

City of Ramsey
Agenda
Regular Planning Commission
Thursday September 10, 2015
7:00 pm
Council Chambers, 7550 Sunwood Drive NW

- 1. Call to Order**
- 2. Citizen Input**
- 3. Approve Agenda**
- 4. Approve Minutes**
- 5. Public Hearing/Commission Business**
 1. Consider Request for an Amended Conditional Use Permit on the Property Located at 6530 Green Valley Road NW; Case of Green Valley Greenhouse
 2. Adopt Resolution #15-09-224 Finding Compliance with the City's Comprehensive Plan Compliance for Proposed Tax Increment Finance District No. 15 Creation
 3. Consider Recommending Approval of The COR Development Plan Comparison Document
 4. Discuss Framework for Future Amendments to COR Sign Standards
 5. Receive Copy of 2030 Comprehensive Plan: Transportation Chapter
- 6. Commission/Staff Input**
- 7. Adjournment**

Regular Planning Commission

5. 1.

Meeting Date: 09/10/2015

By: Chris Anderson, Community
Development

Information

Title:

Consider Request for an Amended Conditional Use Permit on the Property Located at 6530 Green Valley Road NW; Case of Green Valley Greenhouse

Purpose/Background:

Green Valley Greenhouse (the "Applicant"), which is located at 6530 Green Valley Road NW (the "Subject Property), is currently operating under a Conditional Use Permit (CUP) that was approved on September 27, 2005. The Applicant has approached the City with a request to amend their current CUP to allow for an additional 99,176 square feet of building coverage and to reduce a required buffer yard no-build area along the eastern boundary of the Subject Property to address an existing encroachment.

Notification:

In accordance with State statute, Staff attempted to notify property owners within 350 feet of the subject property of the public hearing via Standard US Mail. The Public Hearing was also noticed in the Anoka County Union Herald, the City's official newsletter for public notices.

Observations/Alternatives:

The current CUP allows up to 572,855 square feet of building coverage and also requires a 'no-build' buffer yard of sixty-five (65) feet around the entire perimeter of the Subject Property. This buffer area is intended to provide some separation between adjacent residential uses and the commercial nature of this operation.

The proposed new building will be located in the southwest portion of the Subject Property and would comply with the sixty-five (65) foot no-build buffer yard requirement. The proposed structure is very similar to the individual hoop structures that exist on the Subject Property. However, rather than individual hoop structures, each would be connected via a gutter. Thus, inside, it will function as one large hoop structure (open floor layout). The exterior finish of the proposed hoop structure will consist of two (2) layers of poly material that are inflated and typically need to be replaced every five (5) years or so.

Based on the Applicant's submittal information, there is currently 572,446 square feet of building coverage on the Subject Property. The proposed connected hoop house, along with a small building addition (2,000 square feet), would ultimately add another 99,176 square feet of building coverage to the site, which equates to 38.5% building coverage on the Subject Property.

As part of this request, the Applicant is also seeking to reduce the 'no-build' buffer yard area along the eastern boundary of the Subject Property to address an existing encroachment. While the existing CUP allowed for certain expansions to occur, there has not been a survey submitted to verify that the square footage or buffer yard standards have been complied with. It appears that a fifty (50) foot buffer yard along the eastern boundary would sufficiently address the existing encroachment but Staff recommends that a Certificate of Survey be submitted with the Zoning Permit Application to verify this.

Due to the size of the proposed addition, it appears that the Applicant will be required to obtain a Lower Rum River Water Management Organization permit, should the requested amendment be approved.

Alternatives

Option 1. Recommend approval of Resolutions #15-09-225 and #15-09-226 granting an amended Conditional Use Permit for expansion of the greenhouse operation and for a reduced buffer yard along the eastern boundary of the Subject Property contingent upon a Certificate of Survey being completed by a licensed surveyor to verify the building square footage and that all existing and proposed structures comply with the buffer yard no-build standards. The parcels surrounding the Subject Property are all approximately forty (40) acres or so and appear to be either actively farmed or are vacant. The proposed building will be similar in nature to the existing structures on the Subject Property and will be positioned in the southwest corner, away from the view of the public road. Staff supports this option.

Option 2. Recommend approval of Resolutions #15-09-225 and #15-09-226 granting an amended Conditional Use Permit for expansion of the greenhouse operation and for a reduced buffer yard along the eastern boundary of the Subject Property but not contingent upon a Certificate of Survey being completed by a licensed surveyor to verify the building square footage and that all existing and proposed structures comply with the buffer yard no-build standards. Staff may be supportive of this alternative but believes it would be appropriate to require a Certificate of Survey to ensure that there are no other encroachments in the no-build buffer area. It is noted that by not requiring a survey in the past, issues with compliance with the approved Conditional Use Permit have been experienced.

Option 3. Recommend that City Council not approve the request for an amended Conditional Use Permit. The proposed addition is compatible to the existing structures on the Subject Property and it does not appear that it would negatively impact surrounding properties. In fact, the Applicant has noted that they are discontinuing the storage and sales and bulk materials, which presumably would result in slightly less traffic volume coming to and from the site. Staff does not support this option.

Funding Source:

All costs associated with reviewing the application are the responsibility of the Applicant.

Recommendation:

Staff recommends approving the request for an amended conditional use permit to expand the greenhouse operation and to reduce the buffer yard to fifty (50) feet along the eastern boundary of the Subject Property contingent upon the Applicant providing a Certificate of Survey, prepared by a licensed surveyor, to verify that all existing and proposed structures comply with the standards of the Permit.

Action:

Motion to recommend that City Council adopt Resolution #15-09-225 approving Findings of Fact #0952 and Resolution #15-09-226 relating to Green Valley Greenhouse's request for an amended conditional use permit to expand their greenhouse operation and reduce the buffer yard requirement along the eastern boundary of the Subject Property contingent upon submittal of a Certificate of Survey to demonstrate that all existing and proposed buildings will comply with the terms of the amended Conditional Use Permit.

Attachments

[Site Location Map](#)

[Letter from Applicant](#)

[Applicant's Site Plan](#)

[Existing Conditional Use Permit](#)

[Resolution #15-09-225: Draft Findings of Fact](#)

[Resolution #15-09-226: Draft Amended CUP](#)

Form Review

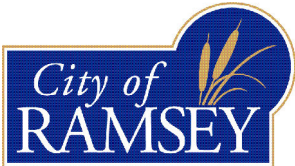
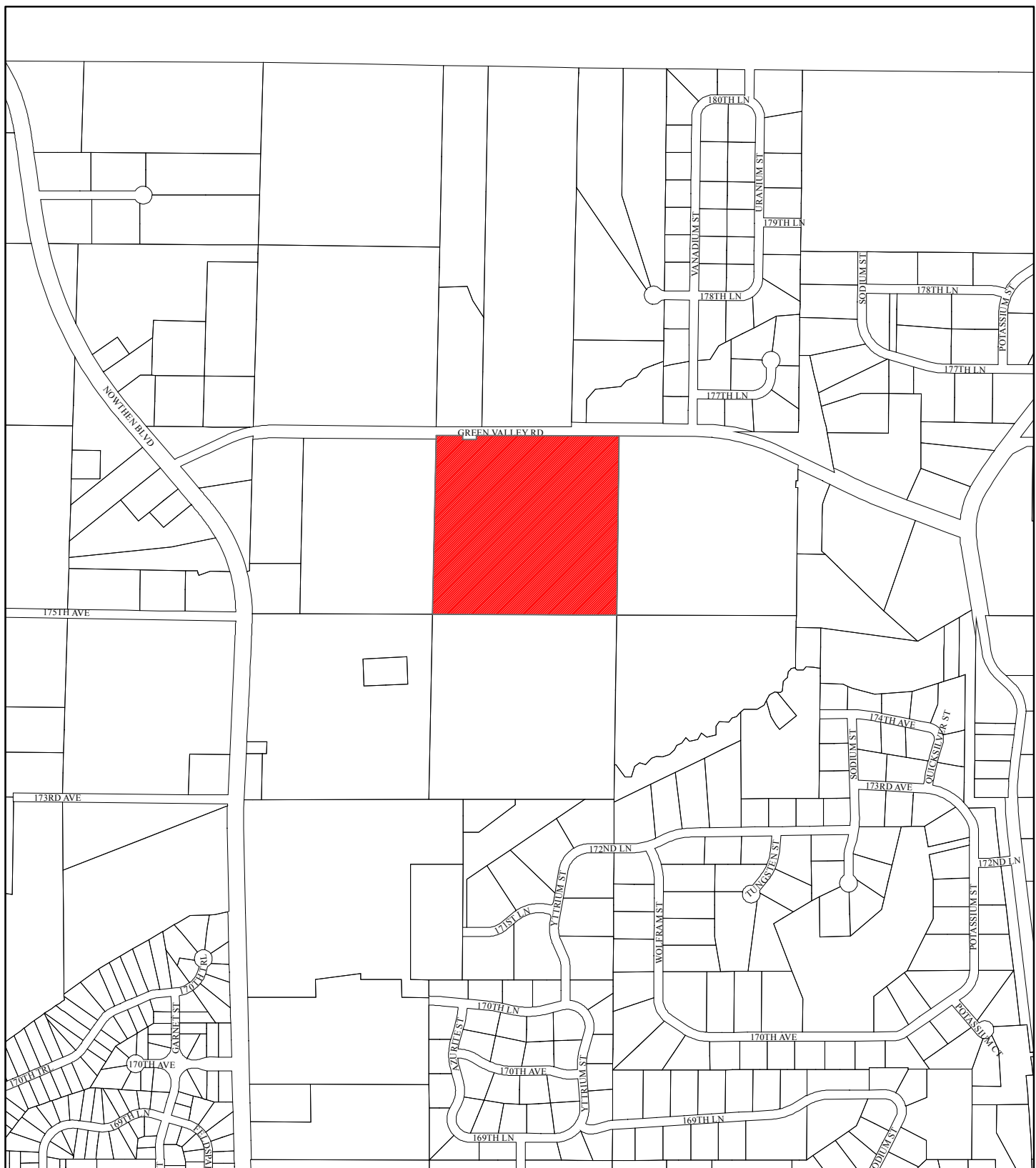
Inbox
Tim Gladhill

Reviewed By
Tim Gladhill



Date
09/04/2015 06:50 AM

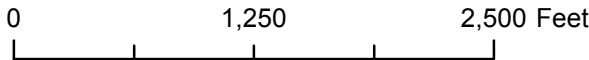
Form Started By: Chris Anderson
Final Approval Date: 09/04/2015

Started On: 09/03/2015 02:46 PM



Green Valley Green House
 6530 Green Valley Road
 03-32-25-41-0004

Legend
 Site
 Parcels





**Green Valley
GREENHOUSE
www.GVGH.com**

6530 Green Valley Road, Ramsey, MN 55303

p. 763.753.1621 / toll free: 800.268.8259 / f. 763.753.5943

July 30, 2015

To Tim Gladhill,

RE: Green Valley Greenhouse CUP Revisions

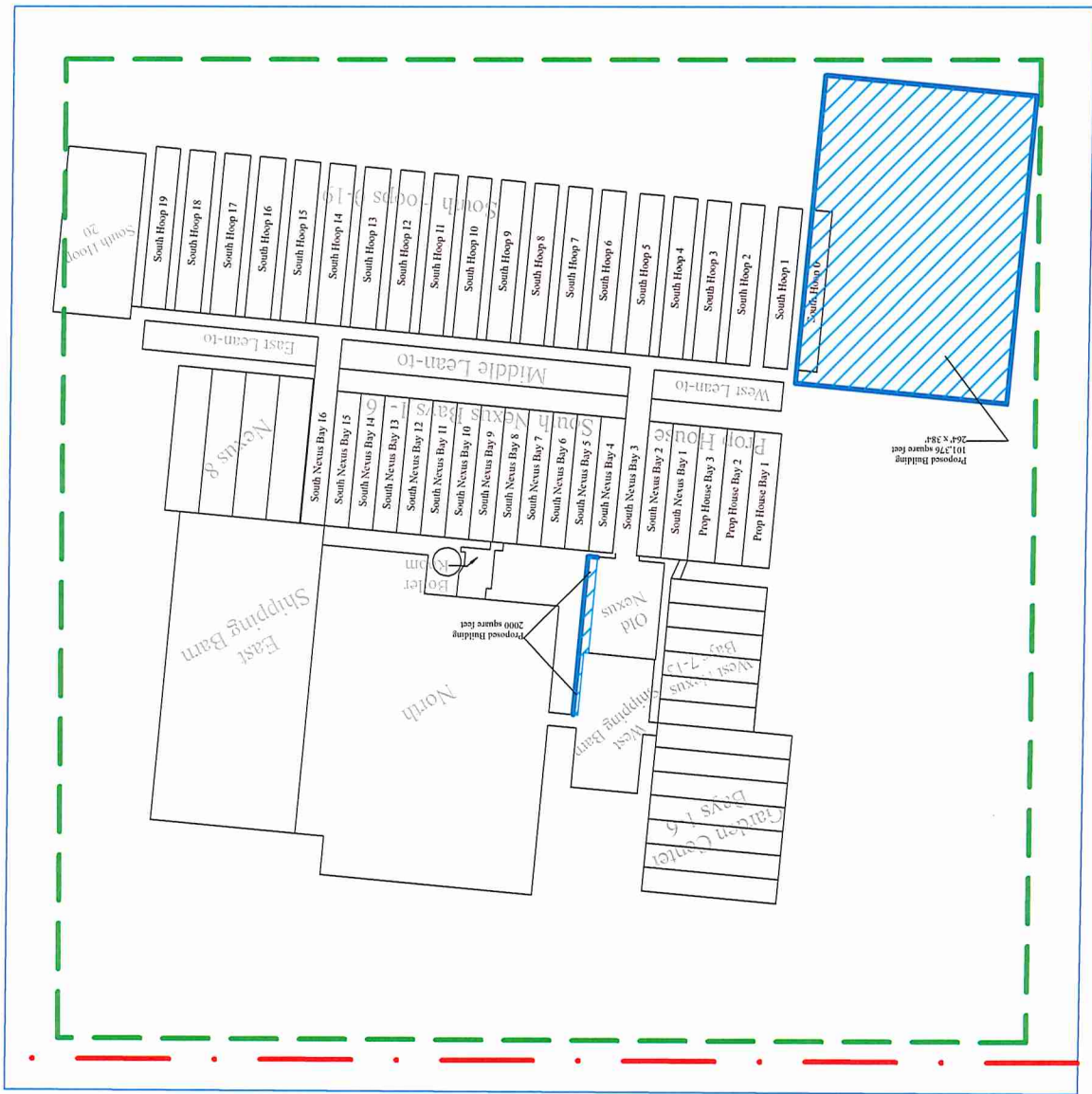
Per our recent conversation, we would like to propose the following changes to our current Conditional Use Permit (CUP):

1. Our current building coverage is 572,446 square feet or 33% of our 40 acres. We would like to add 99,176 square feet, increasing our building coverage to 38.5%.
2. The attached map shows the location and size of the two proposed areas. Please note that we will be removing 4,200 square feet of building to accommodate the expansion.
3. We request the east line of our property be subject to a 50 foot wide no-build area in place of the current 65 foot requirement. The rest of the property will continue with the 65 foot wide no-build area around the perimeter of the property.
4. As of December 1, 2015, Green Valley Greenhouse will discontinue the sale and storage of bulk landscape materials. The current storage area will remain in place subject to removal upon reasonable notice from the City of Ramsey.
5. Green Valley Greenhouse will continue to provide and maintain a 15 foot wide service road around the perimeter of the buildings and property perimeter for fire and public safety access.
6. The proposed building coverage will cover current impervious surface that was included in the retention pond sizing calculations.

Thank you for your consideration of these revisions. I am available at anytime to answer any questions or provide further information.

Sincerely,

Brad Wolf
CEO
Green Valley Greenhouse
6530 Green Valley Road
Ramsey, MN 55303
763-753-1621 ext. 112
763-923-8143 cell





Green Valley Greenhouse



Councilmember Cook introduced the following resolution:

RESOLUTION #05-09-338

A RESOLUTION APPROVING THE ISSUANCE OF AN AMENDED CONDITIONAL USE PERMIT FOR THE GREEN VALLEY GREENHOUSE OPERATIONS LOCATED IN THE R-1 RESIDENTIAL DISTRICT.

WHEREAS, Rowe Properties LLC (Permittee) has properly applied for an amended Conditional Use Permit (Permit) on the property generally known as 6530 Green Valley Road and legally described as follows:

The Northeast Quarter of the Southeast Quarter of Section 3, Township 32, Range 25, Anoka County, Minnesota, except that part platted as Rowe Addition, and except road subject to easement of record.

(the "Subject Property"); and

WHEREAS, the Planning Commission met on September 1, 2005, conducted a public hearing and recommended City Council approval of the request.

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

1. That this amended CUP for Green Valley Greenhouse shall supercede and replace the CUP approved by City Council in Resolution #04-08-232 issued on August 24, 2004.
2. That this CUP shall be perpetual in its duration so long as the conditions imposed herein are complied with.
3. This CUP is based on the Permittee's site plan dated August 24, 2004 and establishes a maximum building coverage of 35% of 37.57 acres or 572,855 square feet for all operations relating to the greenhouse business activities. The Permittee shall be responsible for maintaining a sixty-five (65) foot wide no-build area around the perimeter of the Subject Property to serve as a buffer yard between the commercial operations and the adjacent residential and public-right-of way.
4. That any future addition or expansions to the structures on the Subject Property that exceeds the 572,855 maximum building coverage restriction will require an amendment to the CUP and a variance to the maximum building coverage restriction established in City Code.
5. That the Permittee shall obtain a permit from the Lower Rum River Water Management Organization (LRRWMO) to develop the Subject Property to the

maximum building coverage permitted by this CUP. Further, the Permittee shall provide the City with a copy of the permit received from the LRRWMO.

6. That the Permittee shall be responsible for providing the City Engineering Department with timely information (within 30 days of completion of any adjustments to building coverage) relating to each addition or reduction of the greenhouse facility for the purposes of accurately calculating REU stormwater fees on the Subject Property.
7. That all new construction and expansion of existing structures shall comply with applicable requirements of the Ramsey City Code and the Minnesota State Building Code. It is herein agreed that all structures, with the exception of the greenhouses, are subject to Site Plan review and approval in accordance with City Code. For purposes of this Permit, greenhouses shall be defined as structures, generally consisting of glass, used for growing plants. The greenhouses are subject to the requirements the 65 foot no-build area around the perimeter of the Subject Property.
8. That this Permit shall also allow for the storage and sale of bulk landscape materials on the Subject Property.
9. That the area allocated for storage of bulk landscape materials shall not exceed 30' x 145' in size and said storage and sales area shall not be allowed to encroach into the 65 foot no-build area, as identified on the site plan dated August 24, 2004.
10. That the Permittee shall be responsible for regularly monitoring County Road #63 between County Road #5 and T.H. #47 and removing spillage of any materials resulting from all business operations related to offering bulk landscape materials for sale on the Subject Property.
11. That the Permittee shall coordinate with the City Fire Department to implement a plan by December 31, 2006, for providing fire apparatus access throughout the Green Valley Greenhouse operations in accordance with Section 503.1 of the Fire Code.
12. That the Permittee shall be responsible for all City costs incurred in administering and enforcing this CUP.
13. The Community Development Department of the City of Ramsey (City) shall have the right to inspect the premises for compliance and safety purposes annually or at any time, upon reasonable request. In the event the Permittee is determined to be in violation of any of the conditions set forth herein, the City shall give the Permittee written notice of the violation. The Permittee shall be given 30 days to correct the violation and submit a written response to the notice.

CITY OF RAMSEY:

By: _____
As: _____

By: _____
As: _____

STATE OF MINNESOTA)
)ss.
COUNTY OF ANOKA)

On this _____ day of _____, 20__ before me, a Notary Public, personally appeared Thomas G. Gamec and JoAnn M Thieling to me personally known, who, being each by me duly sworn did say that they are respectively the Mayor and City Clerk of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and seal affixed to said instrument is the corporate seal of said Municipal corporation, and the said instrument was signed and sealed on behalf of said Municipal Corporation by authority of its City Council and said Thomas G. Gamec and Joann M Thieling acknowledge said instrument to be the free act and deed of said Municipal Corporation.

Notary Public

The document drafted by:
The City of Ramsey
15153 Nowthen Blvd. NW
Ramsey, MN

This document reviewed by:
Randall, Dehn and Goodrich
2140 Fourth Avenue
Anoka, MN 55303

Councilmember _____ moved for the adoption of the following resolution:

RESOLUTION #15-09-225

A RESOLUTION ADOPTING FINDINGS OF FACT #0952 RELATING TO A REQUEST FOR AN AMENDED CONDITIONAL USE PERMIT FOR AN EXPANSION OF THE GREEN VALLEY GREENHOUSE OPERATION IN A RESIDENTIAL DISTRICT.

WHEREAS, Brad Wolf, hereinafter referred to as "Applicant", has properly applied for an amended Conditional Use Permit to allow for the expansion of the greenhouse operations on the property generally known as 6530 Green Valley Road and legally described as follows:

Lot 1, Block 1 Rowe Addition, together with the Northeast Quarter of the Southeast Quarter of Section 3, Township 32, Range 25, except that part platted as Rowe Addition, Anoka County, Minnesota

(the "Subject Property").

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

1. That the Applicant appeared before the Planning Commission for a public hearing pursuant to Section 117-51 of the Ramsey City Code on September 10, 2015, and that said public hearing was properly advertised and that the minutes of said public hearing are hereby incorporated by reference.
2. That the subject property is located in the R-1 Residential (MUSA) District.
3. That the surrounding parcels are zoned R-1 Residential (MUSA).
4. That commercial garden nurseries or greenhouses with buildings are conditional uses in the R-1 Residential District.
5. That the Subject Property is approximately forty (40) acres in size and is surrounded by parcels of similar size.
6. That on July 31, 1990, the City issued a Conditional Use Permit to the Subject Property to expand the lawful non-conforming greenhouse use, which was initiated in 1977, to increase the size of the warehouse from 4,050 square feet to 8,910 square feet and add another 13,000 square feet of greenhouse space.
7. That on November 28, 2000, the City Council approved an amendment to the Conditional Use Permit to add a 528 square foot permanent accessory structure to the greenhouse operation.
8. That on September 27, 2005, the City Council approved an amendment to the Conditional Use Permit to expand the greenhouse operations to include bulk sales of landscape materials.
9. That the current building coverage, which includes all greenhouse structures, on the Subject Property is 572,446 square feet, the equivalent of thirty-three percent (33%) of building coverage.

10. That in the R-1 Residential District, building coverage is limited to 35% of the parcel.
11. That on August 6, 2015, the Applicant submitted an application for an amendment to the Conditional Use Permit to allow for the addition 99,176 square feet of new building and building expansion (this includes the removal of 4,200 square feet of existing building).
12. That the additional square footage of building spaced added to the Subject Property equates to 38.5% building coverage.
13. That the current Conditional Use Permit requires a sixty-five (65) foot wide no-build area around the perimeter of the Subject Property to serve as a buffer yard between the commercial operations and the adjacent residential parcels and the public road right-of-way.
14. That the Applicant is requesting a reduction to a fifty (50) foot buffer yard standard for the eastern boundary of the Subject Property to address an encroachment of an existing building into the required sixty-five (65) foot buffer yard.
15. That the Applicant would continue to provide and maintain a fifteen (15) foot wide service road around the perimeter of the buildings on the Subject Property for public safety access.
16. That the Applicant will need to obtain a Lower Rum River Water Management Organization permit as the improvements will disturbed more than one (1) acre of land.
17. That the proposed use will/will not be unduly dangerous or detrimental to persons residing or working in the vicinity of the use, or to the public welfare.
18. That the proposed use will/will not substantially adversely impair the use, enjoyment or market value of any surrounding property.
19. That the proposed use will/will not be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and will/will not change the essential character of the area.
20. That the proposed use will/will not be hazardous to existing or future neighboring uses.
21. That the proposed use will/will not be disturbing to existing or future neighboring uses.
22. That the proposed use will/will not be a substantial improvement to the property.
23. That the proposed use will/will not be served adequately by essential public facilities and services, such as highways, streets, police and fire protection.
24. That the proposed use will/will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community.
25. That the proposed use will/will not involve uses, activities and equipment that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 22nd day of September, 2015.

Mayor

ATTEST:

City Clerk

Councilmember _____ introduced the following resolution:

RESOLUTION #15-09-226

A RESOLUTION APPROVING THE ISSUANCE OF AN AMENDED CONDITIONAL USE PERMIT FOR THE GREEN VALLEY GREENHOUSE OPERATIONS LOCATED IN THE R-1 RESIDENTIAL DISTRICT.

WHEREAS, Brad Wolf (Permittee) has properly applied to the City of Ramsey (the “City”) for an amended Conditional Use Permit on the property generally known as 6530 Green Valley Road and legally described as follows:

Lot 1, Block 1 Rowe Addition, together with the Northeast Quarter of the Southeast Quarter of Section 3, Township 32, Range 25, except that part platted as Rowe Addition, Anoka County, Minnesota

(the “Subject Property”); and

WHEREAS, the Planning Commission met on September 10, 2015, conducted a public hearing and recommended City Council approval/denial of the request.

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

1. That this amended Conditional Use Permit (the “Permit”) for Green Valley Greenhouse shall supercede and replace the Conditional Use Permit approved by City Council in Resolution #05-09-338, issued on September 27, 2005.
2. That this **Permit** shall be perpetual in its duration so long as the conditions imposed herein are complied with.
3. This **Permit** is based on the **Permittee’s** site plan received by the **City** on August 6, 2015 and establishes a maximum building coverage of 38.5% of forty (40) acres or 609,840 square feet for all operations relating to the greenhouse business activities on the **Subject Property**.
4. The **Permittee** shall be responsible for maintaining a sixty-five (65) foot wide no-build area around the north, south and west boundaries of the **Subject Property** and a fifty (50) foot wide no-build area along the eastern boundary of the **Subject Property** to serve as a buffer yard between the commercial operations and the adjacent residential and public road right-of way.
5. That any future additions or expansion to a structure(s) on the **Subject Property** will require an amendment to the **Permit** addressing, at a minimum, additional building coverage.

6. That the **Permittee** shall obtain a permit from the Lower Rum River Water Management Organization (LRRWMO) prior to any improvements being made to the **Subject Property** and the **Permittee** shall provide the **City** with a copy of the permit received from the LRRWMO.
7. That the **Permittee** shall be responsible for providing the City Engineering Department with timely information (within 30 days of completion of any adjustments to building coverage) relating to each addition or reduction of the greenhouse facility for the purposes of accurately calculating REU stormwater fees on the **Subject Property**.
8. That all new construction and expansion of existing structures shall comply with applicable requirements of the Ramsey City Code and the Minnesota State Building Code. It is herein agreed that all structures, with the exception of the greenhouses, are subject to Site Plan review and approval in accordance with City Code. For purposes of this **Permit**, greenhouses shall be defined as structures, generally consisting of glass, used for growing plants. The greenhouses are subject to the requirements the no-build areas around the perimeter of the **Subject Property** as outlined in Condition #4 above.
9. That the **Permittee** herein agrees that as of December 31, 2015, this **Permit** shall no longer allow for the storage and sale of bulk landscape materials on the **Subject Property**.
10. That after December 31, 2015, the **Permittee** agrees to remove the storage area in subject to reasonable notice from the **City**.
11. That the **Permittee** shall continue be responsible for regularly monitoring County Road #63 between County Road #5 and T.H. #47 and removing spillage of any materials resulting from all business operations related to offering bulk landscape materials for sale on the **Subject Property** until this use is terminated.
12. That the **Permittee** shall continue to coordinate with the **City's** Fire Department to ensure there is sufficient fire apparatus access throughout the Green Valley Greenhouse operations in accordance with Section 503.1 of the Fire Code.
13. That the **Permittee** shall be responsible for all **City** costs incurred in administering and enforcing this **Permit**.
14. The Community Development Department of the **City** shall have the right to inspect the premises for compliance and safety purposes annually or at any time, upon reasonable request. In the event the **Permittee** is determined to be in violation of any of the conditions set forth herein, the **City** shall give the **Permittee** written notice of the violation. The **Permittee** shall be given 30 days to correct the violation and submit a written response to the notice.

PROPERTY OWNER

Davis Farms LLC hereby acknowledges receipt of this permit and that it has reviewed the conditions of this permit and has agreed to comply with the terms of this permit.

By: _____

Its: _____

STATE OF MINNESOTA)
) ss.
COUNTY OF _____)

On this _____ day of _____, _____, before me, a Notary Public, personally appeared _____, the _____ of Davis Farms, LLC, a Limited Liability Company (Domestic) under the laws of Minnesota, to me known to be the person described in and who executed the foregoing instrument and acknowledged that they executed the same as their free act and deed.

