM SEWER MANHOLE (D-01)



RECTANGULAR

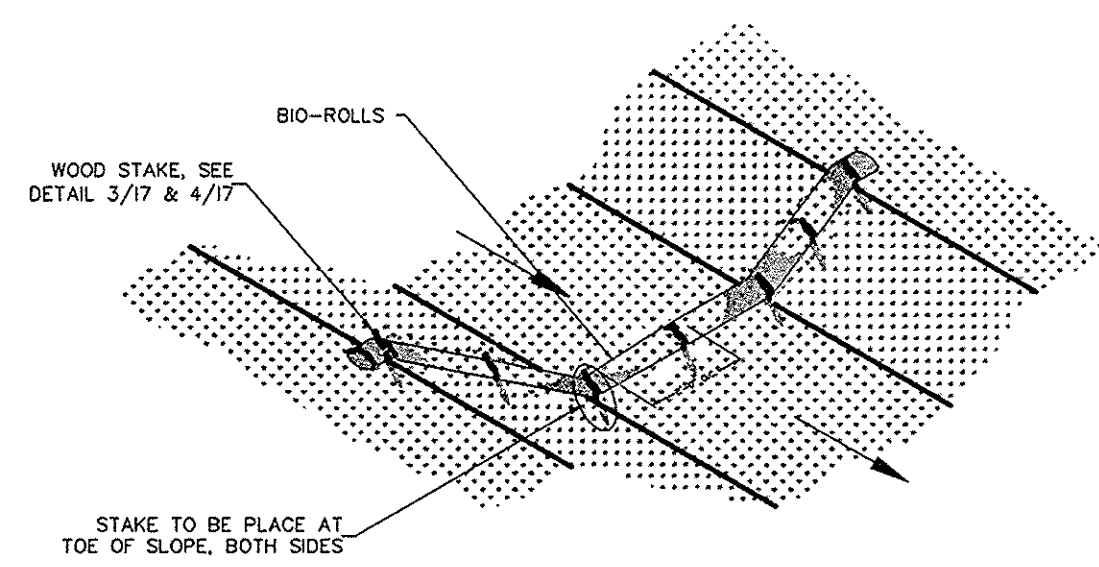
NOTE:

- CONCRETE ADJUSTING RINGS, MIN. 4" MAX 10" NO MINIMUM WITH FINAL ADJUSTMENT.
- CONCRETE BASE SHALL 6" POURED IN PLACE OR 5" PRECAST SLAB.

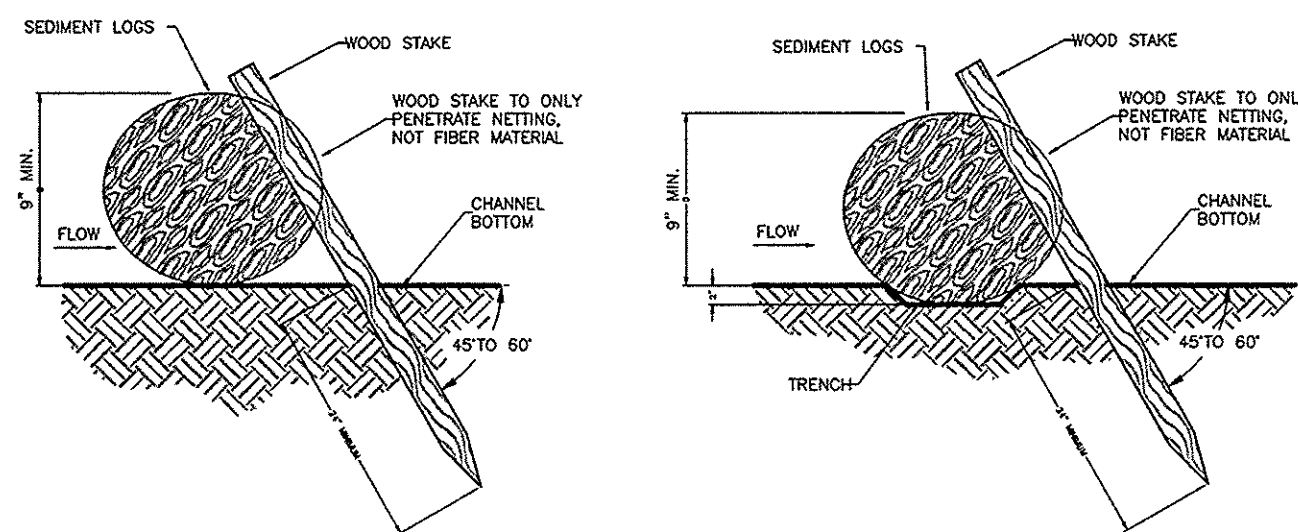


CIRCULAR

SHALLOW STORM SEWER MANHOLE OR CATCH BASIN (D-03)



SEDIMENT BIO-ROLL DETAIL (NO BLANKET)



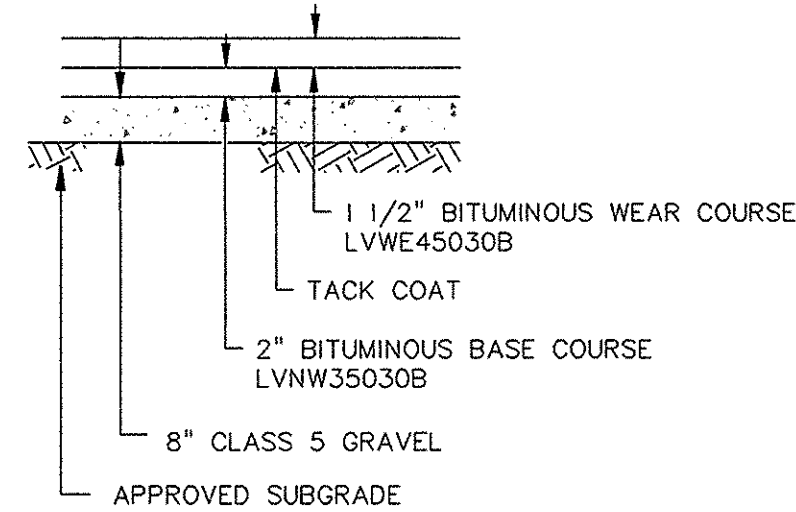
STAKE DETAILS (NO TRENCH)

STAKE DETAIL (WITH TRENCH)

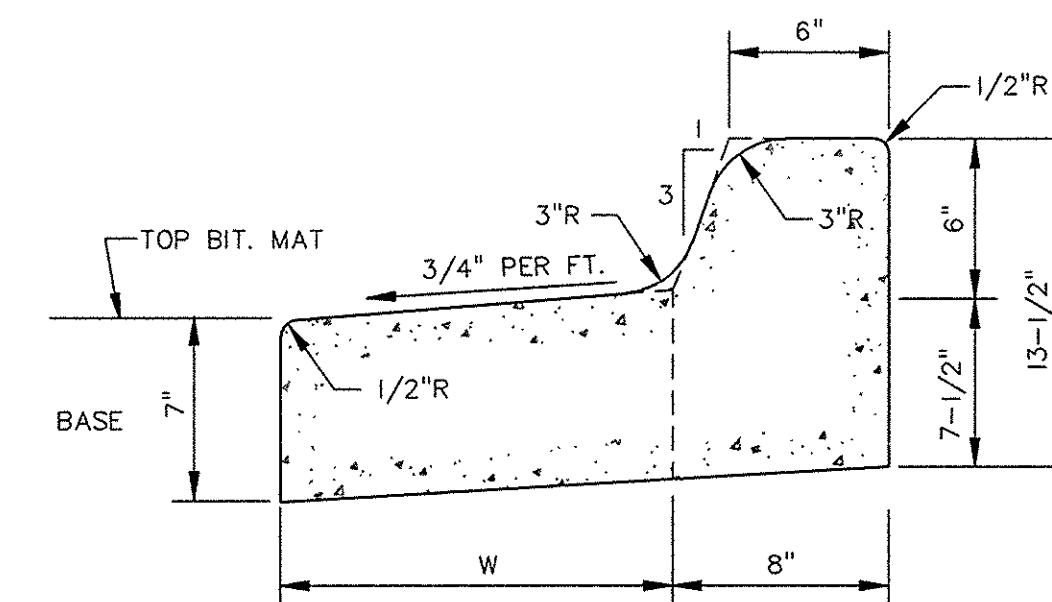
NOTE: TRENCH OPTION IS MOST APPLICABLE IN LOOSE, UNCONSOLIDATED SOILS

$$\left[\frac{\text{DISTANCE BETWEEN CHANNEL BOTTOM AND TOP OF INSTALLED BIO-LOGS (D)}(H)}{\text{CHANNEL GRADIENT (\%)}} \right] \times 100 = \text{BIO-LOG SPACING (H)}$$

RECOMMENDED PLACEMENT INTERVAL BETWEEN BIO-ROLL (E-06)

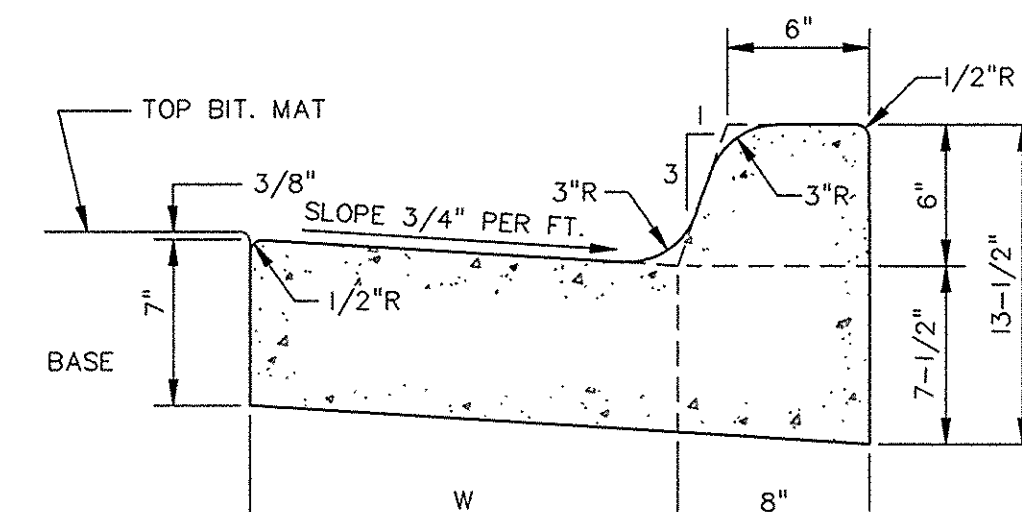


TYPICAL PAVEMENT SECTION
NOT TO SCALE



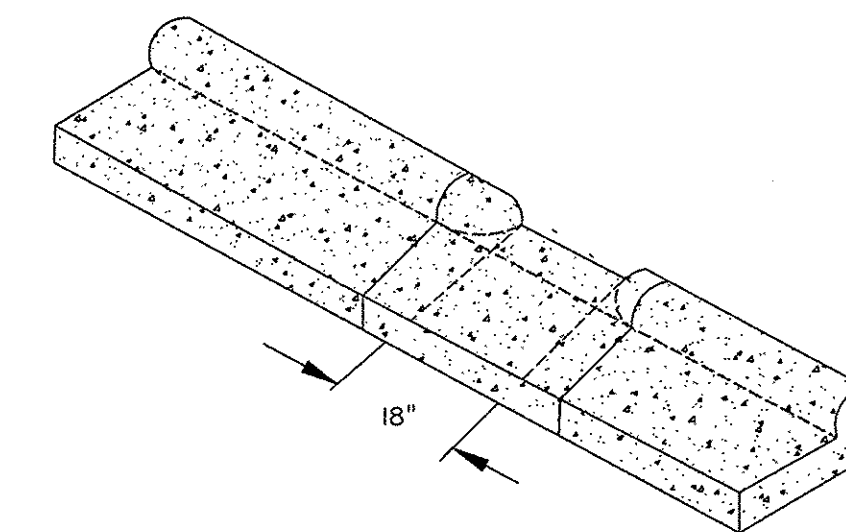
OUTFALL GUTTER

W=12" B612
W=18" B618
W=24" B624



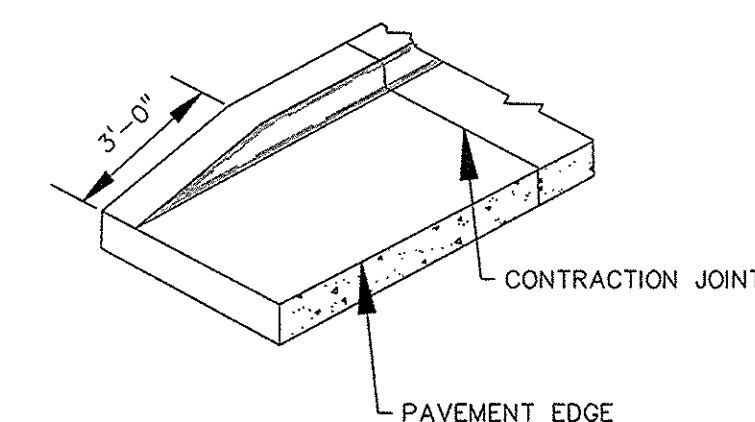
STANDARD GUTTER

"B" TYPE CONCRETE CURB & GUTTER (R-05)



NOTE: CURB CUT TO BE CONSTRUCTED AT LOCATIONS AS SHOWN ON SITE PLAN. COST OF CUT TO BE INCIDENTAL TO B6 DESIGN CONCRETE CURB AND GUTTER.

CONCRETE CURB CUT



CONCRETE CURB END SECTION (R-07)

REV. NO.	DATE	DESCRIPTION
1	6/24/15	

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 Professional Engineer under the laws of the state of Minnesota.

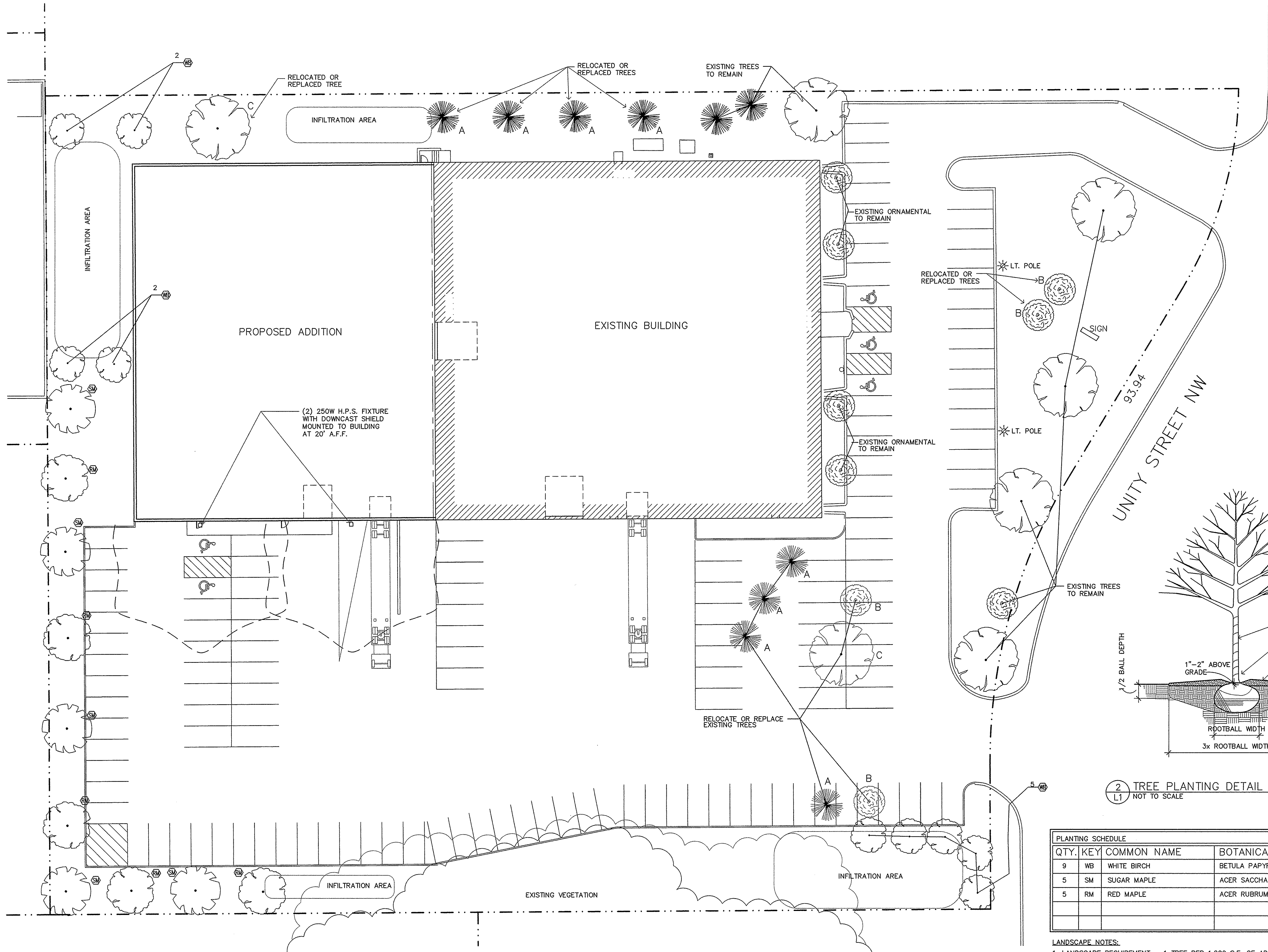
Signature: *[Signature]*
Date: XX/XX/2007 Lic. No. XXXX

DESIGN BY: BUCDM
DRAWN BY: RDA
CHECKED BY: 7434-10GRADE
TEXT: 7434-10-03
FILE NO.:

Oliver Surveying & Engineering, Inc.
Land Surveying • Civil Engineering • Land Planning
580 Dodge Ave. Elk River, Minnesota 55330
(763) 441-2072 - fac. (763) 441-5665
www.oliver-se.com

DEDICATED NETWORKS
RAMSEY, MN
FOR
SHARP & ASSOCIATES, LLC
PRELIMINARY GRADING PLAN

Filename: DEDICATED NETWORKS/DEDICATED NETWORKS - L1

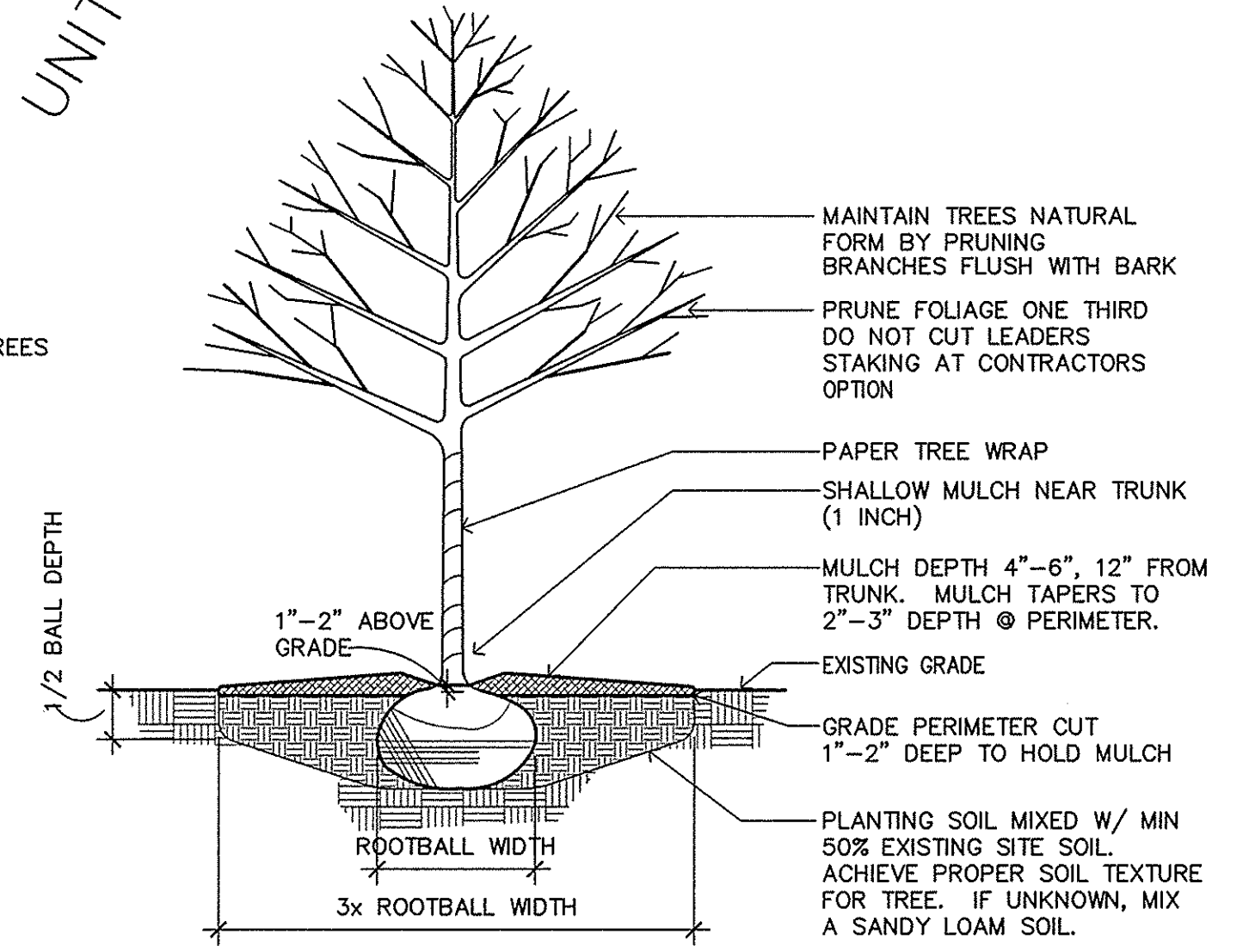


1 LANDSCAPE PLAN
SCALE: 1" = 20'-0"
NORTH

2 TREE PLANTING DETAIL
NOT TO SCALE

PLANTING SCHEDULE						
QTY.	KEY	COMMON NAME	BOTANICAL NAME	SIZE	MTHD	REMARKS
9	WB	WHITE BIRCH	BETULA POPYRIFERA	6'	BB	
5	SM	SUGAR MAPLE	ACER SACCHARUM	6'	BB	
5	RM	RED MAPLE	ACER RUBRUM	6'	BB	

LANDSCAPE NOTES:
1. LANDSCAPE REQUIREMENT - 1 TREE PER 1,000 S.F. OF ADDITIONAL BUILDING
19,456 S.F. AT 1/1,000 = 19 TREES REQUIRED



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NOT FOR
CONSTRUCTION**

Sharp & Associates, LLC

SA

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Maple Grove, MN 55369
Ph (763) 425-2002
Fax (763) 425-6428

**DEDICATED NETWORKS
14000 UNITY ST. RAMSEY, MN**

Drawn By: AE
Checked By: LL

Revisions

6/5/15	PRELIMINARY
6/24/15	CITY SUBMITTAL

LANDSCAPE PLAN

Sheet Number

L1

Sources & Uses Statement

Project Costs

				<u>Cost</u>
Land	acres	sq ft	cost per ft	
		0		\$0
Site Improvements:				\$76,822
Site prep, landscaping, parking, etc.				
Building:		sq ft	cost per ft	
				\$ 1,054,133
Production Equipment:				
Forklift				\$45,000
Pallet Racking				\$120,000
Cubicles				\$20,000
Computers				\$10,000
Contingency				\$50,000
Other				
		Total		<u>\$1,375,955</u>

Proposed Sources of Financing

Bank				\$ 940,955
Cash Equity				\$ 240,000
City/County/State Program(s)				\$ 195,000
City of Ramsey RLF				
Other				
		Total		<u>\$1,375,955</u>

Economic Development Authority (EDA)

4. 2.

Meeting Date: 08/13/2015

Submitted For: Patrick Brama, Administrative Services

By: Patrick Brama, Administrative Services

Title:

CBRE Updates, Pricing Table, Advertising Plan, and Restaurant Discussion (Portions may be closed to the Public)

Purpose/Background:

CBRE will be at the meeting to discuss:

- Activity/ Market Updates
- Advertising Plan
- Restaurant Discussion
- Updating the City's Pricing Table for City Owned Land (closed session required)

Notification:

NA

Observations/Alternatives:

Activity/ Market Update:

Please see attached. CBRE will be at the meeting to give a verbal update.

Advertising Plan:

CBRE and staff have discussed potential advertising opportunities. CBRE has indicated the top two places they would like to see Ramsey advertise is Twin Cities Business Monthly (<http://tcbmag.com/Issues>) and Finance & Commerce (<http://finance-commerce.com/>). Staff would like to notify the EDA of our intentions to work with CBRE to complete an advertising push, not to exceed \$3,000. Sufficient funding is available in the adopted 2015 EDA budget (Miscellaneous Operating Supply). A formal motion by the EDA is not needed. However, if any objections or suggestions exist, staff welcomes discussion.

Restaurant Discussion:

Commonly, staff is asked by elected officials, Ramsey residents, and Ramsey businesses: *Why don't we have any good restaurants? We want good restaurants. How are other, similar, communities able to have success in this area?* Staff would like to provide CBRE an opportunity to address this question. Staff anticipates this discussion could snow ball into a larger policy discussion for a future meeting.

NOTE: In the past the EDA has adopted/ utilized a full service restaurant subsidy policy. Based on input from prospects, real estate agents, and developers, staff is told we need a combination of the following: more roof tops, better access, and anchor tenants.

Updating the City's Pricing Table

The City of Ramsey owns a large inventory of developable land available for purchase by the private sector. In an effort to reduce the number of tax exempt parcels in the City of Ramsey, and encourage private market development, the City Council has identified the sale of developable City owned land as a priority.

In January 2014, the City entered into a contract for real estate broker services with CBRE to facilitate the sale of City owned land. As part of the initiative to sell City owned land, the City has reviewed/ adopted a "pricing table" for all available properties. This pricing table helps provide staff "latitude" during negotiations; and the EDA/ City Council a basis for making decisions when purchase agreements are brought forward.

Staff and CBRE have learned a lot over the past 18 months; and would like to take this opportunity to review the pricing table, and consider a handful of updates. This discussion will occur in closed session.

Funding Source:

NA

Recommendation:

NA

Action:

Activity/ Market Update:

General comments/ discussion welcomed.

Advertising Plan:

A formal motion by the EDA is not needed. However, if any objections or suggestions exist, staff welcomes discussion.

Restaurant Discussion:

General comments/ discussion welcomed. Staff anticipates the need for further discussion in the future; however, would ask for direction from the EDA.

Updating the City's Pricing Table

Staff would ask for the EDA to discuss this topic in closed session. A motion is needed to enter into, and leave, closed session.

Attachments

Minneapolis Office MarketView 2Q15

Minneapolis Retail MarketView Q2 2015

Q2 2015 Minneapolis Industrial Marketview Corporate

Ad rates

Form Review

Inbox

Kurt Ulrich

Form Started By: Patrick Brama

Final Approval Date: 08/04/2015

Reviewed By

Jo Thieling

Date

08/04/2015 03:27 PM

Started On: 08/03/2015 03:01 PM

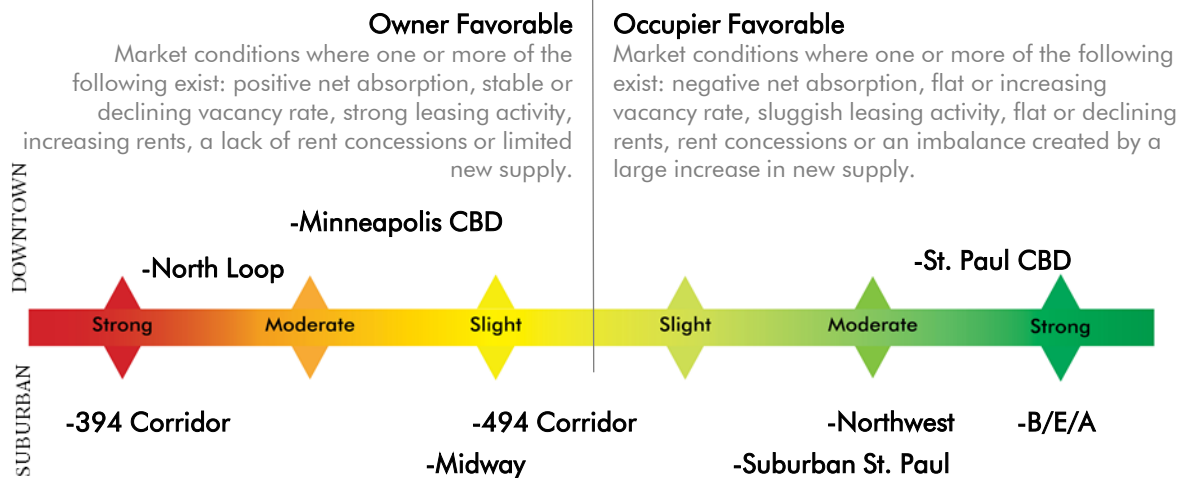
Minneapolis/St. Paul Office, Q2 2015

Halfway through 2015, absorption over half a million square feet

▼ Vacancy Rate 15.3%
▲ Net Asking Rate \$13.43
▲ Net Absorption 369,148 Sq. Ft.
▲ Under Construction 180,000 Sq. Ft.

Figure 1: Owner-Favorable vs. Occupier-Favorable Submarkets

*Arrows indicate change from previous quarter.



Source: CBRE Research, Q2 2015.

- Leasing trends continued upward trajectory into Q2 2015 with overall positive absorption almost double that of Q1 2015
- Tenants relocating within Central Business Districts (CBDs) of Minneapolis and St. Paul
- Single tenant construction dominates the market
- CBRE Institutional Properties team completes largest suburban building sale to date in 2015 and sales of portfolios rounded out the top four transactions
- Class A buildings near the West End area of the I-394 submarket leading the market in low vacancy, high asking rates

MARKET OVERVIEW

Q2 2015 continued the steady start from Q1 2015 with decreasing vacancy, steady asking rates and higher absorption quarter-over-quarter. Overall metro vacancy rates dropped to 15.3% which is 70 basis points less than Q1 2015. Net asking rates came in steady at \$13.43, but Class A average asking rates are up 2%. Net absorption for the metro was 369,148 sq. ft. which brings the current Minneapolis-St. Paul office market to over half a million sq. ft. of positive absorption for 2015.

The Downtown Minneapolis submarkets saw steady absorption, consistent asking rates and decreasing vacancy. The North Loop vacancy rate of 8.1% is still the lowest of any submarket in the metro. The lowest vacancy rate in the suburban submarkets is found in the I-394 area at 11.8%.

LEASING ACTIVITY STEADILY CONTINUES

Overall metro absorption was positive this quarter at 369,148 sq. ft. The I-494 submarket led the market with 102,659 sq. ft. of total absorption. This was due in large part to tenants taking occupancy on deals completed in prior quarters. The North Loop was the next strongest submarket with 64,221 sq. ft. of absorption, primarily due to AIMIA moving into Butler Square. The Minneapolis CBD was a close third at 40,187 sq. ft. of positive absorption. All markets saw positive overall absorption, except the Midway submarket which lost 9,806 sq. ft. overall.

The largest lease of Q2 2015 was Children’s Hospital located at Lincoln Corporate Center in Edina. The new 203,214-sq.-ft. space will bring in employees from several other offices and consolidate into one location. The space will be ready for occupancy Q2 2016.

JAMF Software made local headlines with their announcement of relocation to 100 Washington in Downtown Minneapolis. Their new space is nearly double what they previously occupied at the Grain Exchange Building. The company is up from 160 employees in 2012 to 450 in 2015. This growth trend is expected to continue in their new space.

Another CBD relocation and 2nd largest lease was Green Tree Servicing. They signed a lease at 180 E. 5th St., a historic building constructed by Minnesota tycoon James J. Hill. Green Tree will relocate 600 employees from Landmark Towers and another 200 from Lawson Commons, both buildings are located in the St. Paul CBD. A renovation of approximately \$7 million will begin in the space and employees should start moving in Q4 2015.

Figure 2: Notable Lease Transactions

Tenant	Property	Address	City	Size (sq. ft.)
Children's Hospital	Lincoln Corporate Center	5901 Lincoln Drive	Edina	203,134
Green Tree Servicing	180 E. 5th St.	180 E. 5th St.	St. Paul	141,109
JAMF Software	100 Washington	100 Washington Ave S	Minneapolis	52,084
Pine River Domestic Management*	601 Tower	601 Carlson Parkway	Minnetonka	41,860
Social Security Administration	First National Bank	332 Minnesota St	St. Paul	24,000

*Renewal

Source: CBRE Research, Q2 2015.

Rounding out the CBD relocations was the Social Security Administration. They had previously been located in Sibley Square at Mears Park in Downtown St. Paul. They moved to the First National Bank Building, a Class B office building just a few blocks away. Sibley Square at Mears Park is being redeveloped into a multi-family property following many such trends in the Lowertown neighborhood of St. Paul.

The final lease marking the top five for Q2 2015 was Pine River Domestic Management. A global investment management firm, they expanded their current 28,860-sq.-ft. space by 45% at the Class A 601 Tower building off of Carlson Parkway in Minnetonka.

CONSTRUCTION BRINGING NEW SUPPLY

Construction around the metro remains highly focused on single tenant buildings. The only multi-tenant construction project underway (Offices @ MOA) isn’t expected to open to tenants until Q4 2015.

Figure 3: Notable Twin Cities Office Construction Projects

Project/Tenant	Sq. Ft.	Submarket
Wells Fargo	1,100,000	Minneapolis CBD
UHG/Optum	505,900	I-494
Be The Match	240,000	Minneapolis CBD
Xcel Energy	222,000	Minneapolis CBD
Offices @ MOA	180,000	I-494
Minnesota Senate	167,000	St. Paul CBD
OATI, Inc	110,023	I-494

Source: CBRE Research, Q2 2015
* Gray shading denotes multi tenant construction



Plymouth Corporate Center

Location: 1405 Xenium Lane, Plymouth

Total RBA: 628,436 sq. ft.

Buyer: Wildamere Capital Management

Seller: Carlson Real Estate

Price: \$62.5 Million

Key Tenants: TCF Bank, Polaris Industries Inc., Time Insurance Company, Comm-Works LLC, Meritain Health

Plymouth Corporate Center is a well located, suburban asset that was originally built in 1973 as a warehouse and converted to creative office space in 1998. It was most recently renovated in 2009 to bring Class A finishes to the exterior and interior. This two story office building boasts high ceilings, large floor plates, full service cafeteria, fitness center and abundant parking options.

LARGE SUBURBAN SALE AND PORTFOLIOS KICK OFF CAPITAL INVESTMENTS IN Q2 2015

The CBRE Institutional Properties team completed the largest suburban sale to date in 2015: Plymouth Corporate Center at a price tag of \$62.5 million. The building is a 628,436-sq.-ft. office property which will soon be home to 200 TCF bank employees. Following interior renovations, employees will be relocating from the Minneapolis CBD. The building will be 96% leased following the move.

Minneapolis saw three office portfolio sales in Q2 2015, the first being a three building portfolio owned by Minneapolis-based Swervo Development. For over a decade, Swervo has been investing in the downtown area of Minneapolis with the goal of acquiring, re-purposing and holding assets for the long term. Prior to renovation and lease up, the 510 Marquette building sold for \$6.7 million in 2013 or \$32 per sq. ft. The other two buildings are located in the North Loop: Colwell Building at 123 N. 3rd St. and the 300 1st Ave. N. building.

A Texas-based REIT was busy buying up local properties this quarter as well. Lone Star Funds which has capital commitments of \$5.8 billion, purchased a 628,436-sq.-ft. office portfolio. The sale works out to \$91 per sq. ft.

Hillcrest Development sold six of its Northeast Minneapolis properties to a Wisconsin-based investor. The buildings were primarily office and warehouse properties. One asset, the Crown Center, had recently completed major renovations that created a truly unique aesthetic.

Figure 4: Notable Sale Transactions

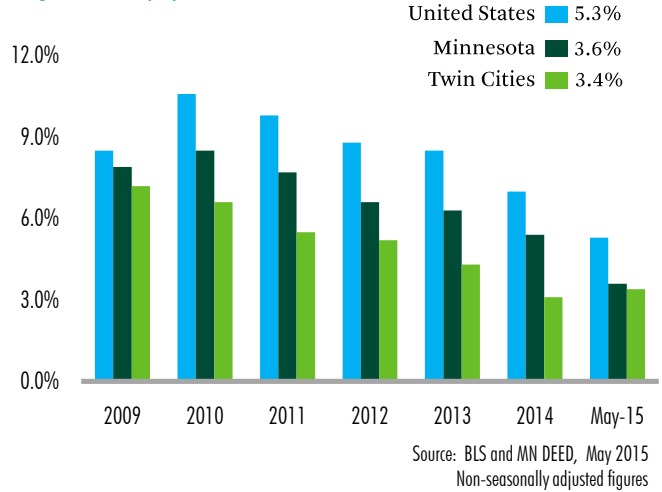
Property/Portfolio	Size (Sq. Ft.)	City	Buyer	Price	Price (per sq. ft.)
Swervo Portfolio	420,150	Minneapolis	Spear Street Capital	\$85,000,000	\$208
Plymouth Corporate Center	628,436	Plymouth	Wildamere Capital Management	\$62,500,000	\$99
Equity Common Wealth Portfolio	614,838	Multiple	Lone Star Funds	\$56,000,000	\$91
Hillcrest Portfolio	300,000	Minneapolis	Sara Investment Real Estate	\$25,600,000	\$85

Source: CBRE Research, Q2 2015.

UNEMPLOYMENT DOWN FOR Q2 2015

Not seasonally-adjusted unemployment numbers for Q2 2015 are reported at 3.4% for the Twin Cities metro. The State of Minnesota saw a decrease from 4.6% in Q1 2015 to 3.6% in Q2 2015. According to the Minnesota Department of Employment and Economic Development (DEED), the rate of participation in the labor force is up for the fifth consecutive month to 70.8%. Nationally, Minnesota is still well below the average unemployment rate of 5.3% (not seasonally adjusted figure).

Figure 5: Unemployment



WEST END ASKING RATES LEADING THE MARKET

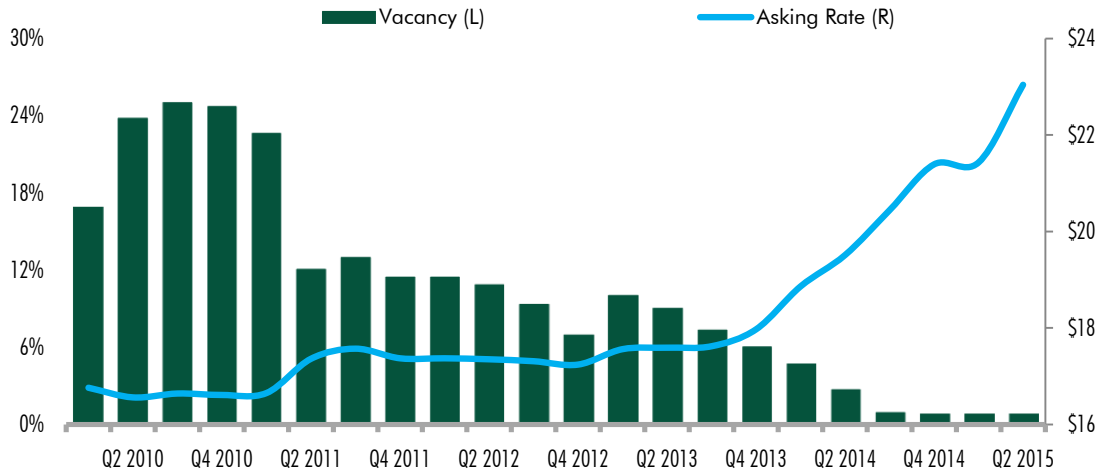


Asking rates in the Class A office buildings surrounding the West End development near Highway 100 and Interstate 394 are leading the Minneapolis-St. Paul office market in 2Q 2015. In the graph above, vacancy rates have been steadily

decreasing as the asking rates continue to increase. They're up 37.5% since Q1 2010. Buildings in this survey include the 1550 and 1600 Towers, Golden Hills, The Colonnade and the West End Offices. The average asking rate for these buildings is \$23.04 net and vacancy is currently 0.9%.

While an increase in asking rates in this specific location is most clearly seen, overall asking rates for all the Class A buildings in the I-394 submarket are the highest in the market. The average metro asking rate is currently \$13.43 compared to \$18.48 for I-394. Landlords of Class A buildings are not the only ones enjoying this increase in rates. Class B buildings are also up year-over-year from \$12.79 in to \$13.53.

Figure 6: West End Class A Buildings Historical Vacancy Vs. Asking Rates



Source: CBRE Research, Q2 2015.

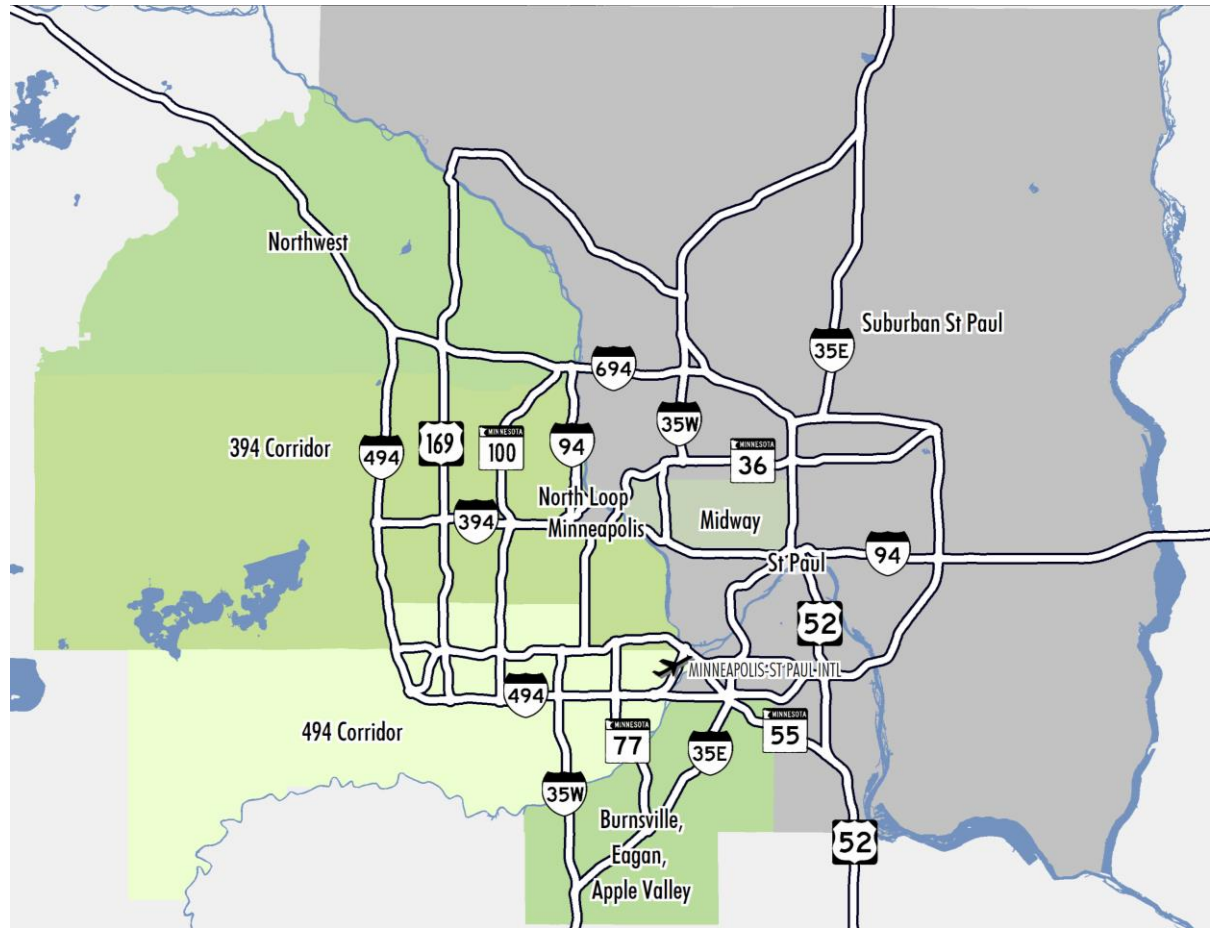
Figure 7: Minneapolis/St. Paul Multi-Tenant Office Market Statistics

Submarket	Rentable Area (Sq. Ft.)	Direct Vacancy Rate (%)	Y-o-Y Vacancy Trend	Average Net Asking Rate (\$/Sq. Ft./Yr)	Y-o-Y Asking Rate Trend	Q2 Net Absorption (Sq. Ft.)	Y-o-Y Net Absorption Trend	YTD Net Absorption (Sq. Ft.)	Multi-Tenant Construction (Sq. Ft.)
Metro Overall	69,141,243	15.3	↓	\$13.43	→	369,148	↓	528,411	180,000
Class A	34,094,089	12.6	↓	\$15.65	↑	355,254	↑	345,747	180,000
Class B	24,465,128	18.6	↓	\$11.70	↑	-10,921	↓	125,012	-
Class C	7,252,829	16.5	→	\$10.27	↑	24,815	↓	57,652	-
394 Corridor	8,570,749	11.8	↓	\$15.19	↑	35,698	↓	35,890	-
Class A	3,983,280	7.9	↓	\$18.48	↑	99,113	↓	67,607	-
Class B	3,508,477	17.1	↑	\$13.53	↑	-58,234	↑	-51,045	-
Class C	1,078,992	9.4	↓	\$10.16	↑	-5,181	↓	19,328	-
494 Corridor	17,244,153	16.5	↑	\$13.37	↓	102,659	↑	186,864	180,000
Class A	8,448,397	13.8	↓	\$15.84	→	72,734	↑	88,890	180,000
Class B	7,095,170	18.9	↓	\$12.12	↑	59,585	↑	67,329	-
Class C	1,700,586	20.3	→	\$9.38	↑	8,464	↑	30,645	-
BEA	2,227,767	19.0	↓	\$11.74	↑	18,305	↑	53,298	-
Class A	1,092,162	10.8	↓	\$13.44	→	22,065	↓	45,096	-
Class B	832,987	24.6	↓	\$11.94	→	-6,452	↑	-17,858	-
Class C	302,618	32.7	↓	\$9.25	↑	2,692	↑	26,060	-
Midway	4,316,967	12.6	↑	\$11.94	↑	-9,806	↑	25,228	-
Class A	1,051,485	13.4	↓	\$13.38	↑	8,508	↑	36,726	-
Class B	2,452,901	12.9	↑	\$10.01	↑	-18,314	↓	16,200	-
Class C	812,581	10.5	↑	\$6.00	↓	0	↑	-27,698	-
Northwest	1,310,796	22.9	↓	\$11.26	↑	35,974	↑	64,262	-
Class A	127,000	44.5	↓	\$13.23	↑	0	↑	7,495	-
Class B	846,937	22.5	↓	\$10.63	↑	38,834	↑	62,152	-
Class C	336,859	15.6	↓	\$10.21	↓	-2,860	↑	-5,385	-
Suburban St. Paul	3,454,010	21.9	↑	\$10.34	↓	25,517	↑	56,306	-
Class A	1,191,572	14.0	↓	\$12.16	↑	13,479	↑	41,860	-
Class B	1,505,027	23.1	↓	\$10.03	↓	9,583	↑	11,991	-
Class C	757,411	32.1	→	\$8.94	↓	2,455	↓	2,455	-
Minneapolis CBD	21,864,614	14.1	↓	\$14.73	↑	40,187	↓	-10,714	-
Class A	15,634,401	13.1	↑	\$16.20	→	25,008	↓	-32,660	-
Class B	4,470,924	17.3	↓	\$11.65	↓	2,196	↓	10,219	-
Class C	1,759,289	15.8	↑	\$11.15	↑	12,983	↑	11,727	-
North Loop	3,329,197	8.1	N/A	\$14.45	N/A	64,221	N/A	75,478	-
Class A	1,118,914	7.8	N/A	\$14.49	N/A	61,414	N/A	68,364	-
Class B	1,082,414	5.9	N/A	\$14.62	N/A	4,643	N/A	5,450	-
Class C	1,127,869	10.5	N/A	\$14.36	N/A	-1,836	N/A	1,664	-
St. Paul CBD	6,822,990	19.4	↓	\$11.17	↓	19.4	↑	41,799	-
Class A	2,565,792	13.8	↓	\$13.15	↑	13.8	↑	22,369	-
Class B	3,752,705	24.2	↓	\$10.22	↓	24.2	↓	20,574	-
Class C	504,493	12.6	↑	\$8.00	↓	12.6	↓	-1,144	-

Note: The tracked base includes all multi-tenant office buildings larger than 30,000 sq. ft. and does not include any single-tenant buildings

Source: CBRE Research, Q2 2015.

Figure 8: Minneapolis/St. Paul Office Submarket Map



CONTACTS

Allyn Thorpe
Researcher
 4400 W 78th Street
 Minneapolis, MN 55435
 +1 952 924 4810
 allyn.thorpe@cbre.com

Blake Hastings
Managing Director
 4400 W 78th Street
 Minneapolis, MN 55435
 +1 952 924 4638
 blake.hastings@cbre.com


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Minneapolis/St. Paul Retail, Q2 2015

Steady Q2 2015 gearing up for a flurry of activity

 Vacancy Rate
7.3%

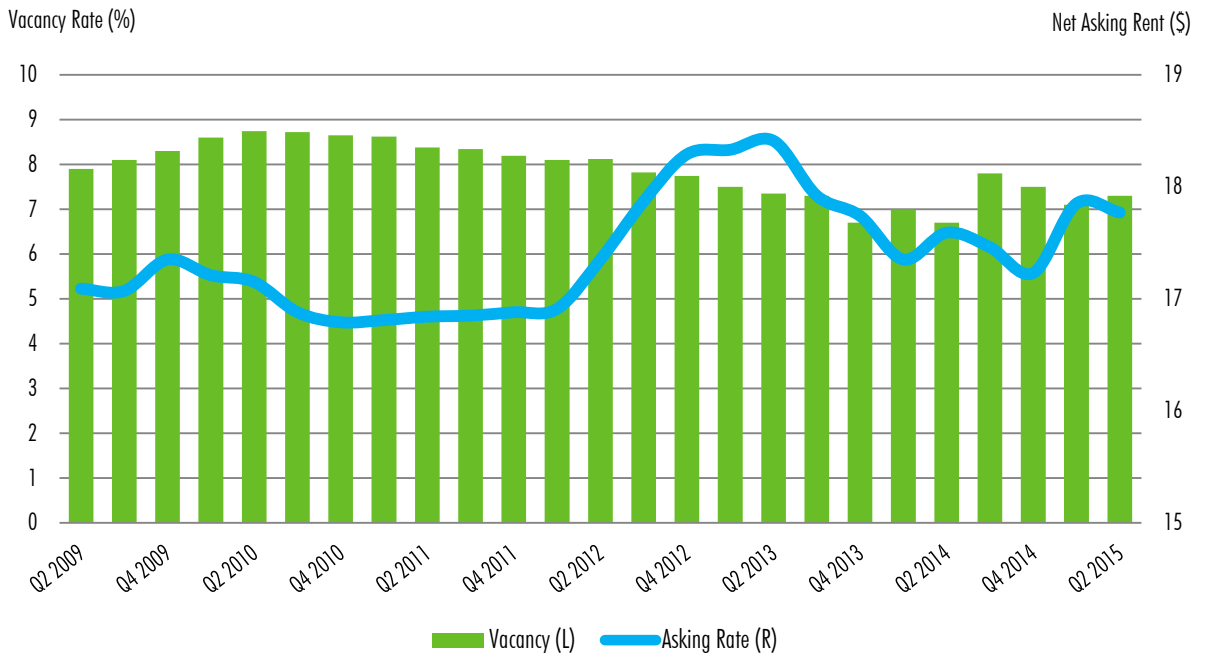
 Net Asking Rate
\$17.77

 Net Absorption
36,104SF

 Under Construction
1,863,361 SF

Figure 1: Direct Vacancy Rate and Lease Rate

*Arrows indicate change from previous quarter.



Source: CBRE Research, Q2 2015.

- Walgreens set to open in both Minneapolis and St. Paul CBDs after announcing it will occupy 25,000 sq. ft. in the long vacant former Macy's store in St. Paul.
- Toys R Us vacates 44,000 sq. ft. from Southtown Shopping Center after 26 years.
- Fresh Thyme plans to anchor Plymouth redevelopment at Highway 55 & Vicksburg Lane, making this the fourth planned Fresh Thyme in the Twin Cities.
- City of Cottage Grove reaches deal to acquire long-vacant Home Depot store with hopes to finally reshape the struggling center, co-anchored by a vacant Rainbow Foods.

MARKET OVERVIEW

Q2 2015 marked relatively stagnant numbers in the Minneapolis/St. Paul Retail Market. Availability bumped up 30 basis points from 7.8% to 8.1% and vacancy only rose 20 basis points from 7.1% to 7.3%. The market posted 36,104 sq. ft. of positive absorption in Q2 2015, making the year-to-date total positive 49,414 sq. ft.

Asking rent changes were rather dormant in Q2 2015, having only dropped seven cents to \$17.77 net since Q1 2015. Rents are expected to increase due to the pent up competition that is ever-present among retailers to grab both premium and secondhand spaces alike.

GEARING UP

After posting modest numbers for two consecutive quarters, the Minneapolis/St. Paul Retail Market is being prepped for what could be an explosion of new retail space in the near future. Construction is at an all-time high for recent years with several developments underway that are well over 100,000 sq. ft.

The Central Park Commons development in Eagan broke ground in Q2 2015, which will deliver 434,100 sq. ft. of retail space, much of which is already pre-leased to big name retailers like Hy-Vee and Best Buy. This comes not long after the opening of the Twin Cities Premium Outlet Mall which delivered 409,000 sq. ft. of retail space to the same submarket in Q3 2014.

RETAIL MOMENTUM IN BROOKLYN PARK

Brooklyn Park’s Highway 610 corridor is well-poised for retail growth in the upcoming years. The area has seen steady and sustained residential growth and office growth in recent years – both of which are core drivers for retail. Also, the Minnesota Department of Transportation (MNDOT) is going to follow through with a plan to extend Highway 610 to Interstate Highway 94, thus potentially increasing the amount of traffic flowing through the corridor. In the last year,

Target Corp. expanded its North Campus and several other companies have expanded or relocated headquarters on the 610 corridor.

All of these signs have not gone unseen by retail developers looking to take part in all of the action. Developers have mostly honed in on the Highway 610-Zane Avenue intersection, where there are currently three distinct projects at various stages in development. Should they come to fruition, they will bring 84 acres of retail development to the intersection, highlighted by a grocery store from Hy-Vee. We can expect to see more developers submit plans to develop the many vacant land parcels that stretch along the corridor.

TOP LEASE TRANSACTIONS

Leasing activity was fairly modest in Q2 2015 with the largest transaction being Hobby Lobby’s 64,130-sq.-ft. deal at a former Rainbow Foods in Bloomington. This marks the second former Rainbow Foods to be taken over by Hobby Lobby, which could make this a trend in the foreseeable future. Following Hobby Lobby is a Sun Foods expansion in Brooklyn Center and Bauer Hockey’s second U.S. retail store, which has plans for an opening day sometime in Q4 2015. Bauer Hockey’s footprint will be roughly 33,000 sq. ft.

Figure 2: Top Retail Transactions

Tenant/Building	Location/ Sale Price	Size (Sq. Ft.)	City	Transaction Type
Hobby Lobby	Former Rainbow Foods	64,130	Bloomington	Lease – New
Sun Foods	6300 Brooklyn Blvd	35,000	Brooklyn Center	Lease – Expansion
Bauer Hockey	REI Building	33,000	Bloomington	Lease – New
Lifetime Fitness	\$37,000,000	258,602	St. Louis Park	Sale-Leaseback
Lifetime Fitness	\$29,200,000	152,000	Lakeville	Sale-Leaseback
Lifetime Fitness	\$23,200,000	145,896	Eden Prairie	Sale-Leaseback
Waterford Park Plaza	\$19,500,000	121,287	Plymouth	Sale

Source: CBRE Research, Q2 2015.

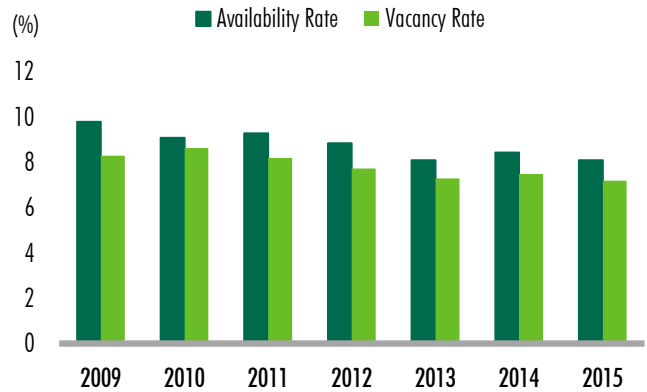
TOP SALES TRANSACTIONS

Retail investment sales remains a hot trend in Q2 2015 as seen by the trading of three Lifetime Fitness establishments, as well as a 127,600-sq.-ft. shopping center.

Life Time Fitness underwent a costly buyout to go private in Q2 2015 and needed to free up some capital by undergoing sale-leaseback deals for 29 of its 114 fitness centers. It sold three of its centers throughout the metro in St. Louis Park, Eden Prairie, and Lakeville. The Lakeville location was the most profitable of the three for Life Time at \$192.11 per-sq.-ft. The signed leases ran anywhere from 20 to 24 years.

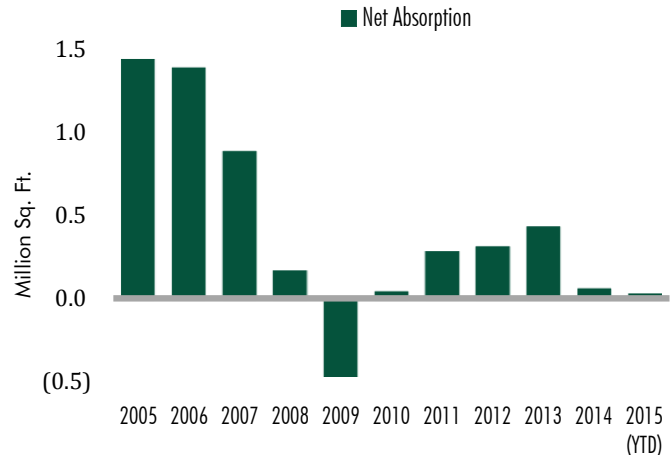
Phillips Edison expanded their footprint in the Minneapolis/St. Paul market with the acquisition of Waterford Park Plaza. This is on the heels of their first acquisition in our market in Q4 2014 (\$25 million for Crossroads of Shakopee). The 127,600-sq.-ft. development was 96% leased at the time of sale and sold for roughly \$153 per-sq.-ft.

Figure 3: Direct Vacancy vs. Availability Rate



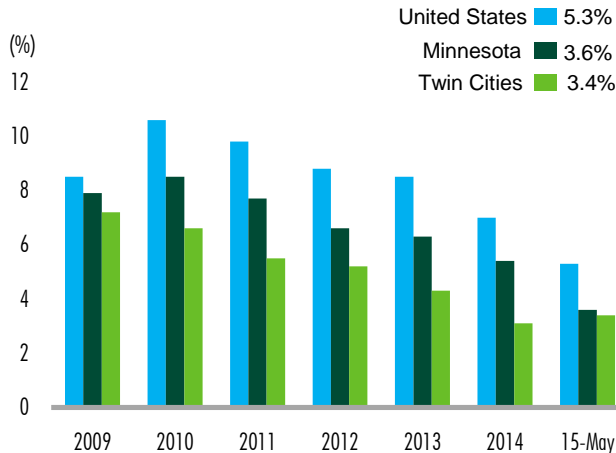
Source: CBRE Research, Q2 2015.

Figure 4: Historical Net Absorption



Source: CBRE Research, Q2 2015.

Figure 5: Unemployment



Source: BLS and MN DEED, May 2015
Non-seasonally adjusted figures

UNEMPLOYMENT DOWN FOR Q2 2015

Non-seasonally-adjusted unemployment numbers for Q2 2015 are reported at 3.4% for the Twin Cities metro. The State of Minnesota Department of Employment and Economic Development (DEED), the rate of participation in the labor force is up for the fifth consecutive month to 70.8%. Nationally, Minnesota is still well below the average unemployment rate of 5.3% (non-seasonally-adjusted figure).

CONSTRUCTION LED BY EXPANSIONS

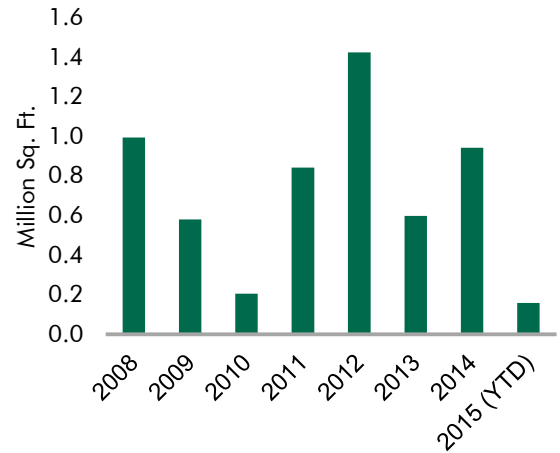
The Minneapolis/St. Paul retail market is showing over 1.8 million sq. ft. of retail developments larger than 30,000 sq. ft. currently under construction. The 1,863,361-sq.-ft. number is primarily led by expansions and redevelopments.

Ridgedale Mall's three-year redevelopment/expansion project is now nearing its first full year of progress. It is currently in the process of constructing the Nordstrom addition and expanding the super-regional center by an additional 85,000 sq. ft. The Mall of America is also in the midst of an expansion which will make way for an additional 150,000 sq. ft. of retail space. Both of these expansions are slated for a Q3 2015 completion.

Several developments in the metro are currently in the process of receiving substantial renovations and complete redevelopment, most notable of those being City Place in Woodbury. What was once a vacant State Farm campus will turn into a 700,000-sq.-ft. mixed-use campus anchored by Whole Foods Market with shopping, restaurants, a 116-room Residence Inn, and additional office space. Approximately 150,000 sq. ft. of this development is dedicated strictly to retail. Another substantial development in Woodbury is Bielenberg Gardens which has added roughly 78,000 sq. ft. in Q2 2015 and has another 70,000 sq. ft. to be completed.

As previously mentioned, we should expect to see substantial retail development along the Highway 610 Corridor in Brooklyn Park in the near future. There are also areas on the outskirts of the metro being prepped for development. Prior Lake has a proposal for 76,000 sq. ft. of retail and restaurants at Highway 21 and Fish Point Road. Chanhassen is considering a development that will bring 360,000 sq. ft. of commercial space along with 40,000 sq. ft. of offices and a 190-unit apartment complex. Both areas are among the top five for median household income of Minneapolis/St. Paul Metro cities.

Figure 6: Retail Construction Completions



Source: CBRE Research, Q2 2015.

Figure 7: Woodbury's City Place development



Source: Elion Partners

Figure 8: Notable Twin Cities Retail Construction Projects

Project	Sq. Ft.	Submarket
Central Park Commons	434,100	Eagan
Ridgedale Expansion	200,000	Ridgedale
Walmart	180,000	Coon Rapids
MOA Expansion	150,000	Southdale
City Place	150,000	Woodbury
White Bear Marketplace	120,000	Maplewood
Shingle Creek	106,000	Brookdale
New Hope Hy-Vee	90,000	Brookdale
Oakdale Hy-Vee	90,000	Woodbury

Source: CBRE Research, Q2 2015.

Figure 9: Minneapolis/St. Paul Retail Market Statistics

Submarket	Rentable Area (Sq. Ft.)	Direct Vacancy Rate(%)	Average Net Asking Rate (\$/Sq. Ft./Yr)	Q2 Net Absorption (Sq. Ft.)	YTD Net Absorption (Sq. Ft.)	Construction (Sq. Ft.)
A.V. — Lakeville	3,499,383	7.2	16.77	(4,082)	(27,975)	
Brookdale	3,299,561	12.8	14.41	(20,596)	(8,143)	196,578
Burnsville	3,361,110	7.2	19.71	42,864	3,919	
Calhoun	1,258,636	6.0	26.83	(1,810)	(10,966)	
Coon Rapids	4,168,306	3.5	9.14	8,052	14,650	180,000
Eagan	2,205,232	7.2	15.18	(17,430)	2,382	434,100
Eden Prairie	3,713,103	4.4	12.04	(22,546)	(23,225)	
Maple Grove	5,331,416	4.8	19.04	(7,709)	45,098	
Maplewood	3,563,352	4.5	16.13	11,778	10,213	120,000
Minneapolis CBD	1,876,735	11.8	24.54	(9,158)	43,892	
Northtown	3,063,899	17.5	6.59	(6,046)	(36,177)	
Ridgedale	5,502,483	2.9	21.18	(7,005)	(30,456)	281,458
Rosedale	5,132,953	8.6	20.49	61,605	20,358	
Southdale	9,316,416	5.2	20.15	(44,974)	(9,058)	202,000
St. Paul Highlands	1,413,147	6.1	17.39	0	(314)	54,000
West St. Paul	1,258,502	10.5	13.92	2,985	18,010	47,000
Woodbury	4,580,267	13.8	14.52	50,176	37,206	348,225
Total (Metro)	62,544,501	7.3	17.77	36,104	49,414	1,863,361

Source: CBRE Research, Q2 2015.

QUARTER-END SUBMARKET ANALYSIS

The most dynamic submarkets this quarter on a sq.-ft.-basis were the Woodbury, Rosedale, and Southdale submarkets.

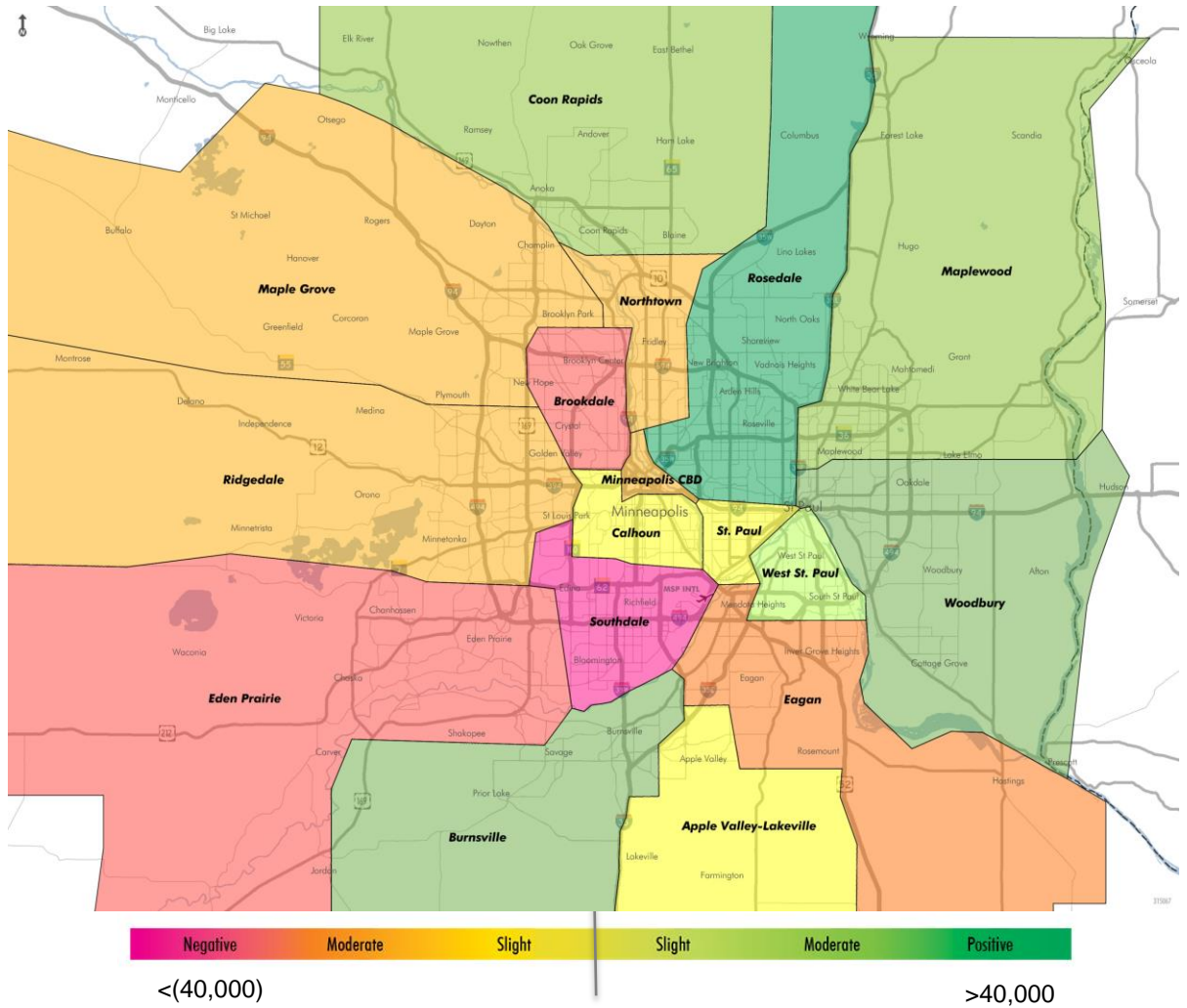
Jerry's Foods opened up its 78,000-sq.-ft. shop in Woodbury this quarter, resulting in a large amount of absorption for that submarket. Rosedale also saw an increase in absorption due to several tenants signing leases at the Rosedale Commons.

The negative absorption figure from Southdale, normally a strong market, is largely due to the loss of Toys R Us in a spot which they've occupied for 26 years.

Mayo Clinic Square (formerly Block E) was introduced back into the Minneapolis CBD after receiving substantial renovations and improvements. The first floor will be reserved for restaurant space whereas the second floor is being speculated for office space.

The Eagan submarket takes the lead in the construction race and has a total of 434,100 sq. ft. in active construction for developments greater than 30,000 sq. ft. This is followed closely behind by Woodbury's CityPlace and Bielenberg Gardens developments. We should expect to see much higher absorption numbers in these submarkets in the foreseeable future.

Figure 10: Q2 2015 Submarket Absorption



Absorption is the change in total occupied sq. ft. from one period to the next, in this instance – per quarter. The above color scale represents the degree of absorption for each submarket on a sq.-ft.-basis for Q2 2015

Source: CBRE Research, Q2 2015.

CONTACTS

Derek Smith
Research Analyst
 4400 W 78th Street
 Minneapolis, MN 55435
 +1 952 924 4809
 derek.t.smith@cbre.com

CBRE OFFICE

Minneapolis/St. Paul
 4400 W 78th Street
 Minneapolis, MN 55435

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Minneapolis/St. Paul Industrial, Q2 2015

Development and Absorption Strong Again in Q2 2015

Vacancy Rate
5.0%

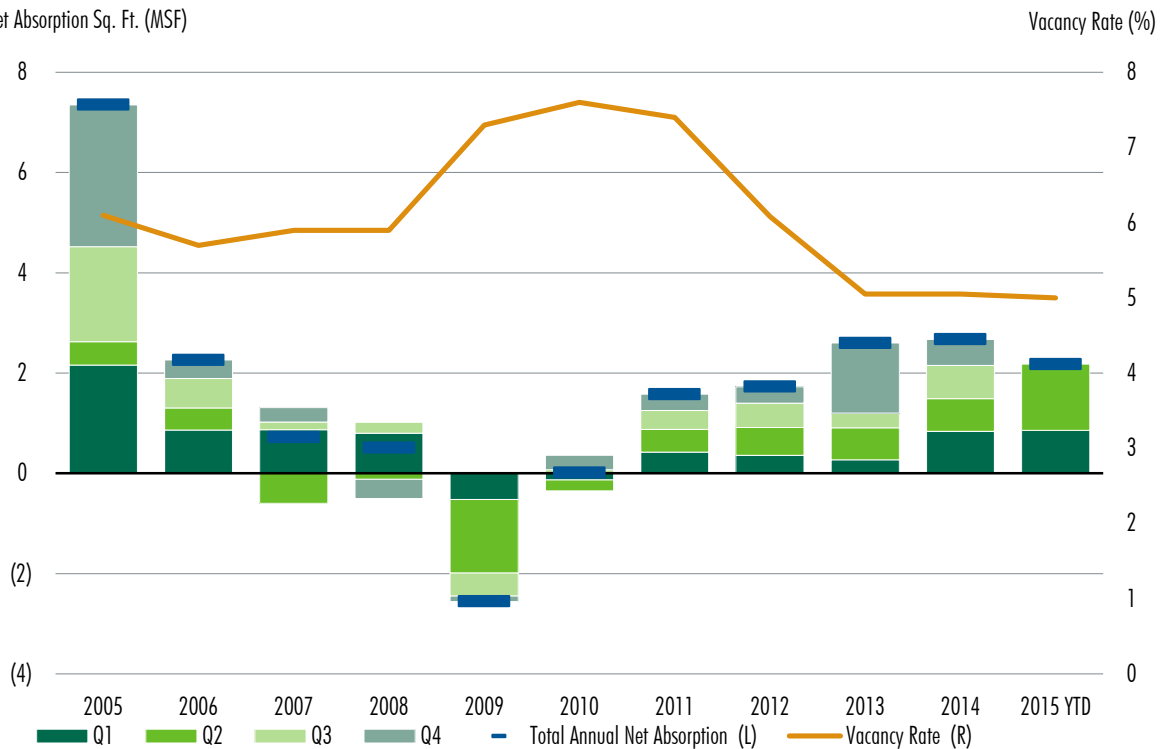
Lease Rate
\$5.11 PSF

Net Absorption
1,319,678 SF

Under Construction
2,805,964 SF

Figure 1: Historical Net Absorption vs Vacancy Rate
Net Absorption Sq. Ft. (MSF)

*Arrows indicate change from previous quarter.



Source: CBRE Research, Q2 2015.

- The 1,319,678 sq. ft. of net absorption in Q2 2015 is the highest single quarter total since Q4 2013, 65% of the total resulted from one transaction.
- The largest deal in the past decade in the Minneapolis/St. Paul market occurred in Q2 2015 with Polaris occupying 870,000 sq. ft. of space in Shakopee, MN.
- According to CBRE Research, there is roughly 16.5 million sq. ft. of planned/scheduled construction being considered across the metro.

MARKET OVERVIEW

The Minneapolis/St. Paul Industrial Market showed no signs of losing steam in Q2 2015 following a healthy first quarter. With the highest level of product completed in Q1 2015 since the first quarter of 2001, the construction and increased supply are keeping up with the demand for industrial product.

MARKET OVERVIEW CONT'D

The roughly 80% occupancy of the 1.7 million sq. ft. of space delivered in Q1 2015 points to a second phase of construction and development that should last through the end of the year. Other key drivers are the vacancy and availability rates which steadily continue to fall. The total vacancy after Q2 2015 was 5.0% with the total availability rate just under 7.0%. Newcomers, both developers and institutional investors alike, are entering into the market and echoing the notion that Minneapolis/St. Paul is more than a mid-market, middle of the pack economy where it has been historically categorized. The Minneapolis/St. Paul Industrial Market currently ranks 11th in the country in terms of sq. ft. (see figure 10).

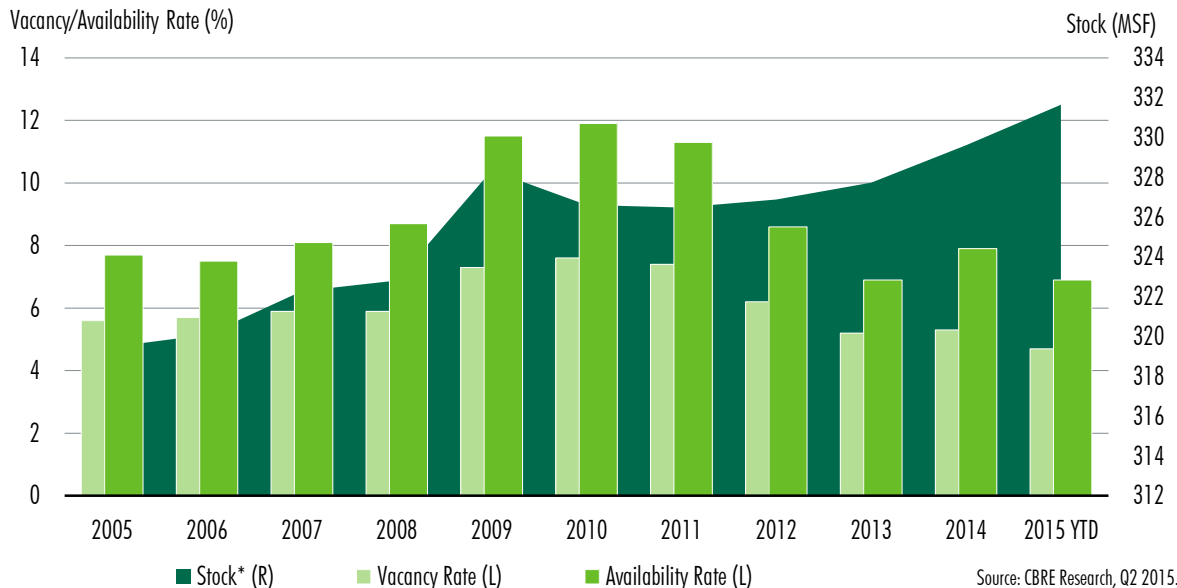
By far the largest deal of the quarter and in recent history was Polaris occupying Kmart's former 1.1 million-sq.-ft. facility in Shakopee. Vacant since 2013, Polaris occupied more than 870,000 sq. ft. of the former distribution center at 901 Canterbury Road. With this deal, overall net absorption was north of 1.3 million sq. ft. for the quarter. While institutional sales and increasing demand continues, particularly for flex product, available sites for development are being swept off the market. This has led to further

compression of cap rates and investor preferences such as clear height, becoming less significant. Investors are willing to buy lower quality product to simply get involved and be a player in the Minneapolis/St. Paul market.

The Arrival of Amazon

With approvals and plans in place, we can expect to see construction of Amazon's 820,000-sq.-ft. distribution center in Shakopee take off on the 69.2-acre site. Sold by United Properties in late June, the company will take advantage of approximately \$5.8 million in tax revenue to improve roads and other infrastructure near the site. While initially asking for more tax-payers' dollars, the question remains regarding the impact of the arrival on the Minneapolis/St. Paul market and local economy. Amazon plans to create 1,000 full-time jobs, but many potential jobs will be fulfilled by machines in order to speed up their core operations. Now that this public financing is final, city and state officials will be scrutinizing the financial benefits of tax increment financing (TIF) for large corporations more than ever. Before the approval of the distribution center, Amazon leased a 162,000-sq.-ft. building in Shakopee as well.

Figure 2: Market Availability



Source: CBRE Research, Q2 2015. *Represents Industrial buildings 10,000 sq. ft. and up.

CONSTRUCTION: PHASE II

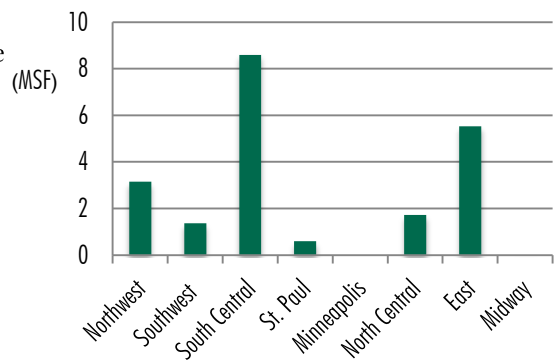
While only four projects were completed in Q2 2015 for a total of approximately 671,000 sq. ft., less than 40% of the space delivered during the previous quarter, the final two quarters are expected to produce numbers similar to the first quarter of 2015. This is largely attributable to developer and investor optimism regarding the market and strong absorption of recently completed product.

Highlighted by Amazon's plans to open an 820,000-sq.-ft. distribution center in Shakopee, the market can expect to see a large number of city approvals become public as the construction boom enters into the second phase of the cycle. This is a great indicator of sustainable growth in the near future.

BluDot occupied Gateway North Business Center III, their 150,000-sq.-ft. build-to-suit located in Otsego. The largest building completed was CSM's 271,000-sq.-ft. North Star Distribution Center in Rogers.

Three of the four completed projects were speculative, 32' clear facilities.

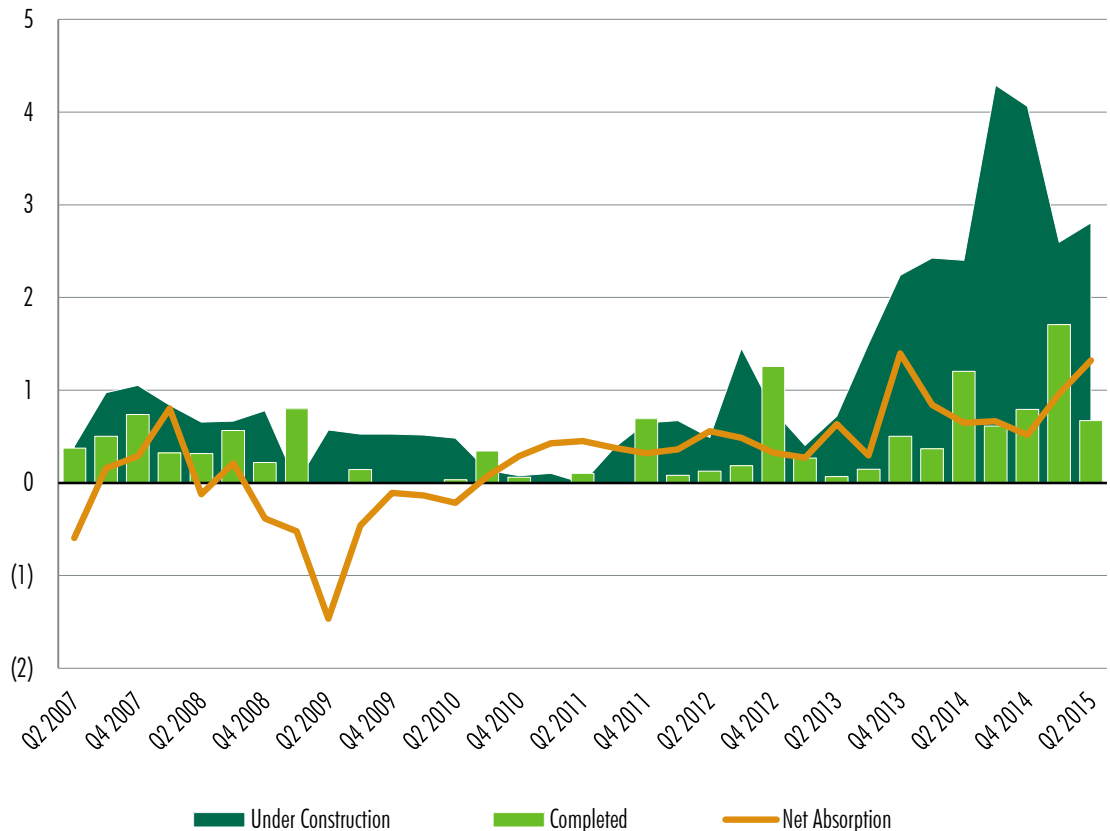
Figure 3: Planned/Scheduled Construction by Submarket



Source: CBRE Research, Q2 2015.

Figure 4: Under Construction/Completed/Net Absorption

(MSF)



Source: CBRE Research, Q2 2015.