CITY OF RAMSEY:

By: _____
Mayor

By: _____
City Clerk

STATE OF MINNESOTA)
)ss.
COUNTY OF ANOKA)

On this _____ day of _____, 20__ before me, a Notary Public, personally appeared Sarah Strommen and JoAnn M Thieling to me personally known, who, being each by me duly sworn did say that they are respectively the Mayor and City Clerk of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and seal affixed to said instrument is the corporate seal of said Municipal corporation, and the said instrument was signed and sealed on behalf of said Municipal Corporation by authority of its City Council and said Sarah Strommen and Joann M Thieling acknowledge said instrument to be the free act and deed of said Municipal Corporation.

Notary Public

This document drafted by:
The CITY of Ramsey
7550 Sunwood Drive
Ramsey, MN 55303

This document reviewed by:
Ratwick, Roszak & Maloney P.A.
730 2nd Ave S #300
Minneapolis, MN 55402

Meeting Date: 09/10/2015

By: Tim Gladhill, Community Development

Information

Title:

Adopt Resolution #15-09-224 Finding Compliance with the City's Comprehensive Plan Compliance for Proposed Tax Increment Finance District No. 15 Creation

Purpose/Background:

The City has received a request from Life Fitness to create Tax Increment Financing (TIF) District No. 15 to facilitate the redevelopment of the former HealthQuest site located at 14100 Sunfish Lake Blvd. NW. As part of the creation of the district, the TIF Plan must be found to be in compliance with the City's land use plans (Comprehensive Plan). The District will be created to capture new increment created by future development within the District. The use of said funds is outlined in the attached TIF Plan.

When a TIF District is created or modified, the Planning Commission shall review the plan or modification to determine if they are in compliance with the City's Comprehensive Plan. The City Council recently amended the Comprehensive Plan for this parcel to allow for industrial/warehouse users after recommendation of the same from the Planning Commission.

A more detailed background of Tax Increment Financing can be found in the attached memo from the League of Minnesota Cities.

Notification:

No notification is required.

Observations/Alternatives:

Alternative #1 – Adopt resolution as presented. The proposed TIF Modification appears to be in line with the City's Comprehensive Plan as it relates to land use. This TIF District will allow new increment created by a Phase I expansion of Life Fitness in 2015 to be captured within the district and utilized for the future redevelopment of the former HealthQuest site.

Alternative #2 – Do not adopt the resolution. As the proposed redevelopment appears to be in compliance with the Comprehensive Plan, Staff does not recommend this alternative. Additionally, aside from the Planning Commission's role in advising on land use issue, the benefit to the City is the removal of a blighted building that has sat vacant for a number of years.

Alternative #3 – Adopt the resolution with amendments. Staff does not see a need to amend the proposed resolution as presented.

Funding Source:

Preparation of the resolution is being handled as part of normal Staff duties.

Recommendation:

Staff recommends that the Planning Commission adopt Resolution #15-09-224 finding that the creation of Tax Increment Finance District No. 15 and its associated TIF Plan to conform to the general plans for the development and redevelopment of the City.

Action:

Motion to adopt Resolution #15-09-224 finding that the creation of Tax Increment Finance District No. 15 and it's associated TIF Plan to conform to the general plans for the development and redevelopment of the City.

Attachments

TIF Plan

League of Minnesota Cities - TIF Background

Resolution #15-09-224

Form Review

Inbox

Patrick Brama

Tim Gladhill (Originator)

Form Started By: Tim Gladhill

Final Approval Date: 09/04/2015

Reviewed By

Patrick Brama

Tim Gladhill

Date

09/03/2015 01:02 PM

09/04/2015 06:39 AM

Started On: 09/02/2015 02:08 PM



*As of August 27, 2015
Draft for Planning Commission*

**Modification to the Development Program
for Development District No. 1**

and the

Tax Increment Financing Plan

for the establishment of

**Tax Increment Financing District No. 15 - Life Fitness
(a renewal and renovation district)**

within

Development District No. 1

City of Ramsey
Anoka County
State of Minnesota

Public Hearing: September 22, 2015
Adopted:



EHLERS

Prepared by: EHLERS & ASSOCIATES, INC.
3060 Centre Pointe Drive, Roseville, Minnesota 55113-1105
651-697-8500 fax: 651-697-8555 www.ehlers-inc.com

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***Section 1 - Modification to the Development Program
for Development District No. 1***

Foreword

The following text represents a Modification to the Development Program for Development District No. 1. This modification represents a continuation of the goals and objectives set forth in the Development Program for Development District No. 1. Generally, the substantive changes include the establishment of Tax Increment Financing District No. 15.

For further information, a review of the Development Program for Development District No. 1 is recommended. It is available from the City Administrator at the City of Ramsey. Other relevant information is contained in the Tax Increment Financing Plans for the Tax Increment Financing Districts located within Development District No. 1.

Section 2 - Tax Increment Financing Plan for Tax Increment Financing District No. 15 - Life Fitness

Subsection 2-1. Foreword

The City of Ramsey (the "City"), staff and consultants have prepared the following information to expedite the establishment of Tax Increment Financing District No. 15 - Life Fitness (the "District"), a renewal and renovation tax increment financing district, located in Development District No. 1.

Subsection 2-2. Statutory Authority

Within the City, there exist areas where public involvement is necessary to cause development or redevelopment to occur. To this end, the City has certain statutory powers pursuant to *Minnesota Statutes ("M.S.")*, Sections 469.124 to 469.133, inclusive, as amended, and *M.S.*, Sections 469.174 to 469.1794, inclusive, as amended (the "Tax Increment Financing Act" or "TIF Act"), to assist in financing public costs related to this project.

This section contains the Tax Increment Financing Plan (the "TIF Plan") for the District. Other relevant information is contained in the Modification to the Development Program for Development District No. 1.

Subsection 2-3. Statement of Objectives

The District currently consists of three parcels of land and adjacent and internal rights-of-way. The District is being created to facilitate the construction of an approximately 98,325 square foot manufacturing/warehouse expansion in the City. Please see Appendix A for further District information. The City will enter into an agreement with Life Fitness as the owner of the business expanding within the District. This TIF Plan is expected to achieve many of the objectives outlined in the Development Program for Development District No. 1.

The activities contemplated in the Modification to the Development Program and the TIF Plan do not preclude the undertaking of other qualified development or redevelopment activities. These activities are anticipated to occur over the life of Development District No. 1 and the District.

Subsection 2-4. Development Program Overview

1. Property to be Acquired - Selected property located within the District may be acquired by the City and is further described in this TIF Plan.
2. Relocation - Relocation services, to the extent required by law, are available pursuant to *M.S., Chapter 117* and other relevant state and federal laws.
3. Upon approval of a developer's plan relating to the project and completion of the necessary legal requirements, the City may sell to a developer selected properties that it may acquire within the District or may lease land or facilities to a developer.
4. The City may perform or provide for some or all necessary acquisition, construction, relocation, demolition, and required utilities and public street work within the District.

Subsection 2-5. Description of Property in the District and Property To Be Acquired

The District encompasses all property and adjacent rights-of-way and abutting roadways identified by the parcels listed in Appendix C of this TIF Plan. Please also see the map in Appendix B for further information on the location of the District.

The City may acquire any parcel within the District including interior and adjacent street rights of way. Any properties identified for acquisition will be acquired by the City only in order to accomplish one or more of the following: storm sewer improvements; provide land for needed public streets, utilities and facilities; carry out land acquisition, site improvements, clearance and/or development to accomplish the uses and objectives set forth in this plan. The City may acquire property by gift, dedication, condemnation or direct purchase from willing sellers in order to achieve the objectives of this TIF Plan. Such acquisitions will be undertaken only when there is assurance of funding to finance the acquisition and related costs.

Subsection 2-6. Classification of the District

The City, in determining the need to create a tax increment financing district in accordance with *M.S., Sections 469.174 to 469.1794*, as amended, inclusive, finds that the District, to be established, is a redevelopment district pursuant to *M.S., Section 469.174, Subd. 10a* as defined below:

- (a) *"Renewal and renovation district" means a type of tax increment financing district consisting of a project, or portions of a project, within which the City finds by resolution that:*
- (1) (i) *parcels consisting of 70 percent of the area of the district are occupied by buildings, streets, utilities, paved or gravel parking lots, or other similar structures;*
- (ii) *20 percent of the buildings are structurally substandard; and*
- (iii) *30 percent of the other buildings require substantial renovation or clearance to remove existing conditions such as: inadequate street layout, incompatible uses or land use relationships, overcrowding of buildings on the land, excessive dwelling unit density, obsolete buildings not suitable for improvement or conversion, or other identified hazards to the health, safety, and general well-being of the community; and*
- (2) *the conditions described in clause (1) are reasonably distributed throughout the geographic area of the district.*
- (b) *For purposes of determining whether a building is structurally substandard, whether parcels are occupied by buildings, streets, utilities, paved or gravel parking lots, or other similar structures, or whether noncontiguous areas qualify, the provisions of subdivision 10, paragraphs (b) through (f) apply.*

In meeting the statutory criteria the City relies on the following facts and findings:

- The District consists of three parcels.
- An inventory shows that parcels consisting of more than 70 percent of the area in the District are occupied by buildings, streets, utilities, paved or gravel parking lots, or other similar structures.
- An inspection of the buildings located within the District finds that more than 20 percent of the buildings are structurally substandard as defined in the TIF Act. (See Appendix F).
- Observation of the remaining buildings located within the District finds that more than 30 percent of the buildings require substantial renovation or clearance to remove existing conditions such as defined in the

TIF Act. (See Appendix F).

Pursuant to *M.S., Section 469.176, Subd. 7*, the District does not contain any parcel or part of a parcel that qualified under the provisions of *M.S., Sections 273.111, 273.112, or 273.114* or *Chapter 473H* for taxes payable in any of the five calendar years before the filing of the request for certification of the District.

Subsection 2-7. Duration and First Year of Tax Increment of the District

Pursuant to *M.S., Section 469.175, Subd. 1, and Section 469.176, Subd. 1*, the duration and first year of tax increment of the District must be indicated within the TIF Plan. Pursuant to *M.S., Section 469.176, Subd. 1b.*, the duration of the District will be 15 years after receipt of the first increment by the City (a total of 16 years of tax increment). The City elects to receive the first tax increment in 2017, which is no later than four years following the year of approval of the District. Thus, it is estimated that the District, including any modifications of the TIF Plan for subsequent phases or other changes, would terminate after 2032, or when the TIF Plan is satisfied. The City reserves the right to decertify the District prior to the legally required date.

Subsection 2-8. Original Tax Capacity, Tax Rate and Estimated Captured Net Tax Capacity Value/Increment and Notification of Prior Planned Improvements

Pursuant to *M.S., Section 469.174, Subd. 7 and M.S., Section 469.177, Subd. 1*, the Original Net Tax Capacity (ONTC) as certified for the District will be based on the market values placed on the property by the assessor in 2015 for taxes payable 2016.

Pursuant to *M.S., Section 469.177, Subds. 1 and 2*, the County Auditor shall certify in each year (beginning in the payment year 2017) the amount by which the original value has increased or decreased as a result of:

1. Change in tax exempt status of property;
2. Reduction or enlargement of the geographic boundaries of the district;
3. Change due to adjustments, negotiated or court-ordered abatements;
4. Change in the use of the property and classification;
5. Change in state law governing class rates; or
6. Change in previously issued building permits.

In any year in which the current Net Tax Capacity (NTC) value of the District declines below the ONTC, no value will be captured and no tax increment will be payable to the City.

The original local tax rate for the District will be the local tax rate for taxes payable 2016, assuming the request for certification is made before June 30, 2016. The ONTC and the Original Local Tax Rate for the District appear in the table below.

Pursuant to *M.S., Section 469.174 Subd. 4 and M.S., Section 469.177, Subd. 1, 2, and 4*, the estimated Captured Net Tax Capacity (CTC) of the District, within Development District No. 1, upon completion of the projects within the District, will annually approximate tax increment revenues as shown in the table below. The City requests 100 percent of the available increase in tax capacity for repayment of its obligations and current expenditures, beginning in the tax year payable 2017. The Project Tax Capacity (PTC) listed is an estimate of values when the projects within the District are completed.

Project Estimated Tax Capacity upon Completion (PTC)	\$362,576	
Original Estimated Net Tax Capacity (ONTC)	\$158,584	
Fiscal Disparities Election	\$78,622	
Estimated Captured Tax Capacity (CTC)	\$125,370	
Original Local Tax Rate	1.0841	Pay 2015
Estimated Annual Tax Increment (CTC x Local Tax Rate)	\$135,914	
Percent Retained by the City	100%	

Tax capacity includes a 3% inflation factor for the duration of the District. The tax capacity included in this chart is the estimated tax capacity of the District in year 15. The tax capacity of the District in year one is estimated to be \$166,316.

Pursuant to *M.S., Section 469.177, Subd. 4*, the City shall, after a due and diligent search, accompany its request for certification to the County Auditor or its notice of the District enlargement pursuant to *M.S., Section 469.175, Subd. 4*, with a listing of all properties within the District or area of enlargement for which building permits have been issued during the eighteen (18) months immediately preceding approval of the TIF Plan by the municipality pursuant to *M.S., Section 469.175, Subd. 3*. The County Auditor shall increase the original net tax capacity of the District by the net tax capacity of improvements for which a building permit was issued.

The City has reviewed the area to be included in the District and found no parcels for which building permits have been issued during the 18 months immediately preceding approval of the TIF Plan by the City.

Subsection 2-9. Sources of Revenue/Bonds to be Issued

The costs outlined in the Uses of Funds will be financed primarily through the annual collection of tax increments. The City reserves the right to incur bonds or other indebtedness as a result of the TIF Plan. As presently proposed, the projects within the District will be financed by a pay-as-you-go note and an interfund loan. Any refunding amounts will be deemed a budgeted cost without a formal TIF Plan Modification. This provision does not obligate the City to incur debt. The City will issue bonds or incur other debt only upon the determination that such action is in the best interest of the City.

The total estimated tax increment revenues for the District are shown in the table below:

<u>SOURCES OF FUNDS</u>	<u>TOTAL</u>
Tax Increment	\$1,334,836
<u>Interest</u>	<u>\$133,484</u>
TOTAL	\$1,468,320

The City may issue bonds (as defined in the TIF Act) secured in whole or in part with tax increments from the District in a maximum principal amount of \$1,064,012. Such bonds may be in the form of pay-as-you-go notes, revenue bonds or notes, general obligation bonds, or interfund loans. This estimate of total bonded indebtedness is a cumulative statement of authority under this TIF Plan as of the date of approval.

Subsection 2-10. Uses of Funds

Currently under consideration for the District is a proposal to facilitate the construction of an approximately 98,325 square foot manufacturing/warehouse expansion in the City. The City has determined that it will be necessary to provide assistance to the project(s) for certain District costs, as described. The City has studied the feasibility of the development or redevelopment of property in and around the District. To facilitate the establishment and development or redevelopment of the District, this TIF Plan authorizes the use of tax increment financing to pay for the cost of certain eligible expenses. The estimate of public costs and uses of funds associated with the District is outlined in the following table.

<u>USES OF TAX INCREMENT FUNDS</u>	<u>TOTAL</u>
Land/Building Acquisition	\$425,000
Site Improvements/Preparation	\$350,000
Utilities	\$100,000
Other Qualifying Improvements	\$55,528
<u>Administrative Costs (up to 10%)</u>	<u>\$133,484</u>
PROJECT COST TOTAL	\$1,064,012
<u>Interest</u>	\$404,308
PROJECT AND INTEREST COSTS TOTAL	\$1,468,320

The total project cost, including financing costs (interest) listed in the table above does not exceed the total projected tax increments for the District as shown in Subsection 2-9.

Estimated costs associated with the District are subject to change among categories without a modification to this TIF Plan. The cost of all activities to be considered for tax increment financing will not exceed, without formal modification, the budget above pursuant to the applicable statutory requirements. Pursuant to *M.S., Section 469.1763, Subd. 2*, no more than 25 percent of the tax increment paid by property within the District will be spent on activities related to development or redevelopment outside of the District but within the boundaries of Development District No. 1, (including administrative costs, which are considered to be spent outside of the District) subject to the limitations as described in this TIF Plan.

Subsection 2-11. Fiscal Disparities Election

Pursuant to *M.S., Section 469.177, Subd. 3*, the City may elect one of two methods to calculate fiscal disparities. If the calculations pursuant to *M.S., Section 469.177, Subd. 3, clause b*, (within the District) are followed, the following method of computation shall apply:

- (1) *The original net tax capacity shall be determined before the application of the fiscal disparity provisions of Chapter 276A or 473F. The current net tax capacity shall exclude any fiscal disparity commercial-industrial net tax capacity increase between the original year and the current year multiplied by the fiscal disparity ratio determined pursuant to M.S., Section 276A.06, subdivision 7 or M.S., Section 473F.08, subdivision 6. Where the original net tax capacity is equal to or greater than the current net tax capacity, there is no captured tax capacity and no tax increment determination. Where the original tax capacity is less than the current tax capacity, the difference between the original net tax capacity and the current net tax capacity*

is the captured net tax capacity. This amount less any portion thereof which the authority has designated, in its tax increment financing plan, to share with the local taxing districts is the retained captured net tax capacity of the authority.

- (2) *The county auditor shall exclude the retained captured net tax capacity of the authority from the net tax capacity of the local taxing districts in determining local taxing district tax rates. The local tax rates so determined are to be extended against the retained captured net tax capacity of the authority as well as the net tax capacity of the local taxing districts. The tax generated by the extension of the less of (A) the local taxing district tax rates or (B) the original local tax rate to the retained captured net tax capacity of the authority is the tax increment of the authority.*

The City will choose to calculate fiscal disparities by clause b.

According to *M.S., Section 469.177, Subd. 3*:

- (c) *The method of computation of tax increment applied to a district pursuant to paragraph (a) or (b) shall remain the same for the duration of the district, except that the governing body may elect to change its election from the method of computation in paragraph (a) to the method in paragraph (b).*

Subsection 2-12. Business Subsidies

Pursuant to *M.S., Section 116J.993, Subd. 3*, the following forms of financial assistance are not considered a business subsidy:

- (1) A business subsidy of less than \$150,000;
- (2) Assistance that is generally available to all businesses or to a general class of similar businesses, such as a line of business, size, location, or similar general criteria;
- (3) Public improvements to buildings or lands owned by the state or local government that serve a public purpose and do not principally benefit a single business or defined group of businesses at the time the improvements are made;
- (4) Redevelopment property polluted by contaminants as defined in *M.S., Section 116J.552, Subd. 3*;
- (5) Assistance provided for the sole purpose of renovating old or decaying building stock or bringing it up to code and assistance provided for designated historic preservation districts, provided that the assistance is equal to or less than 50% of the total cost;
- (6) Assistance to provide job readiness and training services if the sole purpose of the assistance is to provide those services;
- (7) Assistance for housing;
- (8) Assistance for pollution control or abatement, including assistance for a tax increment financing hazardous substance subdistrict as defined under *M.S., Section 469.174, Subd. 23*;
- (9) Assistance for energy conservation;
- (10) Tax reductions resulting from conformity with federal tax law;
- (11) Workers' compensation and unemployment compensation;
- (12) Benefits derived from regulation;
- (13) Indirect benefits derived from assistance to educational institutions;
- (14) Funds from bonds allocated under chapter 474A, bonds issued to refund outstanding bonds, and bonds issued for the benefit of an organization described in section 501 (c) (3) of the Internal Revenue Code of 1986, as amended through December 31, 1999;
- (15) Assistance for a collaboration between a Minnesota higher education institution and a business;
- (16) Assistance for a tax increment financing soils condition district as defined under *M.S., Section 469.174, Subd. 19*;

- (17) Redevelopment when the recipient's investment in the purchase of the site and in site preparation is 70 percent or more of the assessor's current year's estimated market value;
- (18) General changes in tax increment financing law and other general tax law changes of a principally technical nature;
- (19) Federal assistance until the assistance has been repaid to, and reinvested by, the state or local government agency;
- (20) Funds from dock and wharf bonds issued by a seaway port authority;
- (21) Business loans and loan guarantees of \$150,000 or less;
- (22) Federal loan funds provided through the United States Department of Commerce, Economic Development Administration; and
- (23) Property tax abatements granted under *M.S., Section 469.1813* to property that is subject to valuation under Minnesota Rules, chapter 8100.

The City will comply with *M.S., Sections 116J.993 to 116J.995* to the extent the tax increment assistance under this TIF Plan does not fall under any of the above exemptions.

Subsection 2-13. County Road Costs

Pursuant to *M.S., Section 469.175, Subd. 1a*, the county board may require the City to pay for all or part of the cost of county road improvements if the proposed development to be assisted by tax increment will, in the judgment of the county, substantially increase the use of county roads requiring construction of road improvements or other road costs and if the road improvements are not scheduled within the next five years under a capital improvement plan or within five years under another county plan.

If the county elects to use increments to improve county roads, it must notify the City within forty-five days of receipt of this TIF Plan. In the opinion of the City and consultants, the proposed development outlined in this TIF Plan will have little or no impact upon county roads, therefore the TIF Plan was not forwarded to the county 45 days prior to the public hearing. The City is aware that the county could claim that tax increment should be used for county roads, even after the public hearing.

Subsection 2-14. Estimated Impact on Other Taxing Jurisdictions

The estimated impact on other taxing jurisdictions assumes that the redevelopment contemplated by the TIF Plan would occur without the creation of the District. However, the City has determined that such development or redevelopment would not occur "but for" tax increment financing and that, therefore, the fiscal impact on other taxing jurisdictions is \$0. The estimated fiscal impact of the District would be as follows if the "but for" test was not met:

IMPACT ON TAX BASE

	2014/Pay 2015 Total Net Tax Capacity	Estimated Captured Tax Capacity (CTC) Upon Completion	Percent of CTC to Entity Total
Anoka County	252,501,492	125,370	0.0497%
City of Ramsey	18,605,528	125,370	0.6738%
Anoka-Hennepin ISD No. 11	131,670,082	125,370	0.0952%

IMPACT ON TAX RATES

	Pay 2015 Extension Rates	Percent of Total	CTC	Potential Taxes
Anoka County	0.381230	35.17%	125,370	47,795
City of Ramsey	0.422590	38.98%	125,370	52,980
Anoka-Hennepin ISD No. 11	0.224820	20.74%	125,370	28,186
Other	<u>0.055460</u>	<u>5.12%</u>	<u>125,370</u>	<u>6,953</u>
Total	1.084100	100.00%		135,914

The estimates listed above display the captured tax capacity when all construction is completed. The tax rate used for calculations is the actual Pay 2015 rate. The total net capacity for the entities listed above are based on actual Pay 2015 figures. The District will be certified under the actual Pay 2016 rates, which were unavailable at the time this TIF Plan was prepared.

Pursuant to *M.S. Section 469.175 Subd. 2(b)*:

- (1) Estimate of total tax increment. It is estimated that the total amount of tax increment that will be generated over the life of the District is \$1,334,836;
- (2) Probable impact of the District on city provided services and ability to issue debt. An impact of the District on police protection is not expected. With any addition of new residents or businesses, police calls for service will be increased. New developments add an increase in traffic, and additional overall demands to the call load. The City does not expect that the proposed development, in and of itself, will necessitate new investment.

The probable impact of the District on fire protection is not expected to be significant. Typically new buildings generate few calls, if any, and are of superior construction.

The impact of the District on public infrastructure is expected to be minimal. The development is not expected to significantly impact any traffic movements in the area. The current infrastructure for sanitary sewer, storm sewer and water will be able to handle the additional volume generated from the proposed development. Based on the development plans, there are no additional costs associated with street maintenance, sweeping, plowing, lighting and sidewalks.

The probable impact of any District general obligation tax increment bonds on the ability to issue debt for general fund purposes is expected to be minimal. It is not anticipated that there will be any general obligation debt issued in relation to this project, therefore there will be no impact on the

City's ability to issue future debt or on the City's debt limit.

- (3) Estimated amount of tax increment attributable to school district levies. It is estimated that the amount of tax increments over the life of the District that would be attributable to school district levies, assuming the school district's share of the total local tax rate for all taxing jurisdictions remained the same, is \$276,845;
- (4) Estimated amount of tax increment attributable to county levies. It is estimated that the amount of tax increments over the life of the District that would be attributable to county levies, assuming the county's share of the total local tax rate for all taxing jurisdictions remained the same, is \$469,462;
- (5) Additional information requested by the county or school district. The City is not aware of any standard questions in a county or school district written policy regarding tax increment districts and impact on county or school district services. The county or school district must request additional information pursuant to *M.S. Section 469.175 Subd. 2(b)* within 15 days after receipt of the tax increment financing plan.

No requests for additional information from the county or school district regarding the proposed development for the District have been received.

Subsection 2-15. Supporting Documentation

Pursuant to *M.S. Section 469.175, Subd. 1 (a), clause 7* the TIF Plan must contain identification and description of studies and analyses used to make the findings are required in the resolution approving the District. Following is a list of reports and studies on file at the City that support the City's findings:

- A list of applicable studies will be listed here prior to the public hearing.

Subsection 2-16. Definition of Tax Increment Revenues

Pursuant to *M.S., Section 469.174, Subd. 25*, tax increment revenues derived from a tax increment financing district include all of the following potential revenue sources:

1. Taxes paid by the captured net tax capacity, but excluding any excess taxes, as computed under *M.S., Section 469.177*;
2. The proceeds from the sale or lease of property, tangible or intangible, to the extent the property was purchased by the authority with tax increments;
3. Principal and interest received on loans or other advances made by the authority with tax increments;
4. Interest or other investment earnings on or from tax increments;
5. Repayments or return of tax increments made to the Authority under agreements for districts for which the request for certification was made after August 1, 1993; and
6. The market value homestead credit paid to the Authority under *M.S., Section 273.1384*.

Subsection 2-17. Modifications to the District

In accordance with *M.S., Section 469.175, Subd. 4*, any:

1. Reduction or enlargement of the geographic area of the District, if the reduction does not meet the requirements of *M.S., Section 469.175, Subd. 4(e)*;
2. Increase in amount of bonded indebtedness to be incurred;
3. A determination to capitalize interest on debt if that determination was not a part of the original TIF

Plan;

4. Increase in the portion of the captured net tax capacity to be retained by the City;
5. Increase in the estimate of the cost of the District, including administrative expenses, that will be paid or financed with tax increment from the District; or
6. Designation of additional property to be acquired by the City,

shall be approved upon the notice and after the discussion, public hearing and findings required for approval of the original TIF Plan.

Pursuant to *M.S. Section 469.175 Subd. 4(f)*, the geographic area of the District may be reduced, but shall not be enlarged after five years following the date of certification of the original net tax capacity by the county auditor. If a renewal and renovation district is enlarged, the reasons and supporting facts for the determination that the addition to the district meets the criteria of *M.S., Section 469.174, Subd. 10a*, must be documented in writing and retained. The requirements of this paragraph do not apply if (1) the only modification is elimination of parcel(s) from the District and (2)(A) the current net tax capacity of the parcel(s) eliminated from the District equals or exceeds the net tax capacity of those parcel(s) in the District's original net tax capacity or (B) the City agrees that, notwithstanding *M.S., Section 469.177, Subd. 1*, the original net tax capacity will be reduced by no more than the current net tax capacity of the parcel(s) eliminated from the District.

The City must notify the County Auditor of any modification to the District. Modifications to the District in the form of a budget modification or an expansion of the boundaries will be recorded in the TIF Plan.

Subsection 2-18. Administrative Expenses

In accordance with *M.S., Section 469.174, Subd. 14*, administrative expenses means all expenditures of the City, *other than*:

1. Amounts paid for the purchase of land;
2. Amounts paid to contractors or others providing materials and services, including architectural and engineering services, directly connected with the physical development of the real property in the District;
3. Relocation benefits paid to or services provided for persons residing or businesses located in the District;
4. Amounts used to pay principal or interest on, fund a reserve for, or sell at a discount bonds issued pursuant to *M.S., Section 469.178*; or
5. Amounts used to pay other financial obligations to the extent those obligations were used to finance costs described in clauses (1) to (3).

For districts for which the request for certification were made before August 1, 1979, or after June 30, 1982, and before August 1, 2001, administrative expenses also include amounts paid for services provided by bond counsel, fiscal consultants, and planning or economic development consultants. Pursuant to *M.S., Section 469.176, Subd. 3*, tax increment may be used to pay any **authorized and documented** administrative expenses for the District up to but not to exceed 10 percent of the total estimated tax increment expenditures authorized by the TIF Plan or the total tax increments, as defined by *M.S., Section 469.174, Subd. 25, clause (1)*, from the District, whichever is less.

For districts for which certification was requested after July 31, 2001, no tax increment may be used to pay any administrative expenses for District costs which exceed ten percent of total estimated tax increment expenditures authorized by the TIF Plan or the total tax increments, as defined in *M.S., Section 469.174, Subd. 25, clause (1)*, from the District, whichever is less.

Pursuant to *M.S., Section 469.176, Subd. 4h*, tax increments may be used to pay for the County's actual administrative expenses incurred in connection with the District and are not subject to the percentage limits of *M.S., Section 469.176, Subd. 3*. The county may require payment of those expenses by February 15 of the year following the year the expenses were incurred.

Pursuant to *M.S., Section 469.177, Subd. 11*, the County Treasurer shall deduct an amount (currently .36 percent) of any increment distributed to the City and the County Treasurer shall pay the amount deducted to the State Commissioner of Management and Budget for deposit in the state general fund to be appropriated to the State Auditor for the cost of financial reporting of tax increment financing information and the cost of examining and auditing authorities' use of tax increment financing. This amount may be adjusted annually by the Commissioner of Revenue.

Subsection 2-19. Limitation of Increment

The tax increment pledged to the payment of bonds and interest thereon may be discharged and the District may be terminated if sufficient funds have been irrevocably deposited in the debt service fund or other escrow account held in trust for all outstanding bonds to provide for the payment of the bonds at maturity or redemption date.

Pursuant to *M.S., Section 469.176, Subd. 6*:

if, after four years from the date of certification of the original net tax capacity of the tax increment financing district pursuant to M.S., Section 469.177, no demolition, rehabilitation or renovation of property or other site preparation, including qualified improvement of a street adjacent to a parcel but not installation of utility service including sewer or water systems, has been commenced on a parcel located within a tax increment financing district by the authority or by the owner of the parcel in accordance with the tax increment financing plan, no additional tax increment may be taken from that parcel, and the original net tax capacity of that parcel shall be excluded from the original net tax capacity of the tax increment financing district. If the authority or the owner of the parcel subsequently commences demolition, rehabilitation or renovation or other site preparation on that parcel including qualified improvement of a street adjacent to that parcel, in accordance with the tax increment financing plan, the authority shall certify to the county auditor that the activity has commenced and the county auditor shall certify the net tax capacity thereof as most recently certified by the commissioner of revenue and add it to the original net tax capacity of the tax increment financing district. The county auditor must enforce the provisions of this subdivision. The authority must submit to the county auditor evidence that the required activity has taken place for each parcel in the district. The evidence for a parcel must be submitted by February 1 of the fifth year following the year in which the parcel was certified as included in the district. For purposes of this subdivision, qualified improvements of a street are limited to (1) construction or opening of a new street, (2) relocation of a street, and (3) substantial reconstruction or rebuilding of an existing street.

The City or a property owner must improve parcels within the District by approximately September 2019 and report such actions to the County Auditor.

Subsection 2-20. Use of Tax Increment

The City hereby determines that it will use 100 percent of the captured net tax capacity of taxable property located in the District for the following purposes:

1. To pay the principal of and interest on bonds issued to finance a project;
2. To finance, or otherwise pay the capital and administration costs of Development District No. 1 pursuant to *M.S., Sections 469.124 to 469.133*;
3. To pay for project costs as identified in the budget set forth in the TIF Plan;
4. To finance, or otherwise pay for other purposes as provided in *M.S., Section 469.176, Subd. 4*;
5. To pay principal and interest on any loans, advances or other payments made to or on behalf of the City or for the benefit of Development District No. 1 by a developer;
6. To finance or otherwise pay premiums and other costs for insurance or other security guaranteeing the payment when due of principal of and interest on bonds pursuant to the TIF Plan or pursuant to *M.S., Chapter 462C, M.S., Sections 469.152 through 469.165*, and/or *M.S., Sections 469.178*; and
7. To accumulate or maintain a reserve securing the payment when due of the principal and interest on the tax increment bonds or bonds issued pursuant to *M.S., Chapter 462C, M.S., Sections 469.152 through 469.165*, and/or *M.S., Sections 469.178*.

These revenues shall not be used to circumvent any levy limitations applicable to the City nor for other purposes prohibited by *M.S., Section 469.176, Subd. 4*.

Tax increments generated in the District will be paid by Anoka County to the City for the Tax Increment Fund of said District. The City will pay to the developer(s) annually an amount not to exceed an amount as specified in a developer's agreement to reimburse the costs of land acquisition, public improvements, demolition and relocation, site preparation, and administration. Remaining increment funds will be used for City administration (up to 10 percent) and for the costs of public improvement activities outside the District.

Subsection 2-21. Excess Increments

Excess increments, as defined in *M.S., Section 469.176, Subd. 2*, shall be used only to do one or more of the following:

1. Prepay any outstanding bonds;
2. Discharge the pledge of tax increment for any outstanding bonds;
3. Pay into an escrow account dedicated to the payment of any outstanding bonds; or
4. Return the excess to the County Auditor for redistribution to the respective taxing jurisdictions in proportion to their local tax rates.

The City must spend or return the excess increments under paragraph (c) within nine months after the end of the year. In addition, the City may, subject to the limitations set forth herein, choose to modify the TIF Plan in order to finance additional public costs in Development District No. 1 or the District.

Subsection 2-22. Requirements for Agreements with the Developer

The City will review any proposal for private development to determine its conformance with the Development Program and with applicable municipal ordinances and codes. To facilitate this effort, the following documents may be requested for review and approval: site plan, construction, mechanical, and electrical system drawings, landscaping plan, grading and storm drainage plan, signage system plan, and any other drawings or narrative deemed necessary by the City to demonstrate the conformance of the development with City plans and ordinances. The City may also use the Agreements to address other issues related to the development.

Pursuant to *M.S., Section 469.176, Subd. 5*, no more than 25 percent, by acreage, of the property to be acquired in the District as set forth in the TIF Plan shall at any time be owned by the City as a result of acquisition with the proceeds of bonds issued pursuant to *M.S., Section 469.178* to which tax increments from

property acquired is pledged, unless prior to acquisition in excess of 25 percent of the acreage, the City concluded an agreement for the development or redevelopment of the property acquired and which provides recourse for the City should the development or redevelopment not be completed.

Subsection 2-23. Assessment Agreements

Pursuant to *M.S., Section 469.177, Subd. 8*, the City may enter into a written assessment agreement in recordable form with the developer of property within the District which establishes a minimum market value of the land and completed improvements for the duration of the District. The assessment agreement shall be presented to the County Assessor who shall review the plans and specifications for the improvements to be constructed, review the market value previously assigned to the land upon which the improvements are to be constructed and, so long as the minimum market value contained in the assessment agreement appears, in the judgment of the assessor, to be a reasonable estimate, the County Assessor shall also certify the minimum market value agreement.

Subsection 2-24. Administration of the District

Administration of the District will be handled by the City Administrator.

Subsection 2-25. Annual Disclosure Requirements

Pursuant to *M.S., Section 469.175, Subds. 5, 6, and 6b* the City must undertake financial reporting for all tax increment financing districts to the Office of the State Auditor, County Board and County Auditor on or before August 1 of each year. *M.S., Section 469.175, Subd. 5* also provides that an annual statement shall be published in a newspaper of general circulation in the City on or before August 15.

If the City fails to make a disclosure or submit a report containing the information required by *M.S., Section 469.175 Subd. 5 and Subd. 6*, the Office of the State Auditor will direct the County Auditor to withhold the distribution of tax increment from the District.

Subsection 2-26. Reasonable Expectations

As required by the TIF Act, in establishing the District, the determination has been made that the anticipated development would not reasonably be expected to occur solely through private investment within the reasonably foreseeable future and that the increased market value of the site that could reasonably be expected to occur without the use of tax increment financing would be less than the increase in the market value estimated to result from the proposed development after subtracting the present value of the projected tax increments for the maximum duration of the District permitted by the TIF Plan. In making said determination, reliance has been placed upon written representation made by the developer to such effects and upon City staff awareness of the feasibility of developing the project site(s) within the District. A comparative analysis of estimated market values both with and without establishment of the District and the use of tax increments has been performed as described above. Such analysis is included with the cashflow in Appendix D, and indicates that the increase in estimated market value of the proposed development (less the indicated subtractions) exceeds the estimated market value of the site absent the establishment of the District and the use of tax increments.

Subsection 2-27. Other Limitations on the Use of Tax Increment

1. General Limitations. All revenue derived from tax increment shall be used in accordance with the TIF Plan. The revenues shall be used to finance, or otherwise pay the capital and administration costs of Development District No. 1 pursuant to *M.S., Sections 469.124 to 469.133*. Tax increments may not be

used to circumvent existing levy limit law. No tax increment may be used for the acquisition, construction, renovation, operation, or maintenance of a building to be used primarily and regularly for conducting the business of a municipality, county, school district, or any other local unit of government or the state or federal government. This provision does not prohibit the use of revenues derived from tax increments for the construction or renovation of a parking structure.

2. Pooling Limitations. At least 75 percent of tax increments from the District must be expended on activities in the District or to pay bonds, to the extent that the proceeds of the bonds were used to finance activities within said district or to pay, or secure payment of, debt service on credit enhanced bonds. Not more than 25 percent of said tax increments may be expended, through a development fund or otherwise, on activities outside of the District except to pay, or secure payment of, debt service on credit enhanced bonds. For purposes of applying this restriction, all administrative expenses must be treated as if they were solely for activities outside of the District.
3. Five Year Limitation on Commitment of Tax Increments. Tax increments derived from the District shall be deemed to have satisfied the 75 percent test set forth in paragraph (2) above only if the five year rule set forth in *M.S., Section 469.1763, Subd. 3*, has been satisfied; and beginning with the sixth year following certification of the District, 75 percent of said tax increments that remain after expenditures permitted under said five year rule must be used only to pay previously committed expenditures or credit enhanced bonds as more fully set forth in *M.S., Section 469.1763, Subd. 5*.
4. Redevelopment District. At least 90 percent of the revenues derived from tax increment from a redevelopment district or renewal and renovation district must be used to finance the cost of correcting conditions that allow designation of redevelopment and renewal and renovation districts under *M.S., Section 469.176 Subd. 4j*. These costs include, but are not limited to, acquiring properties containing structurally substandard buildings or improvements or hazardous substances, pollution, or contaminants, acquiring adjacent parcels necessary to provide a site of sufficient size to permit development, demolition and rehabilitation of structures, clearing of the land, the removal of hazardous substances or remediation necessary for development of the land, and installation of utilities, roads, sidewalks, and parking facilities for the site. The allocated administrative expenses of the City, including the cost of preparation of the development action response plan, may be included in the qualifying costs.

Subsection 2-28. Summary

The City of Ramsey is establishing the District to preserve and enhance the tax base, redevelop substandard areas, and provide employment opportunities in the City. The TIF Plan for the District was prepared by Ehlers & Associates, Inc., 3060 Centre Pointe Drive, Roseville, Minnesota 55113, telephone (651) 697-8500.

Appendix A

The District is being created to facilitate the expansion of Life Fitness in the community. The proposed project includes construction of a first expansion totaling 48,325 square feet on the existing Life Fitness property in the District, and the demolition of an existing building in the District, the capping of all existing geothermal wells, and the preparation of the property for development.

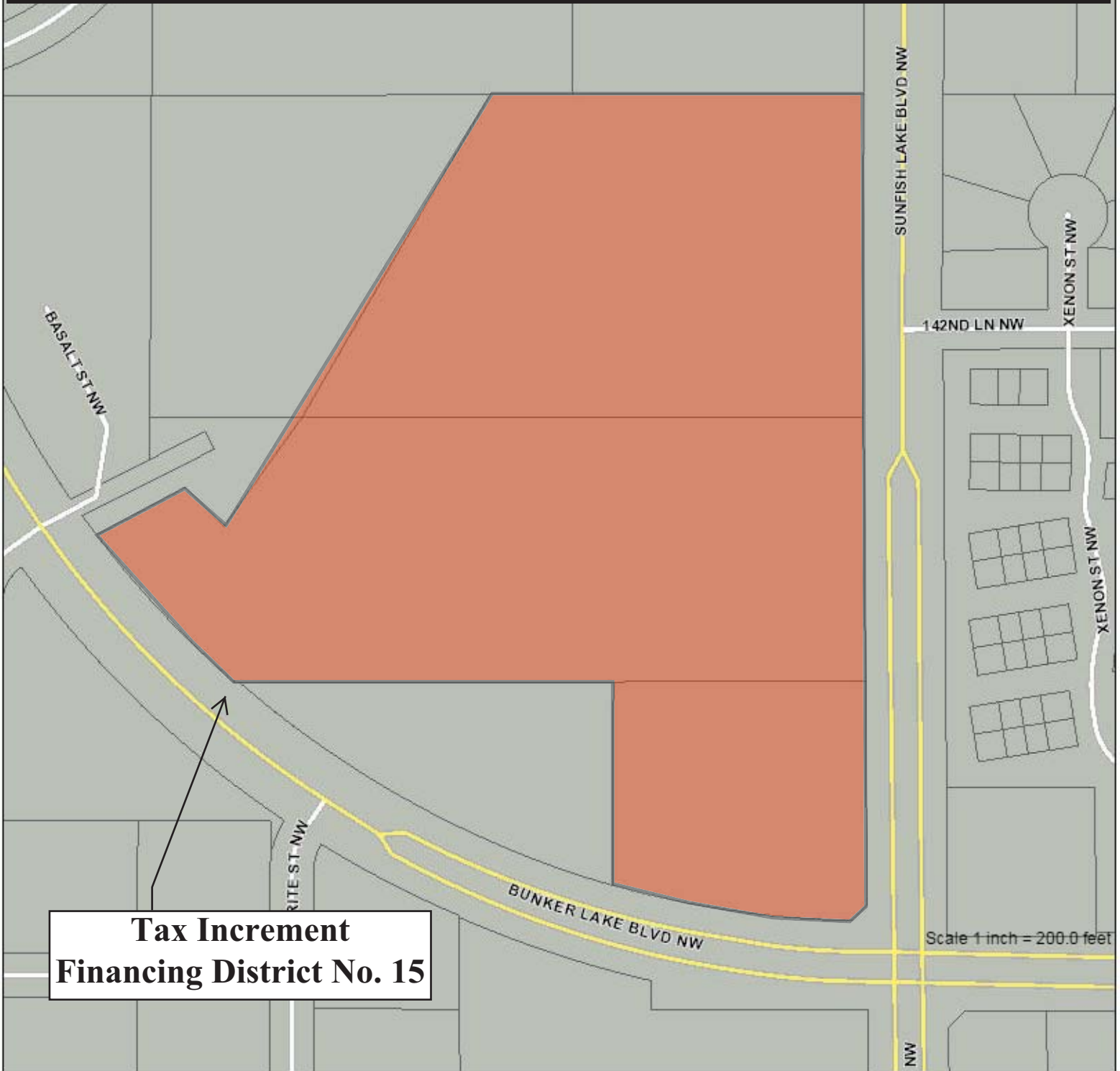
Appendix B

Map(s) of Development District No. 1 and the District

Tax Increment Financing District No. 15

Development District No. 1

City of Ramsey
Anoka County, Minnesota



**Tax Increment
Financing District No. 15**





TIF District No. 15

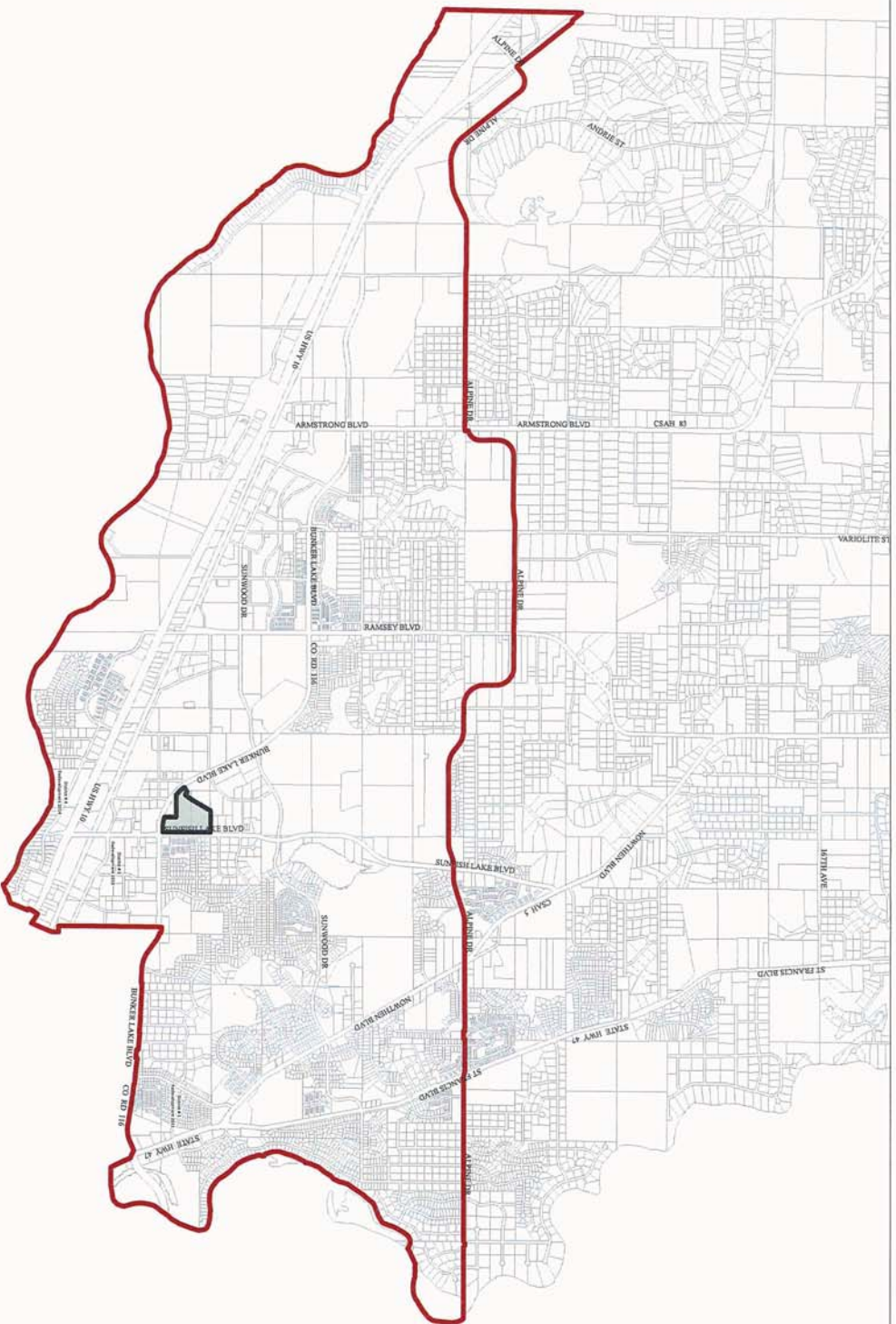
Tax Increment Financing District No. 15

Development District No. 1

City of Ramsey
Anoka County, Minnesota

Map Prepared by the City of Ramsey
Data Source: Anoka County, City of Ramsey
August 27, 2015
1. Import: Contoural Conic Projection
IGDS\Users\Ym\TIF Properties

This map has been compiled using information gathered from various governmental offices and other sources. The City of Ramsey is not responsible for errors or omissions. The City of Ramsey is not liable for any damages or losses resulting from the use of this map. The City of Ramsey is not responsible for any damages or losses resulting from the use of this map. The City of Ramsey is not responsible for any damages or losses resulting from the use of this map. The City of Ramsey is not responsible for any damages or losses resulting from the use of this map.



Appendix C

Description of Property to be Included in the District

The District encompasses all property and adjacent rights-of-way and abutting roadways identified by the parcels listed below.

<u>Parcel Numbers</u>	<u>Address</u>	<u>Owner</u>
27-32-25-44-0012	14100 Sunfish Lake Blvd NW	First Minnesota Bank
27-32-25-44-0018	Unassigned	Brunswick Corporation
27-32-25-44-0019	14150 Sunfish Lk Blvd NW	Brunswick Corporation

Appendix D

Estimated Cash Flow for the District



Life Fitness

City of Ramsey

98,325 sq. ft. Manufacturing / Warehouse Expansion

ASSUMPTIONS AND RATES

DistrictType:	Renewal and Renovation
District Name/Number:	
County District #:	
First Year Construction or Inflation on Value	2015
Existing District - Specify No. Years Remaining	
Inflation Rate - Every Year:	3.00%
Interest Rate:	4.00%
Present Value Date:	1-Aug-16
First Period Ending	1-Feb-17
Tax Year District was Certified:	Pay 2016
Cashflow Assumes First Tax Increment For Development:	2017
Years of Tax Increment	16
Assumes Last Year of Tax Increment	2032
Fiscal Disparities Election [Outside (A), Inside (B), or NA]	Inside(B)
Incremental or Total Fiscal Disparities	Incremental
Fiscal Disparities Contribution Ratio	38.5419% Pay 2015
Fiscal Disparities Metro-Wide Tax Rate	161.6250% Pay 2015
Maximum/Frozen Local Tax Rate:	108.410% Pay 2015
Current Local Tax Rate: (Use lesser of Current or Max.)	108.410% Pay 2015
State-wide Tax Rate (Comm./Ind. only used for total taxes)	50.8400% Pay 2015
Market Value Tax Rate (Used for total taxes)	0.21266% Pay 2015

Tax Rates		
Exempt Class Rate (Exempt)		0.00%
Commercial Industrial Preferred Class Rate (C/I Pref.)		
First \$150,000		1.50%
Over \$150,000		2.00%
Commercial Industrial Class Rate (C/I)		2.00%
Rental Housing Class Rate (Rental)		1.25%
Affordable Rental Housing Class Rate (Aff. Rental)		
First \$100,000		0.75%
Over \$100,000		0.25%
Non-Homestead Residential (Non-H Res. 1 Unit)		
First \$500,000		1.00%
Over \$500,000		1.25%
Homestead Residential Class Rate (Hmstd. Res.)		
First \$500,000		1.00%
Over \$500,000		1.25%
Agricultural Non-Homestead		1.00%

BASE VALUE INFORMATION (Original Tax Capacity)

Map #	PID	Owner	Address	Land Market Value	Building Market Value	Total Market Value	Percentage Of Value Used for District	Original Market Value	Tax Year Original Market Value	Property Tax Class	Current Original Tax Capacity	Class After Conversion	After Conversion Orig. Tax Cap.	Area/Phase
	27-32-25-44-0018	Brunswick		666,900	0	666,900	100%	666,900	Pay 2016	C/I	13,338	C/I	13,338	
	27-32-25-44-0019	Brunswick		788,800	5,882,300	6,671,100	100%	6,671,100	Pay 2016	C/I Pref.	132,672	C/I Pref.	132,672	
	27-32-25-44-0012	1st MN Bank		310,300	318,400	628,700	100%	628,700	Pay 2016	C/I Pref.	11,824	C/I	12,574	
				1,766,000	6,200,700	7,966,700		7,966,700			157,834		158,584	

Note:

1. Base values are for pay 2016 and based upon review of County website on 6-1-15.



Life Fitness

City of Ramsey

98,325 sq. ft. Manufacturing / Warehouse Expansion

PROJECT INFORMATION (Project Tax Capacity)													
Area/Phase	New Use	Estimated Market Value Per Sq. Ft./Unit	Taxable Market Value Per Sq. Ft./Unit	Total Sq. Ft./Units	Total Taxable Market Value	Property Tax Class	Project Tax Capacity	Project Tax Capacity/Unit	Percentage Completed 2015	Percentage Completed 2016	Percentage Completed 2017	Percentage Completed 2018	First Year Full Taxes Payable
	Expansion #1	40	40	48,325	1,933,000	C/I	38,660	1	20%	100%	100%	100%	2018
27-32-25-44-0018	Existing	666,900	666,900	1	666,900	C/I	13,338	13,338	100%	100%	100%	100%	2017
27-32-25-44-0019	Existing	6,671,100	6,671,100	1	6,671,100	C/I Pref.	132,672	132,672	100%	100%	100%	100%	2017
27-32-25-44-0012	Existing	628,700	628,700	1	628,700	C/I	12,574	12,574	100%	100%	100%	100%	2017
	Expansion #2	40	40	50,000	2,000,000	C/I	40,000	1	0%	0%	0%	100%	2020
TOTAL					11,899,700		237,244						
Subtotal Residential				0	0		0						
Subtotal Commercial/Ind.				98,328	11,899,700		237,244						

Note:

1. Market values are based upon estimates from the county assessor.

TAX CALCULATIONS									
New Use	Total Tax Capacity	Fiscal Disparities Tax Capacity	Local Tax Capacity	Local Property Taxes	Fiscal Disparities Taxes	State-wide Property Taxes	Market Value Taxes	Total Taxes	Taxes Per Sq. Ft./Unit
Expansion #1	38,660	14,900	23,760	25,758	24,083	19,655	4,111	73,606	1.52
Existing	13,338	5,141	8,197	8,887	8,309	6,781	1,418	25,395	25,394.63
Existing	132,672	51,134	81,538	88,395	82,646	67,450	14,187	252,678	252,678.04
Existing	12,574	4,846	7,728	8,378	7,833	6,393	1,337	23,940	23,940.02
Expansion #2	40,000	15,417	24,583	26,651	24,917	20,336	4,253	76,157	1.52
TOTAL	237,244	91,438	145,806	158,068	147,787	120,615	25,306	451,776	

Note:

1. Taxes and tax increment will vary significantly from year to year depending upon values, rates, state law, fiscal disparities and other factors which cannot be predicted.

WHAT IS EXCLUDED FROM TIF?	
Total Property Taxes	451,776
less State-wide Taxes	(120,615)
less Fiscal Disp. Adj.	(147,787)
less Market Value Taxes	(25,306)
less Base Value Taxes	(105,659)
Annual Gross TIF	52,409

MARKET VALUE BUT / FOR ANALYSIS	
Current Market Value - Est.	7,966,700
New Market Value - Est.	11,899,700
Difference	3,933,000
Present Value of Tax Increment	888,804
Difference	3,044,196
Value likely to occur without Tax Increment is less than:	3,044,196



**Life Fitness
City of Ramsey
98,325 sq. ft. Manufacturing / Warehouse Expansion**

TAX INCREMENT CASH FLOW														
% of OTC	Project Tax Capacity	Original Tax Capacity	Fiscal Disparities Incremental	Captured Tax Capacity	Local Tax Rate	Annual Gross Tax Increment	Semi-Annual Gross Tax Increment	State Auditor 0.36%	Admin. at 10%	Semi-Annual Net Tax Increment	Semi-Annual Present Value	PERIOD ENDING Yrs.	Tax Year	Payment Date
100%	166,316	(158,584)	(2,980)	4,752	108.410%	5,152	2,576	(9)	(257)	2,310	2,220	0.5	2017	02/01/17
100%	202,002	(158,584)	(16,734)	26,684	108.410%	28,928	2,576	(9)	(257)	2,310	4,397	1	2017	02/01/18
100%	208,062	(158,584)	(19,070)	30,408	108.410%	32,965	14,464	(52)	(1,441)	12,971	16,380	1.5	2018	08/01/18
100%	254,303	(158,584)	(36,892)	58,827	108.410%	63,775	14,464	(52)	(1,441)	12,971	28,127	2	2018	02/01/19
100%	261,933	(158,584)	(39,832)	63,516	108.410%	68,858	16,483	(59)	(1,642)	14,781	41,253	2.5	2019	08/01/19
100%	269,790	(158,584)	(42,861)	68,345	108.410%	74,093	16,483	(59)	(1,642)	14,781	54,120	3	2019	02/01/20
100%	277,884	(158,584)	(45,981)	73,320	108.410%	79,486	31,887	(115)	(3,177)	28,595	78,526	3.5	2020	08/01/20
100%	286,221	(158,584)	(49,194)	78,443	108.410%	85,040	31,887	(115)	(3,177)	28,595	102,453	4	2020	02/01/21
100%	294,807	(158,584)	(52,503)	83,720	108.410%	90,761	34,429	(124)	(3,430)	30,874	127,781	4.5	2021	08/01/21
100%	303,652	(158,584)	(55,912)	89,156	108.410%	96,654	34,429	(124)	(3,430)	30,874	152,612	5	2021	02/01/22
100%	312,761	(158,584)	(59,423)	94,754	108.410%	102,723	37,047	(133)	(3,691)	33,222	178,808	5.5	2022	08/01/22
100%	322,144	(158,584)	(63,039)	100,521	108.410%	108,975	37,047	(133)	(3,691)	33,222	204,489	6	2022	02/01/23
100%	331,808	(158,584)	(66,764)	106,460	108.410%	115,414	39,743	(143)	(3,960)	35,640	231,500	6.5	2023	08/01/23
100%	341,763	(158,584)	(70,600)	112,578	108.410%	122,046	39,743	(143)	(3,960)	35,640	257,981	7	2023	02/01/24
100%	352,015	(158,584)	(74,552)	118,879	108.410%	128,877	42,520	(153)	(4,237)	38,130	285,757	7.5	2024	08/01/24
100%	362,576	(158,584)	(78,622)	125,370	108.410%	135,913	42,520	(153)	(4,237)	38,130	312,988	8	2024	02/01/25
							45,381	(163)	(4,522)	40,695	341,481	8.5	2025	08/01/25
							45,381	(163)	(4,522)	40,695	369,416	9	2025	02/01/26
							48,327	(174)	(4,815)	43,338	398,581	9.5	2026	08/01/26
							48,327	(174)	(4,815)	43,338	427,174	10	2026	02/01/27
							51,362	(185)	(5,118)	46,059	456,967	10.5	2027	08/01/27
							51,362	(185)	(5,118)	46,059	486,175	11	2027	02/01/28
							54,487	(196)	(5,429)	48,862	516,554	11.5	2028	08/01/28
							54,487	(196)	(5,429)	48,862	546,337	12	2028	02/01/29
							57,707	(208)	(5,750)	51,749	577,261	12.5	2029	08/01/29
							57,707	(208)	(5,750)	51,749	607,579	13	2029	02/01/30
							61,023	(220)	(6,080)	54,723	639,010	13.5	2030	08/01/30
							61,023	(220)	(6,080)	54,723	669,825	14	2030	02/01/31
							64,439	(232)	(6,421)	57,786	701,727	14.5	2031	08/01/31
							64,439	(232)	(6,421)	57,786	733,004	15	2031	02/01/32
							67,957	(245)	(6,771)	60,941	765,341	15.5	2032	08/01/32
							67,957	(245)	(6,771)	60,941	797,044	16	2032	02/01/33
Total							1,339,659	(4,823)	(133,484)	1,201,352				
		Present Value From 08/01/2016		Present Value Rate	4.00%		888,804	(3,200)	(88,560)	797,044				

Appendix E

Minnesota Business Assistance Form (Minnesota Department of Employment and Economic Development)

A Minnesota Business Assistance Form (MBAF) should be used to report and/or update each calendar year's activity by April 1 of the following year.