Investors

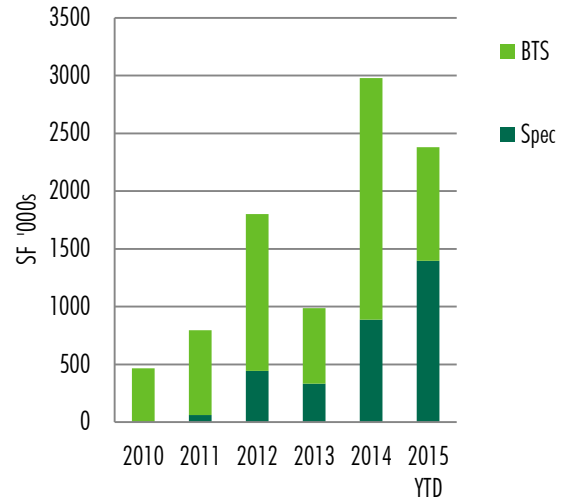
Return of Capital to Minneapolis High Finish

Spreads between low finish industrial properties and high finish remain attractive providing encouragement to new capital showing there is room for additional cap rate compression remaining in flex product. 2013 and 2014 flex sale volume totaled nearly \$300 million – the highest volumes since 2005. CBRE expects another \$200 million in flex sales to close in 2015. Assets and portfolios acquired in 2013 and 2014 experienced near term leasing success with better than expected renewal rates and robust activity on vacancies. The largest portfolio sale in Q2 2015 was the acquisition of two flex buildings for \$19.2 million by Eagle Ridge Partners in Bloomington. Expect multiple high finishing offering in the 2nd half of 2015.

Increased Demand for Infill Locations

Investment demand has increased for Class B industrial properties with clear heights ranging from 14’ to 20’. Even as cap rates have continued to compress, investors have been attracted to limited amounts of supply, increasing user demand, and pricing below replacement costs.

Figure 5: Spec vs. Built-to-Suit



Source: CBRE Research, Q2 2015.

New Construction Pricing

As spec development becomes stabilized, CBRE expects several core industrial offering coming to the market. Most of the core buyers for the Minneapolis market will need more education on the cost of new construction and the resulting rents. CBRE expects core industrial offering to surpass \$100 per sq. ft. in the next 6 months.

Figure 6: Top Sale Transactions

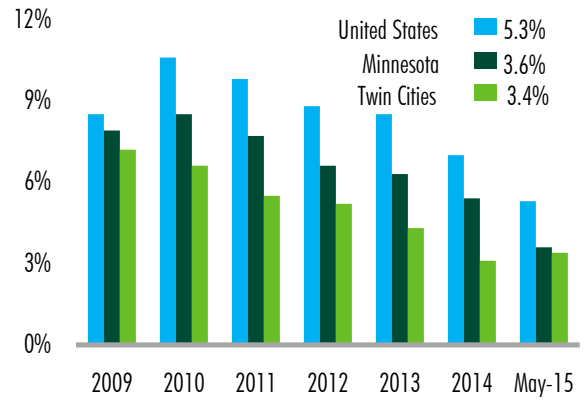
Property	Buyer	Sale Price / Size (Sq. Ft.)	City	Transaction Type
9401 & 9555 James Ave S	Eagle Ridge Partners LLC	\$19.2 M / 230,000	Bloomington	Investment Sale
2685 Long Lake Rd	LSREF4 Rebound LLC	\$18.4 M / 128,443	Roseville	Investment Sale
9464-9496 Hemlock Ln N 11701-11741 95th Ave N 11751-11787 95th Ave N	Interstate Partners LLC	\$9.1 M / 163,336	Maple Grove	Investment Sale
121 S 12 th Ave	Shamrock Development	\$8.3 M / 121,780	Minneapolis	Investment Sale
11611 Business Park Blvd	Eagles Partners IV LLC	\$7 M / 188,828	Champlin	User Sale

Source: CBRE Research, Q2 2015.

LOCAL ECONOMIC CONDITIONS

Despite Minnesota's unemployment rate ticking up 10 bps to 3.8% in May, the figure has decreased from 4.6% in the previous quarter to 3.6% in Q2 2015. With the participation rate reaching its fifth consecutive month of improvement despite baby boomers departing the workforce, the statistic is a positive sign for the economy. More relative to the industrial side of the market are the adverse effects of the spreading bird flu. Millions of chickens and turkeys have contracted the virus. This epidemic has wiped out entire farms across the state. The manufacturing industry is feeling the majority of the blow with infected farms decreasing activity.

Figure 7: Unemployment



Source: BLS and MN DEED, May 2015
*Non-seasonally adjusted figures

Figure 8: Top Lease Transactions

Tenant	Size (Sq. Ft.)	Address	Transaction Type
Polaris	870,128	901 Canterbury Rd	New Lease
Amazon	162,000	5825 E 11 th Ave	Expansion
The Bernard Group	156,333	19011 Lake Dr E	New Lease
Flint Hills Resources	87,481	3747 117 th St	New Lease
Koch Logistics	77,063	429-475 Prior Ave N	New Lease
Best Warehousing and Transportation	68,051	807 Hampden Ave	Expansion

Source: CBRE Research, Q2 2015.

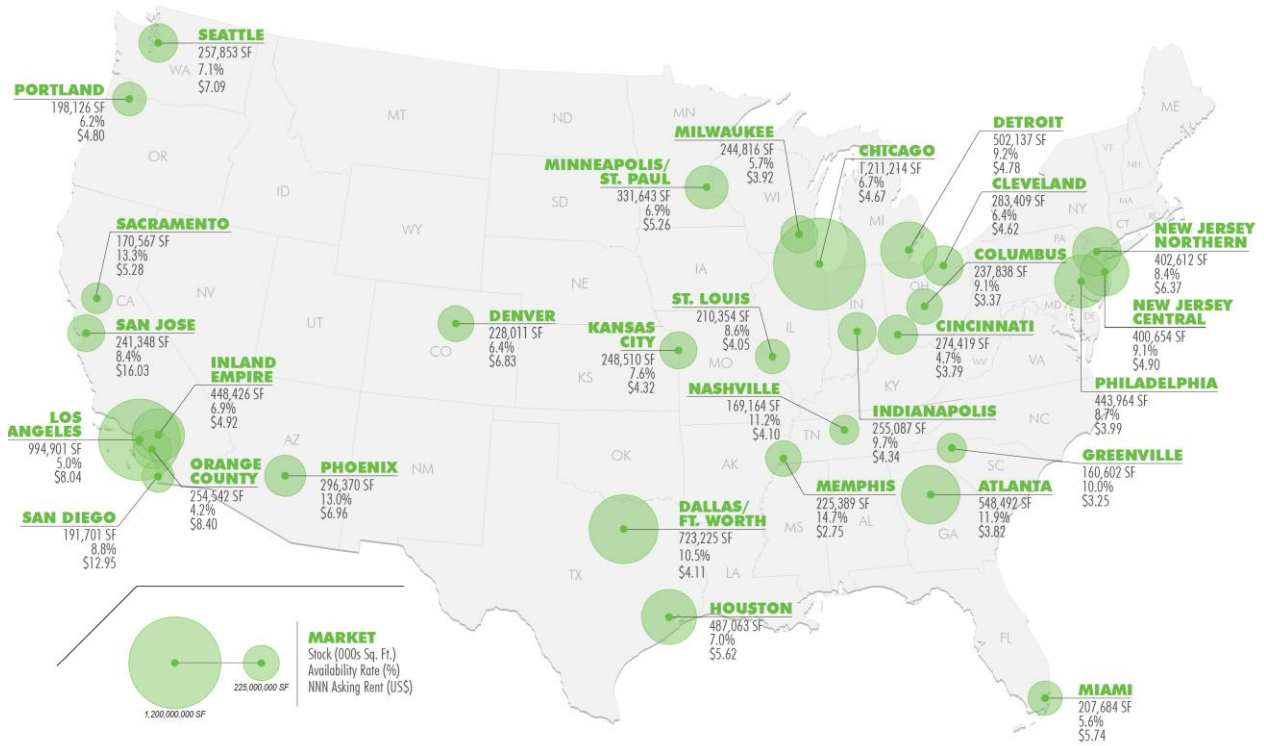
Figure 9: Minneapolis/St. Paul Submarket Map

Submarket	Rentable Area (Sq. Ft.)	Total Vacancy Rate (%)	Y-o-Y Vacancy Trend	Average Net Asking Rate (\$/Sq. Ft./Yr)	Q2 Net Absorption (Sq. Ft.)	Y-o-Y Net Absorption Trend	YTD Net Absorption (Sq. Ft.)	Under Construction Spec (Sq. Ft.)	Under Construction BTS (Sq. Ft.)
Metro Overall	331,642,774	5.0	→	5.11	1,319,678	↑	2,177,977	1,505,764	1,300,200
Bulk Warehouse	68,105,656	4.8	→	4.31	1,136,362	↑	1,942,649	742,000	-
Office Warehouse	141,016,517	4.7	→	4.99	(12,342)	↓	73,703	733,540	363,600
Office Showroom	36,445,020	8.9	↑	7.03**	191,415	↓	4,078	30,224	-
Northwest	64,458,225	5.6	↓	5.59	191,115	↑	690,904	1,475,540	295,600
Bulk Warehouse	16,694,406	7.2	↑	4.86	176,012	↑	556,276	742,000	-
Office Warehouse	29,733,640	5.0	↓	5.37	(1,795)	↓	(27,342)	733,540	195,600
Office Showroom	7,829,871	9.2	↑	6.94**	30,698	↓	69,710	-	-
Southwest	70,742,779	5.9	↑	5.56	965,017	↑	1,323,793	30,224	216,000
Bulk Warehouse	13,270,774	4.2	↓	3.88	858,506	↑	1,174,529	-	216,000
Office Warehouse	31,675,450	5.6	↑	5.24	(104,331)	↓	68,263	-	-
Office Showroom	13,134,095	11.1	↑	7.10**	131,469	↓	(52,372)	30,224	-
South Central	51,402,167	5.0	↓	5.02	173,693	↑	239,326	-	504,600
Bulk Warehouse	11,478,071	2.9	↓	3.87	60,152	↑	170,152	-	-
Office Warehouse	23,673,082	5.4	↓	5.23	70,419	↑	44,398	-	93,600
Office Showroom	6,893,998	8.2	→	5.17**	43,122	↑	27,113	-	-
St. Paul	17,575,197	3.8	↓	4.02	35,985	↑	103,711	-	-
Bulk Warehouse	3,934,253	3.1	↓	4.11	22,963	↑	22,963	-	-
Office Warehouse	5,866,398	3.3	→	4.89	(10,275)	↑	47,325	-	-
Office Showroom	1,194,488	5.2	↓	6.06**	13,297	↑	13,297	-	-
Minneapolis	29,305,990	1.9	↓	5.43	(129,482)	↓	(247,543)	-	-
Bulk Warehouse	2,145,464	6.1	↓	3.73	(37,956)	↓	(37,956)	-	-
Office Warehouse	11,544,075	2.6	↓	4.21	4,263	↑	(98,368)	-	-
Office Showroom	158,266	0	↓	-	(20,221)	↓	(20,221)	-	-
North Central	49,900,348	4.3	↓	5.30	7,837	↓	36,699	-	42,000
Bulk Warehouse	10,786,596	6.0	↑	5.24	(20,378)	↓	(20,378)	-	-
Office Warehouse	22,855,393	3.9	↓	4.82	28,165	↑	(3,519)	-	42,000
Office Showroom	4,815,769	5.9	↓	6.98**	50	↑	538	-	-
East	14,745,735	3.5	↑	5.30	1,212	↑	(61,025)	-	242,000
Bulk Warehouse	2,374,518	1.7	↑	5.24	-	→	-	-	-
Office Warehouse	5,619,911	5.0	↓	4.82	1,212	↑	(14,705)	-	66,000
Office Showroom	1,500,977	7.6	↑	6.98**	-	→	(26,987)	-	-
Midway	33,512,333	3.8	↓	4.75	74,301	↑	92,112	-	-
Bulk Warehouse	7,421,574	3.4	↓	4.50	77,063	↑	77,063	-	-
Office Warehouse	10,048,568	4.8	↓	4.93	-	↑	57,651	-	-
Office Showroom	917,556	5.4	↓	7.22**	(7,000)	↑	(7,000)	-	-

Source: CBRE Research, Q2 2015.

* Single Tenant & Multi Tenant. ** Represents a blended rate of 50% office and 50% warehouse. Total Vacancy Rate May Not Add Up Due To Rounding.

Figure 10: Largest 30 U.S. Industrial Markets



Source: CBRE Research, Q2 2015.

CONTACTS

Michael Stein

Research Coordinator

+1 763 486 4301

michael.stein@cbre.com

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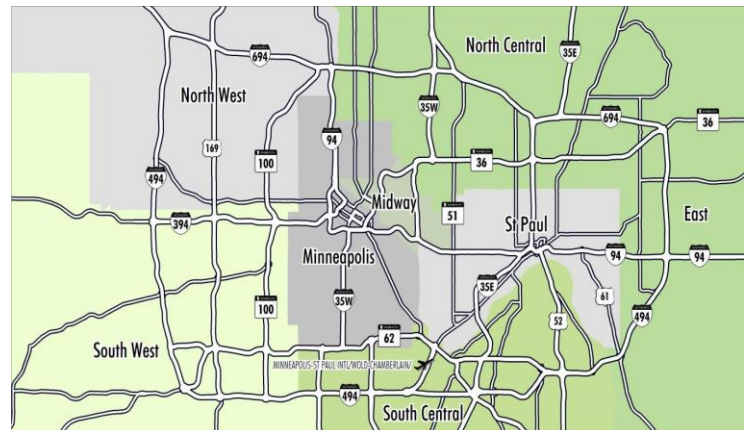
4400 West 78th Street, Suite 200

Minneapolis, MN 55435

Minneapolis - Downtown

81 South 9th Street, Suite 400

Minneapolis, MN 55402



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1/8 page-horizontal	\$1,190

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30,000-40,000	\$45
50,000+	\$35

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<u>Impressions</u>	<u>2-3 months</u>	<u>4-7 months</u>	<u>8-12 months</u>
10,000/month	\$ 550	\$ 500	\$ 450
20,000/month	\$ 825	\$ 750	\$ 675
30,000/month	\$ 1,100	\$ 1,000	\$ 900
40,000/month	\$ 1,375	\$ 1,250	\$1,125
50,000/month	\$ 1,650	\$ 1,500	\$1,350

Monthly sponsorships of pages

\$2,200 - \$2,900*

*Price depends on amount of time run

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¼ page	\$480	\$420	\$330
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Top Banner	\$225	\$215	\$200
Big Ad	\$225	\$215	\$200

Pioneer Press/Twincities.com

Online Advertising

Economic Development Authority (EDA)

4. 3.

Meeting Date: 08/13/2015

Submitted For: Patrick Brama, Administrative Services

By: Patrick Brama, Administrative Services

Title:

Consider Supporting 1st Annual Anoka County Broker/ Developer Event

Purpose/Background:

PURPOSE:

Consider participation in a new event: 1st Annual Anoka County Broker/Developer Networking Event, Tuesday, October 27, 2015, 9-11 a.m. Staff is asking for EDA support to participate in this event.

What is the purpose of the event?

Anoka County staff, Anoka cities staff, and Great MSP staff have identified an opportunity for the north metro to improve their image/ reputation in terms of economic development. The purpose of this event is to get the "Anoka" name out in the development world, improve the perception of the north metro, and establish relationships.

Anoka County and Greater MSP are "overseeing" this event. However, the Cities of Ramsey, Anoka, and Coon Rapids are also leading this effort (in terms of planning).

What is the agenda?

The event will take place on Tuesday, October 27, 9 a.m. to 11 a.m. at the Bunker Lake Golf Club. The event will include door prizes, speakers, continuing education credits for real estate, and exhibits from Cities. The theme of the event is "Getting Deals Done" and will emphasize tools and resources to assist developers/ brokers in closing deals. The final details are currently being worked out, including the formal invite and materials.

What does City participation include?

- staff attending event (potentially speak, set-up and man exhibitor booth)
- staff purchase give-aways for the City's booth
- staff put together updated materials
- staff assist with sending out invites
- EDA members would be welcomed to attend, if desired
- budget not to exceed \$2,500 (EDA Miscellaneous Professional Services)

Notification:

NA

Observations/Alternatives:

NA

Funding Source:

Please see background.

Recommendation:

NA

Action:

Consider participation in a new event: 1st Annual Anoka County Broker/Developer Networking Event, Tuesday, October 27, 2015, 9-11 a.m. Staff is asking for EDA support to participate in this event.

Attachments

No file(s) attached.

Form Review

Inbox

Kurt Ulrich

Form Started By: Patrick Brama

Final Approval Date: 08/05/2015

Reviewed By

Jo Thieling

Date

08/05/2015 08:19 AM

Started On: 08/03/2015 04:02 PM

Economic Development Authority (EDA)

4. 4.

Meeting Date: 08/13/2015

Submitted For: Patrick Brama, Administrative Services

By: Patrick Brama, Administrative Services

Title:

Review Future Business Park Infrastructure Analysis Preliminary Report

Purpose/Background:

PURPOSE:

The purpose of this case is to review a finalized report from Bolton & Menk on required infrastructure improvements to the City's future business park.

The major difference between this report and the preliminary report reviewed by the EDA in July is the "Cost Allocation Section." This section was left blank in July; and is now completed. The purpose of this section is to show alternatives on how the costs associated with "required infrastructure improvements" to the City's future business park can be assigned/ allocated.

Once this report is adopted, the City will be in position to complete three items:

1. Complete a cost benefit analysis on the City's future business park
2. Compile a list of financing "strategies/ alternatives"
3. Review report with property owners, attain feedback

For background information on this process and the City's future business park, please see attachments.

Notification:

NA

Observations/Alternatives:

NA

Funding Source:

TIF 1

Recommendation:

Consider forwarding document to the City Council for adoption, with any desired amendments.

Action:

Consider forwarding document to the City Council for adoption, with any desired amendments.

Attachments

Report 08032015

Request For Qualifications (RFQ) Future Business Park Bunker and Puma Improvements 11 19 2014

RamseyBusinessPark Brochure

Inbox

Kurt Ulrich
Patrick Brama
Tim Gladhill
Kurt Ulrich
Form Started By: Patrick Brama
Final Approval Date: 08/05/2015

Reviewed By

Jo Thieling
Patrick Brama
Tim Gladhill
Jo Thieling

Date

08/04/2015 08:40 AM
08/04/2015 04:20 PM
08/05/2015 08:24 AM
08/05/2015 10:36 AM
Started On: 07/20/2015 09:35 AM



Preliminary Report

for

Future Business Park

City of Ramsey

DRAFT

August 3, 2015



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APPENDICES

APPENDIX A – FIGURES

APPENDIX B – TRAFFIC STUDY

APPENDIX C – STORM WATER ANALYSIS

INTRODUCTION

The Ramsey City Council and Ramsey Economic Development Authority (EDA) have identified the need to prepare for the development of a new business park within the City. The City is targeting a large area of privately owned green-field space located on the north side of Trunk Highway 10, west of Armstrong Boulevard, for a future Ramsey Business Park. Currently, the City is in the process of rezoning this area to meet future land use goals. Figure 1 in Appendix A depicts the general area of the business park and study area.

The future business park is one component (about 92 acres) of a larger green-field area ready for development (about 350 acres). This larger green-field area includes areas for single-family residential development (about 118 acres), medium-density residential (about 31 acres) and room for a future private school campus (about 90 acres). In addition to green-field development, the City expects a portion of existing adjoining light-industrial space to be redeveloped into a traditional retail/commercial area (about 42 acres). See Figure 2 in Appendix A for future land use goals.

The City's future business park, and larger developable green-field area, will be served by the future Trunk Highway 10/Armstrong Boulevard (CSAH 83) interchange. Construction of this interchange began in the spring of 2015 and is expected for completion in the spring of 2017. The City expects the construction of this major interchange to increase the demand for development of this green-field area; and the future Ramsey Business Park.

The primary roadway system serving this developable area is Bunker Lake Boulevard and Puma Street. These roadways are both Municipal State-Aid (MSA) streets. This analysis includes studying traffic impacts resulting from the future business park (along with other users), examining the feasibility of constructing supporting infrastructure, and developing preliminary design layout plans and specifications.

STUDY CONTENT

The primary purpose of this analysis is to determine minimum required infrastructure needs and costs associated with developing the green-field area. Roadways and intersections included in the study are as follows:

- Bunker Lake Boulevard from Armstrong Boulevard to Puma Street,
- Puma Street from Bunker Lake Boulevard to Alpine Drive,
- The Bunker Lake Boulevard/ Armstrong Boulevard intersection,
- The Bunker Lake Boulevard/ Puma Street intersection,
- The Puma Street/ Alpine Drive intersection, and

-
- The Armstrong Boulevard/ Alpine Drive intersection.

Figure 3 in Appendix A depicts the roadways and intersections included in this analysis.

Our analysis consists of four separate components that, when tied together, provide an overview of the corridor needs:

- **Traffic Impact Study** – Defines the needs of the roadways and intersections in the study area,
- **Regional Storm Water Analysis** – Defines conceptual storm water ponding needs,
- **Preliminary Design Layout** – Provides a graphical depiction of the roadways and intersections, and
- **Final Report** – Describes required infrastructure improvements, layouts and costs.

INITIAL INFORMATION

Prior to the study, the City of Ramsey provided the following information and guidance for the study area.

- The City is not master-planning this entire developable area. It is unknown where internal driveways, roadways and curb-cuts will be needed. Therefore, the design of Bunker Lake Boulevard and Puma Street should not include any new curb-cut locations.
- Stubbing of sewer and water utilities along Bunker Lake Boulevard and Puma Street should be completed at regular intervals based on future land use needs.
- Cost estimations and design should include: roadway, trails/sidewalks, storm water management, street lighting, trunk water service and trunk sewer service.
- The intersection of Bunker Lake Boulevard and Armstrong Boulevard was constructed in 2011. Verification that this intersection was constructed to accommodate traffic demands must be completed.
- The City has adopted Comprehensive Sanitary Sewer and Water Plans. These plans should be reviewed and consulted as forecasting and design work is completed.
- Regional storm water considerations and solutions should be included in the study.

GENERAL DISCUSSION

While the primary focus of the analysis is related to providing infrastructure to serve development, additional considerations can influence decision-making. The following items were considered throughout the course of the analysis.

Right-of-Way Requirements

While it is anticipated that most of the improvements will be development driven, and Right of Way will be secured through the platting process, understanding and documenting the potential needs will allow the City to plan in advance for acquisitions. The City can then provide that documentation to developers as they begin to consider options within the study area.

Phased Improvements

While there is a general understanding of the improvements required to ultimately serve the area, sequencing of the improvements will allow for planning and fiscal responsibility. Our understanding of the most logical phasing sequence includes:

- **Phase 1** – Complete construction of Bunker Lake Boulevard from Armstrong Boulevard to the westerly school property driveway. Sanitary sewer and water have already been extended to this point.
- **Phase 2** – Construction of Bunker Lake Boulevard from the Phase 1 limits to Puma Street. Construction of Puma Street from Bunker Lake Boulevard to the north. The northerly limits along Puma Street will be the approximate location of a lift station required to serve areas further to the north and west.
- **Phase 3** – Completion of improvements along Puma Street.
- **Future Phases** – We verified the improvements considered can service areas beyond Phase 3. For instance, the gravity sanitary sewer can serve areas west of Puma Street. No further work was completed beyond Phase 3 other these verifications.

Costs for each phase were developed to allow for the City to plan for the sequenced implementation of the improvements. The anticipated phasing is depicted on Figure 4 in Appendix A.

Jurisdictional Authority/Approvals/Permits

As the project moves from the planning stages to design and construction, permits will be required from various agencies. Understanding and planning for requirements associated with obtaining permits and approvals at this time will be critical to the ultimate success of the process. The following agencies will be permitting entities for considered improvements:

- Minnesota Department of Transportation State Aid: Bunker Lake Boulevard and Puma Street are State Aid routes,
- Minnesota Pollution Control Agency: NPDES Storm Water Permit,
- Minnesota Pollution Control Agency: Sanitary Sewer Extension Permit,
- Minnesota Department of Health (MDH): Watermain Extension and Dewatering,

-
- Anoka County: Work in Right of Way, and
 - Lower Rum River Watershed Management Organization: Storm Water.

Recent Improvements

Improvements to the area were completed in 2011. The street and utility improvements completed at that time included:

- Extension of sanitary sewer along the west side of Armstrong Boulevard from just north of Sunwood Drive to Bunker Lake Boulevard,
- Extension of watermain from the east side of Armstrong Boulevard to the west side of Bunker Lake Boulevard,
- Extension of sanitary sewer and watermain in newly platted Bunker Lake Boulevard right-of-way,
- Development of a storm sewer system to service the street and right-of-way requirements,
- Extension of Bunker Lake Boulevard roadway,
- Paving of Puma Street, and
- Extension of a bituminous trail along Puma Street from Bunker Lake Boulevard to Alpine Drive.

All of the improvements completed at that time were consistent with the City's Comprehensive Plans.

UNDERSTANDING PREVIOUS IMPROVEMENTS

Significant consideration and planning was completed prior to completion of the improvements constructed in 2011. Understanding the thoughts behind previous improvements can help avoid omissions when considering future improvements.

Street and Trail Improvements

Bunker Lake Boulevard

The previous improvements provided a two-lane roadway from Armstrong Boulevard to Puma Street. The roadway was designed to allow for future widening and expansion as development and other potential transportation improvements surrounding the area increased traffic on this roadway. It was anticipated that ultimate expansion of Bunker Lake Boulevard to two lanes in each direction with center turn lane would be required for future development along Bunker Lake Boulevard.

The Comprehensive Plan indicates that projected traffic on this roadway could be 11,000 ADT if the street is part of a future Mississippi River crossing. Without being part of a River crossing, the Comprehensive Plan provides 20-year projections of 5,000 ADT.

The roadway was located within the right-of-way to provide future flexibility in roadway expansion with minimal modifications to what will be constructed.

Puma Street

Improvements to Puma Street were evaluated because of the need to extend Bunker Lake Boulevard to Puma Street, a distance of about one-half mile.

Puma Street received only minimal improvements, being widened from 18 feet width to 24 feet and paved with 2 inches of bituminous over 6 inches of aggregate base. More significant upgrades to the roadway were anticipated, but not completed at that time.

The anticipated future requirements included a 32 foot wide street with curb and gutter with full base and pavement improvement.

Bituminous Trails

A 10-foot wide bituminous trail was constructed along the north side of the Bunker Lake Boulevard from Armstrong Boulevard to Puma Street and on the west side of Puma Street from Bunker to Alpine Drive.

Intersections

Bunker Lake Boulevard and Armstrong Boulevard was reconstructed to include turn lanes and signalization.

Sanitary Sewer Improvements

Sanitary sewer was extended north along the west side of Armstrong Boulevard from 146th Avenue/Sunwood Drive NW to Bunker Lake Boulevard. To meet the Comprehensive Sanitary Sewer Plan and serve additional areas beyond the study area, a 21-inch sewer main was constructed. It was intended to extend the 21-inch trunk sewer further to the north to service Fire Station No. 1 and the proposed future location of the water treatment plant.

In accordance with the Comprehensive Plan, an 18-inch sanitary sewer was extended westward along Bunker Lake Boulevard. This line will provide service to the study area, as well as future development that may occur on the south side of Bunker Lake Boulevard, and could be further extended in accordance with the Comprehensive Plan.

Water Distribution and Supply Improvements

Watermain was extended across Armstrong Boulevard from the main on the east side of Armstrong Boulevard. From there, the watermain was further extended westward in Bunker Lake Boulevard.

It was planned to extend this trunk watermain west to Puma Street and north to Alpine Drive via

Puma Street to provide future looping and provide water to unserved areas and future developments. Loops within future development would be utilized to promote reliability and functional flexibility as well as promoting fresh water moving throughout the system.

It was previously determined that the elevated storage for the City of Ramsey is adequate to provide fire flow to the study area. The distribution system was also found to be adequate to move the water from the City's three towers to the study area.

Additional Consideration:

The right-of-way of Bunker Lake Boulevard could be utilized for a future route of a 30-inch raw watermain from a future intake on the Mississippi River to the proposed site of the water treatment plant, just south of Fire Station No. 1. Because the exact location of the intake and raw watermain alignment had not yet been determined, no provisions were made during the previous improvements.

Storm Water Management

Drainage for the study area is essentially sheet flow to the center of the site to existing wetlands, and then easterly through the wetlands and through a culvert under Armstrong Boulevard. Runoff continues to flow into the actively developing COR area.

A storm sewer system was installed in Bunker Lake Boulevard to manage the storm water runoff within the right-of-way. We anticipate that this included considerations for the future widening and extension of Bunker Lake Boulevard as well.

Extensive hydraulic modeling was refined and detail added to represent preliminary storm water management conditions for future development scenarios.

ADDITIONAL ANALYSIS

As a portion of this analysis, we completed traffic and storm water studies and reviewed City Comprehensive Plans for sanitary sewer and water main needs for the study area. The traffic study is included as Appendix B and the storm water study is included as Appendix C to this report. The following is a summary of results for the various analyses and reviews.

Traffic Analysis

The traffic analysis was completed to determine required lane geometry for Bunker Lake Boulevard and Puma Street, along with turn lane requirements at four intersections in the study area.

The Future Business Park development is proposed north of Trunk Highway (T.H. 10) and west of Armstrong Boulevard. Armstrong Boulevard is a critical north-south corridor for the City of Ramsey, Anoka County, and the region carrying traffic from T.H. 10 to surrounding areas. The Business Park development includes residential, business park, commercial, and institutional land uses. These land uses result in an increase of 18,500 to 23,300 trips per day into and out of the area at full build.

The traffic increase from both the background growth and the development results in a need for capacity improvements at individual roadways and intersections in the study area. The following concise summary of improvements should be completed based on the mitigation necessary to achieve acceptable operations. For the 2040 Full-Build scenario, operations can be improved, but will still be considered unacceptable at many of the intersections. This is due to the large amount of traffic entering and exiting on Bunker Lake Boulevard and Armstrong Boulevard. Short term improvements are intended to mitigate current safety or operations problems, mid-term improvements are needed to accommodate both development and background traffic growth, and long-term improvements are needed to handle the overall development to year 2040.

Exact timing for improvements will be based upon the actual development timing and background traffic growth. Short Term improvements can be considered as the minimum requirements based on projected traffic growth. Mid Term and Long Term improvements are considerations and may ultimately be required to serve the area.

Short Term Improvements

- Bunker Lake Boulevard (west of Armstrong Boulevard): Expand to a four lane section for development.
 - The eastbound approach should include two 300 foot left turn lanes, two through lanes, and one right turn lane.
 - A full median should be provided to the west end of the commercial area.
 - A full access should be at least 845 feet from Armstrong Boulevard and a right in/right out access should be at least 470 feet from Armstrong Boulevard.
- Bunker Lake Boulevard (west of commercial section): Expand to a three lane section for development (two through lanes and one center left turn lane).
 - Right turn lanes (locations and lengths) will be determined based on development type.
- Puma Street: Expand to a three lane section for development (two through lanes and one center left turn lane).
 - Right turn lanes (locations and lengths) will be determined based on development type.
- Bunker Lake Boulevard & Puma Street: An all-way stop, two-way stop, or roundabout will operate adequately at this intersection for the 2040 Full-Build conditions. The roundabout option may offer better operations than the other two options at 2040 Full-Build.

Mid-Term Improvements

- Armstrong Boulevard & Alpine Drive: Add northbound and southbound left turn lanes. Modify eastbound and westbound lanes to include a thru/left and a right turn lane.
- Alpine Drive & Puma Street: Add a westbound left turn lane and eastbound right turn lane.
- Armstrong Boulevard & Bunker Lake Boulevard: Re-stripe southbound lanes to include a dual southbound left turn lane. A southbound double left turn lane will help reduce queues entering the COR development. Improvements were done in 2011 to this intersection and a future southbound left turn lane was designed, but not striped.

Long-Term Improvements

- Armstrong Boulevard & Bunker Lake Boulevard: Modify the southerly eastbound through lane to a through-right lane. Another option would be to keep the two through lanes and modify the right turn lane into a free right with an add lane that runs south to T.H. 10.

Alternative Improvements

At several locations along the corridor, opportunities exist for implementation of alternative alignments. These are depicted as options to consider based on development concepts. Alternative concepts are depicted at the intersection of Bunker Lake Boulevard and Puma Street (Figure 10) and the intersection of Puma Street and Alpine Drive (Figure 12). The alternatives are provided for future discussion and will not significantly impact project costs.

Figures 5 through 12 in Appendix A depict future roadway and intersection improvements in the study area.

Sanitary Sewer and Water Main

An 18-inch sanitary sewer main was extended west along Bunker Lake Boulevard as a portion of the 2011 improvements. Based on information contained in the Comprehensive Plan, The 18-inch line will be extended along Bunker Lake Boulevard and north along Puma Street. North of the Puma Street/Bunker Lake Boulevard intersection, grade becomes an issue and a sanitary sewer lift station is required to serve areas further north and west. North of the lift station, the Comprehensive plan indicates a 12-inch gravity main will be adequate to convey sanitary sewer flows from the area.

A 16-inch water main was extended west along Bunker Lake Boulevard as a portion of the 2011 improvements. The Comprehensive plan indicated that either a 12-inch or a 16-inch water main would be required along Bunker Lake Boulevard and Puma Street, depending on the final selected location of a future water treatment plant to be constructed in this area. For our analysis, we assumed a 16-inch water main would be constructed.

Figures 13 through 15 in Appendix A depict sanitary sewer and water main improvements.

Storm Water Management

Storm water management concepts were developed to maintain existing drainage patterns and preserve the conveyance and flood storage capacity of the primary wetland corridor that bisects the area. This will restrict development along the wetland corridor and retain the pre-development flood capacity, thereby maintaining existing flow rates into the COR.

The study area can be segmented into three drainage districts, generally delineated by future land use. Figure 16 in Appendix A displays the drainage area breakdown and a general regional pond layout. The drainage area consists of a multi-use site (Area 1), residential area (Area 2), and commercial and industrial sites (Area 3). The watersheds were modeled under future land use conditions to generally size retention ponds to meet existing flow rates. The ponds were also located with respect to potential storm sewer depths, reductions in wetland impacts, maximization of developable area and potential aesthetic function.

The ponds depicted on Figure 16 in Appendix A depict areas that are best suited for regional rate control basins only. Additional design parameters and regional storm water management planning should be further refined as the areas begin to develop.

Cost estimates were not developed for the regional pond construction or internal site storm sewer conveyance. It is anticipated that costs associated with pond construction will be completed by the developer as a portion of the site grading. Also, it is assumed that internal site drainage will be accommodated by dry swales and ditch systems to reduce storm sewer costs.

Street Lighting

Street lighting was included in the project costs to the level provided along Riverdale Drive, east of Armstrong Boulevard. This includes both street level lighting and pedestrian lighting along the corridors.

Trails/Sidewalks

Existing trails were previously constructed along the north side of Bunker Lake Boulevard and the west side of Puma Street. Project costs were prepared which include trails along the south side of Bunker Lake Boulevard and the east side of Puma Street.

Phase Transitions

There is the potential for portions of the roadways to be constructed to wider sections than currently exist. If this occurs, the new roadways will need to taper to meet the existing roadway widths. The tapered sections will then be removed as the next phase of improvements is completed. Costs were included in each phase for these tapering sections.

Right Turn Lane Additions

The roadways depicted in the exhibits depict through lanes and left turn lanes. Right turn lanes will be required at each access off of Bunker Lake Boulevard and Puma Street. Individual access locations were not considered in this study, and so the locations and lengths of right turn lanes were not considered at

this time. The actual access locations will be dependent upon the type of land use and internal site characteristics. We included allowances for the right turn lanes in each phase for budgeting purposes.

Landscaping

The base project includes a very utilitarian approach to the area. Bituminous trails and lighting were included, but other features, such as trees, shrubs, decorative features and monuments are not included in the estimated project costs.

Right of Way and Easements

Locations of right of way needs are depicted on the exhibits based on roadway and trail needs. The exact areas will need to be determined during the platting process. We assumed that the rights of way would be dedicated as a portion of the development process and no costs are included in the project costs for acquisitions.

COST CONSIDERATIONS

Costs were developed based upon phased implementation. The phasing is as depicted on Figure 4 in Appendix A.

<u>Improvement Type</u>	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>
Roadway	\$ 1,427,000	\$ 1,383,000	\$ 1,626,000
Trails/Sidewalks	\$ 220,000	\$ 146,000	\$ 175,000
Storm Water Management	\$ 0	\$ 0	\$ 64,000
Street Lighting	\$ 143,000	\$ 104,000	\$ 126,000
Trunk Water	\$ 19,000	\$ 219,000	\$ 247,000
Trunk Sanitary Sewer	<u>\$ 11,000</u>	<u>\$ 188,000</u>	<u>\$ 654,000</u>
Total Costs/Phase	\$ 1,820,000	\$ 2,040,000	\$ 2,892,000

The above costs are considered project costs and include 30% contingencies and project development costs.

The roadway costs include allotments for phase transitions associated with tapering pavements sections to match in-place sections where required, and subsequent removals of the transition areas. Right turn lanes are not depicted on the graphics, but will be required. The actual right turn lane locations and lengths will be determined by the entrance locations, land use and associated traffic impacts. Costs are included for right turn lanes in the roadway estimate.

Street lighting costs are based upon recent installations within the City of Ramsey.

For storm water management, costs were included for manholes, catch basins, and pipe within the street sections and included in the roadway costs. No costs for ponding were included for Phases 1, and

2. For Phase 3, ponding costs were included for excavation related activities. We assumed a ponding area would be acquired through the platting process, and ponding within a development site would be expanded to include volume for roadway drainage.

The Phase 2 limits are based upon the area that can be served by a gravity sanitary sewer system. The Phase 3 sanitary sewer costs include a lift station and forcemain.

COST ALLOCATION ALTERNATIVES

The costs of the improvements are allocated back to adjacent properties through the use of assessments, fees and other methods. The costs are typically allocated in a way that is equitable to the properties benefitting from the improvements. Public improvements that will become City owned and maintained are typically constructed through a public process, while secondary improvements are constructed by the property owner. For our analysis, we assumed the following items would be constructed through the public process:

- Roadways, including storm water conveyance systems,
- Trunk Water Facilities,
- Trunk Sanitary Sewer Facilities,
- Trails, and
- Street Lighting.

While the street lights will most likely be installed by a private utility and the trails could potentially be constructed by the property owner, we have included these items as public improvements.

Other improvements were considered secondary and are typically the property owner's responsibility to install:

- Sanitary Sewer Service Extensions,
- Water Service Extensions,
- Natural Gas Lines to Buildings,
- Telephone Service to Buildings,
- Electric Service to Buildings,
- Site Grading,
- Site Landscaping,
- Site Storm Water Conveyance,
- Storm Water Ponding, and
- Easement Dedication.

These types of improvements are typically inspected by the City for conformity with applicable codes and standards, but are contracted by the property owner.

Figure 17 depicts the lots considered for this report and also provides additional information related to each lot. Similar information is presented in the following table:

Identification Number	Zoning Classification	Gross Area (Acres)	Adjusted Frontage (FT)
1	R-2 Medium Density Residential	38.915	1,289
2	R-3 High Density Residential	39.633	1,327
3	E-2 Employment District	9.231	120
4	R-1 MUSA	4.107	419
5	R-1 MUSA	30.508	683
6	Public/Quasi-Public	86.422	3,488
7	R-2 High Density Residential	3.000	537
8	R-2 Employment District	45.114	1,350
9	B-2 Business District	9.628	630
10	COR	7.507	631
Totals		274.065	10,474

Parcel 6 was previously assessed for improvements constructed in 2011. This parcel was excluded from calculations that follow. A portion of the improvements will be paid by the City either through utility funds or other means. A list of assumptions is as follows:

- All water system and sanitary sewer system costs will be paid for through the City utility funds,
- Assessments will be made to benefitting properties as each phase of improvements is constructed,
- Three standard methods of assessments were analyzed including: Frontage, Area, and Per Lot.
- The City’s existing assessment policy was considered and very closely matches the Frontage method based upon the improvements, and
- Gross acreage was used in lieu of net developable acreage in the calculations below.

The following table depicts the potential alternatives if all project related costs are assessed to the benefitting properties.

Identification Number	Frontage Method	Area Method	Per Lot Method
1	\$ 766,300	\$ 1,122,800	\$ 601,600
2	\$ 931,700	\$ 1,143,500	\$ 601,600
3	\$ 117,800	\$ 266,300	\$ 601,600
4	\$ 249,100	\$ 118,500	\$ 601,600
5	\$ 406,000	\$ 880,200	\$ 601,600
6	\$	\$	\$
7	\$ 527,000	\$ 86,600	\$ 601,600
8	\$ 1,272,000	\$ 1,301,700	\$ 601,600
9	\$ 571,600	\$ 277,800	\$ 601,600
10	\$ 572,500	\$ 216,600	\$ 601,600
Total	\$ 5,414,000	\$ 5,414,000	\$ 5,414,400

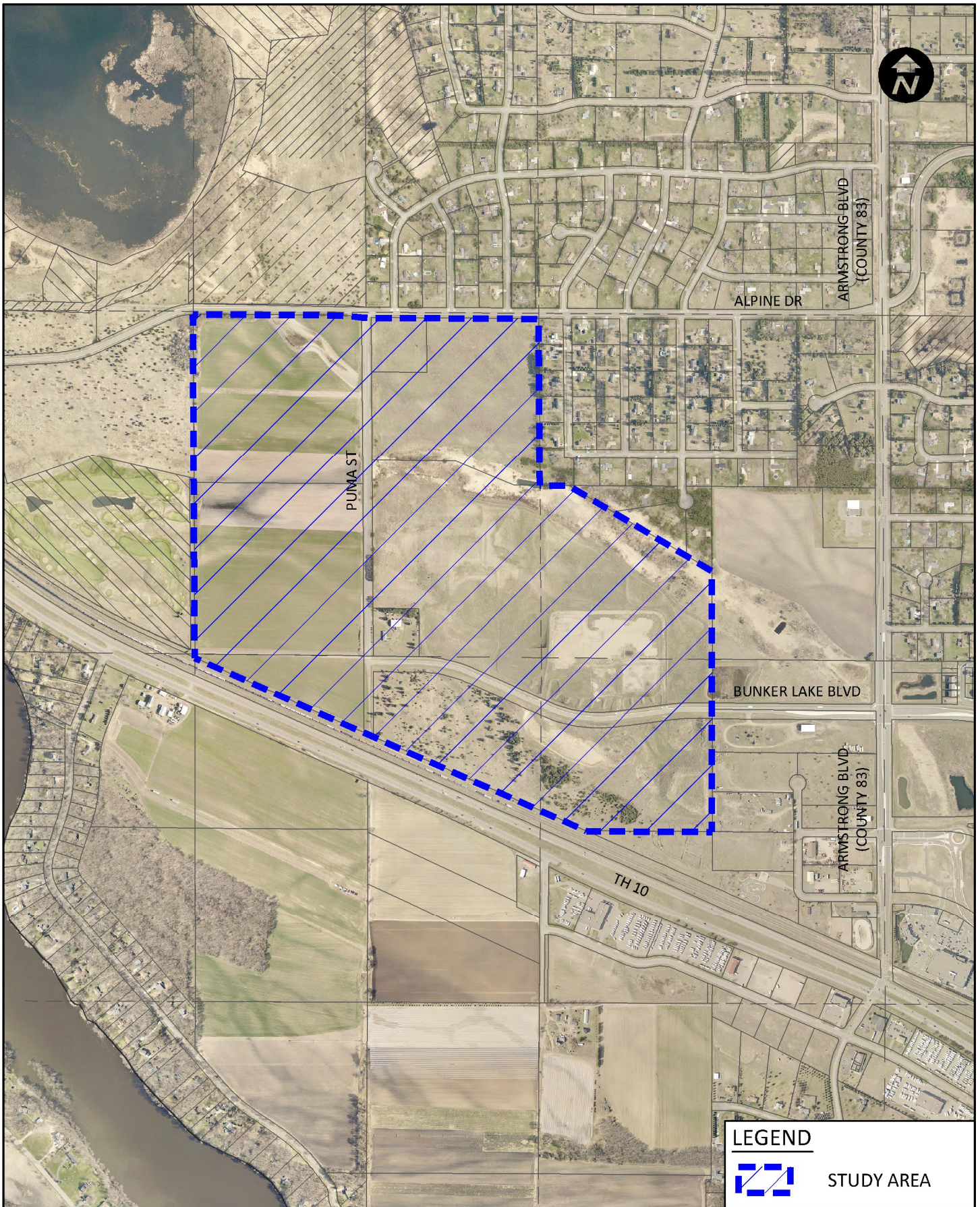
Previously, improvements were completed in the area and assessed to the property 6 shown on Figure 17. At that time, the City assessed 40 percent of the costs and funded the remaining costs. The following table depicts the 40 percent of the costs presented in the table above.

Identification Number	Frontage Method	Area Method	Per Lot Method
1	\$ 306,500	\$ 449,100	\$ 240,600
2	\$ 372,700	\$ 457,400	\$ 240,600
3	\$ 47,100	\$ 106,500	\$ 240,600
4	\$ 99,700	\$ 47,400	\$ 240,600
5	\$ 162,400	\$ 352,100	\$ 240,600
6	\$	\$	\$
7	\$ 210,800	\$ 34,600	\$ 240,600
8	\$ 508,800	\$ 520,700	\$ 240,600
9	\$ 228,600	\$ 111,100	\$ 240,600
10	\$ 229,000	\$ 86,700	\$ 240,600
Total	\$ 2,165,600	\$2,165,600	\$2,165,400


The information presented in this section of the report has been intended to allow for discussions with property owners and developers to be initiated. Refinement of the amounts presented is anticipated based on those discussions.

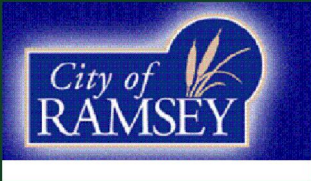


APPENDIX A - FIGURES



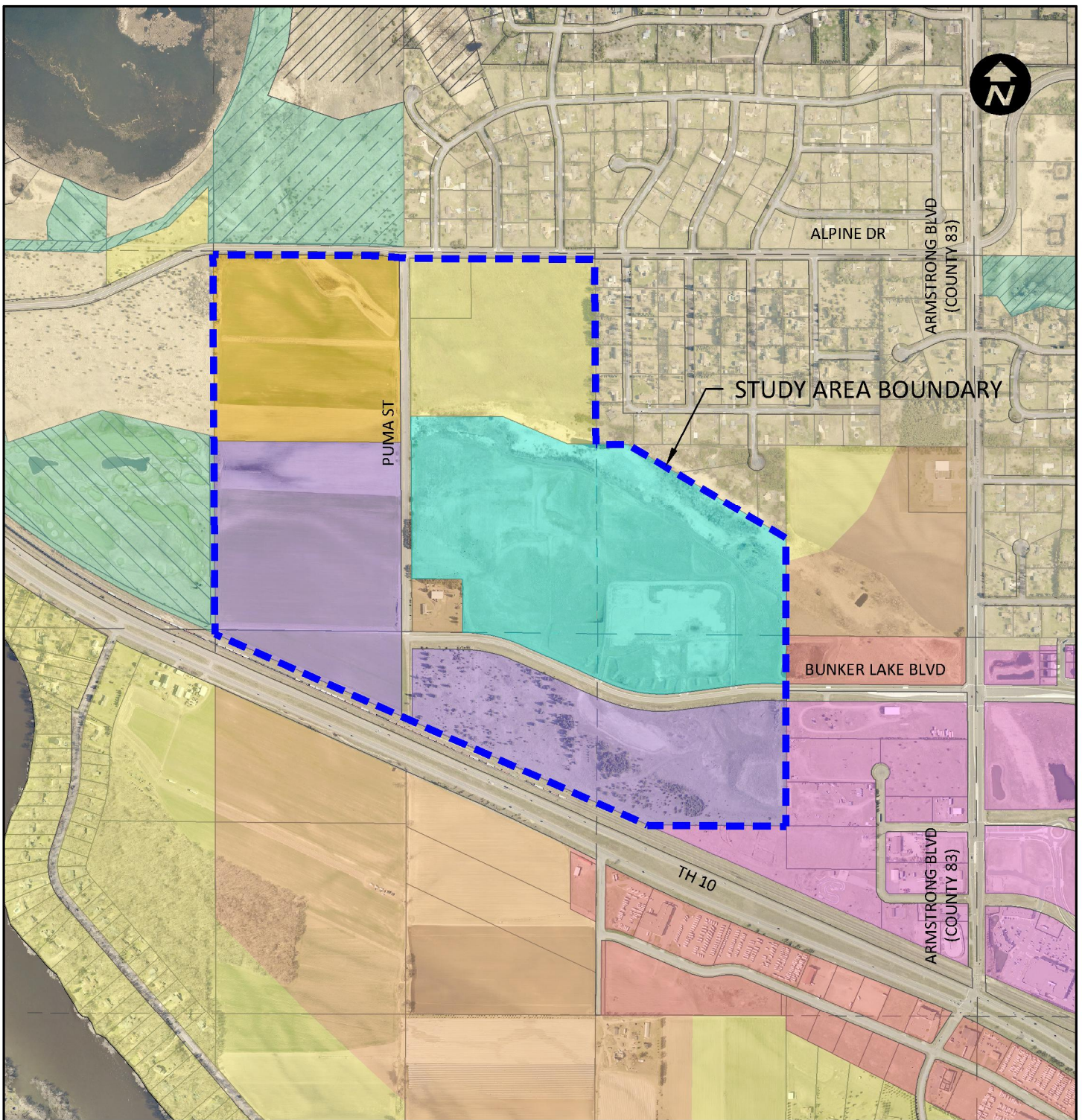
LEGEND

 STUDY AREA














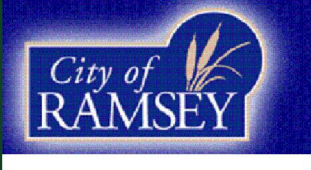
FUTURE BUSINESS PARK CITY OF RAMSEY, MINNESOTA

FIGURE 1 - STUDY AREA
Date, 2015



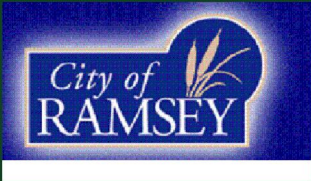
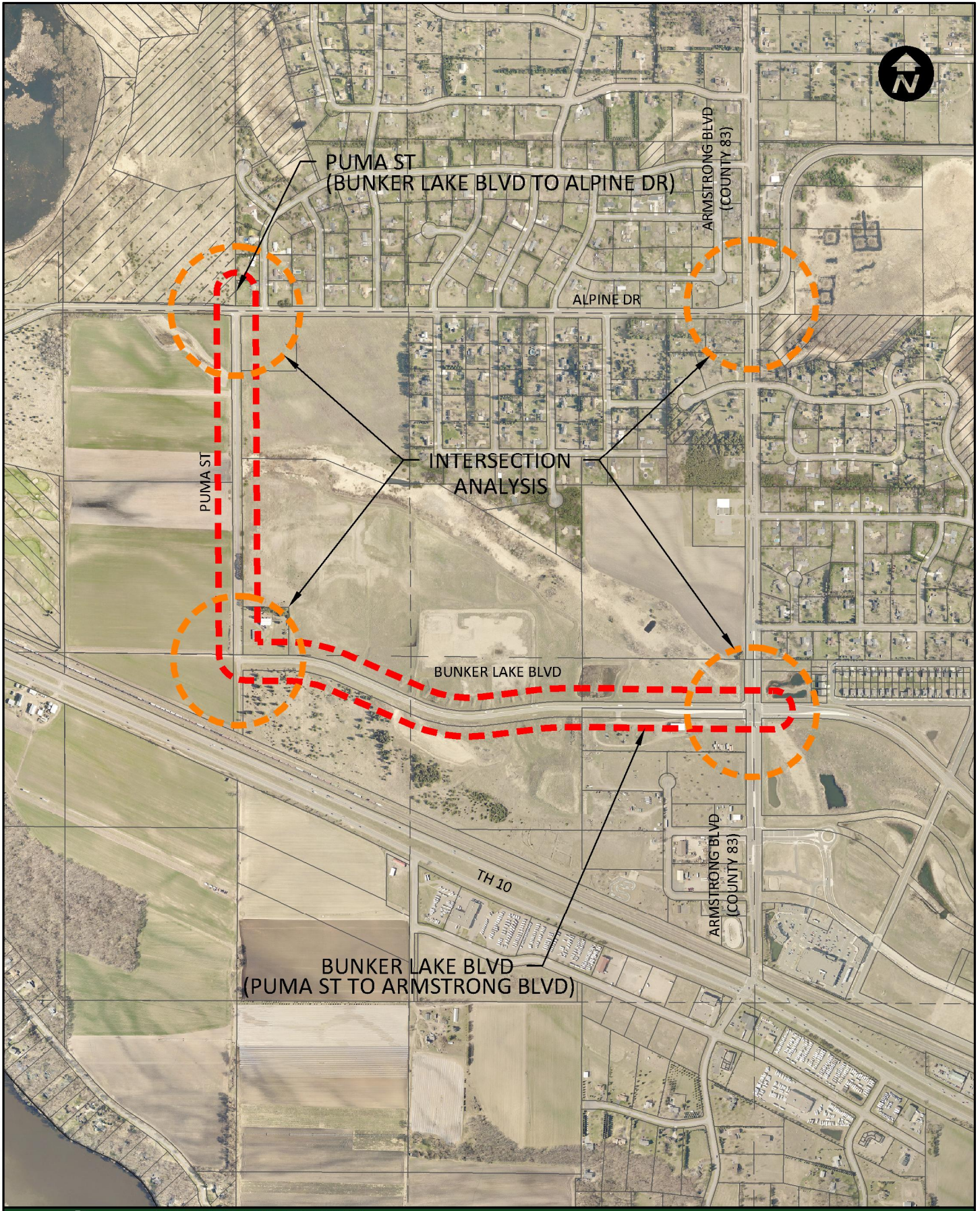
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	LOW DENSITY RESIDENTIAL		OFFICE PARK		BUSINESS PARK		RURAL PRESERVE
	MEDIUM DENSITY RESIDENTIAL		COMMERCIAL		PUBLIC		PARK
	HIGH DENSITY RESIDENTIAL		MU		RURAL DEVELOPING		



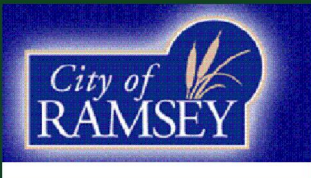
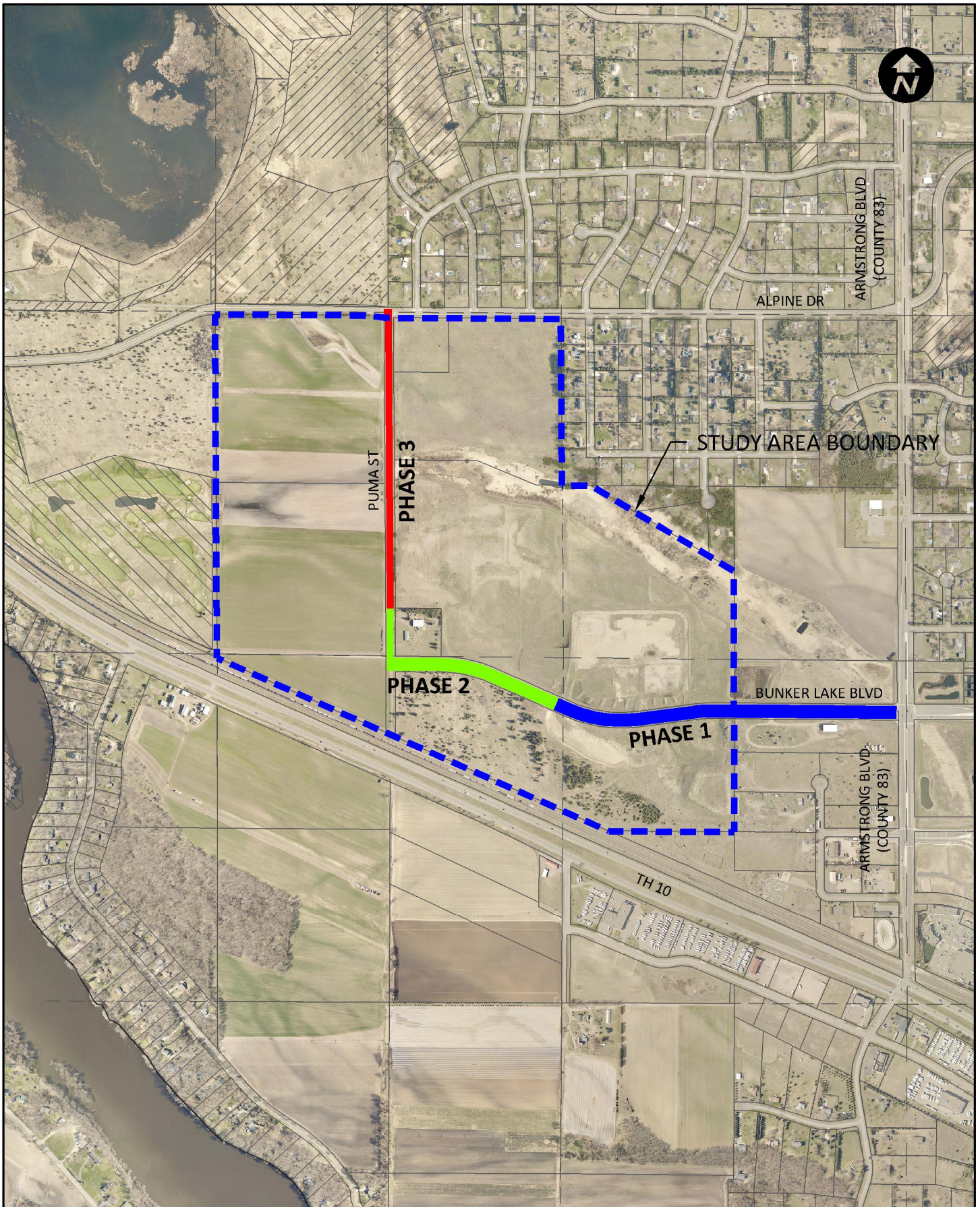
**FUTURE BUSINESS PARK
CITY OF RAMSEY, MINNESOTA**

FIGURE 2 - LAND USE
Date, 2015



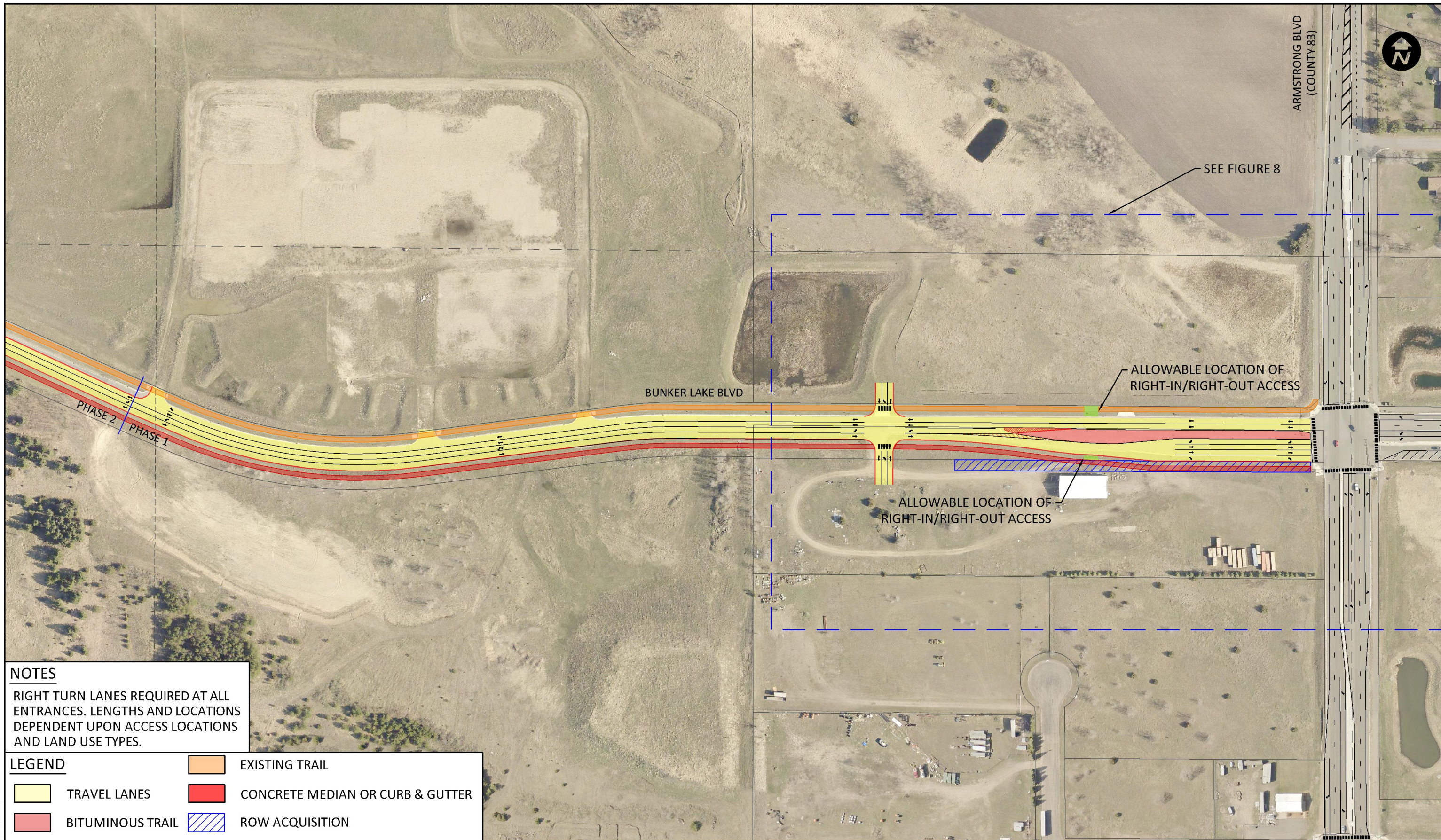
FUTURE BUSINESS PARK CITY OF RAMSEY, MINNESOTA

FIGURE 3 - INFRASTRUCTURE ANALYSIS
Date, 2015








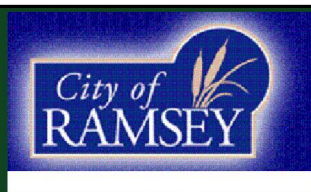
FUTURE BUSINESS PARK CITY OF RAMSEY, MINNESOTA

FIGURE 4 - PHASING
Date, 2015



NOTES
 RIGHT TURN LANES REQUIRED AT ALL ENTRANCES. LENGTHS AND LOCATIONS DEPENDENT UPON ACCESS LOCATIONS AND LAND USE TYPES.

LEGEND	
	EXISTING TRAIL
	TRAVEL LANES
	CONCRETE MEDIAN OR CURB & GUTTER
	BITUMINOUS TRAIL
	ROW ACQUISITION



**FUTURE BUSINESS PARK
 CITY OF RAMSEY, MINNESOTA**

FIGURE 5 - GEOMETRICS
 Date, 2015



PUMA ST

PHASE 3
PHASE 2

SEE FIGURES 9 & 10






BUNKER LAKE BLVD

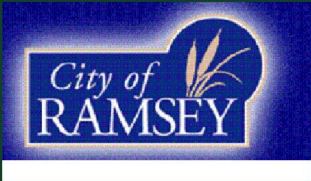
PHASE 2
PHASE 1

NOTES

RIGHT TURN LANES REQUIRED AT ALL ENTRANCES. LENGTHS AND LOCATIONS DEPENDENT UPON ACCESS LOCATIONS AND LAND USE TYPES.

LEGEND

	TRAVEL LANES		EXISTING TRAIL
	BITUMINOUS TRAIL		CONCRETE MEDIAN OR CURB & GUTTER
	ROW ACQUISITION		



**FUTURE BUSINESS PARK
CITY OF RAMSEY, MINNESOTA**

FIGURE 6 - GEOMETRICS
Date, 2015



ALPINE DR

SEE FIGURES 11 & 12






PUMA ST

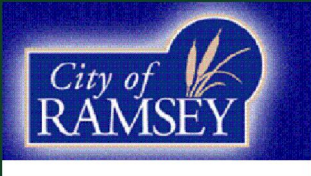
PHASE 3

NOTES

RIGHT TURN LANES REQUIRED AT ALL ENTRANCES. LENGTHS AND LOCATIONS DEPENDENT UPON ACCESS LOCATIONS AND LAND USE TYPES.

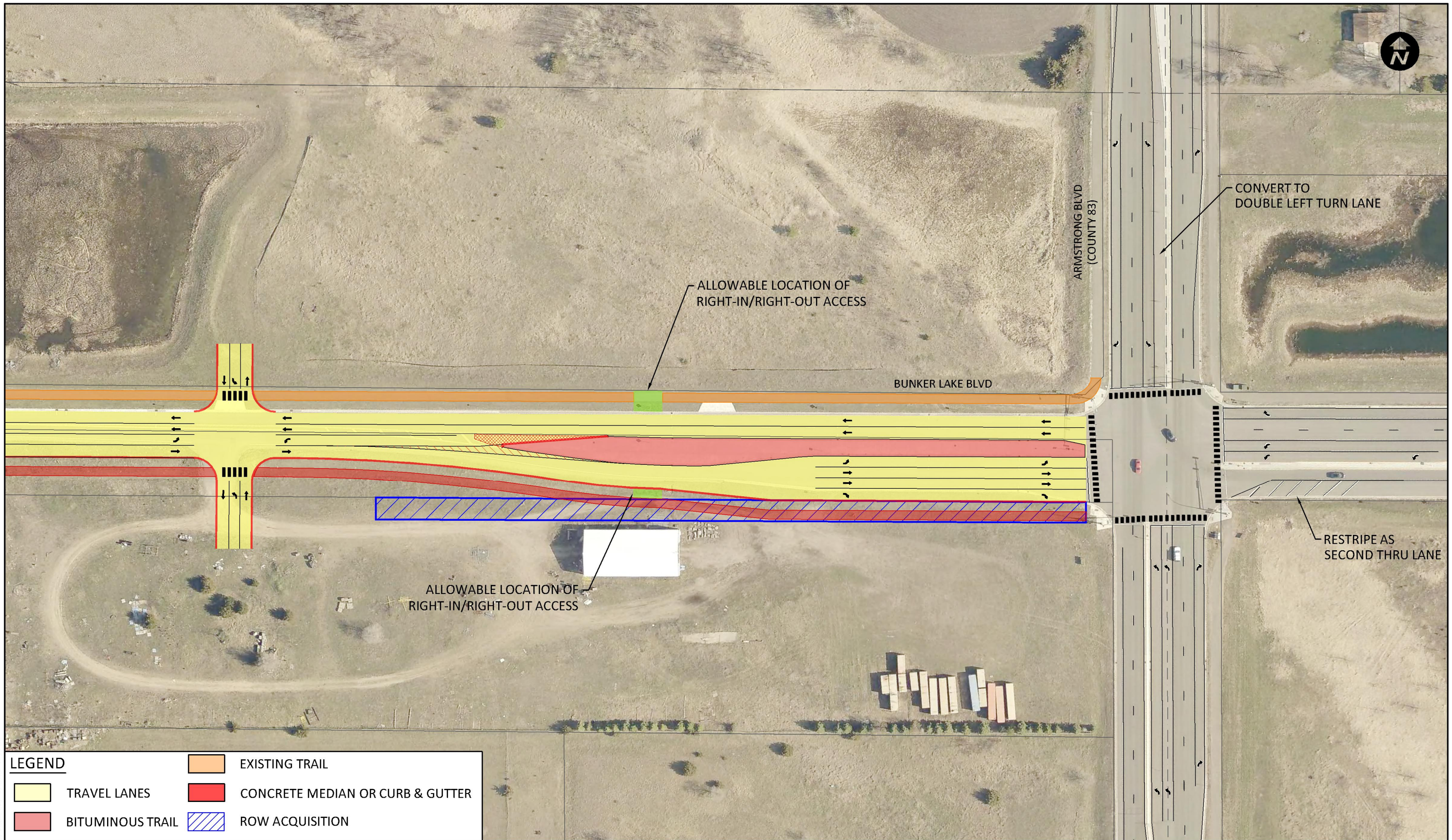
LEGEND






-  EXISTING TRAIL
-  TRAVEL LANES
-  CONCRETE MEDIAN OR CURB & GUTTER
-  BITUMINOUS TRAIL
-  ROW ACQUISITION

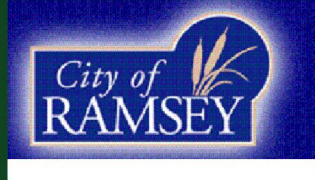


**FUTURE BUSINESS PARK
CITY OF RAMSEY, MINNESOTA**

FIGURE 7 - GEOMETRICS
Date, 2015

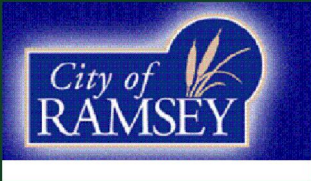
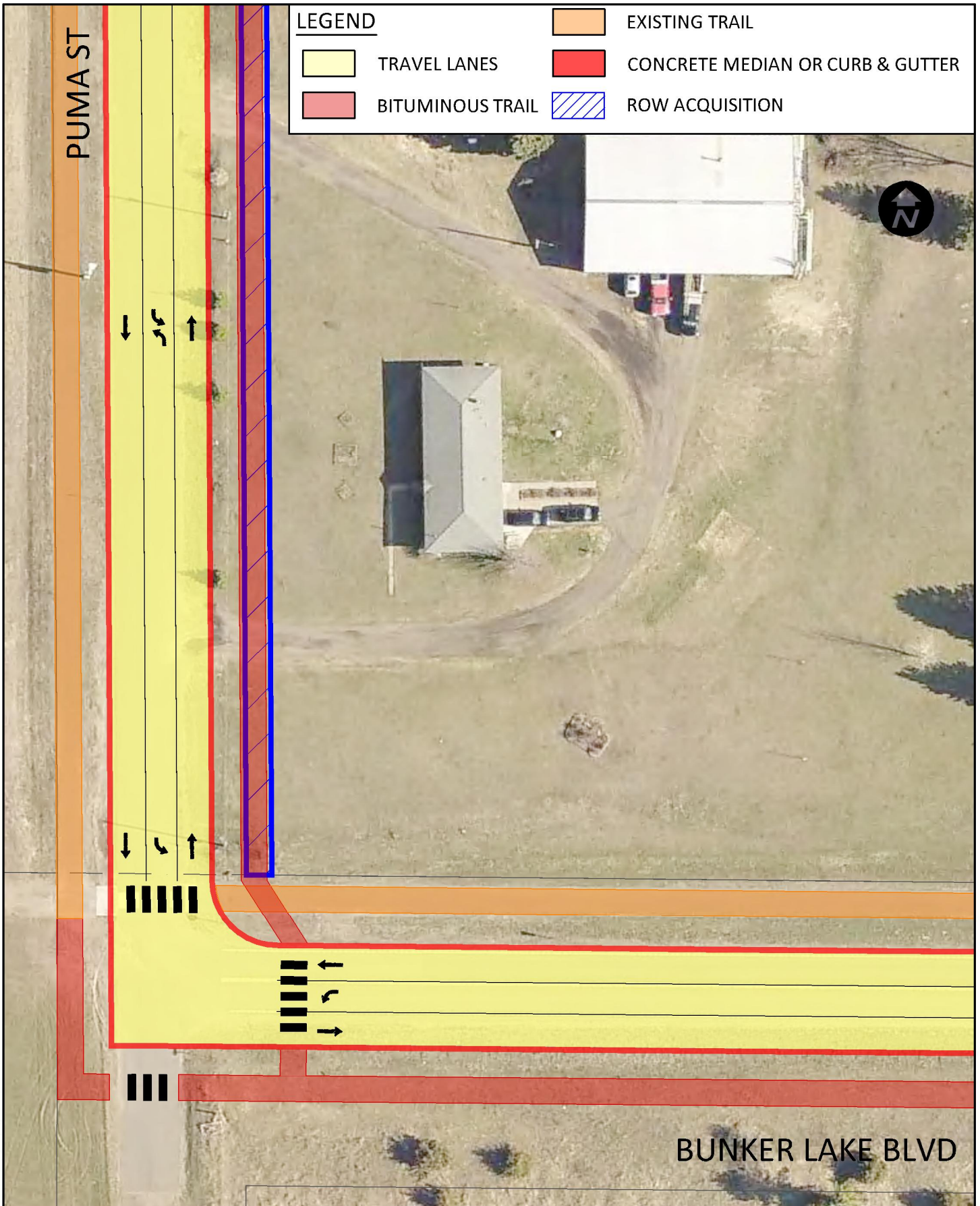


LEGEND	
	EXISTING TRAIL
	TRAVEL LANES
	CONCRETE MEDIAN OR CURB & GUTTER
	BITUMINOUS TRAIL
	ROW ACQUISITION



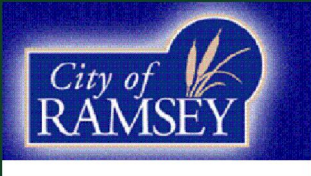
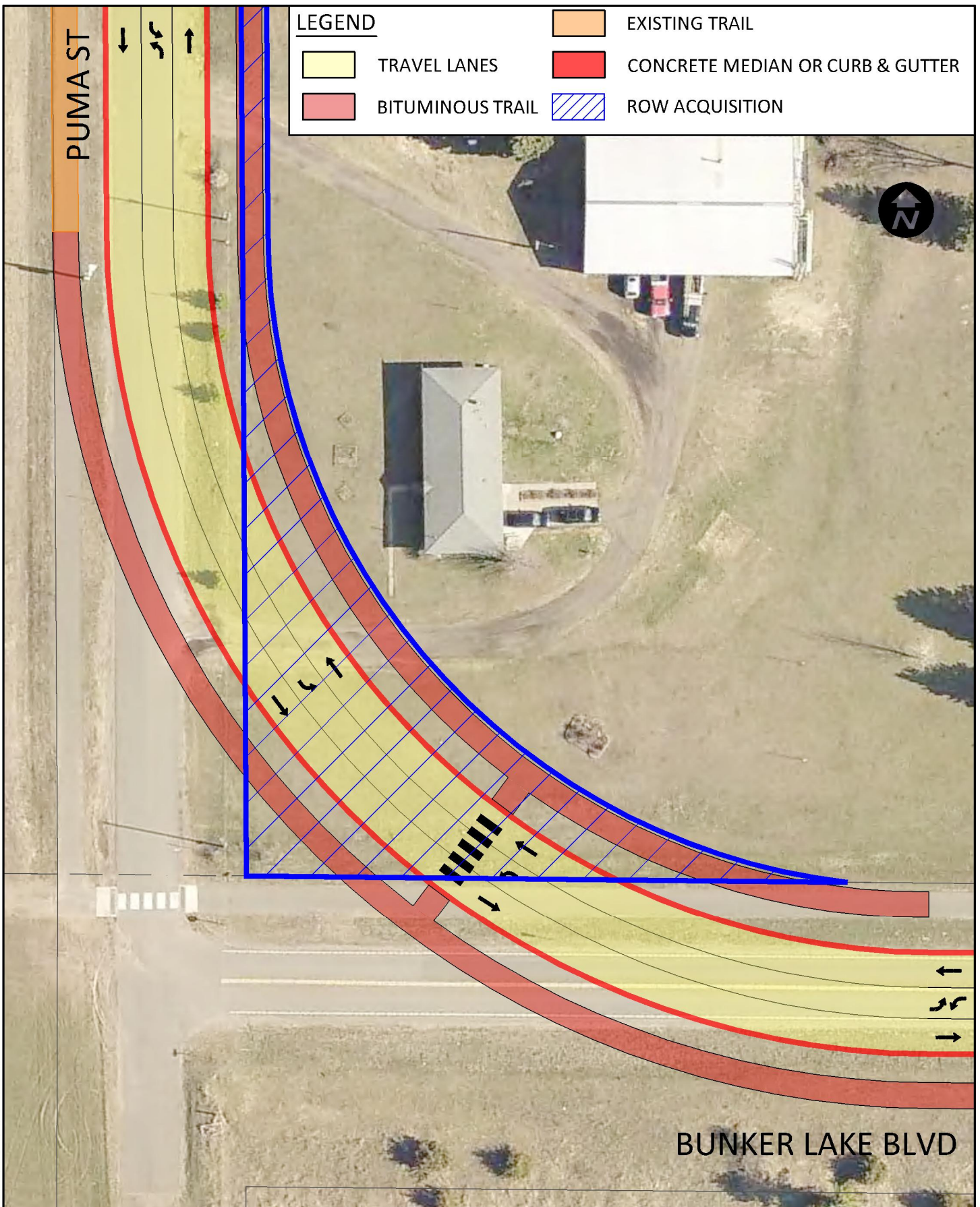
FUTURE BUSINESS PARK
CITY OF RAMSEY, MINNESOTA

FIGURE 8 - BUNKER LAKE BOULEVARD AT ARMSTRONG BOULEVARD
Date, 2015



**FUTURE BUSINESS PARK
CITY OF RAMSEY, MINNESOTA**

FIGURE 9 - BUNKER LAKE BOULEVARD & PUMA STREET
Date, 2015



**FUTURE BUSINESS PARK
CITY OF RAMSEY, MINNESOTA**
FIGURE 10 - BUNKER LAKE BOULEVARD & PUMA STREET
ALTERNATIVE CONCEPT

Date, 2015

LEGEND



TRAVEL LANES



BITUMINOUS TRAIL



EXISTING TRAIL



CONCRETE MEDIAN OR CURB & GUTTER

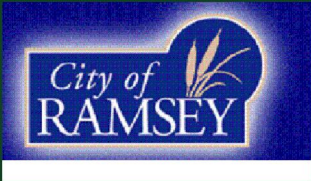
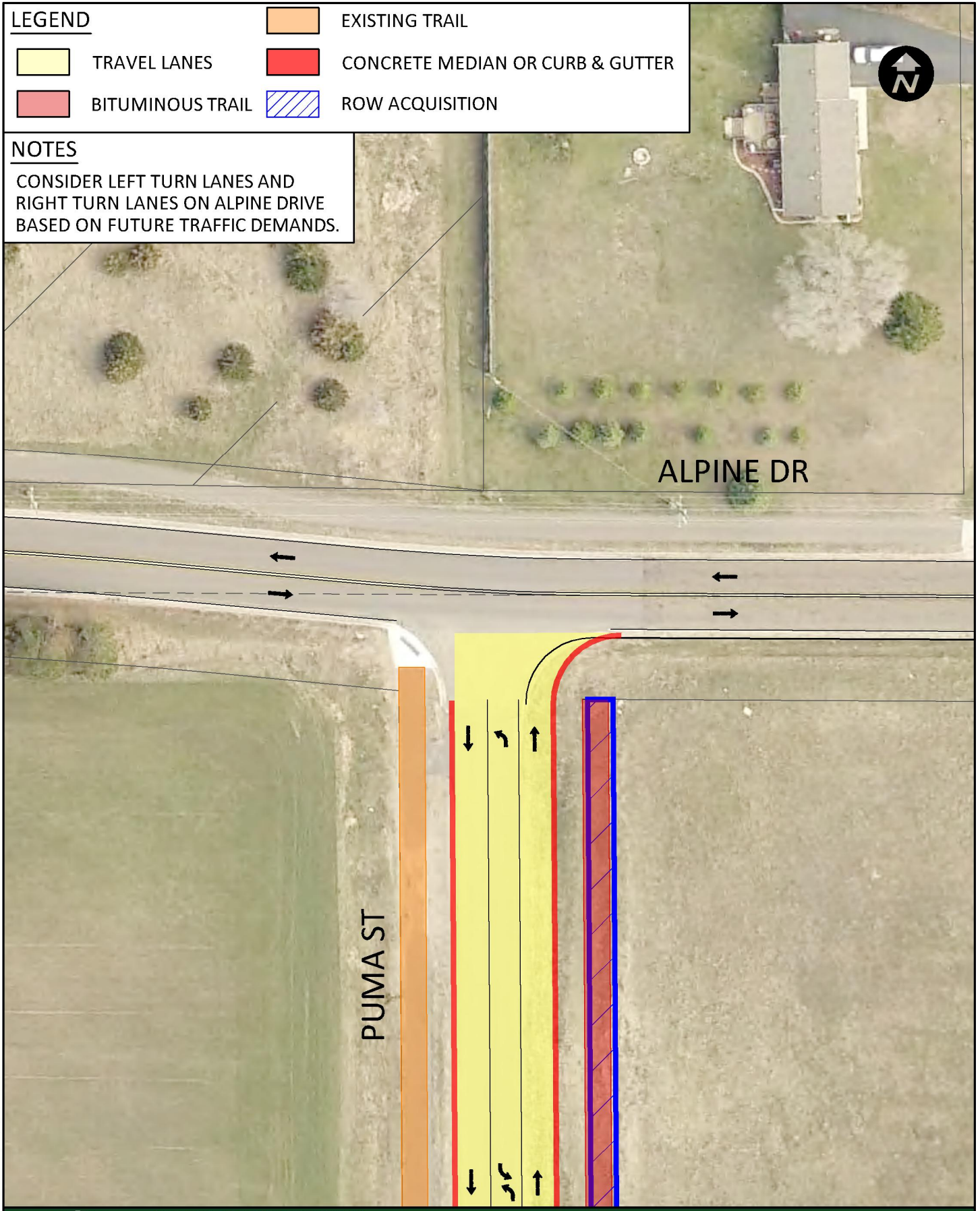


ROW ACQUISITION



NOTES

CONSIDER LEFT TURN LANES AND RIGHT TURN LANES ON ALPINE DRIVE BASED ON FUTURE TRAFFIC DEMANDS.



**FUTURE BUSINESS PARK
CITY OF RAMSEY, MINNESOTA**

FIGURE 11 - PUMA STREET & ALPINE DRIVE

Date, 2015

ALPINE DR



PUMA ST

POTENTIAL ROW VACATION



NOTES

CONSIDER LEFT TURN LANES AND RIGHT TURN LANES ON ALPINE DRIVE BASED ON FUTURE TRAFFIC DEMANDS.