Please see the Minnesota Department of Employment and Economic Development (DEED) website at <http://www.deed.state.mn.us/Community/subsidies/MBAFForm.htm> for information and forms.

Appendix F

Redevelopment Qualifications for the District

To be added to prior to the public hearing

Appendix G

Findings Including But/For Qualifications

To be added to prior to the public hearing

But-For Analysis	
Current Market Value	7,966,700
New Market Value - Estimate	11,899,700
Difference	3,933,000
Present Value of Tax Increment	888,804
Difference	3,044,196
Value Likely to Occur Without TIF is Less Than:	3,044,196

C. Industrial revenue bonds

Minn. Stat. §§ 469.152 to 469.1651.

The municipal industrial development laws help cities attract new commercial and industrial development, and keep existing businesses in the city. The law authorizes the council to issue revenue bonds, and use the proceeds to acquire and construct industrial sites and facilities. The city then leases these facilities to private industry and uses the rental fee proceeds to retire the bonds.

A city may issue industrial revenue bonds, also known as municipal revenue bonds, without public referendum. It cannot pledge the full faith and credit of a community as security for these bonds. Thus, the city may not tax property owners to pay principal and interest on the bonds.

For more information, contact DEED 651.259.7114, 800.657.3858. Main Office: 1st National Bank Building 332 Minnesota Street, Suite E200 Saint Paul, MN 55101-1351.

If a city decides to investigate the use of industrial bond financing, it should contact the Department of Employment and Economic Development. The department provides the city with information, advice, and technical assistance. This assistance is important, due to the adoption of federal and state laws allocating issuance authority among the states and their political subdivisions. The commissioner of Securities must approve the project.

D. Commercial rehabilitation

Minn. Stat. § 469.184.

Cities have authority to carry out programs for the rehabilitation of small- and medium-sized commercial buildings. The city must adopt a program ordinance that provides for the adoption of program regulations, including a definition of small- and medium-sized commercial buildings. Loans under the program may be for amounts up to \$200,000. The city may finance the program through the sale of revenue bonds.

E. Tax increment financing (TIF)



Minn. Stat. §§ 469.174 to 469.1794.

Tax increment financing authority is available to most cities. Cities with housing and redevelopment authorities, economic development authorities, port authorities, redevelopment agencies, those cities administering development districts or development projects, or cities exercising port authority powers under a general or special law may use tax increment financing. Amendments to the law, however, may make the use of this development tool more complicated.

Tax increment financing is a funding technique that takes advantage of the increases in tax capacity and property taxes from development or redevelopment to pay upfront public development or redevelopment costs. The difference in the tax capacity and the tax revenues the property generates after new construction has occurred, compared with the tax capacity and tax revenues it generated before the construction, is the captured value. The taxes paid on the captured value are called “increments.” Unlike property taxes, increments are not used to pay for the general costs of cities, counties, and schools. Instead, increments go to the development authority and are used to repay public indebtedness or current costs the city incurred in acquiring the property, removing existing structures or installing public services.

Thus, the property owner in a TIF district continues to pay the full amount of property taxes. TIF involves only the increased property taxes generated within the district. It does not change the amount of property taxes currently derived from the redevelopment area, nor does it directly affect the amount or rate of general ad valorem taxes the city levies. The result of a TIF project is an increased tax base that will benefit all local taxing jurisdictions. Additionally, TIF districts usually spur economic development and redevelopment through creating job, removing blight, and providing more affordable housing.

[Minn. Stat. § 469.177, subd. 1](#)

Amendments to TIF law in 2012, address changes caused by the market value exclusion program. If the market value of a homestead property within a TIF district reduces of the homestead market value in the district, the original tax capacity of the TIF district will be reduced by the same amount. Thus, the tax increment collected by the city will remain the same. If your city has a TIF district with townhouses or condominiums, you may want to verify that valuations are properly adjusted by the county auditor.

[State v. Wicklund](#), 589 N.W.2d 793 (Minn. 1999).

TIF is used to encourage four general types of private development: redevelopment, renovation and renewal, growth in low- to moderate-income housing, and economic development. Public financing using TIF funding for a privately owned facility does not make public space in the facility a public forum for free speech purposes.

A TIF district may involve compact development. Two major conditions must be satisfied:

[Minn. Stat. § 469.174](#), [Minn. Stat. § 469.175 subd. 2a](#), [Minn. Stat. § 469.176, subd. 1b](#), [Minn. Stat. § 469.176, subd. 1i](#), [Minn. Stat. § 469.176, subd. 4c](#), [Minn. Stat § 273.13, subd. 24](#).

- Parcels consisting of 70 percent of the area of the district are occupied by buildings or similar structures that are classified as class 3a property under state law. and
- The planned redevelopment or development of the district, when completed, will increase the total square footage of buildings, classified as class 3a under state law, occupying the district by three times or more relative to the square footage of similar buildings occupying the district when the resolution is approved.

[Minn. Stat. § 469.176, subd. 7](#).

In some specific situations, a TIF authority may request inclusion in a tax increment financing district and the county auditor may certify the original tax capacity of a parcel or a part of the following property types:

- Agricultural.
- Private outdoor recreational, open space and park land.
- Rural preserve property.
- Metropolitan agricultural preserves.

The authority to establish or approve a compact development district expired on June 30, 2012.

Minn. Stat. § 469.176, subd. 4c.

TIF economic development districts must:

- Request certification of the district no later than June 30, 2012.
- Must begin construction before Jan. 1, 2012, for development of housing.

Minn. Stat. § 469.1761, subd. 2 or 3.

These districts may not be used to assist housing that is developed to qualify for owner-occupied or rental housing, or similar requirements of other law, if construction of the project begins later than July 1, 2011.

Minn. Stat. § 469.176, subd. 4m.

Cities have temporary authority to spend TIF funds to stimulate construction using economic development districts for any type of project if three conditions are met:

- The municipality funds projects that will create new jobs in the state, including construction jobs, and the project otherwise would not have begun before July 1, 2012, without assistance.
- Construction of the project begins no later than July 1, 2012.
- The request for certification is made by June 30, 2012.

Minn. Stat. § 469.176, subd. 4m (d).

For a development consisting of housing, the authority to spend tax increments expires Dec. 31, 2011, and construction must commence before July 1, 2011, except the authority to spend tax increments on market rate housing developments expires July 31, 2012, and construction must commence before Jan. 1, 2012. This temporary authority to spend the tax increment expires Dec. 31, 2012.

Minn. Stat. § 469.175, subd. 5.

The city using TIF must report annually to the county board, the county auditor, the school board, and the state auditor as to the status of the TIF district or districts and publish the report. The state auditor has established a uniform system of accounting and financial reporting for TIF districts. The city must annually submit to the state auditor a financial report in compliance with these standards.

Minn. Stat. § 469.1771, subds. 1, 2b.

The state auditor may audit TIF districts. If the state auditor notifies a TIF authority of an alleged violation, a copy of the notice is also forwarded to the county attorney. If no corrective action is brought within one year, the county attorney must notify the state auditor, who then notifies the attorney general. If the attorney general finds a substantial violation, the attorney general will petition the state tax court to suspend the authority's power to use TIF for a period of up to five years.

Minn. Stat. § 469.177, subd. 8. *Lake Superior Paper Indus. v. State*, 624 N.W.2d 254 (Minn. 2001). *Brookfield Trade Center, Inc. v. County of Ramsey*, 609 N.W.2d 868 (Minn. 1998).

The TIF agreement with the developer is a complex document. Assistance from a financial advisor and the city attorney is necessary in order to anticipate the many potential problems. An agreement can establish a minimum market value for tax increment assessment purposes, as well as provide that the developer pay a certain level of taxes regardless of any classification rate changes or levy decreases. The agreement should be entered into before the assembly and acquisition of the land on which the completed improvements are to be located.

See Minn. Stat. §§ 469.177, subds. 1b, 11, Minn. Stat. § 469.1771, subd. 1. Minn. Stat. § 469.1793. Minn. Stat. § 469.1814.

The 2001 tax reform legislation, which reduced class rates and provided for the state takeover of the general education levy, resulted in several changes to various statutes to accommodate the changes. These changes considerably reduce the continued viability of TIF in the future.

Minn. Stat. § 469.174.

The law imposes a 180-day statute of limitations on actions to challenge the creation or modification of a TIF district. The law is complex including a “but-for” finding before a city approves a TIF plan and the creation of a TIF district. Cities must follow statutory requirements including but not limited to administrative expenses, plan modifications, reporting requirements, use of increment in pre-1979 districts, excess increments, pooling, decertification, and use of funds outside the district.

Minn. Stat. § 469.175.

Before a district can be created, the law requires a detailed estimate of the impact of a proposed district on city-provided services, such as police and fire protection, public infrastructure, and borrowing costs attributable to the district, in addition to other complex estimations must be prepared.

Walser Auto Sales, Inc. v. City of Richfield, 635 N.W.2d 391 (Minn. Ct. App. 2001); *aff'd*, 644 N.W.2d 425 (Minn. 2002)

Cities should use extreme care in establishing a TIF district and should follow all procedural requirements; otherwise, a court may find the district was not properly established. In one case, a TIF district was not properly established where minimal effort was made to ensure the thorough inspection of the properties, inaccurate methodology was used to establish the condition of the buildings, and the buildings found structurally substandard were not reasonably distributed throughout the district.

Chenoweth v. City of New Brighton, 655 N.W.2d 821 (Minn. Ct. App. 2003).

In another case, a cause of action for inverse condemnation does not arise where a city’s involvement with an adjacent property owner’s development consists of establishing a TIF district, entering into a contract with a private developer specifying the size and value of structures to be built, and providing for substantial city assistance to facilitate development.

Given the complexity of the laws governing the use of TIF, cities or HRAs should not undertake this method of financing community development projects without the advice of an attorney and professional consultants.

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

RESOLUTION #15-09-224

**RESOLUTION OF THE CITY OF RAMSEY PLANNING COMMISSION FINDING
THAT A MODIFICATION TO THE DEVELOPMENT PROGRAM FOR
DEVELOPMENT DISTRICT NO. 1 AND A TAX INCREMENT FINANCING PLAN FOR
TAX INCREMENT FINANCING DISTRICT NO. 15 CONFORM TO THE GENERAL
PLANS FOR THE DEVELOPMENT AND REDEVELOPMENT OF THE CITY.**

WHEREAS, the City of Ramsey (the "City") has proposed to adopt a Modification to the Development Program for Development District No. 1 (the "Development Program Modification") and a Tax Increment Financing Plan for Tax Increment Financing District No. 15 (the "TIF Plan") therefor (the Development Program Modification and the TIF Plan are referred to collectively herein as the "Program and Plan") and has submitted the Program and Plan to the City Planning Commission (the "Commission") pursuant to Minnesota Statutes, Section 469.175, Subd. 3; and

WHEREAS, the Commission has reviewed the Program and Plan to determine their conformity with the general plans for the development and redevelopment of the City as described in the comprehensive plan for the City.

NOW, THEREFORE, BE IT RESOLVED by the Commission that the Program and Plan conforms to the general plans for the development and redevelopment of the City as a whole.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey Planning Commission this the 10th day of September 2015.

Planning Commission Chair

ATTEST:

City Clerk

Meeting Date: 09/10/2015

By: Tim Gladhill, Community Development

Information

Title:

Consider Recommending Approval of The COR Development Plan Comparison Document

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 as well as subsequent advisory board/commission review and recommendations are attached to this case as background for 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 document has been reviewed as follows:

1. May 26 - City Council and Planning Commission hold Joint Meeting. Direction to prepare Comparison Document provided.
2. June 9 - Planning Commission develops preliminary document.
3. June 28 - City Council receives update and reviews preliminary document.
4. August 6 - Planning Commission completes preliminary document and sends for advisory board/commission review.
5. August 13 - Economic Development Authority (EDA) reviews preliminary document.
6. August 13 - Parks and Recreation Commission reviews preliminary document.
7. August 17 - Environmental Policy Board (EPB) reviews preliminary document.

Specifics and recommended revisions to the document are contained in the attached minutes from individual meetings.

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 a 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 of 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:

The Economic Development Authority, Parks and Recreation Commission, and Environmental Policy Board recommend that the City Council adopt this comparison document. Updating 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

Plan Comparison

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

Economic Development Authority Minutes dated August 13, 2015

Parks and Recreation Commission Minutes dated August 13, 2015

Environmental Policy Board Minutes dated August 17, 2015

Form Review

Inbox

Chris Anderson

Patrick Brama

Tim Gladhill (Originator)

Form Started By: Tim Gladhill

Final Approval Date: 09/04/2015

Reviewed By

Chris Anderson

Patrick Brama

Tim Gladhill

Date

09/02/2015 03:48 PM

09/03/2015 01:02 PM

09/04/2015 06:39 AM

Started On: 08/31/2015 03:00 PM

**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:

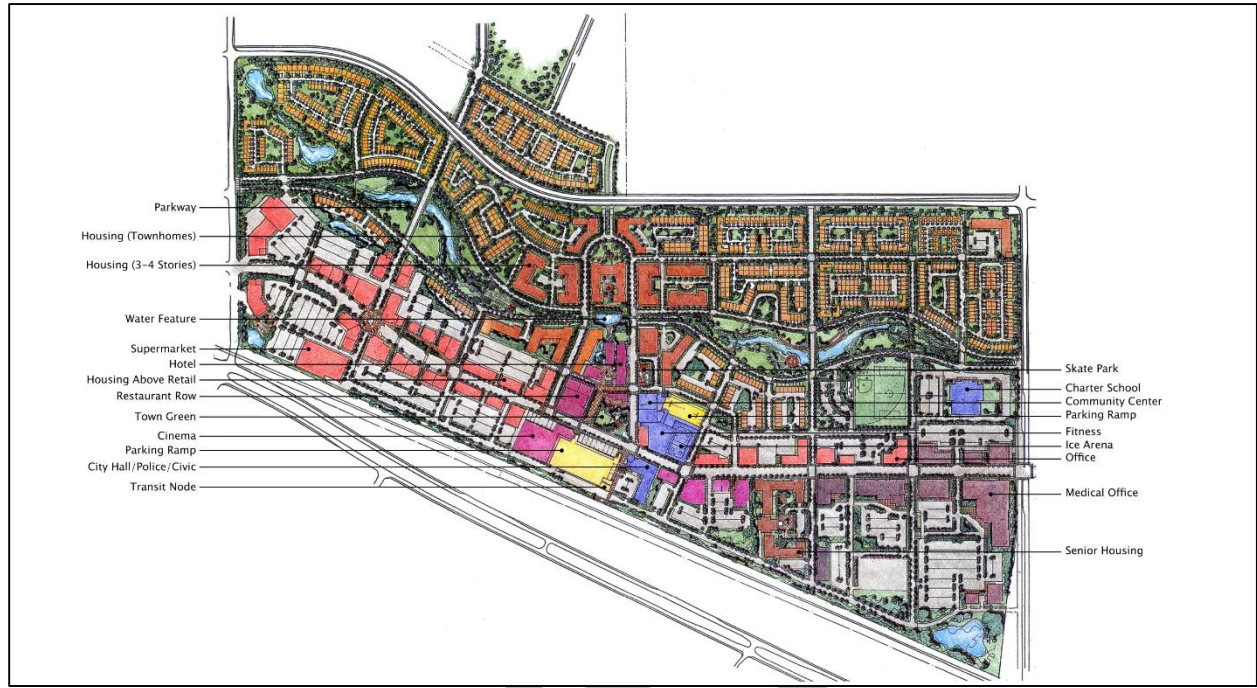
“Do you want a Town Center with restaurants, shopping and other amenities along the Highway 10 Corridor?”

In the general election in 2001, 61.20 responded yes to the above question; 38.20 voted no.

Ramsey Town Center Design Charrette

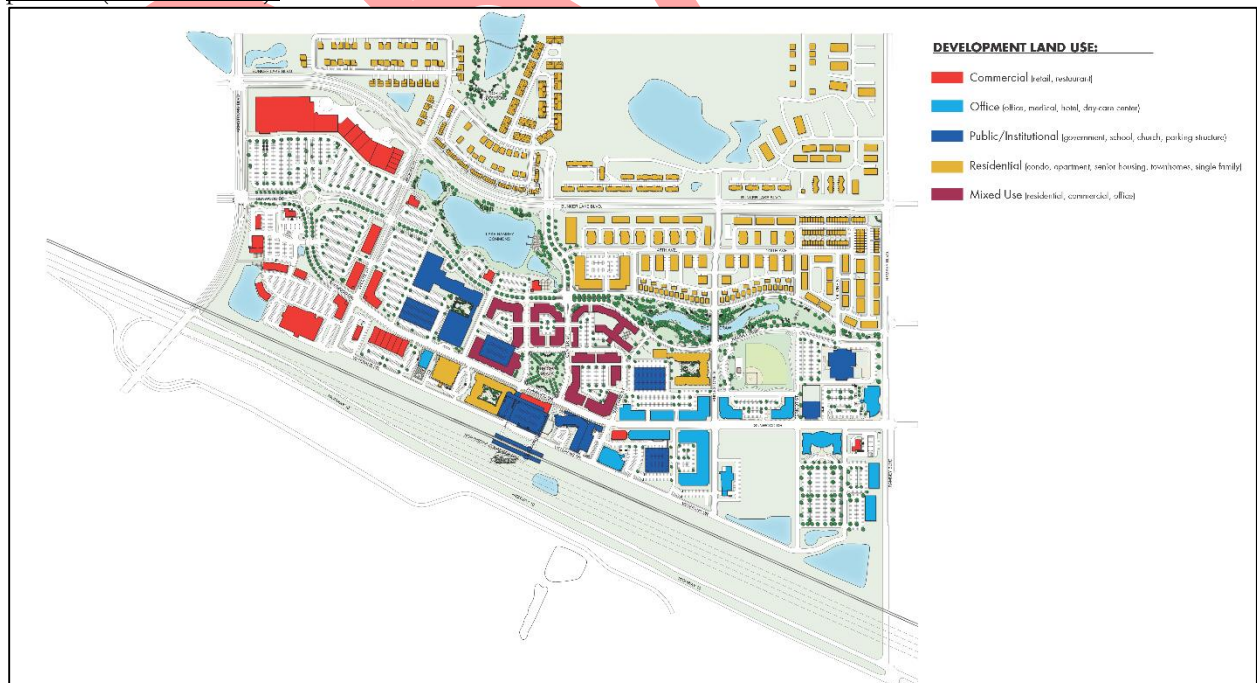
Between 2002-2003, with amendments to the Comprehensive Plan and results from the Advisory Ballot Question, the City embarked on an in-depth public process to assist in the planning for the Ramsey Town Center. Step No. 1 of the current exercise is to develop a summary of the output of this process (previous vision).

Original Master Plan



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).



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 northwestern corner (retail)
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

Continued on next page.

Land Use Sub-Areas

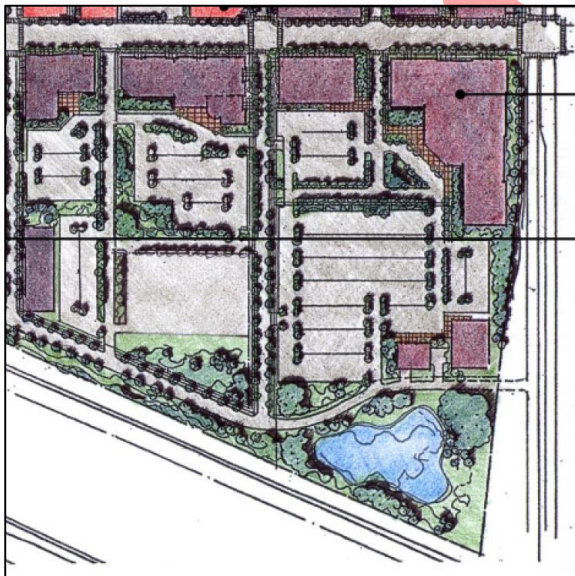
Medium Density Residential in north west corner of development



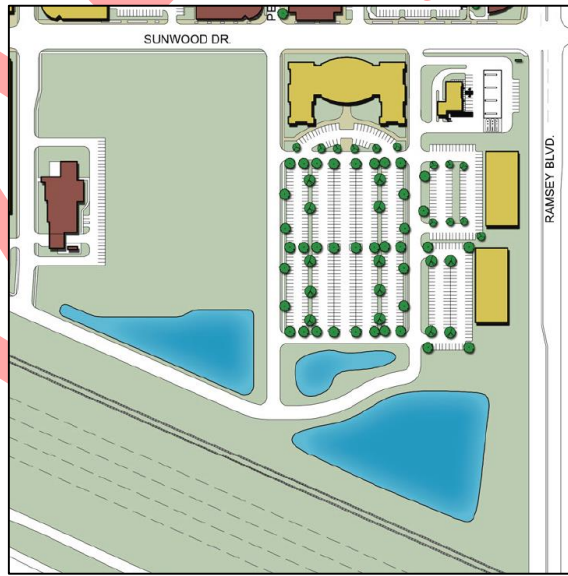
Traditional suburban retail in north west corner of development (The 'West 30')



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?
7. How well does the market bear the original vision?
8. How well does the market bear the current vision?
9. What is the appropriate amount of retail? What is the appropriate residential density to support the retail goals?
10. What are the appropriate locations in The COR for retail?

Building & Development Design Standards

- 7-11. Are The COR sign standards still too strict?
- 8-12. Should the City re-establish some form of an Architectural Review Committee for The COR?
13. What are the environmental impacts of the additional surface parking lots in the current development plan?
14. Are we putting enough emphasis on water conservation and surface water management?
15. Are we losing too much pedestrian orientation? Does Ramsey Parkway have sufficient design with the pedestrian in mind?

Land Use Sub-Areas

- 9-16. How flexible should Staff be in recommending boundary changes to Sub-District Boundaries?
- 10-17. 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)?
- 14-18. The remaining undeveloped area just east of Coborn's – should that stay retail, or is Staff able to entertain residential inquiries?
- 12-19. 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?
20. Was the amendment from West Meandering Commons to Lake Ramsey Commons the appropriate change?

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

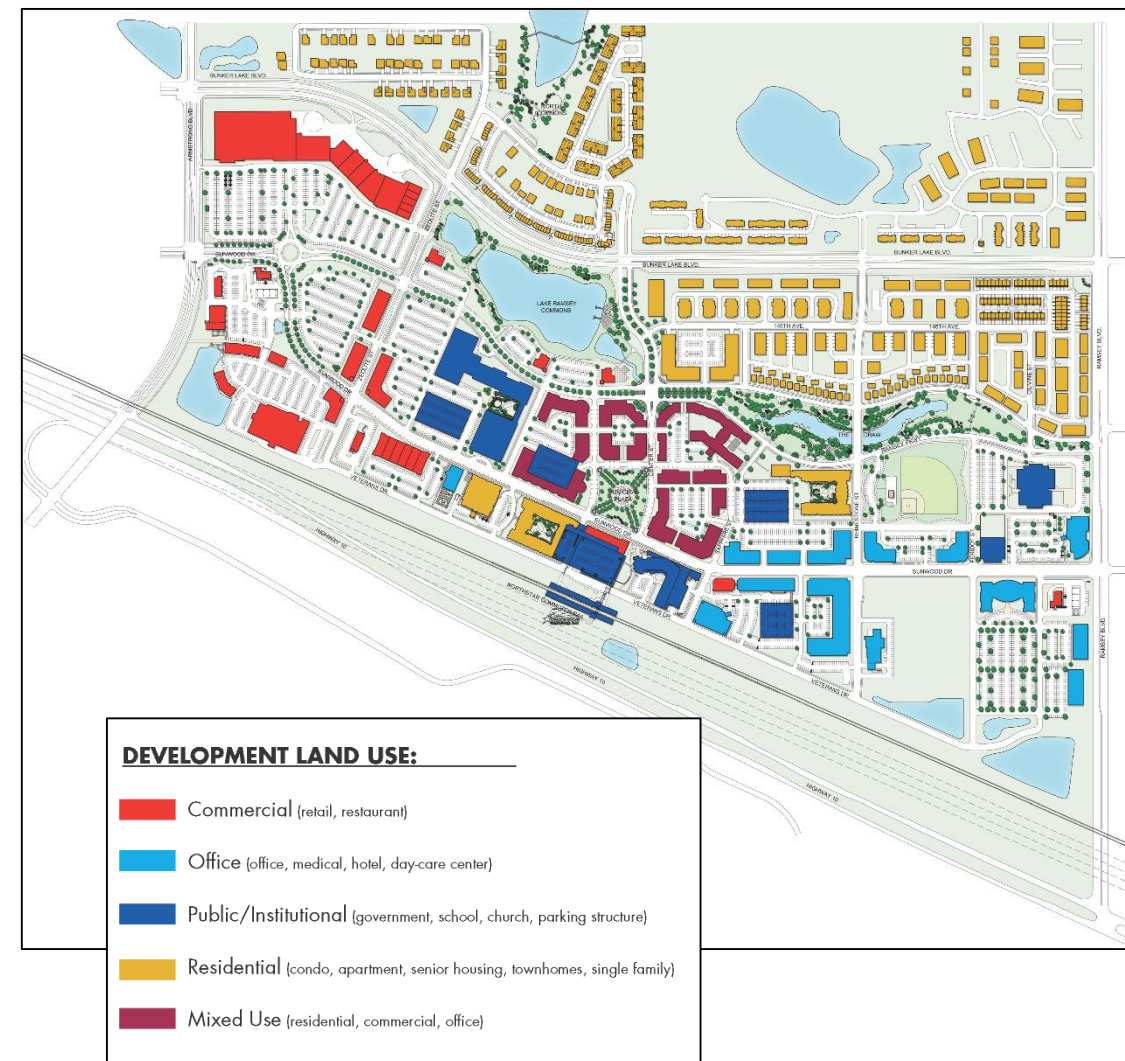
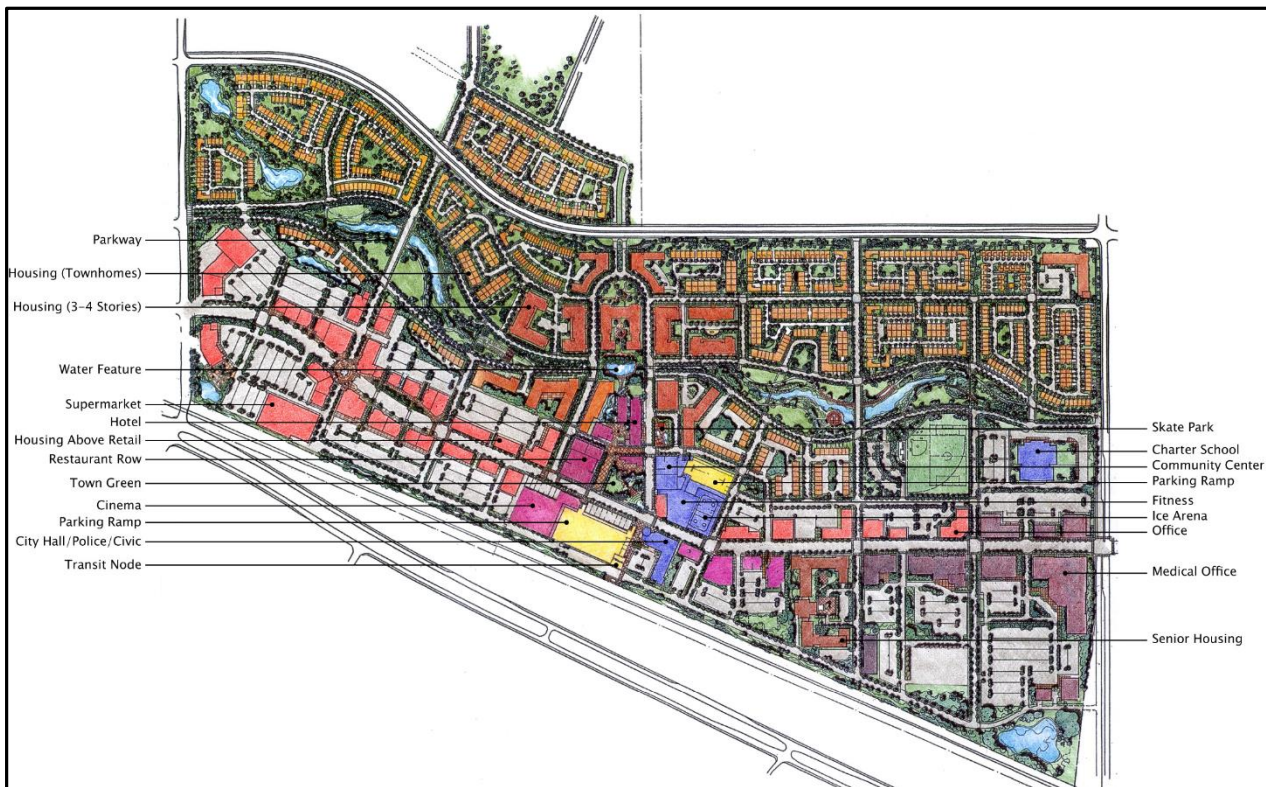
analysis. These market experts include, but are not limited to, the City's financial, economic development, real estate brokerage, and planning firms.