LEGEND



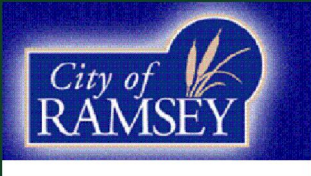
TRAVEL LANES



CONCRETE MEDIAN OR CURB & GUTTER










BITUMINOUS TRAIL

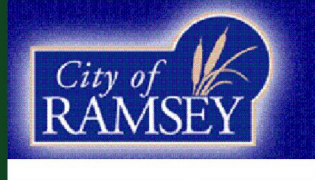


FUTURE BUSINESS PARK
CITY OF RAMSEY, MINNESOTA
FIGURE 12 - PUMA STREET & ALPINE DRIVE
ALTERNATIVE CONCEPT

Date, 2015



LEGEND					
	EXISTING 18" SANITARY SEWER		PROPOSED 18" SANITARY SEWER		MANHOLE
	EXISTING 16" WATERMAIN		PROPOSED 16" WATERMAIN		LIFT STATION
					HYDRANT



FUTURE BUSINESS PARK
CITY OF RAMSEY, MINNESOTA

FIGURE 13 - SANITARY SEWER AND WATER
Date, 2015



PUMA ST








PROPOSED SANITARY SEWER LIFT STATION

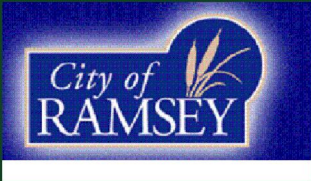
PHASE 3
PHASE 2

BUNKER LAKE BLVD

PHASE 2
PHASE 1

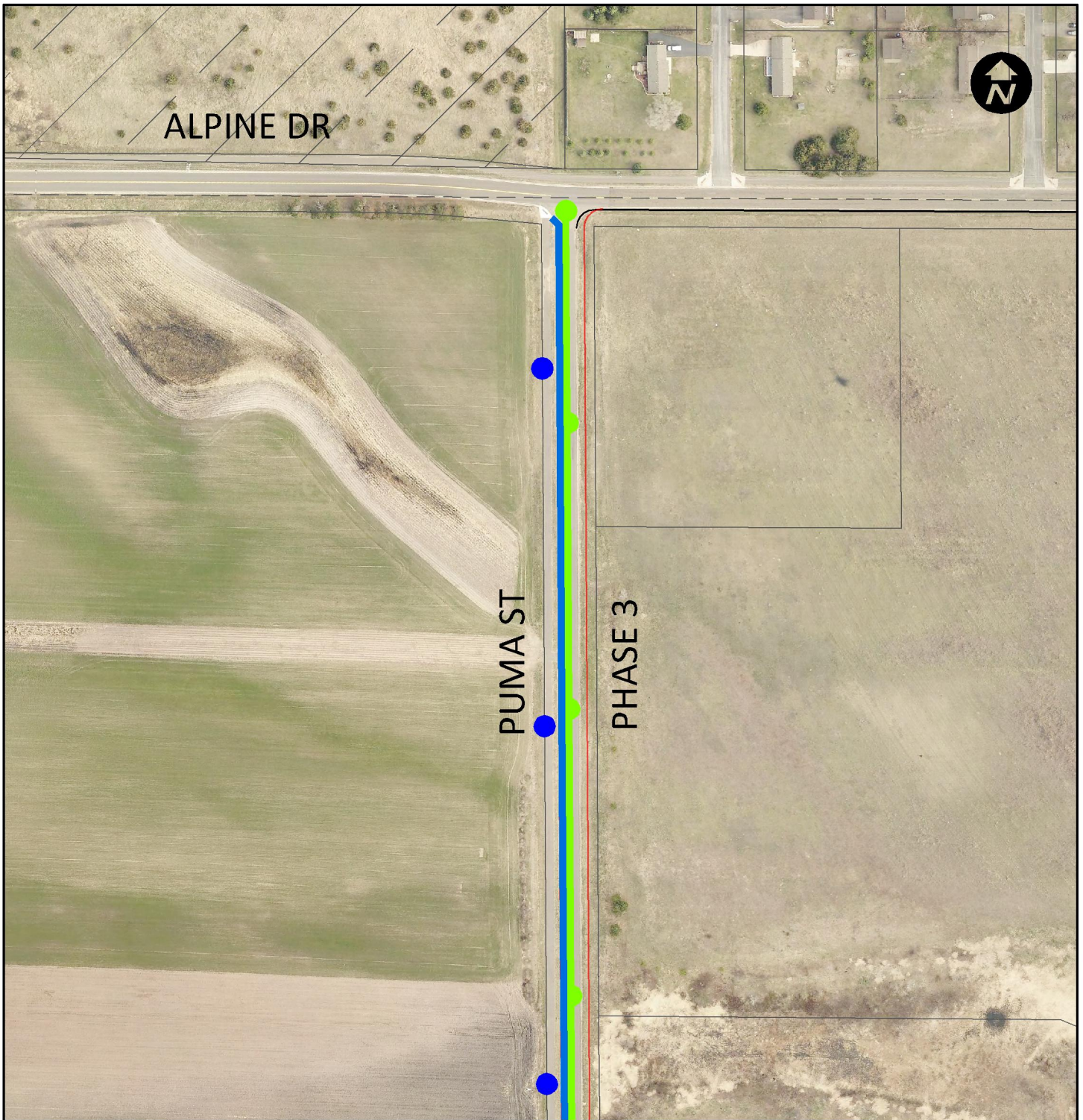
LEGEND

-  EXISTING 18" SANITARY SEWER
-  EXISTING 16" WATERMAIN
-  PROPOSED 18" SANITARY SEWER
-  PROPOSED 16" WATERMAIN
-  MANHOLE
-  LIFT STATION
-  HYDRANT










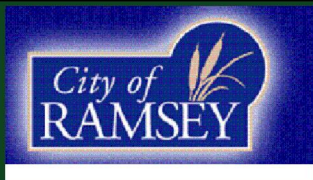
**FUTURE BUSINESS PARK
CITY OF RAMSEY, MINNESOTA**

FIGURE 14 - SANITARY SEWER AND WATER
Date, 2015



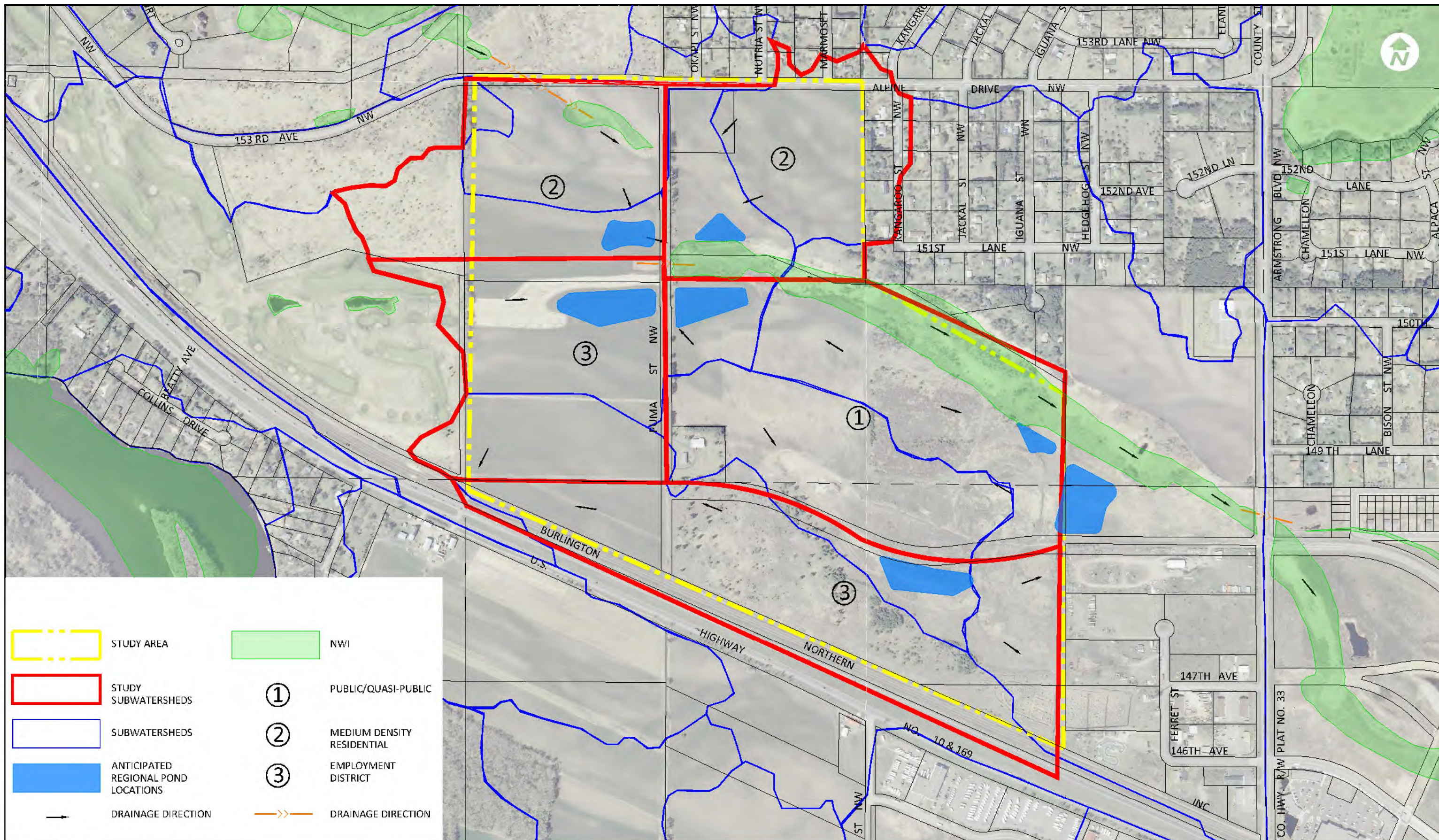
LEGEND





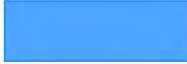


- | | | | | | |
|---|-----------------------------|---|-----------------------------|--|--------------|
|  | EXISTING 18" SANITARY SEWER |  | PROPOSED 18" SANITARY SEWER |  | MANHOLE |
|  | EXISTING 16" WATERMAIN |  | PROPOSED 16" WATERMAIN |  | LIFT STATION |
| | | | |  | HYDRANT |

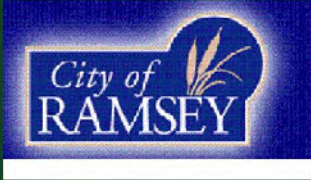


**FUTURE BUSINESS PARK
CITY OF RAMSEY, MINNESOTA**

FIGURE 15 - SANITARY SEWER AND WATER
Date, 2015

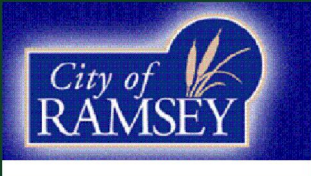


- | | | | |
|---|-------------------------------------|---|----------------------------|
|  | STUDY AREA |  | NWI |
|  | STUDY SUBWATERSHEDS | ① | PUBLIC/QUASI-PUBLIC |
|  | SUBWATERSHEDS | ② | MEDIUM DENSITY RESIDENTIAL |
|  | ANTICIPATED REGIONAL POND LOCATIONS | ③ | EMPLOYMENT DISTRICT |
|  | DRAINAGE DIRECTION |  | DRAINAGE DIRECTION |



FUTURE BUSINESS PARK CITY OF RAMSEY, MINNESOTA

FIGURE 16 - Regional Stormwater Considerations
June, 2015



FUTURE BUSINESS PARK CITY OF RAMSEY, MINNESOTA

FIGURE 17 - LOTS
July, 2015



APPENDIX B - TRAFFIC STUDY

Traffic Impact Study for

Future Business Park

City of Ramsey, MN

June 24, 2015

Project Number R16.109828

DRAFT

Submitted by:

Bolton & Menk, Inc.
12224 Nicollet Avenue
Burnsville, MN 55337
P: 952-890-0509
F: 952-890-8065



CERTIFICATION

DRAFT

Traffic Impact Study

for

Future Business Park

Ramsey, MN

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 Professional Engineer under the laws of the State of Minnesota.

By: _____

Bryan T. Nemeth, P.E., PTOE

License No. 43354

Date: 6/25/2015



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EXECUTIVE SUMMARY

The Future Business Park development is proposed north of T.H. 10 and west of Armstrong Boulevard. Armstrong Boulevard is a critical north-south corridor for the City of Ramsey, Anoka County, and the region carrying traffic from Trunk Highway (T.H.) 10 to surrounding areas. The Business Park development includes residential, business park, commercial, and institutional land uses. These land uses result in an increase of approximately 18,500 to 23,300 trips per day into and out of the area at full build.

The traffic increase from both the background growth and the development results in a need for capacity improvements at individual intersections in the study area. The following concise summary of improvements should be completed based on the mitigation necessary to achieve acceptable operations. For the 2040 Full-Build scenario, operations can be improved, but are still considered unacceptable at many of the intersections. This is due to the large amount of traffic entering and exiting on Bunker Lake Boulevard and Armstrong Boulevard. Short term improvements are intended to mitigate current safety or operations problems, mid-term improvements are needed to accommodate both development and background traffic growth, and long-term improvements are needed to handle the overall development out to 2040. Exact timing for improvements should be based upon the actual development timing and background traffic growth.

A. Short Term

- Bunker Lake Boulevard (west of Armstrong Blvd): Expand to a four lane section for development.
 - The eastbound approach should include two 300 ft left turn lanes, two through lanes, and one right turn lane.
 - A full median should be provided to the west end of the commercial area.
 - A full access should be at least 845 ft from Armstrong Boulevard and a right in/right out access should be at least 470 ft from Armstrong Boulevard.
- Bunker Lake Boulevard (west of commercial section): Expand to a three lane section for development (two through lanes and one center left turn lane).
 - Right turn lanes (locations and lengths) are to be dictated by development type.
- Puma Street: Expand to a three lane section for development (two through lanes and one center left turn lane).
 - Right turn lanes (locations and lengths) are to be dictated by development type.
- Bunker Lake Boulevard & Puma Street: An all-way stop, two-way stop, or roundabout will operate adequately at this intersection for the 2040 Full-Build conditions. The roundabout option may offer better operations than the other two options at 2040 Full-Build.

B. Mid-Term

- Armstrong Boulevard & Alpine Drive: Add northbound and southbound left turn lanes. Modify eastbound and westbound lanes to include a thru/left and a right turn lane.
- Alpine Drive & Puma Street: Add a westbound left turn lane and eastbound right turn lane.
- Armstrong Boulevard & Bunker Lake Boulevard: Re-stripe southbound lanes to include

a dual southbound left turn lane. A southbound double left turn lane will help reduce queues entering the COR development. Improvements were done in 2011 to this intersection and a future southbound left turn lane was designed, but not striped.

C. Long-Term

- Armstrong Boulevard & Bunker Lake Boulevard: Modify the southerly eastbound through lane to a through-right lane. Another option would be to keep the two through lanes and modify the right turn lane into a free right with an add lane that runs south to T.H. 10.

I. INTRODUCTION

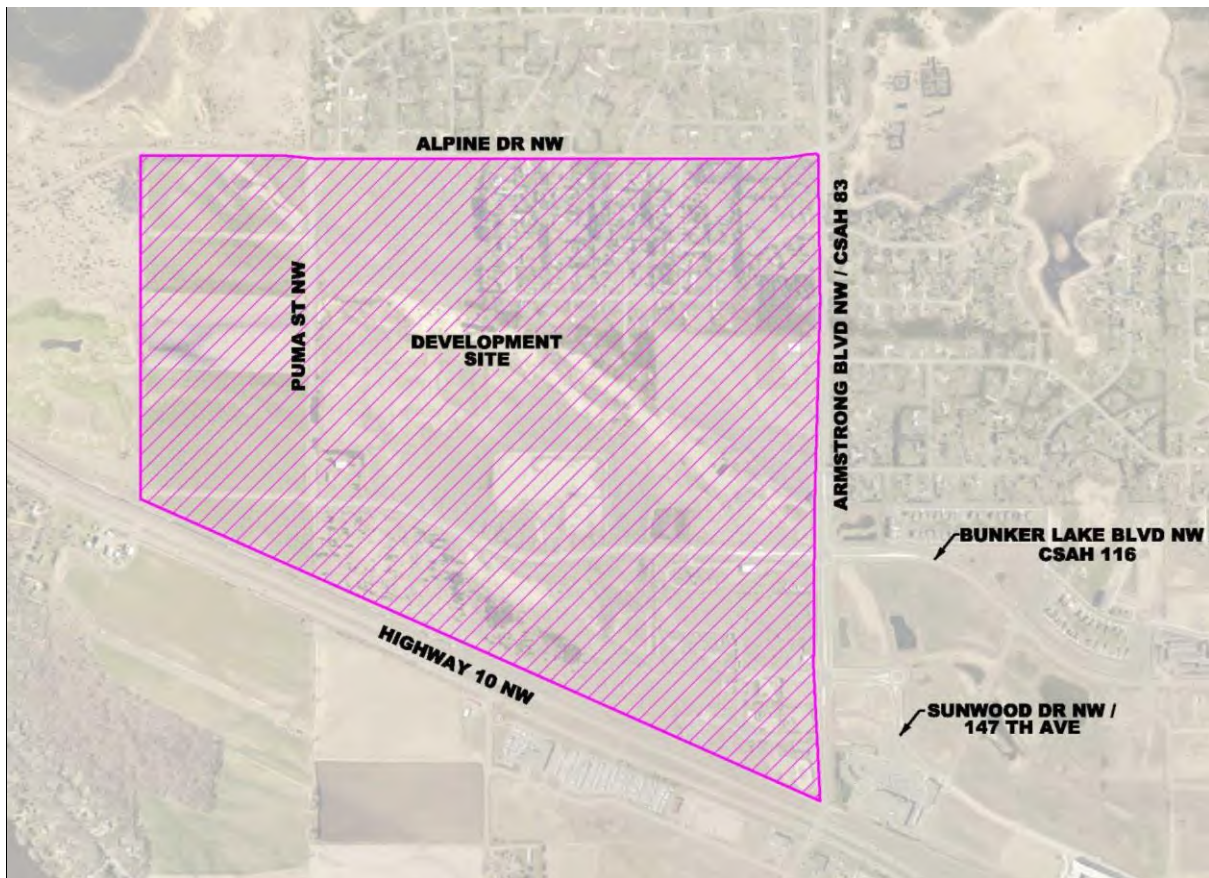
The proposed Future Business Park development is located on the southwest side of the City of Ramsey, north of T.H. 10 and just west of Armstrong Boulevard (CSAH 83). The future development is anticipated to impact the traffic on the public roadway system and surrounding area. Consequently, the traffic control and roadway geometry in the area may need to be modified to accommodate the increased traffic to maintain safety and adequate operations. This study analyzes the anticipated impacts of the Future Business Park development on the surrounding area.

II. BACKGROUND

A. Proposed Development

The proposed Future Business Park development is located just west of Armstrong Boulevard, between T.H. 10 and Alpine Drive. The development will have two main access points: the north entrance at Alpine Drive and Puma Street, and the east entrance at Bunker Lake Boulevard and Armstrong Boulevard. **Figure 1** below outlines the proposed development site. The development is anticipated to include residential, commercial, business park, and institutional land uses.

Figure 1: Proposed Future Business Park Development Location



III. MEASURES OF EFFECTIVENESS

The traffic operations analysis for the intersections consider the following measures to determine the adequacy of the intersection design to meet acceptable operations: intersection delay/Level of Service (LOS) and volume-to-capacity ratios. An explanation of each of these measures is provided below:

A. Level of Service and Delay

The operational analysis results are described as a Level of Service (LOS) ranging from A to F. These letters serve to describe a range of operating conditions for different types of facilities. Levels of Service are calculated based on the 2010 Highway Capacity Manual, which defines the level of service, based on control delay. Control delay is the delay experienced by vehicles slowing down as they are approaching the intersection, the wait time at the intersection, and the time for the vehicle to speed up through the intersection and enter into the traffic stream. The average intersection control delay is a volume weighted average of delay experienced by all motorists entering the intersection on all intersection approaches. The control delay is modeled within the analysis software, Trafficware Synchro/SimTraffic. Level of Service D is commonly taken as an acceptable design year LOS. The level of service and its associated intersection delay for a signalized and unsignalized intersection is presented below. The delay threshold for unsignalized intersections is lower for each LOS compared to signalized intersections, which accounts for the fact that people expect a higher level of service when at a stop-controlled intersection.

Table 1: Level of Service Criteria

	Signalized Intersection	Unsignalized Intersection
LOS	Control Delay per Vehicle (sec.)	Control Delay per Vehicle (sec.)
A	≤ 10	≤ 10
B	>10 and ≤ 20	>10 and ≤ 15
C	>20 and ≤ 35	>15 and ≤ 25
D	>35 and ≤ 55	>25 and ≤ 35
E	>55 and ≤ 80	>35 and ≤ 50
F	>80	>50

IV. EXISTING CONDITIONS

There are a total of four signalized intersections and three unsignalized intersections that will be evaluated in this study. The interchange on T.H. 10 & Armstrong Boulevard is currently being built, so the analysis will include a scenario with and without the new overpass. Based on MnDOT's Traffic Data Mapping Application, Armstrong Boulevard carries a range of 4,500 vehicles per day near the north end of the study area and 6,200 vehicles per day near the south end of the study area. Armstrong Boulevard will be a 4 lane divided roadway at the south end of the study area converting to a 2 lane undivided roadway at the north end of the study area. The posted speed limit is 55 mph through the study area along Armstrong Boulevard.

A. Data Collection

1. Traffic Counts

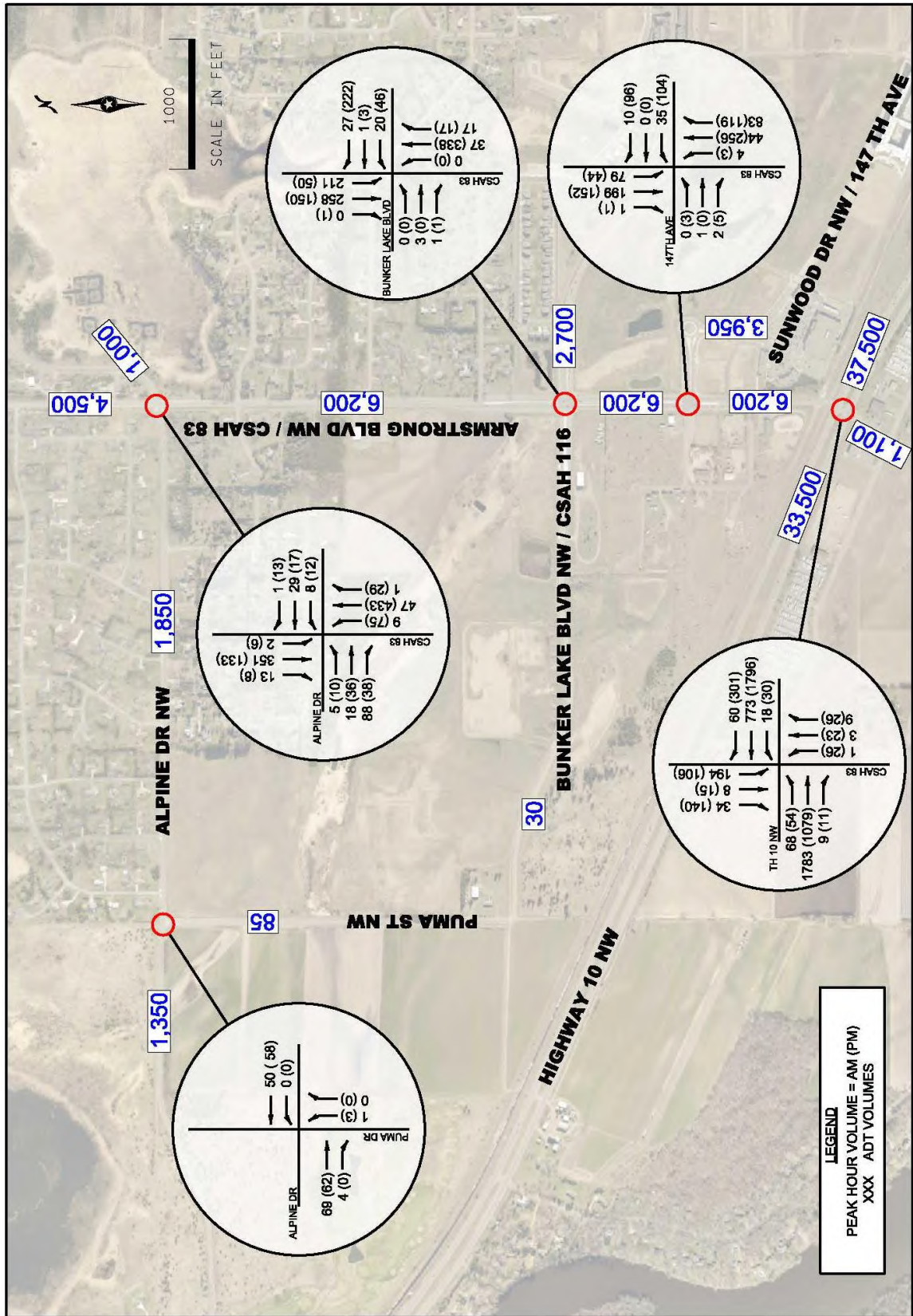
Traffic data was collected in April 2015. This includes 13 hour traffic volumes at the following intersections.

- Armstrong Boulevard & 147th Ave - Signalized
- Armstrong Boulevard & Bunker Lake Boulevard – Signalized
- Armstrong Boulevard & Alpine Drive - Unsignalized
- Alpine Drive & Puma Street – Unsignalized

Traffic data at T.H. 10 & Armstrong Boulevard was pulled from a previous study conducted in 2013.

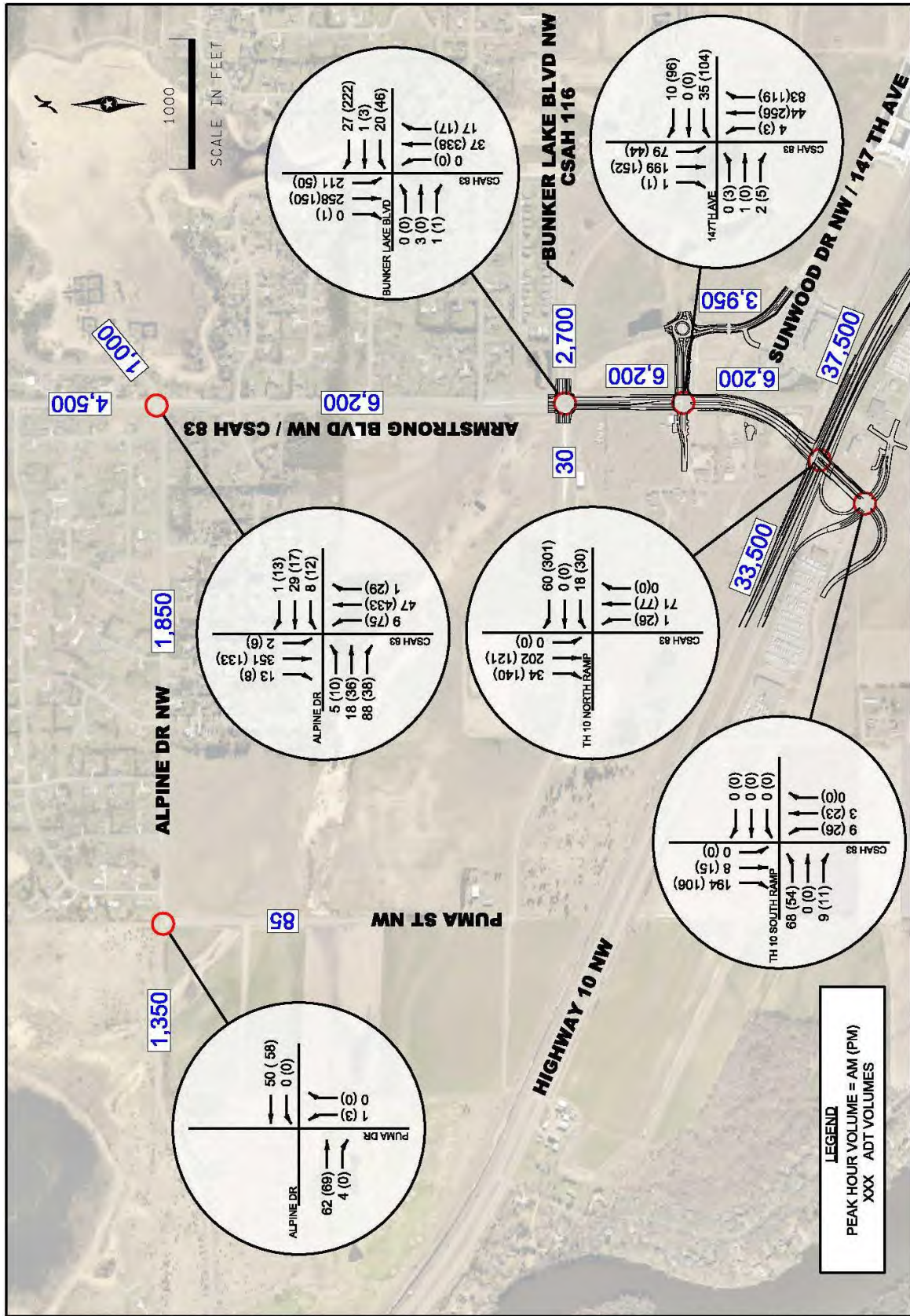
Figures 2.1 and 2.2 show the existing intersection traffic counts.

Figure 2.1: Existing Traffic Volumes



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Figure 2.2: Existing Traffic Volumes (with Overpass)



B. Operations

The existing operations analysis was completed for the five intersections within the study area and is shown in **Table 2**. The new interchange between T.H. 10 and Armstrong Boulevard was analyzed at the two exit ramps and is shown in **Table 3**.

Table 2: 2015 Existing Traffic Operations Analysis

Traffic Control Scenario	Peak Hour	Intersection Delay*- LOS		Maximum Delay-LOS**	Limiting Movement ***	Max Approach Queue			
						Direction	Average Queue (ft)	Max Queue (ft) ****	
Existing 2015									
TH 10/169 & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	46	D	107	F	EBL	EBT	644	1048
	PM	40	D	88	F	WBL	WBT	496	524
CSAH 83 (Armstrong Blvd & 147th Avenue) <i>Signal</i>	AM	9	A	35	C	NBL	SBL	53	101
	PM	9	A	33	C	EBL	NBT	39	73
CSAH 83 (Armstrong Blvd & CSAH 116 (Bunker Lake Blvd)) <i>Signal</i>	AM	10	A	33	C	EBT	SBL	83	143
	PM	9	A	21	C	WBL	NBT	52	87
CSAH 83 (Armstrong Blvd) & Alpine Drive NW <i>TWSC</i>	AM	2	A	9	A	EBT	EBR	32	52
	PM	4	A	13	B	WBL	EBL/T	27	54
Alpine Drive NW & Puma Street NW <i>TWSC</i>	AM	1	A	4	A	NBL	NBL/R	2	14
	PM	1	A	5	A	NBL	NBL/R	3	18

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

****Max Queue refers to the 95% Queue (Passenger car stored length = 25 ft, Heavy vehicle stored length = 45 ft)

Table 3: 2015 Existing Traffic Operations Analysis (with Overpass)

Traffic Control Scenario	Peak Hour	Intersection Delay*- LOS		Maximum Delay-LOS**	Limiting Movement ***	Max Approach Queue			
						Direction	Average Queue (ft)	Max Queue (ft) ****	
Existing 2015 (With Overpass)									
TH 10/169 South Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	5	A	14	B	NBL	EBL	33	59
	PM	5	A	12	B	EBL	EBL	23	53
TH 10/169 North Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	9	A	20	B	WBL	SBT	50	96
	PM	8	A	20	B	WBL	SBT	41	79
CSAH 83 (Armstrong Blvd & 147th Avenue) <i>Signal</i>	AM	7	A	27	C	NBL	SBL	43	90
	PM	9	A	31	C	EBL	SBT	30	65
CSAH 83 (Armstrong Blvd & CSAH 116 (Bunker Lake Blvd)) <i>Signal</i>	AM	11	B	31	C	WBL	SBL	86	153
	PM	9	A	20	B	SBL	NBT	59	105
CSAH 83 (Armstrong Blvd) & Alpine Drive NW <i>TWSC</i>	AM	2	A	9	A	WBL	EBR	34	57
	PM	4	A	12	B	EBL	EBL/T	30	59
Alpine Drive NW & Puma Street NW <i>TWSC</i>	AM	1	A	6	A	NBL	NBL/R	1	8
	PM	1	A	4	A	NBL	NBL/R	3	17

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

****Max Queue refers to the 95% Queue (Passenger car stored length = 25 ft, Heavy vehicle stored length = 45 ft)

Overall, all intersections within the study area operate within acceptable service levels with a LOS of C or better. The T.H 10 & Armstrong Boulevard interchange will alleviate the delays that were caused at the previous signalized intersection. Currently, there is no need for operational mitigation.

C. Safety

1. Safety/Crash Analysis

Beyond the operational analysis, the crash history of the studied intersections was completed using the crash data pulled from Minnesota Crash Mapping Analysis Tool (MnCMAT). The Armstrong Boulevard corridor from 147th Ave to Alpine has had a total of 25 crashes over the 5 year period (2010-2014) with the majority being property damage only crashes. The individual intersection crash reports are shown in **Appendix C**.

Most of the intersections had very few crashes over the last 5 years. The T.H. 10 & Armstrong Boulevard intersection was not analyzed for crashes because it is currently being modified into an interchange. The following is a summary of crashes per intersection:

Armstrong Boulevard at 147th Ave

- 3 crashes (2 rear end, 1 right angle)

Armstrong Boulevard at Bunker Lake Boulevard

- 1 crash (rear end)

Armstrong Boulevard at Alpine Drive

- 14 crashes (8 right angle, 2 rear end, 2 left turn, 1 sideswipe, 1 other)
- The majority of the right angle crashes are caused by westbound vehicles failing to yield to right of way. The existing skew of the east leg may contribute to these right angle crashes by preventing adequate sight distances.
- There has also been an incapacitating injury at this intersection in 2013 (southbound rear end) and a non-incapacitating injury at this intersection in 2014 (northbound left turn into traffic)

Alpine Drive at Puma Street

- 0 crashes

2. Mitigation Recommendations

Mitigation due to safety concerns includes the following:

Bunker Lake Boulevard (west of commercial section)

- Three lane section is recommended (two through lanes & a center two-way-left-turn-lane) once the development is constructed. (short-term)
- Right turn lanes (locations and lengths) are to be dictated by development type. (short-term)

Armstrong Boulevard & Alpine Drive

- Add northbound and southbound left turn lanes. (mid-term)

Alpine Drive & Puma Street

- Add westbound left turn lane. (mid-term)
- Add eastbound right turn lane. (mid-term)

Puma Street

- Three lane section is recommended (two through lanes & a center two-way-left-turn-lane) once the development is constructed. (short-term)
- Right turn lanes (locations and lengths) are to be dictated by development type. (short-term)

V. NO-BUILD CONDITIONS

Historic daily traffic volumes from 2000 to 2013 were used to formulate a 20 year background growth rate of 1.8% for Armstrong Boulevard. Therefore, background traffic was projected to grow by 43% along Armstrong Boulevard. No-Build conditions includes the background growth along with the traffic generated from the COR development. It is assumed that the COR development, east of Armstrong Boulevard, is fully built out for this scenario. The Future Business Park development, the focus of this study, is assumed to generate no traffic for this no-build scenario.

Parts of the COR development have already been built out, so only the portions that haven't been built out were analyzed for potential trips. The total new COR development is projected to generate 37,500 daily trips (6,150 peak hour trips). It was assumed that 1/3 of the traffic generated by the COR development will enter/exit on Bunker Lake Boulevard & Armstrong Boulevard. The COR development trips are included in **Appendix B**.

Assumptions made for all future scenarios include that the signals are uncoordinated, which is what they operate as currently. Signal timings are optimized for each scenario. Left turn movements at signals are all protected except for the westbound left turn at the T.H.10 North Ramp.

A. 2040 No-Build Operations

Future traffic volumes for 2040 were forecasted for the study area without any additional development. Historic growth rates were used to calculate the 20 year growth rate of 1%. This growth rate was applied to Armstrong Boulevard to account for background traffic along the roadway. No-Build 2040 traffic volumes are shown in **Figures 3**.

Table 4: 2040 No-Build Future Traffic Operations Analysis

Traffic Control Scenario	Peak Hour	Intersection Delay* - LOS		Maximum Delay-LOS**	Limiting Movement***	Max Approach Queue			
						Direction	Average Queue (ft)	Max Queue (ft)****	
Design Year 2040 No-Build									
TH 10/169 South Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	8	A	19	B	NBL	EBL/T	68	106
	PM	8	A	17	B	NBL	EBL/T	68	107
TH 10/169 North Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	10	A	22	C	WBL	WBT	117	198
	PM	12	B	25	C	NBL	SBT	125	217
CSAH 83 (Armstrong Blvd & 147th Avenue) <i>Signal</i>	AM	8	A	27	C	NBL	WBT	72	164
	PM	12	B	33	C	NBL	SBT	136	248
CSAH 83 (Armstrong Blvd & CSAH 116 (Bunker Lake Blvd)) <i>Signal</i>	AM	15	B	36	D	EBT	NBR	92	165
	PM	18	B	31	C	WBL	WBL	178	251
CSAH 83 (Armstrong Blvd) & Alpine Drive NW <i>TWSC</i>	AM	4	A	15	B	WBL	EBL/T	30	75
	PM	7	A	38	E	EBL	NBL/T	56	130
Alpine Drive NW & Puma Street NW <i>TWSC</i>	AM	1	A	4	A	NBL	NBL/R	1	10
	PM	1	A	5	A	NBL	NBL/R	3	17

No Build Scenario assumes the east (COR) development is built out, but the west development has not been built out

*Delay in seconds per vehicle

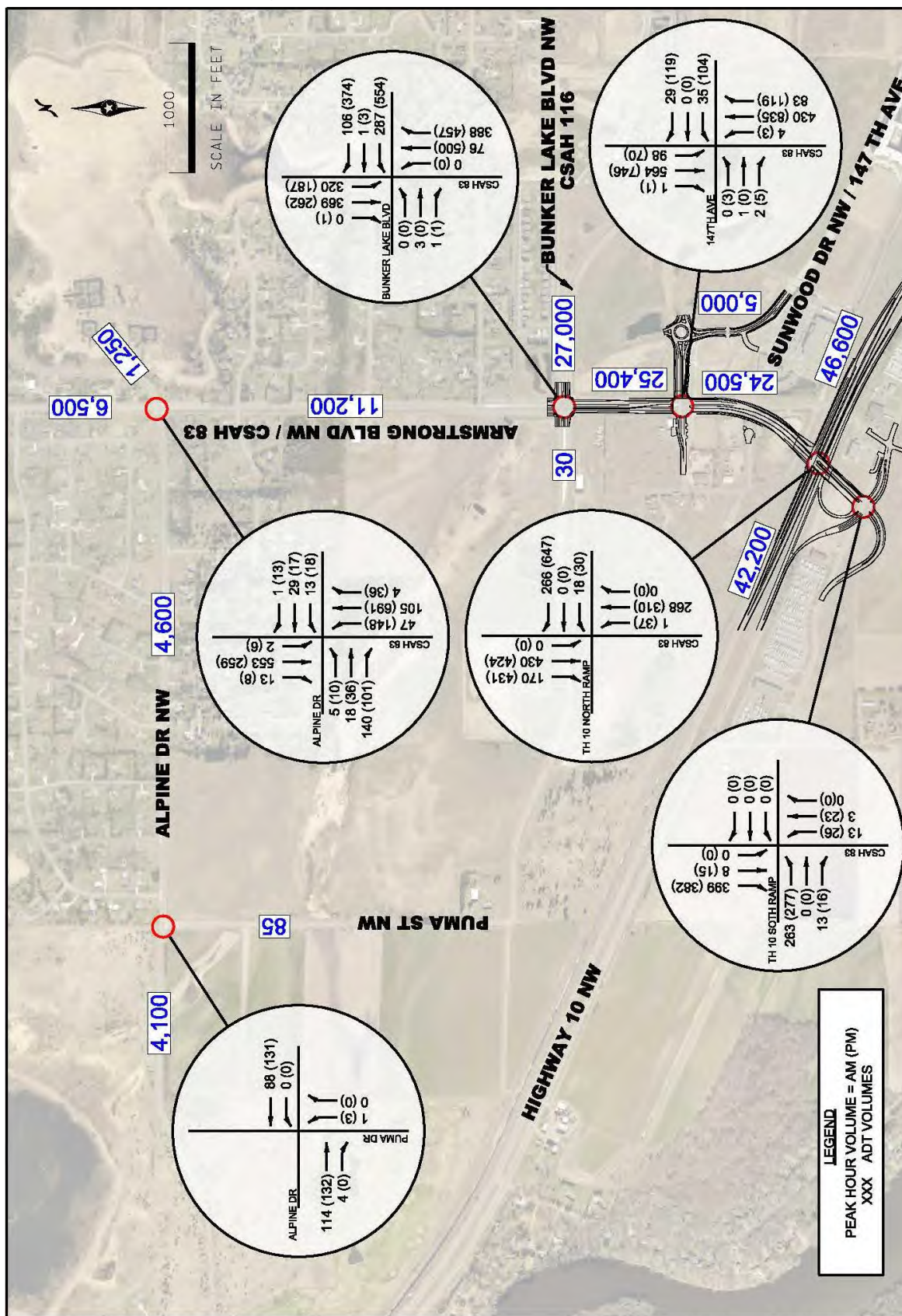
**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

****Max Queue refers to the 95% Queue (Passenger car stored length = 25 ft, Heavy vehicle stored length = 45 ft)

Based on the expected growth in the area, the corridor is anticipated to experience acceptable operations at most of the intersections. All intersections operate at an overall level of service of B or higher. Level of Service D is commonly taken as an acceptable design year LOS. The only intersection experiencing significant delay at an individual movement is the eastbound left turn at Armstrong Boulevard & Alpine Drive. This movement experiences 38 seconds of delay (LOS E) during the PM peak hour.

Figure 3: 2040 No-Build Traffic Volumes



B. No-Build Mitigation

There are few mitigation recommendations due to the adequate level of service at most intersections. The following suggestions are anticipated to provide adequate service for the 2040 No-Build conditions.

1. Geometric Improvements

It is recommended that the following changes be made with regard to the intersection geometry in the study area to provide acceptable operations in 2040:

Armstrong Boulevard & Alpine Drive

- Add eastbound and westbound thru/left and right turn lanes (mid-term)

Armstrong Boulevard & Bunker Lake Boulevard

- Re-stripe southbound lanes to include a dual southbound left turn lane. A southbound double left turn lane will help reduce queues entering the COR development. Improvements were done in 2011 to this intersection and a future southbound left turn lane was designed, but not striped. (mid-term)

The proposed 2040 no-build mitigation should provide a LOS of D or better for all intersection movements. A more thorough investigation should be conducted for a possible re-alignment of the east leg of Armstrong Boulevard & Alpine Drive.

VI. BUILD CONDITIONS

A. Traffic Forecasts

The full build traffic forecast was calculated by combining the anticipated growth (2040 No-build volumes) with the expected amount of trips the proposed development will generate. Trip forecasts were generated using the information within the Institute of Transportation Engineers (ITE) Trip Generation Manual. ITE provides codes that correlate a land use with the anticipated traffic based on previous studies.

Figure 4 shows different trip generation zones within the development along with the land use in each zone. These zones are based on where traffic will enter/exit the development. Zone 1 will be evaluated with four alternatives in the north quadrant; a high school, K-12 schools, Business Park, and low density residential. The business park option is expected to generate the most traffic in Zone 1 (2,000 peak hour trips, 7,050 daily trips), while the low density residential option is expected generate the least amount of traffic in Zone 1 (1,150 peak hour trips, 4,900 daily trips). The total development (Zones 1-5) is projected to generate anywhere from 18,500 to 23,300 new daily trips. More detailed information regarding trip generations for each scenario is included in **Appendix B**.

The following access assumptions were made for each zone:

Access off of Bunker Lake Boulevard:

- Zone 1 & 3

Access off of Armstrong Boulevard:

- Zone 2

Access off of Puma Street

- Zone 4

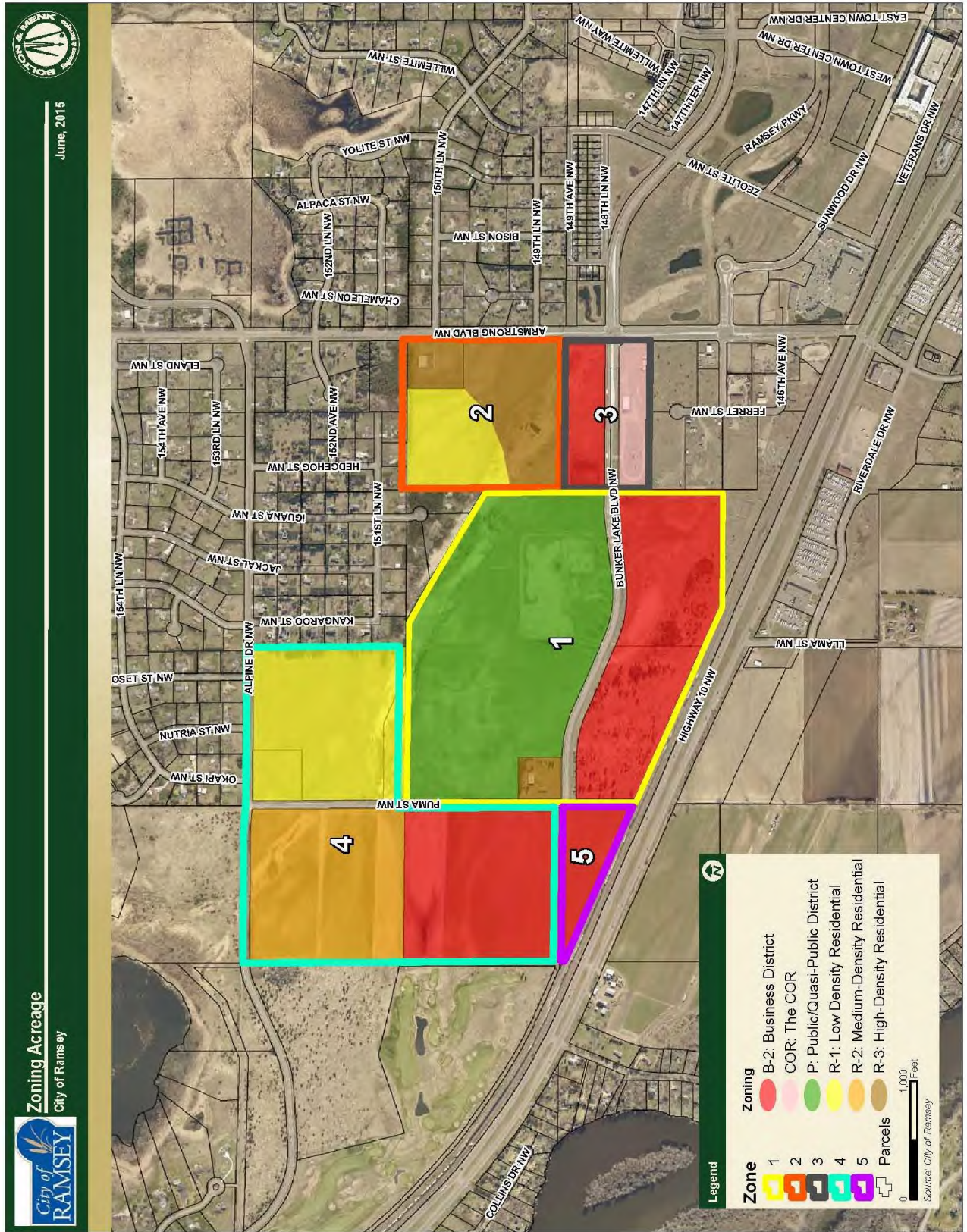
Accesses off of Bunker Lake Boulevard and Puma Street

- Zone 5

Trips to and from the development area are generally directed to the south to T.H. 10. The trips were distributed to the roadway using existing trip distribution as a basis. The generated trips from the proposed development were added to the 2040 No-Build forecasted volumes to develop the 2040 Build conditions. The trip distribution to and from the development is shown in **Figure 5**. The 2040 Build traffic volumes can be seen in **Figure 6.1** through **6.4**.

The different alternatives correspond to the land use on the north side of Zone 1. Alternative 1A assumes a high school is built, Alternative 1B assumes K-12 schools are built, Alternative 2 assumes a business park is built, and Alternative 3 assumes low density residential homes are built.

Figure 4: Trip Generation Zones



June, 2015

Zoning Acreage
City of Ramsey



Figure 5: Trip Distribution Map

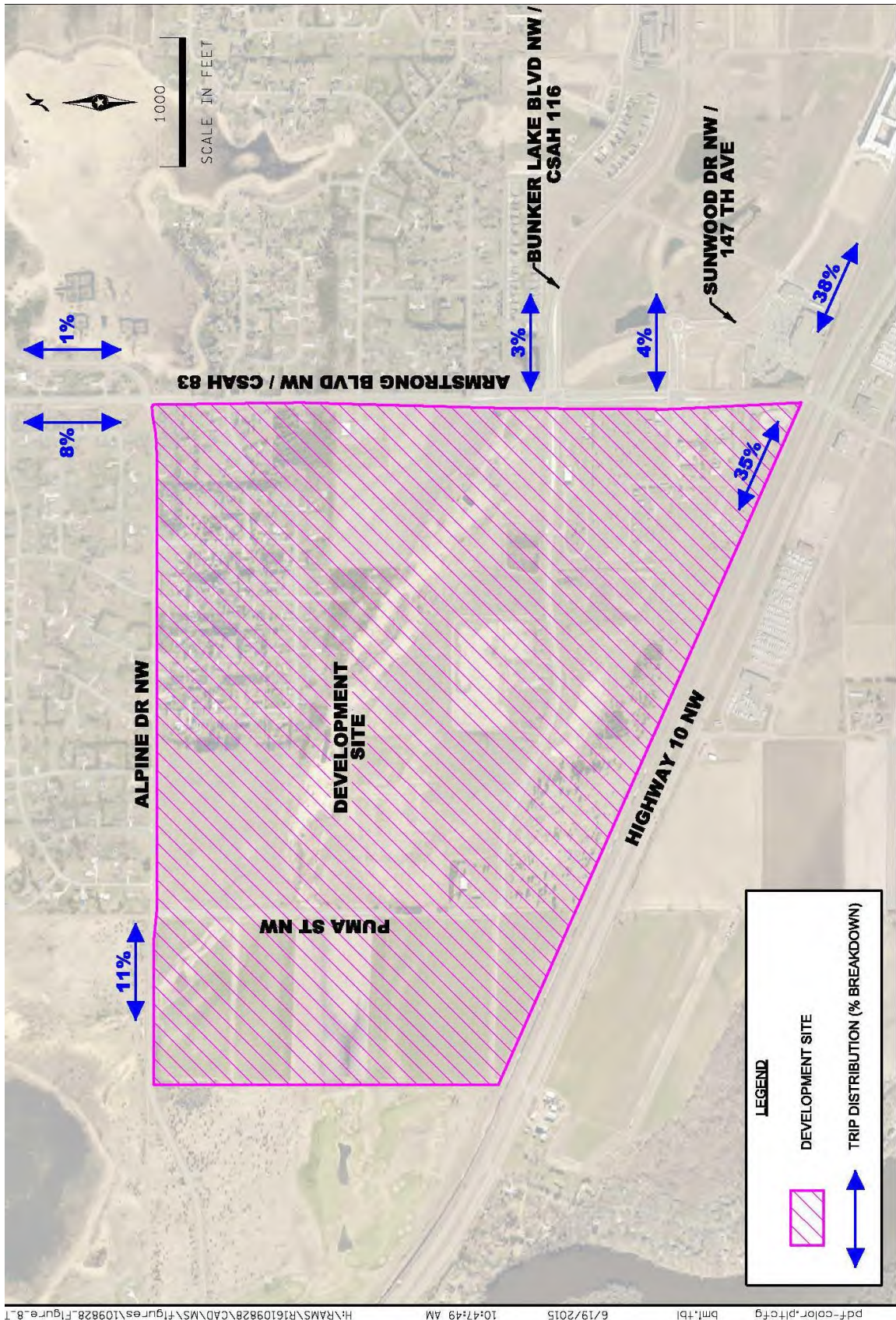


Figure 6.1: 2040 Build Traffic Volumes (Alternative 1A: High School)

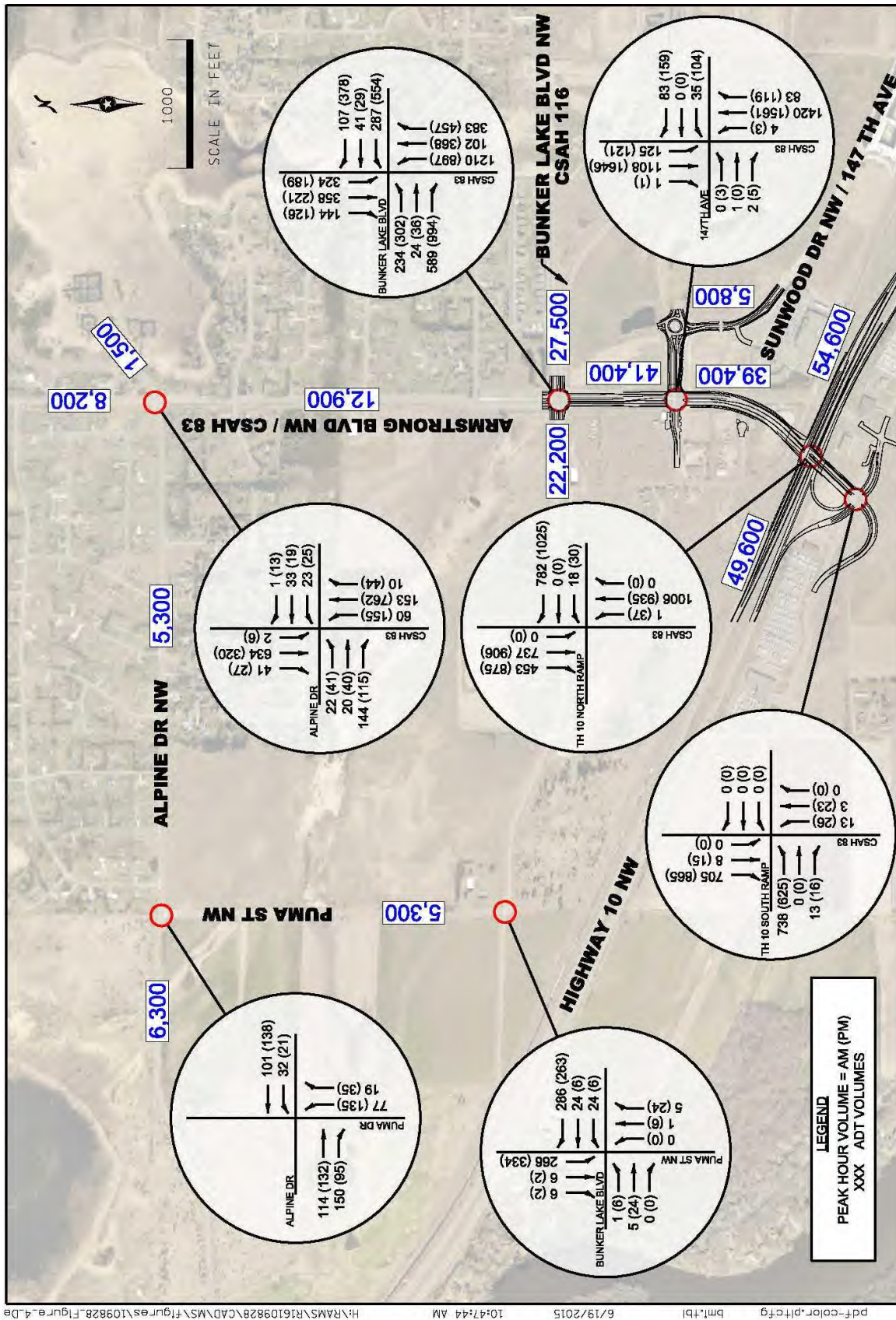


Figure 6.2: 2040 Build Traffic Volumes (Alternative 1B: K-12 Schools)

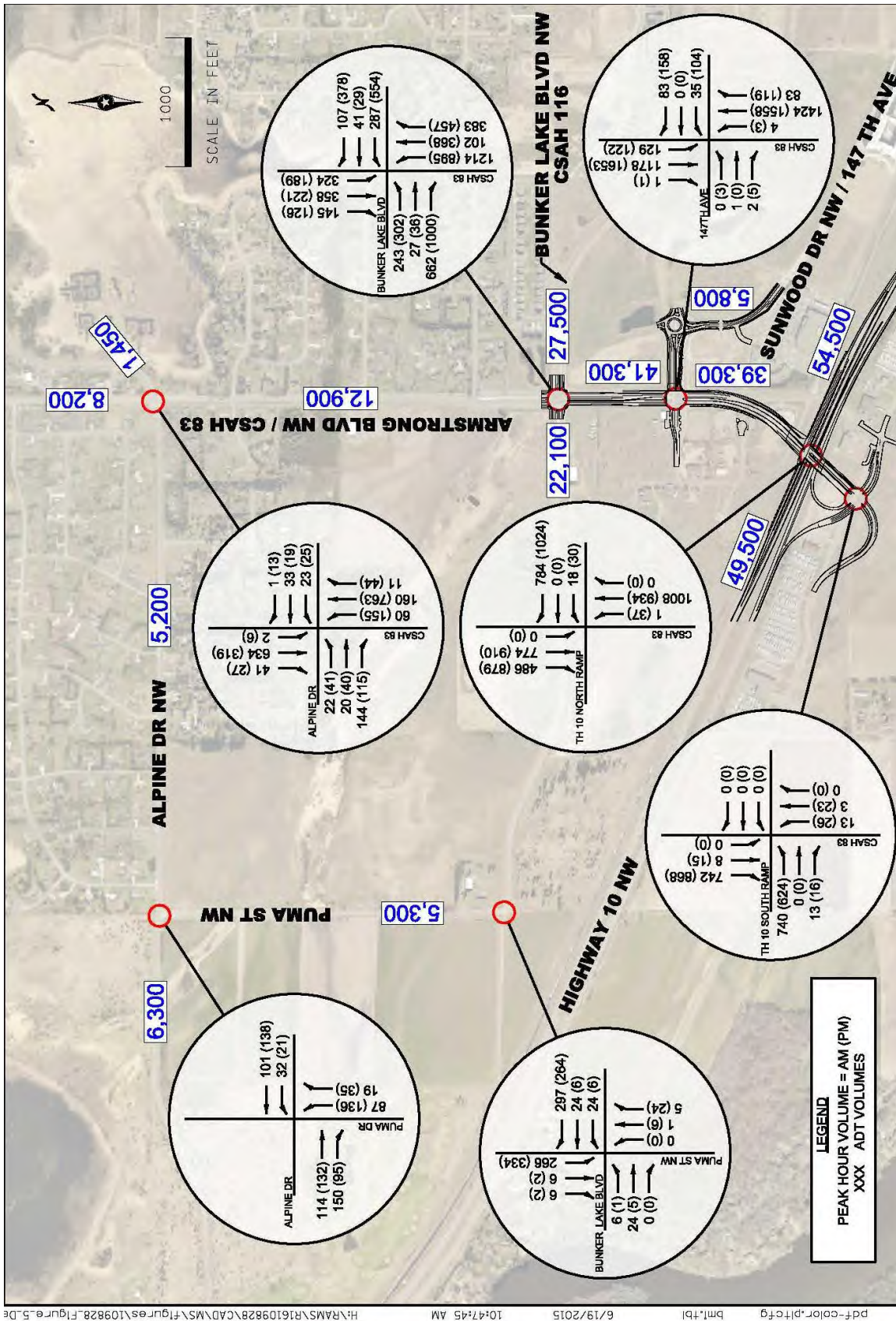
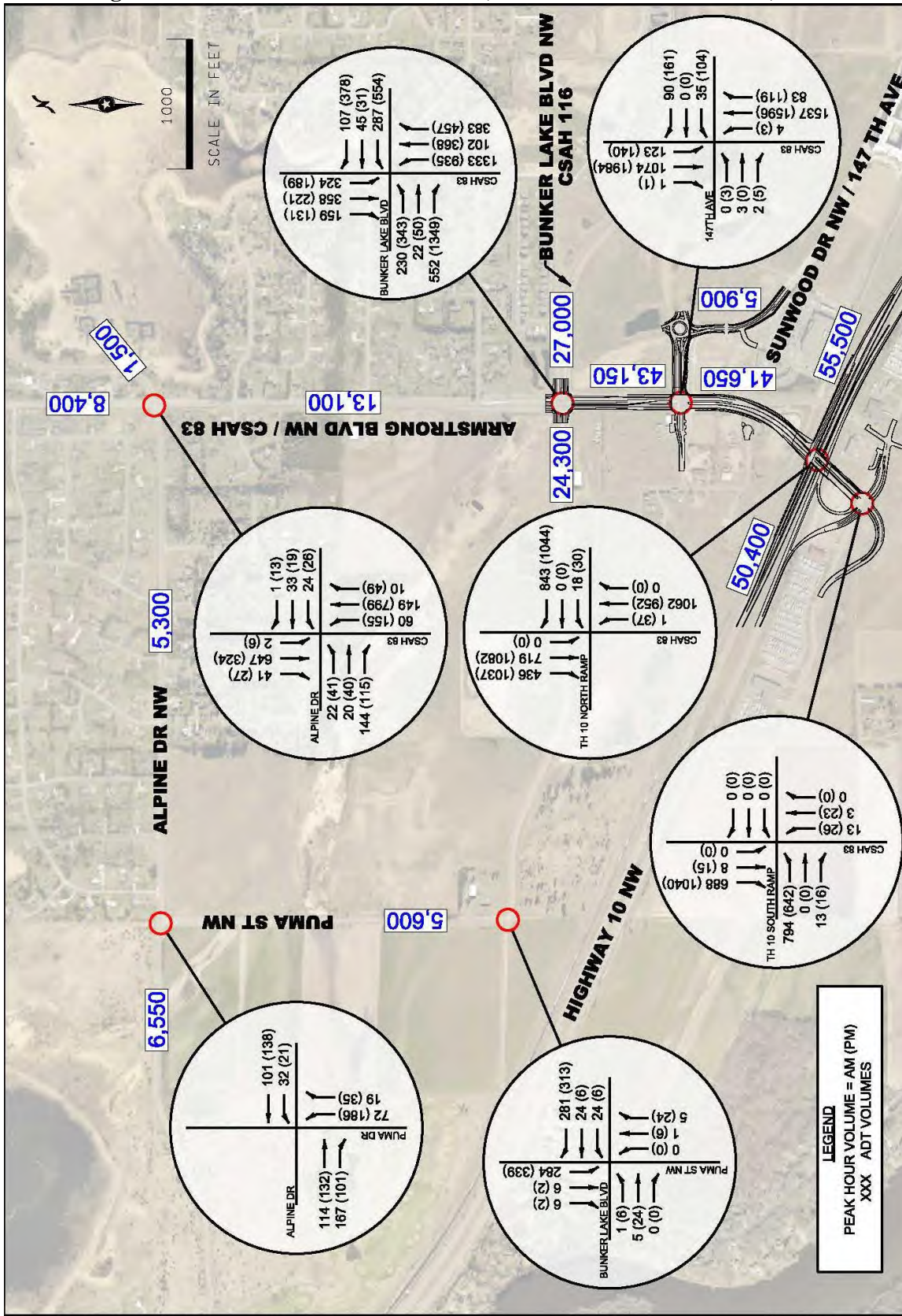
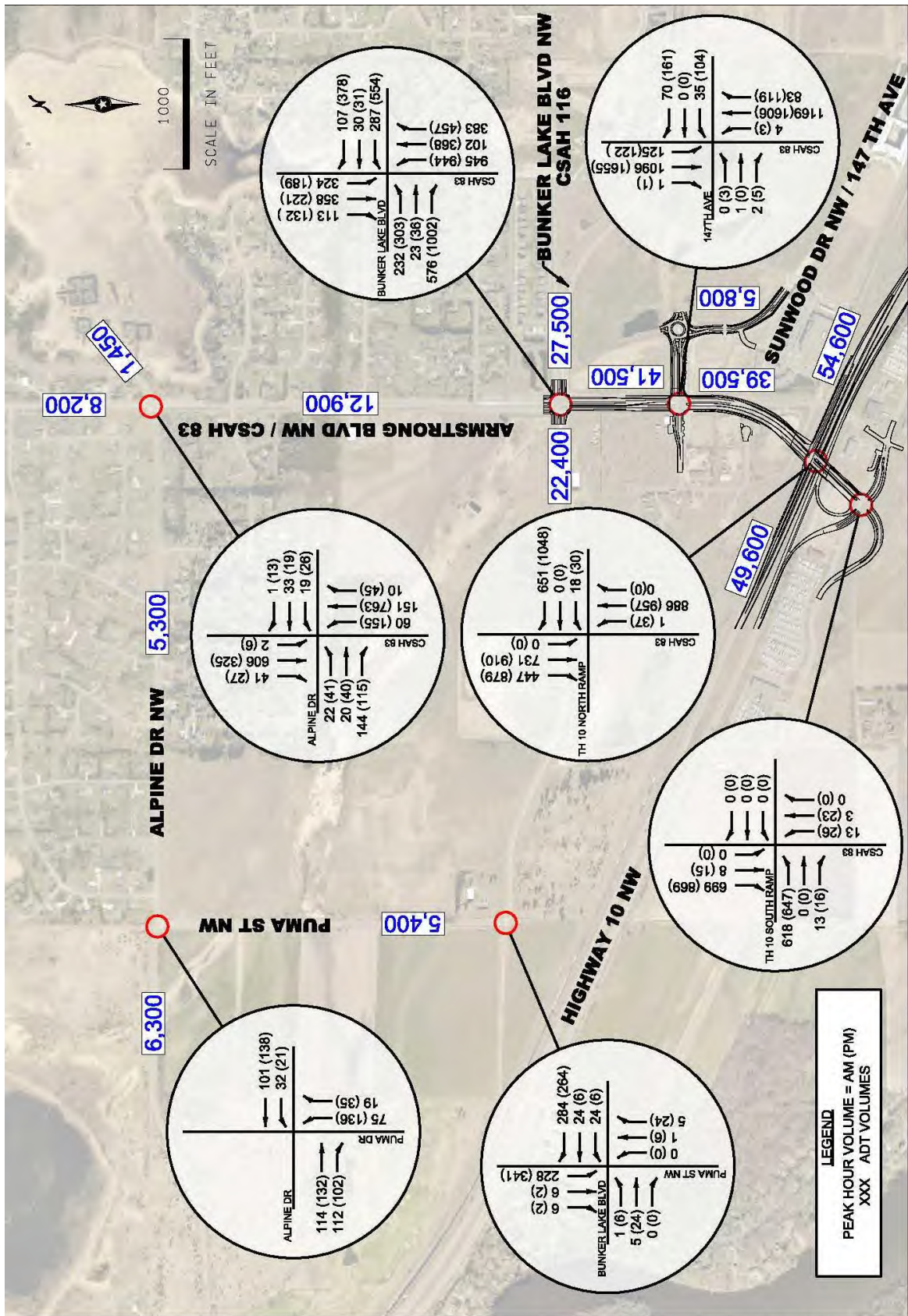


Figure 6.3: 2040 Build Traffic Volumes (Alternative 2: Business Park)



H:\RAMS\R16109828\CAD\M5\Figures\109828-Figure-6.Dwg 6/19/2015 10:47:46 AM bml.tbl pdf-color.plt:fg

Figure 6.4: 2040 Build Traffic Volumes (Alternative 3: Low Density Residential)



B. 2040 Build Operations

1. Operations Analysis

The traffic operations results for the 2040 Build is included in Tables 8-11.

Table 8: 2040 Build Operations Analysis (Alternative 1A: High School)

Traffic Control Scenario	Peak Hour	Intersection Delay*- LOS		Maximum Delay-LOS**	Limiting Movement ***	Max Approach Queue			
						Direction	Average Queue (ft)	Max Queue (ft) ****	
Design Year 2040 Alternative 1A									
TH 10/169 South Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	47	D	86	F	EBL	EBT	149	734
	PM	18	B	29	C	NBL	EBL	130	241
TH 10/169 North Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	131	F	326	F	WBR	WBT/R	1106	2034
	PM	112	F	280	F	WBR	WBT/R	1104	2061
CSAH 83 (Armstrong Blvd & 147th Avenue) <i>Signal</i>	AM	67	E	175	F	NBL	NBT	894	1276
	PM	60	E	114	F	NBT	NBT	873	1262
CSAH 83 (Armstrong Blvd & CSAH 116 (Bunker Lake Blvd) <i>Signal (Added EB through-right, left, and SB left turn lanes)</i>	AM	66	E	162	F	WBL	NBT	793	990
	PM	74	E	182	F	NBL	NBT	821	1014
CSAH 83 (Armstrong Blvd) & Alpine Drive NW <i>TWSC</i>	AM	4	A	25	C	WBR	EBL/T	36	88
	PM	9	A	54	F	EBL	EBL/T	76	171
Alpine Drive NW & Puma Street NW <i>TWSC</i>	AM	2	A	7	A	NBL	NBL/T	36	58
	PM	3	A	8	A	NBL	NBL/R	47	74
Puma Street NW & Bunker Lake Blvd <i>Option 1: AWSC</i>	AM	4	A	9	A	SBT	SBL/T/R	56	84
	PM	4	A	9	A	WBL	SBLR/E	59	86
Puma Street NW & Bunker Lake Blvd <i>Option 2: 3 Legged intersection (with curve)</i>	AM	1	A	11	B	EBL	NBT/L	14	49
	PM	1	A	8	A	EBL	EBL/T	23	43
Puma Street NW & Bunker Lake Blvd <i>Option 3: Roundabout</i>	AM	3	A	4	A	SBT	SBL/T/R	18	57
	PM	3	A	4	A	SBT	WBL/T/R	25	64

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

****Max Queue refers to the 95% Queue (Passenger car stored length = 25 ft, Heavy vehicle stored length = 45 ft)

Table 9: 2040 Build Operations Analysis (Alternative 1B: K-12 Schools)

Traffic Control Scenario	Peak Hour	Intersection Delay*- LOS		Maximum Delay-LOS**	Limiting Movement ***	Max Approach Queue			
						Direction	Average Queue (ft)	Max Queue (ft) ****	
Design Year 2040 Alternative 1B									
TH 10/169 South Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	32	C	56	E	EBL	EBL	225	446
	PM	20	B	34	C	EBL	EBL	140	277
TH 10/169 North Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	137	F	322	F	WBR	WBT/R	1064	1975
	PM	104	F	243	F	WBR	WBT/R	1037	2033
CSAH 83 (Armstrong Blvd & 147th Avenue) <i>Signal</i>	AM	90	F	166	F	NBL	NBT	920	1217
	PM	86	F	237	F	NBL	NBT	822	1330
CSAH 83 (Armstrong Blvd & CSAH 116 (Bunker Lake Blvd) <i>Signal (Added EB through-right, left, and SB left turn lanes)</i>	AM	85	F	322	F	WBL	NBT	802	994
	PM	100	F	296	F	WBL	NBT	797	1074
CSAH 83 (Armstrong Blvd) & Alpine Drive NW <i>TWSC</i>	AM	4	A	19	C	EBT	EBL/T	36	80
	PM	7	A	29	D	WBL	EBL/T	52	106
Alpine Drive NW & Puma Street NW <i>TWSC</i>	AM	2	A	8	A	NBL	NBL/T	38	60
	PM	3	A	9	A	NBL	NBL/T	49	79
Puma Street NW & Bunker Lake Blvd <i>Option 1: AWSC</i>	AM	4	A	9	A	SBT	SBL/T/R	54	77
	PM	4	A	10	A	SBT	SBL/T/R	59	87
Puma Street NW & Bunker Lake Blvd <i>Option 2: 3 Legged intersection (with curve)</i>	AM	1	A	8	A	EBL	NBL/R	13	43
	PM	1	A	8	A	EBL	EBL/R	24	46
Puma Street NW & Bunker Lake Blvd <i>Option 3: Roundabout</i>	AM	3	A	3	A	SBL	SBL/T/R	18	53
	PM	3	A	5	A	NBT	SBL/T/R	19	58

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

****Max Queue refers to the 95% Queue (Passenger car stored length = 25 ft, Heavy vehicle stored length = 45 ft)

Table 10: 2040 Traffic Operations Analysis (Alternative 2: Business Park)

Traffic Control Scenario	Peak Hour	Intersection Delay*- LOS		Maximum Delay-LOS**	Limiting Movement ***	Max Approach Queue			
						Direction	Average Queue (ft)	Max Queue (ft) ****	
Design Year 2040 Alternative 2									
TH 10/169 South Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	81	F	147	F	EBL	EBT	434	1574
	PM	48	D	95	F	EBL	EBT	174	815
TH 10/169 North Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	118	F	312	F	WBR	WBT/R	1134	2008
	PM	115	F	347	F	WBR	WBT/R	1212	2070
CSAH 83 (Armstrong Blvd & 147th Avenue) <i>Signal</i>	AM	62	E	189	F	NBL	NBT	948	1183
	PM	86	F	140	F	EBL	NBT	893	1263
CSAH 83 (Armstrong Blvd & CSAH 116 (Bunker Lake Blvd) <i>Signal (Added EB through-right, left, and SB left turn lanes)</i>	AM	73	E	228	F	WBL	NBT	798	996
	PM	100	F	293	F	WBL	NBT	841	959
CSAH 83 (Armstrong Blvd) & Alpine Drive NW <i>TWSC</i>	AM	4	A	19	C	WBL	EBL/T	35	82
	PM	6	A	27	D	EBT	NBL/T	47	123
Alpine Drive NW & Puma Street NW <i>TWSC</i>	AM	2	A	7	A	NBL	NBL/R	33	52
	PM	3	A	9	A	NBL	NBL/T	51	79
Puma Street NW & Bunker Lake Blvd <i>Option 1: AWSC</i>	AM	4	A	10	A	SBT	SBL/T/R	60	91
	PM	5	A	10	A	WBL	SBL/T/R	59	90
Puma Street NW & Bunker Lake Blvd <i>Option 2: 3 Legged intersection (with curve)</i>	AM	1	A	11	B	EBL	NBL/T	14	45
	PM	1	A	8	A	EBL	EBL/R	23	47
Puma Street NW & Bunker Lake Blvd <i>Option 3: Roundabout</i>	AM	3	A	4	A	SBT	SBL/T/R	20	57
	PM	3	A	4	A	EBT	SBL/T/R	20	64

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

****Max Queue refers to the 95% Queue (Passenger car stored length = 25 ft, Heavy vehicle stored length = 45 ft)

Table 11: 2040 Build Operations Analysis (Alternative 3: LD Residential)

Traffic Control Scenario	Peak Hour	Intersection Delay*- LOS		Maximum Delay-LOS**	Limiting Movement ***	Max Approach Queue			
						Direction	Average Queue (ft)	Max Queue (ft) ****	
Design Year 2040 Alternative 3									
TH 10/169 South Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	13	B	24	C	NBL	EBL/R	101	176
	PM	28	C	52	D	EBL	EBL/R	190	417
TH 10/169 North Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	85	F	225	F	WBR	WBT/R	694	1628
	PM	109	F	285	F	WBR	WBT/R	1143	2056
CSAH 83 (Armstrong Blvd & 147th Avenue) <i>Signal</i>	AM	62	E	272	F	NBL	NBT	824	1289
	PM	87	F	163	F	NBL	NBT	887	1282
CSAH 83 (Armstrong Blvd & CSAH 116 (Bunker Lake Blvd) <i>Signal (Added EB through-right, left, and SB left turn lanes)</i>	AM	72	E	189	F	NBL	NBT	812	1025
	PM	98	F	307	F	WBL	NBT	817	1026
CSAH 83 (Armstrong Blvd) & Alpine Drive NW <i>TWSC</i>	AM	4	A	18	C	EBL	NBL/T	32	86
	PM	7	A	33	D	EBL	EBL/T	59	131
Alpine Drive NW & Puma Street NW <i>TWSC</i>	AM	2	A	7	A	NBL	NBL/R	32	55
	PM	3	A	8	A	NBL	NBL/T	45	72
Puma Street NW & Bunker Lake Blvd <i>Option 1: AWSC</i>	AM	4	A	7	A	WBL	SBL/T/R	52	80
	PM	4	A	9	A	SBT	SBL/T/R	62	95
Puma Street NW & Bunker Lake Blvd <i>Option 2: 3 Legged intersection (with curve)</i>	AM	1	A	8	A	EBL	NBL/T	12	45
	PM	1	A	8	A	EBL	EBL/R	23	41
Puma Street NW & Bunker Lake Blvd <i>Option 3: Roundabout</i>	AM	3	A	4	A	EBT	SBL/T/R	16	51
	PM	3	A	4	A	NBT	SBL/T/R	26	71

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

****Max Queue refers to the 95% Queue (Passenger car stored length = 25 ft, Heavy vehicle stored length = 45 ft)

Based on the expected growth in the area, and the generated trips from the proposed development, the study area is anticipated to have unacceptable operations at multiple intersections. Three of the signalized intersections have an overall LOS of E or worse in all of the alternative scenarios. The other signalized intersection, T.H. 10 South Ramp, is projected to have an acceptable overall LOS in Alternative 1A, 1B, and 3. The alternative 2 scenario shows the T.H. 10 South Ramp intersection having a LOS F during the AM peak hour. All signalized intersections have at least one movement with a LOS of D or worse in all of the scenarios. The unsignalized intersections are projected to operate adequately with the exception of Armstrong Boulevard & Alpine Drive. The eastbound and westbound approaches are experiencing excessive delays at this intersection for all alternatives. Alternative 2 will be used to determine what mitigation is necessary in the study area because it generated the most traffic out of the four alternatives. Overall, the operations can be improved, but are still considered unacceptable at many of the intersections. This is due to the large amount of traffic entering and exiting on Bunker Lake Boulevard and Armstrong Boulevard.

2. Additional Analysis

Additional operations analysis was completed to determine what intersection control would be adequate for the first development entrance west of Armstrong Boulevard on Bunker Lake Boulevard. Because of the heavy traffic along Bunker Lake Boulevard, it was assumed that stop control would not be suitable for this intersection. A roundabout and signal were modeled for the 2040 PM Build Alternative 2 scenario and the results are shown below.

Table 12: Development Intersection Operations Analysis

Traffic Control Scenario	Peak Hour	Intersection Delay*- LOS	Maximum Delay-LOS**	Limiting Movement ***	Max Approach Queue				
					Direction	Average Queue (ft)	Max Queue (ft) ****		
First Development Entrance on Bunker Lake Road (West of Armstrong Boulevard)									
Signal <i>Lanes: (EB/WB: L, T, T, R. NB/SB: L/T,R)</i>	PM	30 C	58 E	WBL	SBT	152	310		
Roundabout <i>Lanes: (EB/WB: L/T, T/R. NB/SB: L/T,R)</i>	PM	27 D	46 E	EB	EBT/R	150	300		

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

****Max Queue refers to the 95% Queue (Passenger car stored length = 25 ft, Heavy vehicle stored length = 45 ft)

The signal or roundabout options both operate with an adequate overall level of service if the lanes shown are constructed. There will be at least one movement that has a LOS E or worse in both of the options.

Analysis was also completed to model the intersections if a river crossing was constructed along Armstrong Boulevard. It was assumed that the largest change in traffic due to the addition of the river crossing would be on T.H. 10. Therefore, the T.H. 10 ramp intersections were evaluated for operations. Intersections north of T.H. 10 were assumed to operate similarly to the scenarios without the river crossing.

Table 13: Operations Analysis with River Crossing

Traffic Control Scenario	Peak Hour	Intersection Delay*- LOS		Maximum Delay-LOS**		Limiting Movement ***	Max Approach Queue		
							Direction	Average Queue (ft)	Max Queue (ft) ****
2040 Build Alt 2 (With River Crossing)									
T.H. 10 South Ramp <i>Signal</i>	PM	151	F	475	F	EBL	EBT	1621	2762
T.H. 10 North Ramp <i>Signal</i>	PM	98	F	205	F	SBT	WBT/R	667	1550

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

****Max Queue refers to the 95% Queue (Passenger car stored length = 25 ft, Heavy vehicle stored length = 45 ft)

The delays at these intersections get worse with the river crossing because additional vehicles are using these ramps to access the river crossing from T.H. 10. A more thorough investigation should be conducted in the future to determine countermeasures if a river crossing is to be constructed.

C. Proposed Mitigation

1. Mitigation

The proposed No-Build mitigations identified under the No-Build Conditions should be considered as well as the following to improve operations for the 2040 Build condition. Although these changes will improve operations, many of the intersections will still be considered unacceptable. This is due to the large amount of traffic entering and exiting on Bunker Lake Boulevard and Armstrong Boulevard.

a) Traffic Control

It is recommended that the following changes be made with regard to the traffic control in the study area:

Bunker Lake Boulevard & Puma Street

- All-way stop control, a 3 legged intersection with two-way stop control, and a roundabout were evaluated at this intersection. Each option operated with adequate levels of service. (short-term)

b) Geometric Improvements

It is recommended that the following changes be made with regard to the intersection geometry of the study area:

Armstrong Boulevard & Bunker Lake Boulevard

- Add a second eastbound left turn lane (short-term)
- Convert the southerly eastbound through lane into a through-right lane (long-term)
- Another option would be an eastbound free-right with an add lane that can be extended to the T.H. 10 North Ramp (long-term)

It is recommended that free-rights only be constructed when actually needed due the impact they have on pedestrian movements. Another option may be to signalize the right turn movement and provide an overlap phase to provide more green time to the right turn.

D. Additional Operations Analysis (50% Development Completion)

A 2030 analysis was also completed to determine when the study area would start experiencing significant delays. This analysis assumes 50% of the Future Business Park development is complete and 50% of the COR development is complete.

Table 14: 2030 (50% Development) Operations Analysis

Traffic Control Scenario	Peak Hour	Intersection Delay*- LOS		Maximum Delay-LOS**		Limiting Movement ***	Max Approach Queue		
							Direction	Average Queue (ft)	Max Queue (ft) ****
Design Year 2030 Build Alternative Alternative 2 (50% Development)									
TH 10/169 South Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	PM	9	A	17	B	NBL	EBL	64	100
TH 10/169 North Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	PM	12	B	22	C	NBL	SBT	178	330
CSAH 83 (Armstrong Blvd & 147th Avenue) <i>Signal((Added EB through, right, left, and SB left turn lanes)</i>	PM	11	B	37	D	EBL	NBT	130	203
CSAH 83 (Armstrong Blvd & CSAH 116 (Bunker Lake Blvd) <i>Signal</i>	PM	37	D	72	E	WBL	EBT	146	561
CSAH 83 (Armstrong Blvd) & Alpine Drive NW <i>TWSC</i>	PM	5	A	22	C	EBL	NBL/T	40	126
Alpine Drive NW & Puma Street NW <i>TWSC</i>	PM	3	A	6	A	NBR	NBL/T	41	66

Assumes the east (COR) development and west development are 50% built out

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

****MaxQueue refers to the 95% Queue (Passenger car stored length = 25 ft, Heavy vehicle stored length = 45 ft)

At 50% development, the intersections are anticipated to operate with adequate delays. Therefore, it is projected that the intersections will start to experience excessive delays anywhere from 50% to 100% completion of the development.