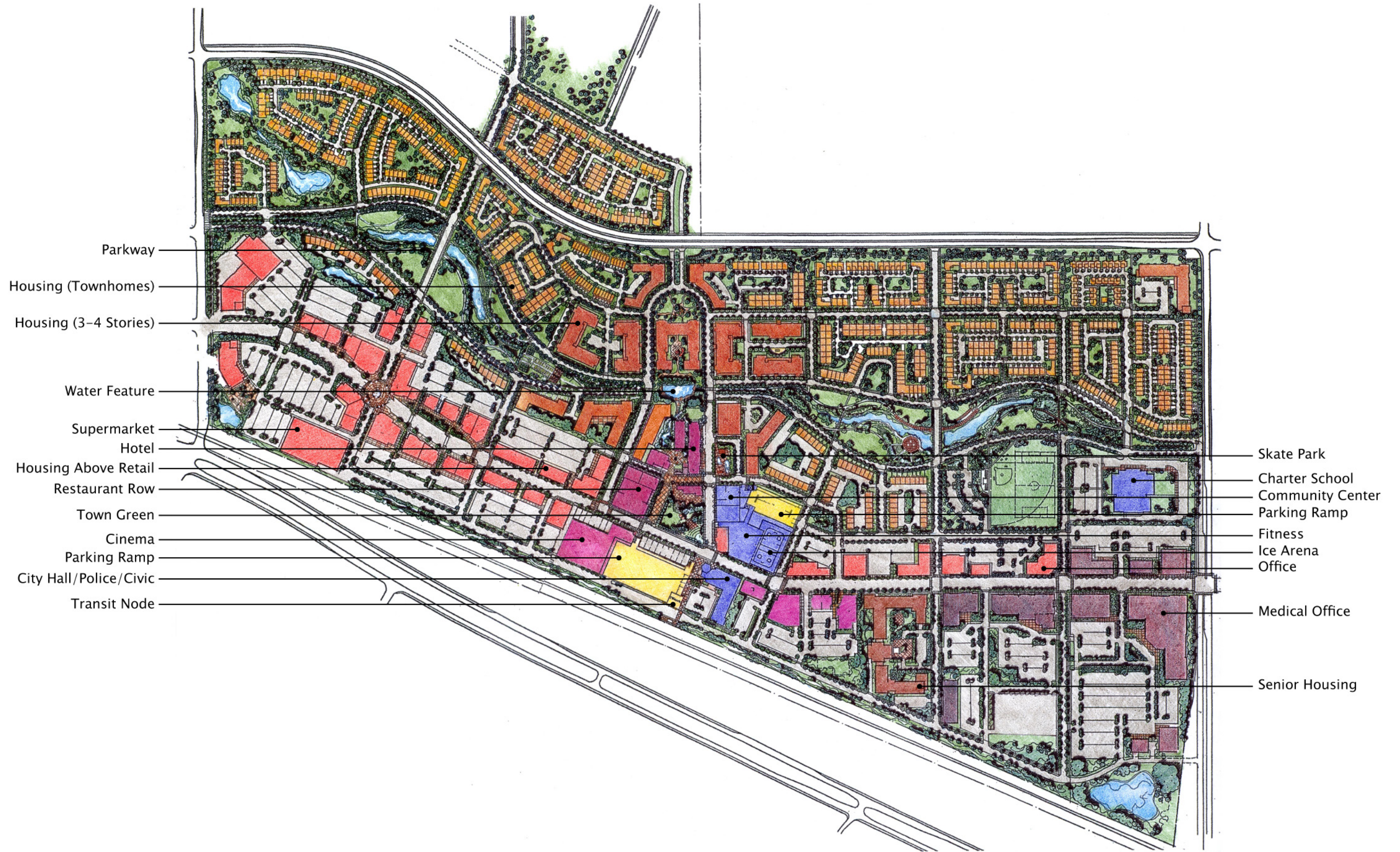
Exercise 3: Do we need to make changes to the plan? If so, where do we go from here? (Future Step)

The outcomes of Exercise 1 and 2 will inform the process for Exercise 3. This section will be updated as needed.

DRAFT

COR/Ramsey Town Center Comparison





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.

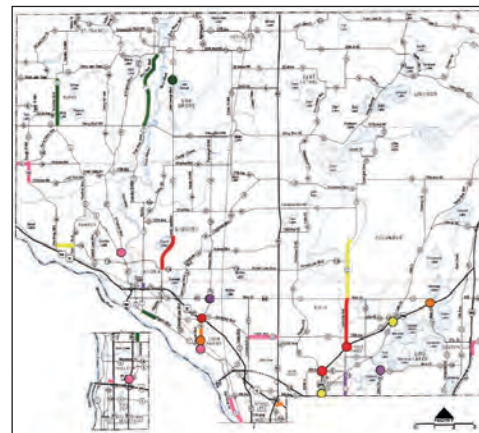
Guideline Recommendations

To ensure that the Town Center takes full advantage of local and regional systems, development should:

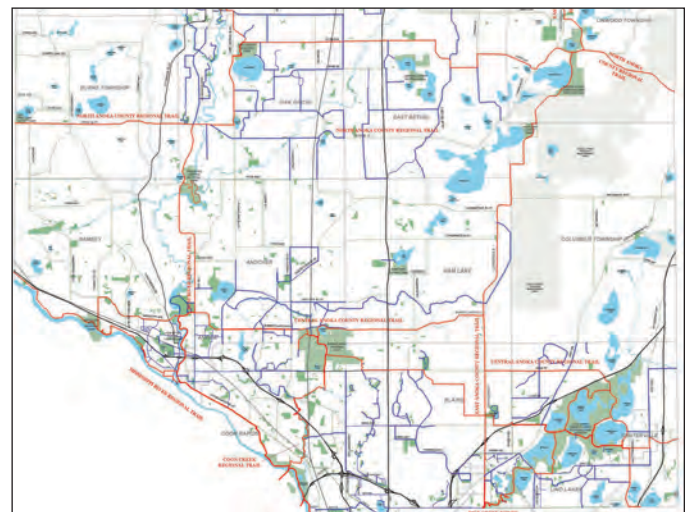
- Provide safe, easily recognized connections to city, county and state trail corridors
- Make provisions for city and regional transit service and amenities (including the future Northstar Line) and encourage their use
- Tie into, and improve, the Ramsey utility network
- Integrate with and complement 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.

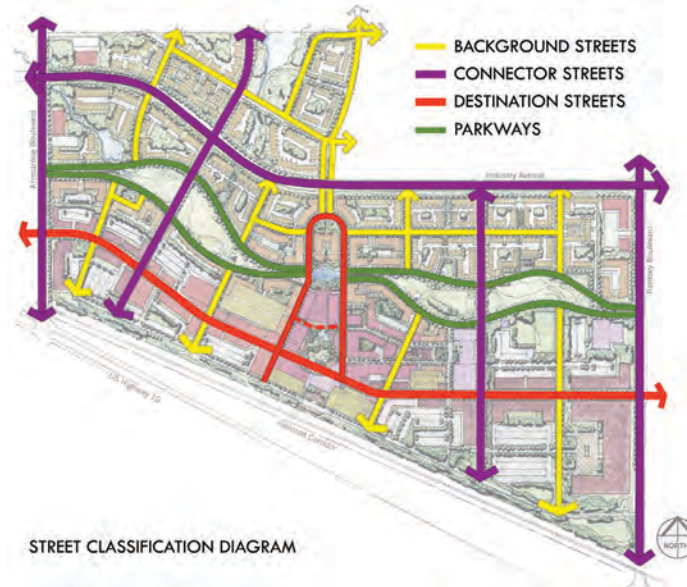


Overall Guidelines - Streets and Blocks

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:

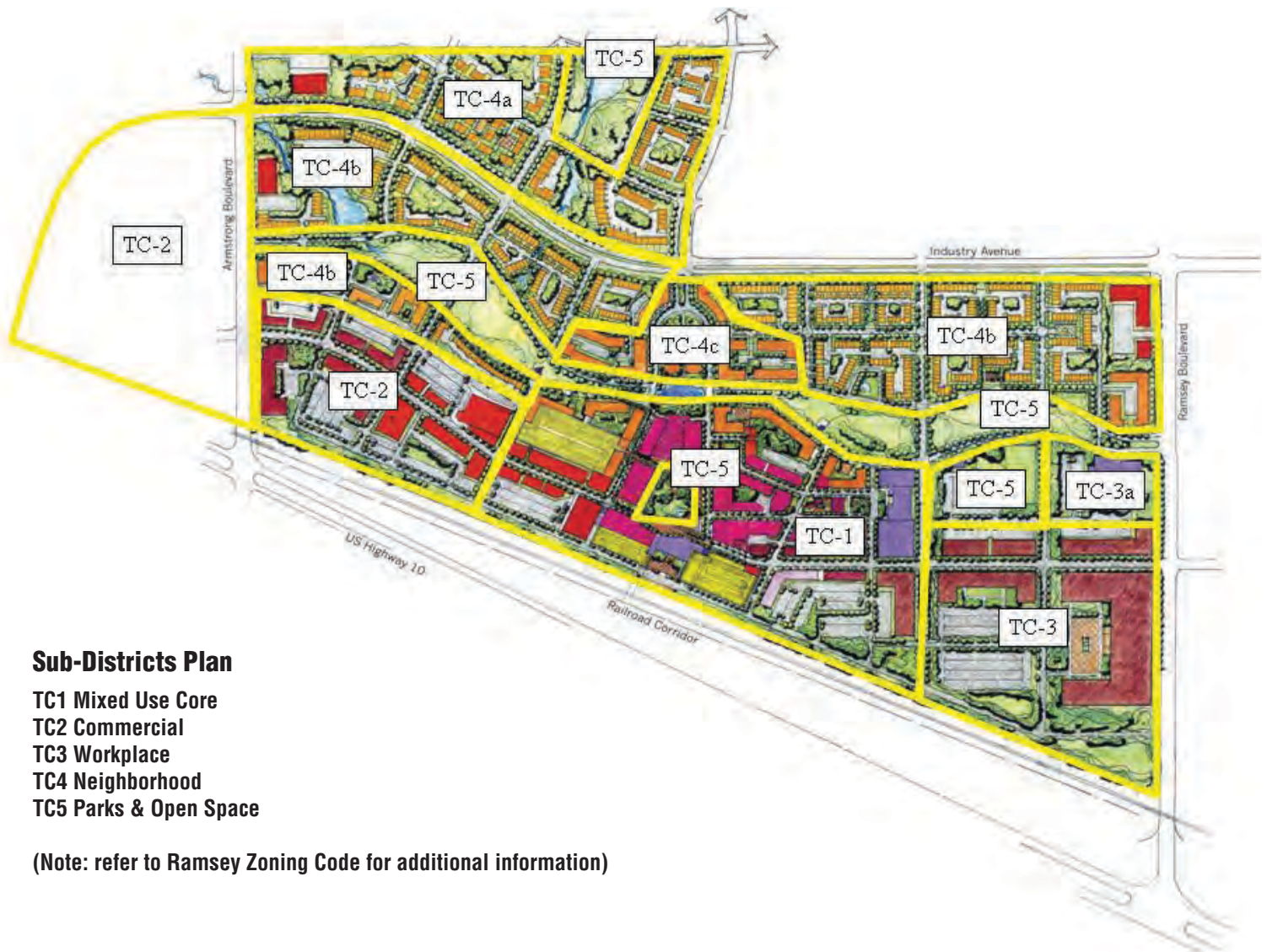
- **TC1 Mixed Use Core** – provides the broadest variety, highest density and greatest intensity of development, encouraging both vertical and horizontal mixed use
- **TC2 Commercial** – provides a location for larger scale retail and other auto-orientated commercial uses

- **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

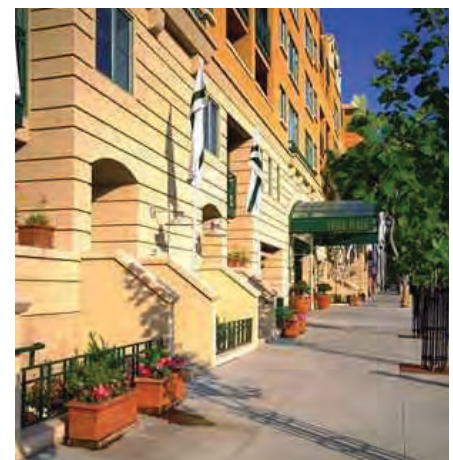
- Provide a variety of building heights along any given block, perhaps related to changes in use or at demising walls
- Articulate front façades with projections and recesses
- Encourage increased building height, higher density and larger scale buildings adjacent to the Civic Square and Downtown Commons



- 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

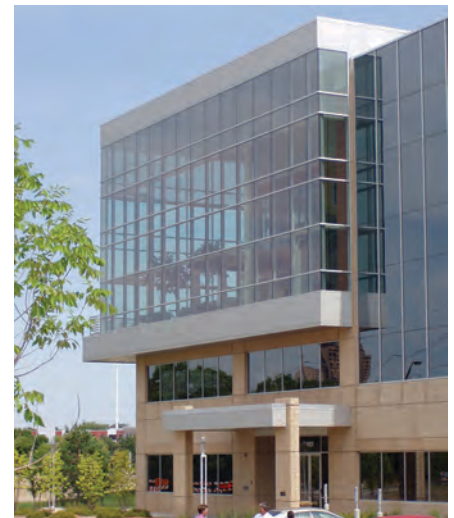
- Generally, buildings should be located at the street right-of-way line (zero setback), allowing recessed areas for building entries; no more than 60% of building beyond maximum setback
- Buildings should be placed at all four corners of key intersections
- Greater emphasis should be given to architectural 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

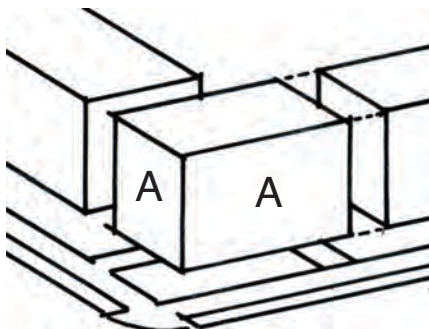
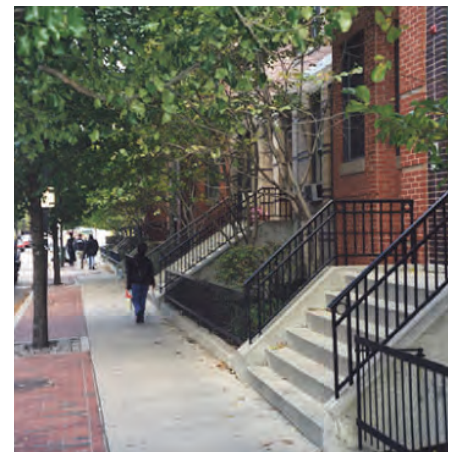
- Building setbacks are based on three factors – housing type, street width and the combination of desired public streetscape improvements and private 'garden' spaces
- Special consideration should be given to architectural elements, materials and other design features for buildings located at primary 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

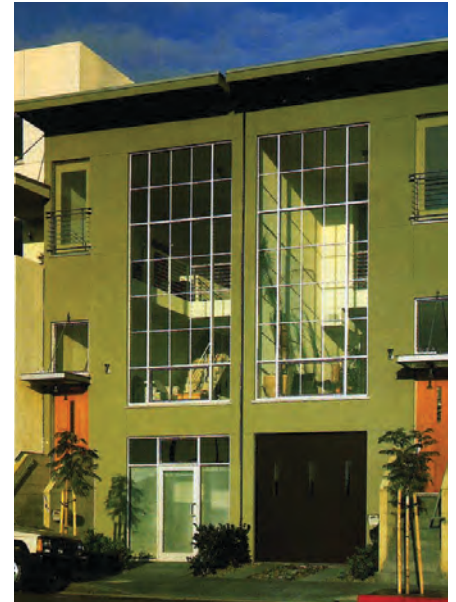
- Provide a variety of architectural elements of different heights along any given block that serve to break up the predominant building mass including porches, entry canopies, bay extensions and other features
- Emphasize individual building and unit entries through changes in height, scale and massing
- 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.

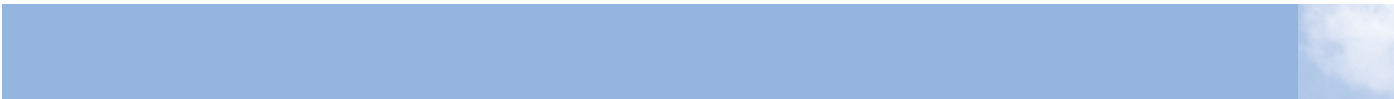
small-scale greens provide important 'breathing space', contribute to stormwater management and offer additional recreational amenities (tot lot, sitting areas) to serve specific building tenants or residents. Back gardens, auto-courts and other options should be considered as part of every residential 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



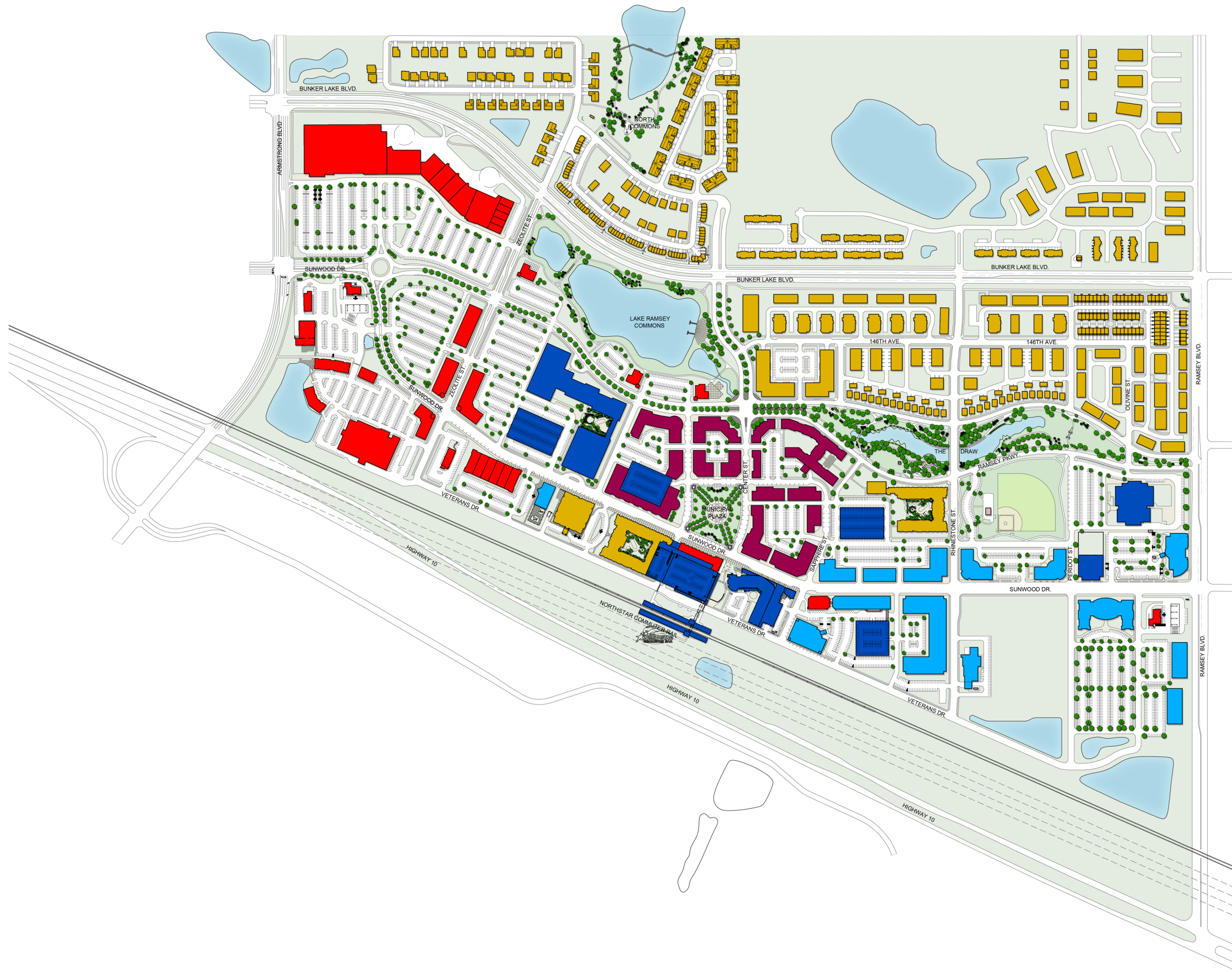


Ramsey
Town Center,
L.L.C.



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



AT RAMSEY

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.

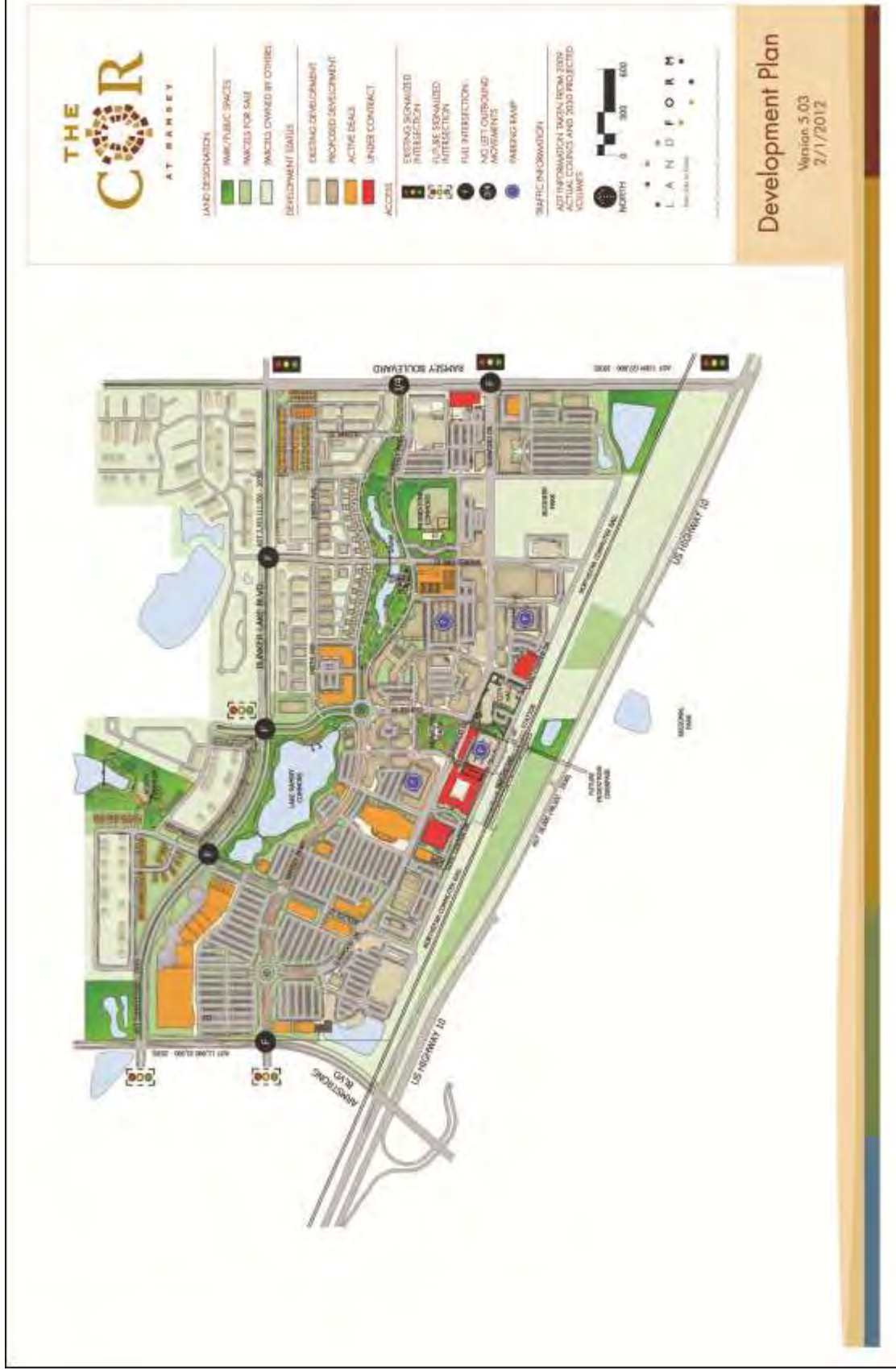


Figure 1: Development Master Plan 5.03

Overall Framework – Street Hierarchy

Overview

The Development Master Plan defines a specific strategy for the layout of streets and blocks within, and around The COR. The size, type and configuration of this street hierarchy (See Figure 2: Street Hierarchy) is based on a combination of projected traffic volume, level of service at intersections, proposed adjacent land use (destination commercial, residential, civic, recreation, etc.) and desired aesthetic character.

Great streets are essential components of an attractive and inviting public realm. These guidelines promote a street system that balances pedestrian and vehicular use. Providing streets that support traffic flow is important, but also creating ample space for street-side activities, strolling promenades, pockets of green and other amenities is critical to the success of The COR. Streets will promote convenient access by car – to storefronts, to parking lots and ramps, to entertainment attractions – but will also encourage foot traffic as a primary way to move about and conduct business in the core area.

Guideline Recommendations

The proposed street and block pattern reflects a compact urban character, not allowing dead end streets or cul-de-sacs, in favor of a traditional grid pattern and connected streets including the following:

- Provide a street network that distributes pedestrian and vehicular traffic throughout the various districts in The COR and encourages a more dispersed and less congested traffic flow (many choices or travel paths).
- Provide a clear hierarchy of streets resulting in a simple and understandable system for movement – easy access and convenient circulation throughout The COR.
- Work with Anoka County to convert primary perimeter streets (arterials such as Ramsey, Armstrong and Bunker Lake Boulevards) to urban street sections, providing sidewalks and street trees to replace roadside ditches.
- Promote improvements that invite pedestrian and bicycle use including wide sidewalks, streetscape amenities and designated bicycle trails (both on and off-street).



Objectives

Creative design solutions for public realm improvements should reflect these basic street classifications (street hierarchy) including:

- Arterial street – these streets provide the boundary of The COR and all access into The COR will be from one of these three streets:
 - Bunker Lake Boulevard
 - Armstrong Boulevard
 - Ramsey Boulevard
- Destination street – signature addresses for shopping, entertainment, services, work place and other primary amenities
 - Sunwood Drive



- 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 exists, one (1) tree species shall be provided per block. In order to provide variety and protect against disease, adjacent blocks shall not be allowed the same street tree. Initial development along a block shall establish the tree species for that block, subject to City review and approval.
- Along streets without regular block space or longer blocks, such as Connector and Arterial streets, the City may approve groupings of 3-6 trees of one (1) species in lieu of the regular block spacing.
- Alternatives to the above mentioned planting plan shall be subject to review and approval by the City Council.

Destination Street Trees:

- Autumn Blaze Maple (*Acer x freemanii* 'Jeffersed')
- Bicolor Oak (*Quercus bicolor*)
- Sienna Glenn Maple (*Acer x freemanii* 'Sienna')
- Skyline Honeylocust (*Gleditsia triacanthos var. inermis* 'Skyline')
- Ginko (*Ginkgo biloba*)
- Accolade Elm (*Ulmus x 'Accolade'*)

Parkway Street Trees:

- Valley Forge Elm (*Ulmus americana* 'Valley Forge')
- Bitternut Hickory (*Carya cordiformis*)
- Siouxlant Poplar (*Populus deltoides* 'Siouxlant')
- 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

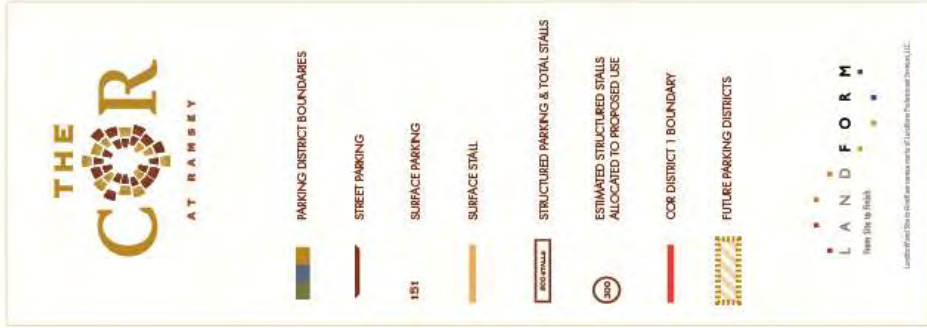
The primary objective is to provide a balance of surface lots, on-street and structured parking, with ample quantities and close proximity to serve the mix of uses in The COR. The Design Framework anticipates the construction of a total of 3 parking structures in COR1 to serve the needs of the area by 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



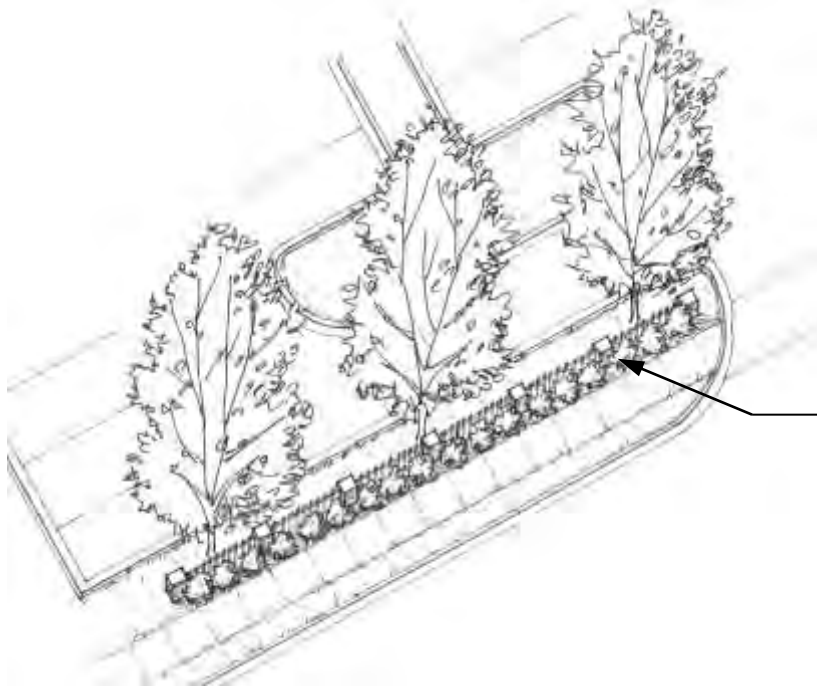
Parking Districts
 VERSION 5.03
 9/27/11

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.



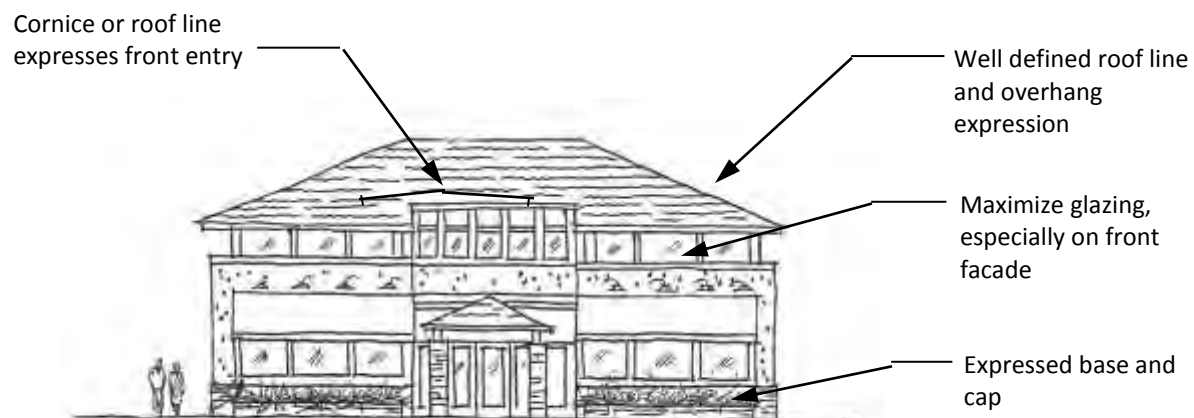
Architectural Overview

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

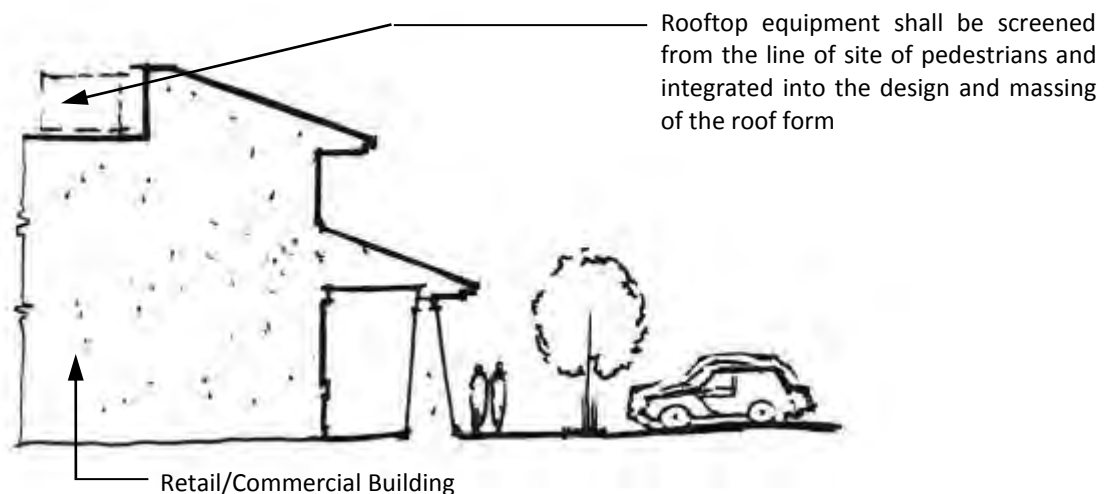
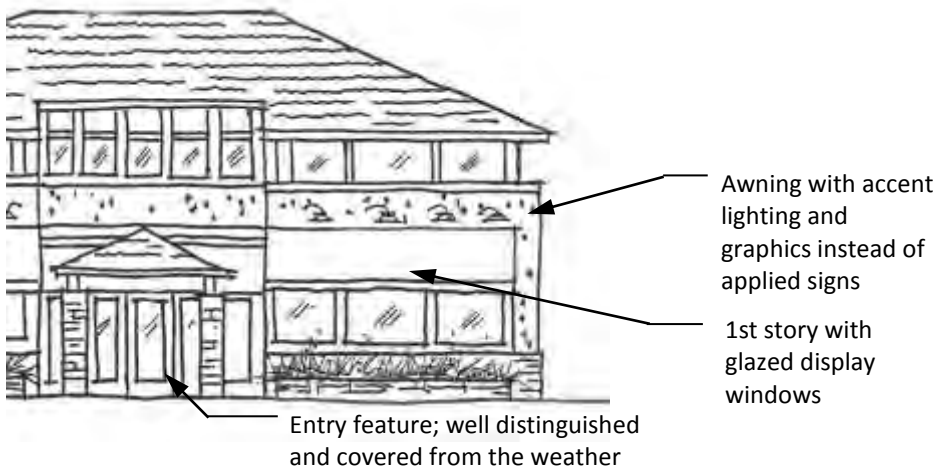
Of all the layers that combine to form The COR Development Plan, architecture will typically be the most prominent development component. Both visually and physically, architecture will play a major role in defining the overall design character and mix of uses for The COR. It is crucial that the design 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

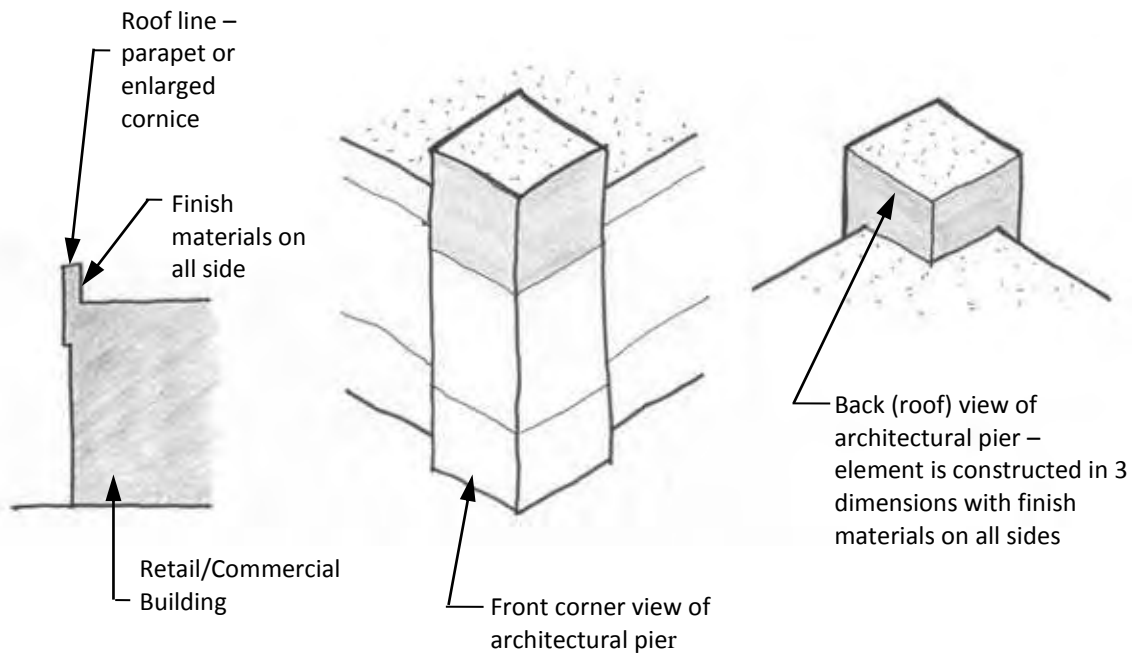


- Variety in building design, character and expression; not one theme or building style, but a thoughtful integration of many design solutions
- Variety of building types including a range of height, scale and proportion, that support an integrated mix of housing options, shopping destinations, entertainment 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.

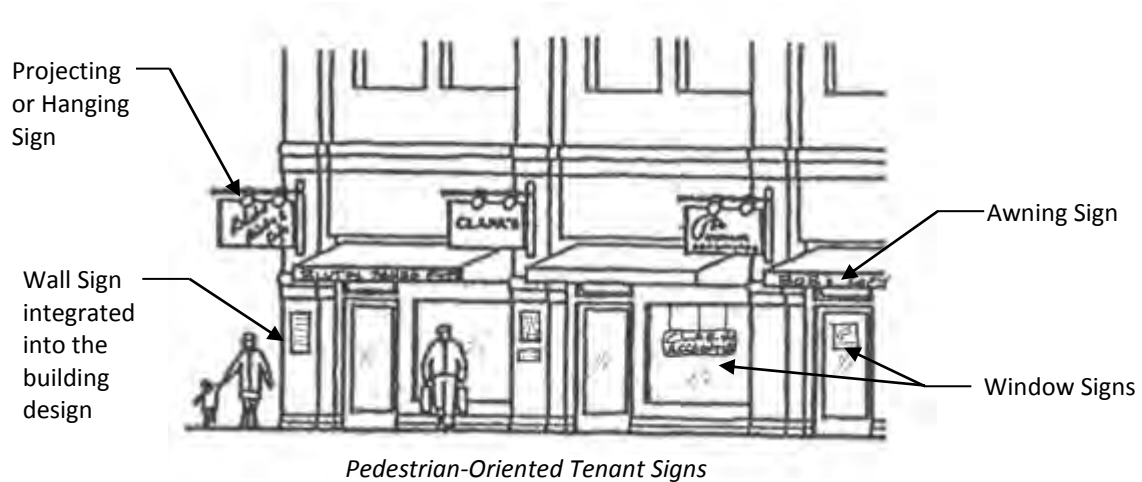
Projecting sign means any sign, all or any part of which extends beyond the surface of the building or wall by more than 16 inches.

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.



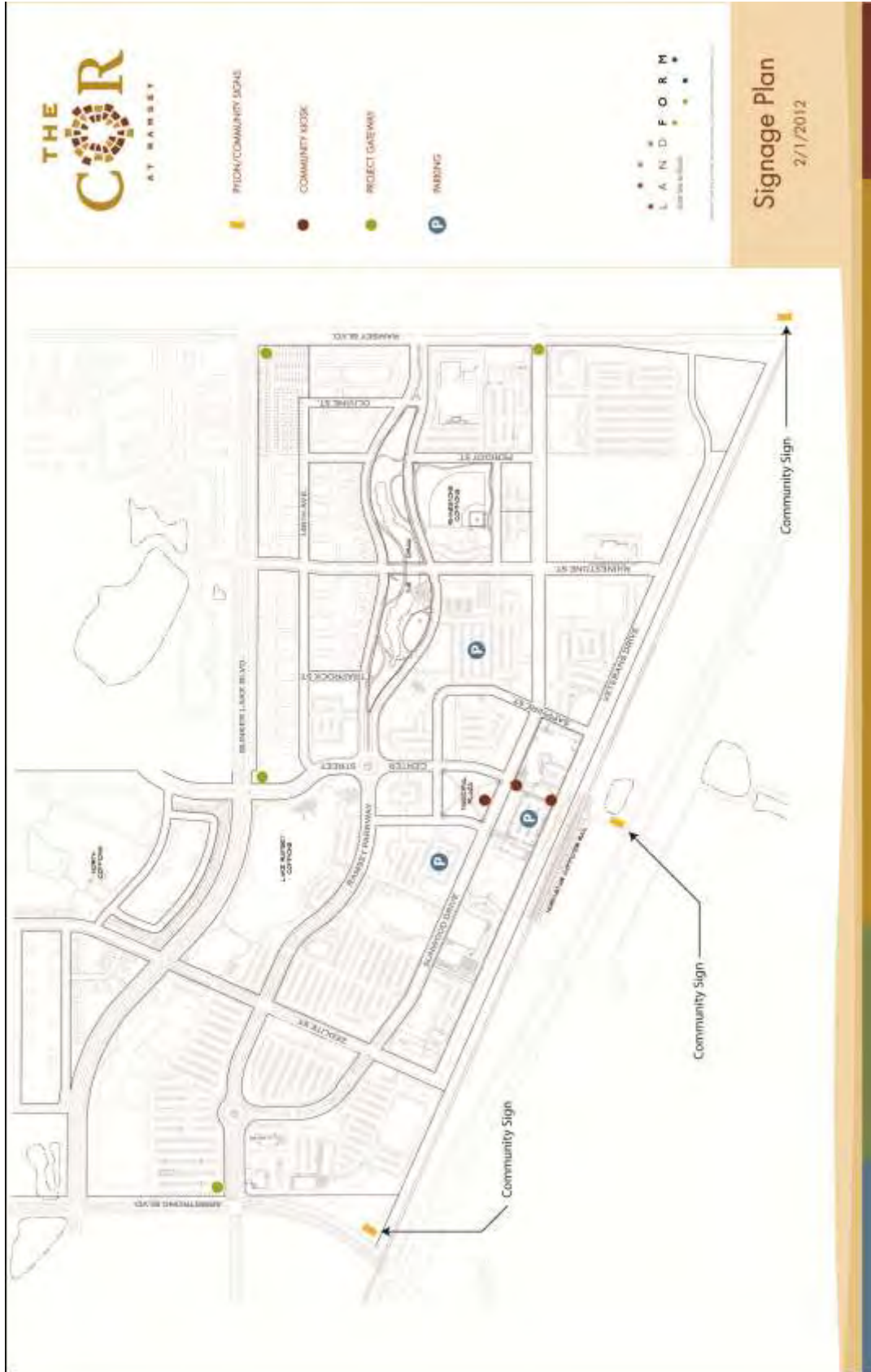


Figure 6: Signage Plan

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.

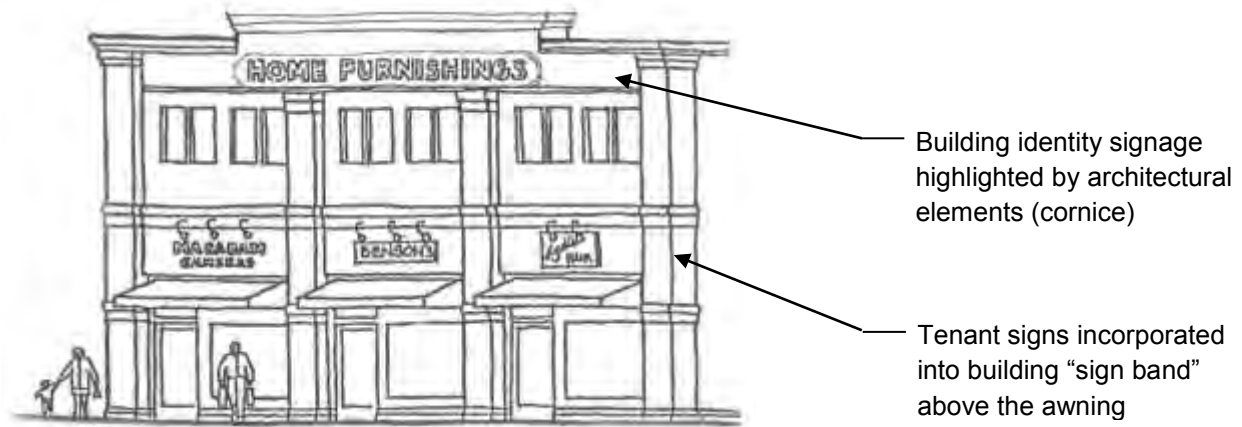
One (1) freestanding sign is allowed per building, provided that the following standards are met:

- 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.



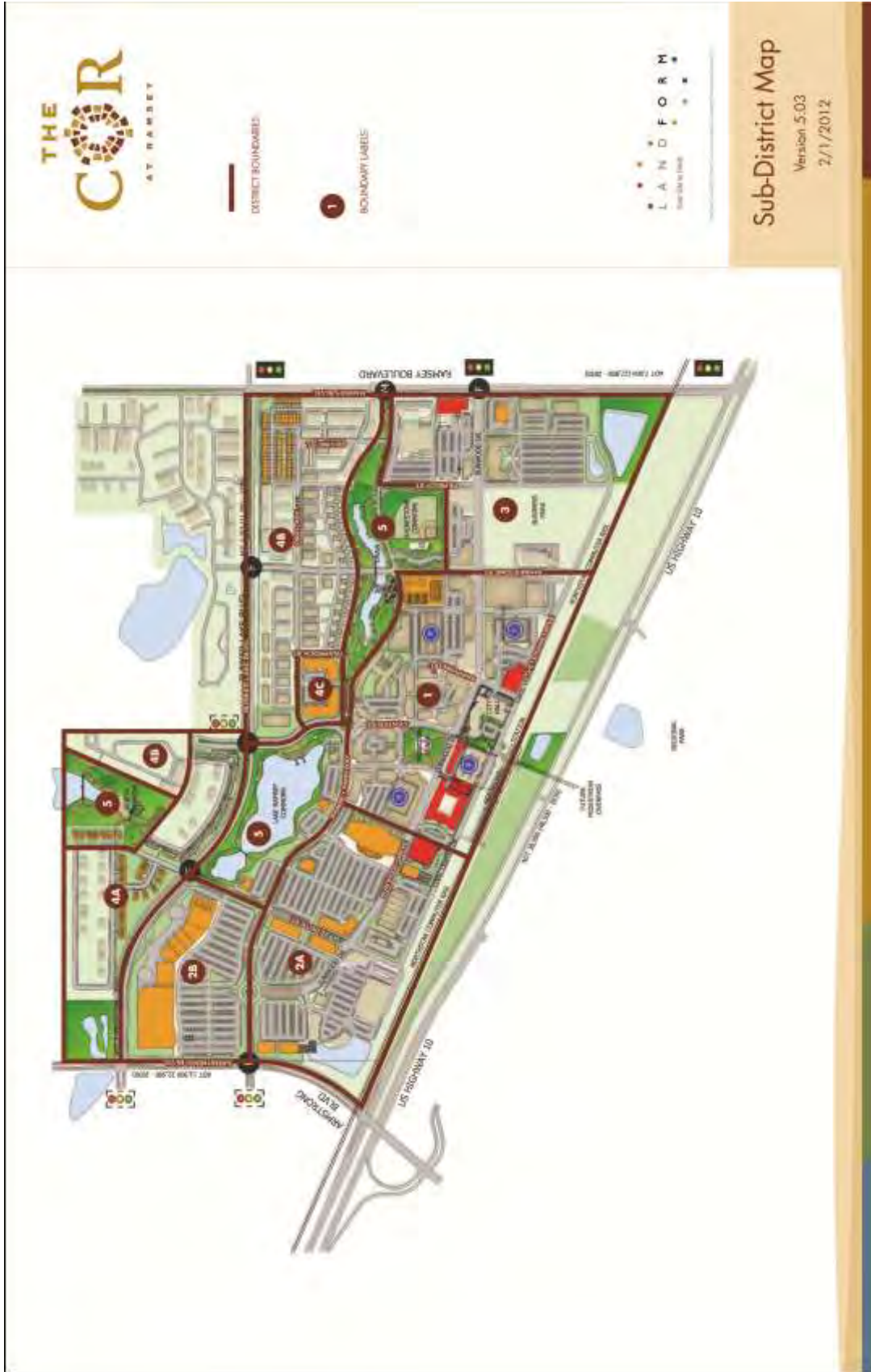


Figure 7: Sub-district Map

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

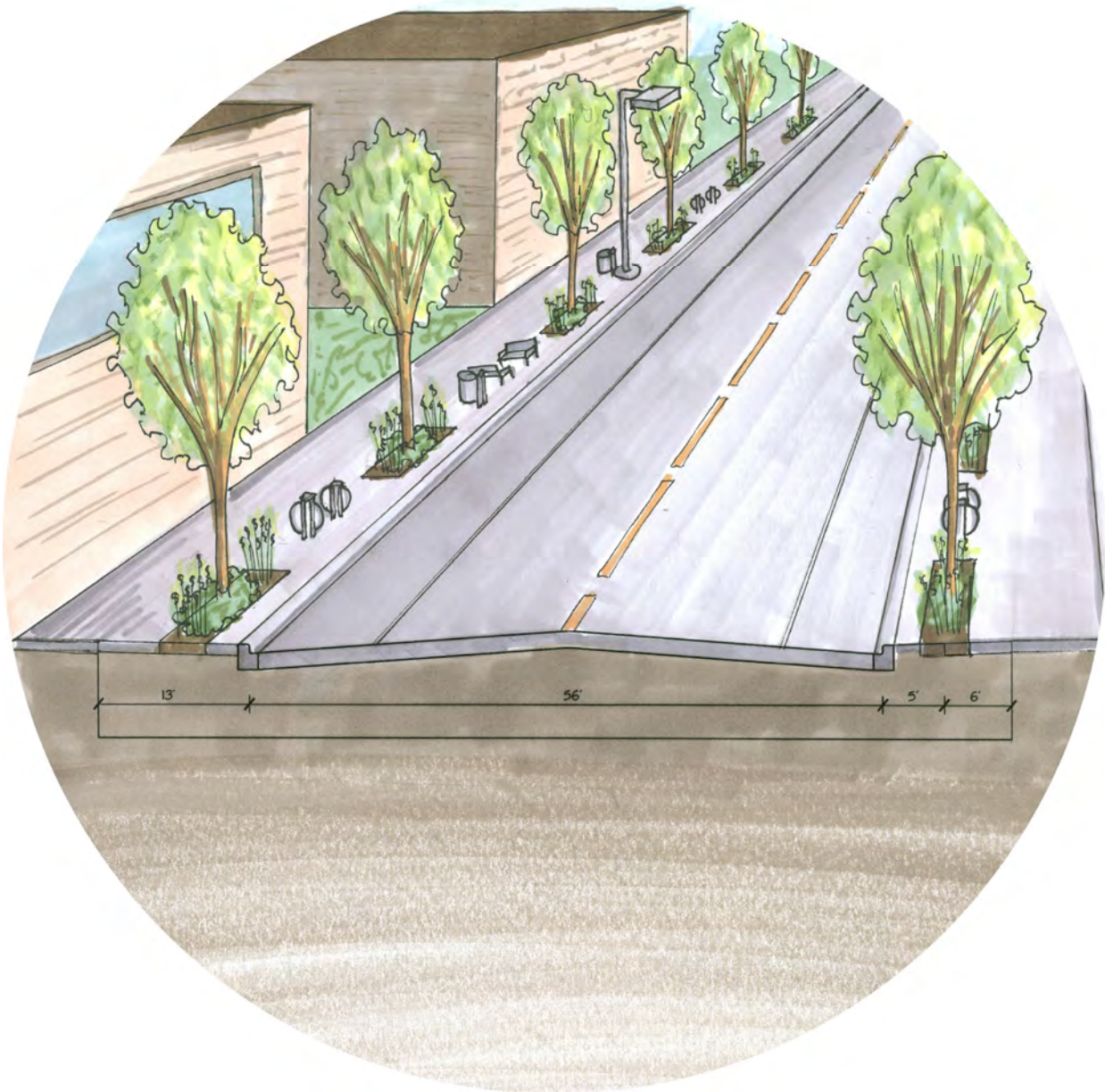
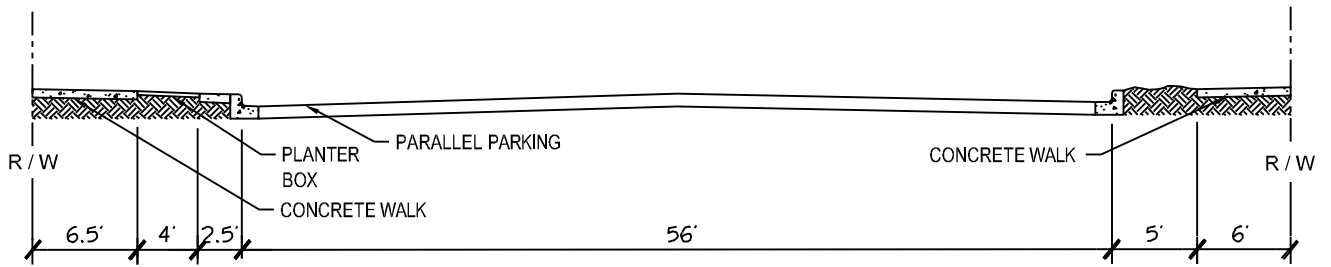
This framework provides distinct strategies for guiding The COR's form and appearance. This framework's vision for the COR will take several years to implement. Successful implementation will require consistent application of the Design Framework by City staff. Zoning enforcement and design framework standards will not succeed without the cooperation and commitment of landowners, development interests, and the rest of the community.