APPENDIX A-
TH 10 & ARMSTRONG BOULEVARD
OVERPASS LAYOUT



ANKA
83
COUNTY

ACCESS CLOSED

ACCESS CLOSED

ROADWAY REMOVED








ACCESS CLOSED

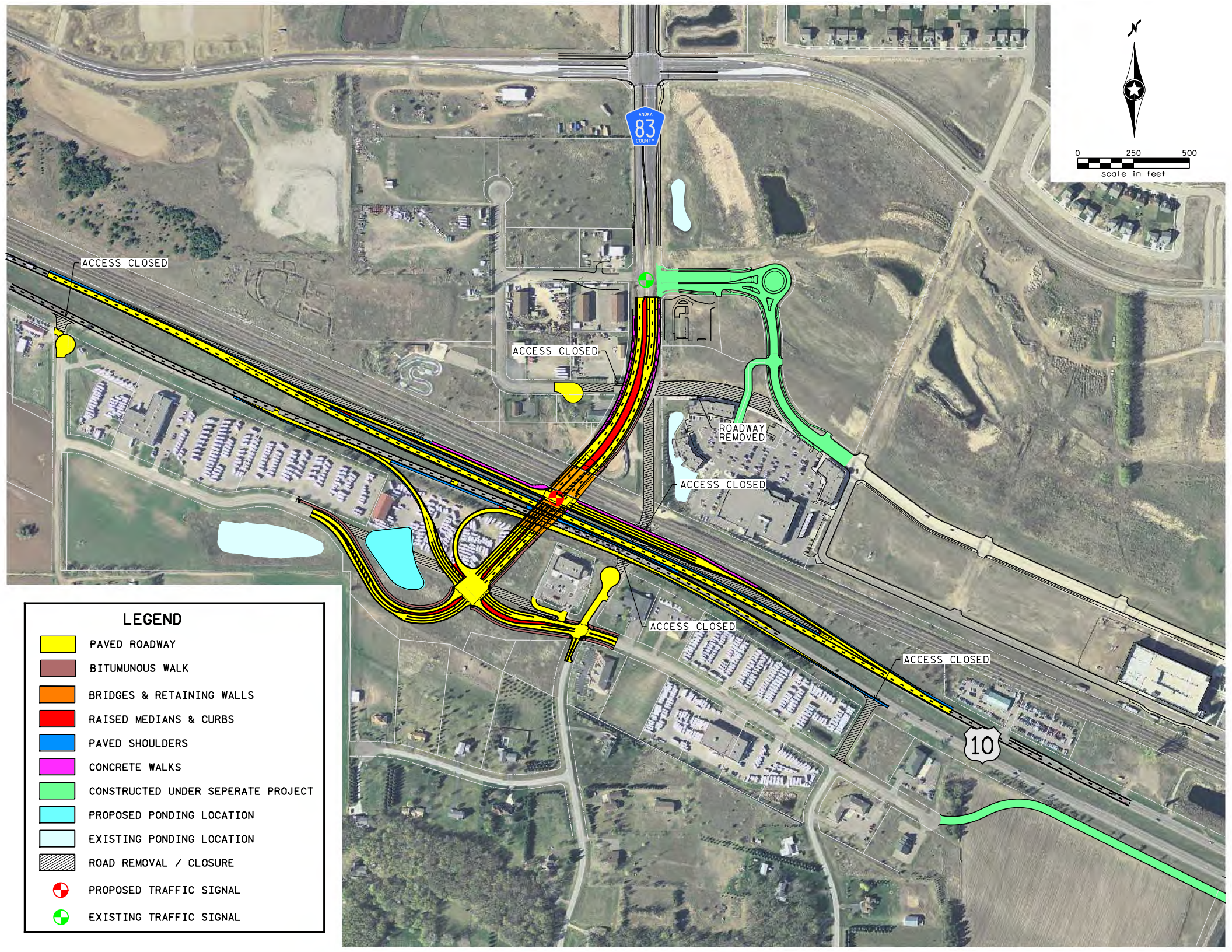
ACCESS CLOSED

ACCESS CLOSED

10

LEGEND

-  PAVED ROADWAY
-  BITUMINOUS WALK
-  BRIDGES & RETAINING WALLS
-  RAISED MEDIANS & CURBS
-  PAVED SHOULDERS
-  CONCRETE WALKS
-  CONSTRUCTED UNDER SEPERATE PROJECT
-  PROPOSED PONDING LOCATION
-  EXISTING PONDING LOCATION
-  ROAD REMOVAL / CLOSURE
-  PROPOSED TRAFFIC SIGNAL
-  EXISTING TRAFFIC SIGNAL





APPENDIX B- TRAFFIC VOLUMES



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 1 - Alpine Dr & Puma St NW, 4-8-15, 6am-7pm

Site Code : 1

Start Date : 4/8/2015

Page No : 1

Alpine Dr and Puma St NW
Ramsey, MN

Groups Printed- Cars + - Trucks

Start Time	Southbound						Alpine Dr Westbound						Puma St NW Northbound						Alpine Dr Eastbound						Int. Total	
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total		
06:00 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	3	0	0	3	10
06:15 AM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	6	0	0	6	18
06:30 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	13	1	0	14	21
06:45 AM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	9	0	0	9	21
Total	0	0	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	0	0	0	31	1	0	32	70
07:00 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	12	0	0	12	19
07:15 AM	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	14	1	0	15	30
07:30 AM	0	0	0	0	0	0	0	0	19	0	0	19	0	1	0	0	0	0	1	0	0	19	2	0	21	41
07:45 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	17	1	0	18	27
Total	0	0	0	0	0	0	0	0	50	0	0	50	0	1	0	0	0	1	0	0	0	62	4	0	66	117
08:00 AM	0	0	0	0	0	0	0	0	14	0	0	14	0	1	0	0	0	1	0	0	11	2	0	13	28	
08:15 AM	0	0	0	0	0	0	0	0	11	0	0	11	0	1	0	0	0	1	0	0	15	0	0	15	27	
08:30 AM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	7	1	0	8	19	
08:45 AM	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	0	0	11	0	0	11	20	
Total	0	0	0	0	0	0	0	1	44	0	0	45	0	2	0	0	0	2	0	0	44	3	0	47	94	
09:00 AM	0	0	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	0	0	0	5	0	0	5	16	
09:15 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	8	0	0	8	16	
09:30 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	0	1	0	0	5	0	0	5	13	
09:45 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	4	0	0	4	10	
Total	0	0	0	0	0	0	0	1	31	0	0	32	0	1	0	0	0	1	0	0	22	0	0	22	55	
10:00 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	0	1	0	0	7	0	0	7	16	
10:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0	5	
10:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	1	0	3	0	4	0	0	5	1	0	6	16	
10:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	14	0	0	14	17	
Total	0	0	0	0	0	0	0	0	21	0	0	21	0	3	0	3	0	6	0	0	26	1	0	27	54	
11:00 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	5	0	0	5	11	
11:15 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	1	0	0	0	1	0	0	7	1	0	8	19	
11:30 AM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	6	0	0	6	17	
11:45 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	0	1	0	0	6	0	0	6	15	
Total	0	0	0	0	0	0	0	0	35	0	0	35	0	2	0	0	0	2	0	0	24	1	0	25	62	
12:00 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	0	1	0	0	21	1	0	22	31	
12:15 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	7	0	0	7	11	
12:30 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	2	0	0	0	2	0	0	8	0	1	9	17	
12:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	12	0	0	12	15	
Total	0	0	0	0	0	0	0	0	21	0	0	21	0	3	0	0	0	3	0	0	48	1	1	50	74	
01:00 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	11	0	0	11	22	
01:15 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	7	1	0	8	19	
01:30 PM	0	0	0	0	0	0	0	1	9	0	0	10	0	0	0	1	0	1	0	0	4	1	0	5	16	
01:45 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	2	0	0	0	2	0	0	7	0	0	7	20	
Total	0	0	0	0	0	0	0	1	42	0	0	43	0	2	0	1	0	3	0	0	29	2	0	31	77	



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 1 - Alpine Dr & Puma St NW, 4-8-15, 6am-7pm

Site Code : 1

Start Date : 4/8/2015

Page No : 2

Alpine Dr and Puma St NW
Ramsey, MN

Groups Printed- Cars + - Trucks

Start Time	Southbound						Alpine Dr Westbound						Puma St NW Northbound						Alpine Dr Eastbound						Int. Total	
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total		
02:00 PM	0	0	0	0	0	0	0	0	14	0	1	15	0	0	0	0	0	0	0	0	0	7	0	0	7	22
02:15 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	11	0	0	11	16	
02:30 PM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	10	0	1	11	20	
02:45 PM	0	0	0	0	0	0	0	0	16	0	0	16	0	3	0	0	0	3	0	0	7	0	0	7	26	
Total	0	0	0	0	0	0	0	0	44	0	1	45	0	3	0	0	0	3	0	0	35	0	1	36	84	
03:00 PM	0	0	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	0	0	13	0	0	13	26	
03:15 PM	0	0	0	0	0	0	0	1	16	0	0	17	0	2	0	1	0	3	0	0	9	0	0	9	29	
03:30 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	12	0	0	12	23	
03:45 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	1	0	1	0	0	21	0	2	23	32	
Total	0	0	0	0	0	0	0	2	47	0	0	49	0	2	0	2	0	4	0	0	55	0	2	57	110	
04:00 PM	0	0	0	0	0	0	0	0	16	0	2	18	0	0	0	0	0	0	0	0	18	1	0	19	37	
04:15 PM	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	1	0	17	0	0	18	32	
04:30 PM	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	0	0	19	0	0	19	41	
04:45 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	2	0	0	0	2	0	0	20	0	1	21	31	
Total	0	0	0	0	0	0	0	0	60	0	2	62	0	2	0	0	0	2	1	0	74	1	1	77	141	
05:00 PM	0	0	0	0	0	0	0	0	14	0	1	15	0	1	0	0	0	1	0	0	13	0	0	13	29	
05:15 PM	0	0	0	0	0	0	0	0	14	0	1	15	0	2	0	0	0	2	0	0	28	0	0	28	45	
05:30 PM	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	24	0	0	24	38	
05:45 PM	0	0	0	0	0	0	0	0	15	0	0	15	0	1	0	0	0	1	0	0	13	0	0	13	29	
Total	0	0	0	0	0	0	0	0	57	0	2	59	0	4	0	0	0	4	0	0	78	0	0	78	141	
06:00 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	2	0	0	0	2	0	0	10	0	0	10	22	
06:15 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	1	4	5	0	0	12	0	2	14	30	
06:30 PM	0	0	0	0	0	0	0	0	11	0	1	12	0	0	0	0	1	1	0	0	7	1	0	8	21	
06:45 PM	0	0	0	0	0	0	0	0	10	0	1	11	0	0	0	0	4	4	0	0	6	0	3	9	24	
Total	0	0	0	0	0	0	0	0	42	0	2	44	0	2	0	1	9	12	0	0	35	1	5	41	97	
Grand Total	0	0	0	0	0	0	0	5	532	0	7	544	0	27	0	7	9	43	1	0	563	15	10	589	1176	
Apprch %	0	0	0	0	0	0	0	0.9	97.8	0	1.3		0	62.8	0	16.3	20.9		0.2	0	95.6	2.5	1.7			
Total %	0	0	0	0	0	0	0	0.4	45.2	0	0.6	46.3	0	2.3	0	0.6	0.8	3.7	0.1	0	47.9	1.3	0.9	50.1		
Cars +	0	0	0	0	0	0	0	4	506	0	6	516	0	26	0	7	8	41	1	0	532	15	10	558	1115	
% Cars +	0	0	0	0	0	0	0	80	95.1	0	85.7	94.9	0	96.3	0	100	88.9	95.3	100	0	94.5	100	100	94.7	94.8	
Trucks	0	0	0	0	0	0	0	1	26	0	1	28	0	1	0	0	1	2	0	0	31	0	0	31	61	
% Trucks	0	0	0	0	0	0	0	20	4.9	0	14.3	5.1	0	3.7	0	0	11.1	4.7	0	0	5.5	0	0	5.3	5.2	



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

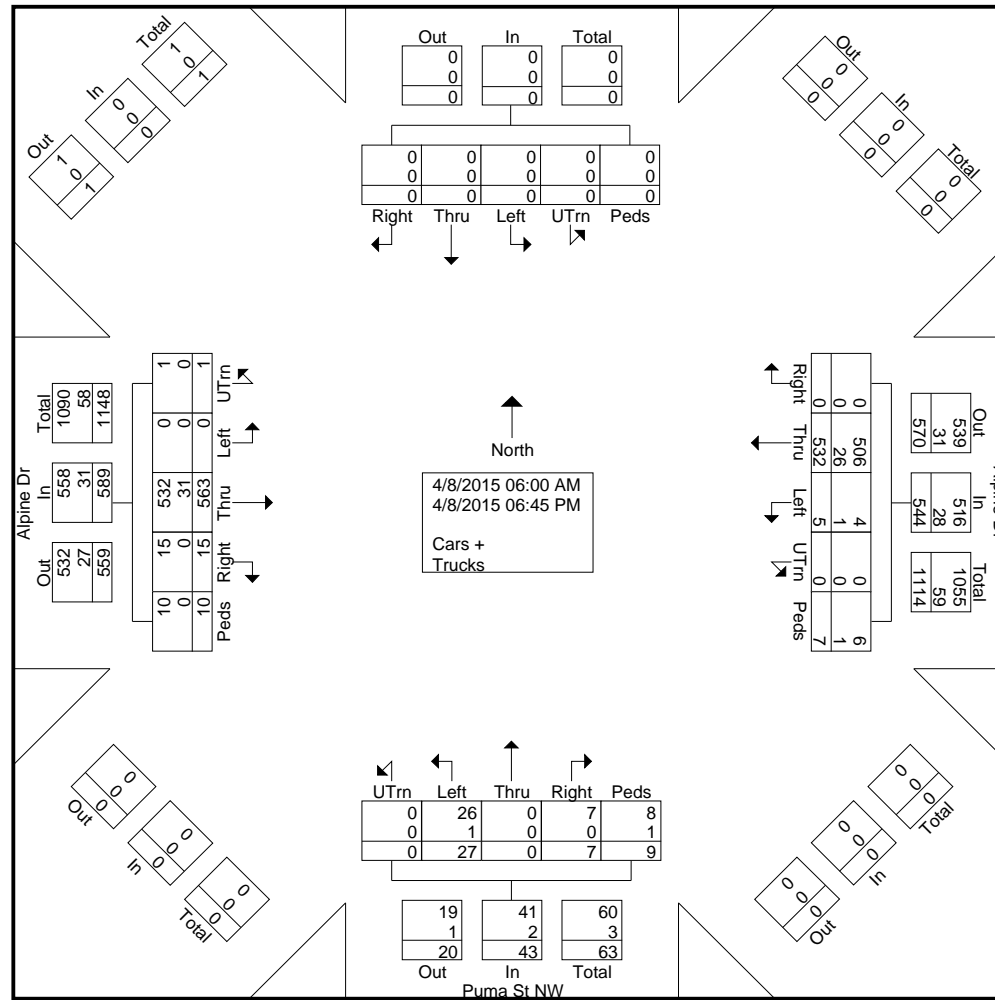
File Name : 1 - Alpine Dr & Puma St NW, 4-8-15, 6am-7pm

Site Code : 1

Start Date : 4/8/2015

Page No : 3

Alpine Dr and Puma St NW
Ramsey, MN





Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 1 - Alpine Dr & Puma St NW, 4-8-15, 6am-7pm

Site Code : 1

Start Date : 4/8/2015

Page No : 4

Alpine Dr and Puma St NW Ramsey, MN

Start Time	Southbound						Alpine Dr Westbound					Puma St NW Northbound					Alpine Dr Eastbound					Int. Total			
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru		Right	Peds	App. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	14	1	0	15	30
07:30 AM	0	0	0	0	0	0	0	0	19	0	0	19	0	1	0	0	0	1	0	0	19	2	0	21	41
07:45 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	17	1	0	18	27
08:00 AM	0	0	0	0	0	0	0	0	14	0	0	14	0	1	0	0	0	1	0	0	11	2	0	13	28
Total Volume	0	0	0	0	0	0	0	0	57	0	0	57	0	2	0	0	0	2	0	0	61	6	0	67	126
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100	0	100	0	0	0	0	0	0	91	9	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.500	.000	.000	.000	.500	.000	.000	.803	.750	.000	.798	.768
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 11:15 AM																									
11:15 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	1	0	0	0	1	0	0	7	1	0	8	19
11:30 AM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	6	0	0	6	17
11:45 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	0	1	0	0	6	0	0	6	15
12:00 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	0	1	0	0	21	1	0	22	31
Total Volume	0	0	0	0	0	0	0	0	37	0	0	37	0	3	0	0	0	3	0	0	40	2	0	42	82
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100	0	100	0	0	0	0	0	0	95.2	4.8	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.841	.000	.000	.841	.000	.750	.000	.000	.000	.750	.000	.000	.476	.500	.000	.477	.661
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	0	0	19	0	0	19	41
04:45 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	2	0	0	0	2	0	0	20	0	1	21	31
05:00 PM	0	0	0	0	0	0	0	0	14	0	1	15	0	1	0	0	0	1	0	0	13	0	0	13	29
05:15 PM	0	0	0	0	0	0	0	0	14	0	1	15	0	2	0	0	0	2	0	0	28	0	0	28	45
Total Volume	0	0	0	0	0	0	0	0	58	0	2	60	0	5	0	0	0	5	0	0	80	0	1	81	146
% App. Total	0	0	0	0	0	0	0	0	96.7	0	3.3	100	0	100	0	0	0	0	0	0	98.8	0	1.2	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.659	.000	.500	.682	.000	.625	.000	.000	.000	.625	.000	.000	.714	.000	.250	.723	.811



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 2 - Armstrong Blvd NW & Alpine Dr, 4-8-15, 6am-7pm

Site Code : 2

Start Date : 4/8/2015

Page No : 1

Armstrong Blvd NW and Alpine Dr
Ramsey, MN

Groups Printed- Cars + - Trucks

Start Time	Armstrong Blvd NW Southbound						Alpine Dr Westbound						Armstrong Blvd NW Northbound						Alpine Dr Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
06:00 AM	0	0	58	0	0	58	0	2	3	0	0	5	0	0	6	0	0	6	0	0	1	10	0	11	80
06:15 AM	0	3	73	2	0	78	0	3	4	0	0	7	0	4	12	0	0	16	0	0	1	7	0	8	109
06:30 AM	0	2	82	0	0	84	0	1	4	0	0	5	0	1	8	0	0	9	0	4	2	15	0	21	119
06:45 AM	0	3	87	0	0	90	0	0	8	0	0	8	0	1	6	0	0	7	0	1	3	21	0	25	130
Total	0	8	300	2	0	310	0	6	19	0	0	25	0	6	32	0	0	38	0	5	7	53	0	65	438
07:00 AM	0	2	89	3	0	94	0	0	4	0	0	4	0	4	9	0	0	13	0	1	4	21	0	26	137
07:15 AM	0	0	90	2	0	92	0	2	9	0	0	11	0	1	10	0	0	11	0	0	4	23	0	27	141
07:30 AM	0	0	107	6	0	113	0	1	13	1	0	15	0	2	11	1	0	14	0	3	4	27	0	34	176
07:45 AM	0	0	65	2	0	67	0	5	3	0	0	8	0	2	17	0	0	19	0	1	6	17	0	24	118
Total	0	2	351	13	0	366	0	8	29	1	0	38	0	9	47	1	0	57	0	5	18	88	0	111	572
08:00 AM	0	0	63	1	0	64	0	7	8	1	0	16	0	9	14	0	0	23	0	4	1	12	0	17	120
08:15 AM	0	1	43	1	0	45	0	2	5	0	0	7	0	6	9	2	0	17	0	2	5	19	0	26	95
08:30 AM	0	1	56	2	0	59	0	4	5	2	1	12	0	3	15	1	0	19	0	1	2	11	0	14	104
08:45 AM	0	1	36	4	0	41	0	0	2	0	0	2	0	6	14	1	0	21	0	2	4	9	0	15	79
Total	0	3	198	8	0	209	0	13	20	3	1	37	0	24	52	4	0	80	0	9	12	51	0	72	398
09:00 AM	0	2	53	2	0	57	0	0	3	1	0	4	0	5	12	3	0	20	0	0	2	7	0	9	90
09:15 AM	0	0	43	1	0	44	0	1	4	1	0	6	0	5	24	1	0	30	0	0	3	7	0	10	90
09:30 AM	0	1	28	0	0	29	0	0	3	1	0	4	0	4	17	0	0	21	0	0	3	11	0	14	68
09:45 AM	0	0	23	0	0	23	0	1	3	1	0	5	0	7	25	2	0	34	0	0	0	7	0	7	69
Total	0	3	147	3	0	153	0	2	13	4	0	19	0	21	78	6	0	105	0	0	8	32	0	40	317
10:00 AM	0	1	28	1	0	30	0	1	3	0	0	4	0	3	26	4	0	33	0	1	1	7	0	9	76
10:15 AM	0	0	25	1	0	26	0	1	1	2	0	4	0	6	19	3	0	28	0	0	2	3	1	6	64
10:30 AM	0	3	25	1	0	29	0	3	2	1	0	6	0	3	25	1	0	29	0	0	2	3	0	5	69
10:45 AM	0	2	25	1	0	28	0	4	1	2	0	7	0	2	23	0	0	25	0	2	5	9	0	16	76
Total	0	6	103	4	0	113	0	9	7	5	0	21	0	14	93	8	0	115	0	3	10	22	1	36	285
11:00 AM	0	0	33	1	0	34	0	2	3	0	0	5	0	7	26	1	0	34	0	1	0	7	0	8	81
11:15 AM	0	0	33	1	0	34	0	0	3	2	0	5	0	13	55	3	0	71	0	1	2	5	0	8	118
11:30 AM	0	2	28	0	0	30	0	2	1	0	0	3	0	9	29	1	1	40	0	0	4	7	1	12	85
11:45 AM	0	2	26	0	0	28	0	2	1	0	0	3	0	10	28	2	0	40	0	2	1	6	0	9	80
Total	0	4	120	2	0	126	0	6	8	2	0	16	0	39	138	7	1	185	0	4	7	25	1	37	364
12:00 PM	0	2	33	0	0	35	0	3	6	2	0	11	0	2	25	2	0	29	0	2	3	13	0	18	93
12:15 PM	0	1	20	0	0	21	1	0	5	0	0	6	0	4	29	1	0	34	0	1	2	9	0	12	73
12:30 PM	0	1	27	0	0	28	0	1	1	1	0	3	0	3	21	4	0	28	0	1	3	7	0	11	70
12:45 PM	0	1	30	0	0	31	0	1	2	2	1	6	0	12	33	0	1	46	0	2	4	10	0	16	99
Total	0	5	110	0	0	115	1	5	14	5	1	26	0	21	108	7	1	137	0	6	12	39	0	57	335
01:00 PM	0	0	30	2	0	32	0	1	4	0	0	5	0	8	26	2	0	36	0	0	2	10	0	12	85
01:15 PM	0	0	21	0	0	21	0	2	5	0	0	7	0	10	25	3	0	38	0	1	0	9	1	11	77
01:30 PM	0	1	31	0	0	32	0	3	1	0	0	4	0	8	31	1	0	40	0	0	0	5	0	5	81
01:45 PM	0	0	26	3	0	29	0	1	1	2	0	4	0	8	35	1	0	44	0	1	5	7	0	13	90
Total	0	1	108	5	0	114	0	7	11	2	0	20	0	34	117	7	0	158	0	2	7	31	1	41	333



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 2 - Armstrong Blvd NW & Alpine Dr, 4-8-15, 6am-7pm

Site Code : 2

Start Date : 4/8/2015

Page No : 2

Armstrong Blvd NW and Alpine Dr
Ramsey, MN

Groups Printed- Cars + - Trucks

Start Time	Armstrong Blvd NW Southbound						Alpine Dr Westbound						Armstrong Blvd NW Northbound						Alpine Dr Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	0	28	0	0	28	0	4	5	1	0	10	0	8	41	5	1	55	0	1	0	12	1	14	107
02:15 PM	0	1	31	1	0	33	0	2	3	1	0	6	0	8	52	2	0	62	0	0	2	11	0	13	114
02:30 PM	0	3	31	0	0	34	0	1	0	1	0	2	0	16	52	1	0	69	0	0	4	8	0	12	117
02:45 PM	0	2	25	2	0	29	0	1	4	3	0	8	0	14	68	1	0	83	0	2	3	7	0	12	132
Total	0	6	115	3	0	124	0	8	12	6	0	26	0	46	213	9	1	269	0	3	9	38	1	51	470
03:00 PM	0	3	23	1	0	27	0	1	4	2	0	7	0	20	71	2	0	93	0	0	6	8	0	14	141
03:15 PM	0	2	29	2	0	33	0	1	3	0	0	4	0	12	66	4	0	82	0	5	2	8	3	18	137
03:30 PM	0	3	34	2	0	39	0	1	6	3	0	10	0	13	79	2	0	94	0	1	6	8	0	15	158
03:45 PM	0	0	37	0	0	37	0	3	2	1	0	6	0	9	78	7	1	95	0	3	11	8	1	23	161
Total	0	8	123	5	0	136	0	6	15	6	0	27	0	54	294	15	1	364	0	9	25	32	4	70	597
04:00 PM	0	0	37	2	0	39	0	1	6	1	0	8	0	22	85	2	0	109	0	1	8	13	2	24	180
04:15 PM	0	1	35	0	0	36	0	2	5	6	0	13	0	16	96	11	1	124	0	3	10	6	1	20	193
04:30 PM	0	2	37	2	0	41	0	3	5	4	0	12	0	28	126	11	0	165	0	1	7	15	1	24	242
04:45 PM	0	3	32	6	0	41	0	3	3	3	0	9	0	9	102	4	0	115	0	4	11	12	1	28	193
Total	0	6	141	10	0	157	0	9	19	14	0	42	0	75	409	28	1	513	0	9	36	46	5	96	808
05:00 PM	0	0	29	0	0	29	0	4	4	0	1	9	0	22	109	3	1	135	0	2	8	5	0	15	188
05:15 PM	0	0	27	2	0	29	0	1	7	1	0	9	0	19	81	5	0	105	0	4	12	11	0	27	170
05:30 PM	0	1	38	4	0	43	0	2	5	1	0	8	0	24	84	2	1	111	0	3	10	15	1	29	191
05:45 PM	0	0	39	0	0	39	0	0	1	2	0	3	0	17	76	6	0	99	0	1	7	4	0	12	153
Total	0	1	133	6	0	140	0	7	17	4	1	29	0	82	350	16	2	450	0	10	37	35	1	83	702
06:00 PM	0	2	23	1	0	26	0	1	2	1	0	4	0	19	76	3	0	98	0	2	5	7	1	15	143
06:15 PM	0	1	35	2	0	38	0	1	5	2	0	8	0	16	54	6	0	76	0	1	5	8	1	15	137
06:30 PM	0	3	37	3	0	43	0	9	5	1	0	15	0	10	36	4	0	50	0	1	2	9	0	12	120
06:45 PM	0	2	39	2	0	43	0	6	8	0	0	14	0	11	56	1	0	68	0	0	4	6	0	10	135
Total	0	8	134	8	0	150	0	17	20	4	0	41	0	56	222	14	0	292	0	4	16	30	2	52	535
Grand Total	0	61	2083	69	0	2213	1	103	204	56	3	367	0	481	2153	122	7	2763	0	69	204	522	16	811	6154
Apprch %	0	2.8	94.1	3.1	0		0.3	28.1	55.6	15.3	0.8		0	17.4	77.9	4.4	0.3		0	8.5	25.2	64.4	2		
Total %	0	1	33.8	1.1	0	36	0	1.7	3.3	0.9	0	6	0	7.8	35	2	0.1	44.9	0	1.1	3.3	8.5	0.3	13.2	
Cars +	0	56	2039	67	0	2162	1	101	196	52	2	352	0	459	2089	118	3	2669	0	64	196	506	9	775	5958
% Cars +	0	91.8	97.9	97.1	0	97.7	100	98.1	96.1	92.9	66.7	95.9	0	95.4	97	96.7	42.9	96.6	0	92.8	96.1	96.9	56.2	95.6	96.8
Trucks	0	5	44	2	0	51	0	2	8	4	1	15	0	22	64	4	4	94	0	5	8	16	7	36	196
% Trucks	0	8.2	2.1	2.9	0	2.3	0	1.9	3.9	7.1	33.3	4.1	0	4.6	3	3.3	57.1	3.4	0	7.2	3.9	3.1	43.8	4.4	3.2



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

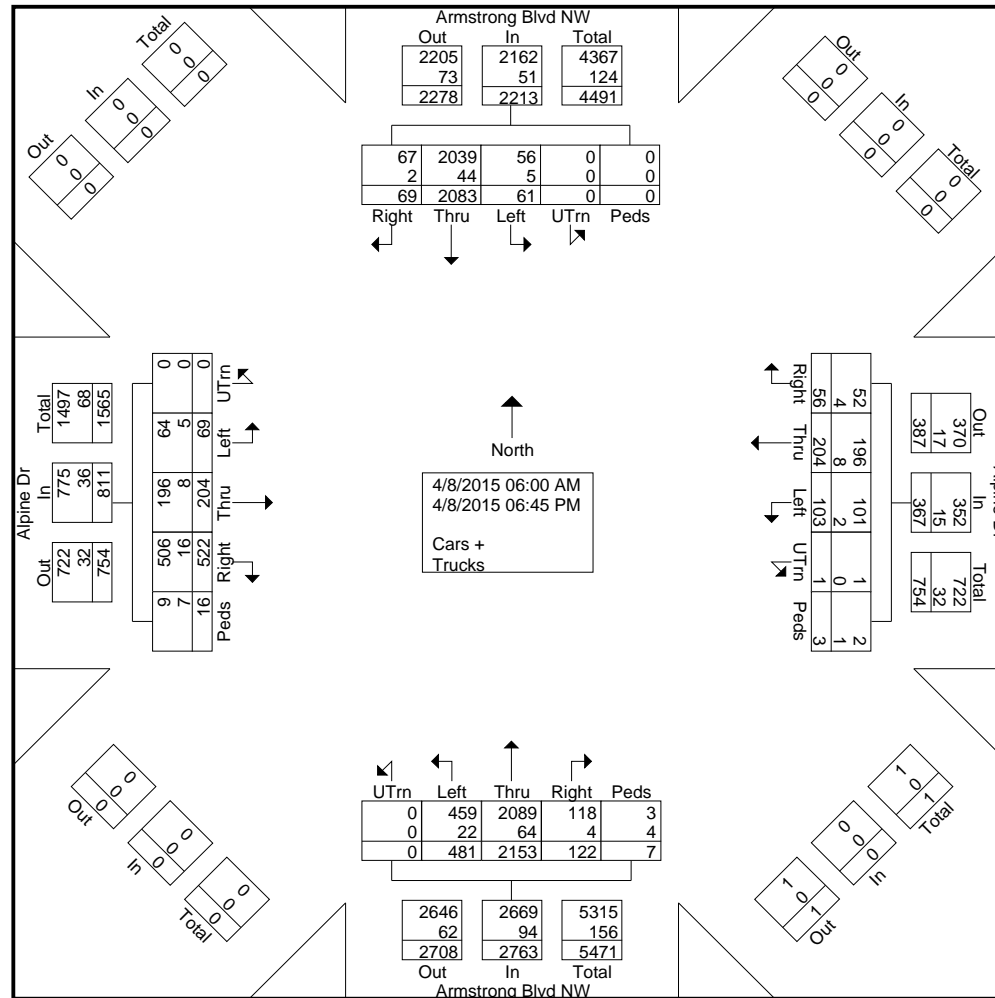
File Name : 2 - Armstrong Blvd NW & Alpine Dr, 4-8-15, 6am-7pm

Site Code : 2

Start Date : 4/8/2015

Page No : 3

Armstrong Blvd NW and Alpine Dr
Ramsey, MN





Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 2 - Armstrong Blvd NW & Alpine Dr, 4-8-15, 6am-7pm

Site Code : 2

Start Date : 4/8/2015

Page No : 4

Armstrong Blvd NW and Alpine Dr Ramsey, MN

Start Time	Armstrong Blvd NW Southbound						Alpine Dr Westbound					Armstrong Blvd NW Northbound						Alpine Dr Eastbound					Int. Total		
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right		Peds	App. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 06:45 AM																									
06:45 AM	0	3	87	0	0	90	0	0	8	0	0	8	0	1	6	0	0	7	0	1	3	21	0	25	130
07:00 AM	0	2	89	3	0	94	0	0	4	0	0	4	0	4	9	0	0	13	0	1	4	21	0	26	137
07:15 AM	0	0	90	2	0	92	0	2	9	0	0	11	0	1	10	0	0	11	0	0	4	23	0	27	141
07:30 AM	0	0	107	6	0	113	0	1	13	1	0	15	0	2	11	1	0	14	0	3	4	27	0	34	176
Total Volume	0	5	373	11	0	389	0	3	34	1	0	38	0	8	36	1	0	45	0	5	15	92	0	112	584
% App. Total	0	1.3	95.9	2.8	0		0	7.9	89.5	2.6	0		0	17.8	80	2.2	0		0	4.5	13.4	82.1	0		
PHF	.000	.417	.871	.458	.000	.861	.000	.375	.654	.250	.000	.633	.000	.500	.818	.250	.000	.804	.000	.417	.938	.852	.000	.824	.830
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 11:15 AM																									
11:15 AM	0	0	33	1	0	34	0	0	3	2	0	5	0	13	55	3	0	71	0	1	2	5	0	8	118
11:30 AM	0	2	28	0	0	30	0	2	1	0	0	3	0	9	29	1	1	40	0	0	4	7	1	12	85
11:45 AM	0	2	26	0	0	28	0	2	1	0	0	3	0	10	28	2	0	40	0	2	1	6	0	9	80
12:00 PM	0	2	33	0	0	35	0	3	6	2	0	11	0	2	25	2	0	29	0	2	3	13	0	18	93
Total Volume	0	6	120	1	0	127	0	7	11	4	0	22	0	34	137	8	1	180	0	5	10	31	1	47	376
% App. Total	0	4.7	94.5	0.8	0		0	31.8	50	18.2	0		0	18.9	76.1	4.4	0.6		0	10.6	21.3	66	2.1		
PHF	.000	.750	.909	.250	.000	.907	.000	.583	.458	.500	.000	.500	.000	.654	.623	.667	.250	.634	.000	.625	.625	.596	.250	.653	.797
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:15 PM																									
04:15 PM	0	1	35	0	0	36	0	2	5	6	0	13	0	16	96	11	1	124	0	3	10	6	1	20	193
04:30 PM	0	2	37	2	0	41	0	3	5	4	0	12	0	28	126	11	0	165	0	1	7	15	1	24	242
04:45 PM	0	3	32	6	0	41	0	3	3	3	0	9	0	9	102	4	0	115	0	4	11	12	1	28	193
05:00 PM	0	0	29	0	0	29	0	4	4	0	1	9	0	22	109	3	1	135	0	2	8	5	0	15	188
Total Volume	0	6	133	8	0	147	0	12	17	13	1	43	0	75	433	29	2	539	0	10	36	38	3	87	816
% App. Total	0	4.1	90.5	5.4	0		0	27.9	39.5	30.2	2.3		0	13.9	80.3	5.4	0.4		0	11.5	41.4	43.7	3.4		
PHF	.000	.500	.899	.333	.000	.896	.000	.750	.850	.542	.250	.827	.000	.670	.859	.659	.500	.817	.000	.625	.818	.633	.750	.777	.843



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 3 - Armstrong Blvd NW & Bunker Lake Blvd, 4-8-15, 6am-7pm

Site Code : 3

Start Date : 4/8/2015

Page No : 1

Armstrong Blvd NW and Bunker Lake Blvd
Ramsey, MN

Groups Printed- Cars + - Trucks

Start Time	Armstrong Blvd NW Southbound						Bunker Lake Blvd Westbound						Armstrong Blvd NW Northbound						Bunker Lake Blvd Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
06:00 AM	0	12	59	0	0	71	0	1	0	5	0	6	0	0	4	2	0	6	0	0	0	0	0	0	83
06:15 AM	0	24	61	0	0	85	0	0	0	3	0	3	0	0	12	1	0	13	0	0	0	0	0	0	101
06:30 AM	0	37	66	0	2	105	0	3	0	5	2	10	0	0	4	4	0	8	0	0	0	1	0	1	124
06:45 AM	0	50	63	0	0	113	0	1	0	4	0	5	0	0	4	4	0	8	0	0	0	0	0	0	126
Total	0	123	249	0	2	374	0	5	0	17	2	24	0	0	24	11	0	35	0	0	0	1	0	1	434
07:00 AM	0	42	66	0	0	108	0	3	0	7	0	10	0	0	7	1	0	8	0	0	0	0	0	0	126
07:15 AM	0	50	66	0	0	116	0	4	0	7	0	11	0	0	5	2	0	7	0	0	1	0	0	1	135
07:30 AM	0	71	74	0	0	145	0	7	1	6	0	14	0	0	10	7	0	17	0	0	1	1	0	2	178
07:45 AM	0	48	52	0	0	100	0	6	0	7	0	13	0	0	15	7	0	22	0	0	1	0	0	1	136
Total	0	211	258	0	0	469	0	20	1	27	0	48	0	0	37	17	0	54	0	0	3	1	0	4	575
08:00 AM	0	22	60	0	0	82	0	1	1	13	0	15	0	0	10	3	0	13	0	0	1	0	0	1	111
08:15 AM	0	21	49	0	0	70	0	3	1	11	0	15	0	0	16	6	0	22	0	0	1	0	0	1	108
08:30 AM	0	32	55	0	0	87	0	1	0	5	0	6	0	0	16	0	0	16	0	0	0	1	0	1	110
08:45 AM	0	7	44	0	0	51	0	6	0	14	0	20	1	0	11	1	0	13	0	0	1	0	0	1	85
Total	0	82	208	0	0	290	0	11	2	43	0	56	1	0	53	10	0	64	0	0	3	1	0	4	414
09:00 AM	0	17	44	0	0	61	0	4	0	5	0	9	0	0	17	1	0	18	0	0	1	0	0	1	89
09:15 AM	0	5	43	0	0	48	0	2	0	15	0	17	0	0	18	1	0	19	0	0	0	0	0	0	84
09:30 AM	0	11	38	0	0	49	0	5	1	7	0	13	0	0	19	2	0	21	0	0	0	0	0	0	83
09:45 AM	0	10	31	0	0	41	0	3	0	8	0	11	0	0	26	1	0	27	0	0	0	0	0	0	79
Total	0	43	156	0	0	199	0	14	1	35	0	50	0	0	80	5	0	85	0	0	1	0	0	1	335
10:00 AM	0	7	36	0	0	43	0	2	1	12	0	15	0	0	19	1	0	20	0	0	0	0	0	0	78
10:15 AM	0	8	24	0	0	32	1	3	1	5	1	11	0	0	23	2	0	25	0	0	0	0	0	0	68
10:30 AM	0	5	32	2	0	39	0	4	0	11	0	15	0	2	17	3	0	22	0	0	0	1	0	1	77
10:45 AM	0	10	30	0	0	40	0	6	0	11	0	17	0	0	14	0	0	14	0	0	0	0	0	0	71
Total	0	30	122	2	0	154	1	15	2	39	1	58	0	2	73	6	0	81	0	0	0	1	0	1	294
11:00 AM	0	11	38	0	1	50	1	4	0	11	1	17	0	0	27	2	1	30	0	0	0	0	1	1	98
11:15 AM	0	13	29	0	0	42	0	5	1	12	1	19	0	0	28	2	0	30	0	0	0	1	0	1	92
11:30 AM	0	6	34	0	0	40	0	7	0	15	0	22	0	1	32	2	0	35	0	0	0	0	0	0	97
11:45 AM	0	3	37	0	0	40	0	3	0	11	1	15	0	0	36	3	0	39	0	0	0	0	0	0	94
Total	0	33	138	0	1	172	1	19	1	49	3	73	0	1	123	9	1	134	0	0	0	1	1	2	381
12:00 PM	1	10	30	0	0	41	0	1	0	6	0	7	0	1	25	6	0	32	0	0	0	2	0	2	82
12:15 PM	0	8	28	0	0	36	0	4	0	16	0	20	1	0	22	2	0	25	0	0	0	0	0	0	81
12:30 PM	0	9	33	0	0	42	0	4	0	9	0	13	0	1	23	2	0	26	0	0	0	0	0	0	81
12:45 PM	0	12	29	0	1	42	0	5	0	18	1	24	0	0	30	7	1	38	0	0	0	0	0	0	104
Total	1	39	120	0	1	161	0	14	0	49	1	64	1	2	100	17	1	121	0	0	0	2	0	2	348
01:00 PM	0	10	27	0	0	37	0	4	0	11	0	15	0	0	27	5	0	32	0	0	0	0	0	0	84
01:15 PM	0	11	28	0	1	40	0	4	0	12	2	18	0	3	30	1	1	35	0	0	0	2	1	3	96
01:30 PM	0	10	26	0	0	36	0	3	1	9	0	13	0	0	31	2	0	33	0	0	2	0	0	2	84
01:45 PM	0	4	31	0	0	35	0	2	1	14	1	18	1	0	32	2	1	36	0	0	0	0	0	0	89
Total	0	35	112	0	1	148	0	13	2	46	3	64	1	3	120	10	2	136	0	0	2	2	1	5	353



Traffic Data Inc

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St. Louis Park, MN 55416

File Name : 3 - Armstrong Blvd NW & Bunker Lake Blvd, 4-8-15, 6am-7pm

Site Code : 3

Start Date : 4/8/2015

Page No : 2

Armstrong Blvd NW and Bunker Lake Blvd
Ramsey, MN

Groups Printed- Cars + - Trucks

Start Time	Armstrong Blvd NW Southbound						Bunker Lake Blvd Westbound						Armstrong Blvd NW Northbound						Bunker Lake Blvd Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	10	30	0	0	40	0	5	0	18	0	23	0	0	40	3	0	43	0	0	0	0	0	0	0
02:15 PM	0	11	31	0	0	42	0	6	0	13	0	19	0	0	45	10	0	55	0	0	0	1	0	1	1
02:30 PM	0	8	39	0	0	47	0	4	0	28	0	32	0	1	41	5	0	47	0	1	0	0	0	0	1
02:45 PM	0	13	19	0	0	32	0	4	3	26	0	33	0	0	58	5	0	63	0	0	0	0	0	0	0
Total	0	42	119	0	0	161	0	19	3	85	0	107	0	1	184	23	0	208	0	1	0	1	0	2	478
03:00 PM	0	13	23	0	0	36	0	7	0	49	0	56	0	0	50	7	0	57	0	0	0	0	0	0	0
03:15 PM	0	9	33	0	0	42	0	5	1	38	0	44	0	0	49	3	0	52	0	0	0	0	0	0	0
03:30 PM	0	13	34	0	3	50	0	16	1	46	0	63	0	0	53	5	0	58	0	0	0	0	2	2	173
03:45 PM	0	15	36	0	0	51	0	6	0	37	0	43	2	0	63	5	0	70	0	0	0	0	0	0	0
Total	0	50	126	0	3	179	0	34	2	170	0	206	2	0	215	20	0	237	0	0	0	0	2	2	624
04:00 PM	0	17	27	0	0	44	0	5	0	45	1	51	0	0	65	4	0	69	0	0	1	0	0	1	165
04:15 PM	0	12	37	0	0	49	0	14	0	50	0	64	0	0	80	2	1	83	0	0	0	0	1	1	197
04:30 PM	0	15	43	0	1	59	0	17	0	77	2	96	1	0	90	6	0	97	0	0	0	1	1	2	254
04:45 PM	0	14	38	0	1	53	0	8	2	39	1	50	0	0	82	5	2	89	0	0	0	0	2	2	194
Total	0	58	145	0	2	205	0	44	2	211	4	261	1	0	317	17	3	338	0	0	1	1	4	6	810
05:00 PM	0	9	31	1	0	41	0	7	1	56	0	64	0	0	86	4	0	90	0	0	0	0	0	0	195
05:15 PM	0	8	32	0	0	40	0	9	2	27	2	40	0	0	87	7	0	94	0	0	0	0	0	0	174
05:30 PM	0	14	43	0	1	58	0	4	0	42	0	46	0	0	81	3	1	85	0	0	0	0	1	1	190
05:45 PM	1	14	33	0	0	48	0	1	2	20	0	23	0	1	77	5	1	84	0	1	0	0	0	1	156
Total	1	45	139	1	1	187	0	21	5	145	2	173	0	1	331	19	2	353	0	1	0	0	1	2	715
06:00 PM	0	10	28	0	2	40	0	5	1	33	2	41	0	0	68	3	1	72	0	0	1	0	1	2	155
06:15 PM	0	13	33	1	1	48	0	5	0	24	2	31	0	0	56	3	6	65	0	0	0	0	5	5	149
06:30 PM	0	9	36	0	0	45	0	4	0	17	0	21	0	0	37	4	0	41	0	0	0	0	0	0	107
06:45 PM	0	9	38	0	0	47	0	1	0	17	0	18	0	0	58	2	0	60	0	0	1	0	0	1	126
Total	0	41	135	1	3	180	0	15	1	91	4	111	0	0	219	12	7	238	0	0	2	0	6	8	537
Grand Total	2	832	2027	4	14	2879	2	244	22	1007	20	1295	6	10	1876	176	16	2084	0	2	12	11	15	40	6298
Apprch %	0.1	28.9	70.4	0.1	0.5		0.2	18.8	1.7	77.8	1.5		0.3	0.5	90	8.4	0.8		0	5	30	27.5	37.5		
Total %	0	13.2	32.2	0.1	0.2	45.7	0	3.9	0.3	16	0.3	20.6	0.1	0.2	29.8	2.8	0.3	33.1	0	0	0.2	0.2	0.2	0.6	
Cars +	2	807	1984	4	13	2810	2	231	21	972	15	1241	6	10	1838	168	13	2035	0	2	12	11	9	34	6120
% Cars +	100	97	97.9	100	92.9	97.6	100	94.7	95.5	96.5	75	95.8	100	100	98	95.5	81.2	97.6	0	100	100	100	60	85	97.2
Trucks	0	25	43	0	1	69	0	13	1	35	5	54	0	0	38	8	3	49	0	0	0	0	6	6	178
% Trucks	0	3	2.1	0	7.1	2.4	0	5.3	4.5	3.5	25	4.2	0	0	2	4.5	18.8	2.4	0	0	0	0	40	15	2.8



Traffic Data Inc

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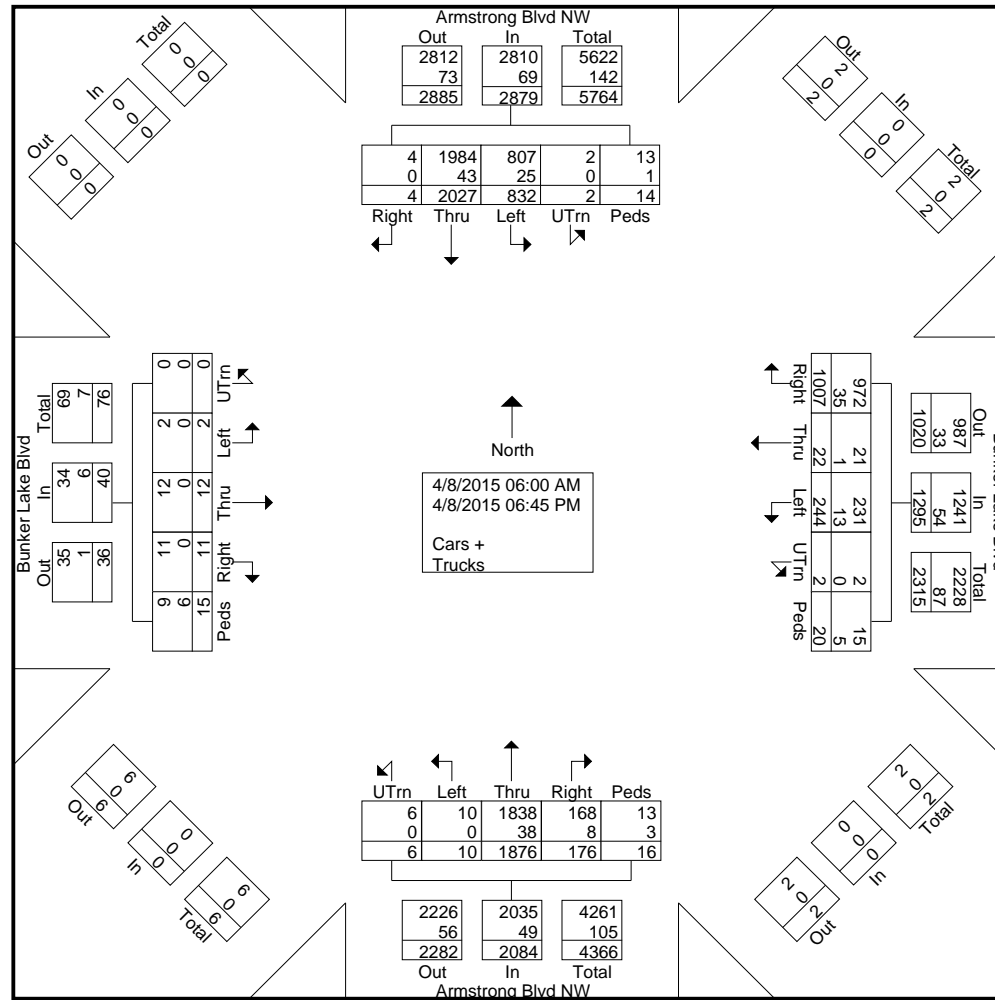
File Name : 3 - Armstrong Blvd NW & Bunker Lake Blvd, 4-8-15, 6am-7pm

Site Code : 3

Start Date : 4/8/2015

Page No : 3

Armstrong Blvd NW and Bunker Lake Blvd
Ramsey, MN





Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 3 - Armstrong Blvd NW & Bunker Lake Blvd, 4-8-15, 6am-7pm

Site Code : 3

Start Date : 4/8/2015

Page No : 4

Armstrong Blvd NW and Bunker Lake Blvd Ramsey, MN

Start Time	Armstrong Blvd NW Southbound						Bunker Lake Blvd Westbound					Armstrong Blvd NW Northbound						Bunker Lake Blvd Eastbound					Int. Total			
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right		Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:00 AM																										
07:00 AM	0	42	66	0	0	108	0	3	0	7	0	10	0	0	7	1	0	8	0	0	0	0	0	0	0	126
07:15 AM	0	50	66	0	0	116	0	4	0	7	0	11	0	0	5	2	0	7	0	0	1	0	0	0	1	135
07:30 AM	0	71	74	0	0	145	0	7	1	6	0	14	0	0	10	7	0	17	0	0	1	1	0	0	2	178
07:45 AM	0	48	52	0	0	100	0	6	0	7	0	13	0	0	15	7	0	22	0	0	1	0	0	0	1	136
Total Volume	0	211	258	0	0	469	0	20	1	27	0	48	0	0	37	17	0	54	0	0	3	1	0	0	4	575
% App. Total	0	45	55	0	0		0	41.7	2.1	56.2	0		0	0	68.5	31.5	0		0	0	75	25	0			
PHF	.000	.743	.872	.000	.000	.809	.000	.714	.250	.964	.000	.857	.000	.000	.617	.607	.000	.614	.000	.000	.750	.250	.000	.500	.808	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 11:00 AM																										
11:00 AM	0	11	38	0	1	50	1	4	0	11	1	17	0	0	27	2	1	30	0	0	0	0	1	1	1	98
11:15 AM	0	13	29	0	0	42	0	5	1	12	1	19	0	0	28	2	0	30	0	0	0	1	0	0	1	92
11:30 AM	0	6	34	0	0	40	0	7	0	15	0	22	0	1	32	2	0	35	0	0	0	0	0	0	0	97
11:45 AM	0	3	37	0	0	40	0	3	0	11	1	15	0	0	36	3	0	39	0	0	0	0	0	0	0	94
Total Volume	0	33	138	0	1	172	1	19	1	49	3	73	0	1	123	9	1	134	0	0	0	1	1	1	2	381
% App. Total	0	19.2	80.2	0	0.6		1.4	26	1.4	67.1	4.1		0	0.7	91.8	6.7	0.7		0	0	0	50	50			
PHF	.000	.635	.908	.000	.250	.860	.250	.679	.250	.817	.750	.830	.000	.250	.854	.750	.250	.859	.000	.000	.000	.250	.250	.500	.972	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	0	12	37	0	0	49	0	14	0	50	0	64	0	0	80	2	1	83	0	0	0	0	1	1	1	197
04:30 PM	0	15	43	0	1	59	0	17	0	77	2	96	1	0	90	6	0	97	0	0	0	1	1	1	2	254
04:45 PM	0	14	38	0	1	53	0	8	2	39	1	50	0	0	82	5	2	89	0	0	0	0	2	2	2	194
05:00 PM	0	9	31	1	0	41	0	7	1	56	0	64	0	0	86	4	0	90	0	0	0	0	0	0	0	195
Total Volume	0	50	149	1	2	202	0	46	3	222	3	274	1	0	338	17	3	359	0	0	0	1	4	5	840	
% App. Total	0	24.8	73.8	0.5	1		0	16.8	1.1	81	1.1		0.3	0	94.2	4.7	0.8		0	0	0	20	80			
PHF	.000	.833	.866	.250	.500	.856	.000	.676	.375	.721	.375	.714	.250	.000	.939	.708	.375	.925	.000	.000	.000	.250	.500	.625	.827	



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 4 - Armstrong Blvd NW & 147th Ave NW, 4-8-15, 6am-7pm

Site Code : 4

Start Date : 4/8/2015

Page No : 1

Armstrong Blvd NW and 147th Ave NW
Ramsey, MN

Groups Printed- Cars + - Trucks

Start Time	Armstrong Blvd NW Southbound						147th Ave NW Westbound						Armstrong Blvd NW Northbound						147th Ave NW Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
06:00 AM	0	10	53	0	0	63	0	3	0	1	0	4	0	0	7	7	0	14	0	0	0	0	0	0	81
06:15 AM	0	10	51	0	0	61	0	6	0	1	1	8	0	0	12	9	0	21	0	0	0	0	0	0	90
06:30 AM	0	8	61	1	0	70	0	8	1	0	0	9	0	1	9	13	0	23	0	0	1	0	0	1	103
06:45 AM	0	13	50	0	0	63	0	8	1	1	0	10	0	3	7	14	0	24	0	0	0	0	0	0	97
Total	0	41	215	1	0	257	0	25	2	3	1	31	0	4	35	43	0	82	0	0	1	0	0	1	371
07:00 AM	0	13	57	0	0	70	0	4	0	2	0	6	0	2	6	8	0	16	0	0	0	0	0	0	92
07:15 AM	0	29	43	0	0	72	0	6	0	1	0	7	0	0	6	26	0	32	0	0	0	0	0	0	111
07:30 AM	0	20	60	0	0	80	0	18	0	4	0	22	0	1	12	27	0	40	0	0	1	2	0	3	145
07:45 AM	1	17	39	1	0	58	0	7	0	3	0	10	0	1	18	22	0	41	0	0	0	0	0	0	109
Total	1	79	199	1	0	280	0	35	0	10	0	45	0	4	42	83	0	129	0	0	1	2	0	3	457
08:00 AM	0	13	45	4	0	62	0	7	1	4	0	12	0	0	9	17	0	26	0	0	1	0	0	1	101
08:15 AM	0	9	37	1	0	47	0	7	1	5	0	13	0	1	20	16	0	37	0	0	0	2	0	2	99
08:30 AM	0	14	42	0	0	56	0	8	0	5	0	13	0	0	8	12	0	20	0	1	0	1	0	2	91
08:45 AM	0	13	38	0	0	51	0	7	1	6	0	14	0	2	8	20	0	30	0	0	1	0	0	1	96
Total	0	49	162	5	0	216	0	29	3	20	0	52	0	3	45	65	0	113	0	1	2	3	0	6	387
09:00 AM	0	14	34	1	0	49	0	5	0	4	0	9	0	2	12	6	0	20	0	1	0	2	0	3	81
09:15 AM	0	10	36	0	0	46	0	4	0	7	0	11	0	0	13	17	0	30	0	0	0	1	0	1	88
09:30 AM	0	6	35	1	0	42	0	15	0	9	0	24	0	0	11	19	0	30	0	0	0	4	0	4	100
09:45 AM	0	7	26	0	0	33	0	10	0	7	0	17	0	1	22	12	0	35	0	0	0	0	0	0	85
Total	0	37	131	2	0	170	0	34	0	27	0	61	0	3	58	54	0	115	0	1	0	7	0	8	354
10:00 AM	0	13	25	1	0	39	0	6	0	5	0	11	0	0	14	19	0	33	0	0	0	0	0	0	83
10:15 AM	0	3	24	0	0	27	0	12	2	7	0	21	0	0	19	17	0	36	0	0	2	1	0	3	87
10:30 AM	0	12	24	0	0	36	0	13	1	6	0	20	0	0	17	12	0	29	0	0	0	0	0	0	85
10:45 AM	0	9	26	0	0	35	0	15	1	0	0	16	0	0	14	17	0	31	0	0	0	1	0	1	83
Total	0	37	99	1	0	137	0	46	4	18	0	68	0	0	64	65	0	129	0	0	2	2	0	4	338
11:00 AM	0	16	27	0	0	43	0	10	2	9	1	22	0	0	20	22	0	42	0	0	0	0	0	0	107
11:15 AM	0	10	26	0	0	36	0	10	1	10	1	22	0	2	21	22	0	45	0	0	3	0	0	3	106
11:30 AM	1	14	24	1	0	40	0	10	1	12	0	23	0	2	19	20	0	41	0	0	1	2	0	3	107
11:45 AM	0	14	21	1	0	36	0	17	0	9	0	26	0	1	29	27	0	57	0	1	0	1	0	2	121
Total	1	54	98	2	0	155	0	47	4	40	2	93	0	5	89	91	0	185	0	1	4	3	0	8	441
12:00 PM	0	12	23	1	0	36	0	15	0	8	0	23	0	1	22	27	0	50	0	1	0	2	0	3	112
12:15 PM	0	6	26	0	0	32	0	16	0	8	0	24	0	1	20	24	0	45	0	0	1	1	0	2	103
12:30 PM	0	14	24	0	0	38	0	17	1	8	0	26	0	0	16	21	0	37	0	0	0	0	0	0	101
12:45 PM	0	10	23	0	0	33	0	14	1	10	0	25	0	0	28	23	0	51	0	0	0	2	0	2	111
Total	0	42	96	1	0	139	0	62	2	34	0	98	0	2	86	95	0	183	0	1	1	5	0	7	427
01:00 PM	0	7	24	1	0	32	1	12	0	7	0	20	0	0	25	16	0	41	0	0	0	0	0	0	93
01:15 PM	0	14	18	1	0	33	0	8	0	9	0	17	0	2	23	21	0	46	0	1	0	1	0	2	98
01:30 PM	0	7	23	0	0	30	0	14	0	12	0	26	0	0	21	25	0	46	0	0	0	1	0	1	103
01:45 PM	0	12	22	0	0	34	0	22	0	16	1	39	0	0	18	35	0	53	0	0	2	1	0	3	129
Total	0	40	87	2	0	129	1	56	0	44	1	102	0	2	87	97	0	186	0	1	2	3	0	6	423



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 4 - Armstrong Blvd NW & 147th Ave NW, 4-8-15, 6am-7pm

Site Code : 4

Start Date : 4/8/2015

Page No : 2

Armstrong Blvd NW and 147th Ave NW
Ramsey, MN

Groups Printed- Cars + - Trucks

Start Time	Armstrong Blvd NW Southbound						147th Ave NW Westbound						Armstrong Blvd NW Northbound						147th Ave NW Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	8	26	0	0	34	0	17	1	13	0	31	0	2	29	26	0	57	0	0	0	2	0	2	124
02:15 PM	0	13	25	1	0	39	0	9	1	15	0	25	0	0	44	26	0	70	0	0	0	0	0	0	134
02:30 PM	0	12	31	0	0	43	0	13	0	7	0	20	0	1	37	28	0	66	0	0	0	0	0	0	129
02:45 PM	0	8	13	1	0	22	0	10	0	18	0	28	0	0	45	27	0	72	0	1	0	0	0	0	123
Total	0	41	95	2	0	138	0	49	2	53	0	104	0	3	155	107	0	265	0	1	0	2	0	3	510
03:00 PM	0	4	26	0	0	30	0	20	0	16	0	36	0	0	42	37	0	79	0	1	0	0	0	1	146
03:15 PM	0	12	25	0	0	37	0	19	0	12	0	31	0	1	37	28	0	66	0	1	0	1	0	2	136
03:30 PM	0	20	31	1	2	54	0	13	1	12	0	26	0	1	50	29	0	80	0	0	1	0	0	1	161
03:45 PM	0	15	27	0	0	42	0	20	0	20	0	40	0	0	50	34	0	84	0	0	0	1	0	1	167
Total	0	51	109	1	2	163	0	72	1	60	0	133	0	2	179	128	0	309	0	2	1	2	0	5	610
04:00 PM	0	11	24	0	0	35	0	12	0	22	0	34	0	2	49	28	0	79	0	0	0	1	0	1	149
04:15 PM	0	13	36	0	0	49	0	29	0	28	0	57	0	0	55	31	0	86	0	0	0	1	1	2	194
04:30 PM	0	11	49	1	1	62	0	26	0	30	1	57	0	1	70	25	0	96	0	3	0	0	0	3	218
04:45 PM	0	9	40	0	0	49	0	24	0	19	2	45	0	0	61	36	0	97	0	0	0	0	0	0	191
Total	0	44	149	1	1	195	0	91	0	99	3	193	0	3	235	120	0	358	0	3	0	2	1	6	752
05:00 PM	0	11	27	0	0	38	0	25	0	19	0	44	0	2	68	27	0	97	0	0	0	4	0	4	183
05:15 PM	0	11	31	0	2	44	0	15	0	28	0	43	0	2	71	41	0	114	0	1	0	2	0	3	204
05:30 PM	1	17	27	0	0	45	0	21	0	22	0	43	0	0	59	28	0	87	0	0	0	0	0	0	175
05:45 PM	0	10	26	0	0	36	0	16	0	26	1	43	0	0	51	38	0	89	0	1	0	3	0	4	172
Total	1	49	111	0	2	163	0	77	0	95	1	173	0	4	249	134	0	387	0	2	0	9	0	11	734
06:00 PM	0	9	22	0	0	31	0	20	0	18	1	39	0	0	59	35	0	94	0	0	0	0	0	0	164
06:15 PM	0	14	27	0	0	41	0	20	0	21	1	42	0	0	38	27	0	65	0	0	0	0	5	5	153
06:30 PM	0	10	30	0	0	40	0	14	0	10	1	25	0	0	28	23	0	51	0	0	0	0	0	0	116
06:45 PM	0	13	26	0	0	39	0	10	0	19	0	29	0	0	46	19	0	65	0	0	0	0	0	0	133
Total	0	46	105	0	0	151	0	64	0	68	3	135	0	0	171	104	0	275	0	0	0	0	5	5	566
Grand Total	3	610	1656	19	5	2293	1	687	18	571	11	1288	0	35	1495	1186	0	2716	0	13	14	40	6	73	6370
Apprch %	0.1	26.6	72.2	0.8	0.2		0.1	53.3	1.4	44.3	0.9		0	1.3	55	43.7	0		0	17.8	19.2	54.8	8.2		
Total %	0	9.6	26	0.3	0.1	36	0	10.8	0.3	9	0.2	20.2	0	0.5	23.5	18.6	0	42.6	0	0.2	0.2	0.6	0.1	1.1	
Cars +	3	605	1619	15	2	2244	1	672	17	568	8	1266	0	31	1449	1167	0	2647	0	11	14	36	1	62	6219
% Cars +	100	99.2	97.8	78.9	40	97.9	100	97.8	94.4	99.5	72.7	98.3	0	88.6	96.9	98.4	0	97.5	0	84.6	100	90	16.7	84.9	97.6
Trucks	0	5	37	4	3	49	0	15	1	3	3	22	0	4	46	19	0	69	0	2	0	4	5	11	151
% Trucks	0	0.8	2.2	21.1	60	2.1	0	2.2	5.6	0.5	27.3	1.7	0	11.4	3.1	1.6	0	2.5	0	15.4	0	10	83.3	15.1	2.4



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

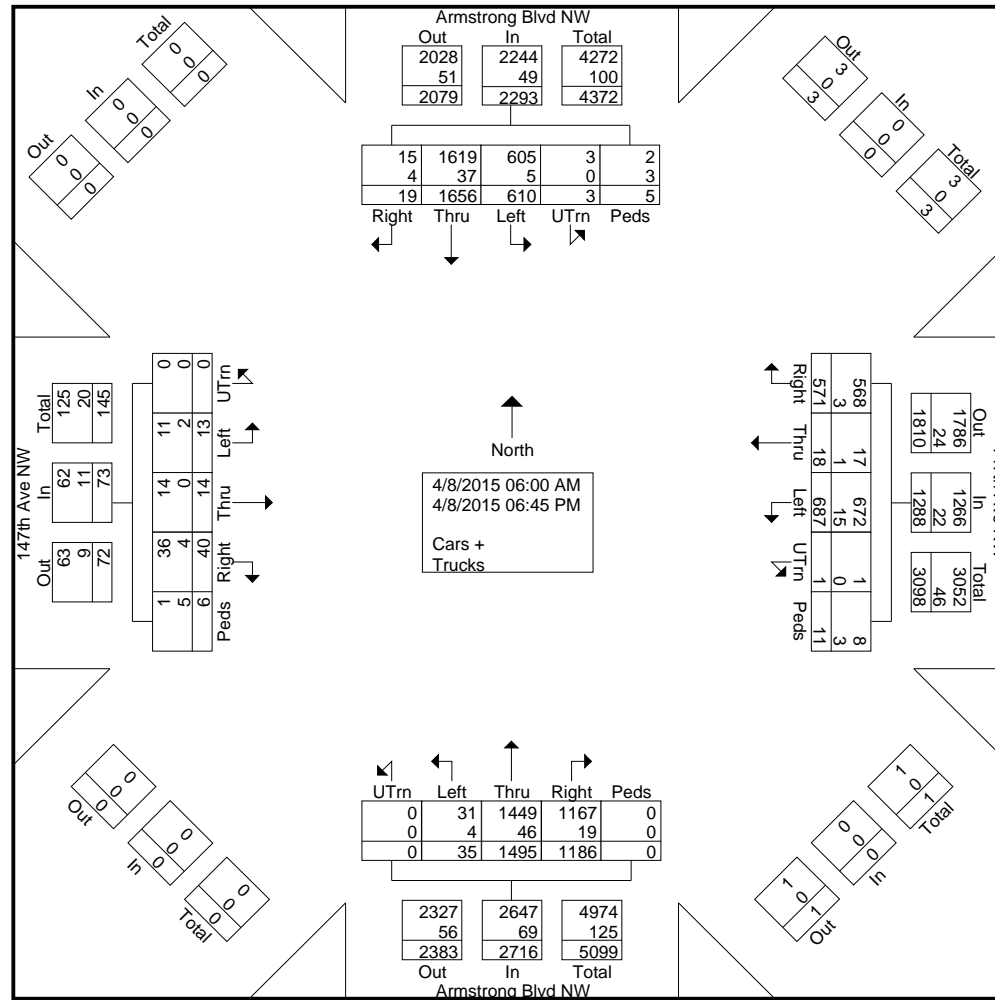
File Name : 4 - Armstrong Blvd NW & 147th Ave NW, 4-8-15, 6am-7pm

Site Code : 4

Start Date : 4/8/2015

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Armstrong Blvd NW and 147th Ave NW
Ramsey, MN





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File Name : 4 - Armstrong Blvd NW & 147th Ave NW, 4-8-15, 6am-7pm

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Armstrong Blvd NW and 147th Ave NW
Ramsey, MN

Start Time	Armstrong Blvd NW Southbound						147th Ave NW Westbound					Armstrong Blvd NW Northbound					147th Ave NW Eastbound					Int. Total				
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru		Right	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:15 AM																										
07:15 AM	0	29	43	0	0	72	0	6	0	1	0	7	0	0	6	26	0	32	0	0	0	0	0	0	0	111
07:30 AM	0	20	60	0	0	80	0	18	0	4	0	22	0	1	12	27	0	40	0	0	1	2	0	0	3	145
07:45 AM	1	17	39	1	0	58	0	7	0	3	0	10	0	1	18	22	0	41	0	0	0	0	0	0	109	
08:00 AM	0	13	45	4	0	62	0	7	1	4	0	12	0	0	9	17	0	26	0	0	1	0	0	0	1	101
Total Volume	1	79	187	5	0	272	0	38	1	12	0	51	0	2	45	92	0	139	0	0	2	2	0	0	4	466
% App. Total	0.4	29	68.8	1.8	0		0	74.5	2	23.5	0		0	1.4	32.4	66.2	0		0	0	50	50	0			
PHF	.250	.681	.779	.313	.000	.850	.000	.528	.250	.750	.000	.580	.000	.500	.625	.852	.000	.848	.000	.000	.500	.250	.000	.333	.803	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 11:15 AM																										
11:15 AM	0	10	26	0	0	36	0	10	1	10	1	22	0	2	21	22	0	45	0	0	3	0	0	0	3	106
11:30 AM	1	14	24	1	0	40	0	10	1	12	0	23	0	2	19	20	0	41	0	0	1	2	0	0	3	107
11:45 AM	0	14	21	1	0	36	0	17	0	9	0	26	0	1	29	27	0	57	0	1	0	1	0	0	2	121
12:00 PM	0	12	23	1	0	36	0	15	0	8	0	23	0	1	22	27	0	50	0	1	0	2	0	0	3	112
Total Volume	1	50	94	3	0	148	0	52	2	39	1	94	0	6	91	96	0	193	0	2	4	5	0	0	11	446
% App. Total	0.7	33.8	63.5	2	0		0	55.3	2.1	41.5	1.1		0	3.1	47.2	49.7	0		0	18.2	36.4	45.5	0			
PHF	.250	.893	.904	.750	.000	.925	.000	.765	.500	.813	.250	.904	.000	.750	.784	.889	.000	.846	.000	.500	.333	.625	.000	.917	.921	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:30 PM																										
04:30 PM	0	11	49	1	1	62	0	26	0	30	1	57	0	1	70	25	0	96	0	3	0	0	0	0	3	218
04:45 PM	0	9	40	0	0	49	0	24	0	19	2	45	0	0	61	36	0	97	0	0	0	0	0	0	0	191
05:00 PM	0	11	27	0	0	38	0	25	0	19	0	44	0	2	68	27	0	97	0	0	0	4	0	0	4	183
05:15 PM	0	11	31	0	2	44	0	15	0	28	0	43	0	2	71	41	0	114	0	1	0	2	0	0	3	204
Total Volume	0	42	147	1	3	193	0	90	0	96	3	189	0	5	270	129	0	404	0	4	0	6	0	0	10	796
% App. Total	0	21.8	76.2	0.5	1.6		0	47.6	0	50.8	1.6		0	1.2	66.8	31.9	0		0	40	0	60	0			
PHF	.000	.955	.750	.250	.375	.778	.000	.865	.000	.800	.375	.829	.000	.625	.951	.787	.000	.886	.000	.333	.000	.375	.000	.625	.913	



APPENDIX C- CRASH REPORTS



Crash Detail Report

Alpine St & Armstrong (2010-2015)

Report Version 1.0 March 2010

Crash ID: 102370213	Date: 08/25/2010	Time: 1806	Sys: 04-CSAH
County: ANOKA	City: RAMSEY		Route: 02000083 001+00.001

Severity: PROPERTY DAMAGE Road Type: 2 LANES UNDIV 2_WAY Road Char: STRAIGHT AND LEVEL Crash Type: COLL W/MV IN TRANSPORT Surf Cond: DRY Light Cond: DAYLIGHT Weather 1: CLEAR Weather 2: CLEAR	First Event: ON ROADWAY To Junction: INTERSECTION-RELATED Traffic Device: STOP SIGN OTHER Speed Limit: 55 Diagram: OTHER Officer: Reliability: CONFIDENT # of Vehicles: 2.00
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<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th style="background-color: #cccccc;">Unit 1</th></tr> <tr><td>Trav Dir: W</td></tr> <tr><td>Veh Act: STRAIGHT AHEAD</td></tr> <tr><td>Veh Type: PASSENGER CAR</td></tr> <tr><td>Age: 44</td></tr> <tr><td>Gender: M</td></tr> <tr><td>Cond: NORMAL</td></tr> <tr><td>Cont Fact: FAIL TO YIELD ROW</td></tr> <tr><td>Cont Fact: DISREGARD TRAFFIC DEVICE</td></tr> </table>	Unit 1	Trav Dir: W	Veh Act: STRAIGHT AHEAD	Veh Type: PASSENGER CAR	Age: 44	Gender: M	Cond: NORMAL	Cont Fact: FAIL TO YIELD ROW	Cont Fact: DISREGARD TRAFFIC DEVICE	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th style="background-color: #cccccc;">Unit 2</th></tr> <tr><td>Trav Dir: N</td></tr> <tr><td>Veh Act: STRAIGHT AHEAD</td></tr> <tr><td>Veh Type: VAN OR MINIVAN</td></tr> <tr><td>Age: 27</td></tr> <tr><td>Gender: M</td></tr> <tr><td>Cond: NORMAL</td></tr> <tr><td>Cont Fact: NO IMPROPER DRIVING</td></tr> <tr><td>Cont Fact: UNKNOWN</td></tr> </table>	Unit 2	Trav Dir: N	Veh Act: STRAIGHT AHEAD	Veh Type: VAN OR MINIVAN	Age: 27	Gender: M	Cond: NORMAL	Cont Fact: NO IMPROPER DRIVING	Cont Fact: UNKNOWN	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th style="background-color: #cccccc;">Unit 3</th></tr> <tr><td> </td></tr> </table>	Unit 3	
Unit 1																						
Trav Dir: W																						
Veh Act: STRAIGHT AHEAD																						
Veh Type: PASSENGER CAR																						
Age: 44																						
Gender: M																						
Cond: NORMAL																						
Cont Fact: FAIL TO YIELD ROW																						
Cont Fact: DISREGARD TRAFFIC DEVICE																						
Unit 2																						
Trav Dir: N																						
Veh Act: STRAIGHT AHEAD																						
Veh Type: VAN OR MINIVAN																						
Age: 27																						
Gender: M																						
Cond: NORMAL																						
Cont Fact: NO IMPROPER DRIVING																						
Cont Fact: UNKNOWN																						
Unit 3																						

Crash ID: 102370225	Date: 08/25/2010	Time: 1942	Sys: 04-CSAH
County: ANOKA	City: RAMSEY		Route: 02000083 001+00.001

Severity: PROPERTY DAMAGE Road Type: 2 LANES UNDIV 2_WAY Road Char: STRAIGHT AND LEVEL Crash Type: COLL W/MV IN TRANSPORT Surf Cond: DRY Light Cond: DAYLIGHT Weather 1: CLEAR Weather 2: NOT SPECIFIED	First Event: ON ROADWAY To Junction: 4-LEGGED INTERSECTION Traffic Device: STOP SIGN OTHER Speed Limit: 55 Diagram: REAR END Officer: Reliability: CONFIDENT # of Vehicles: 2.00
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<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th style="background-color: #cccccc;">Unit 1</th></tr> <tr><td>Trav Dir: N</td></tr> <tr><td>Veh Act: STRAIGHT AHEAD</td></tr> <tr><td>Veh Type: PASSENGER CAR</td></tr> <tr><td>Age: 17</td></tr> <tr><td>Gender: F</td></tr> <tr><td>Cond: NORMAL</td></tr> <tr><td>Cont Fact: IMPROPER PASSING</td></tr> <tr><td>Cont Fact: NOT SPECIFIED</td></tr> </table>	Unit 1	Trav Dir: N	Veh Act: STRAIGHT AHEAD	Veh Type: PASSENGER CAR	Age: 17	Gender: F	Cond: NORMAL	Cont Fact: IMPROPER PASSING	Cont Fact: NOT SPECIFIED	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th style="background-color: #cccccc;">Unit 2</th></tr> <tr><td>Trav Dir: N</td></tr> <tr><td>Veh Act: LEFT TURN</td></tr> <tr><td>Veh Type: PASSENGER CAR</td></tr> <tr><td>Age: 22</td></tr> <tr><td>Gender: M</td></tr> <tr><td>Cond: NORMAL</td></tr> <tr><td>Cont Fact: OTHER</td></tr> <tr><td>Cont Fact: NOT SPECIFIED</td></tr> </table>	Unit 2	Trav Dir: N	Veh Act: LEFT TURN	Veh Type: PASSENGER CAR	Age: 22	Gender: M	Cond: NORMAL	Cont Fact: OTHER	Cont Fact: NOT SPECIFIED	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th style="background-color: #cccccc;">Unit 3</th></tr> <tr><td> </td></tr> </table>	Unit 3	
Unit 1																						
Trav Dir: N																						
Veh Act: STRAIGHT AHEAD																						
Veh Type: PASSENGER CAR																						
Age: 17																						
Gender: F																						
Cond: NORMAL																						
Cont Fact: IMPROPER PASSING																						
Cont Fact: NOT SPECIFIED																						
Unit 2																						
Trav Dir: N																						
Veh Act: LEFT TURN																						
Veh Type: PASSENGER CAR																						
Age: 22																						
Gender: M																						
Cond: NORMAL																						
Cont Fact: OTHER																						
Cont Fact: NOT SPECIFIED																						
Unit 3																						

Crash ID: 102800070 **Date:** 10/01/2010 **Time:** 1402
County: ANOKA **City:** RAMSEY

Sys: 04-CSAH
Route: 02000083 001+00.001

Severity: PROPERTY DAMAGE	First Event: ON ROADWAY
Road Type: 2 LANES UNDIV 2_WAY	To Junction: 4-LEGGED INTERSECTION
Road Char: STRAIGHT AND LEVEL	Traffic Device: STOP SIGN OTHER
Crash Type: COLL W/MV IN TRANSPORT	Speed Limit: 55
Surf Cond: DRY	Diagram: RIGHT ANGLE
Light Cond: DAYLIGHT	Officer:
Weather 1: CLEAR	Reliability: CONFIDENT
Weather 2: NOT SPECIFIED	# of Vehicles: 2.00

	Unit 1	Unit 2	Unit 3
Trav Dir:	W	S	
Veh Act:	START TRAFFIC	STRAIGHT AHEAD	
Veh Type:	PASSENGER CAR	PASSENGER CAR	
Age:	50	37	
Gender:	M	F	
Cond:	NORMAL	NORMAL	
Cont Fact	FAIL TO YIELD ROW	NO IMPROPER DRIVING	
Cont Fact	NOT SPECIFIED	NOT SPECIFIED	

Crash ID: 102940180 **Date:** 10/21/2010 **Time:** 1624
County: ANOKA **City:** RAMSEY

Sys: 04-CSAH
Route: 02000083 001+00.001

Severity: POSSIBLE INJURY	First Event: ON ROADWAY
Road Type: 2 LANES UNDIV 2_WAY	To Junction: 4-LEGGED INTERSECTION
Road Char: STRAIGHT AND LEVEL	Traffic Device: NOT APPLICABLE
Crash Type: COLL W/MV IN TRANSPORT	Speed Limit: 55
Surf Cond: DRY	Diagram: RIGHT ANGLE
Light Cond: DAYLIGHT	Officer:
Weather 1: CLEAR	Reliability: CONFIDENT
Weather 2: NOT SPECIFIED	# of Vehicles: 2.00

	Unit 1	Unit 2	Unit 3
Trav Dir:	W	S	
Veh Act:	STRAIGHT AHEAD	STRAIGHT AHEAD	
Veh Type:	PASSENGER CAR	PASSENGER CAR	
Age:	27	23	
Gender:	M	F	
Cond:	NORMAL	NORMAL	
Cont Fact	FAIL TO YIELD ROW	NO IMPROPER DRIVING	
Cont Fact	NOT SPECIFIED	NOT SPECIFIED	

Crash ID: 110860009 **Date:** 03/26/2011 **Time:** 2233
County: ANOKA **City:** RAMSEY

Sys: 05-MSAS
Route: 31480112 002+00.177

Severity: PROPERTY DAMAGE Road Type: 2 LANES UNDIV 2_WAY Road Char: STRAIGHT AND LEVEL Crash Type: COLL UNDERRIDE SIDE Surf Cond: ICE/PACKED SNOW Light Cond: DARK - UNKNOWN LIGHTING Weather 1: CLEAR Weather 2: NOT SPECIFIED	First Event: ON ROADWAY To Junction: NON-JUNCTION Traffic Device: NOT APPLICABLE Speed Limit: 45 Diagram: UNKNOWN Officer: Reliability: LESS CONFIDENT # of Vehicles: 1.00
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Unit 1 Trav Dir: EAST Veh Act: STRAIGHT AHEAD Veh Type: PICKUP TRUCK Age: 20 Gender: M Cond: NORMAL Cont Fact WEATHER Cont Fact NOT SPECIFIED	Unit 2	Unit 3
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Crash ID: 123020017 **Date:** 10/27/2012 **Time:** 2256
County: ANOKA **City:** RAMSEY

Sys: 04-CSAH
Route: 02000083 001+00.001

Severity: PROPERTY DAMAGE Road Type: 2 LANES UNDIV 2_WAY Road Char: STRAIGHT AND LEVEL Crash Type: COLL W/MV IN TRANSPORT Surf Cond: DRY Light Cond: DARK - STREET LIGHTS ON Weather 1: CLEAR Weather 2: NOT SPECIFIED	First Event: ON ROADWAY To Junction: 4-LEGGED INTERSECTION Traffic Device: STOP SIGN OTHER Speed Limit: 55 Diagram: RIGHT ANGLE Officer: Reliability: CONFIDENT # of Vehicles: 2.00
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Unit 1 Trav Dir: S Veh Act: STRAIGHT AHEAD Veh Type: SPORT UTILITY VEHICLE Age: 54 Gender: F Cond: NORMAL Cont Fact NO IMPROPER DRIVING Cont Fact NOT SPECIFIED	Unit 2 Trav Dir: W Veh Act: PED. FAIL TO YIELD R/W TO T Veh Type: PASSENGER CAR Age: 17 Gender: M Cond: NORMAL Cont Fact DISTRACTION Cont Fact FAIL TO YIELD ROW	Unit 3
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Crash ID: 130860106 **Date:** 03/27/2013 **Time:** 1404
County: ANOKA **City:** RAMSEY

Sys: 04-CSAH
Route: 02000083 001+00.001

Severity: INCAPACITATING INJURY	First Event: ON ROADWAY
Road Type: 2 LANES UNDIV 2_WAY	To Junction: 4-LEGGED INTERSECTION
Road Char: STRAIGHT AND LEVEL	Traffic Device: NOT APPLICABLE
Crash Type: COLL W/MV IN TRANSPORT	Speed Limit: 55
Surf Cond: DRY	Diagram: REAR END
Light Cond: DAYLIGHT	Officer:
Weather 1: CLEAR	Reliability: CONFIDENT
Weather 2: NOT SPECIFIED	# of Vehicles: 2.00

	Unit 1	Unit 2	Unit 3
Trav Dir:	S	S	
Veh Act:	LEFT TURN	STRAIGHT AHEAD	
Veh Type:	PASSENGER CAR	PASSENGER CAR	
Age:	20	21	
Gender:	M	M	
Cond:	UNKNOWN	NORMAL	
Cont Fact	NO IMPROPER DRIVING	FAIL TO YIELD ROW	
Cont Fact	NOT SPECIFIED	NOT SPECIFIED	

Crash ID: 131930115 **Date:** 07/12/2013 **Time:** 0906
County: ANOKA **City:** RAMSEY

Sys: 04-CSAH
Route: 02000083 001+00.001

Severity: POSSIBLE INJURY	First Event: ON ROADWAY
Road Type: 2 LANES UNDIV 2_WAY	To Junction: INTERSECTION-RELATED
Road Char: STRAIGHT AND GRADE	Traffic Device: STOP SIGN OTHER
Crash Type: COLL W/MV IN TRANSPORT	Speed Limit: 55
Surf Cond: DRY	Diagram: RIGHT ANGLE
Light Cond: DAYLIGHT	Officer:
Weather 1: CLEAR	Reliability: CONFIDENT
Weather 2: NOT SPECIFIED	# of Vehicles: 2.00

	Unit 1	Unit 2	Unit 3
Trav Dir:	W	S	
Veh Act:	STRAIGHT AHEAD	STRAIGHT AHEAD	
Veh Type:	PASSENGER CAR	SPORT UTILITY VEHICLE	
Age:	16	39	
Gender:	F	F	
Cond:	NORMAL	NORMAL	
Cont Fact	FAIL TO YIELD ROW	NO IMPROPER DRIVING	
Cont Fact	NOT SPECIFIED	NOT SPECIFIED	

Crash ID: 132210084 **Date:** 08/09/2013 **Time:** 1316
County: ANOKA **City:** RAMSEY

Sys: 04-CSAH
Route: 02000083 001+00.001

Severity: PROPERTY DAMAGE	First Event: ON ROADWAY
Road Type: 2 LANES UNDIV 2_WAY	To Junction: 4-LEGGED INTERSECTION
Road Char: STRAIGHT AND LEVEL	Traffic Device: STOP SIGN OTHER
Crash Type: COLL W/MV IN TRANSPORT	Speed Limit: 55
Surf Cond: DRY	Diagram: RIGHT ANGLE
Light Cond: DAYLIGHT	Officer:
Weather 1: CLEAR	Reliability: CONFIDENT
Weather 2: NOT SPECIFIED	# of Vehicles: 2.00

	Unit 1	Unit 2	Unit 3
Trav Dir:	N	W	
Veh Act:	00	PED. FAIL TO YIELD R/W TO T	
Veh Type:	VAN OR MINIVAN	SPORT UNTILITY VEHICLE	
Age:	47	70	
Gender:	F	M	
Cond:	NORMAL	NORMAL	
Cont Fact	NO IMPROPER DRIVING	FAIL TO YIELD ROW	
Cont Fact	NOT SPECIFIED	NOT SPECIFIED	

Crash ID: 140370338 **Date:** 02/05/2014 **Time:** 1818
County: ANOKA **City:** RAMSEY

Sys: 04-CSAH
Route: 02000083 001+00.001

Severity: PROPERTY DAMAGE	First Event: ON ROADWAY
Road Type: 2 LANES UNDIV 2_WAY	To Junction: 4-LEGGED INTERSECTION
Road Char: STRAIGHT AND LEVEL	Traffic Device: STOP SIGN OTHER
Crash Type: COLL W/MV IN TRANSPORT	Speed Limit: 55
Surf Cond: ICE/PACKED SNOW	Diagram: RIGHT ANGLE
Light Cond: DARK - NO STREET LIGHTS	Officer:
Weather 1: CLEAR	Reliability: CONFIDENT
Weather 2: NOT SPECIFIED	# of Vehicles: 2.00

	Unit 1	Unit 2	Unit 3
Trav Dir:	EAST	N	
Veh Act:	PED. FAIL TO YIELD R/W TO	STRAIGHT AHEAD	
Veh Type:	PASSENGER CAR	VAN OR MINIVAN	
Age:	49	50	
Gender:	F	F	
Cond:	NORMAL	NORMAL	
Cont Fact	FAIL TO YIELD ROW	NO IMPROPER DRIVING	
Cont Fact	NOT SPECIFIED	NOT SPECIFIED	

Crash ID: 141050144 **Date:** 04/15/2014 **Time:** 1639
County: ANOKA **City:** RAMSEY

Sys: 04-CSAH
Route: 02000083 001+00.001

Severity: PROPERTY DAMAGE	First Event: ON ROADWAY
Road Type: 2 LANES UNDIV 2_WAY	To Junction: 4-LEGGED INTERSECTION
Road Char: STRAIGHT AND LEVEL	Traffic Device: STOP SIGN OTHER
Crash Type: COLL W/MV IN TRANSPORT	Speed Limit: 55
Surf Cond: DRY	Diagram: RIGHT ANGLE
Light Cond: DAYLIGHT	Officer:
Weather 1: CLEAR	Reliability: CONFIDENT
Weather 2: NOT SPECIFIED	# of Vehicles: 2.00

	Unit 1	Unit 2	Unit 3
Trav Dir:	N	W	
Veh Act:	STRAIGHT AHEAD	STRAIGHT AHEAD	
Veh Type:	SPORT UTILITY VEHICLE	PASSENGER CAR	
Age:	32	32	
Gender:	F	F	
Cond:	NORMAL	NORMAL	
Cont Fact	NO IMPROPER DRIVING	FAIL TO YIELD ROW	
Cont Fact	NOT SPECIFIED	NOT SPECIFIED	

Crash ID: 141440014 **Date:** 05/22/2014 **Time:** 1806
County: ANOKA **City:** RAMSEY

Sys: 04-CSAH
Route: 02000083 001+00.001

Severity: NON-INCAPACITATING INJURY	First Event: ON ROADWAY
Road Type: 2 LANES UNDIV 2_WAY	To Junction: 4-LEGGED INTERSECTION
Road Char: STRAIGHT AND GRADE	Traffic Device: NOT APPLICABLE
Crash Type: COLL W/MV IN TRANSPORT	Speed Limit: 55
Surf Cond: DRY	Diagram: LEFT TURN INTO TRAFFIC
Light Cond: DAYLIGHT	Officer:
Weather 1: CLEAR	Reliability: CONFIDENT
Weather 2: NOT SPECIFIED	# of Vehicles: 2.00

	Unit 1	Unit 2	Unit 3
Trav Dir:	N	S	
Veh Act:	LEFT TURN	STRAIGHT AHEAD	
Veh Type:	PASSENGER CAR	PASSENGER CAR	
Age:	40	33	
Gender:	F	M	
Cond:	NORMAL	NORMAL	
Cont Fact	FAIL TO YIELD ROW	NO IMPROPER DRIVING	
Cont Fact	VISION OBSCURED - SUN OR H	NOT SPECIFIED	

Crash ID: 141980169 **Date:** 07/17/2014 **Time:** 1709
County: ANOKA **City:** RAMSEY

Sys: 04-CSAH
Route: 02000083 001+00.001

Severity: POSSIBLE INJURY	First Event: ON ROADWAY
Road Type: 2 LANES UNDIV 2_WAY	To Junction: INTERSECTION-RELATED
Road Char: STRAIGHT AND LEVEL	Traffic Device: STOP SIGN OTHER
Crash Type: COLL W/MV IN TRANSPORT	Speed Limit: 55
Surf Cond: DRY	Diagram: SIDESWIPE OPPOSING
Light Cond: DAYLIGHT	Officer:
Weather 1: CLEAR	Reliability: CONFIDENT
Weather 2: NOT SPECIFIED	# of Vehicles: 2.00

	Unit 1	Unit 2	Unit 3
Trav Dir:	W	N	
Veh Act:	PED. FAIL TO YIELD R/W TO	STRAIGHT AHEAD	
Veh Type:	SPORT UNTILITY VEHICLE	TRUCK W/ SEMI TRAILER	
Age:	37	60	
Gender:	F	M	
Cond:	NORMAL	NORMAL	
Cont Fact	FAIL TO YIELD ROW	NO IMPROPER DRIVING	
Cont Fact	NOT SPECIFIED	NOT SPECIFIED	

Crash ID: 143000098 **Date:** 10/27/2014 **Time:** 1150
County: ANOKA **City:** RAMSEY

Sys: 04-CSAH
Route: 02000083 001+00.001

Severity: PROPERTY DAMAGE	First Event: ON ROADWAY
Road Type: 2 LANES UNDIV 2_WAY	To Junction: 4-LEGGED INTERSECTION
Road Char: STRAIGHT AND GRADE	Traffic Device: STOP SIGN OTHER
Crash Type: COLL W/MV IN TRANSPORT	Speed Limit: 55
Surf Cond: DRY	Diagram: RIGHT ANGLE
Light Cond: DAYLIGHT	Officer:
Weather 1: CLOUDY	Reliability: CONFIDENT
Weather 2: CLOUDY	# of Vehicles: 2.00

	Unit 1	Unit 2	Unit 3
Trav Dir:	S	N	
Veh Act:	STRAIGHT AHEAD	LEFT TURN	
Veh Type:	PASSENGER CAR	TRUCK WITH 1 TRAILER	
Age:	25	30	
Gender:	F	M	
Cond:	NORMAL	NORMAL	
Cont Fact	NO IMPROPER DRIVING	FAIL TO YIELD ROW	
Cont Fact	NO IMPROPER DRIVING	DISTRACTION	

Selection Filter:

WORK AREA: COUNTY_CODE('02') - FILTER: CRASH_YEAR('2010','2011','2012','2013','2014','2015') - SPATIAL FILTER APPLIED

Analyst:

Jeremy Melquist

Notes:



Crash Detail Report

Armstrong Blvd & 147th Ave (2010-2015)

Report Version 1.0 March 2010

Crash ID: 101570144	Date: 06/06/2010	Time: 1439	Sys: 04-CSAH
County: ANOKA	City: RAMSEY		Route: 02000083 000+00.137

Severity: PROPERTY DAMAGE Road Type: 2 LANES UNDIV 2_WAY Road Char: STRAIGHT AND LEVEL Crash Type: COLL W/MV IN TRANSPORT Surf Cond: WET Light Cond: DAYLIGHT Weather 1: RAIN Weather 2: CLOUDY	First Event: ON ROADWAY To Junction: NON-JUNCTION Traffic Device: NOT APPLICABLE Speed Limit: 55 Diagram: REAR END Officer: Reliability: CONFIDENT # of Vehicles: 2.00
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<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th style="background-color: #cccccc;">Unit 1</th></tr> <tr><td>Trav Dir: S</td></tr> <tr><td>Veh Act: STRAIGHT AHEAD</td></tr> <tr><td>Veh Type: PASSENGER CAR</td></tr> <tr><td>Age: 24</td></tr> <tr><td>Gender: F</td></tr> <tr><td>Cond: NORMAL</td></tr> <tr><td>Cont Fact: NO IMPROPER DRIVING</td></tr> <tr><td>Cont Fact: NOT SPECIFIED</td></tr> </table>	Unit 1	Trav Dir: S	Veh Act: STRAIGHT AHEAD	Veh Type: PASSENGER CAR	Age: 24	Gender: F	Cond: NORMAL	Cont Fact: NO IMPROPER DRIVING	Cont Fact: NOT SPECIFIED	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th style="background-color: #cccccc;">Unit 2</th></tr> <tr><td>Trav Dir: S</td></tr> <tr><td>Veh Act: STRAIGHT AHEAD</td></tr> <tr><td>Veh Type: PASSENGER CAR</td></tr> <tr><td>Age: 53</td></tr> <tr><td>Gender: M</td></tr> <tr><td>Cond: UNDER THE INFLUENCE</td></tr> <tr><td>Cont Fact: CHEMICAL IMPAIRMENT</td></tr> <tr><td>Cont Fact: NOT SPECIFIED</td></tr> </table>	Unit 2	Trav Dir: S	Veh Act: STRAIGHT AHEAD	Veh Type: PASSENGER CAR	Age: 53	Gender: M	Cond: UNDER THE INFLUENCE	Cont Fact: CHEMICAL IMPAIRMENT	Cont Fact: NOT SPECIFIED	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th style="background-color: #cccccc;">Unit 3</th></tr> <tr><td> </td></tr> </table>	Unit 3	
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Trav Dir: S																						
Veh Act: STRAIGHT AHEAD																						
Veh Type: PASSENGER CAR																						
Age: 53																						
Gender: M																						
Cond: UNDER THE INFLUENCE																						
Cont Fact: CHEMICAL IMPAIRMENT																						
Cont Fact: NOT SPECIFIED																						
Unit 3																						

Crash ID: 102180091	Date: 08/06/2010	Time: 0904	Sys: 04-CSAH
County: ANOKA	City: RAMSEY		Route: 02000083 000+00.147

Severity: POSSIBLE INJURY Road Type: 2 LANES UNDIV 2_WAY Road Char: STRAIGHT AND LEVEL Crash Type: COLL W/MV IN TRANSPORT Surf Cond: DRY Light Cond: DAYLIGHT Weather 1: CLEAR Weather 2: NOT SPECIFIED	First Event: ON ROADWAY To Junction: 4-LEGGED INTERSECTION Traffic Device: NOT APPLICABLE Speed Limit: 55 Diagram: REAR END Officer: Reliability: CONFIDENT # of Vehicles: 2.00
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<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th style="background-color: #cccccc;">Unit 1</th></tr> <tr><td>Trav Dir: S</td></tr> <tr><td>Veh Act: STOPPED TRAFFIC</td></tr> <tr><td>Veh Type: MOTORCYCLE</td></tr> <tr><td>Age: 30</td></tr> <tr><td>Gender: F</td></tr> <tr><td>Cond: NORMAL</td></tr> <tr><td>Cont Fact: NO IMPROPER DRIVING</td></tr> <tr><td>Cont Fact: NOT SPECIFIED</td></tr> </table>	Unit 1	Trav Dir: S	Veh Act: STOPPED TRAFFIC	Veh Type: MOTORCYCLE	Age: 30	Gender: F	Cond: NORMAL	Cont Fact: NO IMPROPER DRIVING	Cont Fact: NOT SPECIFIED	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th style="background-color: #cccccc;">Unit 2</th></tr> <tr><td>Trav Dir: S</td></tr> <tr><td>Veh Act: STRAIGHT AHEAD</td></tr> <tr><td>Veh Type: PASSENGER CAR</td></tr> <tr><td>Age: 22</td></tr> <tr><td>Gender: F</td></tr> <tr><td>Cond: NORMAL</td></tr> <tr><td>Cont Fact: DISTRACTION</td></tr> <tr><td>Cont Fact: FOLLOWING TOO CLOSELY</td></tr> </table>	Unit 2	Trav Dir: S	Veh Act: STRAIGHT AHEAD	Veh Type: PASSENGER CAR	Age: 22	Gender: F	Cond: NORMAL	Cont Fact: DISTRACTION	Cont Fact: FOLLOWING TOO CLOSELY	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th style="background-color: #cccccc;">Unit 3</th></tr> <tr><td> </td></tr> </table>	Unit 3	
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Unit 2																						
Trav Dir: S																						
Veh Act: STRAIGHT AHEAD																						
Veh Type: PASSENGER CAR																						
Age: 22																						
Gender: F																						
Cond: NORMAL																						
Cont Fact: DISTRACTION																						
Cont Fact: FOLLOWING TOO CLOSELY																						
Unit 3																						

Crash ID: 102250199 **Date:** 08/13/2010 **Time:** 1827
County: ANOKA **City:** RAMSEY

Sys: 04-CSAH
Route: 02000083 000+00.147

Severity: PROPERTY DAMAGE	First Event: ON ROADWAY
Road Type: 4_6 LANES UNDIV 2_WAY	To Junction: 4-LEGGED INTERSECTION
Road Char: STRAIGHT AND LEVEL	Traffic Device: STOP SIGN OTHER
Crash Type: COLL W/MV IN TRANSPORT	Speed Limit: 55
Surf Cond: DRY	Diagram: RIGHT ANGLE
Light Cond: DAYLIGHT	Officer:
Weather 1: CLOUDY	Reliability: CONFIDENT
Weather 2: CLOUDY	# of Vehicles: 2.00

	Unit 1	Unit 2	Unit 3
Trav Dir:	S	W	
Veh Act:	OVERTAKING/PASSING	STRAIGHT AHEAD	
Veh Type:	PASSENGER CAR	SPORT UNTILITY VEHICLE	
Age:	16	21	
Gender:	F	F	
Cond:	NORMAL	NORMAL	
Cont Fact	IMPROPER LANE	NO IMPROPER DRIVING	
Cont Fact	INEXPERIENCE	NO IMPROPER DRIVING	

Crash ID: 150060294 **Date:** 01/06/2015 **Time:** 1120
County: ANOKA **City:** RAMSEY

Sys: 05-MSAS
Route: 31480104 000+00.900

Severity: PROPERTY DAMAGE	First Event: OTHER
Road Type: OTHER	To Junction: TRF CIRCLE OR ROUNDABOUT
Road Char: STRAIGHT AND LEVEL	Traffic Device: NOT APPLICABLE
Crash Type: COLL W/LIGHT POLE	Speed Limit: 30
Surf Cond: ICE/PACKED SNOW	Diagram: HEAD ON
Light Cond: DAYLIGHT	Officer:
Weather 1: CLEAR	Reliability: CONFIDENT
Weather 2: CLEAR	# of Vehicles: 1.00

	Unit 1	Unit 2	Unit 3
Trav Dir:	EAST		
Veh Act:	RIGHT TURN		
Veh Type:	PASSENGER CAR		
Age:	45		
Gender:	F		
Cond:	NORMAL		
Cont Fact	WEATHER		
Cont Fact	UNKNOWN		

Selection Filter:

WORK AREA: COUNTY_CODE('02') - FILTER: CRASH_YEAR('2010','2011','2012','2013','2014','2015') - SPATIAL FILTER APPLIED

Analyst:

Jeremy Melquist

Notes:



Crash Detail Report

Armstrong Blvd & Bunker Lake Blvd (2010-2015)

Report Version 1.0 March 2010

Crash ID: 140950029	Date: 04/04/2014	Time: 0832	Sys: 04-CSAH
County: ANOKA	City: RAMSEY	Route: 02000116	000+00.017

Severity: PROPERTY DAMAGE	First Event: ON ROADWAY
Road Type: 2 LANES UNDIV 2_WAY	To Junction: 4-LEGGED INTERSECTION
Road Char: STRAIGHT AND LEVEL	Traffic Device: TRAFFIC SIGNALS
Crash Type: COLL W/MV IN TRANSPORT	Speed Limit: 55
Surf Cond: ICE/PACKED SNOW	Diagram: REAR END
Light Cond: DAYLIGHT	Officer:
Weather 1: SNOW	Reliability: CONFIDENT
Weather 2: NOT SPECIFIED	# of Vehicles: 2.00

	Unit 1	Unit 2	Unit 3
Trav Dir:	W	W	
Veh Act:	RIGHT TURN	RIGHT TURN	
Veh Type:	PASSENGER CAR	BUS (16+ SEATS)	
Age:	20	58	
Gender:	M	F	
Cond:	NORMAL	NORMAL	
Cont Fact	FAIL TO YIELD ROW	NO IMPROPER DRIVING	
Cont Fact	ILLEGAL SPEED	NOT SPECIFIED	

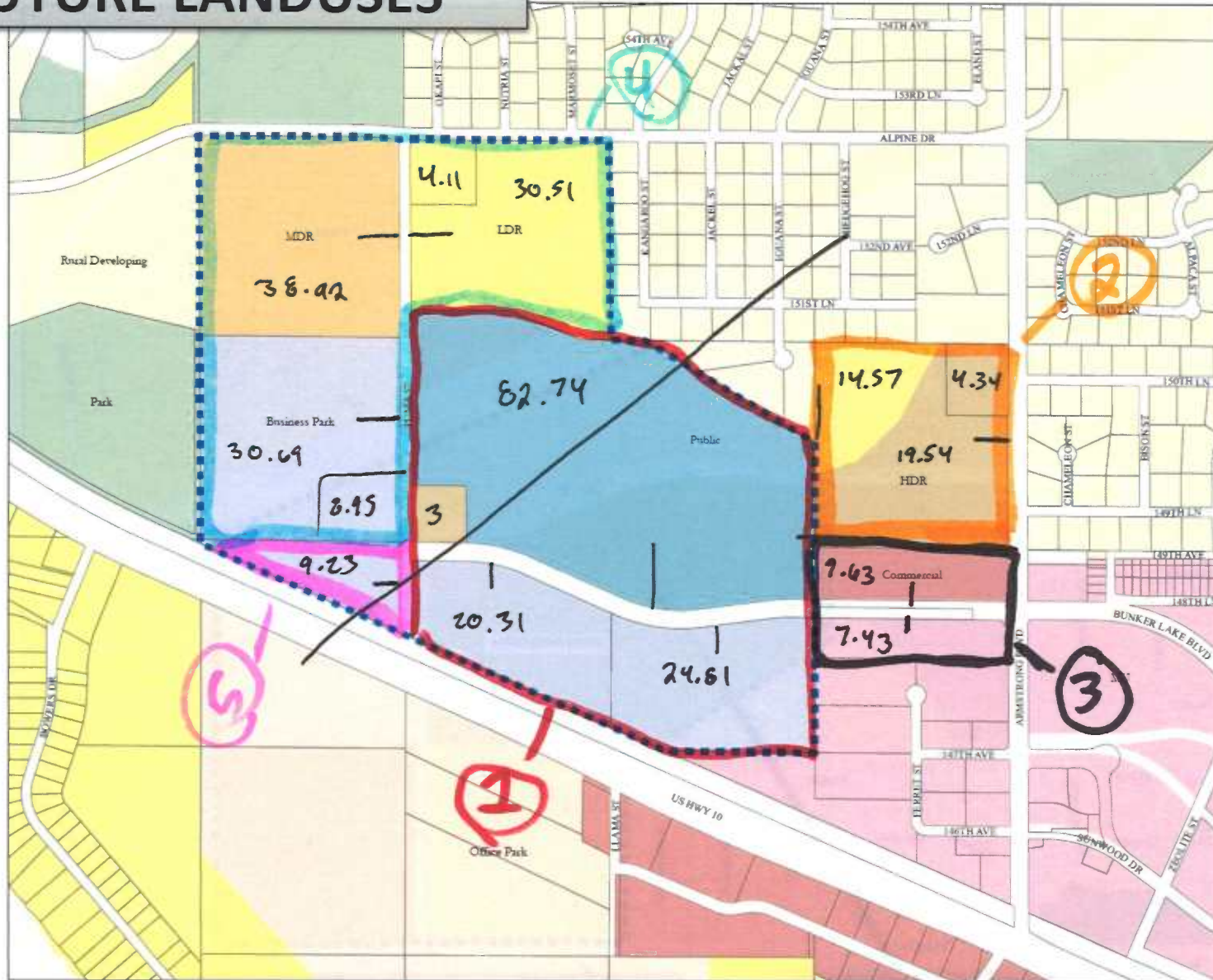
Selection Filter:
 WORK AREA: COUNTY_CODE('02') - FILTER: CRASH_YEAR('2010','2011','2012','2013','2014','2015') - SPATIAL FILTER APPLIED

Analyst: Jeremy Melquist
Notes:



APPENDIX D-
TRIP GENERATION FOR FUTURE
BUSINESS PARK DEVELOPMENT

FUTURE LANDUSES



2030 Comprehensive Plan Future Land Use Map PENDING

Study Area

Future Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Office Park
- Commercial
- MU
- Business Park
- Public
- Rural Developing
- Rural Preserve
- Park



0 300 600 Feet
1 inch = 600 ft on 11 x 17

This map has been prepared using information generated from various governmental offices and other sources and is to be used for reference purposes only. It is neither a legally recorded map nor a survey and is not intended for use as one. The Geographic Information System (GIS) data used to develop this map is not accompanied by the City as being erroneous.

The City does not represent that this GIS data can be used for exact measurement of distance or direction or precision in the location of geographic features. If errors or discrepancies are found, please contact (763) 427-0465.

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Ramsey EDA Traffic Assumptions
Zone 1 Alternative A: High School

Ramsey EDA Traffic Assumptions
Zone 1 Alternative 1A: High School

High School

		180 K ft ²	86.42 Acres		ITE Code 530		Internal-to-Internal Reduction			
Based on Square Feet		#	% enter	% exit	entering	exiting	entering	exiting		
Average Rate										
AM	3.06	551	71	29	391	160	0%	392	160	0%
Afternoon	2.12	382	31	69	118	264	0%	119	264	0%
PM	0.97	175	54	46	95	81	0%	95	81	0%
Weekday	12.89	2321	50	50	1161	1161	0%	1161	1161	0%

Pass-by		New Trips	
entering	exiting	entering	exiting
0	0	392	160
0	0	119	264
0	0	95	81
0	0	1161	1161

Business Park

		45.12 Acres	ITE Code 130		Internal-to-Internal Reduction					
Based on Acres		#	% enter	% exit	entering	exiting	entering	exiting		
Average Rate										
AM	8.55	386	83	17	320	66	10%	289	60	0%
Afternoon	4.42	200	50	50	100	100	10%	90	90	0%
PM	8.84	399	21	79	84	315	10%	76	284	0%
Weekday	63.11	2848	50	50	1424	1424	15%	1211	1211	0%

Pass-by		New Trips	
entering	exiting	entering	exiting
0	0	289	60
0	0	90	90
0	0	76	284
0	0	1211	1211

AM	937	712	225
Afternoon	582	218	364
PM	574	178	396
Weekday	5169	2585	2585

Pass-by		New Trips		
entering	exiting	entering	exiting	
AM	0	0	681	220
Afternoon	0	0	209	354
PM	0	0	171	365
Weekday	0	0	2372	2372

Ramsey EDA Traffic Assumptions
Zone 1 Alternative 1B: K-12 School

86.42 Acres

Elementary School

50 K ft²

ITE Code

520

Internal-to-Internal Reduction

Based on Square Feet

	Average Rate	#	% enter	% exit	entering	exiting		entering	exiting	
AM	5.2	260	56	44	146	114	10%	132	103	0%
Afternoon	3.11	156	44	56	69	87	10%	62	79	0%
PM	1.21	61	45	55	27	34	10%	25	31	0%
Weekday	15.43	772	50	50	386	386	10%	348	348	0%

Pass-by		New Trips	
entering	exiting	entering	exiting
0	0	132	103
0	0	62	79
0	0	25	31
0	0	348	348

Middle School

50 K ft²

ITE Code

522

Internal-to-Internal Reduction

Based on Square Feet

	Average Rate	#	% enter	% exit	entering	exiting		entering	exiting	
AM	4.35	218	55	45	120	98	10%	108	89	0%
Afternoon	2.52	126	45	55	57	69	10%	52	63	0%
PM	1.19	60	52	48	31	29	10%	29	26	0%
Weekday	13.78	689	50	50	345	345	10%	311	311	0%

Pass-by		New Trips	
entering	exiting	entering	exiting
0	0	108	89
0	0	52	63
0	0	29	26
0	0	311	311

High School

80 K ft²

ITE Code

530

Internal-to-Internal Reduction

Based on Square Feet

	Average Rate	#	% enter	% exit	entering	exiting		entering	exiting	
AM	3.06	245	71	29	174	71	10%	157	64	0%
Afternoon	2.12	170	31	69	53	117	10%	48	106	0%
PM	0.97	78	54	46	42	36	10%	38	33	0%
Weekday	12.89	1032	50	50	516	516	10%	465	465	0%

Pass-by		New Trips	
entering	exiting	entering	exiting
0	0	157	64
0	0	48	106
0	0	38	33
0	0	465	465

Business Park

45.12 Acres

ITE Code

130

Internal-to-Internal Reduction

Based on Acres

	Average Rate	#	% enter	% exit	entering	exiting		entering	exiting	
AM	8.55	386	83	17	320	66	10%	289	60	0%
Afternoon	4.42	200	50	50	100	100	10%	90	90	0%
PM	8.84	399	21	79	84	315	10%	76	284	0%
Weekday	63.11	2848	50	50	1424	1424	15%	1211	1211	0%

Pass-by		New Trips	
entering	exiting	entering	exiting
0	0	289	60
0	0	90	90
0	0	76	284
0	0	1211	1211

AM	1109	760	349
Afternoon	652	278	374
PM	598	185	413
Weekday	5341	2671	2671

	Pass-by		New Trips	
	entering	exiting	entering	exiting
AM	0	0	686	316
Afternoon	0	0	252	338
PM	0	0	168	374
Weekday	0	0	2335	2335

Ramsey EDA Traffic Assumptions
 Zone 1 Alternative 2: Business Park

Business Park	Based on Acres	131.54 Acres		ITE Code		130		Internal-to-Internal Reduction			Pass-by		New Trips	
		Average Rate	#	% enter	% exit	entering	exiting	entering	exiting	%	entering	exiting	entering	exiting
AM	8.55	1125	83	17	934	191	10%	841	173	0%	0	0	841	173
Afternoon	4.42	582	50	50	291	291	10%	262	262	0%	0	0	262	262
PM	8.84	1163	21	79	244	919	10%	220	827	0%	0	0	220	827
Weekday	63.11	8302	50	50	4151	4151	15%	3529	3529	0%	0	0	3529	3529

AM	1125	934	191
Afternoon	582	291	291
PM	1163	244	919
Weekday	8302	4151	4151

	Pass-by		New Trips	
	entering	exiting	entering	exiting
AM	0	0	841	173
Afternoon	0	0	262	262
PM	0	0	220	827
Weekday	0	0	3529	3529

Ramsey EDA Traffic Assumptions

Zone 1 Alternative 3: Low Density Residential

Single Family Detached Housing		260 units	ITE Code		210	86.42 Acres		3 Units per Acre		New Trips	
Based on Dwelling Units		rate	#	% enter	% exit	entering	exiting	entering	exiting	entering	exiting
AM	0.75	192	25	75	48	144			48	144	
Afternoon	0.51	0	31	69	0	0			0	0	
PM	1.01	249	63	37	157	92			157	92	
Weekday	9.57	2505	50	50	1253	1253			1253	1253	

Business Park		45.12 Acres	ITE Code		130	Internal-to-Internal Reduction		Pass-by		New Trips				
Based on Acres		Average Rate	#	% enter	% exit	entering	exiting	entering	exiting	entering	exiting			
AM	8.55	386	83	17	320	66	10%	289	60	0%	0	0	289	60
Afternoon	4.42	200	50	50	100	100	10%	90	90	0%	0	0	90	90
PM	8.84	399	21	79	84	315	10%	76	284	0%	0	0	76	284
Weekday	63.11	2848	50	50	1424	1424	15%	1211	1211	0%	0	0	1211	1211

AM	578	368	210
Afternoon	200	100	100
PM	648	241	407
Weekday	5353	2677	2677

	Pass-by		New Trips	
	entering	exiting	entering	exiting
AM	0	0	337	204
Afternoon	0	0	90	90
PM	0	0	233	376
Weekday	0	0	2464	2464

Ramsey EDA Traffic Assumptions

Zone 2 off of Armstrong

Single Family Detached Housing

44 units

ITE Code 210

14.57 Acres

3 Units per Acre

Based on Dwelling Units

	rate	#	% enter	% exit	entering	exiting
AM	0.75	41	25	75	10	31
Afternoon	0.51	23	31	69	7	16
PM	1.01	51	63	37	32	19
Weekday	9.57	489	50	50	245	245

New Trips	
entering	exiting
10	31
7	16
32	19
245	245

Low Rise Apartment

235 units

ITE Code 221

19.54 Acres

7 to 15 Units per Acre

Assume 12 Units per Acre

Based on Dwelling Units

	Average Rate	#	% enter	% exit	entering	exiting
AM	0.46	111	21	79	23	88
Afternoon	0.29	69	31	69	21	48
PM	0.58	144	65	35	94	50
Weekday	6.59	1591	50	50	796	796

New Trips	
entering	exiting
23	88
21	48
94	50
796	796

AM	152	34	118
Afternoon	92	29	63
PM	195	126	69
Weekday	2080	1040	1040

	Pass-by		New Trips	
	entering	exiting	entering	exiting
AM	0	0	34	118
Afternoon	0	0	29	63
PM	0	0	126	69
Weekday	0	0	1040	1040

Ramsey EDA Traffic Assumptions
 Zone 3: Off of Bunker Lake Blvd

Retail/Commercial	Based on Square Feet Average Rate	170.9 K ft ²		17.06 Acres		ITE Code	X	Internal-to-Internal Reduction			Pass-by		New Trips	
		#	% enter	% exit	entering			exiting	entering	exiting	%	entering	exiting	entering
AM	7.41	1267	53	47	672	595	20%	538	477	46%	248	220	290	257
Afternoon	5.46	934	50	50	467	467	20%	374	374	40%	150	150	224	224
PM	10.91	1865	51	49	951	914	20%	761	732	39%	297	286	464	446
Weekday	124.59	21296	50	50	10648	10648	30%	7454	7454	39%	2908	2908	4546	4546

AM	1267	672	595
Afternoon	934	467	467
PM	1865	951	914
Weekday	21296	10648	10648

	Pass-by		New Trips	
	entering	exiting	entering	exiting
AM	248	220	290	257
Afternoon	150	150	224	224
PM	297	286	464	446
Weekday	2908	2908	4546	4546

Ramsey EDA Traffic Assumptions

Zone 4: Off of Puma St

Business Park		39.64 Acres			ITE Code 130		Internal-to-Internal Reduction				Pass-by		New Trips		
Based on Acres		#	% enter	% exit	entering	exiting	entering	exiting	%	entering	exiting	entering	exiting	entering	exiting
Average Rate	0											0	0	0	
AM	8.55	339	83	17	281	58	10%	254	52	0%	0	0	254	52	
Afternoon	4.42	176	50	50	88	88	10%	80	80	0%	0	0	80	80	
PM	8.84	351	21	79	74	277	10%	67	250	0%	0	0	67	250	
Weekday	63.11	2502	50	50	1251	1251	15%	1064	1064	0%	0	0	1064	1064	

Single Family Detached Housing		104 units			ITE Code 210		34.62 Acres 3 Units per Acre				New Trips		
Based on Dwelling Units		#	% enter	% exit	entering	exiting	entering	exiting	%	entering	exiting	entering	exiting
rate	0											0	
AM	0.75	83	25	75	21	62						21	62
Afternoon	0.51	53	31	69	16	37						16	37
PM	1.01	109	63	37	69	40						69	40
Weekday	9.57	1078	50	50	539	539						539	539

Residential Townhouse		234 units			ITE Code 230		38.92 Acres 3 to 7 Units per Acre Assume 6 Units per Acre				New Trips		
Based on Dwelling Units		#	% enter	% exit	entering	exiting	entering	exiting	%	entering	exiting	entering	exiting
Average Rate	0											0	
AM	0.44	102	17	83	17	85						17	85
Afternoon	0.26	61	31	69	19	42						19	42
PM	0.52	121	67	33	81	40						81	40
Weekday	5.81	1348	50	50	674	674						674	674

		Pass-by		New Trips	
		entering	exiting	entering	exiting
AM	524	0	0	292	199
Afternoon	290	0	0	115	159
PM	581	0	0	217	330
Weekday	4928	0	0	2277	2277

Ramsey EDA Traffic Assumptions

Zone 5: Off of Ruma EB & NB (Split 50/50)

Business Park	Based on Acres Average Rate	9.23 Acres			ITE Code 130		Internal-to-Internal Reduction				Pass-by		New Trips	
		#	% enter	% exit	entering	exiting		entering	exiting	%	entering	exiting	entering	exiting
AM	8.55	79	83	17	66	13	10%	60	13	0%	0	0	60	13
Afternoon	4.42	41	50	50	21	21	10%	19	19	0%	0	0	19	19
PM	8.84	82	21	79	17	65	10%	16	59	0%	0	0	16	59
Weekday	63.11	583	50	50	292	292	15%	248	248	0%	0	0	248	248

AM	79	66	13
Afternoon	41	21	21
PM	82	17	65
Weekday	583	292	292

	Pass-by		New Trips	
	entering	exiting	entering	exiting
AM	0	0	60	13
Afternoon	0	0	19	19
PM	0	0	16	59
Weekday	0	0	248	248

Ramsey EDA Traffic Assumptions

Alternative 1: High School

High School	Based on Square Feet	180 K ft ²			ITE Code	530	Internal-to-Internal Reduction				Pass-by		New Trips			
		Average Rate	#	% enter			% exit	entering	exiting	entering	exiting	%	entering	exiting	entering	exiting
AM	3.06	551	71	29	391	160	0%	392	160	0%	0	0	392	160		
Afternoon	2.12	382	31	69	118	264	0%	119	264	0%	0	0	119	264		
PM	0.97	175	54	46	95	81	0%	95	81	0%	0	0	95	81		
Weekday	12.89	2321	50	50	1161	1161	0%	1161	1161	0%	0	0	1161	1161		

Business Park	Based on Acres	93.99 Acres			ITE Code	130	Internal-to-Internal Reduction				Pass-by		New Trips			
		Average Rate	#	% enter			% exit	entering	exiting	entering	exiting	%	entering	exiting	entering	exiting
AM	8.55	804	83	17	667	137	10%	601	124	0%	0	0	601	124		
Afternoon	4.42	416	50	50	208	208	10%	188	188	0%	0	0	188	188		
PM	8.84	831	21	79	175	656	10%	158	591	0%	0	0	158	591		
Weekday	63.11	5932	50	50	2966	2966	15%	2522	2522	0%	0	0	2522	2522		

Retail/Commercial	Based on Square Feet	170.9 K ft ²			ITE Code	X	Internal-to-Internal Reduction				Pass-by		New Trips			
		Average Rate	#	% enter			% exit	entering	exiting	entering	exiting	%	entering	exiting	entering	exiting
AM	7.41	1267	53	47	672	595	20%	538	477	46%	248	220	290	257		
Afternoon	5.46	934	50	50	467	467	20%	374	374	40%	150	150	224	224		
PM	10.91	1865	51	49	951	914	20%	761	732	39%	297	286	464	446		
Weekday	124.59	21296	50	50	10648	10648	30%	7454	7454	39%	2908	2908	4546	4546		

Single Family Detached Housing	Based on Dwelling Units	104 units			ITE Code	210	34.62 Acres				New Trips		
		rate	#	% enter			% exit	entering	exiting	3 Units per Acre		entering	exiting
										entering	exiting		
AM	0.75	83	25	75	21	62					21	62	
Afternoon	0.51	53	31	69	16	37					16	37	
PM	1.01	109	63	37	69	40					69	40	
Weekday	9.57	1078	50	50	539	539					539	539	

Single Family Detached Housing	Based on Dwelling Units	44 units			ITE Code	210	14.57 Acres				New Trips		
		rate	#	% enter			% exit	entering	exiting	3 Units per Acre		entering	exiting
										entering	exiting		
AM	0.75	41	25	75	10	31					10	31	
Afternoon	0.51	53	31	69	16	37					16	37	
PM	1.01	51	63	37	32	19					32	19	
Weekday	9.57	489	50	50	245	245					245	245	

Residential Townhouse	Based on Dwelling Units	234 units			ITE Code	230	38.92 Acres				New Trips		
		Average Rate	#	% enter			% exit	entering	exiting	3 to 7 Units per Acre		entering	exiting
										Assume 6 Units per Acre			
AM	0.44	102	17	83	17	85					17	85	
Afternoon	0.26	61	31	69	19	42					19	42	
PM	0.52	121	67	33	81	40					81	40	
Weekday	5.81	1348	50	50	674	674					674	674	

Low Rise Apartment	Based on Dwelling Units	235 units			ITE Code	221	19.54 Acres				New Trips		
		Average Rate	#	% enter			% exit	entering	exiting	7 to 15 Units per Acre		entering	exiting
										Assume 12 Units per Acre			
AM	0.46	111	21	79	23	88					23	88	
Afternoon	0.29	69	31	69	21	48					21	48	
PM	0.58	144	65	35	94	50					94	50	
Weekday	6.59	1591	50	50	796	796					796	796	

	Pass-by		New Trips	
	entering	exiting	entering	exiting
AM	248	220	1355	806
Afternoon	150	150	604	839
PM	297	286	992	1268
Weekday	2908	2908	10482	10482

West of Commercial Area

	Pass-by		New Trips	
	entering	exiting	entering	exiting
AM	0	0	1031	431
Afternoon	0	0	342	531
PM	0	0	403	752
Weekday	0	0	4896	4896

Ramsey EDA Traffic Assumptions

Alternative 1B: K-12 School

86.42 Acres

Elementary School		50 K ft ²	ITE Code	520	Internal-to-Internal Reduction					Pass-by		New Trips		
Based on Square Feet		Average Rate	#	% enter	% exit	entering	exiting	entering	exiting	%	entering	exiting	entering	exiting
AM	5.2	260	56	44	146	114	10%	132	103	0%	0	0	132	103
Afternoon	3.11	156	44	56	69	87	10%	62	79	0%	0	0	62	79
PM	1.21	61	45	55	27	34	10%	25	31	0%	0	0	25	31
Weekday	15.43	772	50	50	386	386	10%	348	348	0%	0	0	348	348

Middle School		50 K ft ²	ITE Code	522	Internal-to-Internal Reduction					Pass-by		New Trips		
Based on Square Feet		Average Rate	#	% enter	% exit	entering	exiting	entering	exiting	%	entering	exiting	entering	exiting
AM	4.35	218	55	45	120	98	10%	108	89	0%	0	0	108	89
Afternoon	2.52	126	45	55	57	69	10%	52	63	0%	0	0	52	63
PM	1.19	60	52	48	31	29	10%	29	26	0%	0	0	29	26
Weekday	13.78	689	50	50	345	345	10%	311	311	0%	0	0	311	311

High School		80 K ft ²	ITE Code	530	Internal-to-Internal Reduction					Pass-by		New Trips		
Based on Square Feet		Average Rate	#	% enter	% exit	entering	exiting	entering	exiting	%	entering	exiting	entering	exiting
AM	3.06	245	71	29	174	71	10%	157	64	0%	0	0	157	64
Afternoon	2.12	170	31	69	53	117	10%	48	106	0%	0	0	48	106
PM	0.97	78	54	46	42	36	10%	38	33	0%	0	0	38	33
Weekday	12.89	1032	50	50	516	516	10%	465	465	0%	0	0	465	465

Business Park		93.99 Acres	ITE Code	130	Internal-to-Internal Reduction					Pass-by		New Trips		
Based on Acres		Average Rate	#	% enter	% exit	entering	exiting	entering	exiting	%	entering	exiting	entering	exiting
AM	8.55	428	83	17	355	73	10%	320	66	0%	0	0	320	66
Afternoon	4.42	221	50	50	111	111	10%	100	100	0%	0	0	100	100
PM	8.84	442	21	79	93	349	10%	84	315	0%	0	0	84	315
Weekday	63.11	3156	50	50	1578	1578	15%	1342	1342	0%	0	0	1342	1342

Retail/Commercial		170.9 K ft ²	ITE Code	X	Internal-to-Internal Reduction					Pass-by		New Trips		
Based on Square Feet		Average Rate	#	% enter	% exit	entering	exiting	entering	exiting	%	entering	exiting	entering	exiting
AM	7.41	1267	53	47	672	595	20%	538	477	46%	248	220	290	257
Afternoon	5.46	934	50	50	467	467	20%	374	374	40%	150	150	224	224
PM	10.91	1865	51	49	951	914	20%	761	732	39%	297	286	464	446
Weekday	124.59	21296	50	50	10648	10648	30%	7454	7454	39%	2908	2908	4546	4546

Single Family Detached Housing		104 units	ITE Code	210	34.62 Acres					New Trips	
Based on Dwelling Units		rate	#	% enter	% exit	entering	exiting	3 Units per Acre		entering	exiting
AM	0.75	83	25	75	21	62			21	62	
Afternoon	0.51	48	31	69	15	33			15	33	
PM	1.01	109	63	37	69	40			69	40	
Weekday	9.57	1078	50	50	539	539			539	539	

Single Family Detached Housing		44 units	ITE Code	210	14.57 Acres					New Trips	
Based on Dwelling Units		rate	#	% enter	% exit	entering	exiting	3 Units per Acre		entering	exiting
AM	0.75	41	25	75	10	31			10	31	
Afternoon	0.51	48	31	69	15	33			15	33	
PM	1.01	51	63	37	32	19			32	19	
Weekday	9.57	489	50	50	245	245			245	245	

Residential Townhouse		234 units	ITE Code	230	38.92 Acres					New Trips	
Based on Dwelling Units		Average Rate	#	% enter	% exit	entering	exiting	3 to 7 Units per Acre		entering	exiting
AM	0.44	102	17	83	17	85	Assume 6 Units per Acre		17	85	
Afternoon	0.26	61	31	69	19	42			19	42	
PM	0.52	121	67	33	81	40			81	40	
Weekday	5.81	1348	50	50	674	674			674	674	

Low Rise Apartment		235 units	ITE Code	221	19.54 Acres					New Trips	
Based on Dwelling Units		Average Rate	#	% enter	% exit	entering	exiting	7 to 15 Units per Acre		entering	exiting
AM	0.46	111	21	79	23	88	Assume 12 Units per Acre		23	88	
Afternoon	0.29	69	31	69	21	48			21	48	
PM	0.58	144	65	35	94	50			94	50	
Weekday	6.59	1591	50	50	796	796			796	796	

		Pass-by		New Trips	
		entering	exiting	entering	exiting
AM	2714	248	220	1079	844
Afternoon	1785	150	150	556	728
PM	2880	297	286	915	1001
Weekday	30962	2908	2908	9265	9265

West of Commercial Area

		Pass-by		New Trips	
		entering	exiting	entering	exiting
AM		0	0	755	469
Afternoon		0	0	296	423
PM		0	0	326	485
Weekday		0	0	3679	3679

Ramsey EDA Traffic Assumptions
Alternative 2: Business Park

High School	Based on Square Feet	0 K ft ²			ITE Code	530	Internal-to-Internal Reduction				Pass-by		New Trips	
		Average Rate	#	% enter			% exit	entering	exiting	entering	exiting	entering	exiting	entering
AM	3.06	0	71	29	0	0	0%	0	0	0%	0	0	0	0
Afternoon	2.12	0	31	69	0	0	0%	0	0	0%	0	0	0	0
PM	0.97	0	54	46	0	0	0%	0	0	0%	0	0	0	0
Weekday	12.89	0	50	50	0	0	0%	0	0	0%	0	0	0	0

Business Park	Based on Acres	180.41 Acres			ITE Code	130	Internal-to-Internal Reduction				Pass-by		New Trips	
		Average Rate	#	% enter			% exit	entering	exiting	entering	exiting	entering	exiting	entering
AM	8.55	1543	83	17	1281	262	10%	1153	237	0%	0	0	1153	237
Afternoon	4.42	798	50	50	399	399	10%	360	360	0%	0	0	360	360
PM	8.84	1595	21	79	335	1260	10%	302	1135	0%	0	0	302	1135
Weekday	63.11	11386	50	50	5693	5693	15%	4840	4840	0%	0	0	4840	4840

Retail/Commercial	Based on Square Feet	170.9 K ft ²			ITE Code	X	Internal-to-Internal Reduction				Pass-by		New Trips	
		Average Rate	#	% enter			% exit	entering	exiting	entering	exiting	entering	exiting	entering
AM	7.41	1267	53	47	672	595	20%	538	477	46%	248	220	290	257
Afternoon	5.46	934	50	50	467	467	20%	374	374	40%	150	150	224	224
PM	10.91	1865	51	49	951	914	20%	761	732	39%	297	286	464	446
Weekday	124.59	21296	50	50	10648	10648	30%	7454	7454	39%	2908	2908	4546	4546

Single Family Detached Housing	Based on Dwelling Units	104 units			ITE Code	210	34.62 Acres				New Trips		
		rate	#	% enter			% exit	entering	exiting	entering	exiting	entering	exiting
AM	0.75	83	25	75	21	62						21	62
Afternoon	0.51	53	31	69	16	37						16	37
PM	1.01	109	63	37	69	40						69	40
Weekday	9.57	1078	50	50	539	539						539	539

Single Family Detached Housing	Based on Dwelling Units	44 units			ITE Code	210	14.57 Acres				New Trips		
		rate	#	% enter			% exit	entering	exiting	entering	exiting	entering	exiting
AM	0.75	41	25	75	10	31						10	31
Afternoon	0.51	53	31	69	16	37						16	37
PM	1.01	51	63	37	32	19						32	19
Weekday	9.57	489	50	50	245	245						245	245

Residential Townhouse	Based on Dwelling Units	234 units			ITE Code	230	38.92 Acres				New Trips		
		Average Rate	#	% enter			% exit	entering	exiting	entering	exiting	entering	exiting
AM	0.44	102	17	83	17	85						17	85
Afternoon	0.26	61	31	69	19	42						19	42
PM	0.52	121	67	33	81	40						81	40
Weekday	5.81	1348	50	50	674	674						674	674

Low Rise Apartment	Based on Dwelling Units	235 units			ITE Code	221	19.54 Acres				New Trips		
		Average Rate	#	% enter			% exit	entering	exiting	entering	exiting	entering	exiting
AM	0.46	111	21	79	23	88						23	88
Afternoon	0.29	69	31	69	21	48						21	48
PM	0.58	144	65	35	94	50						94	50
Weekday	6.59	1591	50	50	796	796						796	796

	Pass-by		New Trips	
	entering	exiting	entering	exiting
AM	248	220	1515	759
Afternoon	150	150	657	747
PM	297	286	1041	1731
Weekday	2908	2908	11639	11639

West of Commercial Area

	Pass-by		New Trips	
	entering	exiting	entering	exiting
AM	0	0	1191	384
Afternoon	0	0	395	439
PM	0	0	452	1215
Weekday	0	0	6053	6053

Ramsey EDA Traffic Assumptions
Alternative 3: Low Density Residential

High School	Based on Square Feet	0 K ft ²			ITE Code	530	Internal-to-Internal Reduction				Pass-by		New Trips			
		Average Rate	#	% enter			% exit	entering	exiting	entering	exiting	%	entering	exiting	entering	exiting
AM	3.06	0	71	29	0	0	0%	0	0	0%	0	0	0	0		
Afternoon	2.12	0	31	69	0	0	0%	0	0	0%	0	0	0	0		
PM	0.97	0	54	46	0	0	0%	0	0	0%	0	0	0	0		
Weekday	12.89	0	50	50	0	0	0%	0	0	0%	0	0	0	0		

Business Park	Based on Acres	93.99 Acres			ITE Code	130	Internal-to-Internal Reduction				Pass-by		New Trips			
		Average Rate	#	% enter			% exit	entering	exiting	entering	exiting	%	entering	exiting	entering	exiting
AM	8.55	804	83	17	667	137	10%	601	124	0%	0	0	601	124		
Afternoon	4.42	416	50	50	208	208	10%	188	188	0%	0	0	188	188		
PM	8.84	831	21	79	175	656	10%	158	591	0%	0	0	158	591		
Weekday	63.11	5932	50	50	2966	2966	15%	2522	2522	0%	0	0	2522	2522		

Retail/Commercial	Based on Square Feet	170.9 K ft ²			ITE Code	X	Internal-to-Internal Reduction				Pass-by		New Trips			
		Average Rate	#	% enter			% exit	entering	exiting	entering	exiting	%	entering	exiting	entering	exiting
AM	7.41	1267	53	47	672	595	20%	538	477	46%	248	220	290	257		
Afternoon	5.46	934	50	50	467	467	20%	374	374	40%	150	150	224	224		
PM	10.91	1865	51	49	951	914	20%	761	732	39%	297	286	464	446		
Weekday	124.59	21296	50	50	10648	10648	30%	7454	7454	39%	2908	2908	4546	4546		

Single Family Detached Housing	Based on Dwelling Units	364 units			ITE Code	210	121.04 Acres				New Trips		
		rate	#	% enter			% exit	entering	exiting	3 Units per Acre		entering	exiting
										entering	exiting		
AM	0.75	265	25	75	66	199					66	199	
Afternoon	0.51	184	31	69	57	127					57	127	
PM	1.01	337	63	37	212	125					212	125	
Weekday	9.57	3414	50	50	1707	1707					1707	1707	

Single Family Detached Housing	Based on Dwelling Units	44 units			ITE Code	210	14.57 Acres				New Trips		
		rate	#	% enter			% exit	entering	exiting	3 Units per Acre		entering	exiting
										entering	exiting		
AM	0.75	41	25	75	10	31					10	31	
Afternoon	0.51	184	31	69	57	127					57	127	
PM	1.01	51	63	37	32	19					32	19	
Weekday	9.57	489	50	50	245	245					245	245	

Residential Townhouse	Based on Dwelling Units	234 units			ITE Code	230	38.92 Acres				New Trips		
		Average Rate	#	% enter			% exit	entering	exiting	3 to 7 Units per Acre		entering	exiting
										Assume 6 Units per Acre			
AM	0.44	102	17	83	17	85					17	85	
Afternoon	0.26	61	31	69	19	42					19	42	
PM	0.52	121	67	33	81	40					81	40	
Weekday	5.81	1348	50	50	674	674					674	674	

Low Rise Apartment	Based on Dwelling Units	235 units			ITE Code	221	19.54 Acres				New Trips		
		Average Rate	#	% enter			% exit	entering	exiting	7 to 15 Units per Acre		entering	exiting
										Assume 12 Units per Acre			
AM	0.46	111	21	79	23	88					23	88	
Afternoon	0.29	69	31	69	21	48					21	48	
PM	0.58	144	65	35	94	50					94	50	
Weekday	6.59	1591	50	50	796	796					796	796	

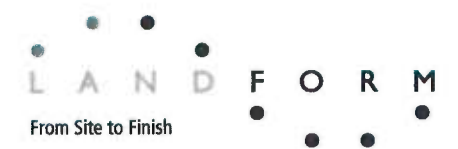
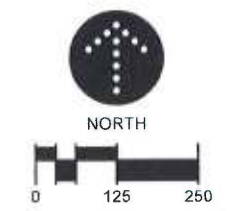
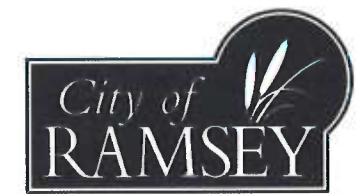
	Pass-by		New Trips	
	entering	exiting	entering	exiting
AM	248	220	1008	783
Afternoon	150	150	566	756
PM	297	286	1041	1271
Weekday	2908	2908	10489	10489

West of Commercial Area

	Pass-by		New Trips	
	entering	exiting	entering	exiting
AM	0	0	685	407
Afternoon	0	0	264	357
PM	0	0	451	756
Weekday	0	0	4903	4903



APPENDIX E-
TRIP GENERATION FOR COR
DEVELOPMENT



**EXHIBIT 5
TAZ MAP**

05.21.2012

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Table 1 - Land Uses and Traffic Generation

Zone/Block	Code	Land Use	Dwelling Units	Sq. ft.	Park Area ¹ (sq. ft.)	ITE Code ²	AM Peak			PM Peak			Daily Total
							Total	In	Out	Total	In	Out	
1a	3	Retail		11,882		820	10	6	4	35	17	18	408
1b	3	Retail		9,022		820	7	4	3	27	13	14	310
1c	3	Supermarket		62,396		850	179	109	70	524	267	257	5103
1d	3	Retail		13,283		820	11	6	4	40	19	20	456
1e	3	Retail		7,300		820	6	4	2	22	11	11	251
2a	3	Retail		5,248		820	4	3	2	16	8	8	180
2b	3	Retail		39,000		820	31	19	12	116	57	59	1340
2c	2	Daycare Center		10,320		565	101	54	48	103	48	55	654
2d	1	Senior Housing - Assisted Living	84			254	9	6	3	15	7	8	179
3a	1	Luxury Apartments / Townhomes	230			220	94	19	75	114	74	40	1224
3a	3	Retail		67,085		820	54	33	21	200	98	102	2305
3b	2	Government Office Building		49,107		730	231	194	37	48	15	33	2708
3c	0	Park & Ride (Northstar) ³											
4a	2	Clinic		50,092		720	92	73	19	139	37	101	1448
4b	3	Sit Down Restaurant		9,037		931	6	3	3	54	36	18	650
4c	3	Hotel ⁴		24,900		310	14	9	6	15	8	7	209
4d	2	Office Park		110,000		770	136	120	16	131	22	109	969
5a	2	Mortuary ⁵		17,598		710	3	2	1	17	6	11	139
5b	2	Business Park		93,871		770	107	90	17	97	22	75	958
6a	2	Office Park		44,827		770	56	49	7	53	9	44	395
6b	3	Retail		13,070		820	10	6	4	39	19	20	449
6c	2	General Office		17,987		710	22	20	3	21	4	18	158
6d	2	General Office		17,987		710	22	20	3	21	4	18	158
7a	2	Charter School ⁶		50,511		534	468	258	211	264	129	135	1405
7b	2	Medical Office		33,374		720	61	49	13	92	25	67	965
7c	3	Retail		24,780		820	20	12	8	74	36	38	851
8a	0	City Park w/ Lake			430,000								
8b	2	General Office		43,584		710	54	48	6	52	9	43	384
8c	2	General Office		43,584		710	54	48	6	52	9	43	384
9a	0	City Park w/ Lake			171,445								
9b	1	Apartments	95			220	39	8	31	47	31	16	505
9c	1	Apartments	200			220	82	16	65	99	64	35	1064
9d	2	General Office		59,696		710	74	65	9	71	12	59	526
9e	2	General Office		42,765		710	53	47	6	51	9	42	377
9f	2	General Office		59,208		710	73	65	9	71	12	59	522
10a	2	General Office		8,400		710	10	9	1	10	2	8	74
10a	1	Apartments	20			220	8	2	7	10	6	3	106
10b	2	General Office		8,400		710	10	9	1	10	2	8	74
10b	3	Specialty Retail		4,200		820	3	2	1	13	6	6	144
10b	1	Apartments	30			220	12	2	10	15	10	5	160
10c	1	Apartments - Senior	90			220	9	3	6	12	7	5	251
10c	1	Apartments	90			220	37	7	29	45	29	16	479
10d	2	General Office		11,500		710	14	13	2	14	2	11	101
10d	3	Specialty Retail		11,500		820	9	6	4	34	17	18	395
10e	2	General Office		8,500		710	11	9	1	10	2	8	75
10e	3	Specialty Retail		4,250		820	3	2	1	13	6	6	146
10f	2	General Office		11,900		710	15	13	2	14	2	12	105
10f	3	Specialty Retail		8,500		820	7	4	3	25	12	13	292
10f	1	Apartments	14			220	6	1	5	7	5	2	74
10g	3	Specialty Retail		7,600		820	6	4	2	23	11	12	261
10g	2	General Office		7,600		710	9	8	1	9	2	8	67
10g	1	Apartments	36			220	15	3	12	18	12	6	192
10h	3	Specialty Retail		6,300		820	5	3	2	19	9	10	216
10i	3	Specialty Retail		6,100		820	5	3	2	18	9	9	210
10i	2	General Office		6,100		710	8	7	1	7	1	6	54
10i	1	Apartments	26			220	11	2	8	13	8	5	138
11a	3	Specialty Retail		17,000		820	14	8	5	51	25	26	584
11a	1	Apartments	118			220	48	10	39	59	38	20	628
11b	2	General Office		11,000		710	14	12	2	13	2	11	97
11b	1	Apartments	26			220	11	2	8	13	8	5	138
11c	2	General Office		20,700		710	26	23	3	25	4	20	182
11c	1	Apartments	50			220	20	4	16	25	16	9	266
11d	2	General Office		10,700		710	13	12	2	13	2	11	94
11d	3	Specialty Retail		10,700		820	9	5	3	32	16	16	368
11d	1	Apartments	26			220	11	2	8	13	8	5	138
11e	2	General Office		5,900		710	7	6	1	7	1	6	52
11e	3	Specialty Retail		11,800		820	9	6	4	35	17	18	405
11e	1	Apartments	44			220	18	4	14	22	14	8	234
11f	3	Specialty Retail		11,800		820	9	6	4	35	17	18	405
11f	2	General Office		5,900		710	7	6	1	7	1	6	52
11f	1	Apartments	44			220	18	4	14	22	14	8	234
11g	0	City Park			82,804								
12a	3	Sit Down Restaurant		12,000		931	8	4	4	72	48	24	864
12b	3	Community Center		160,000		310	207	126	81	186	69	117	2929
13a	3	Retail		19,200		820	15	9	6	57	28	29	660
13b	3	Retail		16,664		820	13	8	5	50	24	25	572
14a	3	Gas Station w/Convenience Store ⁷		5,000		945	317	162	155	388	194	194	1563
14b	3	Retail		10,628		820	9	5	3	32	16	16	365

Table 1 - Land Uses and Traffic Generation

Zone/Block	Code	Land Use	Dwelling Units	Sq. ft.	Park Area ¹ (sq. ft.)	ITE Code ²	AM Peak			PM Peak			Daily
							Total	In	Out	Total	In	Out	Total
14c	3	Fast Food Restaurant w/Drive-Through		4,800		934	190	97	93	129	67	62	1905
15	3	Shopping Center		135,986		820	109	66	42	406	199	207	4671
16	3	Retail		94,960		820	76	46	30	283	139	145	3262
17a	3	Sit Down Restaurant		6,000		931	4	2	2	36	24	12	432
17b	3	Sit Down Restaurant		5,470		931	4	2	2	33	22	11	394
17c	3	Sit Down Restaurant		5,470		931	4	2	2	33	22	11	394
17d	0	City Park w/ Lake			480,000								
18a	1	Condos	80			230	28	5	23	33	22	11	372
18b	1	Condos	69			230	24	4	20	29	19	9	321
18c	1	Condos	48			230	17	3	14	20	13	7	223
18d	1	Townhomes	32			230	11	2	9	13	9	4	149
19a	1	Townhomes	52			230	18	3	15	22	14	7	242
19b	1	Single Family - Detached	14			210	8	2	6	11	7	4	107
19c	1	Townhomes	31			230	11	2	9	13	9	4	144
20a	1	Townhomes	42			230	15	3	12	17	12	6	195
20b	1	Single Family - Detached	14			210	8	2	6	11	7	4	107
20c	1	Townhomes	28			230	10	2	8	12	8	4	130
21a	1	Townhomes	77			230	27	5	22	32	21	11	358
21b	1	Townhomes	90			230	32	5	26	37	25	12	418
22a	1	Single Family - Detached	23			210	14	3	10	19	12	7	176
22b	1	Townhomes	72			230	25	4	21	30	20	10	335
23a	1	Single Family - Detached	44			210	26	7	20	36	22	13	337
23b	1	Single Family - Detached	19			210	11	3	9	15	10	6	145
24a	1	Single Family - Detached	7			210	4	1	3	6	4	2	54
24b	0	City Park w/ Lake & Amphitheater			320,000								
24c	1	Single Family - Detached	17			210	10	3	8	14	9	5	130
Total			1,982	1,724,042	1,484,249		3,889	2,272	1,618	5,502	2,578	2,924	57,079
Residential Total (Code 1)			1,982	0			748	153	595	916	595	322	9,953
Office Total (Code 2)			0	861,111			1,755	1,326	429	1,422	395	1,027	13,177
Retail Total (Code 3)			0	862,931			1,386	792	594	3,164	1,588	1,576	33,949
			1,982	1,724,042			3,889	2,272	1,618	5,502	2,578	2,924	57,079

Notes:

¹ Due to the minimal amount of traffic generated by parks, they were not considered traffic generators in the original study. Likewise, parks are not considered traffic generators in this forecast.

² The trip generation was based on the methods and average rates published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition*.

³ The traffic generated by the park and ride was included in the analysis of the original study, however the unspecified volumes were added directly to the intersection traffic assignment instead of being listed with the other trip generation numbers. Accordingly, the traffic volumes generated by the park and ride facility are not considered with the rest of the generated traffic in this forecast.

⁴ The number of dwelling units (DU) for the hotel was obtained by proportioning the proposed hotel to the hotel in the original study via their respective footprints. The hotel was modeled as having 32 rooms.

⁵ Mortuary is assumed to operate similarly to a cemetery with 3 employees (ITE Land Use Code 566).

⁶ Currently, there is no data for daily traffic volumes generated by 534 - Private School (K-8). For public elementary, junior high, and high schools, the ratio of the total daily traffic to the A.M. peak hour traffic is approximately 3.0. The total daily traffic generated by the charter school was calculated by multiplying the A.M. peak hour traffic by a factor of 3.0.

⁷ Due to the lack of data for total weekday trips generated by 945 - Gas Station w/Convenience Store using square footage, the total weekday trips were calculated using the number of fueling positions. Based on the typical size of gas stations currently being constructed, it was assumed that new gas station will have 12 fueling positions.

The forecasts reflect a 20% internal capture rate consistent with the original AUAR's traffic impact study.



APPENDIX F-
OPERATIONS ANALYSIS (AVAILABLE
UPON REQUEST)



- Civil & Municipal Engineering
- Water & Wastewater Treatment
- Transportation Planning & Engineering Services
 - Aviation Services
- Water Resources Engineering
 - Landscape Architecture
- Environmental Review Services
- Cultural Resource Management
 - Land Surveying
- Geographic Information System Services
 - Project Funding & Financing



APPENDIX C- STORM WATER ANALYSIS



BOLTON & MENK, INC.

Consulting Engineers & Surveyors

2035 County Road D East • Suite B • Maplewood, MN 55109-5314

Phone (651) 704-9970 • Fax (651) 704-9971

www.bolton-menk.com

June 25, 2015

Patrick Brama
Economic Development Manager
City of Ramsey
7550 Sunwood Drive NW
Ramsey, Minnesota 550303

RE: Future Business Park
City of Ramsey
Project No.: R16.109828

Dear Mr. Brama,

Project Background

The city of Ramsey is considering the area west of Armstrong Boulevard, East of Plum Street, north of T.H. 10 and south of Alpine Drive, for future development. Storm water retention ponds will ultimately be required to control the runoff from the study area into the COR in accordance with the City's Surface Water Management Plan requirements. The following report summarizes the existing conditions and proposed pond layout options.

The site is situated in the Lower Rum River WMO (LRRWMO). Therefore, hydraulics, water quality, rate control, and volume reduction will be considered based on WMO and City requires. For the purposes of this study, preliminary regional stormwater management facilities were design based on assumed land uses and specific design requirements defined by LRRWMO.

Hydrologic and Hydraulic Modeling

For this study, Bolton & Menk analyzed the existing and proposed conditions using Storm and Sanitary Analysis (SSA) developed by Autodesk, Inc. which utilizes NRCS TR-20 hydrology methodologies to hydrodynamically route stormwater through the drainage system. For this study, the 2-year, 10-year, and 100-year rainfall return intervals were analyzed using Atlas 14 rainfall depths and the US Soils Conservation Services (SCS) Type II 24-hour standard rainfall distribution. The corresponding rainfall depths are 2.86", 4.26", and 7.11", respectively. Modeling for future development was tied into existing regional modeling provided by the city.

Existing Conditions

Drainage from the Lake Itasca outfall is directed toward the study area upstream of Alpine Dr. Overland flow passes through a series of culverts under Alpine Dr., Puma St. NW, and Armstrong Blvd. Flow at the Armstrong crossing is particularly critical as discharge enters the COR area. New development and stormwater management has been designed and constructed around the total contributing flow rate from

H:\RAMS\R16109828\3_Design\C_Reports\Drainage\HydroSubmittal_06262015.docx

DESIGNING FOR A BETTER TOMORROW

Bolton & Menk is an equal opportunity employer



the areas upstream of Armstrong Blvd.

It is our understanding that a storm sewer system installed in Bunker Lake Boulevard to manage the stormwater runoff within the right of way.

The City's regional hydrology and hydraulics model for the WMISS watershed was utilized to develop the existing peak flow rates into the COR area. Table 1 summarizes the peak inflow for a variety of rainfall return intervals.

Table 1: Summary of Peak Flow Under Armstrong Blvd.

Rainfall Event	Rainfall Depth	Peak Flow Through Armstrong Blvd.
	(in)	(cfs)
2-Year	2.86	10.1
10-Year	4.26	19.1
100-Year	7.1	22.1

Proposed Conditions

The study area can was delineated three main areas based on land use as defined in Figure 1. These areas are further described below.

Potential regional pond locations were identified (Figure 1). Initially, ponds are assumed to be wet basins with dead storage sized equal to the runoff volume from a 2.5" rainfall event per LRRWMO. Therefore, volume reduction and water quality would be accommodated on site by the developer. These parameters may be changed as final land uses are established and as stormwater management goals are confirmed. For example:

- The basins could be converted to dry ponds and accommodate volume control.
- Ground water elevations should be confirmed to ensure that 3' separation from the water table can be achieved.
- The basins may be used as regional rate control, water quality, and volume reduction thereby eliminating the need for additional stormwater management on site.

Area 1: Public/Quasi-Public Area

This area is defined as Public/Quasi-Public. Currently, the site has been proposed to house the Legacy Christian Academy campus. However, development may change. Therefore we have determined the total inflow and approximate sizing requirements per Lower Rum River WMO (LRRWMO) for each assumed rate of impervious area construction including the school site, single family residential, and employment district. Table 2 summarizes required dead storage and volume reduction for each land use option based on LRRWMO requirements.

Suggested areas for ponding include the northwest corner of the site, and the existing pond on the



southeast portion of the site. If development plans change, these ponds can easily be relocated. Also, sizing requirements may change if the area becomes multi-use.

Table 2: Summary of Pond Volume Requirements for Multiple Uses in the Public/Quasi-Public Area.

Future Land Use	Assumed Impervious Area	Dead Storage	1" Volume
	(ac)	(ft ³)	(ft ³)
School	40.5	500339	146979
Residential	34.2	434558	124110
Employment District	76.5	632759	277586

Area 2: Residential Area

North of the 150th Ln NW and on both east and west sides of Puma Street, the land use is proposed as single family residential. East of Puma, the proposed site is approximately 49 acres of which about 38% will be impervious. Pond volume requirements for dead storage and volume reduction are, 88,200 cubic feet and 67,590 cubic feet respectively. Proposed ponding for this site is in the south west corner of the proposed development.

West of Puma, the proposed site is approximately 47 acres of which about 38% will be impervious. Pond volume requirements for dead and live storage are, 84,600 cubic feet and 64,832 cubic feet respectively.

The proposed area for ponding is in the southeast corner of the site. The proposed ponds would overflow into the existing wetland, maintaining the existing flow paths through the downstream corridor.

Employment District Area (Area 3)

South of 150th Ln NW and west of Puma Street, the city is proposing to use this land for future industrial/commercial development. This area totals 51 acres, of which 85% will be new impervious, resulting in pond volumes of 91,800 cubic feet for dead storage and 157,361 cubic feet for volume reduction.

South of Bunker Lake Boulevard, the city plans to use the 79 acres for further commercial/industrial development, 85% of which will be new impervious area. This will require 142,400 cubic feet and 243,210 cubic feet of dead storage and volume reduction, respectively. Drainage from this area will ultimately connect into the storm sewer system along Bunker Lake and discharge into the pond in the southeast corner of the school property.

Recommendations



The ponds as laid out in this report indicate areas that are best suited for regional rate control basins only. It is recommended that additional design parameters and regional stormwater management planning be further refined as the areas begin to develop. These may include the following.

- Create regional facilities that accommodate rate control, water quality, and volume reduction and assess property owners to alleviate the City's upfront investment.
- Develop drainage and utility easements for the required pond foot print for ultimate build-out and require the developer to increase the size of the basin based on a percentage of developed area and/or impervious surface.
- Establish maximum rates of impervious surface construction per land use. Anything above those rates would have to accommodate rate control, water quality, and volume reduction on site.
- Trunk storm sewer lines should also be preliminarily sized to serve future development, routed to regional pond locations, and dedicated to drainage and utility easement.

Cost estimates have not been developed for the regional pond construction or internal site storm sewer conveyance. It is anticipated that costs associated with pond construction will be determined by the developer as site grading. Also, it is assumed that internal drainage will be accommodated by dry swales and ditch systems to reduce storm sewer costs.

We appreciate the opportunity to present this preliminary report of findings. If you have any questions, please contact me at 651-704-9970 or timol@bolton-menk.com at your convenience.

Sincerely,

BOLTON & MENK, INC.

A handwritten signature in black ink that reads "Timothy J. Olson". The signature is written in a cursive, flowing style.

Timothy J. Olson, PE, CFM
Water Resources Project Manager

REQUEST FOR QUOTES

Traffic Impact Study, Feasibility Report and Preliminary Design Layout:
Improving Bunker Lake Boulevard and Puma Street in the City of Ramsey, Minnesota

SECTION 1: OVERVIEW

The City of Ramsey is seeking quotes for the completion of a traffic impact study, feasibility report, and preliminary design layout of infrastructure improvements associated with the City's future business park. Improvements would be limited to (1) Bunker Lake Boulevard, between Armstrong Boulevard and Puma Street; and, (2) Puma Street, between Bunker Lake Boulevard and Alpine Drive; see Appendix for details.

It is the intent of this Request for Quotes (RFQ) to have the successful proposer enter into a professional services contract with the City of Ramsey.

SECTION 2: BACKGROUND

City of Ramsey

Located in the northwest Twin Cities Metro, the City of Ramsey is the fastest growing City in Anoka County. U.S. Highway 10, Minnesota Highway 169, Minnesota Trunk Highway 47 and the Northstar Commuter Rail connect the City of Ramsey to the Twin Cities and Greater Minnesota. Ramsey has an estimated population of 23,835, a median household income of \$76,560, is home to a significant manufacturing industry and is bordered by the Rum and Mississippi Rivers.

Future Business Park & Green-Field Development

The Ramsey City Council and Ramsey Economic Development Authority (EDA) have identified the need to prepare for the development of a new business park within the City. The City is targeting a large area of privately owned green-field space located on the north side of U.S. Highway 10, west of Armstrong Boulevard, for a future Ramsey business park. Currently, the City is in the process of rezoning this area to meet future landuse goals.

The future business park is one component (about 92 acres) of a larger green-field area ready for development (about 350 acres). This larger green-field area includes areas for single-family residential development (about 118 acres), medium-density residential (about 31 acres) and room for a future private school campus (about 90 acres). In addition to green-field development, the City expects a portion of existing adjoining light-industrial space to be redeveloped into a traditional retail/commercial area (about 42 acres). See Appendix for a snapshot of future landuse goals.

The primary roadway system serving this developable area is Bunker Lake Boulevard and Puma Street. These roadways are both Municipal State-Aid (MSA) streets. The purpose of this RFQ is to study traffic impacts resulting from the future business park (along with other users), examine the feasibility of constructing supporting infrastructure, and developing preliminary design layout plans and specifications.

The City's future business park, and larger developable green-field area, will be served by the future U.S. Highway 10/Armstrong Boulevard (CSAH 83) interchange. Construction of this interchange will begin spring of 2015 and is expected for completion in the spring of 2017. The City expects the construction of this major interchange to increase the demand for development of this green-field area; and the future Ramsey business park.

Request for Qualifications

The primary purpose of this RFQ is to understand minimum required infrastructure specifications and infrastructure costs associated with developing this green-field area. This RFQ is specifically limited to Bunker Lake Boulevard, Puma Street and four intersections: (1) Bunker Lake Boulevard/ Armstrong Boulevard, (2) Bunker Lake Boulevard/ Puma Street, (3) Puma Street/ Alpine Drive (4) Armstrong Boulevard/ Alpine Drive. See Appendix A for details.

The City is seeking three deliverables:

1. Traffic Impact Study
2. Feasibility Report
3. Preliminary Design Layout

Please see Scope of Services section for additional details. Cost estimations and design should include design and construction costs for site grading, roadway, sidewalks, stormwater management, trails, landscaping, street lighting, trunk water service and trunk sewer service improvements.

SECTION 3: SUPPLEMENTAL INFORMATION

1. The City is not master planning this entire developable area. It is unknown where internal driveways, roadways and curb-cuts will be needed. Therefore, the design of Bunker Lake Boulevard and Puma Street should not include any new curb-cuts.
2. Stubbing of sewer and water utilities along Bunker Lake Boulevard and Puma Street should be completed at regular intervals; based on future landuse needs per the recommendation of the firm awarded this work. This recommendation should be made with a balance of cost implications and market demand in mind (or experience with other business parks).
3. Cost estimations and design should include: roadway, sidewalks, stormwater management, trails, street lighting, trunk water service and trunk sewer service.
4. The intersection at Armstrong Boulevard was constructed in 2011. The City would like to confirm this intersection was constructed to accommodate traffic demands outlined in the Appendix landuse maps. This confirmation may be a simple narrative.
5. As-built of existing infrastructure is available upon request (e.g. Bunker Lake Boulevard was recently, partially, improved in anticipation of a new private school development).
6. The City has adopted Comprehensive Sanitary Sewer and Water Plans. These plans should be reviewed and consulted as forecasting and design work is completed.

SECTION 4: QUALIFICATIONS

The following information is required and must accompany your response:

1. COVER LETTER/BACKGROUND INFORMATION: indicate your interest in providing professional services. Provide general background information on your firm. What is your experience with designing infrastructure for business parks? Do you have experience working with the City of Ramsey or nearby/similar communities?
2. FEE SCHEDULE: please describe required compensation for the proposed work. Based on the three deliverables outlined in the background section above, please breakdown required compensation into separate line items (phases).
3. CONFLICT OF INTEREST: In order to avoid a conflict of interest, or the appearance of a conflict of interest, your firm should not engage in any outside activities that are inconsistent, incompatible, or appear to conflict with your ability to exercise independent/objective judgment in the best interest of the City. Please outline all conflicts of interest that may exist for your firm in relation to providing professional services for the City.
4. GOOD STANDING: Your firm must be in compliance with Federal, State, County and Local units of government; which specifically includes good tax payment status and good corporate registration status. Please indicate your firm's tax and corporate registration status.
5. RECOMMENDATIONS: It is the City's goal to plan for a cost-effective and market-relevant business park. The City is interested in your professional recommendations regarding the proposed scope of work and project. Additionally, the City is looking for a recommendation related for the need/effectiveness of planning for a potential regional stormwater pond(s) to support the new business park locations identified in the appendix (add-on to scope of services).

SECTION 5: SCOPE OF SERVICES

- A. TRAFFIC IMPACT STUDY: Based on future landuses indicated in the Appendix, the City would like a traffic impact study conducted to determine traffic forecasts on Bunker Lake Boulevard and Puma Street. The purpose of this information is to determine minimum roadway design specifications for future improvements to Bunker Lake Boulevard and Puma Street.

- B. FEASIBILITY REPORT: Based on a completed traffic impact study, the City would like a feasibility report completed with a preliminary cost estimate for any required improvements to Bunker Lake Boulevard and Puma Street. The purpose of this report is to establish the feasibility and estimated design and construction costs for completing the required site grading, roadway, sidewalks, stormwater management, trails, landscaping, street lighting, trunk water service and trunk sewer service improvements to support the future business park; and provide a foundation for budgeting discussions among City officials. This report will be based off of the design developed within the preliminary design layout (see step below). Easement and/or right-of-way impacts/needs must also be addressed in the report.

NOTE: It is likely, the proposed improvements will be constructed in stages, depending on market demand. Therefore, the feasibility report identified above shall also include costs for individual phases. The City anticipates three development phases. However, this decision will be made with input from the selected engineering firm.

- C. PRELIMINARY DESIGN LAYOUT: Develop preliminary roadway and intersection design layout based on Municipal State-Aid minimum standards and City of Ramsey development standards. This layout should include preliminary profiles and typical sections for Bunker Lake Boulevard and Puma Street, and show all proposed site grading, roadway, sidewalks, stormwater management, trails, landscaping, street lighting, and trunk water and sewer service improvements, as well as any proposed easement or right-of-way impacts/needs.

- D. Work with (and advise) City on strategies for infrastructure design.

- E. Work with (and advise) City on strategies for assessing/paying for required infrastructure.