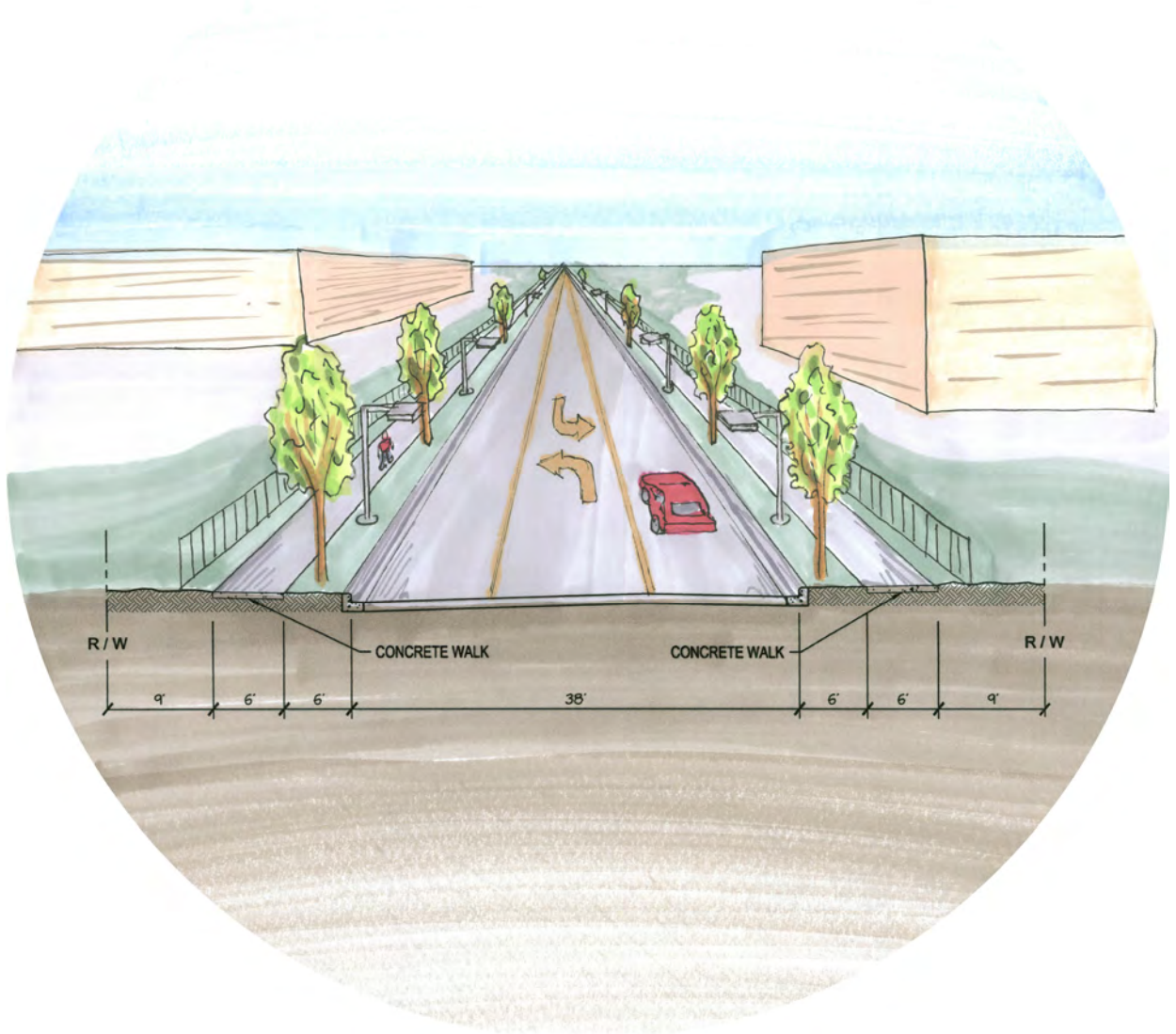
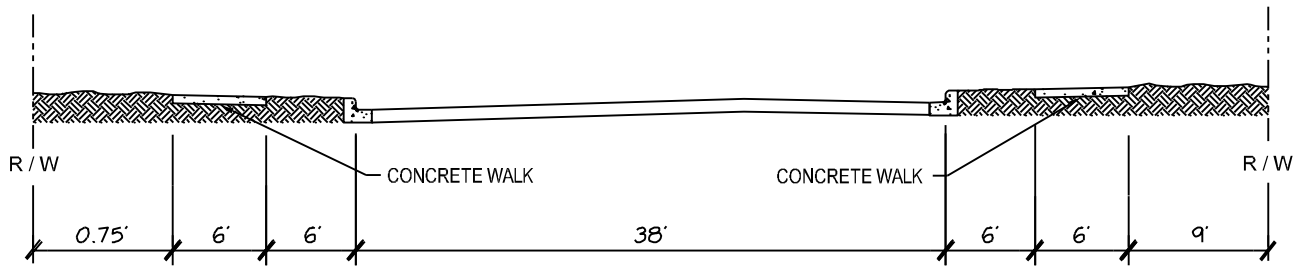
Design Review

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





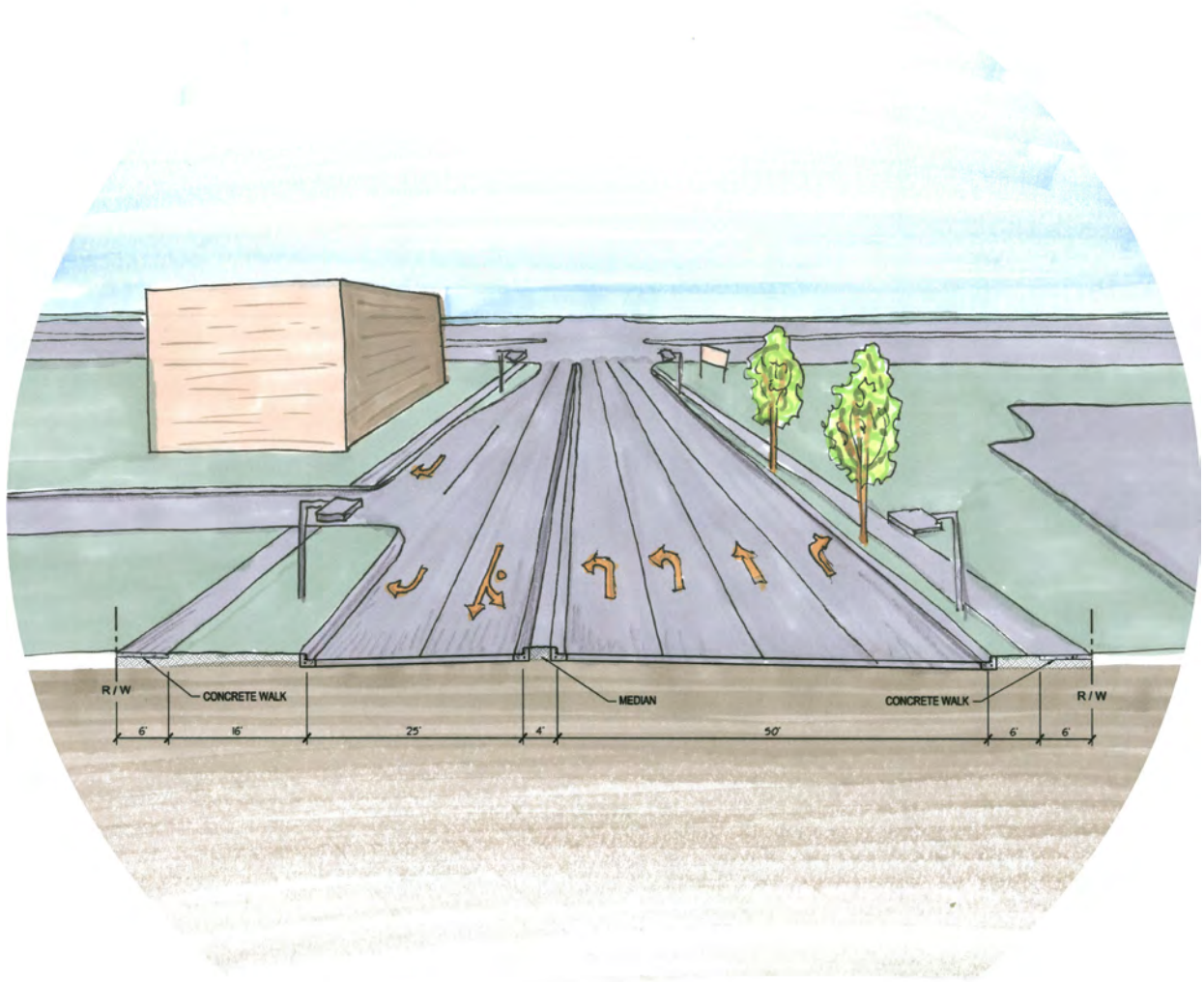
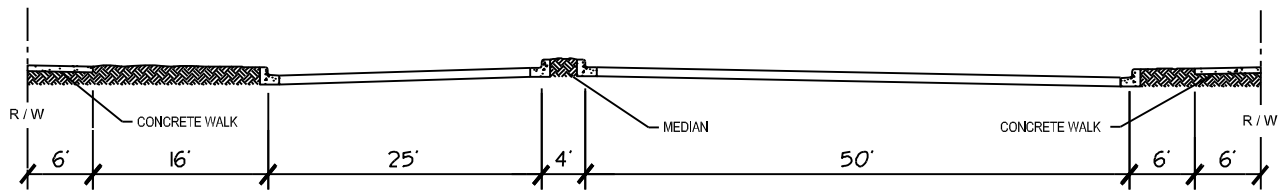
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L A N D F O R M

 From Site to Finish

DESIGN FRAMEWORK
 The COR at Ramsey
 PERSPECTIVE SECTION #2
 Sunwood Dr. West of Zeolite St.





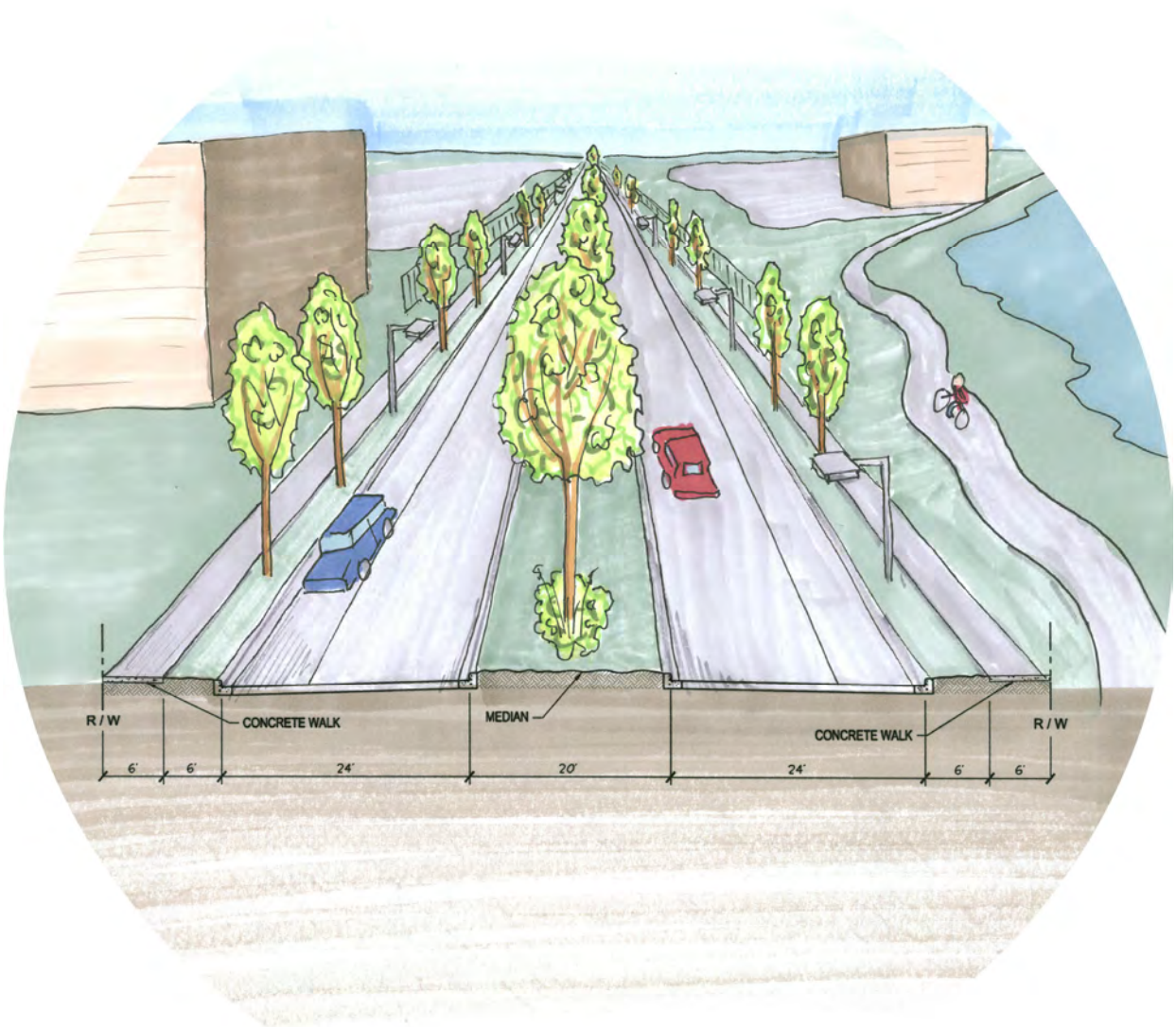
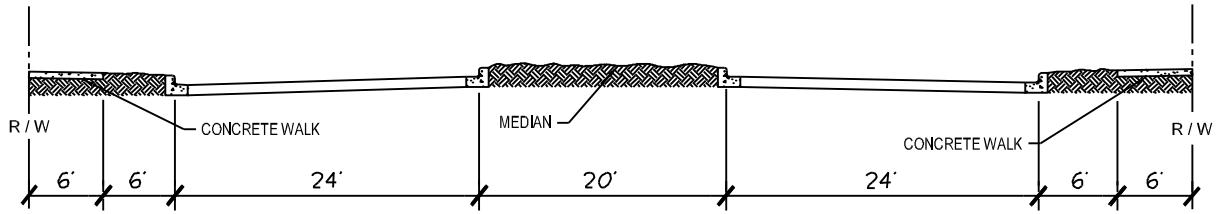
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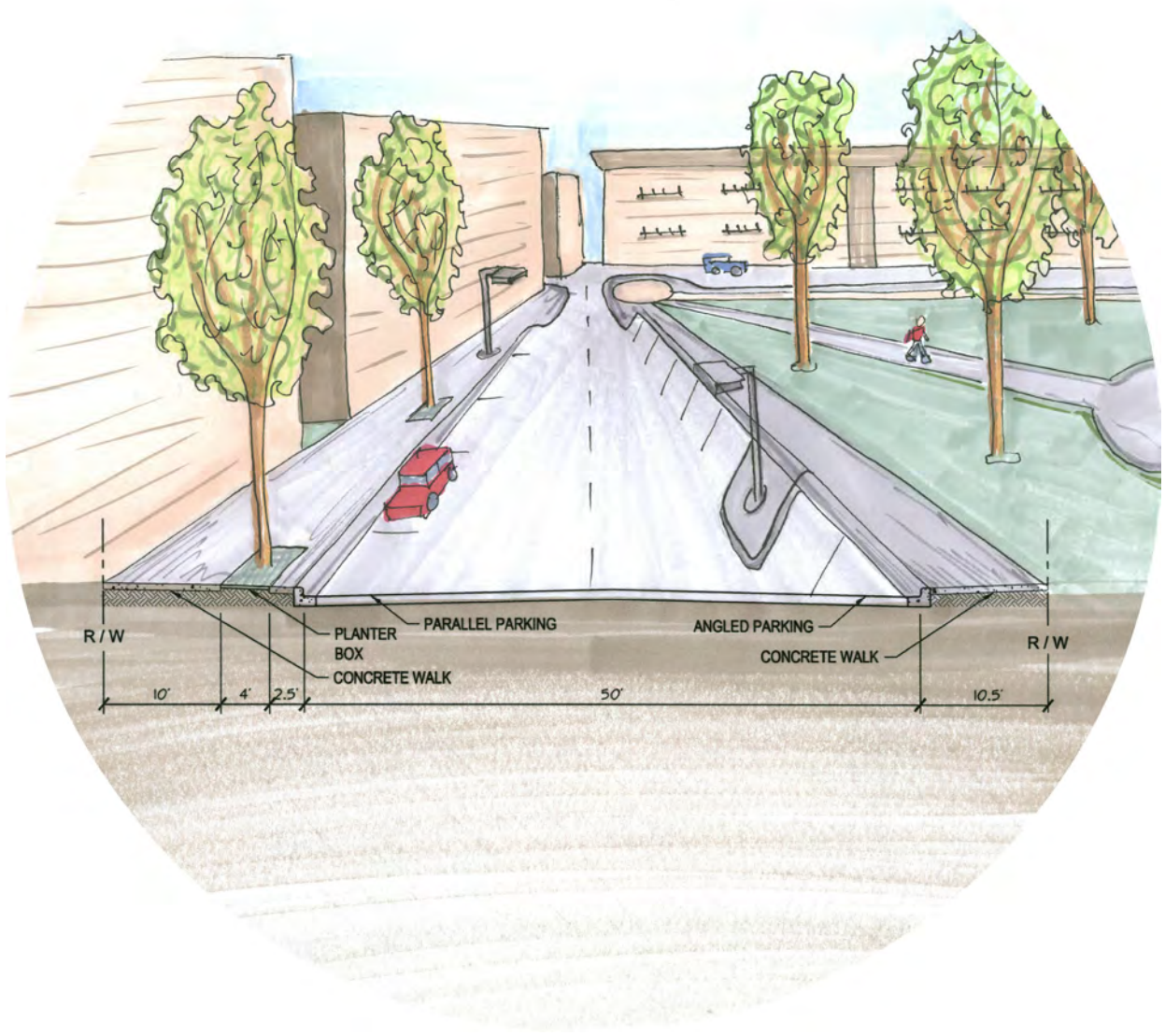
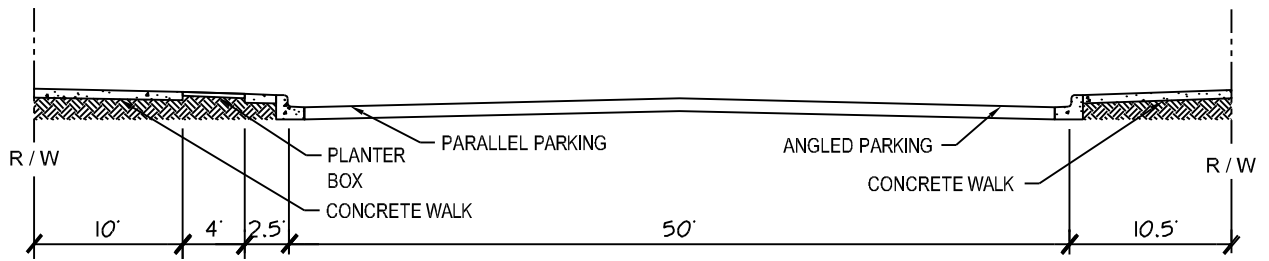
L A N D F O R M

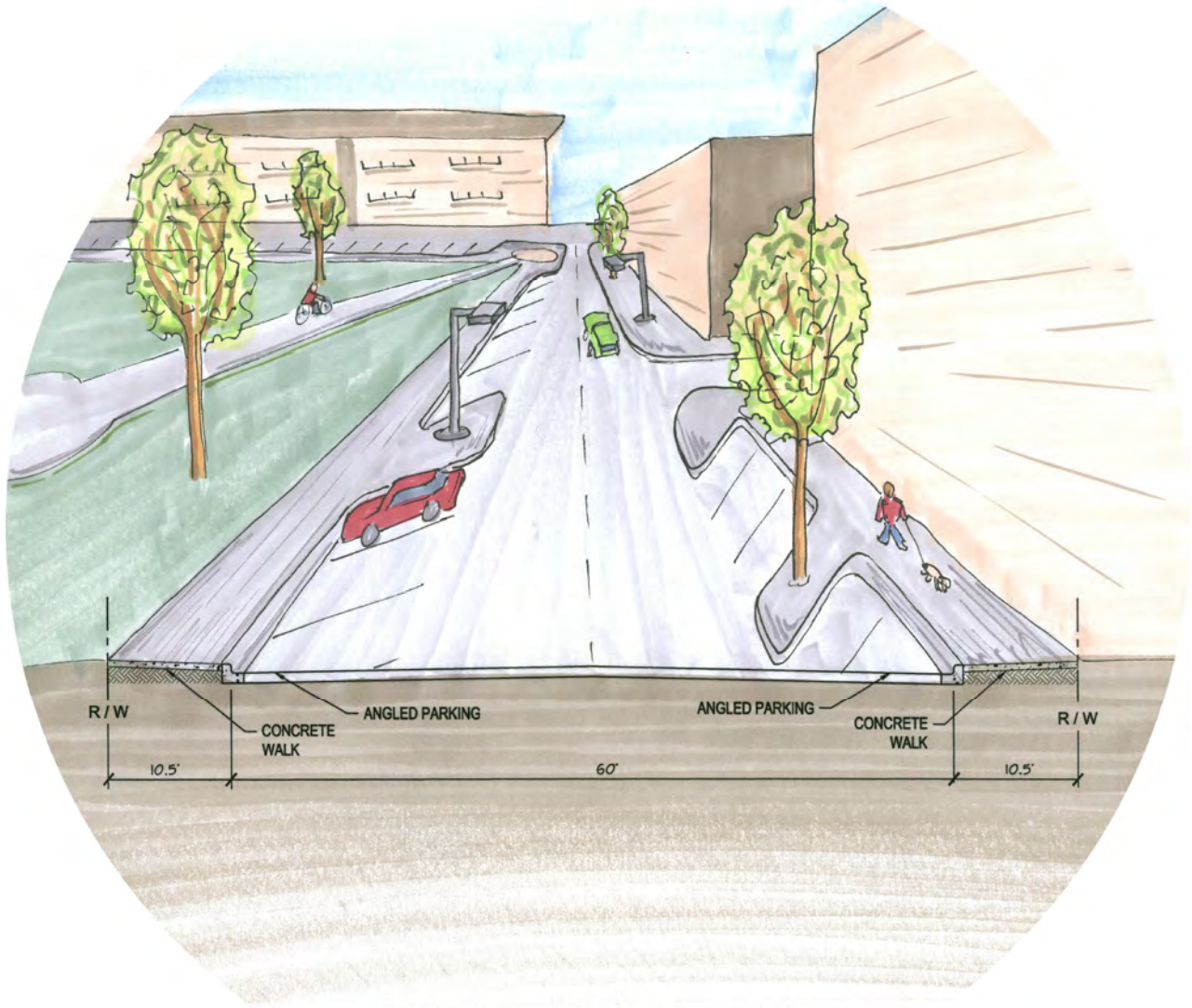
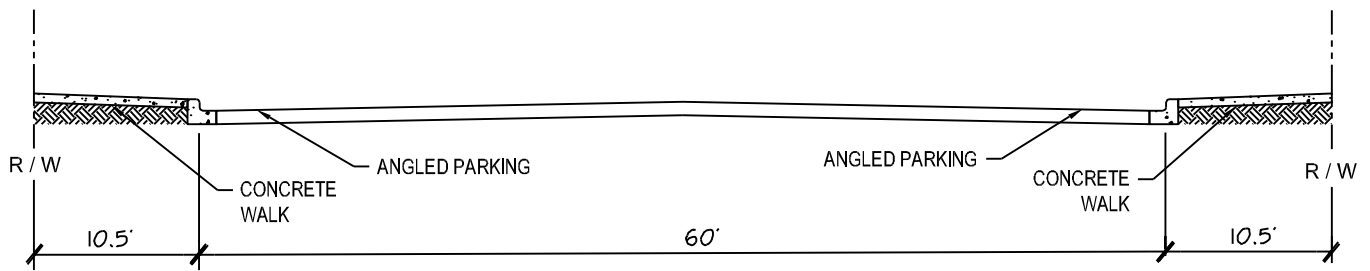
 From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey
 PERSPECTIVE SECTION #3
 Ramsey Pkwy. West of Roundabout





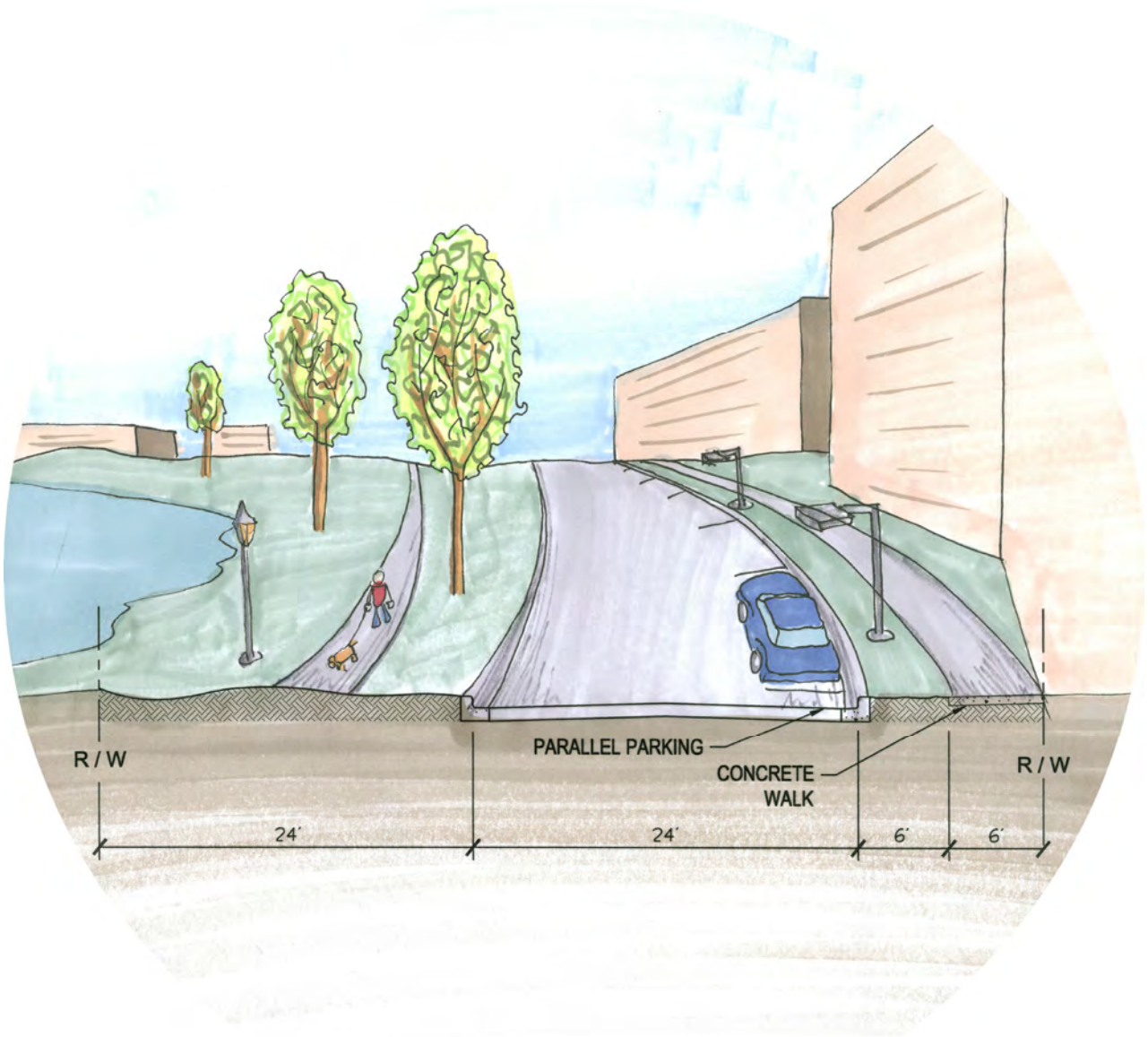
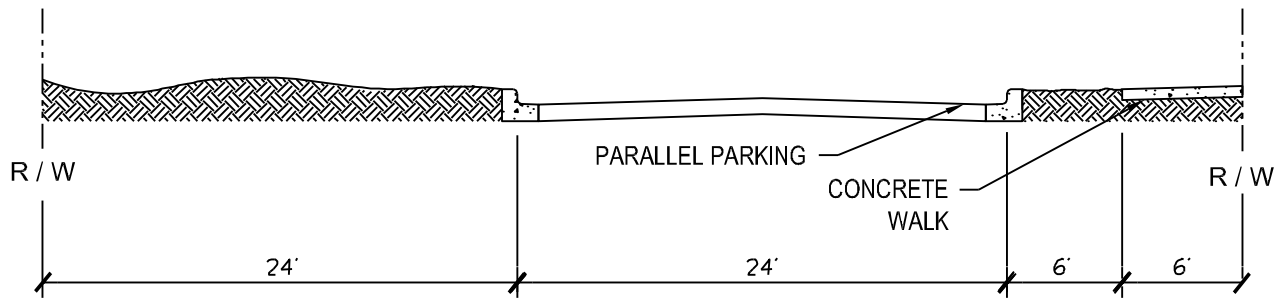