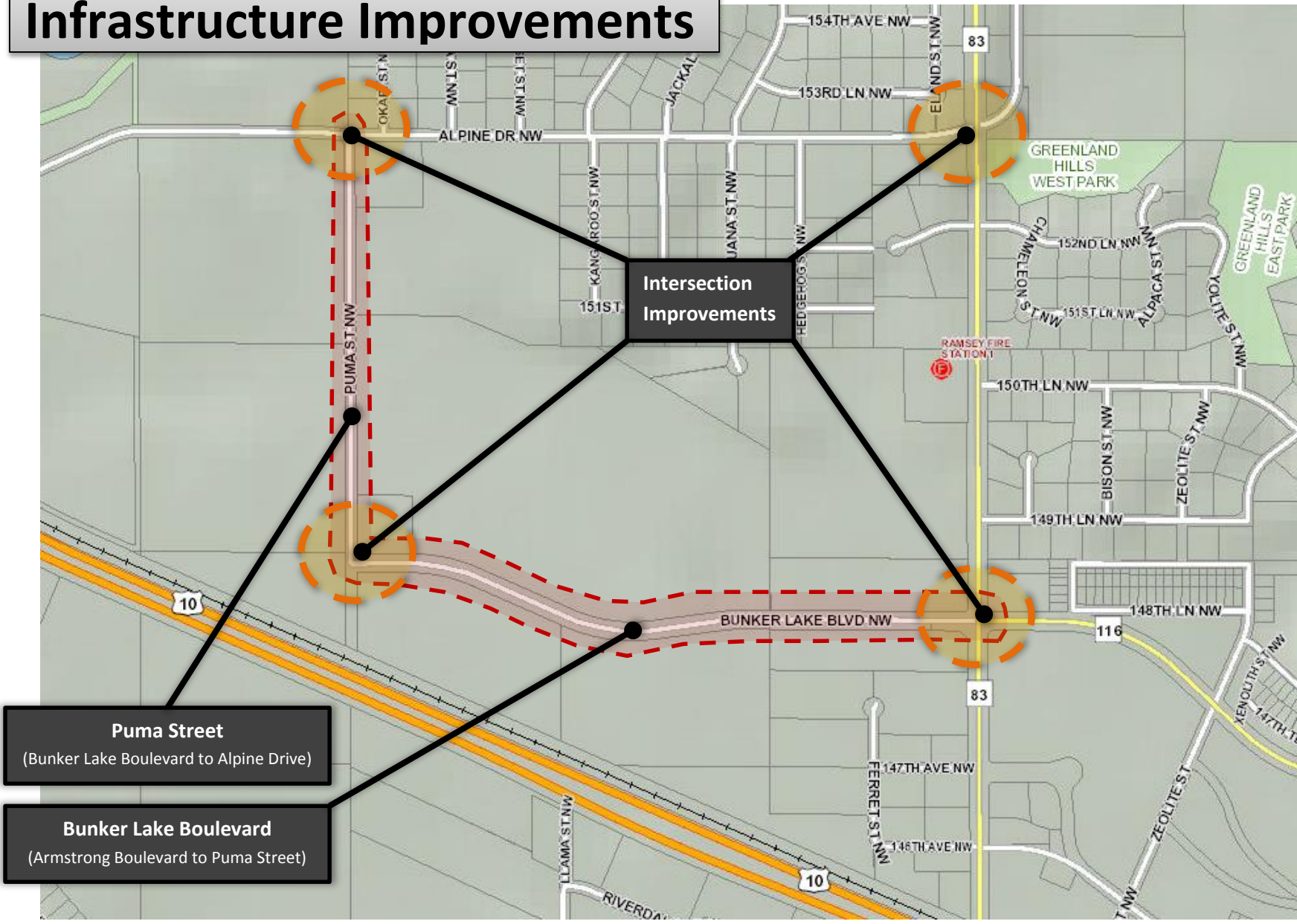
- F. Provide regular activity updates, verbally, to the City's development team, a minimum two times per month

- G. Completion dates:
 - a. Traffic Impact Study February 28, 2015
 - b. Feasibility Report February 28, 2015
 - c. Layout/Plans & Specifications for Preliminary Design March 31, 2015

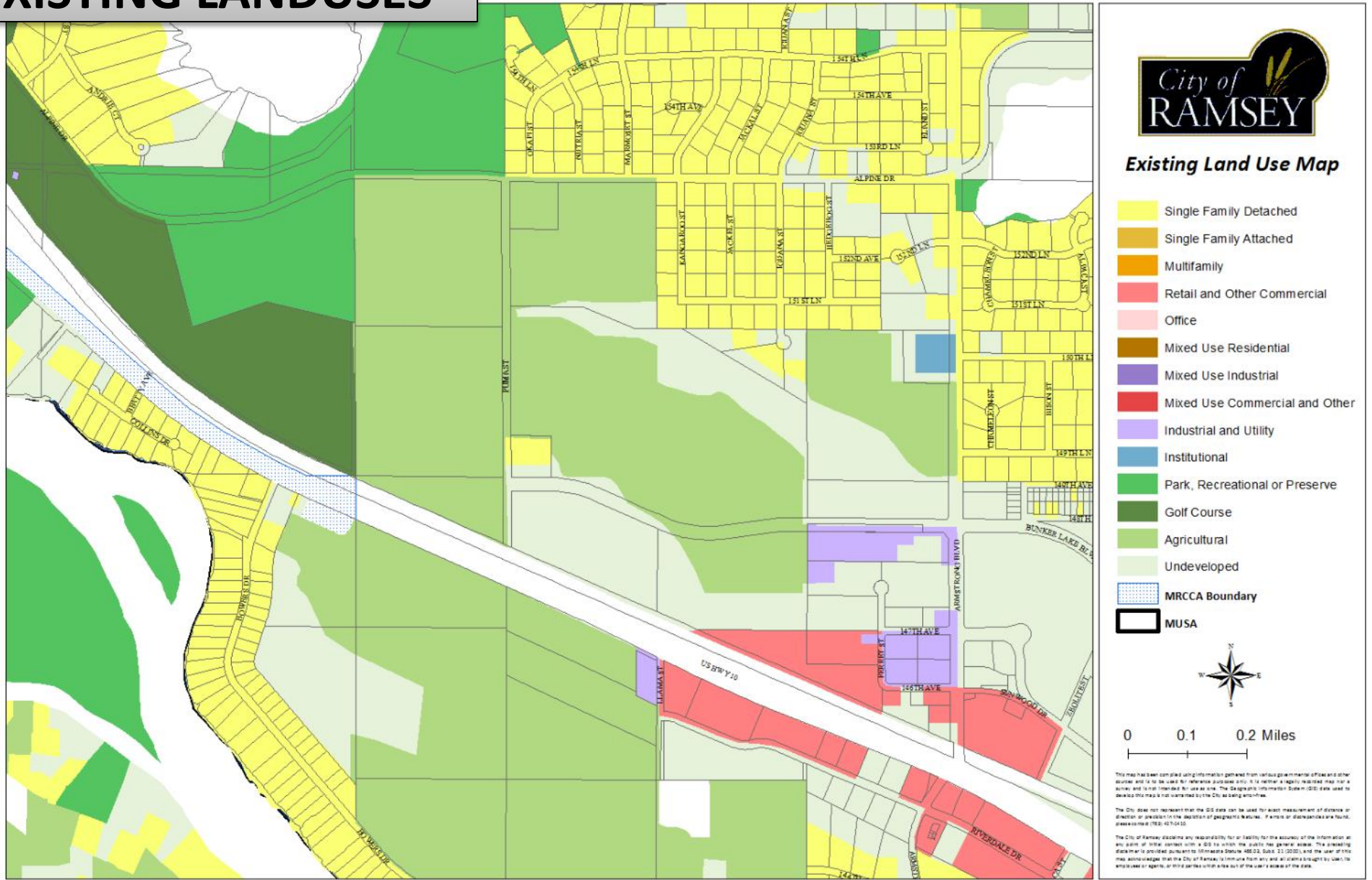
SECTION 6: APPLICATION PROCESS

1. Responses must be submitted in a sealed envelope marked "Future Business Park RFQ" to the City Clerk's office, 7550 Sunwood Drive NW, Ramsey, Minnesota 55303 before 3:00 p.m. on **January 05, 2015**, at which time they will be publically opened and read.
2. Responses will be forwarded to a selection committee. At the discretion of the City, if needed, a list of finalists may be selected for interviews. Interviews would take place on one of the following dates: **January 7th or 8th, 2015** (depending on schedules).
3. A recommendation will be crafted by the selection committee and presented to the Ramsey EDA for direction on **January 15, 2015**.
4. All proposals, plans, and other documents submitted shall become the property of the City. Responses to this RFQ are considered public information and are subject to discovery under the Freedom of Information Act.
5. To be considered, firms must submit a complete response to the RFQ in the form requested. Firms not responding to items requested in the RFQ or indicating exceptions to such items may have their submittals rejected. Issuance of this RFQ and receipt of proposals does not commit the City of Ramsey to award a contract. The City of Ramsey reserves the right to postpone receipt date, accepting or rejecting any or all proposals received in response to this RFQ, or to negotiate with any of the proposers submitting an RFQ, or to cancel all or part of this RFQ. The City reserves the right to award work in phases; rather than one single project.
6. Questions/Contact:
 - Patrick Brama, Economic Development Manager, 763-433-9868, pbrama@cityoframsey.com
 - Bruce Westby, City Engineer, 763-433-9825, bwestby@cityoframsey.com
 - Kurt Ulrich, City Administrator, (763) 433-9845, kulrich@cityoframsey.com

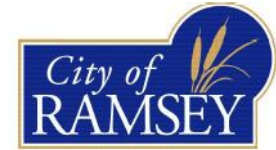
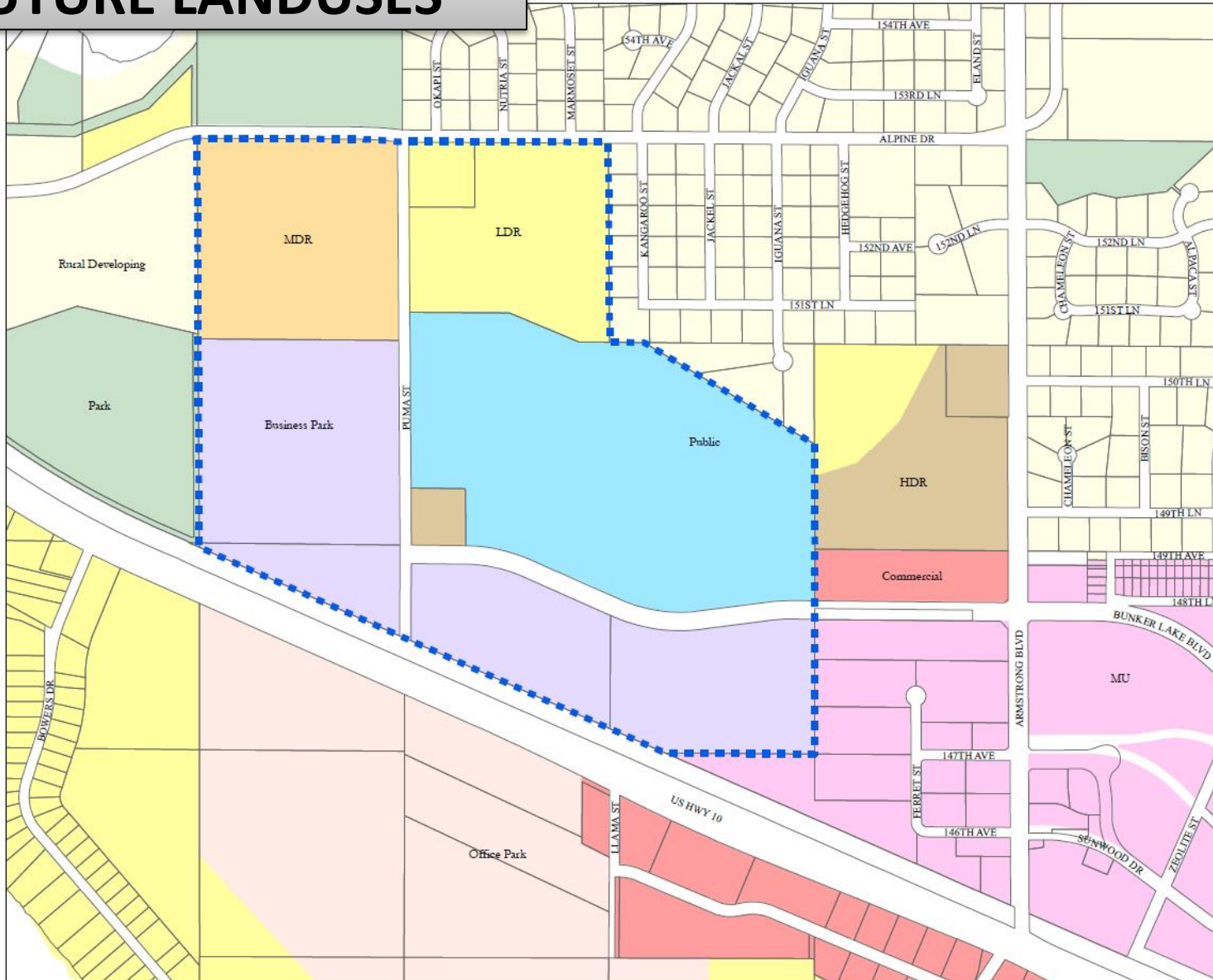
Infrastructure Improvements



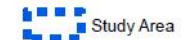
EXISTING LANDUSES



FUTURE LANDUSES



**2030 Comprehensive Plan
Future Land Use Map
PENDING**



Study Area

Future Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Office Park
- Commercial
- MU
- Business Park
- Public
- Rural Developing
- Rural Preserve
- Park



0 300 600 Feet
1 inch = 600 ft on 11 x 17

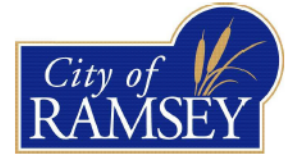
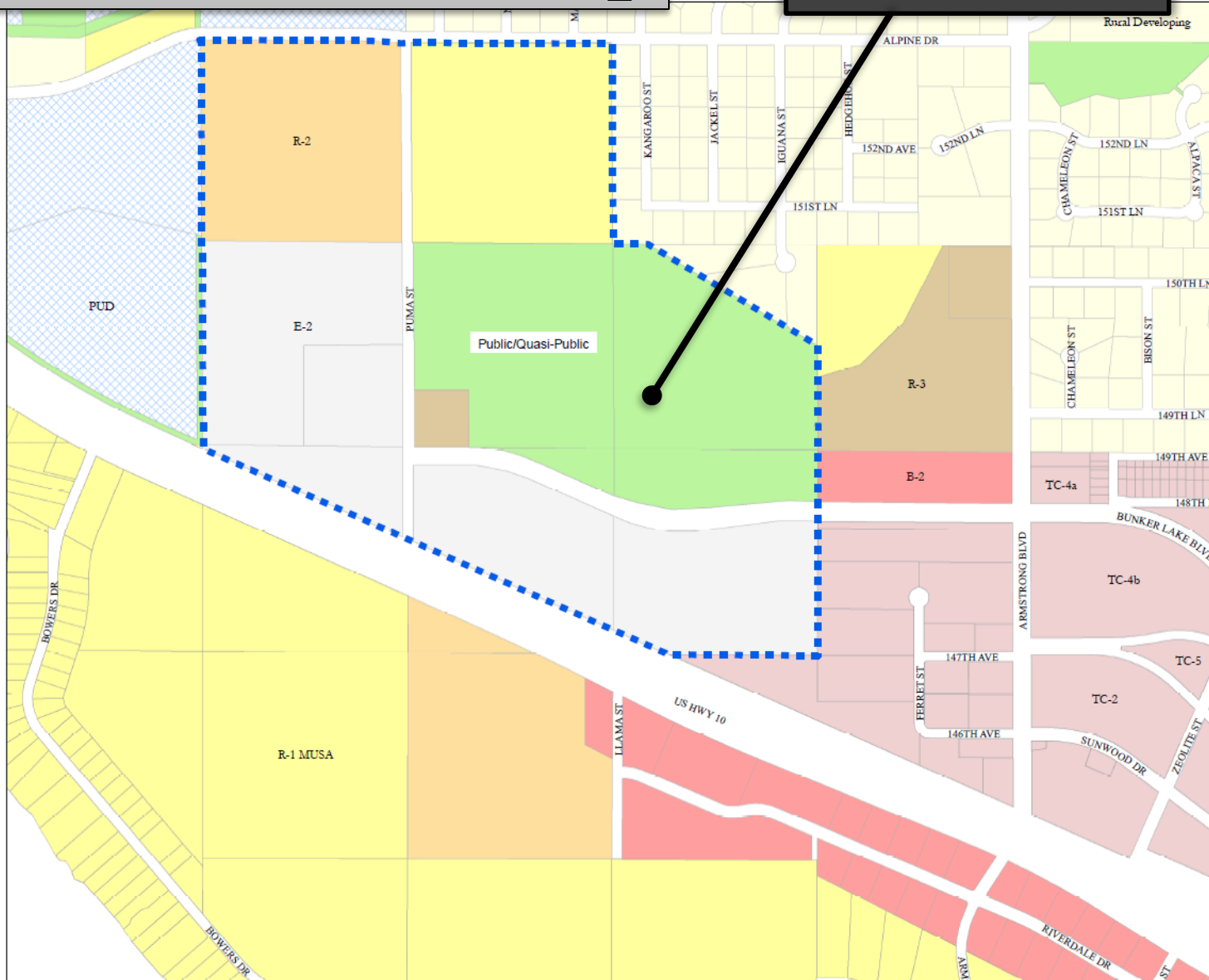
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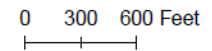
FUTURE LANDUSES: Zoning

Proposed Private School Campus
(currently green space)



Zoning Map PROPOSED/PENDING

- Study Area
- Zoning District**
- R-1: Rural Developing (outside MUSA)
- R-1: MUSA
- R-2: Medium-Density Residential
- R-3: High-Density Residential
- B-1: Business District
- B-2: Business District
- H-1: Business District
- E-1: Employment District
- E-2: Employment District
- MU-PUD: Mixed-Use, Planned Unit Development
- PUD: Planned Unit Development
- COR: The COR
- P: Public/Quasi-Public District



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±45.1 ACRES OF FUTURE BUSINESS PARK LAND **ACCEPTING OFFERS**

Located near Hwy 10 and the COR Retail Development in Ramsey, MN 55303



**FOR MORE
INFORMATION,
PLEASE
CONTACT:**

Richard Palmiter
Vice President
+1 952 924 4603
richard.palmiter@cbre.com

Brian Pankratz
Vice President
+1 952 924 4665
brian.pankratz@cbre.com

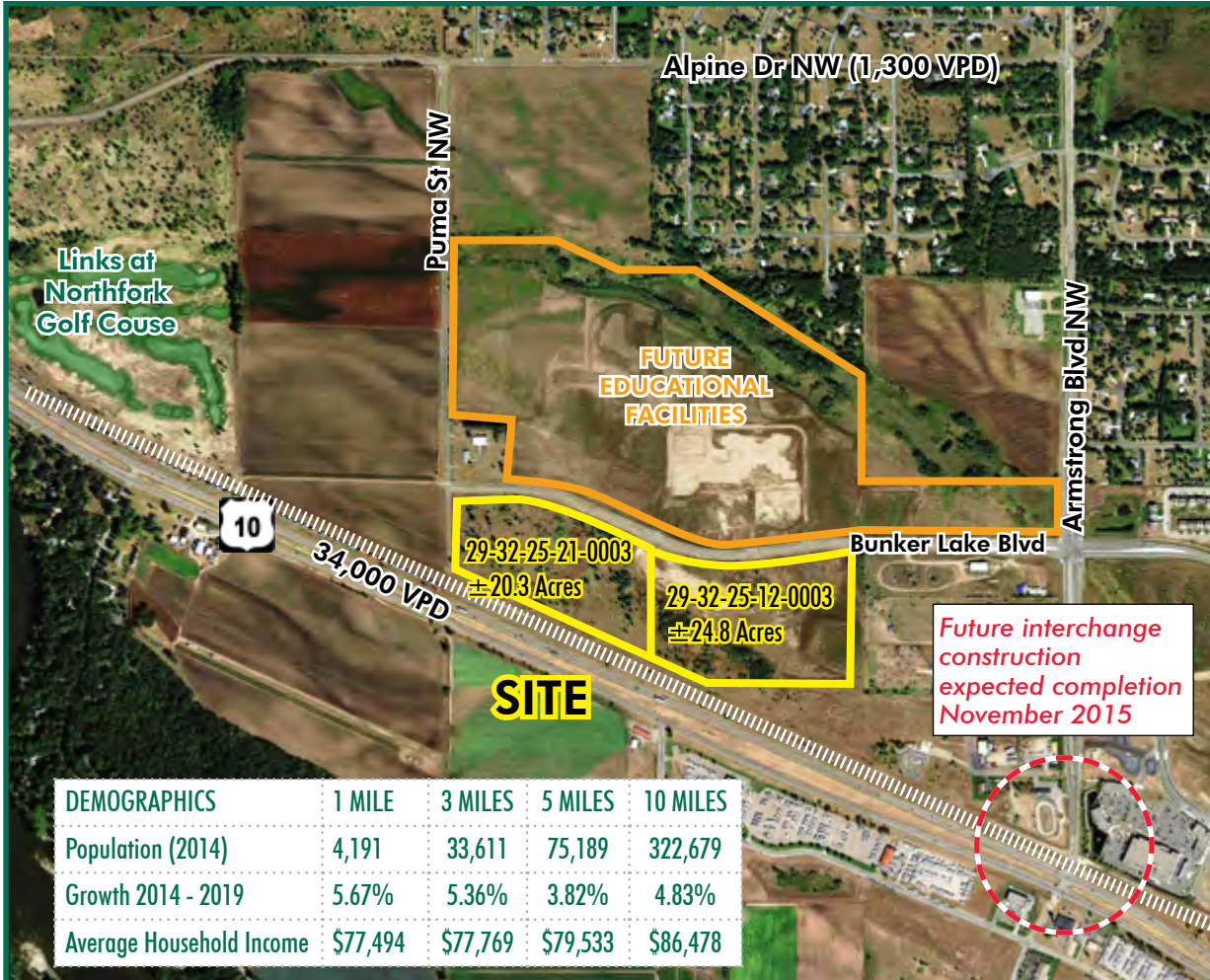
Dan Swartz
First Vice President
+1 952 924 4652
dan.swartz@cbre.com

CBRE

4400 West 78th Street
Suite 200
Minneapolis, MN 55435

±45.1 ACRES OF FUTURE BUSINESS PARK LAND **ACCEPTING OFFERS**

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- PID #29-32-25-21-0003 Taxes: \$26,114
PID #29-32-25-12-0003 Taxes: \$27,963
- Process to Guide for Business Park Underway
- Anoka-Hennepin School District #11 - Franklin Elementary, Anoka Middle School (Fred Moore and Washington Campus), Anoka High School
- Immediate access to Bunker Lake Blvd
- Strong visibility and easy access to Hwy 10 via Armstrong Blvd (full interchange construction starting fall 2014)
- Close proximity to COR retail site, offering shopping, parks, schools, and medical services
- Only 30 minutes to downtown Minneapolis
- Close proximity to Northstar Rail Station
- Lower Rum River Watershed District

DEMOGRAPHICS	1 MILE	3 MILES	5 MILES	10 MILES
Population (2014)	4,191	33,611	75,189	322,679
Growth 2014 - 2019	5.67%	5.36%	3.82%	4.83%
Average Household Income	\$77,494	\$77,769	\$79,533	\$86,478



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+1 952 924 4665
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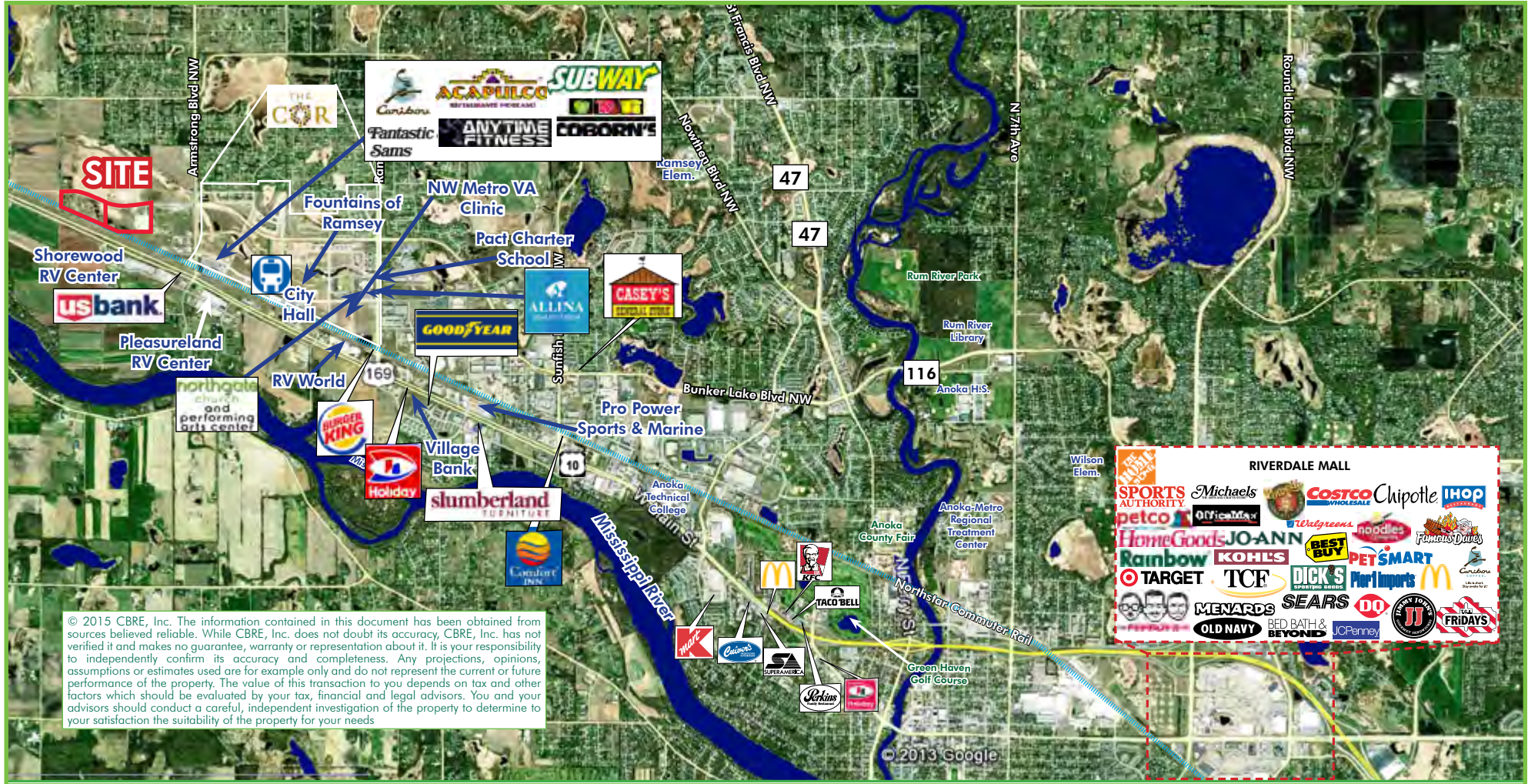
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Vice President
+1 952 924 4603
richard.palmiter@cbre.com

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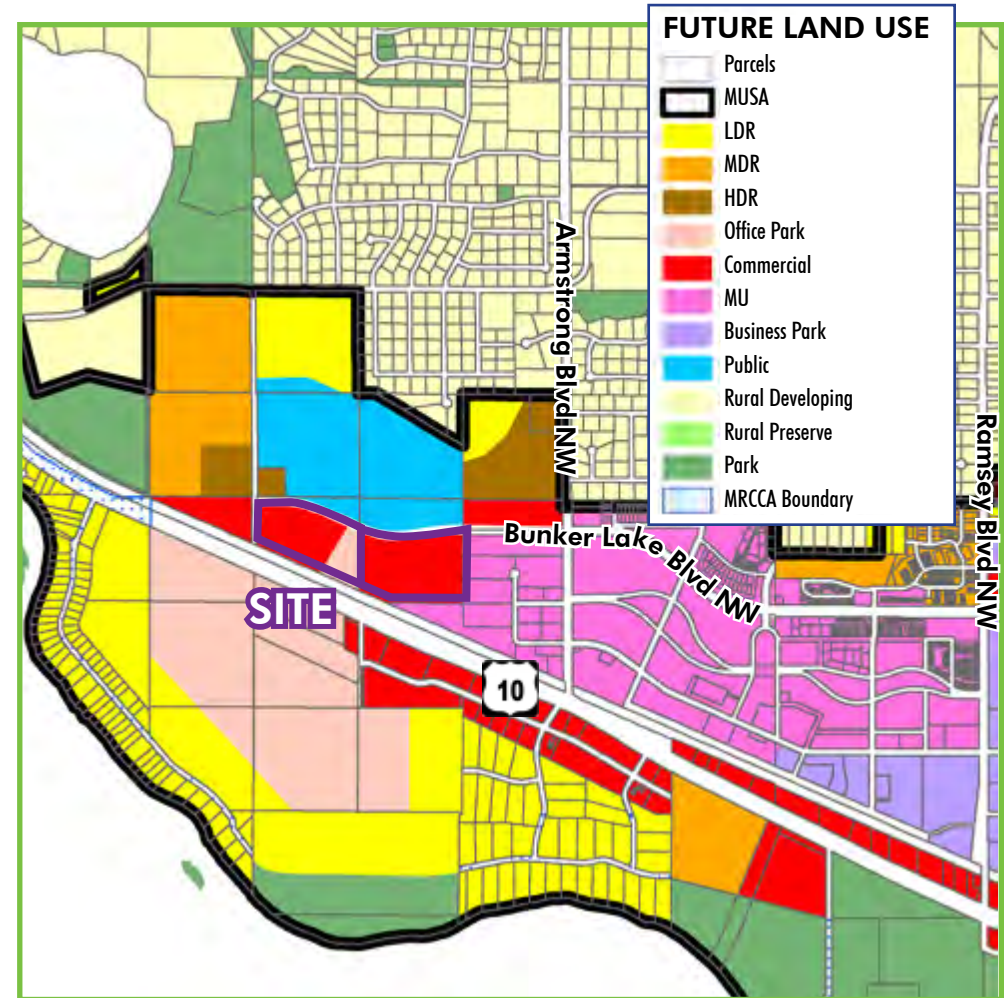
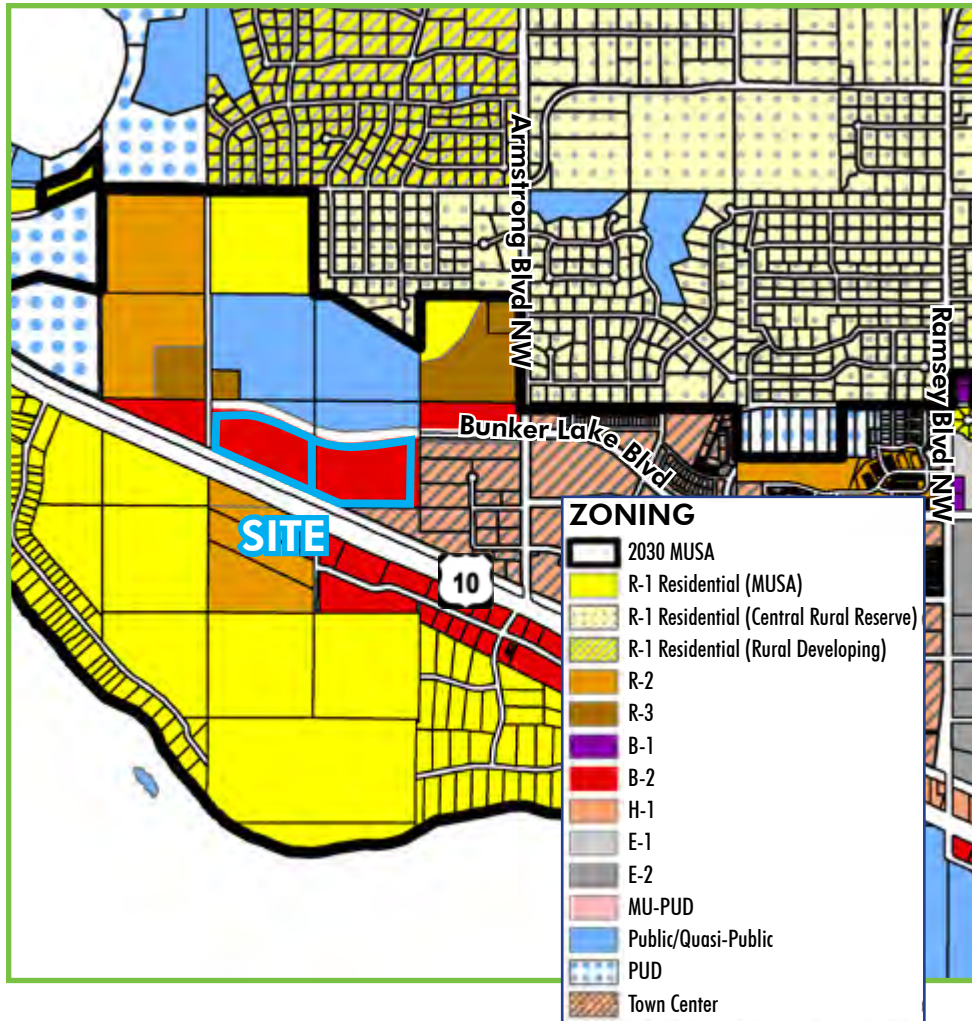
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Vice President
+1 952 924 4665
brian.pankratz@cbre.com

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First Vice President
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Sec. 117-115. - B-2 Highway Business District.

- (a) Intent. The purpose of the B-2 Highway Business District is to provide for and limit the establishment of motor vehicle oriented or dependent and convenience type, high intensity commercial and service activities characteristically located along major traffic carriers.
- (b) Permitted uses.
- (1) Restaurants, cafes, on and off-sale liquor.
 - (2) Private clubs or lodges serving food and beverages.
 - (3) Commercial recreational uses.
 - (4) Governmental and public utility buildings and structures.
 - (5) Motels, motor hotels and hotels provided that the lot area contains not less than 500 square feet of lot area per unit.
 - (6) Animal clinics.
 - (7) Adult uses - principal and adult uses - accessory.
 - (8) Enclosed retail sales and rental activity.
 - (9) Offices, banks, personal and professional services.
 - (10) Drive-in and convenience, fast food establishments.
 - (11) Commercial carwashes (drive through and mechanical).
 - (12) Gas station, truck stop, and motor vehicle repair.
 - (13) Convenience grocery and/or food operations with convenience gas (no vehicle service or repair).
 - (14) Day care services.
- (c) Conditional uses. Requires a conditional use permit based upon procedures set forth in and regulated by section 117-51 (conditional use permits) of this chapter.
- (1) Outdoor commercial recreation.
 - (2) Motor vehicle, implement, and recreation equipment sales and service.
 - (3) Oversizing of signs.
 - (4) Expansion or enlargement of lawful nonconforming uses.
 - (5) Cell towers.
 - (6) Micro-scale WECS.
 - (7) Medium-scale WECS.
- (d) Accessory uses. The following are accessory uses, subject to standards established in subsection (e) of this section and performance standards established in article II, division 6 of this chapter:
- (1) Commercial or business buildings and structures for a use accessory to the principal use but such use shall not exceed 30 percent of the gross floor space.
 - (2) Open and outdoor areas for display of goods for sale and rental.
 - (3) Off-street parking including semi-trailer trucks, as regulated and required by this chapter.
 - (4) Off-street loading as regulated and required by this chapter.
 - (5) Signing as regulated by this Code.
 - (6) Temporary seasonal sales.
 - (7) Motor vehicle implement and recreational indoor storage when accessory to sales and service.

Click link for complete Zoning Code:



**FOR MORE
INFORMATION,
PLEASE
CONTACT:**

Richard Palmiter

Vice President
+1 952 924 4603
richard.palmiter@cbre.com

Brian Pankratz

Vice President
+1 952 924 4665
brian.pankratz@cbre.com

Dan Swartz

First Vice President
+1 952 924 4652
dan.swartz@cbre.com














CBRE


4400 West 78th Street
Suite 200
Minneapolis, MN 55435

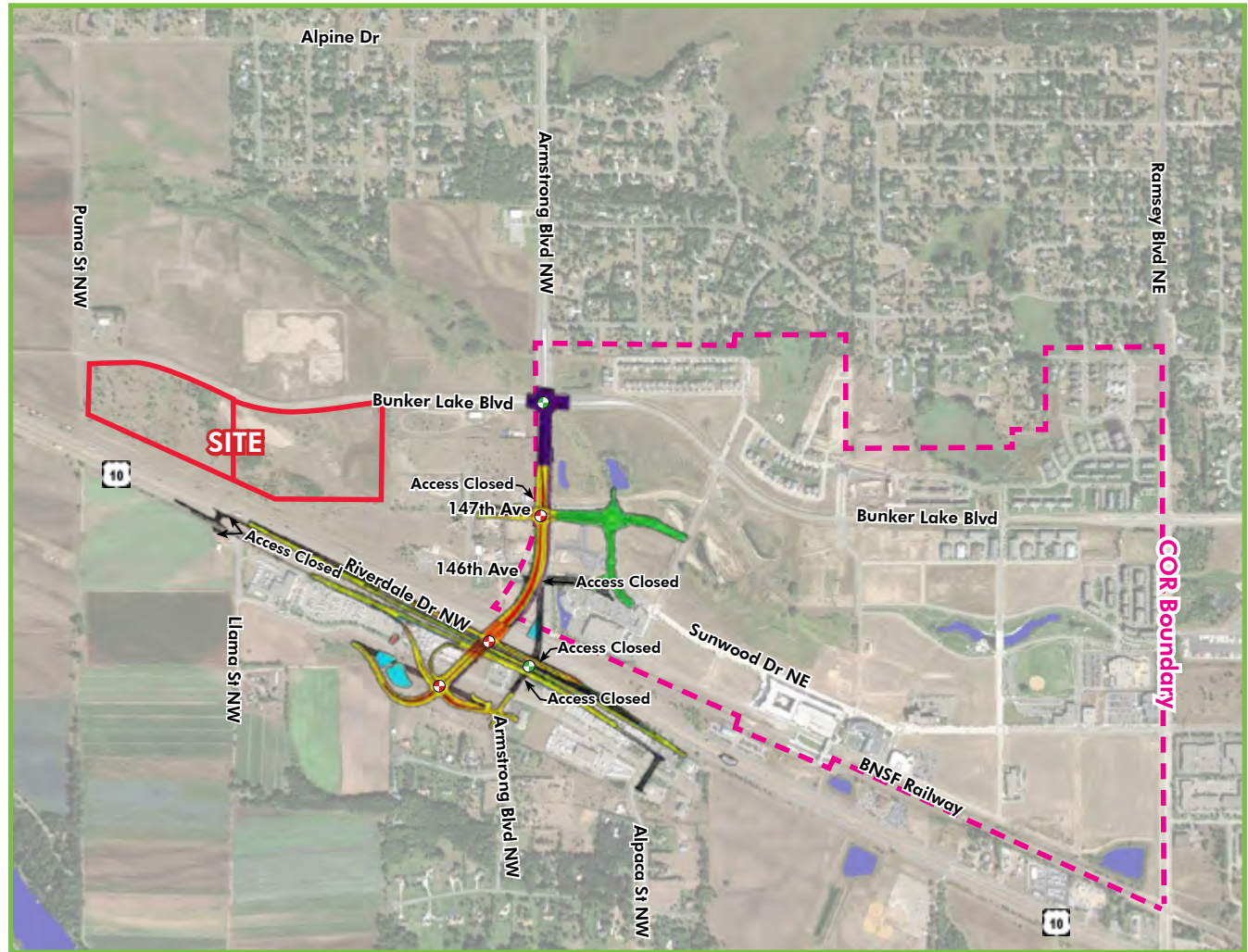
±45.1 ACRES OF FUTURE BUSINESS PARK LAND **ACCEPTING OFFERS**

Located near Hwy 10 and the COR Retail Development in Ramsey, MN 55303

Full access interchange construction expected to be completed November 2015

	Roadway
	Bridge, Walls
	Shoulders (Paved)
	Median
	Sidewalk
	Inplace Roadway
	Constructed Under Separate Project
	Future Roadway
	Road Removal/Closure
	Proposed Pond
	Existing Pond
	Inplace Signal
	Proposed Signal





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Vice President
+1 952 924 4665
brian.pankratz@cbre.com

Dan Swartz
First Vice President
+1 952 924 4652
dan.swartz@cbre.com

CBRE

4400 West 78th Street
Suite 200
Minneapolis, MN 55435

Economic Development Authority (EDA)

4. 5.

Meeting Date: 08/13/2015

Submitted For: Diana Lund, Finance

By:

Diana Lund, Finance

Title:

2016 Proposed EDA Budget & Levy

Purpose/Background:

Background:

Annually, the EDA makes a recommendation to the City Council for the coming year's EDA budget and levy. The EDA levy is included within the City's general levy and calculates into the city's overall tax capacity rate. The City Council will be considering the City's preliminary levy in September. All budgets and levies are preliminary and will not become finalized until December 2015.

The purpose of this case is to develop a recommendation from the EDA board to the City Council for the 2016 EDA levy.

Notification:

Observations/Alternatives:

The primary source of revenue for the EDA budget is the EDA levy. Included in this case is a copy of the 2016 proposed EDA budget. Overall, the EDA budget is proposed to decrease from \$204,301 (adopted 2015) to \$90,018 for a net decrease of \$114,283.

The net decrease is attributed to shifting the allocation of personnel from the EDA budget to the General Fund. Moving forward, the EDA fund will not be assigned personnel costs. Below is an example of 2015 personnel assignments. The practice of split personnel allocations is being terminated to increase clarity and ability to understand the budget.

EDA positions & funding percentages:

- Assistant to City Administrator - 20% EDA Levy, 80% General Levy 2014 (100% General Levy 2015)
- City Administrator – 20% EDA Levy, 80% General Levy 2014 (100% General Levy 2015)
- Econ Dev Manager - 80% EDA Levy, 20% General Levy 2014 (100% General Levy 2015)
- Comm Dev Director - 10% EDA Levy, 90% General Levy 2014 (100% General Levy 2015)

Outside of the personnel item identified above, below are "highlights" of the EDA budget changes:

1. \$10,440 added for training/ travel for Economic Development Manager.
2. Inflation and minor adjustments for various accounts.
3. Elimination of "Legal Fees Account, \$1,500" and elimination of "Cell Phone Account, \$700"
4. Addition of EDA "Marketing Budget, \$3,500"

Funding Source:

EDA levy supports the EDA operating budget.

Recommendation:

Develop a recommendation from the EDA board to the City Council for the 2016 proposed EDA budget and levy.

Action:

Develop a recommendation from the EDA board to the City Council for the 2016 proposed EDA budget and levy.

Attachments

2016 EDA Requested Budget

Form Review

Inbox	Reviewed By	Date
Diana Lund	Diana Lund	08/05/2015 09:13 AM
Kurt Ulrich	Jo Thieling	08/05/2015 10:36 AM
Form Started By: Patrick Brama		Started On: 07/22/2015 08:24 AM
Final Approval Date: 08/05/2015		

FUND ECONOMIC DEVELOPMENT AUTHORITY

DEPARTMENT

N/A

FUNCTION:

N/A

REVENUES

Business Unit	Object Account	Description	2014 Budget Final (Actuals)	2015 Adopted Budget	2016 Requested Budget	Increase (Decrease) from Prior Year
9230	4011	CURRENT-AD VALOREM TAXES	\$ 102,442	\$ 116,444	\$ 80,018	\$ (36,426)
9230	4012	DELINQUENT-AD VALOREM TAXES	1,108	-	-	-
9230	4014	FISCAL DISPARITIES	17,852	-	-	-
9230	4273	OTHER STATE GRANTS & AIDS	12,239	-	-	-
9230	4609	OTHER MISCELLANEOUS REVENUES	198	-	-	-
9230	4701	INTEREST ON INVESTMENTS	27,357	3,000	10,000	7,000
9230	4901	TRANSFER IN FROM OTHER FUNDS	-	87,857	-	(87,857)
Total Revenue			\$ 161,196	\$ 207,301	\$ 90,018	\$ (117,283)

EXPENDITURES

Business Unit	Object Account	Description	2014 Budget Final (Actuals)	2015 Adopted Budget	2016 Requested Budget	Increase (Decrease) from Prior Year
9230	6102	F.T. REGULAR-WAGES & SALARIES	\$ 37,061	\$ 103,645	\$ -	\$ (103,645)
9230	6105	TEMPORARY-WAGES & SALARIES	1,025	6,000	5,700	(300)
9230	6121	PERA CONTRIBUTIONS	2,687	7,569	-	(7,569)
9230	6122	FICA/MEDICARE CONTRIBUTIONS	2,931	8,545	206	(8,339)
9230	6131	GROUP INSURANCE	2,357	11,118	-	(11,118)
9230	6133	WORKERS COMP INSURANCE PREMIUM	178	774	22	(752)
0130	6246	MARKETING	-	-	3,500	3,500
9230	6249	MISCELLANEOUS OPERATING SUPPLY	8,761	10,750	13,500	2,750
9230	6304	LEGAL FEES	1,073	1,500	-	(1,500)
9230	6315	MISCELLANEOUS PROFESSIONAL SER	30,990	45,000	48,000	3,000
9230	6322	POSTAGE	118	250	250	-
9230	6323	CELLULAR PHONES	-	700	-	(700)
9230	6331	TRAVEL & LODGING	157	1,000	8,440	7,440
9230	6335	TRAINING	652	2,000	5,000	3,000
9230	6361	GENERAL LIABILITY/PROPERTY INS	960	2,000	1,100	(900)
9230	6371	ELECTRIC UTILITIES	968	1,150	1,150	-
9230	6439	OTHER MISCELLANEOUS	158,702	1,000	1,000	-
9230	6451	MEMBERSHIP DUES	850	1,000	1,850	850
9230	6452	SUBSCRIPTIONS	-	300	300	-
Total Expenditure			\$ 249,470	\$ 204,301	\$ 90,018	\$ (114,283)

FUND ECONOMIC DEVELOPMENT AUTHORITY

DEPARTMENT
FUNCTION:

N/A
N/A

PERSONNEL COMPLEMENT

Economic Development Commission Members	7.00	7.00	7.00	-
	7.00	7.00	7.00	-

BUDGET HIGHLIGHTS

- Increase in travel

GOALS OF CURRENT YEAR BUDGET:

- Growth of the City's tax base
- Growth in the City's quantity of jobs
- Improved quality of life
- Sale of City owned land
- Review existing events and consider reducing where appropriate (EDA Biz Expo)
- Recruit new industrial and retail businesses
- Establish a new business park

Performance Measurements:

	2014 Actual	2015 Estimate	2016 Projected
Sale of ALL City owned land (acres)	0.81	32.87	15
Sale of COR City owned land (Net land proceeds, dollars)	\$ 154,000	\$ 3,219,468	\$ 1,300,000
Sale of COR City owned land (acres)	0.81	18.01	13
Estimated Market Value (all)	\$ 1,795,400	\$ 2,025,977,100	\$ 2,100,000,000
Estimated Market Value (Commercial/ Industrial)	\$ 242,466,700	\$ 249,153,900	\$ 275,000,000
Unemployment Rates	5,736	TBD	6,000
Employment (total)	3.8%	TBD	3.75%
Building Permits Valuation (Commercial Industrial, all permits)	\$ 4,269,392	TBD	\$ 5,500,000
Building Permits Valuation (Commercial, new build/ build-out, private sector only)	\$ 2,581,764	TBD	\$ 3,000,000

Meeting Date: 08/13/2015

By: Tim Gladhill, Community Development

Title:

Review Comparison Document of The COR Development Plan and Original Ramsey Town Center Master Plan Prepared by the Planning Commission

Purpose/Background:

The purpose of this case is to review a comparison document between the original Ramsey Town Center Master Plan and the current The COR Development Plan as requested by the City Council and Planning Commission on May 26, 2015. Minutes from this discussion are attached to this case as background of the purpose of this exercise.

At the May 26, 2015 Joint Meeting with the City Council, Staff was directed to prepare a comparison document outlining the differences between the current COR Development Plan and the original Ramsey Town Center Master Plan. Direction was to simply prepare a document outlining the changes and check back with the City Council and its advisory boards for future direction. It is anticipated that the output of this exercise may lead to some changes to the Design Framework for The COR to either better clarify the vision, eliminate any conflicting language, simplify the document, or potential changes to the official vision.

This step is focused on the inventory of the previous plan and the current plan. The intent of this topic report is not to begin developing a new vision for The COR. The Planning Commission met on July 9 and prepared the first draft of this document. The City Council reviewed the first draft of the document at their July 28, 2015 meeting and minutes from said meeting are attached to this case. Revisions based on the City Council's discussion include a clearer emphasis the additional steps will be coming after this first step that will discuss market realities and future revisions to the vision. This first step is simply inventory the current plan elements to ensure all policy makers are on the same page, and then subsequently decide if any changes need to be made to the elements or implementation items.

Notification:

Notification is not required for this discussion topic.

Observations/Alternatives:

Attached are documents from the original Ramsey Town Center Master Plan and Development Guidelines (the original vision) as well as the COR Development Plan and Design Framework (current vision). Additionally, the Planning Commission has several policy questions that could be used in future joint meeting or surveys of the City Council, its advisory boards and commissions, or the general public.

Finally, Staff has included a generalized timeline of The COR key milestones. This is a working document that will need to be refined over time. Of key update, Staff would like to populate the initial planning stages that led to the creation of The COR, starting with the 2020 Comprehensive Plan Update (completed in 1998), City ballot advisory question, and design charette process. Staff will utilize the introduction to this case to review the overall history of The COR and its original formation.

Funding Source:

This case is being handled as part of normal Staff duties.

Recommendation:

Based on direction of the City Council, Staff recommends adoption of the attached Comparison Document for The COR. A reminder that this is a review of current elements and processes. Adopting this document does not create any policy implications.

Action:

Motion to recommend that the City Council adopt the attached Comparison Document for The COR.

Attachments

Comparison Document

ORIGINAL Master Plan

ORIGINAL Development Guidelines

CURRENT Development Plan (Master Plan)

CURRENT Design Framework (Development Guidelines)

Timeframe of Key Milestones

Joint CC PC Minutes dated May 26, 2015

Planning Commission Work Session Minutes dated July 9, 2015

City Council Meeting Minutes dated July 28, 2015

Form Review

Inbox

Tim Gladhill (Originator)

Patrick Brama

Kurt Ulrich

Tim Gladhill (Originator)

Form Started By: Tim Gladhill

Final Approval Date: 07/29/2015

Reviewed By

Tim Gladhill

Jo Thieling

Kurt Ulrich

Tim Gladhill

Date

07/22/2015 09:40 AM

07/23/2015 09:10 AM

07/23/2015 09:24 AM

07/29/2015 10:08 AM

Started On: 07/22/2015 07:50 AM

**The COR Development Plan
Clarification/Audit of Current Vision
Outcome of Planning Commission Work Session - July 9, 2015
Reviewed by City Council – July 28, 2015**

Overview of this document

1. Exercise 1: Comparison of Current and Previous Master Plan for The COR.
2. Exercise 2: What is the market reality of the Master Plan? (Future Step)
3. Exercise 3: Do we need to make any changes? If so, where do we go from here? (Future Step)

**Exercise 1: Comparison of Current and Previous Master Plan for The COR
(Current Step)**

Overview of Exercise 1

1. Quick Summary/History of The COR
2. Comparison of Master Plan Versions
3. Future Policy Questions

Section 1.1: Quick Summary of The COR

- 2020 Comprehensive Plan
- City of Ramsey Ballot Advisory Question
- Ramsey Town Center Design Charrette

2020 Comprehensive Plan

The 2020 Comprehensive Plan was developed/amended between 1998 and 2001. The 2020 Plan called for a mixed use development. Part of the primary reason was to identify an opportunity to address forecasted household growth while protecting the rural character of much of the existing community. The 2020 Plan called to concentrate more of the growth forecasts in a smaller area of the community.

City of Ramsey Ballot Advisory Question

In 2001, the City of Ramsey included several Ballot Questions pertaining to the City Charter as well as multiple Advisory Ballot Questions. Of note to this discussion, a question asked was the following:

“Do you want a Town Center with restaurants, shopping and other amenities along the Highway 10 Corridor?”

In the general election in 2001, 61.20 responded yes to the above question; 38.20 voted no.

Ramsey Town Center Design Charrette

Between 2002-2003, with amendments to the Comprehensive Plan and results from the Advisory Ballot Question, the City embarked on an in-depth public process to assist in the planning for the Ramsey Town Center. Step No. 1 of the current exercise is to develop a summary of the output of this process (previous vision).

2009/2010 Re-visioning Exercise

Following the foreclosure of the Ramsey Town Center development and the purchase by the City of approximately 150 acres of the development, the City embarked on an effort to revise the vision to better match market conditions at that time. Step No. 2 of the current exercise is to develop a summary of the output of this process (current vision).

DRAFT

Section 1.2: Comparison of Ramsey Town Center Master Plan to The COR Development Plan

Ramsey Town Center Master Plan	The COR Development Plan
Land Use and Development Standards	
Mixed Use – Vertically mixed use buildings in center	Mixed Use – Mix of uses within each block; single use buildings acceptable
Strong shared parking strategies	Shared parking strategies reduced, but encouraged (floor area ratio reduced)
Development regulations all but required shared, structured parking in first quarter-mile.	Vision remains such to pursue shared, structured parking structures, but stops short of requirement.
High densities to support retail and protect rural character of other areas of community	Still high density, but less than original vision
Centered around transit station	Centered around transit station
Strong ‘Blue System’ – multi-use surface water management	Blue system amended, but still in existence – see Lake Ramsey planning
1.0 Floor Area Ratio amended to 0.75	0.75 FAR amended to 0.65
2 accesses planned on Armstrong Boulevard	1 access allowed on Armstrong Boulevard due to access spacing and elevation of Armstrong Interchange
Emphasis on pedestrian orientation	Emphasis on pedestrian orientation, but diminished in West 30
Strong streetscape design standards	Strong streetscape design standards
Strong Downtown Feel in center with densities of multi-story buildings, high quality design, mix of uses (residential and commercial)	Strong Downtown Feel in center with densities of multi-story buildings, high quality design, mix of uses (residential and commercial)
Building Design	
Strong architectural standards for individual buildings	Strong architectural standards for individual buildings
Architectural Review Committee – review all new plans and models	No Architectural Review Committee
Strict Sign Standards	Relaxed Sign Standards, yet still stricter than citywide standards
Parks, Recreation, and Open Space	
Master Park Plan	Master Park Plan still intact – but with amendments
West Meandering Commons ‘mirrors’ East Meandering Commons (now The Draw)	West Meandering Commons now Lake Ramsey Commons – layout amended
Park Dedication + Additional contribution to parks	Base Park Dedication – reduced rate granted for high density residential
Land Use Sub-Areas	
Medium Density Residential in north west corner of development	Traditional suburban retail in north west corner of development (The ‘West 30’)
Office Park Development in south east corner	Office Park Development in south east corner

Section 1.3: Policy Questions for Future Discussion and/or Survey (City Council, Advisory Boards and Commissions, Residents)

The intent is to frame a series of questions to send as a survey to advisory boards and City Council. The intent at this stage is not necessarily to answer these questions specifically, but feedback and consensus is more than welcome.

Land Use and Development Standards

1. How much vertically mixed-use buildings is too much?
2. How do we plan for a mix of single-use buildings on a single-block (what happens if the last user in is locked in to a particular use, but doesn't want that use)?
3. How should the City manage parking in The COR? Should the City establish a new strategy for shared parking?
4. How should the City define parking calculations?
5. The remaining westerly leg of Ramsey Parkway – should that continue to have an enhanced design (green medians, enhanced plantings, etc. Similar to existing leg without one-way segments on larger stormwater feature in middle)?
6. Do we want to continue to allow uses with a drive-thru and gas stations?

Building Design Standards

7. Are The COR sign standards still too strict?
8. Should the City re-establish some form of an Architectural Review Committee for The COR?

Land Use Sub-Areas

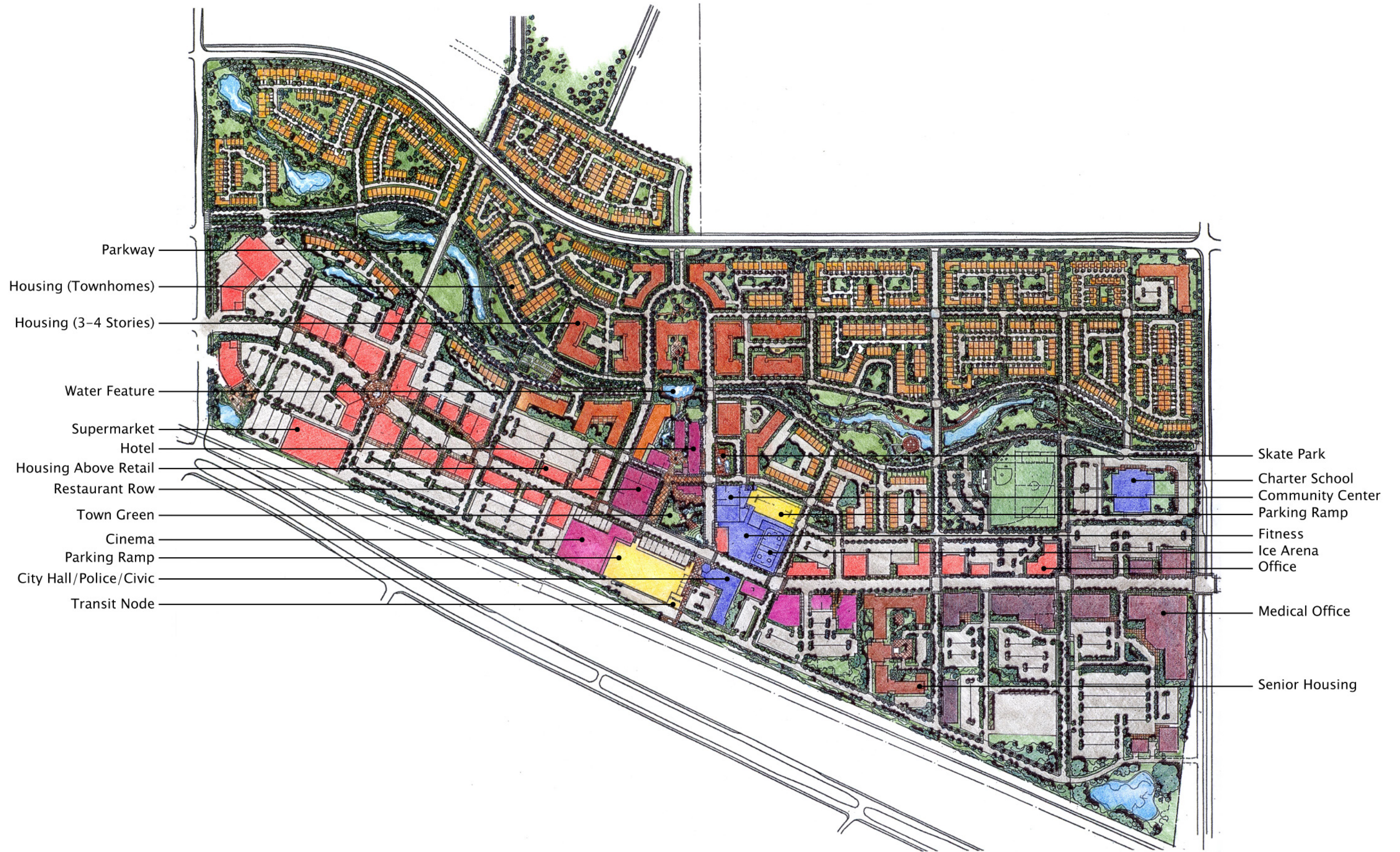
9. How flexible should Staff be in recommending boundary changes to Sub-District Boundaries?
10. Should the City explore or otherwise re-evaluate the vision of the north west quadrant of the development (south east corner of Armstrong Boulevard and Bunker Lake Boulevard)?
11. The remaining undeveloped area just east of Coborn's – should that stay retail, or is Staff able to entertain residential inquiries?
12. Should we continue to hold the area west of Center Street north of Sunwood Drive for a community type use such as a Community Center or movie theater?

Exercise 2: What are the market realities of the plan components? (Future Step)

Exercise 2 will be commenced upon completion of Exercise 1 above. As of July 28, 2015, Exercise 1 has commenced but had not been completed. The intent of Exercise 2 is to take the information above and begin a dialogue/survey of stakeholders in The COR as well as the City's professional services groups for market analysis. These market experts include, but are not limited to, the City's financial, economic development, real estate brokerage, and planning firms.

Exercise 3: Do we need to make changes to the plan? If so, where do we go from here? (Future Step)

The outcomes of Exercise 1 and 2 will inform the process for Exercise 3. This section will be updated as needed.



12 March 2004

Ramsey Town Center

Development Guidelines

Final Draft 6/8/04



The Future is Ramsey.

Ramsey Town Center Development Guidelines

Introduction

This is the third in the series of documents created to help direct design solutions and define project character for the Town Center. With increasing levels of detail and specificity, the Master Plan, the Zoning Code and these Development Guidelines clarify and promote the desired outcomes expressed in the illustrative Concept Plan. Each of these documents serves a specific purpose as part of the Town Center reference library, but also work in concert with other city codes and criteria to provide the information needed for review, critique and approval of development projects within the Town Center district.

Purpose

The primary purpose of Development Guidelines is to set basic parameters, describe preferences and illustrate design intent. These guidelines 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 these guidelines are specifically tailored for use as a reference workbook and are organized into two sections. The first section outlines issues and recommendations that apply to the entire Town Center district. The second section highlights specific guidelines that apply to each sub-district within the Town Center.

Implied Responsibility

All participants in the development of the Town Center 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.

Part One: Overall Guidelines

There are a number of guidelines that apply to the entire Town Center including recommendations for stormwater management, parks, streets, land use, parking, transit and other development components. Many of these overall Town Center guidelines 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 Plan:

- Context – local, city, regional
- Blue System – surface water features, stormwater management
- Green Structure – parks, trails and open space
- Land Use Mix – preferred uses, horizontal/vertical mixed use
- Architecture – built form, character of development
- Streets and Blocks – access, circulation, arrangement
- Parking Strategies – quantity, location, type
- Transit – rail, bus, other options
- Utilities and Infrastructure – sewer, water, electric, gas

It is essential that proposed design solutions for development projects and other improvements within the Town Center demonstrate an understanding of the interplay between these layers.

Overall Guidelines - Context

Overview

Although unique to Ramsey, the Town Center is not intended to be a stand alone district within the the City; instead it will be a part of, and connect with, a variety of local, city-wide and regional systems. 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.

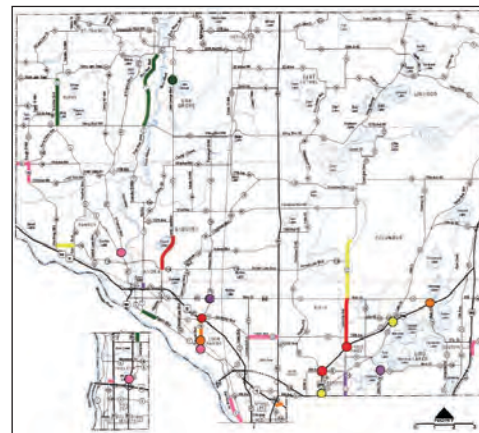
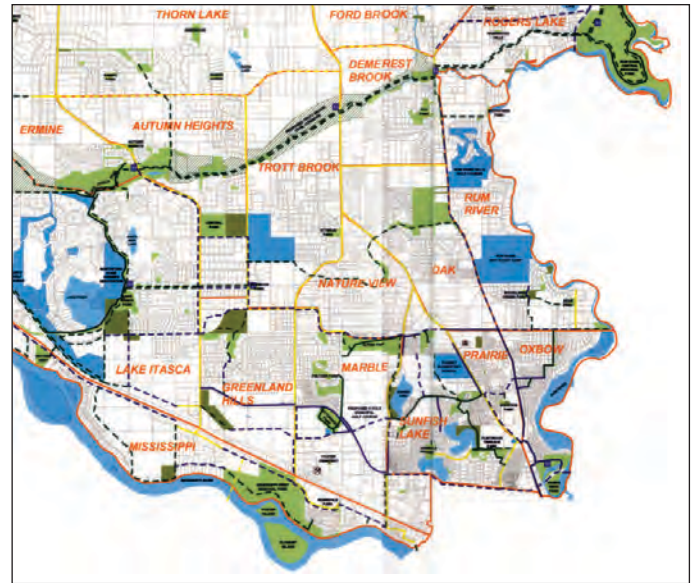
Guideline Recommendations

To ensure that the Town Center takes full advantage of local and regional systems, development should:

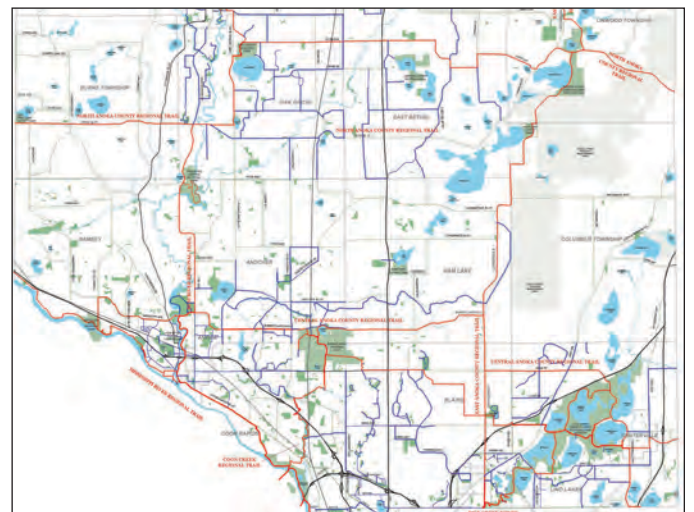
- Provide safe, easily recognized connections to city, county and state trail corridors
- Make provisions for city and regional transit service and amenities (including the future Northstar Line) and encourage their use
- Tie into, and improve, the Ramsey utility network
- Integrate with and complement the existing (and future) street framework
- Become an integral part of the city and county drainage/ stormwater management plan

Objectives

- Overall Town Center design (and all new private development within the Center) will accommodate stormwater from new projects and from off-site, and highlight stormwater features as an amenity
- Bikeways and pedestrian routes into the Town Center from adjacent neighborhoods must be designed for safety and ease of access, suggesting that a child on a bicycle has an equally accessible route to downtown.
- Parks and open space will be easily accessible to all Town Center 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



Regional Transit Map



Anoka Parks, Trails Map

Overall Guidelines - Blue System

Overview

Water features and drainage systems are essential components of the Town Center Master Plan. The potential 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. 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 Town Center. 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

Blue System guidelines not only define the overall role and character of public space, but also encourage each development parcel to address the following:

- **Create** signature water features (ponds, pools, fountains, waterfalls, etc.) as major visual amenities throughout the Town Center
- **Promote** high quality, creative and appealing aesthetics for all blue system elements
- **Integrate** stormwater management components (meeting both water quality and quantity requirements)

A great deal of time and effort has gone into the calculation and design of a 'watershed-based' stormwater management plan to support Town Center development. While this overall strategy addresses the water quantity issue for the entire Town Center 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 (listed in the examples below) to promote multiple use, maximum flexibility, improved aesthetics for parking areas, park spaces, drainage swales and other site features.



Overall Guidelines - Green Structure

Overview

The overall design framework of the Town Center 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 Town Center. 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 Town Center. Private development will share the responsibility to provide inviting, innovative and useable green space as integral parts of individual parcel site design.

Guideline Recommendations

Ramsey Town Center will set a new standard for the design of parks and open space in suburban Twin Cities communities. Toward that end, Green Structure guidelines encourage 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 Parks, Trails and Open Space Concept Plan for the Town Center, 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 suggested park amenities and will target a wider user demand from the surrounding community.
- At the Town Center scale, the central linear park will connect with all other parks and open space elements, providing a focal point for activity and a sense of place similar to Minnehaha Creek in Minneapolis. Gardens, public pavilions and shelters, playlots and open play fields are suggested amenities that will provide built-in flexibility to meet the demands of both the local population and regional visitors to the Town Center.

Overall Guidelines - Land Use Mix

Overview

The Town Center Master Plan identifies the preferred mix and approximate location of a variety of land use types. Together with the Zoning Code, these guidelines focus 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 Town Center will encourage activity during the day and into the evening and nighttime hours. As a focus of commerce, employment, recreation and housing, the Center closely 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 Town Center, exemplified by the new 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.
- 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 within the Town Center; 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



Overall Guidelines - Architecture

Overview

High quality architecture is an essential component in fulfilling the objectives of the Master Plan. 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'.

Guideline Recommendations

Of all the layers that combine to form the Ramsey Town Center Master 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 Town Center. It is crucial that the design and location of buildings address these architectural guidelines, with specific emphasis on the following:

- Promote 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
- Promote variety in building design, character and expression; not one theme or building style, but a thoughtful integration of many design solutions
- Promote a 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 Town Center uses
- Encourage the 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 (corridors) and important crossroads (nodes) throughout the Town Center
- Buildings should always be located at all four corners of intersections



Examples

Providing a creative mix of building types, scales and expressions are critical objectives to be met – photographs on this page (and throughout these guidelines) suggest some of the many possibilities.

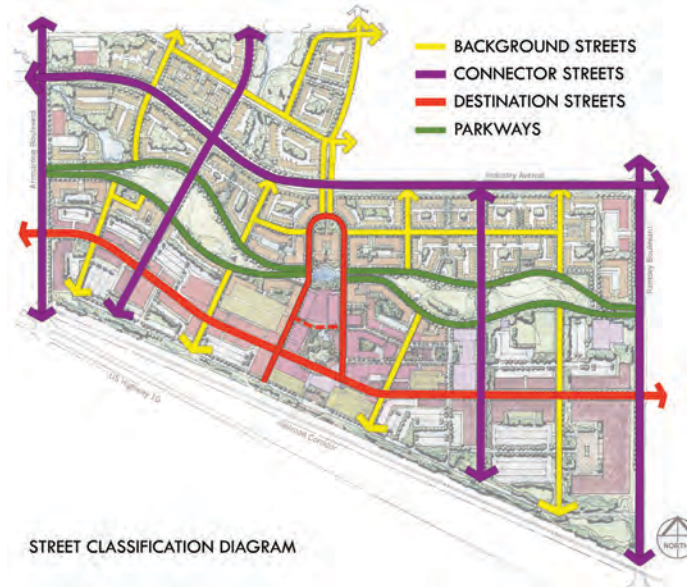


Overall Guidelines - Streets and Blocks

Overview

The Master Plan defines a specific strategy for the layout of streets and blocks within, and around the Town Center. The size, type and configuration of this 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



STREET CLASSIFICATION DIAGRAM



Background Street – quiet residential neighborhood, parking one side



Destination Street – active shopping district with streetscape amenities



Connector Street – equally inviting for both pedestrians and cars

space for street-side activities, gracious strolling promenades, pockets of green and other amenities is critical to the success of the Town Center. Streets will promote convenient access by car – to storefronts, to parking lots and ramps, to entertainment attractions – but will also encourage foot traffic as the 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 Town Center 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 Town Center
- 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:

- Destination street – signature addresses for shopping, entertainment, services, work place and other primary amenities (Sunwood Drive is an example)
- Connector street – primary routes that link various districts within the Town Center, usually providing the most direct means of getting from point A to point B (Rhinstone Street is an example)
- Background street – neither destination nor primary connector routes, these streets provide much of the rest of the street grid throughout the Town Center (residential streets are an example)
- Parkway – premier ‘green streets’ adjacent to primary public park / green space (Town Center Parkway is an example)
- Service – still considered public streets, service corridors provide important access to delivery areas, parking lots/ramps and maintenance functions (Civic Center Drive is an example)

Overall Guidelines - Parking

Overview

Balancing the realities of car-related necessities (streets, parking and so on) with future transit service and the desired character of the Town Center 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 Town Center. 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 Town Center. 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.

Guideline Recommendations

Parking guidelines encourage the following:

- Locate off-street surface parking lots away from the major streets, either behind or to the side of primary buildings
- Provide a combination of fencing, landscaping and landform to screen parking areas from major streets and important views
- 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
- Work with the City to review existing standards to provide flexibility including hours for on-street parking, security and enforcement practices, permit or metering



Parking ramp design (building on the right) includes awnings, arched openings and similar materials to reflect character of adjacent building.

- Provide parallel parking on both public and private streets throughout the Town Center, to add parking and create a traffic calming, pedestrian buffer
- Explore options to integrate stormwater management requirements into parking area design
- Explore various landscape approaches to soften parking area edges, provide shade, integrate native plantings, offset islands and other ideas to reduce to 'sea of parking' image

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 Town Center. In addition to providing adequate space, excellent design is a major factor as well. Guidelines for the Town Center encourage creativity, innovation, quality and attention to detail in every aspect of project development, including parking solutions. Photographs on this page (and throughout these guidelines) suggest some of the many possibilities.



Surface parking lot located to the side and behind grocery store, also illustrates walkway edge improvements including ornamental fence and plantings.



Structured parking (see entrance sign mid-block) imbedded within mixed-use development that includes ground level commercial and residential above.



This photo shows both on-street parking and parking lot edge improvements that together provide a safe and inviting pedestrian walkway.

Overall Guidelines - Transit

Overview

The Town Center is designed to be 'transit ready' in a variety of ways that go beyond providing a walkable public realm and connected street grid. The Master Plan also includes a multi-modal 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. This station is designed to meet the short term needs of the Northstar Commuter Coach service, and also the long term objectives for proposed commuter rail service in the future. Transit components include the following:

- North Star Commuter Coach service provides peak period, peak direction bus service between downtown Minneapolis and Elk River
- North Star Commuter Rail will provide train service between St. Cloud and downtown Minneapolis
- 400 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 Town Center and into the surrounding neighborhoods
- The Town Center can accommodate Metro Mobility, citywide circulator bus or town trolley connections as part of local and regional service to the transit station

The Town Center also uses 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. This 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. The Town Center will use a coordinator to manage the delivery of these services and to promote and market the TDM program.

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 Town Center, 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 guidelines:

- Understand and take advantage of opportunities to use existing and proposed transit components
- Provide transit related facilities specifically linked to uses and character within each Town Center district, including signage and lighting for way-finding and bicycle amenities

Objectives

The primary objective is to provide a balance of transit service, bicycle and pedestrian connections and lanes to move traffic. Guidelines for the Town Center promote public transportation as part of the solution and suggest a variety of street improvements and other amenities to invite increased use. Photographs on this page (and throughout these guidelines) suggest some of the many possibilities.



Overall Guidelines - Utilities

Overview

The Master Plan, together with detailed engineering drawings for site improvements, defines a network of utilities that will serve the Town Center. While understanding the location, size and characteristics of sanitary sewer, storm sewer and water system components is important, development proposals must also acknowledge awareness of the Town Center's relationship to the city water supply – specifically, its relationship to the regional aquifer. New development projects have a responsibility to use best practices for proper connection to utilities, monitor flow of materials into storm sewer and provide recommendations for landscape and pavement maintenance in an effort to reduce, or eliminate, potential pollution sources.

The Town Center will also be served by a full complement of utility connections including cable, fiber optic, electric, telephone and so on. As always call for location of all site utilities prior to construction.

Guideline Recommendations

An important part of the Master Plan, utility guidelines promote the idea of balancing quality service, adequate capacity and the physical needs of site development with the more qualitative issues of aesthetics, proper maintenance and environmental health. These guidelines encourage the following:

- Subscribe to, and implement best management practices as the benchmark for utility design and maintenance

- Electrical service, and other utilities as appropriate, should be buried underground or located along service corridors and other 'back of house' locations

Objectives

Not easily photographed (mostly underground), the intent is to suggest that even site utilities have a role in the overall success of the Town Center.



Part Two: Subdistrict Guidelines

Overview

The Master Plan and Zoning Code identify five distinct, but overlapping sub-districts within the Town Center. Each of these sub-districts (outlined on the plan below) 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. They include:

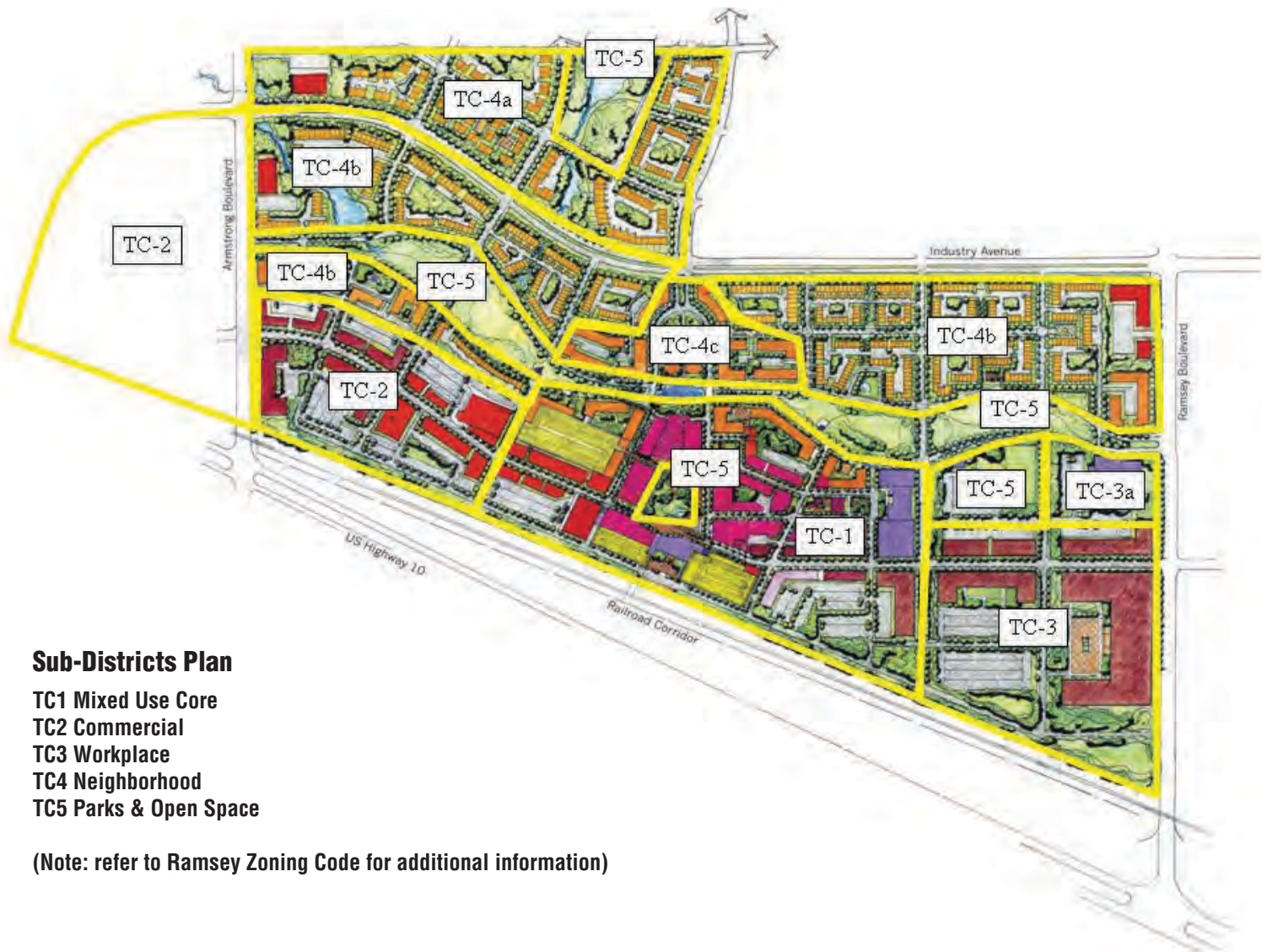
- **TC1 Mixed Use Core** – provides the broadest variety, highest density and greatest intensity of development, encouraging both vertical and horizontal mixed use
- **TC2 Commercial** – provides a location for larger scale retail and other auto-orientated commercial uses

- **TC3 Workplace** – provides a location for uses with high concentrations of employees, such as medical/technology related office, and other corporate or institutional uses
- **TC4 Neighborhood** – provides opportunities for a range of housing types from small lot single family to townhouse, to high density senior or rental apartment
- **TC5 Parks and Open Space** – preserves environmental features and provides neighborhood/community amenities throughout the Town Center

Development plans must respond to the overall Town Center guidelines described in Part One of this document, but also must address the following detailed guidelines 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 Guidelines
- Site Development Guidelines
- Architectural Guidelines

In all cases, the sub-district guidelines must be applied in harmony with the overall Town Center guidelines and with other existing city, county, state codes, design criteria, plans and studies that support broader goals for regional growth and development.



Sub-Districts Plan

- TC1 Mixed Use Core
- TC2 Commercial
- TC3 Workplace
- TC4 Neighborhood
- TC5 Parks & Open Space

(Note: refer to Ramsey Zoning Code for additional information)

Public Realm/Streetscape Guidelines



Public realm/streetscape guidelines define the visual character and physical improvements for all public spaces within the Town Center. These guidelines also provide the general framework and examples for design of proposed quasi-public and private space located within each development parcel. Public realm/streetscape guidelines 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. Materials, colors and intensity of improvements can vary for each sub-district, but should also reflect the desired character and identity of the entire Town Center.

Site Development Guidelines



Site development guidelines describe the relationship between building edge and public space. These guidelines imply a strong link between architecture and site - how buildings define, or are defined by the spaces around them, and the visual and physical connections between the private and public realm. Site development guidelines focus on the following elements:

- Land Use – proposed mix of uses defined in the Zoning Code
 - Building Placement – street frontage, set back and orientation all contribute to a continuous edge, while providing some flexibility to add interest with recessed or projected elements
 - Parking Strategies – district parking solutions to support a mix of uses
- Issues related to density, land use, safety and security, access, public space and views inform decisions about building placement, scale and massing. Various combinations of these pieces come together to define the unique character and identity of each sub-district within the Town Center.

Architectural Guidelines

Architectural guidelines describe the character, quality and design direction for proposed buildings within each sub-district. Architectural guidelines focus on the following elements:

- Building design, character and expression – buildings should not imitate historic examples, but rather promote the integration of both traditional and contemporary styles

- Scale – provide emphasis and detailing to create interest and promote ‘human scale’ experience for the pedestrian
- Proportion – provide a harmonious relation of one part to another (or parts to the whole)
- Massing – include a variety of building forms, building types and building heights
- Materials – maintain regional traditions and local building techniques with a preference toward masonry and other natural materials
- Windows and doors – emphasize transparency of streetside façade
- Street presence – buildings should be placed parallel to the street, should contribute to the vitality of the street scene, should minimize blank walls along the public right of way and should consider all street frontage (including buildings at corners) as primary elevations

These architectural guidelines suggest 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.



Sub-District Guidelines - TCi Mixed Use Core

Public Realm / Streetscape

Overview

Public realm and streetscape improvements define the character of the Town Center and create a memorable signature for the Mixed Use Core sub-district. 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. Public realm and streetscape guidelines include the following:

TC1 Parks, plazas and other public gathering spaces

Public spaces in the Mixed Use Core should:

- Blend both contemporary and traditional motifs with a focus on pedestrian use
- Encourage a balance of hardscape with landscape; a mix of pavements with plantings.
- Promote an overall landscape character that tends toward a more urban park or plaza feel, with structured spaces and highly maintained gardens
- Provide a variety of opportunities to capture different microclimates with many choices for seating- including movable chairs- and access to both sun and shade
- Provide a variety of levels or elevations to add interest to the ground plane and to provide informal steps for sitting
- Promote safety and security in all design solutions, including landscape lighting, open views into the site, and accessibility
- Provide seasonal interest and color; promote high quality materials and finishes
- Provide opportunities and specific sites for public art, performances and markets

TC1 Street/sidewalk dimensions and streetscape elements

Destination streets (like Sunwood) and connector streets (like Rhinestone) must balance a high level of service for the automobile with attractive and inviting amenities for the pedestrian (see street/sidewalk diagram) 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 street light spacing, height and a mix of fixture types to support the increased intensity of uses and activities in the core, (note however, that too much light is as bad as too little)
- 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)

TC1 Bicycle/pedestrian connections (on-street and off-street)

The Town Center Master Plan describes 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 (specifically Civic Square and Downtown Commons). 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.

TC1 Residential courts, pocket parks and other private green space

Along with proposed public parks and great streets, there are many opportunities to integrate private courtyards and pocket parks within this sub-district. These small-scale greens provide important 'breathing space', contribute to stormwater management and offer additional recreational amenities (tot lot, sitting areas) to serve specific building tenants or residents. Back gardens, auto-courts and other options should be considered as part of residential and commercial development plans in the core.



Overview

Guidelines 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, site development guidelines must also describe 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 Town Center. Site development guidelines include the following:

TC1 Land Use

- Encourage both vertical mixed use (within each building) and horizontal mixed use (within each block) throughout this district
- Promote housing density at the core, specifically targeting locations along Sunwood Drive, Town Center Drive, along park edges and above street-level uses around the Civic Square and Downtown Commons
- Include a mix of housing, civic, retail, restaurant, entertainment, performance and other uses that encourage a variety of activities throughout the day.

TC1 Building Placement

- Generally, buildings should 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, for example, at Sunwood and Town Center Drives, or where streets intersect with parks, such as the streets that front on or end near the Civic Square. 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 Town Center develops

- 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
- Encourage recessed entries and windows to create street-level interest, variety and enhance pedestrian scale along street frontage

TC1 Parking Strategies

- 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
- Promote municipal parking ramps as the primary facility to meet public parking needs within 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
- 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
- Discourage driveway access to parking facilities along Sunwood Drive in favor of side streets or Civic Center Drive

Overview

Buildings in the Mixed Use Core will play a major role in defining the overall character of the Town Center. 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 to be on great design along public street frontage. Architecture guidelines include the following:

TC1 Building Design, Character and Expression

- Provide a variety of building types and styles, expressed both in large scale (overall building) and small scale (design details)
- Emphasize transparency at street level to encourage two way viewing – both window shopping and 'eyes on the street'
- Promote interesting, animated architectural features without being thematic or artificial – faux decorative elements are discouraged
- Avoid large, unarticulated façades



- Emphasize important intersections and other nodes by placing distinctive architectural elements or interesting façades at these prominent locations
- Provide a variety of front elevations for rows of buildings along any given block

TC1 Scale, Proportion and Building Height

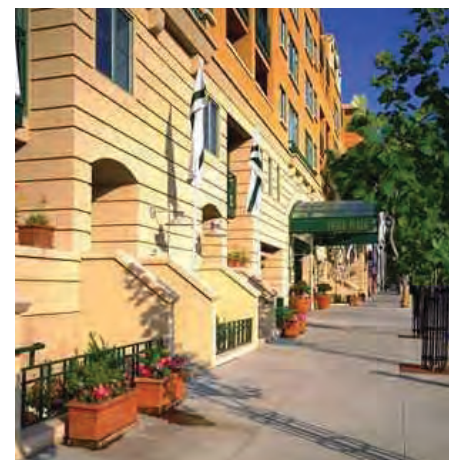
- Provide a variety of building heights along any given block, perhaps related to changes in use or at demising walls
- Articulate front façades with projections and recesses
- Encourage increased building height, higher density and larger scale buildings adjacent to the Civic Square and Downtown Commons



- Promote multiple stories as the norm in this sub-district, but occasional single story buildings are acceptable; single story buildings should not dominate any street frontage and should be a minimum of 20 feet to the roofline

TC1 Street Presence

- Emphasize pedestrian experience with architectural features at street level – canopies, decorative light fixtures and material detail
- Encourage variety of color, texture and materials to complement other streetscape elements
- Conceal service entries, loading facilities and mechanical services from view along public streets
- Create a continuous building edge along street frontage, visually connecting adjacent buildings with complementary façade treatments



TC1 Windows and Doors

- Maximize glass openings for all ground level, street front façades – especially for retail, restaurant and other commercial uses – recommend 50% minimum of total ground level façade, or demonstrate great design through other means
- Provide real window openings for all street facing façades above ground level – recommend 40% minimum of total façade
- Provide recessed entries wherever possible
- Use clear or lightly tinted glass for all windows and doors – mirrored, reflective or highly tinted glazing is not acceptable
- Provide primary access doors facing public streets



TC1 Materials

- Provide a diverse mix of materials, applied in a variety of proportions, exposures and detailing within a block, or along a street
- Encourage durable, high quality materials - local sources if available
- Siding is not allowed (vinyl, metal, wood) except as a complimentary use
- Encourage the use of mostly brick or comparable alternative; minimum requirement of 50% of non-glazed wall area
- Metal and wood components are acceptable as a complimentary use
- Encourage overhead projections, either as a specific building component or as permanent/temporary canopies
- Select materials that relate to the building use, not artificially contrived or themed
- Avoid overly complex or arbitrary use of materials
- Include smaller scale elements, variety of materials and careful detailing to support street level activities and enhance the pedestrian experience



Sub-District Guidelines - TC2 Commercial

Public Realm / Streetscape

Overview

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. Public realm and streetscape guidelines include the following:

TC2 Parks, plazas and other public gathering spaces

Public spaces in the Mixed Use Core should:

- Blend both contemporary and traditional motifs with a focus on pedestrian connections and small group sitting areas
- Encourage a balance of hardscape with landscape; a mix of pavements with plantings.
- Provide small urban parks or plazas integrated with building entries or taking advantage of shared space between buildings
- Promote safety and security in all design solutions, including landscape lighting, views into the site, and accessibility
- Provide seasonal interest and color; promote high quality materials and finishes
- Provide opportunities and specific sites for public art

TC2 Street/sidewalk dimensions and streetscape elements

Destination streets (like Sunwood) and connector streets (like Zeolite) must balance a high level of service for the automobile with attractive and inviting amenities for the pedestrian including:

- Provide gracious sidewalk width to invite pedestrian traffic
- Install street trees to frame the street and provide shade
- Provide street lighting that meets all safety standards and design criteria, while creating a unique character for this district
- Explore street light spacing, height and a variety of fixture type that would support proposed mix of uses and activities (note, however, that too much light is as bad as too little)
- 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)

TC2 Bicycle/pedestrian connections (on-street and off-street)

The Town Center Master Plan describes a network of bicycle/pedestrian trails and walkways (both on and off-street) that connect adjacent sub-districts to one another. These connections tend to become part of the shared right of way along the major streets. 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. However, providing and maintaining these bicycle and pedestrian connections should be a key component for all development projects.

TC2 Residential courts, pocket parks and other private green space

As previously mentioned, there are many opportunities to integrate privately owned and maintained courtyards and pocket parks within this sub-district. These small-scale greens provide important 'breathing space', contribute to stormwater management and offer additional amenities (sitting areas) to serve specific building tenants and adjacent uses. Back gardens, auto-courts and other options should also be considered as part of residential and commercial development plans in this sub-district.



Overview

Site development guidelines 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 Town Center. 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. 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. Site development guidelines include the following:

TC2 Land Use

- Encourage mixed use (within specific blocks) throughout this district
- Promote housing in close proximity to retail uses, specifically targeting locations along the edge of Town Center Park
- Include a mix of large floor plate variety stores, service and convenience uses (grocery, drug and hardware stores), specialty shops and other destination retailers
- Emphasize Sunwood Drive as the commercial 'Main Street'

TC2 Building Placement

- Generally, buildings should be located at the street right-of-way line (zero setback), allowing recessed space for outdoor dining and other sidewalk activities; no more than 40% of building beyond maximum setback
- Generally, buildings should be located parallel to the street they face
- Buildings should be placed at all four corners of key intersections
- Reduce the scale and mass (street side visual impacts) of large floor plate buildings by including liner stores or break up building façades into smaller sections
- Large, blank walls along any public street are unacceptable
- Greater emphasis should be given to architectural elements, materials and other design features for buildings located at primary intersections, for example, at Sunwood and Zeolite, or at key development entries, for example, at Sunwood and Armstrong – frequently these locations can be seen from several directions, from a distance, or sit at prominent crossroads and will likely become future landmarks as the Town Center develops
- Minimize openings between buildings where storefronts line the street, although limited driveway access (one per block along destination streets) and some provision for pedestrian connections through blocks are encouraged – large gaps in the building wall along street frontage to accommodate surface parking lots, greater building setbacks or other purposes are discouraged



- No more than 25% of street frontage can be utilized for surface parking lots

TC2 Parking Strategies

- Provide parking spaces for typical daily use satisfying both quantity and location needs through a combination of on-street and surface lot 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 sub-district
- Minimize surface parking lots fronting on primary streets, locate surface parking lots away from the major streets, either behind or to the side of buildings



Overview

Buildings in the Commercial Sub-district make a significant contribution to first impressions of the Town Center. 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 Town Center unique, inviting and memorable. Architecture to be '4-sided' at all locations visible to public areas. Emphasis to be on great design along public street frontage. Architecture guidelines include the following:



TC2 Building Design, Character and Expression

- Provide a variety of building types and styles, expressed both in large scale (overall building) and small scale (design details)
- Emphasize transparency at street level to encourage two way viewing – both window shopping and eyes on the street
- Promote interesting, animated architectural features without being thematic or artificial – faux decorative elements are discouraged
- Avoid large, unarticulated façades
- Emphasize important intersections and other nodes by placing distinctive architectural elements or interesting façades at these prominent locations
- Provide a variety of front elevations for rows of buildings along any given block



TC2 Scale, Proportion and Building Height

- Provide a variety of building heights along any given block, perhaps related to changes in use or at demising walls – commercial buildings should express 12 foot first floor height
- Articulate front façades with projections and recesses
- Encourage increased building height and larger scale buildings adjacent to the railroad corridor, Armstrong Boulevard and as you approach the core sub-district
- Promote multiple stories in this sub-district, but single story buildings are acceptable; continuous height rooflines should not dominate any street frontage and should be a minimum of 18 feet to the roofline

TC2 Street Presence

- Emphasize pedestrian experience with architectural features at street level – canopies, decorative light fixtures and material details
- Encourage variety of color, texture and materials to complement other streetscape elements
- Conceal service entries, loading facilities and mechanical services from view along public streets as much as possible
- Create a continuous building edge for the majority of street frontage, visually connecting adjacent buildings with complimentary façade treatments – in limited areas where gaps occur, architectural treatments, windows and detailing of side façades should match front façade



TC2 Windows and Doors

- Maximize glass openings for all ground level, street front façades - especially for retail, restaurant and other commercial uses – recommend 535% minimum of total ground level façade, or demonstrate great design through other means
- Provide real window openings for all street facing façades
- Provide recessed entries wherever possible
- Use clear or lightly tinted glass for all windows and doors – mirrored, reflective or highly tinted glazing is unacceptable; faux windows are not allowed
- Provide primary access doors facing public streets



TC2 Materials

- Provide a diverse mix of materials, applied in a variety of proportions, exposures and detailing within a block, or along a street
- Encourage durable, high quality materials - local sources if available
- Siding is not allowed (vinyl, metal, wood) except as a complimentary use
- Encourage the use of mostly brick or comparable alternative; minimum requirement of 50% of non-glazed wall area
- Metal and wood components are acceptable as a complimentary use
- Accommodate changes in material as follows – return 8 foot minimum at side walls and avoid terminating in the same plane
- Encourage overhead projections, either as a specific building component or as permanent/temporary canopies
- Avoid overly complex or arbitrary use of materials
- Include smaller scale elements, variety of materials and careful detailing to support street level activities and enhance the pedestrian experience

Overview

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 Town Center 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. South Park, an active, neighborhood scale, recreational play space has been proposed for 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. Public realm and streetscape guidelines include the following:

TC₃ Parks, plazas and other public gathering spaces

Public spaces in the Mixed Use Core should:

- Blend both contemporary and traditional motifs with a focus on pedestrian use
- Encourage a balance of hardscape with landscape; a mix of pavements with plantings.
- Promote an overall landscape character that tends toward a more urban park or campus feel, with structured spaces, open lawns and layered garden plantings
- Provide a variety of opportunities to capture different microclimates with many choices for seating and access to both sun and shade
- Promote safety and security in all design solutions, including landscape lighting, open views into the site, and accessibility
- Provide seasonal interest and color; promote high quality materials and finishes
- Provide opportunities and specific sites for public art

TC₃ Street/sidewalk dimensions and streetscape elements

Destination streets (like Sunwood) and connector streets (like Rhinestone) must balance a high level of service for the automobile with attractive and inviting amenities for the pedestrian (see street/sidewalk diagram) including:

- Provide gracious sidewalk width to support intensity of pedestrian traffic
- 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 street light spacing, height and type of fixtures to support the uses and activities in this sub-district (note however that too much light is as bad as too little)
- 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)



TC₃ Bicycle/pedestrian connections (on-street and off-street)

The Town Center Master Plan describes a network of bicycle/pedestrian trails and walkways (both on and off-street) that connect adjacent sub-districts to one another. These connections tend to become part of the shared right of way along the major streets. 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. There is no provision for dedicated bike lanes on any of the Workplace Sub-district streets at this time. However, providing and maintaining these bicycle and pedestrian connections should be a key component for all development projects.

TC₃ Residential courts, pocket parks and other private green space

Along with proposed public parks and great streets, there are many opportunities to integrate private courtyards and pocket parks within this sub-district. These small-scale greens provide important 'breathing space', contribute to stormwater management and offer additional recreational amenities (tot lot, sitting areas) to serve specific building tenants or residents. Back gardens, auto-courts and other options should be considered as part of residential and commercial development plans in this sub-district.



Overview

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. Site development guidelines include the following:

TC3 Land Use

- Encourage horizontal mixed use (within each block) throughout this district, and explore potential for vertical mixed use (within each building) where possible
- Encourage residential development, perhaps targeting senior housing near the core sub-district and rental units above storefronts along Sunwood Drive or adjacent to the park
- Include a mix of office, medical, institutional, housing, food venues and other uses that encourage a variety of activities throughout the day.

TC3 Building Placement

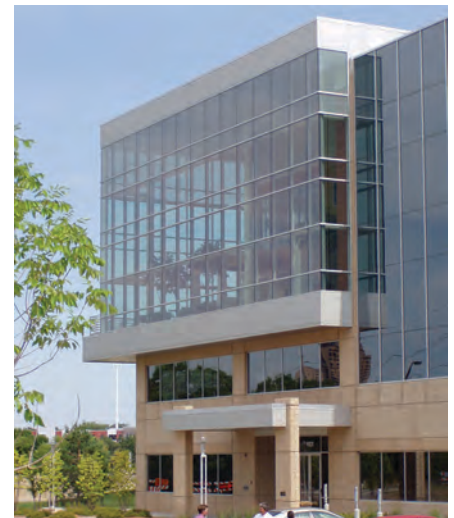
- Generally, buildings should be located at the street right-of-way line (zero setback), allowing recessed areas for building entries; no more than 60% of building beyond maximum setback
- Buildings should be placed at all four corners of key intersections
- Greater emphasis should be given to architectural elements, materials and other design features for buildings located at primary intersections, for example, at Sunwood and Rhinestone, or where streets intersect with parks, for example the streets that front on

South Park – frequently these locations can be seen from several directions, perhaps terminate a view from a distance down the street or sit at a prominent activity node and will likely become future landmarks or helpful orientation/wayfinding icons as the Town Center develops

- Minimize openings between buildings, although limited driveway access (one per block along destination streets) and some provision for pedestrian connections through blocks are encouraged – gaps in the building wall along street frontage to accommodate large surface parking lots, greater building setbacks or other purposes are discouraged
- Encourage recessed entries and windows to create street-level interest, variety and pedestrian scale along street frontage
- No more than 25% of street frontage can be utilized for surface parking lots

TC3 Parking Strategies

- Provide parking spaces to support typical daily use, satisfying both quantity and location needs through a mix of on-street, surface lots internal to the block, underground and ramped parking solutions
- Encourage shared parking solutions that support special events or around the clock shifts in destination, audience – take advantage of peak/off-peak hours of operation for various uses within this, and adjacent sub-districts
- Locate surface parking lots away from the major streets, either behind or to the side of primary buildings; large surface parking lots along major street frontage are not allowed
- Discourage driveway access to parking facilities along Sunwood Drive in favor of side streets or along Civic Center Drive



Overview

Buildings in the Workplace Sub-district also make a significant contribution to first impressions as people enter the Town Center 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 subdistrict 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 to be on great design along public street frontage. Architecture guidelines include the following:

TC₃ Building Design, Character and Expression

- Provide a variety of building types and styles, expressed both in large scale (overall building) and small scale (design details)
- Emphasize transparency at street level to encourage two way viewing – both window shopping and eyes on the street
- Promote interesting, animated architectural features without being thematic or artificial – faux decorative elements are discouraged
- Avoid large, unbroken façades
- Emphasize important intersections and other nodes by placing distinctive architectural elements or interesting façades at these prominent locations
- Provide a variety of front elevations for rows of buildings along any given block



TC₃ Scale, Proportion and Building Height

- Provide a variety of building heights along any given block, perhaps related to changes in use or at demising walls
- Articulate front façades with projections and recesses
- Encourage increased building height, higher density and larger scale buildings adjacent to the Civic Square and Downtown Commons
- Promote multiple stories in this sub-district, but occasional single story buildings are acceptable; continuous height rooflines and single story buildings should not dominate any street frontage and should be a minimum of 18 feet to the roofline

TC₃ Street Presence

- Emphasize pedestrian experience with architectural features at street level – canopies, decorative light fixtures and material detail
- Encourage variety of color, texture and materials to complement other streetscape elements
- Conceal service entries, loading facilities and mechanical services from view along public streets
- Create a continuous building edge along street frontage, visually connecting adjacent buildings with complimentary façade treatments

TC3 Windows and Doors

- Maximize glass openings for all ground level, street front façades – especially for retail, restaurant and other commercial uses – recommend 35% minimum of total ground level façade, or demonstrate great design through other means
- Provide real window openings for all street facing façades above ground level – recommend 40% minimum of total façade
- Provide recessed entries wherever possible
- Use clear glass for all windows and doors – mirrored, reflective or highly tinted glazing is discouraged
- Provide primary access doors facing public streets

TC3 Materials

- Provide a diverse mix of materials, applied in a variety of proportions, exposures and detailing within a block, or along a street
- Encourage durable, high quality materials - local sources if available
- Siding is not allowed (vinyl, metal, wood) except as a complimentary use
- Encourage the use of mostly brick or comparable alternative; minimum requirement of 35% of non-glazed wall area
- Encourage overhead projections, either as a specific building component or as permanent/temporary canopies
- Avoid overly complex or arbitrary use of materials
- Include smaller scale elements, variety of materials and careful detailing to support street level activities and enhance the pedestrian experience



Overview

Two prominent public parks supply much of the informal green space for the Town Center, and more specifically, provide the valuable park frontage and mix of amenities needed to support housing development within the Neighborhood Sub-district. North Park surrounds an existing wetland and provides open space for year-round activities including a proposed sledding hill. Town Center Park cuts through the heart of the property and 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 Town Center. Public realm and streetscape guidelines include the following:

TC₄ Parks, plazas and other public gathering spaces

Public spaces in the Neighborhood Sub-district should:

- Blend both contemporary and traditional motifs with a focus on pedestrian and bicycle use, large and small group gatherings
- Emphasize informal green space, but also include a balance of hardscape with landscape; some paved areas integrated with plantings.
- Promote an informal or natural landscape appearance – this does not mean it isn't mown and maintained, but instead reflects the idea of soft landforms, groves of trees, meandering walks and other less structured elements
- Integrate stormwater management practices and features into park design as described in overall guidelines
- Take advantage of different microclimates, including sun and shade, orientation (north, south, east, west), top of slope/bottom of slope, water's edge
- Promote safety and security in all design solutions, including landscape lighting, open views into the site, and accessibility
- Provide seasonal interest and color; promote high quality materials and finishes
- Provide opportunities and specific sites for public art, special events, performance

TC₄ Street/sidewalk dimensions and streetscape elements

Destination streets (like Town Center Parkway) and connector streets (like Rhinestone) should not only work for the automobile, but should also provide a safe, attractive and inviting experience for the pedestrian (see street/sidewalk diagram) including:

- Provide ample walk widths to support intensity of pedestrian use and bicycle traffic – recommend 6 foot minimum for pedestrian walks and 10 foot minimum for bicycle paths
- Provide urban streetscape solutions (sidewalks, boulevard plantings, curb and gutter) along Ramsey, Armstrong and Bunker Lake Boulevards, replacing the existing rural road sections (road shoulder, drainage ditch)
- Install street trees to frame the street and provide shade

- Provide street lighting that meets all safety standards and design criteria, creates a signature for this sub-district and compliments overall lighting design for the Town Center
- Explore street light spacing, height and type of fixtures that fit with residential use (note, however, that too much light is as bad as too little)
- 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)

TC₄ Bicycle/pedestrian connections (on-street and off-street)

The Master Plan describes a network of bicycle/pedestrian trails and walkways (both on and off-street) that connect sub-districts to various amenities within the Town Center and to the rest of the City. Proposed park improvements include off-street pedestrian and bicycle paths including grade-separated crossings through Town Center Park at Rhinestone and Zeolite Streets. Bicycle riders may choose to share the street with vehicular traffic, but there is no provision for dedicated bike lanes on any of the Town Center streets at this time. Providing and maintaining bicycle and pedestrian connections should be a key component for all development projects in this sub-district.

TC₄ Residential courts, pocket parks and other private green space

Along with proposed public parks and great streets, there are many opportunities to integrate private courtyards and pocket parks within the Neighborhood Sub-district. These small-scale greens provide important 'breathing space', contribute to stormwater management and offer additional recreational amenities (tot lot, sitting areas) to serve specific building tenants or residents. Back gardens, auto-courts and other options should be considered as part of every residential site development plan.



Overview

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 Town Center. Typical blocks either front onto signature parks or include some private green space within the site; many blocks have both. The major 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 Town Center. Site development guidelines include the following:

TC₄ Land Use

- Provide a mix of housing types, styles and price range including a variety of unit and building types within each block
- Promote increased density closer to the Mixed Use Core Sub-district and along major streets, specifically targeting locations along Town Center Parkway and the surrounding boulevard streets

TC₄ Building Placement

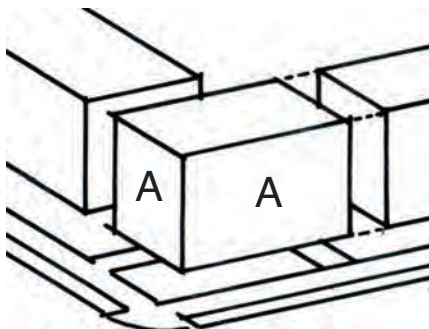
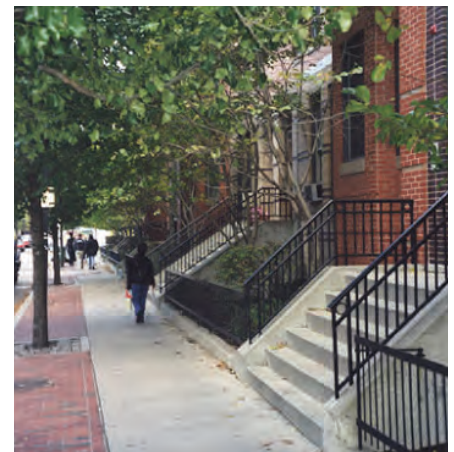
- Building setbacks are based on three factors – housing type, street width and the combination of desired public streetscape improvements and private 'garden' spaces
- Special consideration should be given to architectural elements, materials and other design features for buildings located at primary intersections, for example, at Bunker Lake Boulevard and Town Center Drive
- Special attention should be given where streets intersect with parks, for example many of the streets that front on or end near Town Center Park
- No more than 25% of building beyond maximum setback



- Minimize openings between buildings, although limited driveway access and some provision for pedestrian connections through blocks are encouraged – gaps in the building wall along street frontage to accommodate surface parking lots, greater building setbacks or other purposes are discouraged
- Build to corners of each block, maintaining the building wall at street intersections

TC₄ Parking Strategies

- Incorporate surface parking lots into the center of blocks, screened from public streets with landscape, fencing and other ornamental elements
- Locate majority of visitor parking on-street
- Locate garage doors away from public view; garage doors fronting on public streets are not allowed
- Avoid long stretches of garage doors in the same plane – recesses and projections, landscape features and other site elements will provide some relief to this building face



- Build to corners
- Treat both sides as fronts

Overview

The largest in terms of overall acreage, the Neighborhood Sub-district will define the character and quality of the entire northern half of the Town Center 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 Town Center. Architecture to be '4-sided' at all locations visible to public areas. Emphasis to be on great design along public street frontage. Architecture guidelines include the following:

TC4 Building Design, Character and Expression

- Provide a variety of building types and styles, expressed both in large scale (overall building) and small scale (design details)
- Express residential character through definition and identification of individual units within larger buildings
- Vary roof styles along street fronts including some recesses and setbacks
- Promote interesting, animated architectural features without being thematic or artificial – faux decorative elements are discouraged
- Avoid large, unbroken façades, specifically at 'side elevations' facing streets
- Emphasize important intersections and other nodes by placing distinctive architectural elements or interesting façades at these prominent locations
- Provide distinctly different front elevations for each building type along any given block

TC4 Scale, Proportion and Building Height

- Provide a variety of architectural elements of different heights along any given block that serve to break up the predominant building mass including porches, entry canopies, bay extensions and other features
- Emphasize individual building and unit entries through changes in height, scale and massing
- Minimize single story portions of any façade along street frontage
- Encourage increased building height, higher density and larger scale buildings along major streets, along park frontage and close to the core sub-district



TC4 Street Presence

- Locate building and unit entrances on primary façade; articulate entrances to ensure easy visibility and access
- Provide public / visitor access doors on building façades that face streets having on-street parking; buildings facing streets without on-street parking should treat the street-side elevation as the primary façade including covered porches, canopies, recesses and projections
- Provide windows and other architectural features for end units to enhance building character; blank walls are not allowed
- Address both street-facing elevations for corner buildings; treat both façades equally as primary elevations
- Provide outdoor living space (garden, terrace) along all public streets





TC4 Windows and Doors

- Maximize window area and design diversity along street front façades
- Provide windows into below grade levels that extend more than 3 feet above grade
- Provide recessed entries wherever possible
- Use clear glass for all windows and doors – mirrored, reflective or highly tinted glazing is discouraged
- Provide primary access doors facing public streets

TC4 Materials

- Provide a diverse mix of materials, applied in a variety of proportions, exposures and detailing within a block, or along a street
- Encourage durable, high quality materials - local sources if available
- Encourage the use of brick, stone and a variety of high quality materials
- Discourage the use of vinyl siding; large expanses of continuous siding is discouraged
- Include smaller scale elements, variety of materials and careful detailing that appeal to pedestrian activities; material or color changes should occur at these elements



- Horizontal material changes should only occur at inside corners or should return 8' of any wall
- 35% of non-glazed street front wall are should be brick unless building design is enhanced through other means such as covered porch areas, broken roof lines, articulated façade and material or color changes.

Overview

The Town Center Master Plan illustrates a strong armature of green, 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 Town Center. Site development guidelines include the following:

TC5 Land Use

- Encourage connections to proposed public parks via streets, walkways and trails as part of every development plan
- Encourage the creation of additional park space, perhaps mostly private or semi-public greens, as part of every development plan
- Include park features and recreational amenities specifically related to surrounding land use, sub-district character and defined needs of adjacent buildings
- Uses, structures and events, other than those specifically related to parks and recreational programs and activities, are not allowed



TC5 Building Placement

- Locate park structures within reasonable viewing distance from adjacent streets, or park walkways and trails, for easy access and visual surveillance
- Locate park structures near primary intersections, pedestrian crosswalks and bridge crossings to create visual markers and interesting objects within the park landscape – frequently these locations can be seen from several directions, perhaps terminate a view from a distance down the street or sit at a prominent activity node and will likely become future landmarks



TC5 Parking Strategies

- Provide on-street parking spaces adjacent to all public and private parks
- Provide options for additional/overflow parking on park property to support holiday traffic and special events including porous pavements and turf parking areas (Netlon and other soil amendments)
- Minimize surface parking lots on park property whenever possible to maximize green space
- Locate surface parking lots away from the major streets and provide adequate screening that includes plantings, fencing, earth berms or other attractive solutions

Overview

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 Town Center. 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. Architecture guidelines include the following:

TC5 Building Design, Character and Expression

- Create structures that reflect, and perhaps blend qualities of both the natural landscape and the unique urban form of various sub-districts and specific blocks within the Town Center

- Provide structures that add character, comfort and support proposed uses within each park
- Provide structures that are unique, highly detailed and durable
- Provide structures that heighten the overall design character and quality of the Town Center, where park buildings, as a separate category, distinguish themselves as great architecture

TC5 Scale, Proportion and Building Height

- Emphasize intimate scale to support street level activities and promote pedestrian comfort
- Emphasize scale and proportion that will complement, not compete, with surrounding character of park space

TC5 Materials

- Provide a diverse mix of materials, applied in a variety of proportions and design details
- Encourage the use of durable, high quality materials, including brick and stone, together with woods and metals to promote the idea of permanence



Overview

The overall structure of the Town Center 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 Town Center. 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. Public realm and streetscape guidelines include the following:

TC5 Parks, plazas and other public gathering spaces

Public spaces throughout the Town Center should:

- Blend both contemporary and traditional motifs with a focus on pedestrian use
- Encourage a balance of natural/informal landscapes with formal/urban plazas and squares; a mix of pavements and plantings, promenades and meandering trails
- Integrate stormwater management practices and features into every park design
- Provide a variety of opportunities to capture different microclimates with many choices for seating - including movable chairs, fixed benches, open lawn - and access to both sun and shade
- Provide a variety of levels or elevations to add interest to the ground plane and to provide informal steps, or lawn terraces for sitting
- Promote safety and security in all design solutions, including landscape lighting, open views into the site, and accessibility
- Provide seasonal interest and color; promote high quality materials and finishes
- Provide opportunities and specific sites for public art, special events, performance and markets



TC5 Street/sidewalk dimensions and streetscape elements

Destination streets (like Sunwood), connector streets (like Rhinestone), and background streets (like many of the residential neighborhood streets) all front on public parks and all contribute to the desired connectivity throughout this new community. While each street must provide a defined level of service for the automobile, creating attractive and inviting amenities for pedestrian and bicycle use is equally important. Streets adjacent to public parks in the Town Center will include the following:

- Provide gracious sidewalk width to support intensity of pedestrian traffic in the various sub-districts
- Provide off-street bicycle trails wherever possible
- 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 each sub-district
- Explore street light spacing, height and type of fixtures to support uses and activities (note, however, that too much light is as bad as too little)
- 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)



TC5 Bicycle/pedestrian connections (on-street and off-street)

The Master Plan describes a network of bicycle/pedestrian trails and walkways (both on and off-street) that connect sub-districts to various amenities within the Town Center and to the rest of the City. Proposed park improvements include off-street pedestrian and bicycle paths including grade-separated crossings through Town Center Park at Rhinestone and Zeolite Streets. Bicycle riders may choose to share the street with vehicular traffic, but there is no provision for dedicated bike lanes on any of the Town Center streets at this time. Providing and maintaining bicycle and pedestrian connections should be a key component for all development projects in this sub-district.

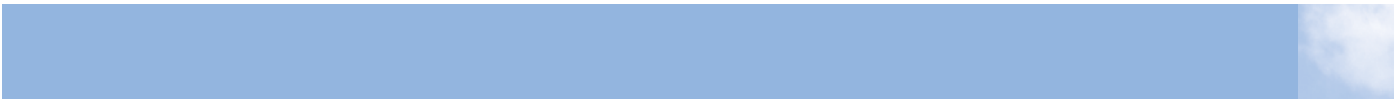
small-scale greens provide important 'breathing space', contribute to stormwater management and offer additional recreational amenities (tot lot, sitting areas) to serve specific building tenants or residents. Back gardens, auto-courts and other options should be considered as part of every residential site development plan.


TC5 Residential courts, pocket parks and other private green space

Along with proposed public parks and great streets, there are many opportunities to integrate private courtyards and pocket parks within the Neighborhood Sub-district. These



Sub-District Guidelines - Signs & Lights



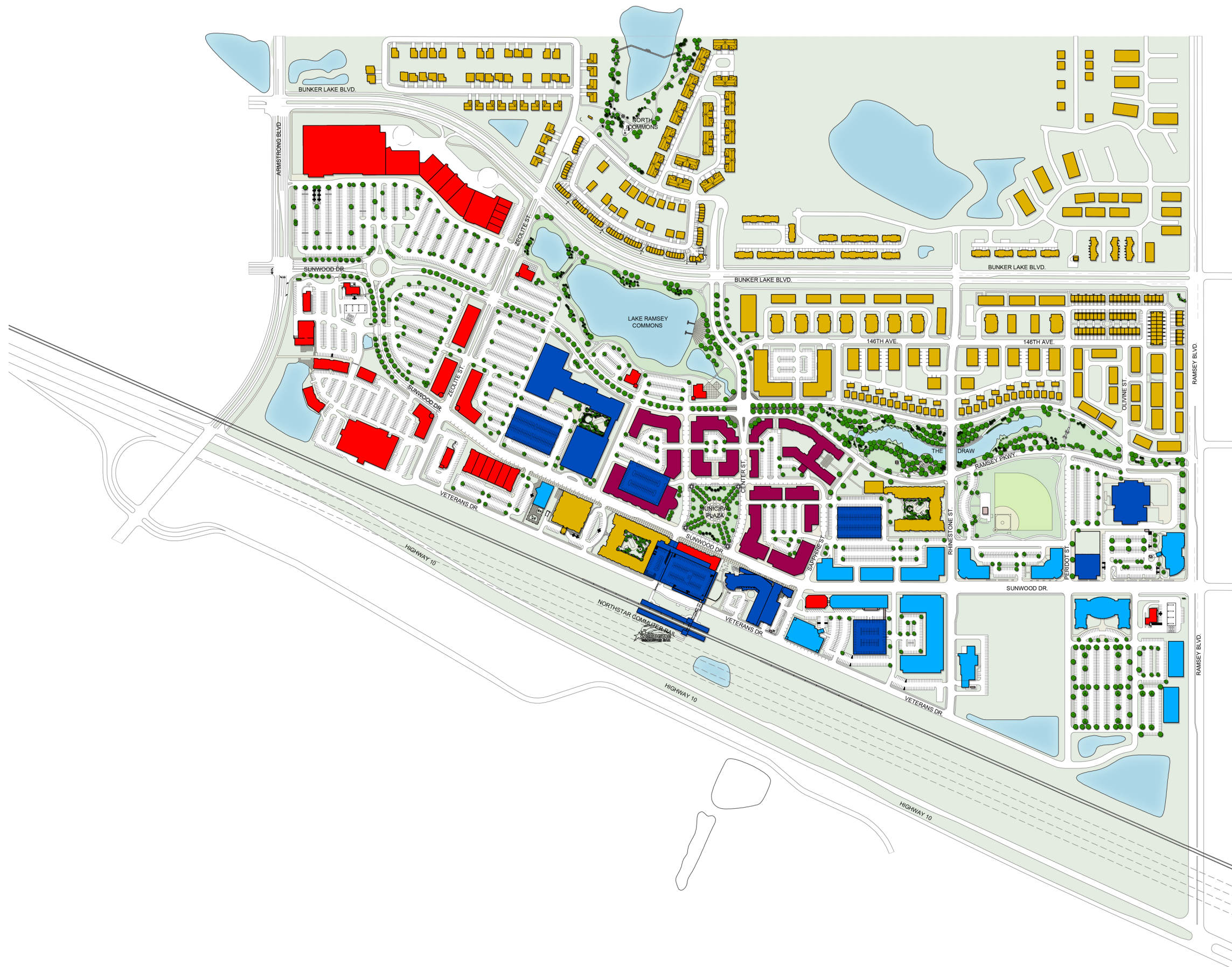


Ramsey
Town Center,
L.L.C.



DEVELOPMENT STATUS:

- Existing Development
- Proposed Development



- DEVELOPMENT LAND USE:**
- Commercial (retail, restaurant)
 - Office (office, medical, hotel, day-care center)
 - Public/Institutional (government, school, church, parking structure)
 - Residential (condo, apartment, senior housing, townhomes, single family)
 - Mixed Use (residential, commercial, office)



Design Framework



February 28, 2012

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Appendix A: Specifications and Details

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.

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.

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.

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



- 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.

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

- 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.

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.

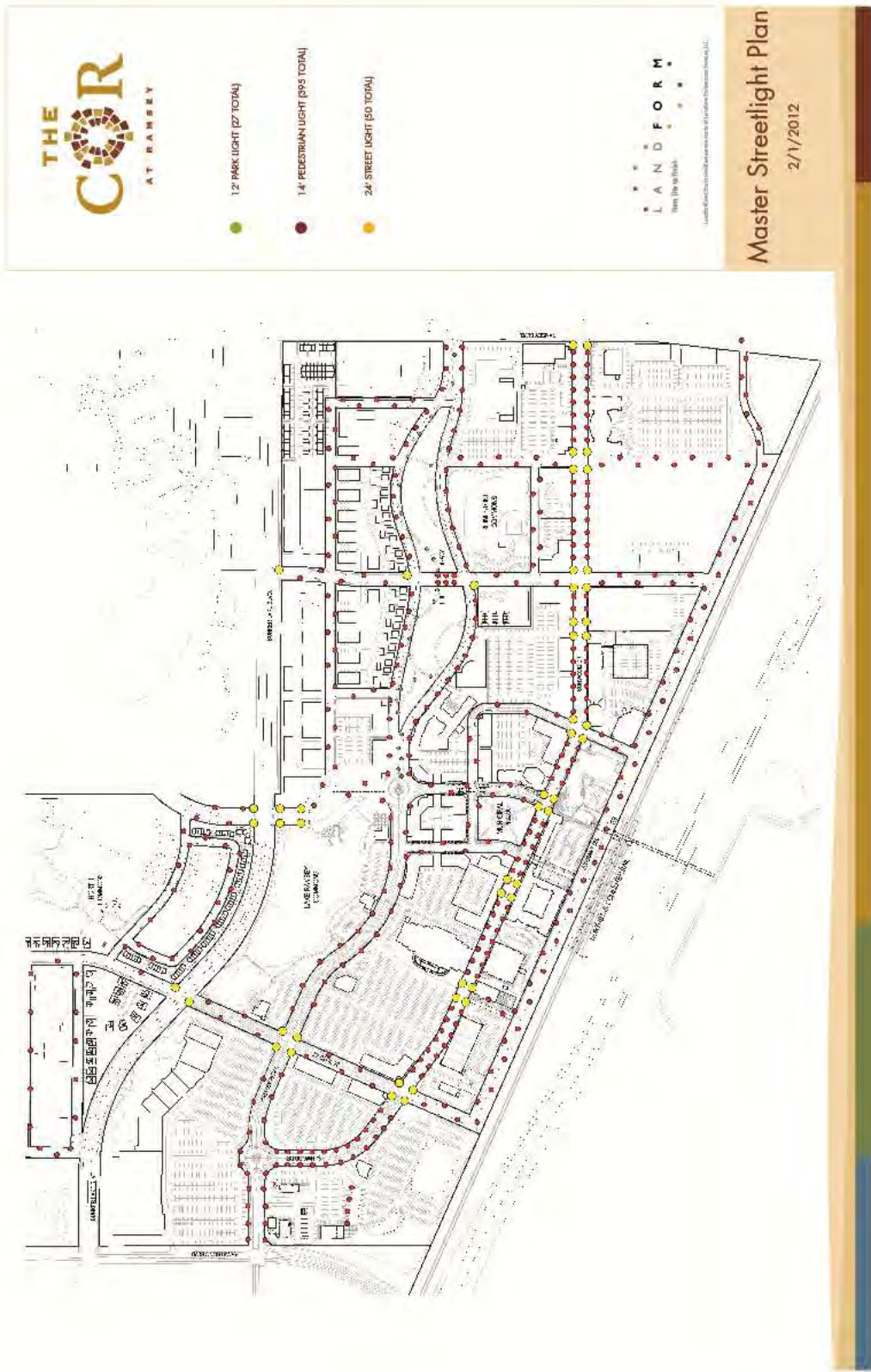


Figure 3: Master Lighting Plan

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 exist, 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')
- Ginkgo (*Ginkgo biloba*)
- Accolade Elm (*Ulmus x 'Accolade'*)

Parkway Street Trees:

- Valley Forge Elm (*Ulmus americana* 'Valley Forge')
- Bitternut Hickory (*Carya cordiformis*)
- Siouxsland Poplar (*Populus deltoides* 'Siouxsland')
- Sienna Glen Maple (*Acer x freemanii* 'Sienna')
- Boulevard Linden (*Tilia americana* 'Boulevard')
- Northern Catalpa (*Catalpa speciosa*)
- Spring Snow Crabapple (*Malus* 'Spring Snow')
- Kelsey Crabapple (*Malus* 'Kelsey')
- Korean Mountain Ash (*Sorbus alnifolia*)
- Ohio Buckeye (*Aesculus glabra*)
- Ginkgo (*Ginkgo 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.

Planter Beds/Boxes/Tree Grates

- Planter beds, tree grates and planters shall be as shown on the Streetscape Master Plan. Details and specification shall be added to Appendix A as developed and approved by the City. Appendix A shall be amended as needed.
- 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.

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 emphasize 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.

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

- 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

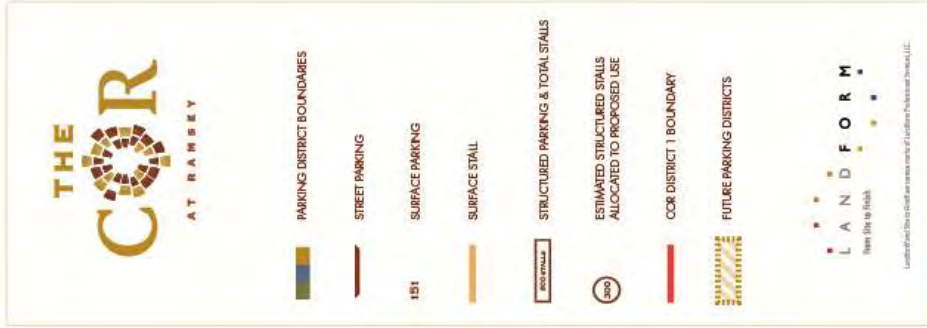
The primary objective is to provide a balance of surface lots, on-street and structured parking, with ample quantities and close proximity to serve the mix of uses in The COR. The Design Framework anticipates the construction of a total of 3 parking structures in COR1 to serve the needs of the area by 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.





Figure 4: Streetscape Master Plan



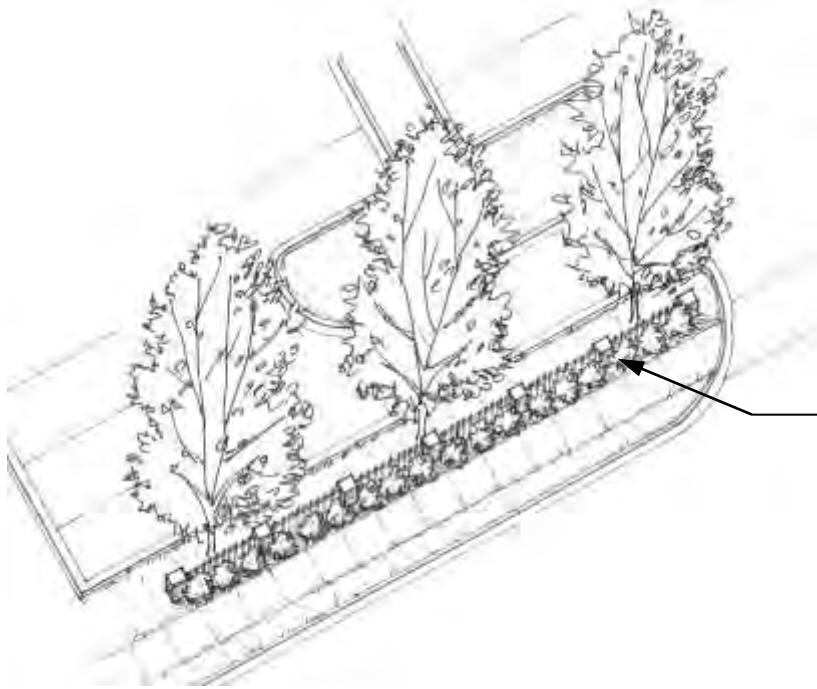
Parking Districts
 VERSION 5.03
 9/27/11

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: Streetscape Master 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 (4¹/₂') 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.



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.

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.



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.



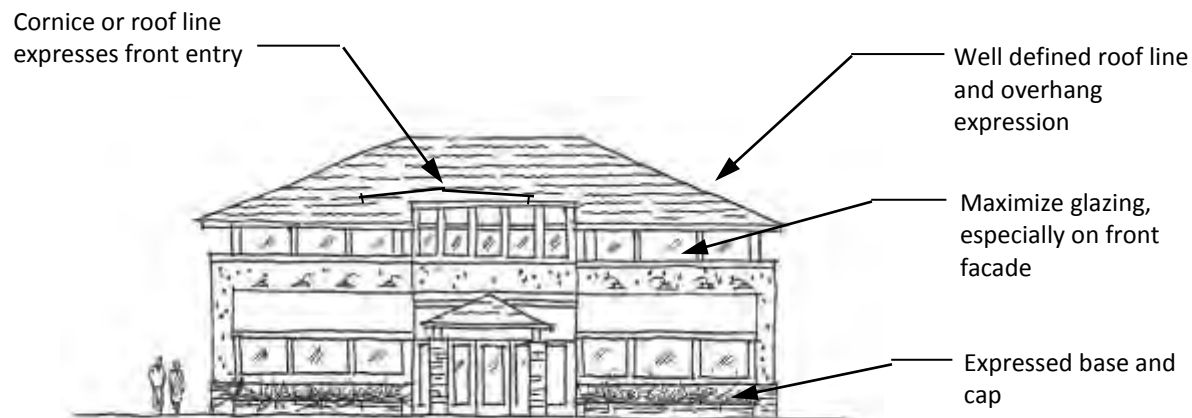
Architectural Overview

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

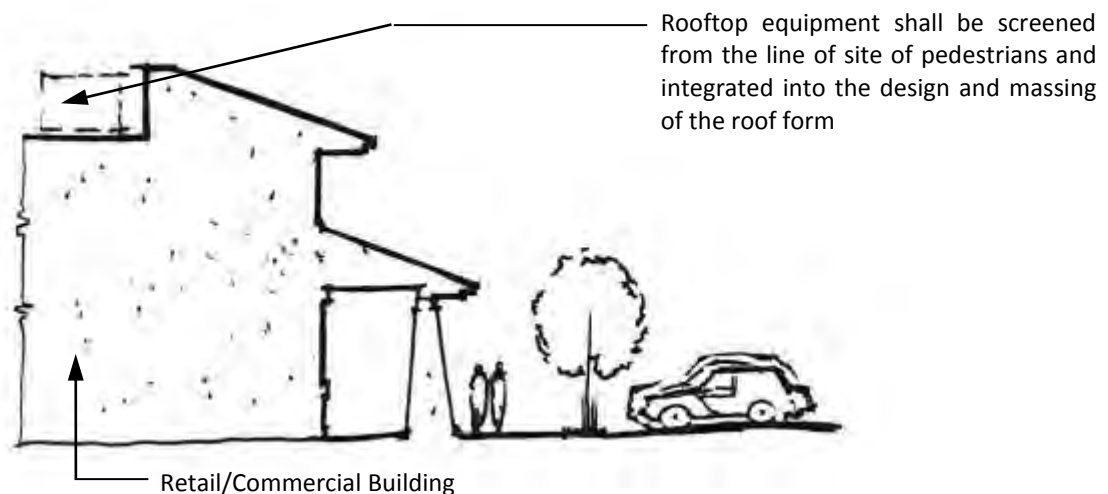
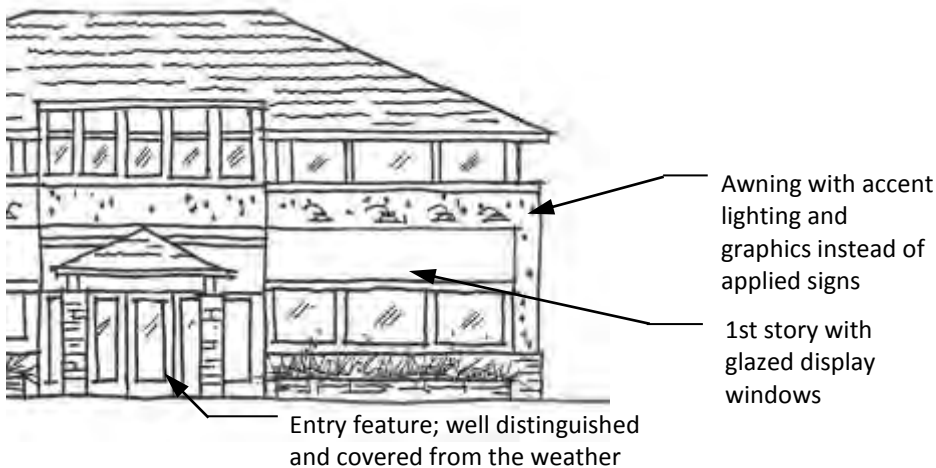
Of all the layers that combine to form The COR Development Plan, architecture will typically be the most prominent development component. Both visually and physically, architecture will play a major role in defining the overall design character and mix of uses for The COR. It is crucial that the design 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

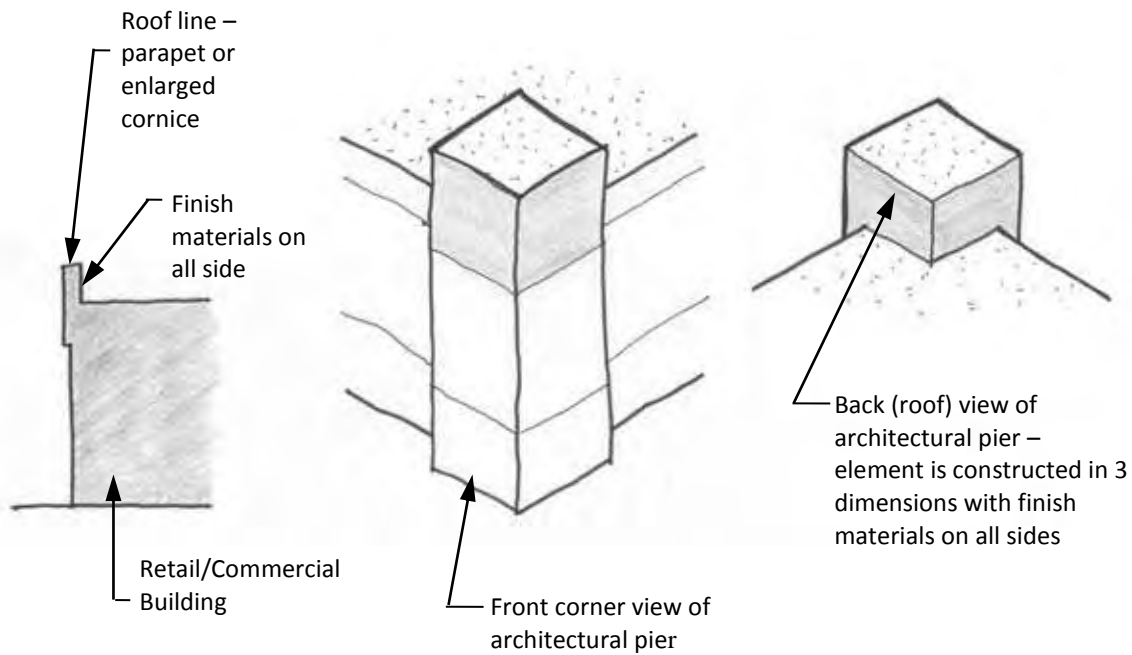


- Variety in building design, character and expression; not one theme or building style, but a thoughtful integration of many design solutions
- Variety of building types including a range of height, scale and proportion, that support an integrated mix of housing options, shopping destinations, entertainment 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.



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.

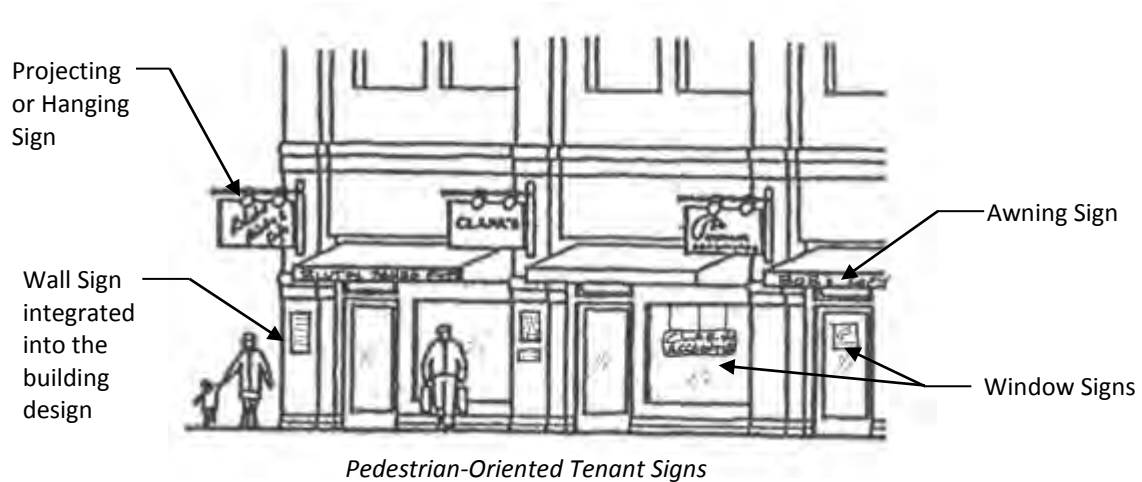
Projecting sign means any sign, all or any part of which extends beyond the surface of the building or wall by more than 16 inches.

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 Signs 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.



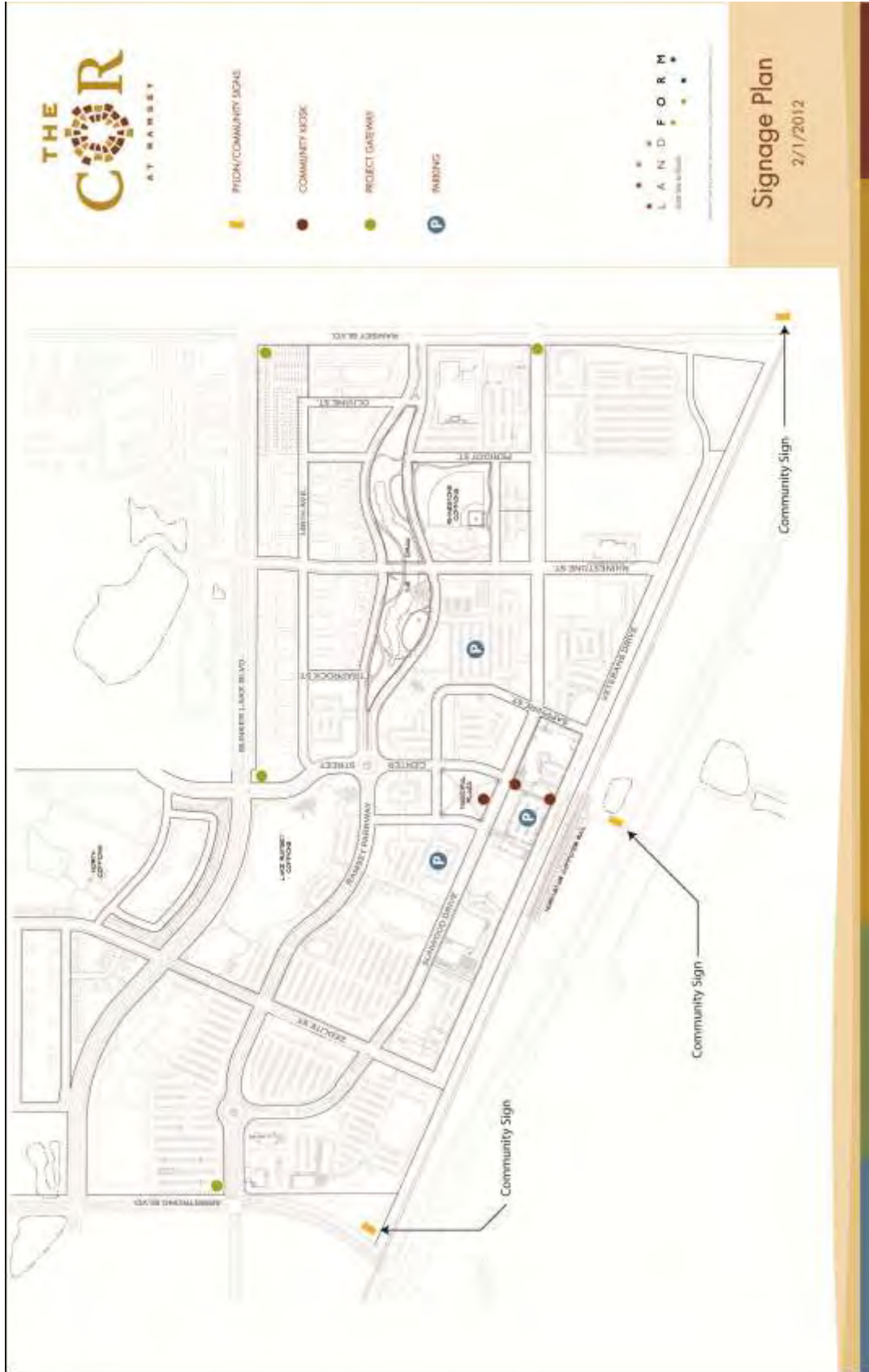


Figure 6: Signage Plan

Standards

Public Realm/Streetscape Signs

The pedestrian oriented nature of The COR requires unique signage that will build on the design concepts for The COR. These types of signs 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.

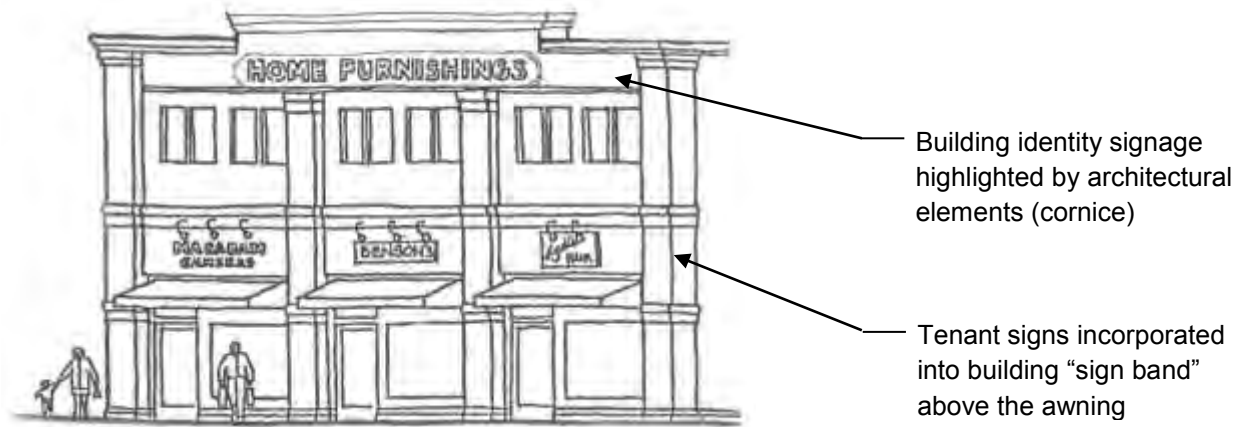
One (1) freestanding sign is allowed per building, provided that the following standards are met:

- 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.

- 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(I).
 - 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.



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

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.

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.



- 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



- 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.

Temporary Signs

Temporary signs are allowed per Section 117-465 (Temporary signs) of the Zoning Ordinance, except as noted below:

- A. Freestanding temporary signs shall only be allowed in the COR1 District.
- B. In all other COR districts, temporary signs shall be limited to temporary sandwich board signs or temporary wall signage.

Off-Site Signs

Off-site signs are prohibited except for wayfinding and community signage specifically allowed by the Design Framework.

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(l)	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-inches 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-inches 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-inches 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-inches 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-inches 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.

- 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.

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.

Overall Framework – Stormwater Management

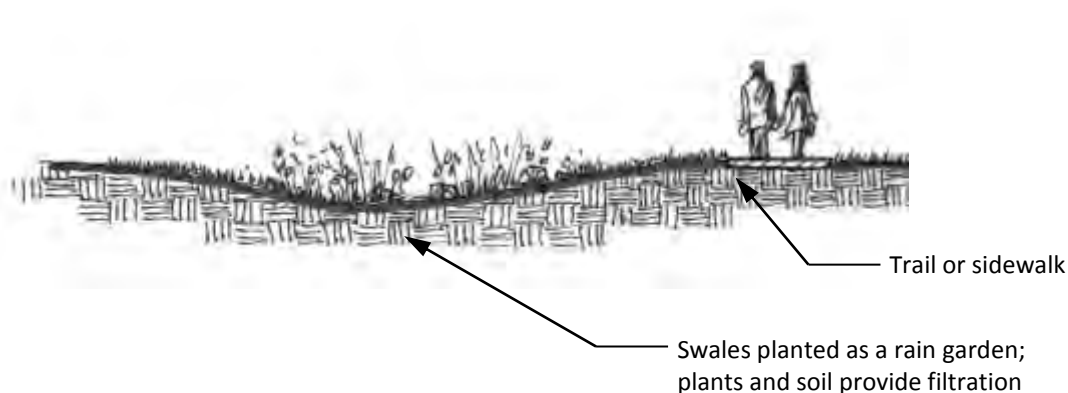
Overview

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)

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.

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.



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.

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.

- 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



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.





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.

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 ½') 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.

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
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.
- 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 ½') 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.

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.

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 ½') 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.

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 (4½') 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 - 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.

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 ½') 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.

Implementation

Introduction

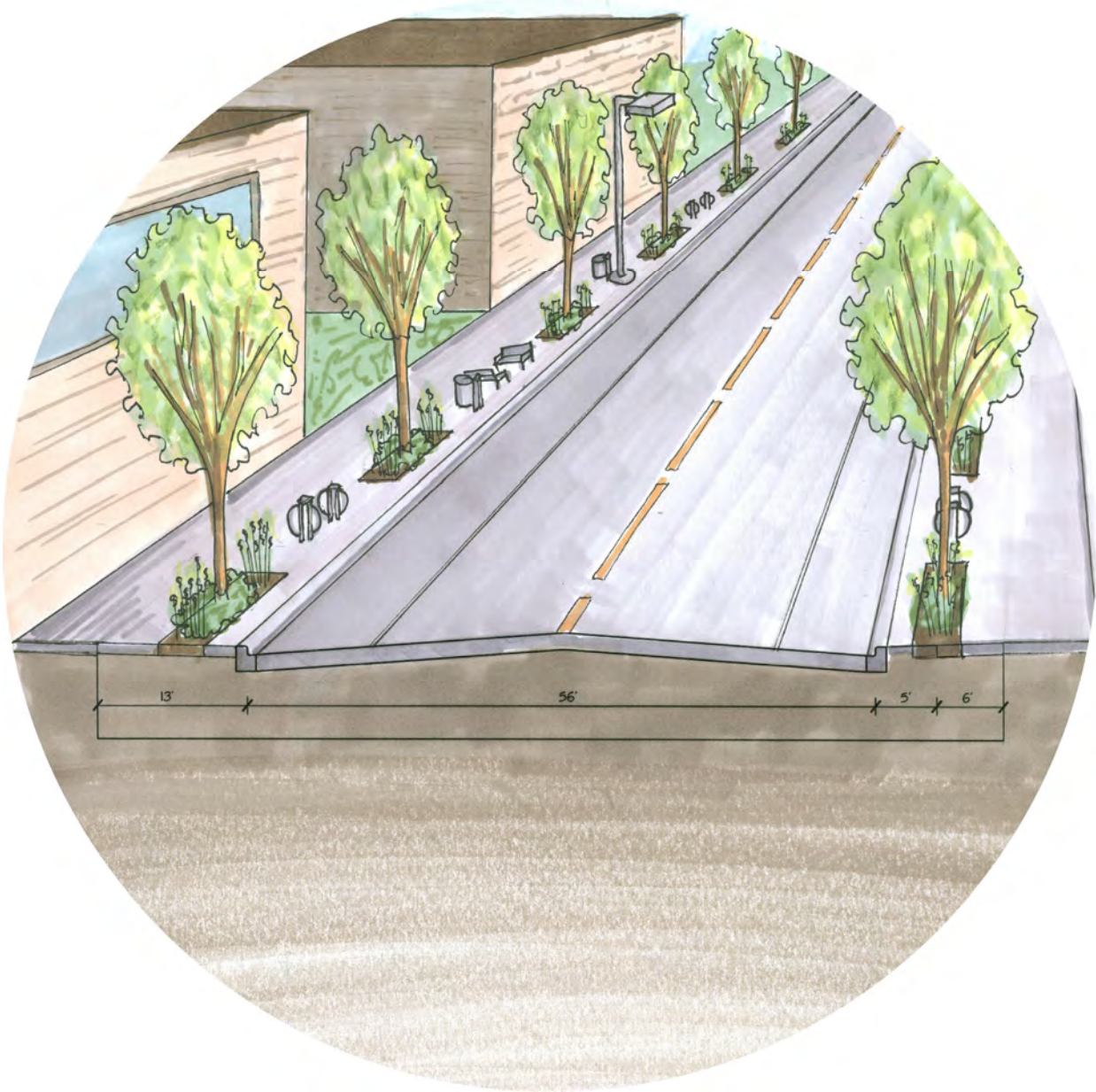
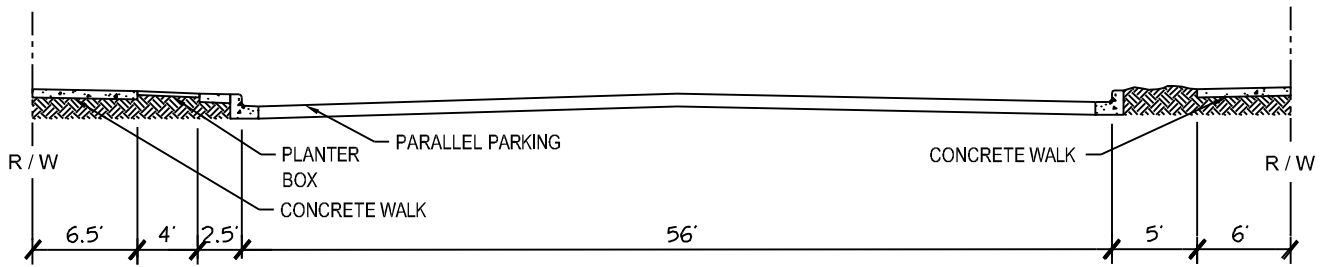
This framework provides distinct strategies for guiding The COR's form and appearance. This framework's vision for the COR will take several years to implement. Successful implementation will require consistent application of the Design Framework by City staff. Zoning enforcement and design framework standards will not succeed without the cooperation and commitment of landowners, development interests, and the rest of the community.

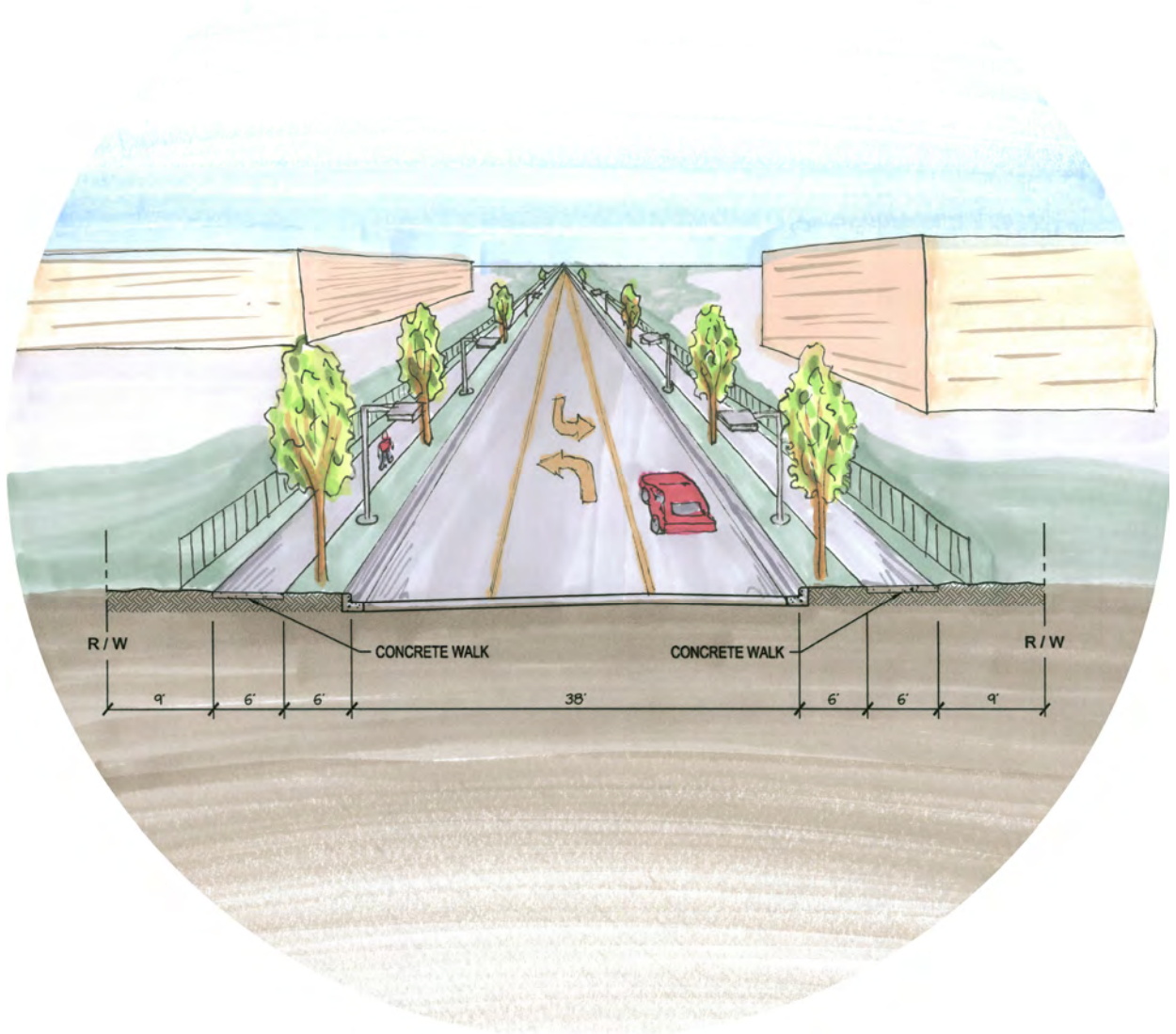
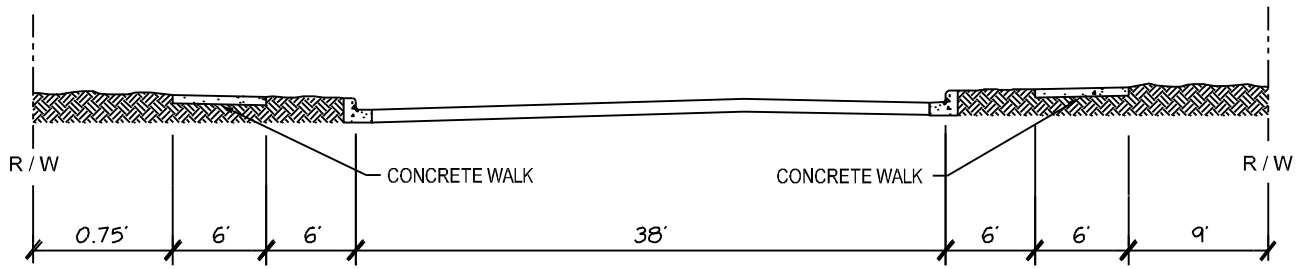
Design Review

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.

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APPENDIX A: SPECIFICATIONS AND DETAILS

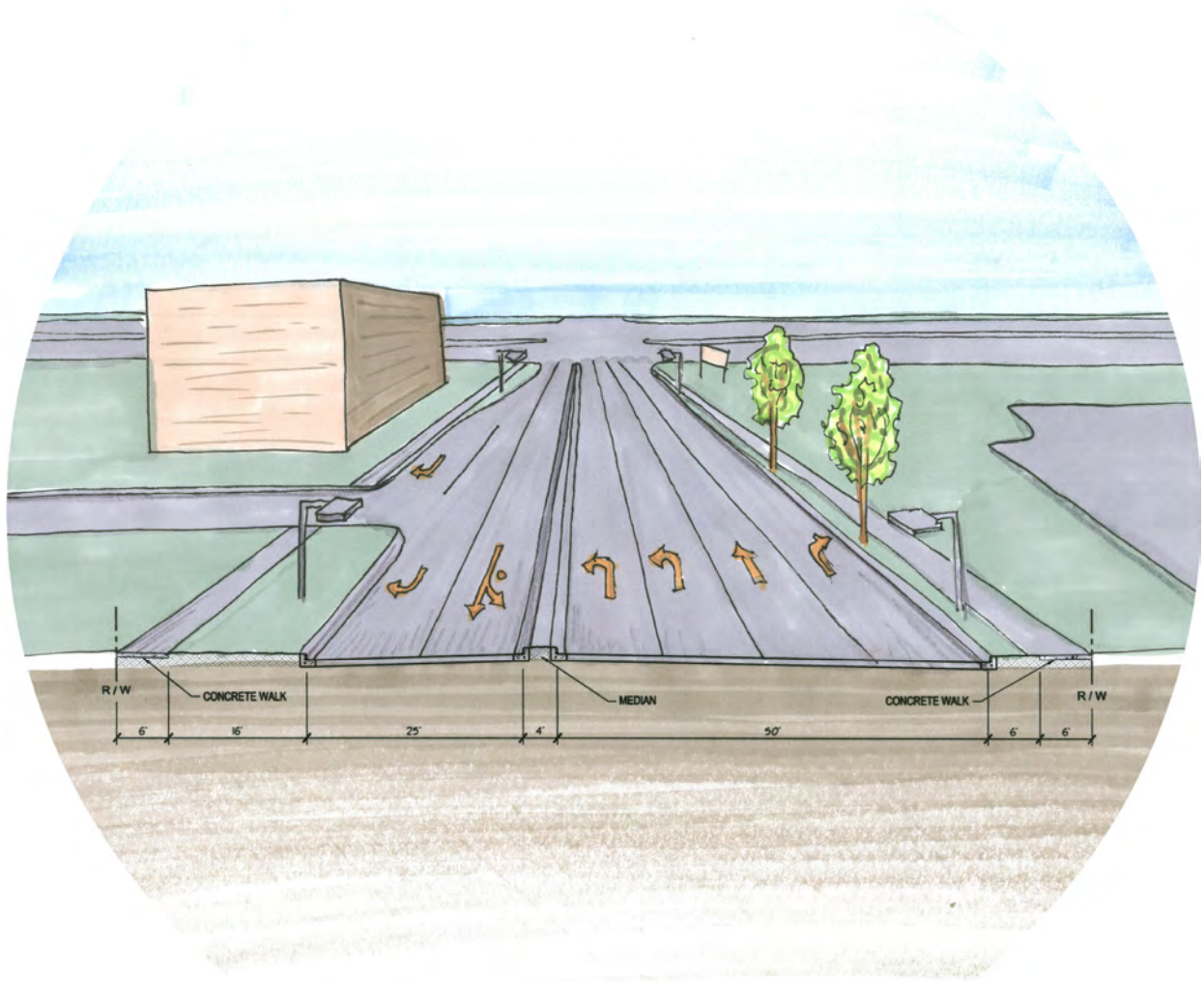
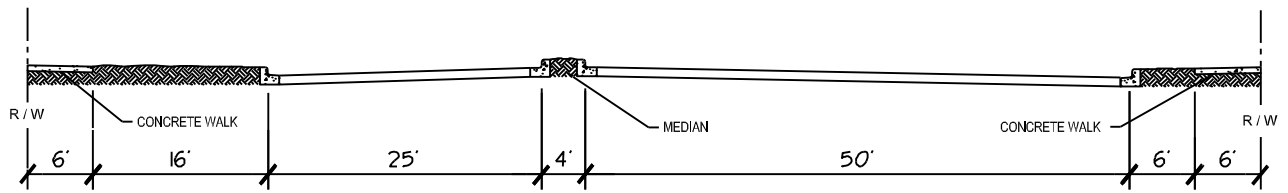




LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey
PERSPECTIVE SECTION #2
Sunwood Dr. West of Zeolite St.

THE
COR
RAMSEY, MINNESOTA



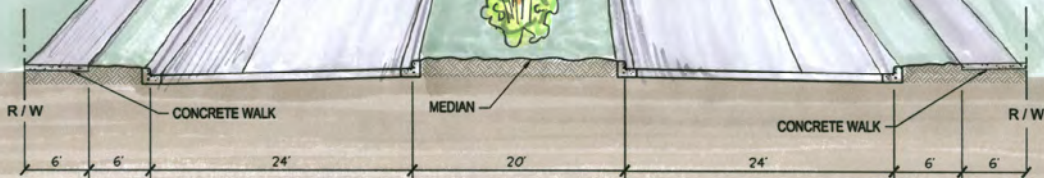
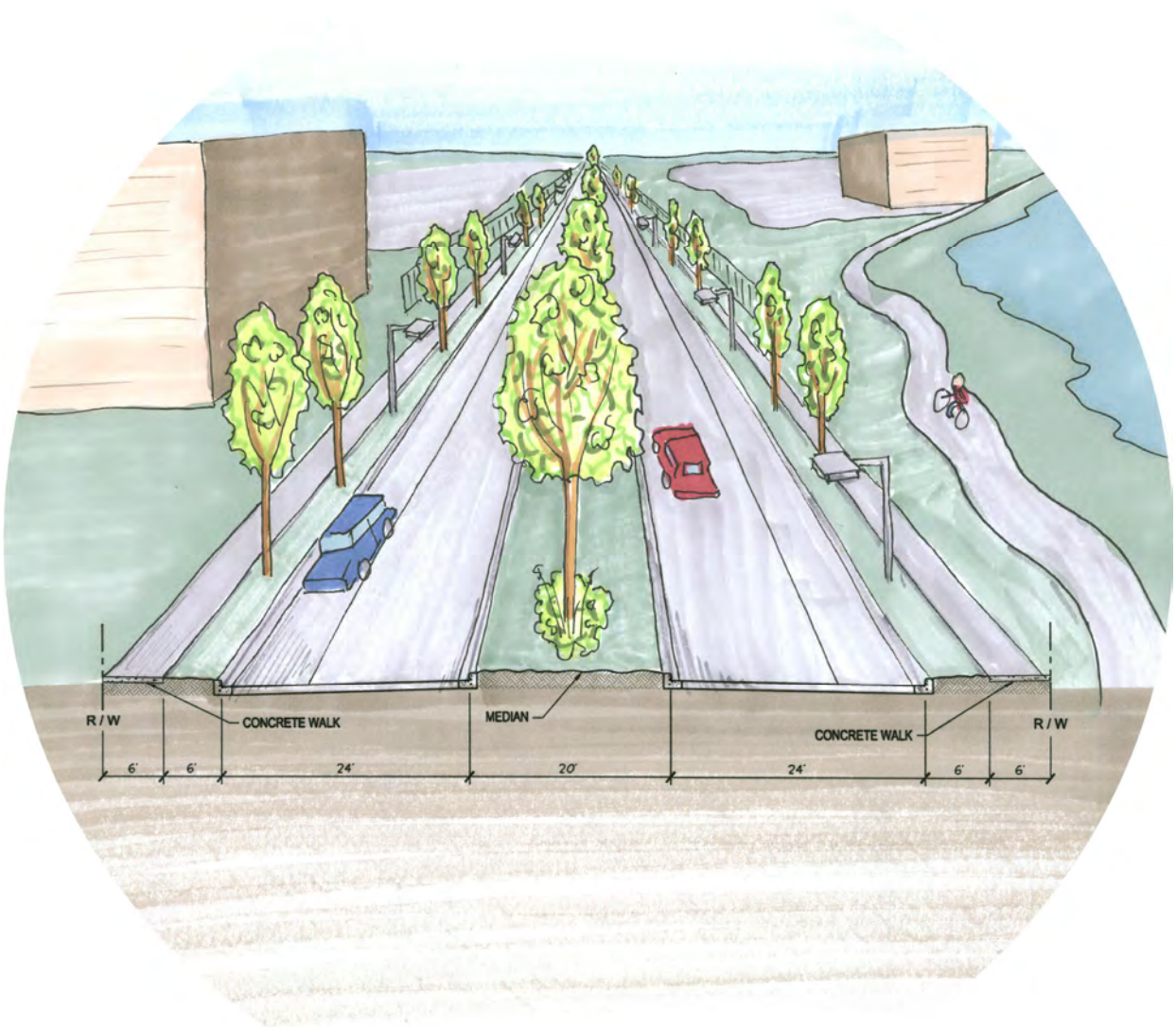
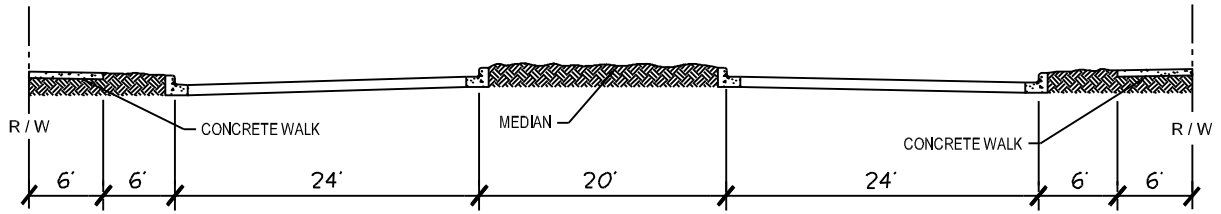
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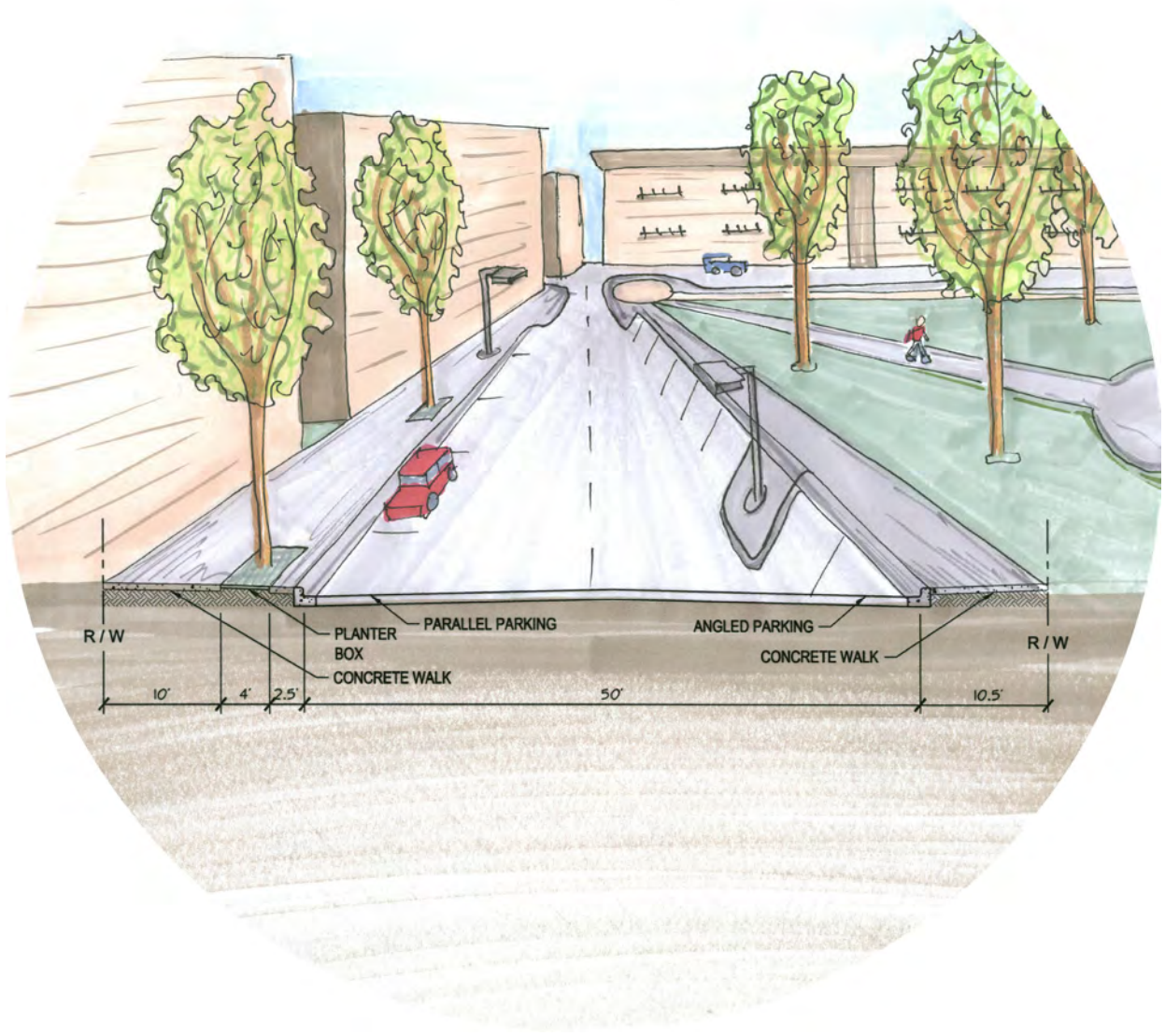
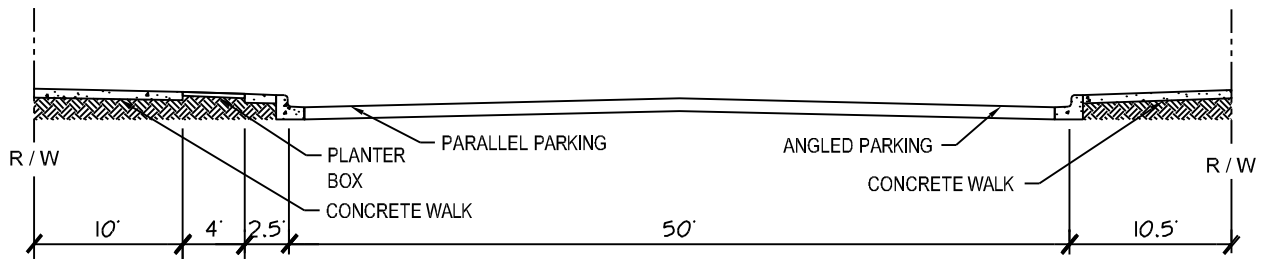
L A N D F O R M

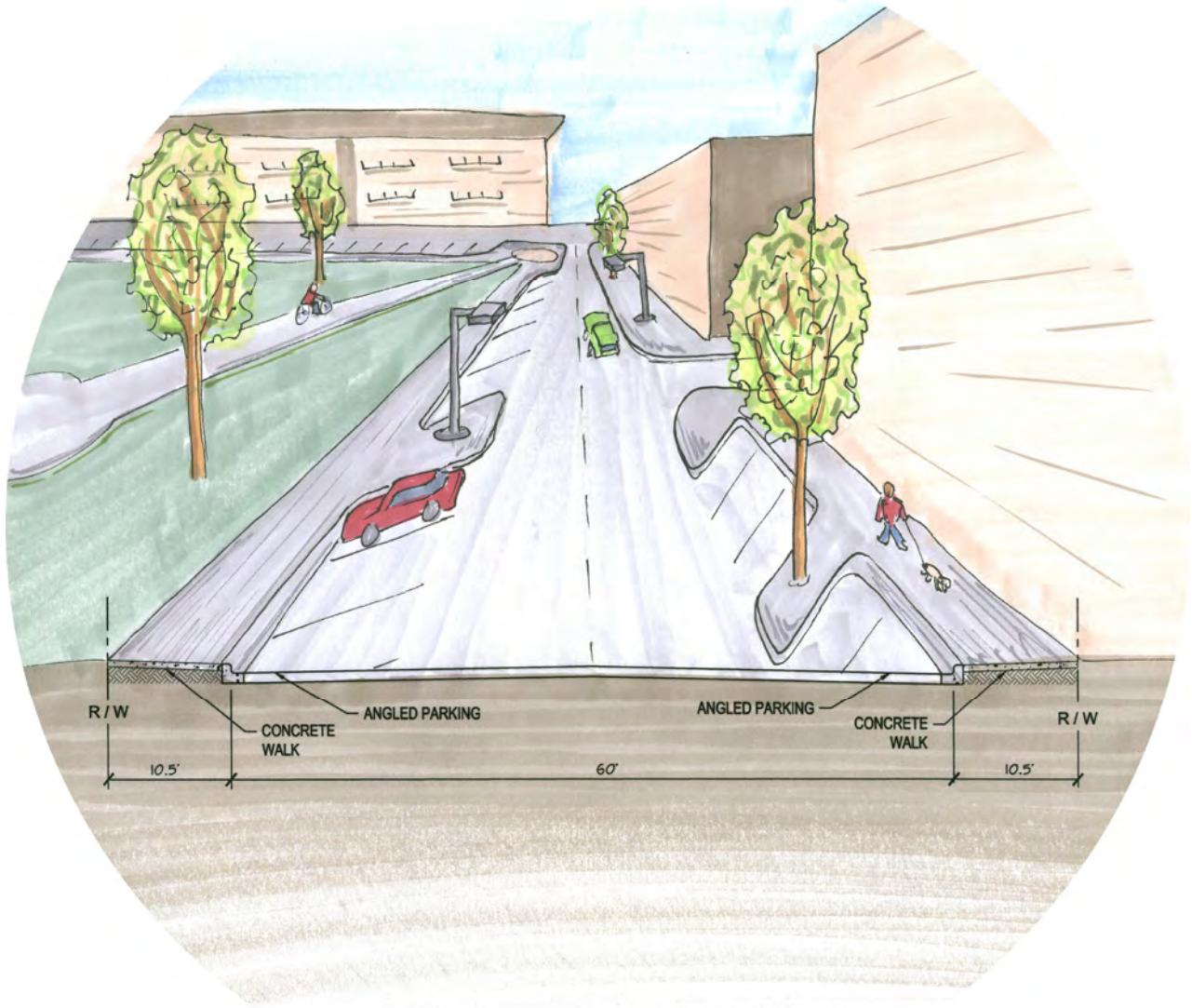
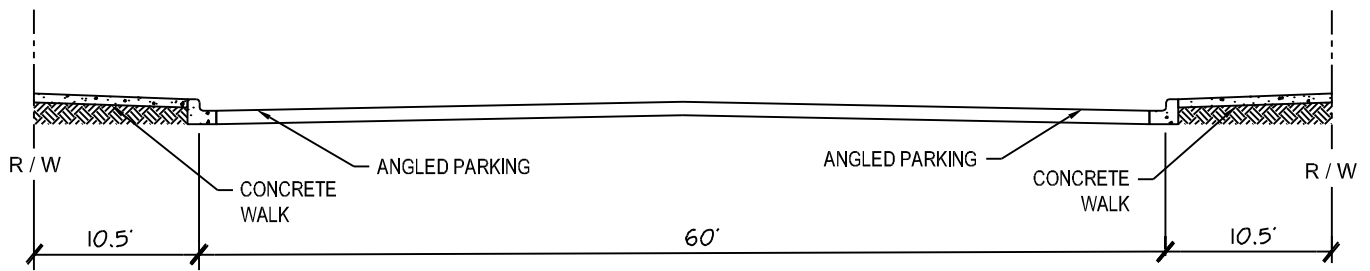
 From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey
 PERSPECTIVE SECTION #3
 Ramsey Pkwy. West of Roundabout





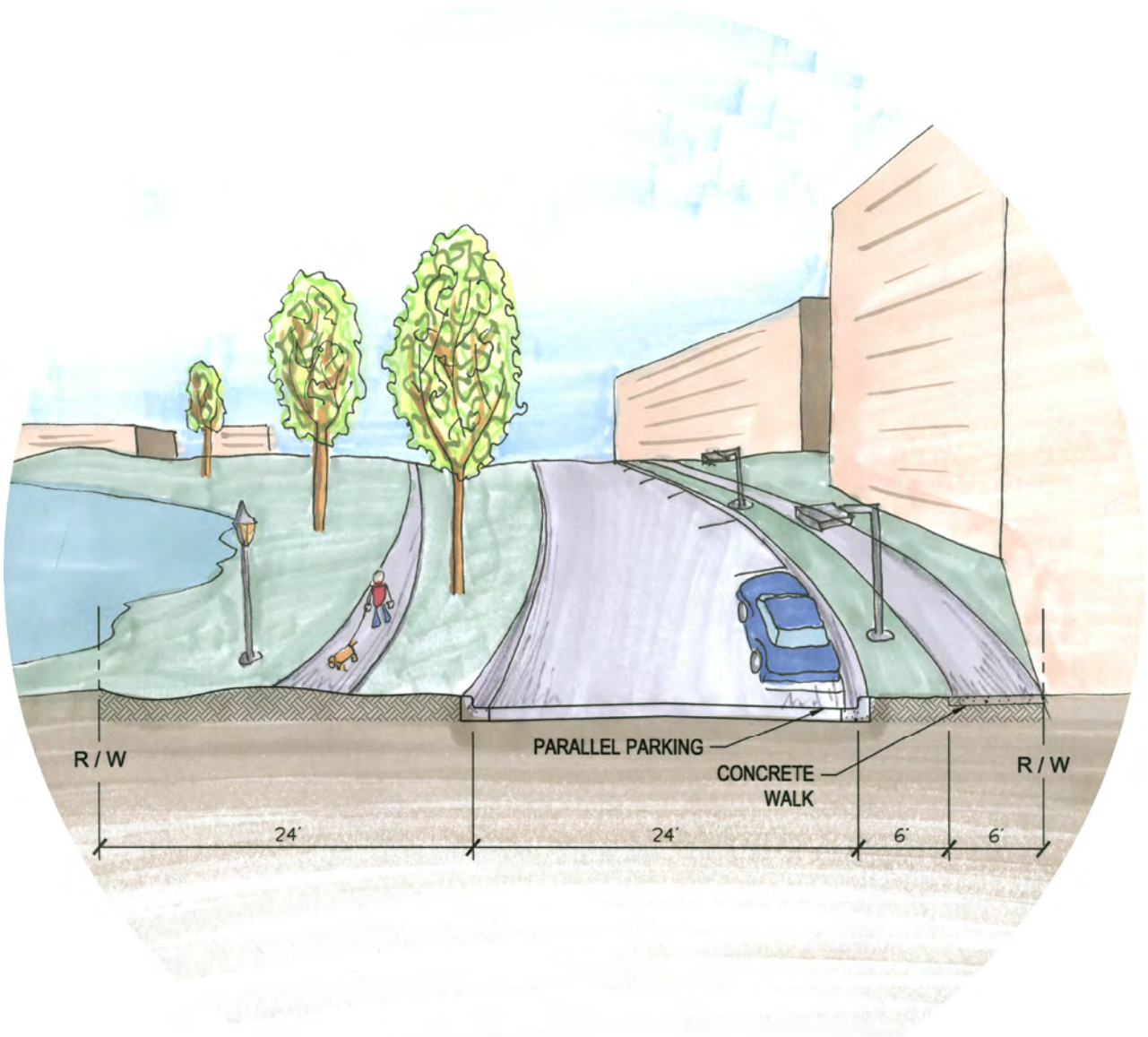
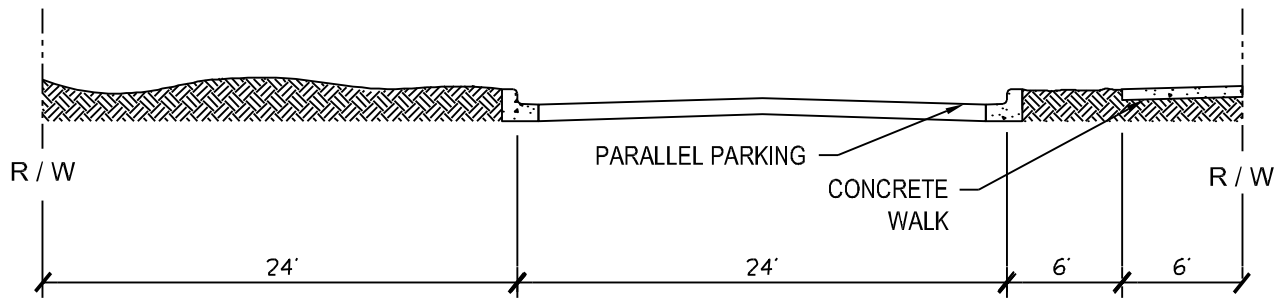




• •
L A N D F O R M
 From Site to Finish

DESIGN FRAMEWORK
 The COR at Ramsey
 PERSPECTIVE SECTION #6
 Center St. East of Municipal Plaza





● ●
L A N D F O R M
 From Site to Finish

DESIGN FRAMEWORK
 The COR at Ramsey
 PERSPECTIVE SECTION #7
 Ramsey Pkwy. South of The Draw



THE COR

AT RAMSEY

- PYLON/COMMUNITY SIGNS
- COMMUNITY KIOSK
- PROJECT GATEWAY
- P PARKING

*See 'Appendix B' for sign details



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Signage Plan

09/06/2012



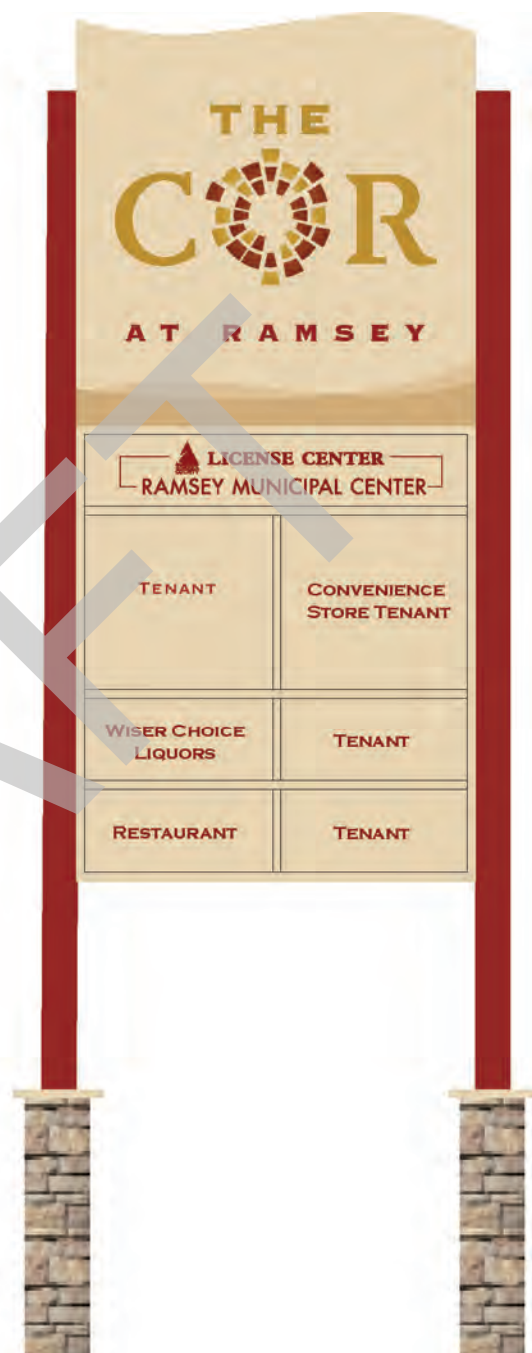


EXHIBIT B.1

	DESIGN FRAMEWORK The COR at Ramsey	
	PYLON/COMMUNITY SIGN 'A' Armstrong Blvd. & Highway 10	



Eastbound



Westbound

EXHIBIT B.2



DESIGN FRAMEWORK
The COR at Ramsey

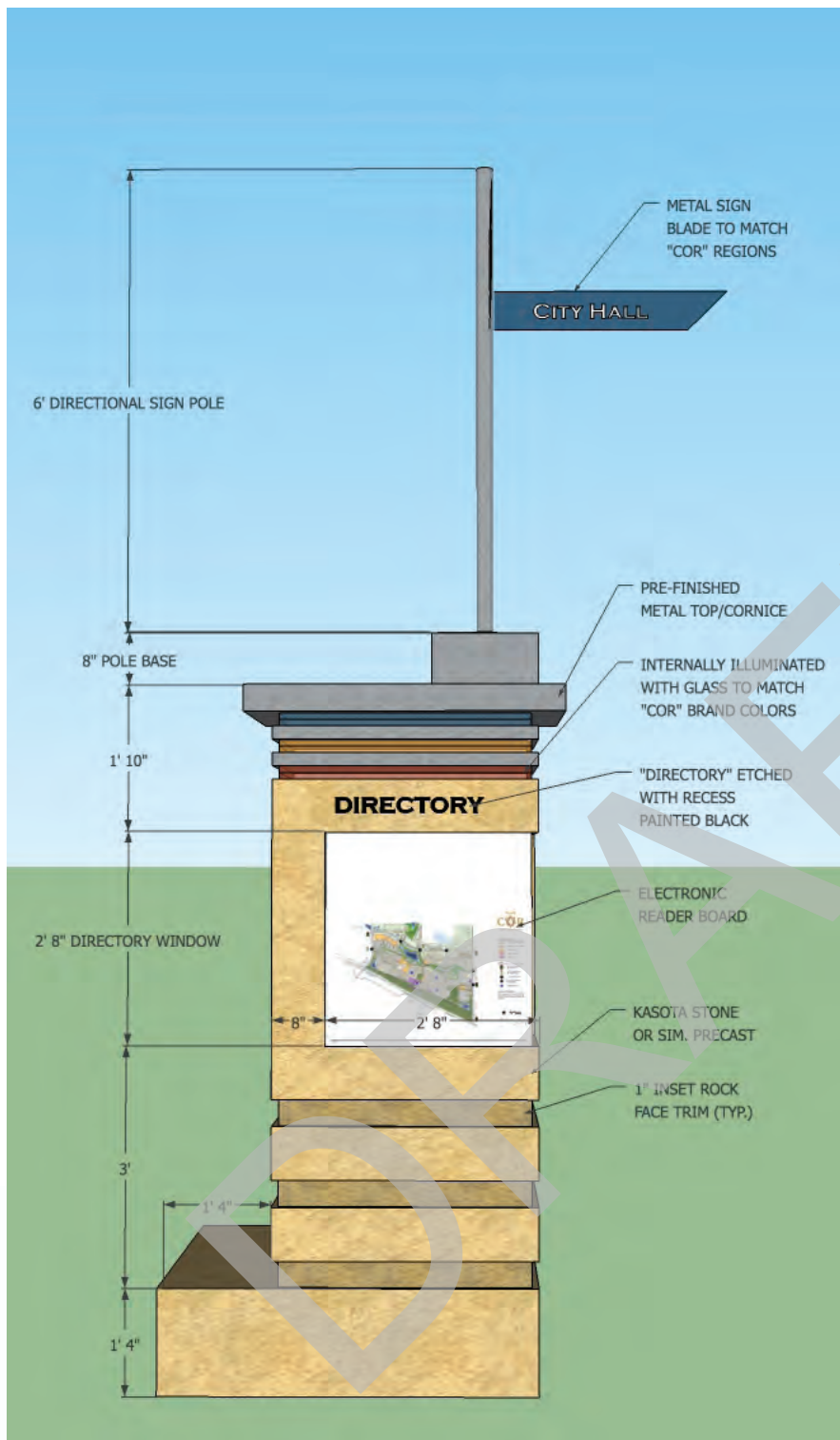
PYLON/COMMUNITY SIGN 'B'
Commuter Rail & Highway 10





EXHIBIT B.3

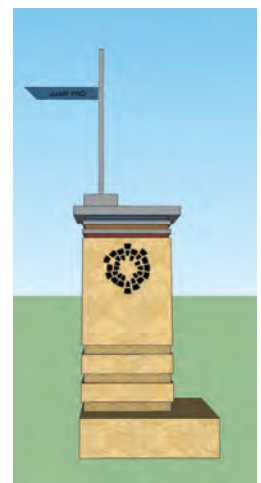
	<p>DESIGN FRAMEWORK The COR at Ramsey</p> <hr/> <p>PYLON/COMMUNITY SIGN 'C' Ramsey Blvd. & Highway 10</p>	
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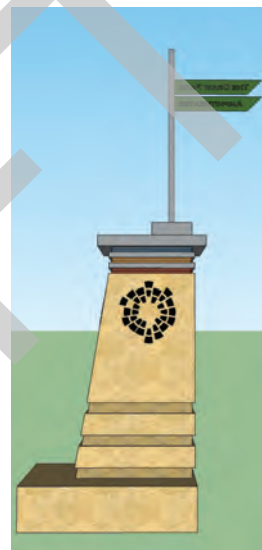
DIRECTORY PANEL VIEW



EVENTS PANEL VIEW



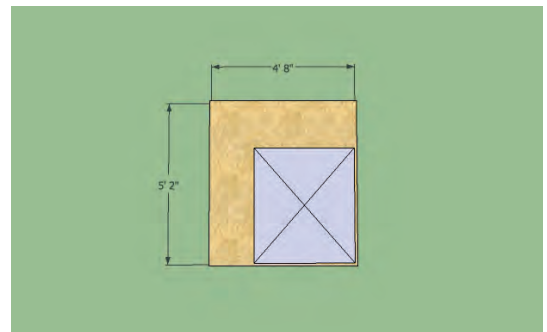
REAR VIEW



SIDE VIEW



PERSPECTIVE



PLAN VIEW

EXHIBIT B.4



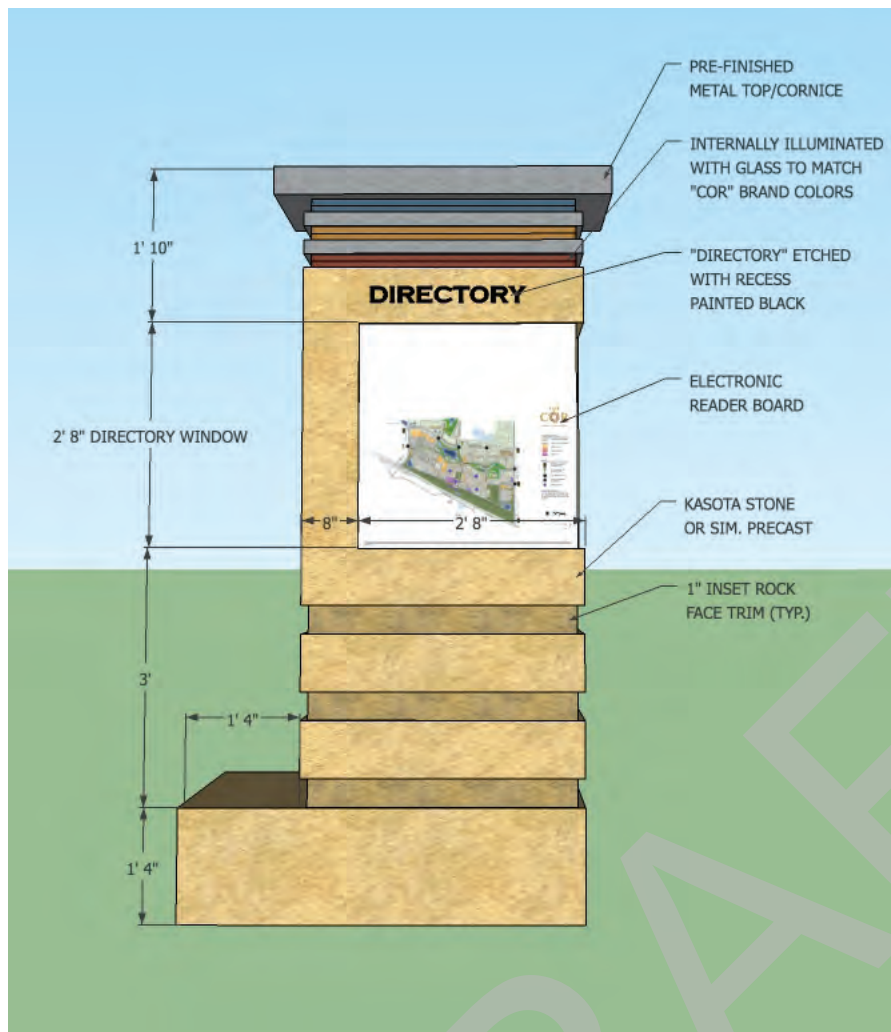
DESIGN FRAMEWORK

The COR at Ramsey

COMMUNITY KIOSK 'A'

Commuter Rail & Veterans Dr.

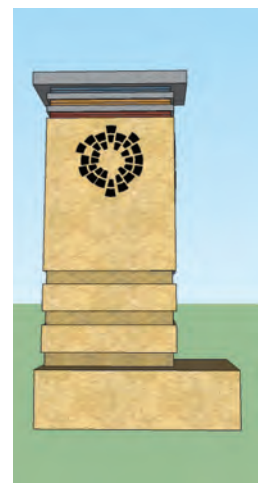




DIRECTORY PANEL VIEW



EVENTS PANEL VIEW



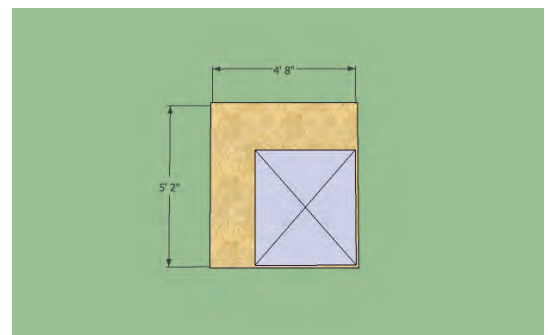
REAR VIEW



SIDE VIEW



PERSPECTIVE



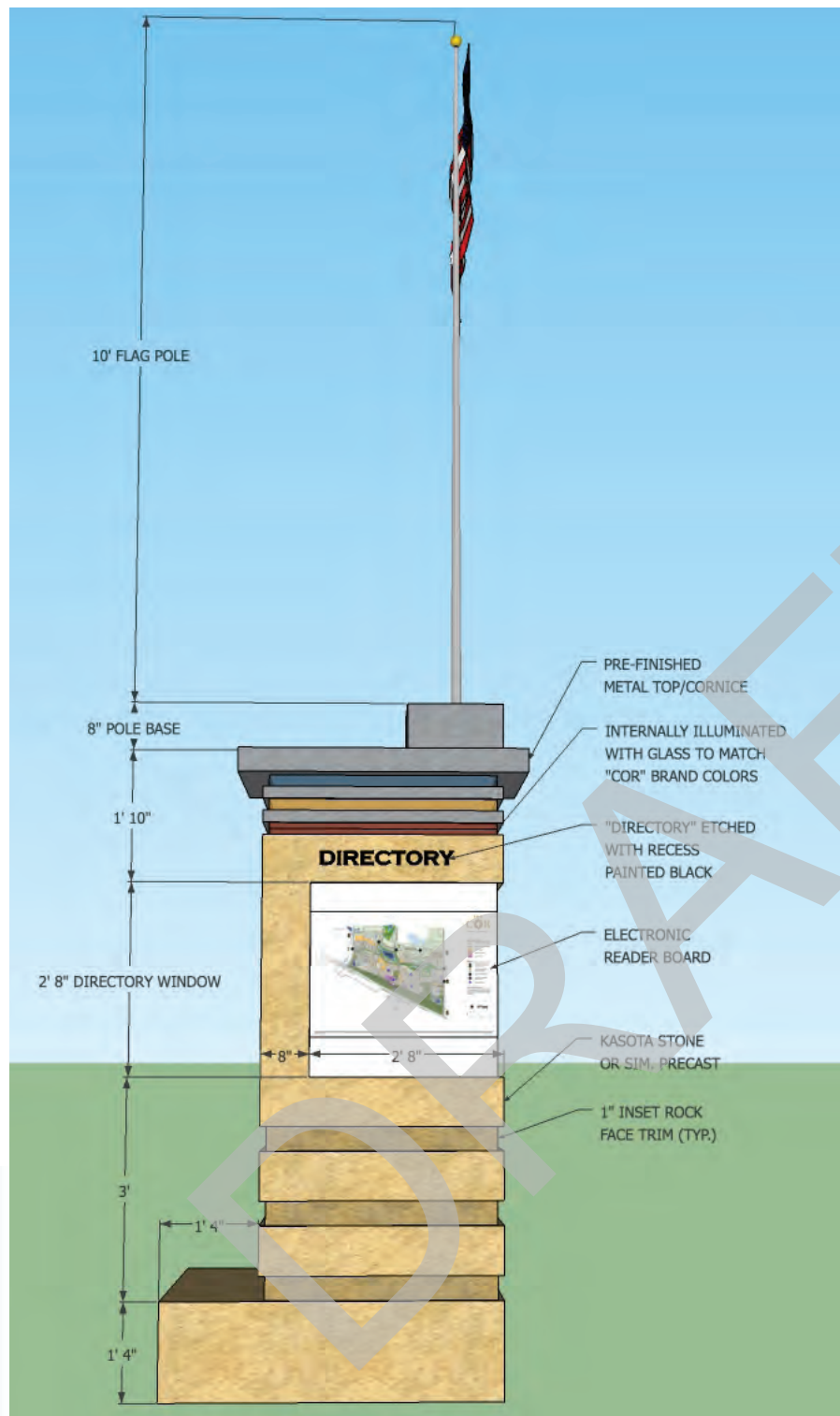
PLAN VIEW

EXHIBIT B.5

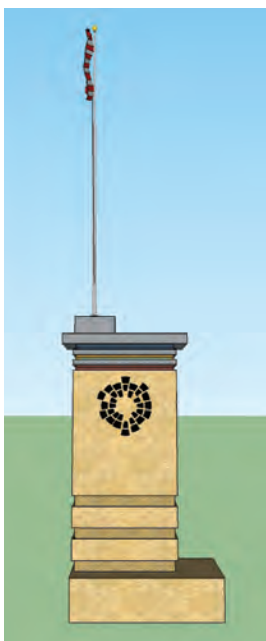


DESIGN FRAMEWORK
 The COR at Ramsey
 COMMUNITY KIOSK 'B'
 Sunwood Dr. & Center St.

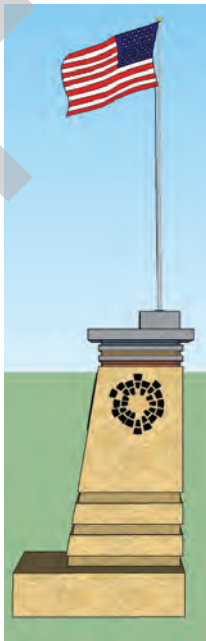




EVENTS PANEL VIEW



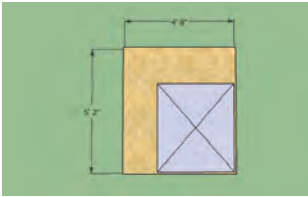
REAR VIEW



SIDE VIEW



PERSPECTIVE



PLAN VIEW

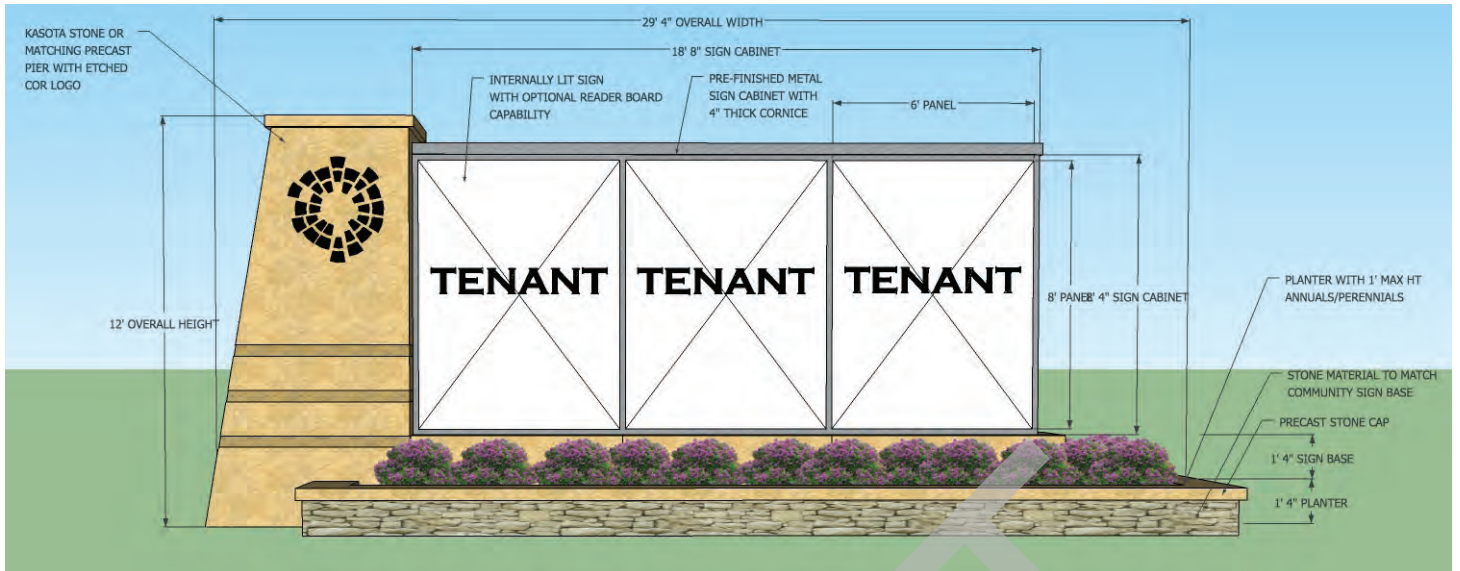
DIRECTORY PANEL VIEW

EXHIBIT B.6

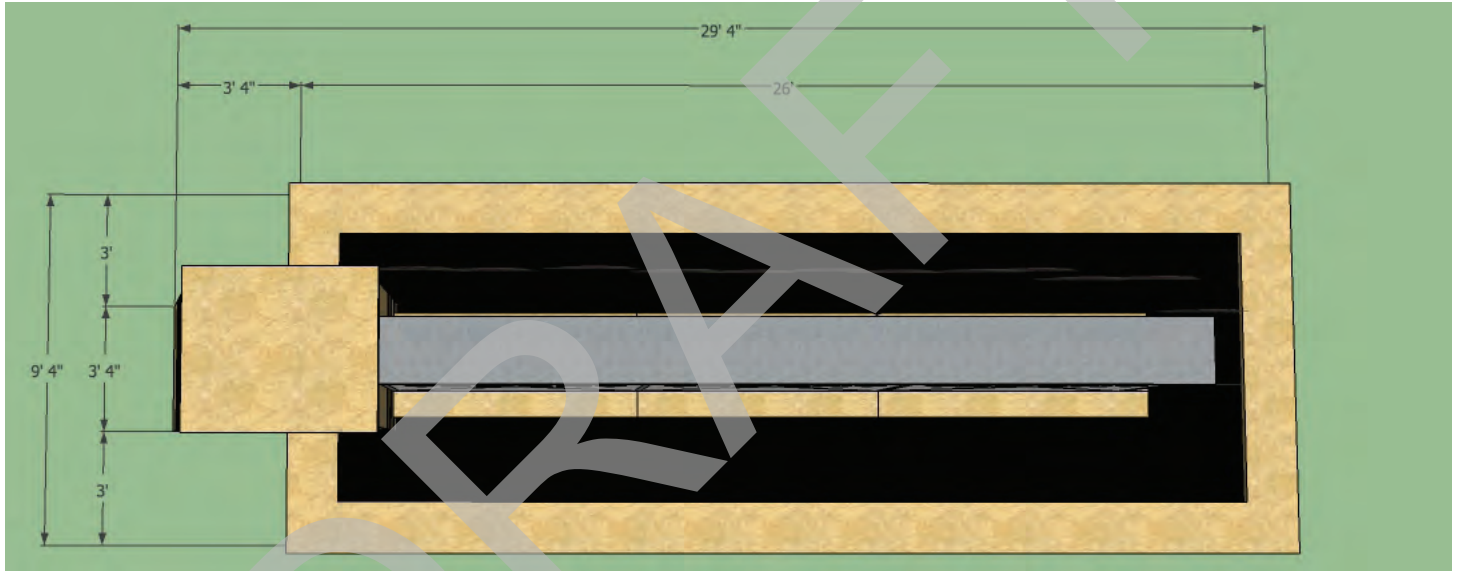
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey
COMMUNITY KIOSK 'C'
Sunwood Dr. at Municipal Plaza

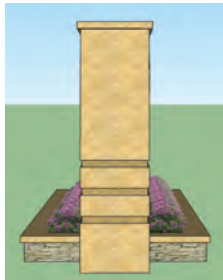
THE
COR
RAMSEY, MINNESOTA



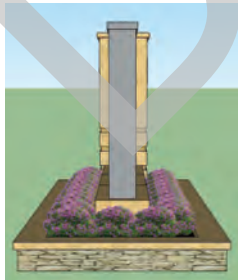
ELEVATION AT SUNWOOD



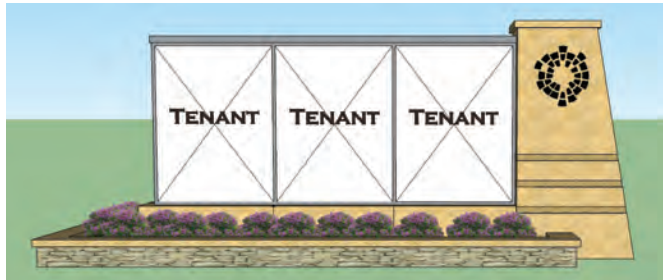
PLAN VIEW



PROFILE VIEW



PROFILE VIEW



ELEVATION

EXHIBIT B.7



DESIGN FRAMEWORK
The COR at Ramsey
 PROJECT GATEWAY SIGN 'A'
 Sunwood Dr. & Armstrong Blvd.



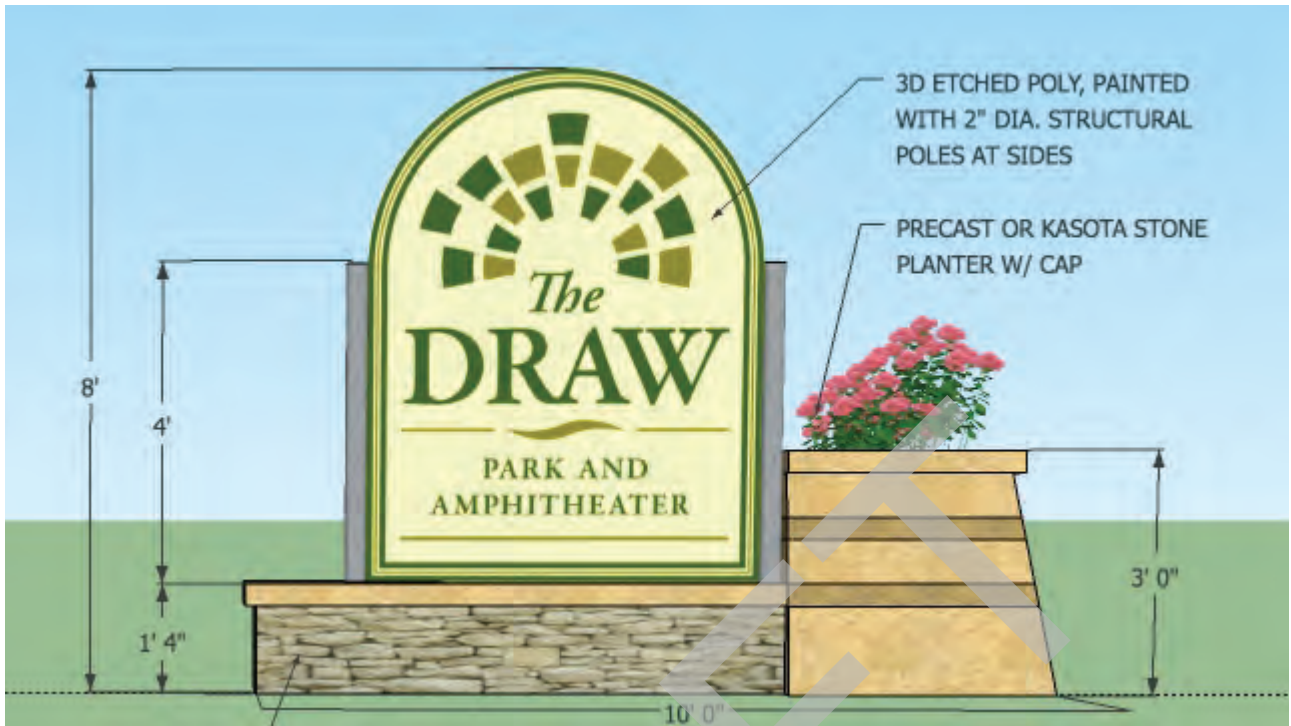
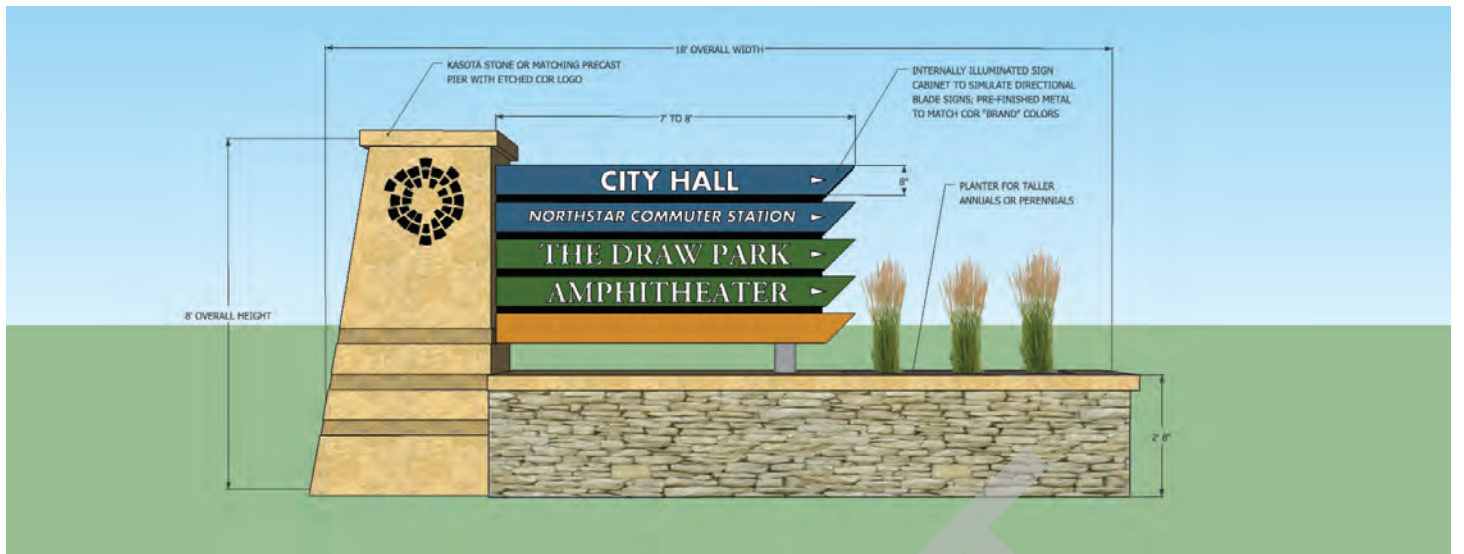
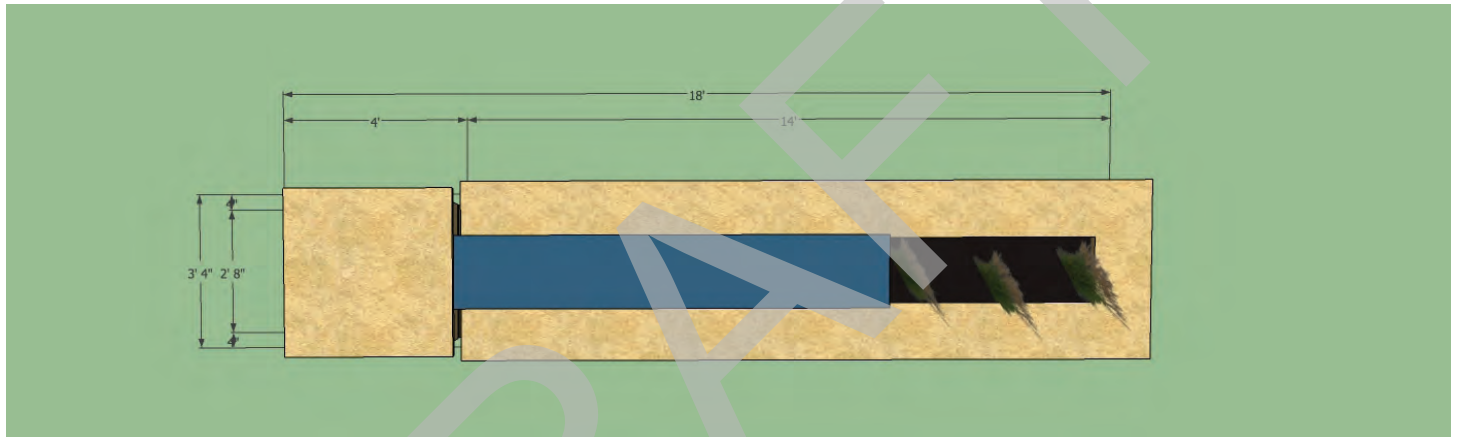


EXHIBIT B.8



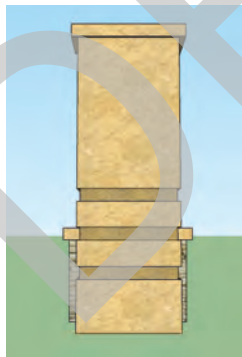
ELEVATION AT EASTBOUND BUNKER LAKE



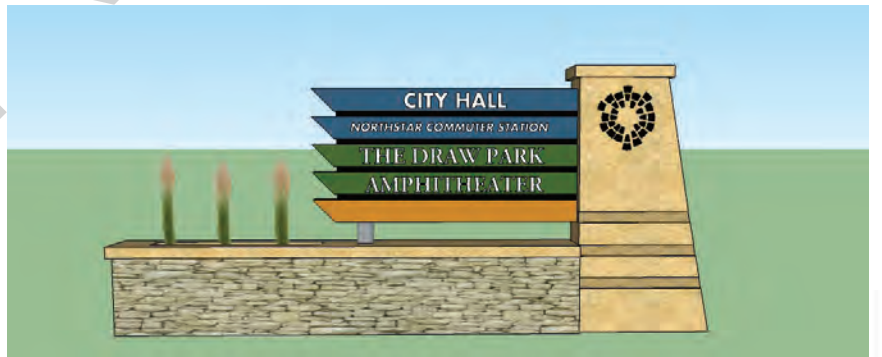
PLAN VIEW



PROFILE VIEW



PROFILE VIEW



ELEVATION AT WESTBOUND BUNKER LAKE

EXHIBIT B.9

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L A N D F O R M

From Site to Finish

DESIGN FRAMEWORK

The COR at Ramsey

PROJECT GATEWAY SIGN 'C'

Bunker Lake Blvd. & Center St.

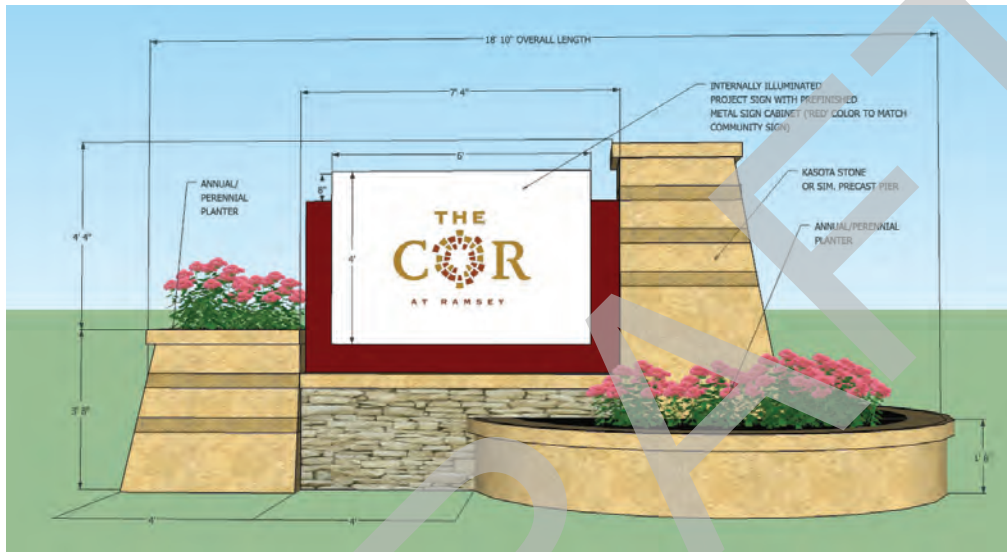
THE

COR

RAMSEY, MINNESOTA



ELEVATION AT SOUTH BOUND RAMSEY



ELEVATION AT WESTBOUND BUNKER LAKE



PERSPECTIVE

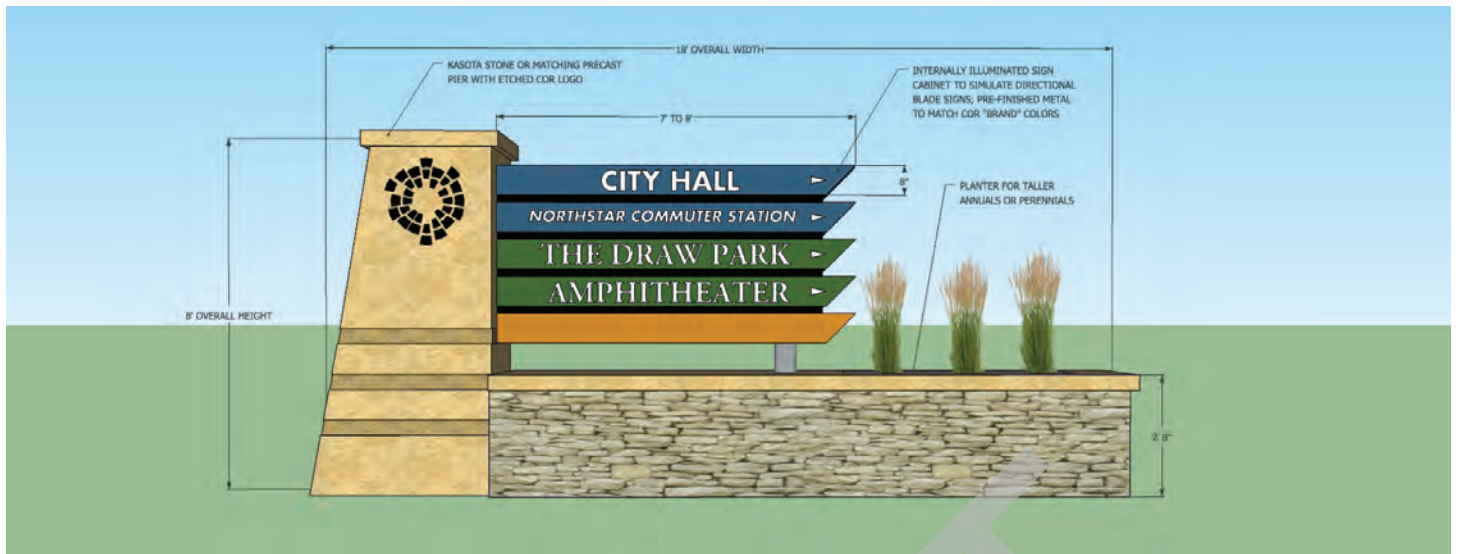
EXHIBIT B.10



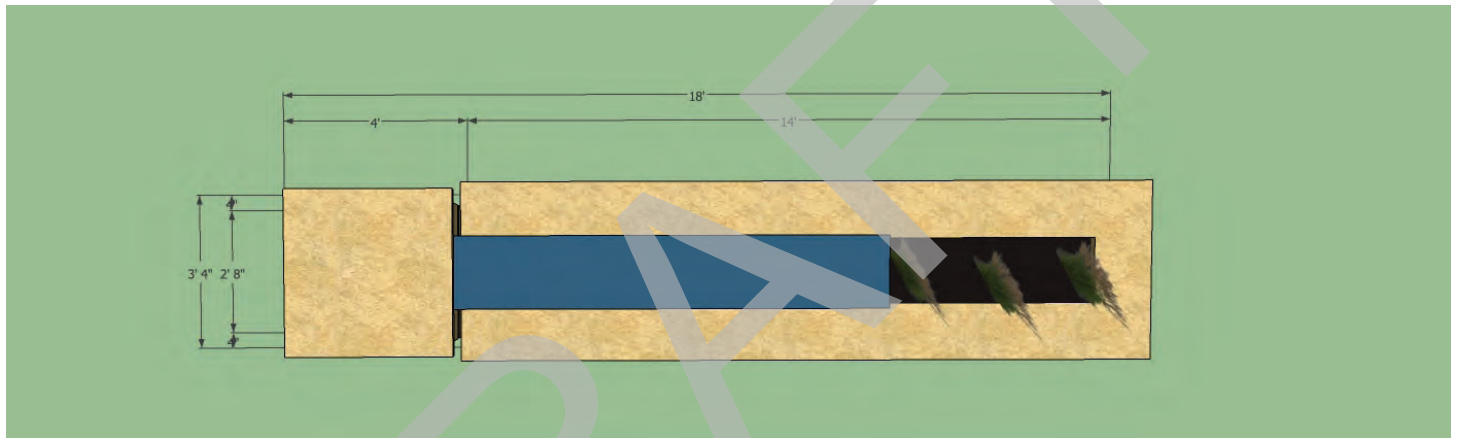
DESIGN FRAMEWORK
The COR at Ramsey

PROJECT GATEWAY SIGN 'D'
Bunker Lake Blvd. & Ramsey Blvd.





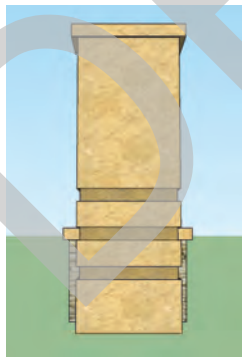
ELEVATION AT SOUTHBOUND RAMSEY



PLAN VIEW



PROFILE VIEW



PROFILE VIEW



ELEVATION AT NORTHBOUND RAMSEY

EXHIBIT B.11



DESIGN FRAMEWORK
The COR at Ramsey
 PROJECT GATEWAY SIGN 'E'
 Sunwood Dr. & Ramsey Blvd.





EXHIBIT B.12

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L A N D F O R M

 From Site to Finish

DESIGN FRAMEWORK
 The COR at Ramsey
 PUBLIC PARKING SIGNAGE
 Standard Signage

THE
COR
 RAMSEY, MINNESOTA



EXHIBIT B.13

LANDFORM

 From Site to Finish

DESIGN FRAMEWORK

The COR at Ramsey

 LIGHT POLE BANNER SIGNS

 Standard Signage





PERMANENT TENANT SIGN 1.



RAMP MARQUEE SIGN 2.



INFILL BANNERS 3.



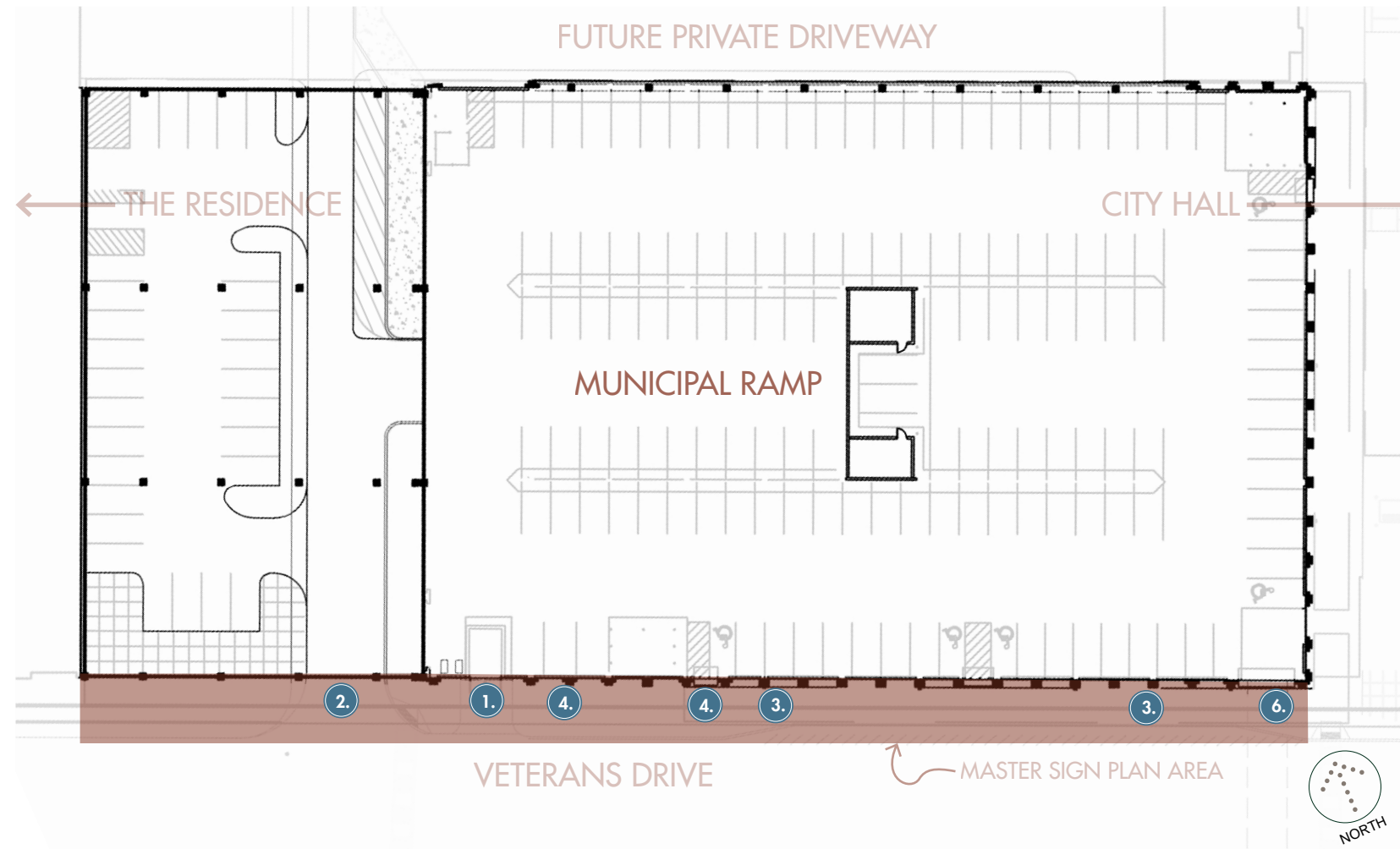
COLUMN BANNERS 4.



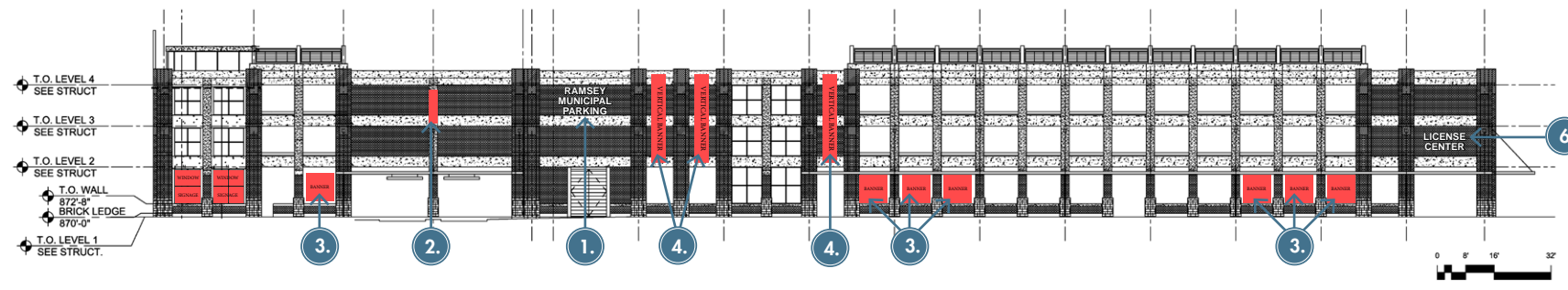
WINDOW FILM SIGN 5.



PERMANENT TENANT SIGN 6.



PLAN - N.T.S.



SOUTH ELEVATION - N.T.S.



Sign Descriptions:

1. 'RAMSEY MUNICIPAL PARKING' brushed aluminum letters, flood illuminated.
Typical Sign Area = ±66 S.F.
Qty. 1 Total South Elevation = 66 S.F.
2. Two-sided Internally illuminated marquee sign cabinet. Typical Sign Area = ±60 S.F.
Qty. 1 Total South Elevation = 60 S.F.
3. Typical banner 6'x 6' printed perforated canvas with finished seams; occurs at open bays.
Typical Sign Area = 36 S.F.
Qty. 6 Total South Elevation = 216 S.F.
4. Typical banner 4'x20' printed canvas x 3 sides.
Typical Sign Area = 240 S.F.
Qty. 3 Total South Elevation = 720 S.F.
5. Window film signs. Sizes vary.
Typical Sign Area = 64 S.F.
Qty. 2 Total South Elevation = 128 S.F.
6. "LICENSE CENTER" brushed aluminum letters
Typical Sign Area = 60 S.F.
Qty. 1 Total South Elevation = 60 S.F.

Ramp Elevation & Sign Area Calculations:

South Elevation:

Total Elevation Area = ±15,589 S.F.
 Total Allowable Sign Area (15% Elevation Area) = ±2,338 S.F.
 Total Proposed Sign Area Used = 1250 S.F.



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The COR Timeline of Significant Events—Updated June 12th 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, May 26, 2015, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor Sarah Strommen
Councilmember Jill Johns
Councilmember Mark Kuzma
Councilmember John LeTourneau
Councilmember Chris Riley
Councilmember Melody Shryock (arrived at 6:05 p.m.)
Councilmember Kristine Williams

Members Absent: None

Planning Commission

Members Present: Chairperson Gary Levine
Commissioner Andrews Andrusko
Commissioner Randy Bauer (arrived at 6:07 p.m.)
Commissioner Ralph Brauer
Commissioner Cindy Nosan
Commissioner Gary VanScoy

Planning Commission

Members Absent: Commissioner Matthew Maul

Also Present: City Administrator Kurtis Ulrich
Parks and Assistant Public Works Superintendent Mark Riverblood
Community Development Director Timothy Gladhill
City Planner Chris Anderson
Asst. City Administrator/Economic Development Manager Patrick Brama
City Attorney Joe Langel

1. CALL TO ORDER

Mayor Strommen called the City Council Work Session to order at 5:45 p.m.

2. TOPICS FOR DISCUSSION

2.01: Review Development Plan and Design Framework for The COR

Community Development Director Gladhill reviewed the staff report and key discussion topics that he wanted the group to consider.

Commissioner VanScoy stated that he was a part of the group when the plan was originally developed and since that time, as the City has gone through process of approving projects, there is more varying from the original concept. He stated that it makes him uncomfortable for the City to consistently approve variances from the Ordinances, as that inhibits the ability to accomplish the original goal. He questioned if the original concept is still valid or whether he is holding onto old values that simply do not work. He stated that he measures applications against the Ordinances and whether or not the project fits within the desired intent of the City. He believed that the City should review the basics and if the vision has changed, make the necessary amendments. He stated that parking is still an issue, noting the desire for shared parking but the lack of a plan to reach that end result.

Mayor Strommen stated that multiple plans can still bring the City to the same vision. She questioned whether the Commissioner believes the vision is the same but the plan has changed or whether he believes the vision and plan have changed.

Commissioner VanScoy stated that he believed both the plan and vision have changed, noting that he does not oppose the change but simply believes that the vision and plan should be amended to fit the City's current path.

Commissioner Bauer stated that the idea had been that The COR should never look like Riverdale. He stated that there is a sense that perhaps the development is moving in more of a Riverdale direction. He questioned the Council's idea for the future development of The COR.

Commissioner Levine stated that things have changed just as life changes and that currently the City is not "playing by the rules". He stated that the City should review what is being done and what needs to be done and amend the rules to better fit the desired outcome as that has changed over time, rather than continuing to issue variances.

Mayor Strommen agreed that the Master Plan has changed several times throughout this course but believed that many elements of the vision remain the same. She stated that there may be degrees of implementation to reach the vision, noting that some elements of the original vision may still exist but in a different manner than originally thought.

Community Development Director Gladhill stated that one of the main issues is parking strategies, specifically surface parking, and believed that some of the language in the zoning code could be further clarified. He noted that mixed use is another large component and confirmed that there may also be better language to address that component.

Mayor Strommen agreed that clarification of the zoning code could be made but stated that perhaps there should also be a higher-level discussion regarding the elements of the original vision as some of those items may have changed over time.

Community Development Director Gladhill questioned whether that discussion should occur at the Planning Commission level, a joint Commission and Council meeting or whether public input should also be gathered.

Commissioner Levine stated that he liked the idea of a joint meeting to check back in and make sure the discussion the Commission is having is moving in the right direction but did not believe that a large public meeting would be necessary.

Commissioner Bauer stated that he wanted to make sure that the process is transparent as well because multiple residents have expressed that they felt the original discussions for The COR had been hushed and were not transparent.

Councilmember Shryock arrived.

Mayor Strommen stated that through this process there should be a review of the original vision to determine if that is the same or where changes need to be made to the elements or implementation items. She stated that perhaps those results are then shared with the public.

Councilmember Riley stated that another step of the process would be to determine the impediments to the desired vision.

Commissioner Randy Bauer arrived.

City Administrator Ulrich stated that there is a good amount of community interest in The COR and agreed that could be a good public involvement process.

Mayor Strommen agreed but believed that the review should be completed first in order for everyone to be on the same page.

Councilmember LeTourneau agreed that this would be a good exercise. He stated that there has been a good effort for the City to get out of the development business but believed that there would be a good benefit for the City to take a step back and review the best methods to reach the desired end result.

Mayor Strommen agreed that the City has been focused on being a landowner and getting out of the development business which has distracted the City from their overall role in the planning process.

Councilmember Kuzma stated that his platform had been for the City to get out of the development business and believed that the City has done a lot in the past ten years. He stated that there has been a large amount of development in The COR in the past ten years along with beginning the Armstrong interchange project. He stated that the City was dealing with these issues while bringing on a new economic development staff member and working with reality rather than what the Metropolitan Council had projected. He also believed that the City has been much more transparent than it had been in the past.

Councilmember Williams stated that the Economic Development Authority (EDA) has recently been brought into discussions, which she thought was a great idea and also provides another level of transparency.

Commissioner Levine stated that this process has been underway for about 15 years and acknowledged that things change. He stated that the City is trying to be transparent and believed an open forum would be a great part of this process where the changes and vision can be discussed. He also believed that it is important for the Council and Commission to meet jointly in order to facilitate discussion of this nature.

Commissioner Bauer stated that from a systemic perspective the interest in The COR has grown because this Council has been more open and residents feel that they are being listened to and are more a part of the discussion. He stated that they also need to remember that some people had expressed the opinion that the original plans were not attainable and therefore could have never been reached.

Councilmember Johns stated that this would be a great opportunity to refresh on what is possible, noting the timing of the Armstrong interchange project actually moving forward.

The consensus of the Council and Commission was to conduct an inventory on the elements of the original plan compared to the current status and the vision for The COR today, which will be reviewed with the Planning Commission, other relative Advisory Boards, and City Council.

Councilmember Riley stated that the market must also be considered, noting that it may not be economically feasible for development to fund a multi-million dollar parking ramp. He stated in that case the City would need to fund the element or amend the development plans.

Mayor Strommen agreed that the plan should be reviewed to determine if some of the original elements are feasible.

Community Development Director Gladhill stated that along with this process he would like to see the plan made more user friendly as it can be very confusing to follow in the current format.

Commissioner Andrusko questioned what the Commission would do in the time being.

Community Development Director Gladhill stated that the Commission would continue to enforce the regulations as they exist today.

Commissioner VanScoy stated he is having difficulty supporting the land uses proposed by applicants as there is conflict with the existing regulations. He stated that the Commission will still look at the land use and Ordinances to determine if they fit and make a recommendation to the City Council based on that, noting that the Council may have different priorities than the Commission.

Mayor Strommen appreciated the Commission bringing this discussion forward as she believed it would be a benefit to have this refresher in order to better match the implementation items with the intent. She stated that policy decisions will need to be made as the projects come. She stated that the opinion and recommendation of the Planning Commission matters, whether or not the recommendation is followed. She agreed that the City Council does have different priorities

regarding the policies and acknowledged the difficult position the Commission is placed in during this review period.

Commissioner Bauer stated that there are companies that gather consumer information that may be useful to the City during this process.

2.02: Discuss Approach for Comprehensive Plan Update

Community Development Director Gladhill reviewed the staff report and the role of the different Advisory Boards and Commissions during this process.

Councilmember Kuzma stated that he has attended a number of the focus meetings hosted by Community Development Director Gladhill and believes he does a great job of facilitating and gathering public opinion.

Mayor Strommen encouraged everyone to think carefully about the questions, such as those in the work planning document, to ensure that the questions are able to be answered by all residents. She provided the example of using questions that everyone can answer rather than higher level planning questions that could be intimidating.

2.03: Discussion on Potential Improvements to Other Planning Commission Topics

Community Development Director Gladhill presented the staff report.

Commissioner Bauer stated that perhaps it would be a good idea to do a review of all the planning Ordinances as there are so many variances being issued, in order to better fit the intent of the City within the Code.

Mayor Strommen suggested that staff use a prioritization level, beginning with those issues that are constantly receiving variances and delaying review on Ordinances that may not need to be amended.

Commissioner VanScoy stated that at one time there was a small architectural review board that considered projects proposed for The COR and believed that perhaps there should be a discussion on whether that group be re-established.

Community Development Director Gladhill stated that board was removed during the revisioning process as the City was very involved, to the point of hiring an architect to sit on that board. He stated that staff agrees that there could be benefit to re-establishing some format of that group to review applications within The COR.

Councilmember LeTourneau stated that it may be beneficial to define a process where the community could be divided up into sections, noting that while some development regulations fit within certain areas of the City, those regulations do not fit well with other areas of the City.

Mayor Strommen questioned if that process would be outside of the Comprehensive Planning process.

Councilmember LeTourneau stated that he was unsure as currently the City makes choices on a community level over the entire City and perhaps decisions would be more appropriately made over smaller development areas.

Commissioner Andrusko stated that perhaps the idea of neighborhood boards could be used in order to gain input from different areas of the City during the Comprehensive Plan process.

Community Development Director Gladhill stated that the City has been doing that to some degree and agreed that would be a great idea to continue that aspect, noting that additional ideas could be built into the Work Plan.

City Administrator Ulrich stated that idea reminds him of the Northfork Home Owners Association meeting that Mayor Strommen and Councilmember LeTourneau attended. He explained that residents often feel more comfortable sharing ideas about their geographic level when the group comes to them on “their turf”.

Mayor Strommen agreed that could be done by Ward, visiting one Ward each quarter.

Community Development Director Gladhill questioned if the Commission and Council feel that enough information is being brought forward through staff reports and with contingent conditions, which sometimes allow an application to move a bit faster.

Commissioner Levine commended staff, noting that staff is doing an excellent job of supplying the necessary information to facilitate a review while still allowing applications to move forward.

Commissioner Bauer agreed that the City has a great staff team in place.

Councilmember Riley stated that he would not like to see conditions made contingent upon agreements that have not yet been discussed.

Mayor Strommen agreed that this process and the input from staff has been a vast improvement from where the City has been in the past and appreciated the upfront planning of staff. She believed that staff was doing an excellent job of using their judgement to determine when there is sufficient information for an application to move forward or whether additional information is necessary before review can occur. She thanked the Commission for their time and input during the discussion tonight.

3. TOPICS FOR FUTURE DISCUSSION

Noted.

4. MAYOR / COUNCIL / STAFF INPUT

None.

5. ADJOURNMENT

The Work Session of the City Council was adjourned at 6:55 p.m.

Respectfully submitted,

Kurtis G. Ulrich
City Administrator

ATTEST:

Jo Ann M. Thieling
City Clerk

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

**PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA**

The Ramsey Planning Commission conducted a special work session on Thursday, July 9, 2015, in the Lake Itasca Room at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Gary Levine
Commissioner Randy Bauer
Commissioner Matthew Maul
Commissioner Cindy Nosan
Commissioner Gary VanScoy

Members Absent: Commissioner Andrew Andrusko
Commissioner Ralph Brauer

Also Present: Community Development Director Tim Gladhill
City Planner Chris Anderson
Assistant City Administrator/Economic Development Manager Patrick Brama
Community Development Intern Geoff Solomonson

1. CALL TO ORDER

Chairperson Levine called the regular meeting to order at 7:03 p.m.

2. APPROVAL OF AGENDA

Motion carried by Commissioner Bauer, seconded by Commissioner VanScoy, to approve the agenda as presented.

Motion Carried.

3. MINUTES

Community Development Director Gladhill explained the purpose of the special work session was to develop a comparison document of the COR Development Plan and the Original Ramsey Town Center Master Plan.

He explained how at the May 26, 2015 Joint Meeting with the City Council, Staff was directed to prepare a comparison document and made the decision to touch base with the commission. The COR vision is very different from the past ideas, but headed in the right direction. He asked if there were to be changes to the vision and ask “what needs to change?”

Community Development Director Gladhill described the history of the COR which originated from the 2020 Comprehensive Plan (1998-2001). In the plan was described how the area was an agricultural use and due to growth forecasts, Ramsey decided to protect its rural areas and concentrate this new growth into a more centralized area.

The question arose of what is a mixed-use development. In the 2001 general election, an advisory question for the ballot was developed, essentially a survey question for residents. The question was “Do you want a Town Center with restaurants, shopping, and other amenities along the Highway 10 Corridor?” This was around the same time as the Northstar Commuter Rail transitway planning.

Between 2009-2010, the City began a process to provide a new vision for the development to better match current market conditions at the time, the revision of the plan to the COR plan today.

Community Development Director Gladhill then asked the commissioners to choose their top 3 components of the original master plan for Ramsey Town Center.

ORIGINAL MASTER PLAN (PREVIOUS)

Commissioner Nosan asked what the “West 30” referred to in the original plan.

Community Development Director Gladhill described the area to the North and West of the roundabout at Sunwood Drive guided for retail.

Commissioner VanScoy asked about redevelopment and the current zoning of the West 30.

Community Development Director Gladhill explained the vision as a more traditional suburban retail center, while still maintaining a higher degree of architectural standards.

Discussion ensued about parking standards for traditional suburban retail.

Commissioner Bauer explained how he wrote down shared parking, such as the ramp next to the Municipal Center [and apartment complex] and how it is critical not to lose the idea of shared parking.

Commissioner VanScoy explained how density requires parking.

Commissioner Nosan responded how the church [Northgate Church] is a great example of successful shared parking.

Mixed-Use was the next topic. Community Development Director Gladhill asked if it meant vertical mixed use within a single building or different types of single-use buildings within a single block.

Chairperson Levine commented it did not mean different uses within a single block.

Commissioner Nosan expressed concern about too much mixed-use in the area. She explained currently it seems to be only the residents actually living in the COR who use the area.

Commissioner Bauer described the apartment complex connected to the Municipal Parking Ramp and how the City Council originally wanted retail on the first floor of the complex. The developer did not want retail on the first floor. Commissioner Bauer then explained without a large store/attraction there is no market for mixed-use commercial in this area.

Commissioner Nosan remarked how the residents of Ramsey are always going to have cars and is what the culture of the town is used to. She explained how Ramsey will never be Uptown [Minneapolis].

Community Development Director Gladhill then clarified the consensus on the meaning of mixed-use for the original plan was vertical mixed use. Gladhill then explained that the City would continue to discuss the current definition in the next step, and perhaps continue to discuss this as a policy question moving forward.

Commissioner Maul explained how mixed-use development works very well in Minneapolis and Uptown because there is limited space, whereas there is still plenty of land in Ramsey.

Community Development Director Gladhill then went through the remaining components of architectural standards, which was split into the architecture of the building itself as well as the architectural review, density; strong blue system, of which The Draw is itself a utility and amenity; and the Master Park Plan.

Commissioner Bauer explained he had written the strong blue system and wanted to see it developed further. He then said water re-use is important and water is unique to Ramsey because of the two rivers. He said he would like to see developments with ideas like fountains using rainwater.

City Planner Anderson explained The Draw uses storm water and is recycled through the park surrounding it.

Chairperson Levine then remarked about how the West 30 idea has changed from the medium-density residential idea to now [retail].

Community Development Director Gladhill then asked the commissioners if there was any components of the Original Master Plan they would like to strike from or add to the list.

Commissioner Maul stated he would like to see the strict sign standards removed.

Chairperson Levine agreed and said he would like to see more relaxed sign standards.

Chairperson Levine spoke of how there was an educational component to the Original Master Plan in buildings being a multi-use, multi-educational facility for shared resources and how he would like to see that brought back in.

Commissioner VanScoy remarked how the residential density was a top priority in the old plan, but not in the new (COR plan). He explained how the old plan was to drive people into the center with a transit-oriented development and build a population of enough people to support retail and subsequently encourage those living in the outer areas to drive in to use the amenities as well.

Commissioner Bauer remarked how he had second thoughts on the retail area in the southwest are of the COR. He explained how the type of retail should be changed to a unique destination type, similar to Stillwater [MN] with craft and antique stores.

Chairperson Levine agreed stating Stillwater is a much better example for Ramsey to follow than Arbor Lakes [Maple Grove].

THE COR DEVELOPMENT PLAN (CURRENT)

Community Development Director Gladhill then asked the commissioners to repeat the process with their top 3 components of the current COR development plan. He explained the similarities of the plans, but some changes occurred when they tried to apply it, such as the West 30 [retail vs residential], eliminating the architectural review, and reducing the floor to area ratio (FAR).

The first topic was the definition of mixed-use. Community Development Director Gladhill explained the change from vertical mixed-use to many single uses within a block.

Commissioner VanScoy agreed the definition had changed, but asked what is considered a block.

Community Development Director Gladhill explained a block is an area surrounded by public or private streets, but could use a better definition [for this plan].

Chairperson Levine made the comment how less is happening in the COR now.

Community Development Director Gladhill explained how less vertical mixed-use is happening, but there is still activity and interest. Gladhill noted that mixed-use is still a goal of the community, however the community has experienced more residential growth compared to retail.

Chairperson Levine remarked how less four (4) story structures and more one (1) story structures equals less activity, or density. He then said less activity equals less rooftops (residents).

Commissioner VanScoy remarked how mixed-use in the COR now seems to be all residential, something different which wants to be built seems like it needs a variance. He then asked how you plan to get the mixed use [in the future] which we want.

Commissioner Maul agreed adding scale should be asked in addition to Commissioner VanScoy's question. He then remarked if we want vertical, we need to plan for it now.

Community Development Director Gladhill then explained more of the components as architectural standards & relaxed sign standards and parking.

Chairperson Levine made the comment how shared parking does not always work.

Commissioner Maul agreed adding and asking again, to what scale.

Commissioner VanScoy remarked how there was no strategy to implementing the shared parking [in the original plan].

Chairperson Levine asked how we pay for parking.

Community Development Director Gladhill explained that the City has had a strategy to implement shared parking, but does require an up front investment and has required some form of public assistance in the past in Ramsey's examples, namely through grant awards. Gladhill reviewed the history of the Ramsey Municipal Ramp and the feedback the City originally received in the early stages of the development before uses such as Residence at The COR was completed.

Commissioner VanScoy remarked how there needs to be a new strategy to shared parking because parking supports density and retail.

Commissioner Bauer explained how the original plan had plans for a second parking ramp. He then explained how it should be pursued in a development which has the developer paying half and the City paying half.

Commissioner VanScoy asked how we define parking counts and how there are conflicting methods for parking counts/requirements.

Community Development Director Gladhill then went through the rest of the components on the board which were the West 30; transit; storm water; density; and streetscape. He then remarked how the streetscape portion has been redesigned different than the original plan, especially Ramsey Parkway. He explained how in the original plan the Parkway continued west with landscape. He then asked what components should be in the streetscape.

Chairperson Levine remarked how Ramsey Parkway was an attraction on the original plan.

Community Development Director Gladhill asked the commissioners if there were anything in the COR plan that they would like to strike out or add to the list.

No commissioners had anything to strike from or add to the list.

Chairperson Levine asked what the 'strong downtown feel in center' meant.

Chairperson Levine expressed concern about the West 30.

FUTURE POLICY QUESTIONS

Community Development Director Gladhill asked if there were additional questions to add to the list of policy questions from city staff [handout].

Chairperson Levine asked about McDonalds, remarking on the question of whether Ramsey wants to continue to allow uses with a drive-thru and gas station. He said McDonalds certainly has a drive-thru and where they go, other restaurants [and retail] will follow.

Commissioner Bauer responded with the reconstruction of Armstrong [Boulevard], it will have the effect of getting people off Highway 10, for example weekends when gas, groceries, and meals are needed on the way [in and out of the city and metropolitan area].

Community Development Director Gladhill responded that drive-thru and gas station type business should be acceptable in portions because Ramsey needs and wants those types of businesses.

Commissioner VanScoy remarked how the plan for the places of employment (southeast quadrant of the COR) needs to be reevaluated.

Community Development Director Gladhill responded, adding with the question, what are appropriate uses within the business park.

Commissioner Bauer responded with the fiber-optic in place, it is not marketed towards retail, but should be marketed towards others as job opportunities.

Chairperson Levine asked for clarification on the second and third policy questions. [2. Are there uses we are not allowing that we do not want to allow? 3. Are there uses we are allowing that we do not want to allow?]

Commissioner Nosan asked how we are not allowing uses we do not want when we do not know what those uses are.

Chairperson Levine remarked [question 3.] was saying basically what does [the City] not want here.

Commissioner Nosan responded saying she does not want the COR to turn into a solid line of bars like Jackson Street in Anoka.

Chairperson Levine responded noting that there may be uses we do not want to allow within the development, and that the City should review uses that are currently allowed as part of this process.

Community Development Director Gladhill remarked the definition might be too broad.

Commissioner VanScoy asked to look at the sub-districts [of the COR], what is their intent, and what do they mean.

Chairperson Levine added to Commissioner VanScoy's question with what the sub-district was and what it should be.

Commissioner Nosan asked Assistant City Administrator/Economic Development Manager Brama about the possibility of Target in Ramsey. She spoke of her displeasure of driving to Elk River or Coon Rapids just to visit the store.

Assistant City Administrator/Economic Development Manager Brama explained how Target in Ramsey comes down to logistics and access. He then went to say there is interest from business based on the Armstrong [Blvd] interchange, but they are waiting for 'more rooftops' in the community. He said it comes down to the economy and how Ramsey is surrounded by communities that have a Target, for example.

Community Development Director Gladhill explained that lack access across the Mississippi River to Dayton and across the Rum River reduces the market area or drive-time for retail users.

Assistant City Administrator/Economic Development Manager Brama added when speaking to a broker, they discussed how Ramsey is an island within the area, in terms of access [the lack of current highway 10 freeway] and connections [across the Mississippi] to other communities. He

also went to say there is a possibility retail is too saturated with the amount available due to the restricted access and connections.

Community Development Director Gladhill explained how it would be helpful to see existing examples, local examples, or other retail areas. He suggested a tour with stops including Silver Lake Village in St. Anthony, Arbor Lake in Maple Grove, and Riverdale Village in Coon Rapids. These stops would give the commission and idea of what they do and do not want in the COR.

Commissioner Nosan asked Assistant City Administrator/Economic Development Manager Brama asking if retail has a hard time coming here.

Assistant City Administrator/Economic Development Manager Brama responded saying the Armstrong [Blvd] interchange could help and could also possibly be the domino that falls [propelling growth].

Commissioner VanScoy asked where the City and County stand in regards to the Dayton Bridge [Mississippi River crossing].

Community Development Director Gladhill responded saying [Ramsey's] comprehensive plan and [the City of] Dayton's comprehensive plans both have it listed and both plans match, even to the degree of prioritizing a corridor from Highway 10 to Interstate 94.

Commissioner VanScoy asked if Hennepin County and Anoka County were doing anything in regards towards completing this matter.

Community Development Director Gladhill explained how Anoka County has purchased land in anticipation of the connection, and the connection lines up in both the City of Ramsey and the City of Dayton, but the timeline for this project is undetermined as it is not on the State [of Minnesota] funding plans or MNDOT's plans.

Community Development Director Gladhill told the commission how staff would refine the document based on the responses that evening plus other future meetings, eventually to bring back to the Planning Commission and the City Council.

Commissioner Bauer asked where the planning staff stood with the upcoming comprehensive plan.

Community Development Director Gladhill responded saying the plan is being approached in smaller sections and the information in the meeting that evening would be incorporated into the future document. He then went on to explain that as the smaller section become developed, citizen engagement opportunities and feedback would be initiated closer to fall.

4. ADJOURNMENT

Motion to adjourn the meeting.

Motion Carried.

The special work session of the Planning Commission adjourned at 8:20 p.m.

Respectfully submitted,

Tim Gladhill

Community Development Director

ATTEST:

JoAnn Shaw

Community Development Assistant

Drafted by Geoff Solomonson

DRAFT

7.04: Review Comparison Document of The COR Development Plan and Original Ramsey Town Center Master Plan Prepared by the Planning Commission

Community Development Director Gladhill reviewed the staff report noting that the purpose for tonight is to ensure that the format, general content and layout match that desired through the Council and expressed at the last joint meeting. He advised that the Planning Commission will be reviewing this at depth during their August meeting and noted that the other Boards and Commissions would also be reviewing the information to provide input.

Councilmember Riley stated that he is less interested in where the City has been and more interested in the direction the City would like to go.

Councilmember Kuzma commended the Planning Commission and the amount of work they have done and continue to do on this matter.

Councilmember Williams also appreciated seeing where the City has been and being able to see that scope. She appreciated the efforts of the Planning Commission as they are being asked to review requests under standards of the original town center plans rather than the current plans for The COR.

Councilmember Shryock also agreed that it was helpful to see the path the City has taken. She also agreed with Councilmember Riley and stated that the City should focus on the desire for the future and the current market. She noted that although there are certain resident desires for The COR, the market may not drive that type of development in those locations. She referenced the sign regulations and believed that the City is in a good position in that regard and did not know that additional amendment would be necessary in that area.

Community Development Director Gladhill explained that they would not be reducing the sign design but instead amending the process for approval.

Councilmember Williams stated that she would like to see input from those within The COR as well as Coborn's, specific to the parcel adjacent to their property.

Acting Mayor LeTourneau stated that the original plan was flexible in order to be responsive to the conditions in the market, which he believed would continue to be important. He stated that perhaps the previous Councils were not open with amendments to the plan and thought it was great to see the public involvement in this open process.

Councilmember Shryock agreed that the communication has been an important focus throughout this process, making this process open and communicating updates to the residents. She welcomed any additional input from residents or businesses.

Community Development Director Gladhill confirmed the direction that he heard tonight which will include additions to the document such as highlighting the next steps and highlighting continuing work with property owners within The COR.