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L A N D F O R M
 From Site to Finish

DESIGN FRAMEWORK
 The COR at Ramsey
 PERSPECTIVE SECTION #6
 Center St. East of Municipal Plaza





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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
-  PARKING

*See 'Appendix B' for sign details



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Signage Plan

09/06/2012



Community Sign

Community Sign

Community Sign



EXHIBIT B.1

	<p>DESIGN FRAMEWORK The COR at Ramsey</p> <hr/> <p>PYLON/COMMUNITY SIGN 'A' Armstrong Blvd. & Highway 10</p>	
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Eastbound



Westbound

EXHIBIT B.2



DESIGN FRAMEWORK
The COR at Ramsey

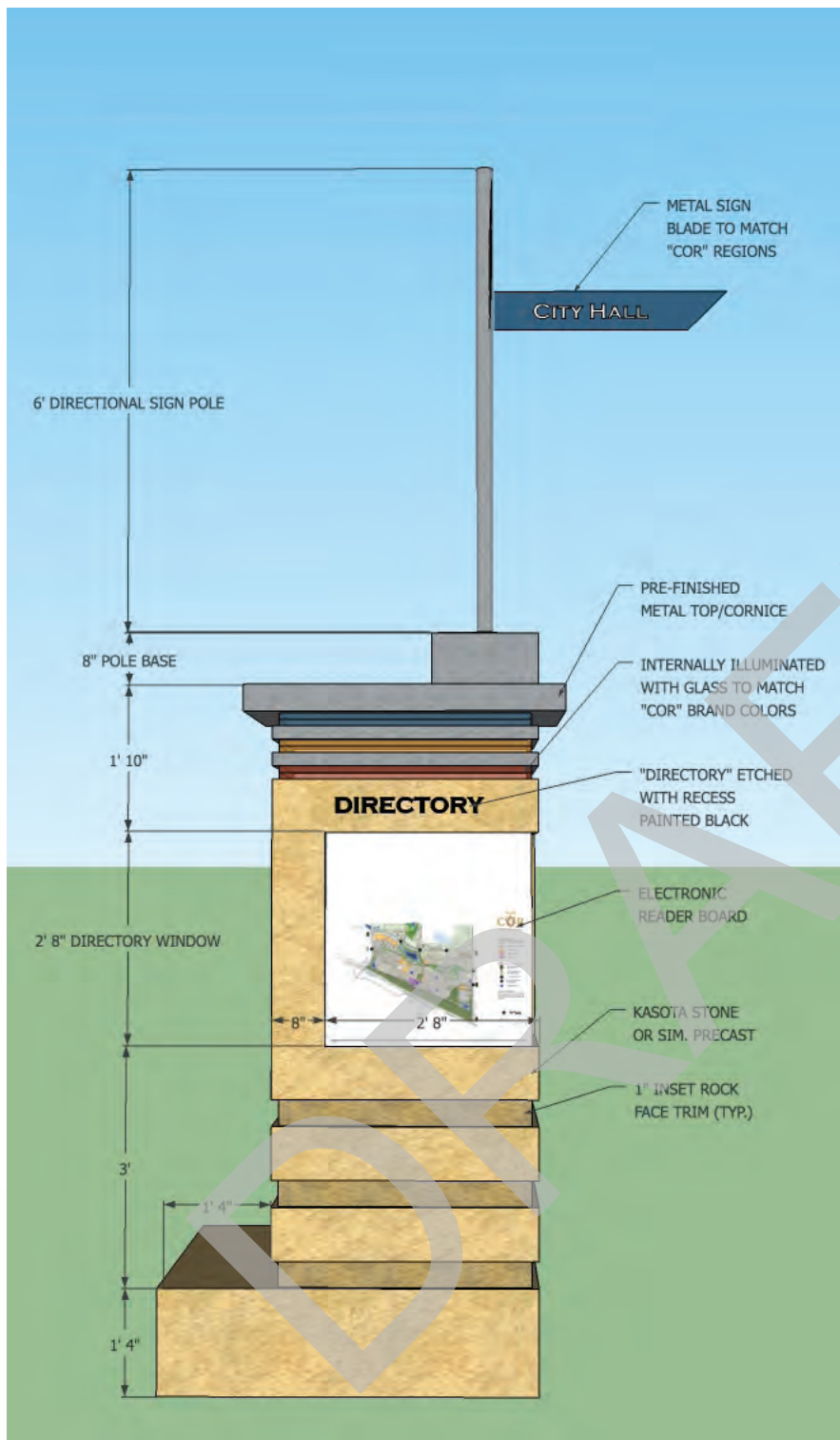
PYLON/COMMUNITY SIGN 'B'
Commuter Rail & Highway 10





EXHIBIT B.3

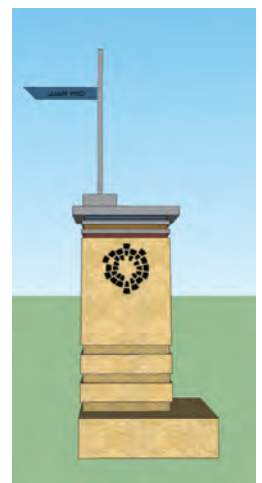
	<p>DESIGN FRAMEWORK The COR at Ramsey</p> <hr/> <p>PYLON/COMMUNITY SIGN 'C' Ramsey Blvd. & Highway 10</p>	
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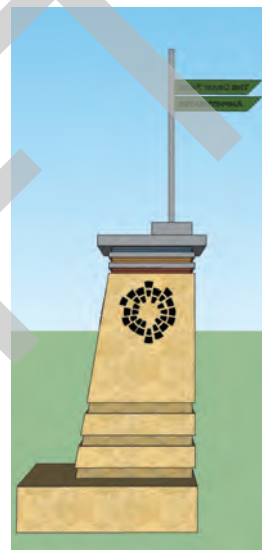
DIRECTORY PANEL VIEW



EVENTS PANEL VIEW



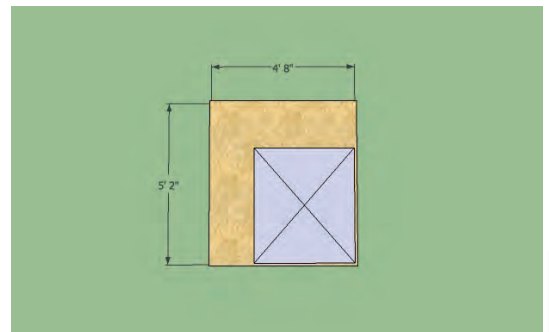
REAR VIEW



SIDE VIEW



PERSPECTIVE



PLAN VIEW

EXHIBIT B.4



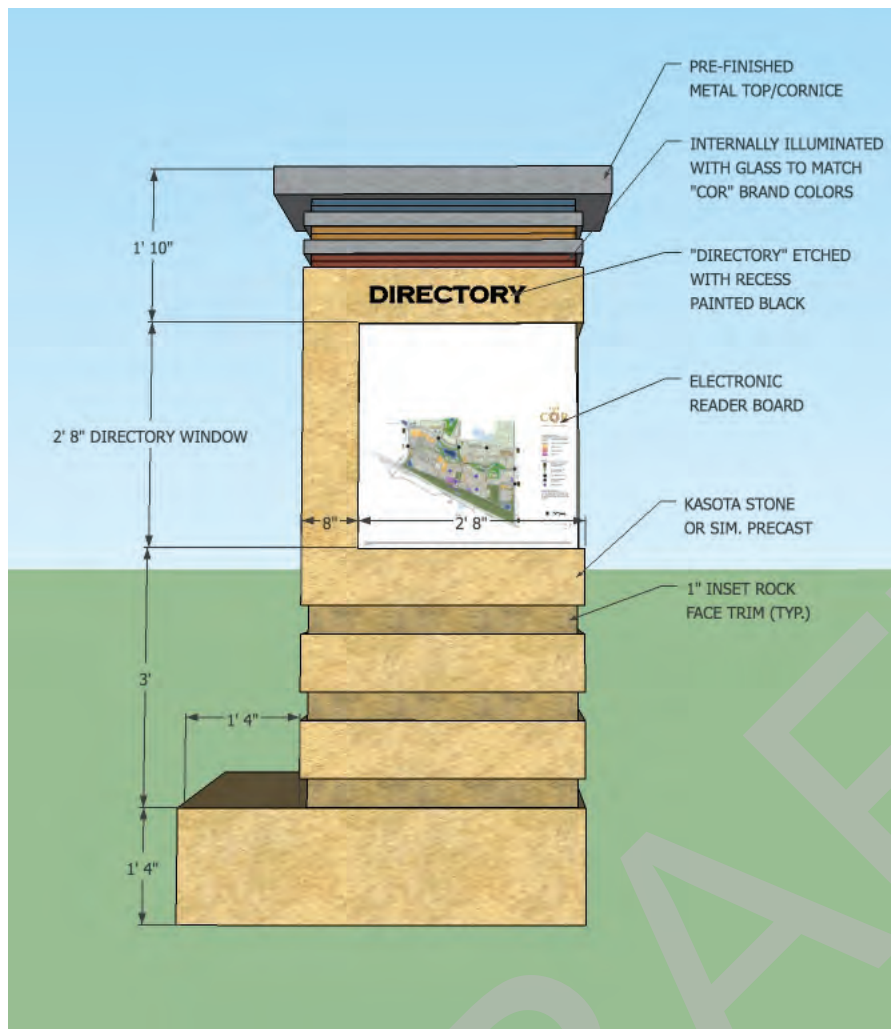
DESIGN FRAMEWORK

The COR at Ramsey

COMMUNITY KIOSK 'A'

Commuter Rail & Veterans Dr.

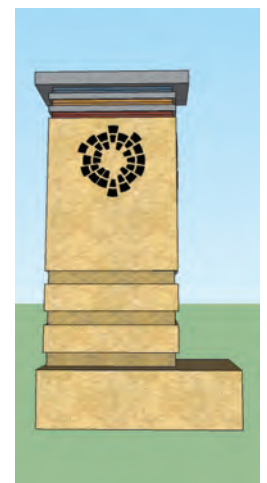




DIRECTORY PANEL VIEW



EVENTS PANEL VIEW



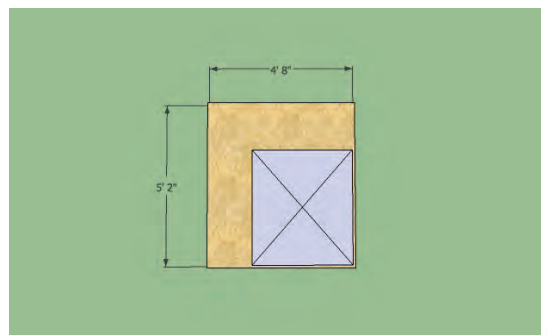
REAR VIEW



SIDE VIEW



PERSPECTIVE



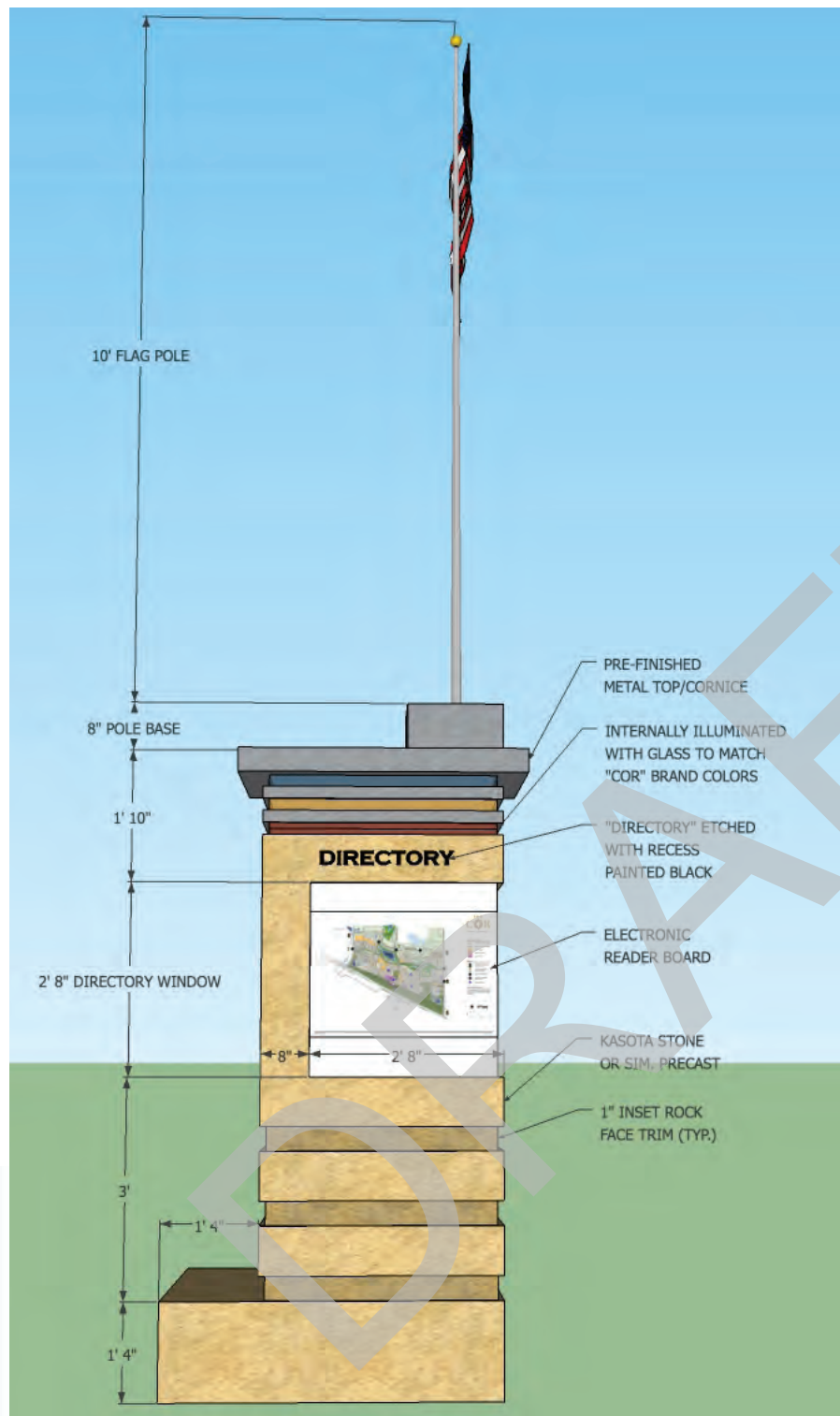
PLAN VIEW

EXHIBIT B.5

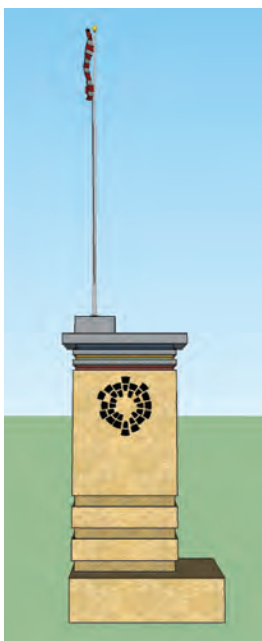

 From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey
 COMMUNITY KIOSK 'B'
 Sunwood Dr. & Center St.

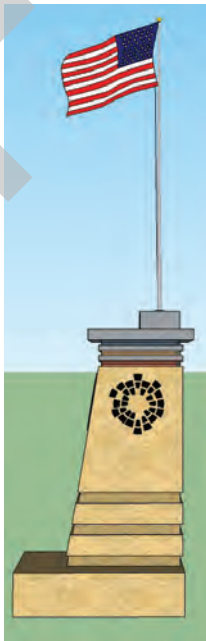

 RAMSEY, MINNESOTA



EVENTS PANEL VIEW



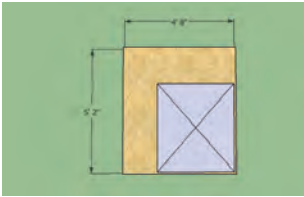
REAR VIEW



SIDE VIEW



PERSPECTIVE

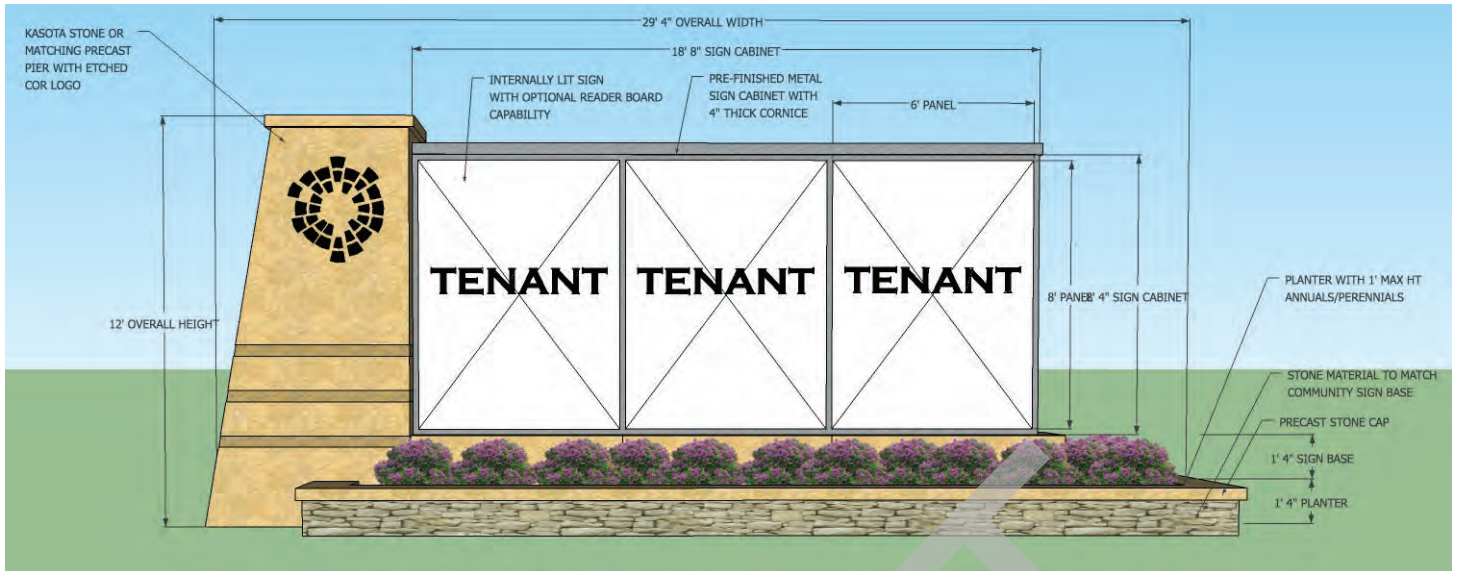


PLAN VIEW

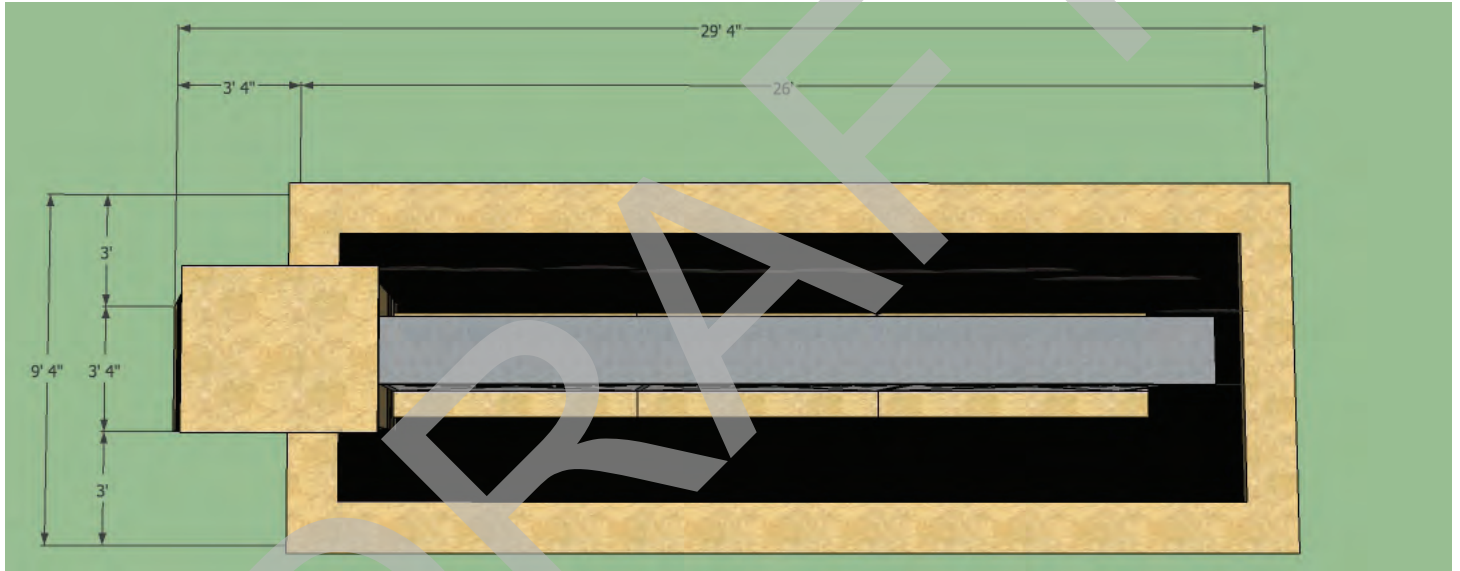
DIRECTORY PANEL VIEW

EXHIBIT B.6

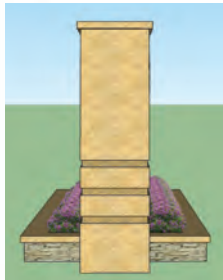
DESIGN FRAMEWORK
The COR at Ramsey
 COMMUNITY KIOSK 'C'
 Sunwood Dr. at Municipal Plaza



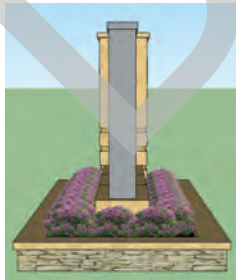
ELEVATION AT SUNWOOD



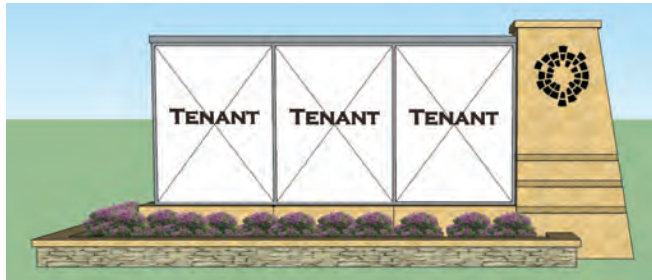
PLAN VIEW



PROFILE VIEW



PROFILE VIEW



ELEVATION

EXHIBIT B.7



DESIGN FRAMEWORK
The COR at Ramsey
 PROJECT GATEWAY SIGN 'A'
 Sunwood Dr. & Armstrong Blvd.



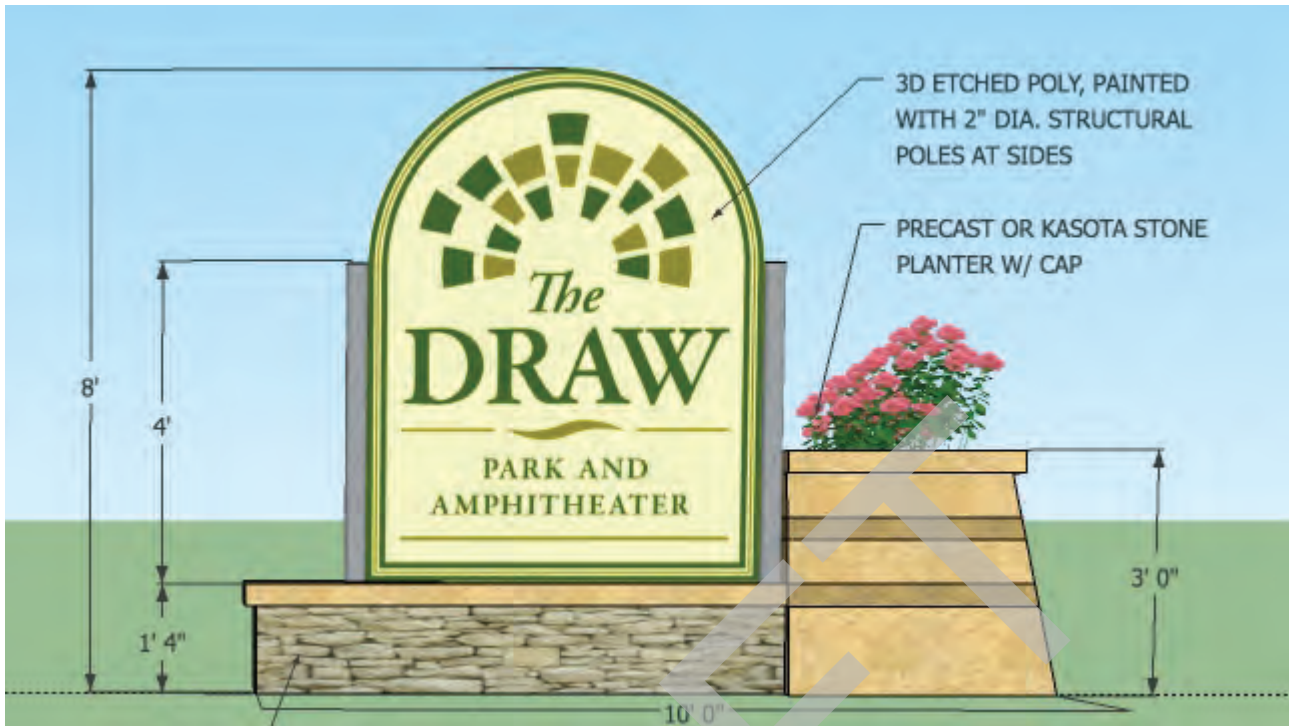
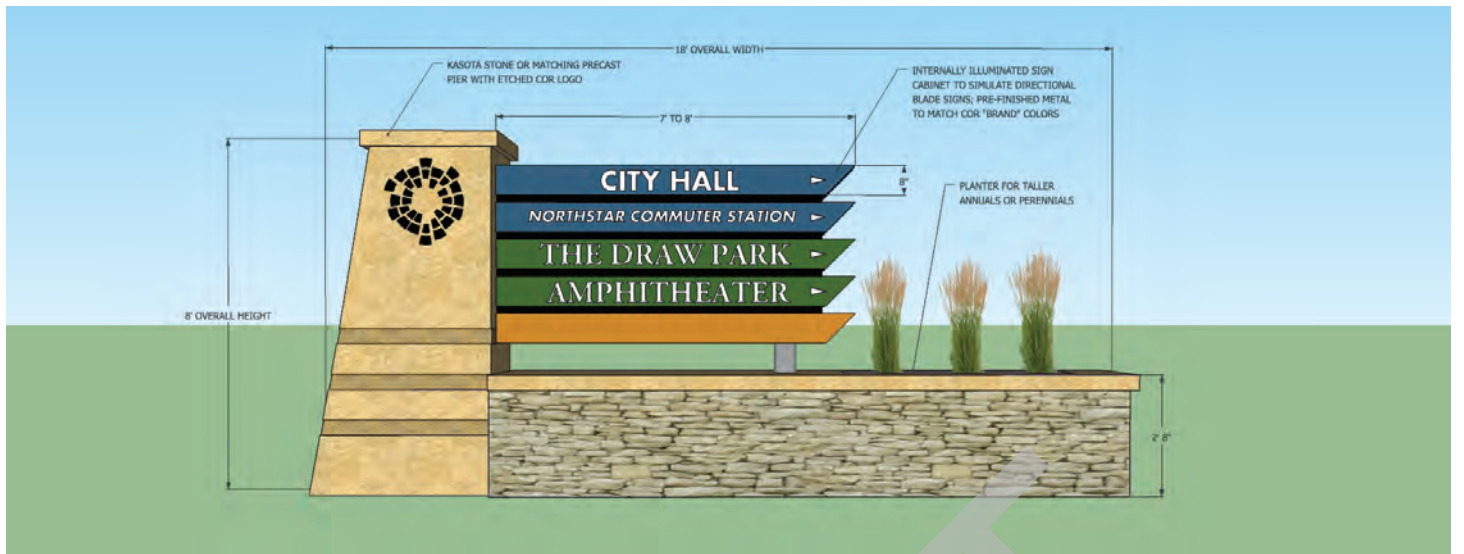
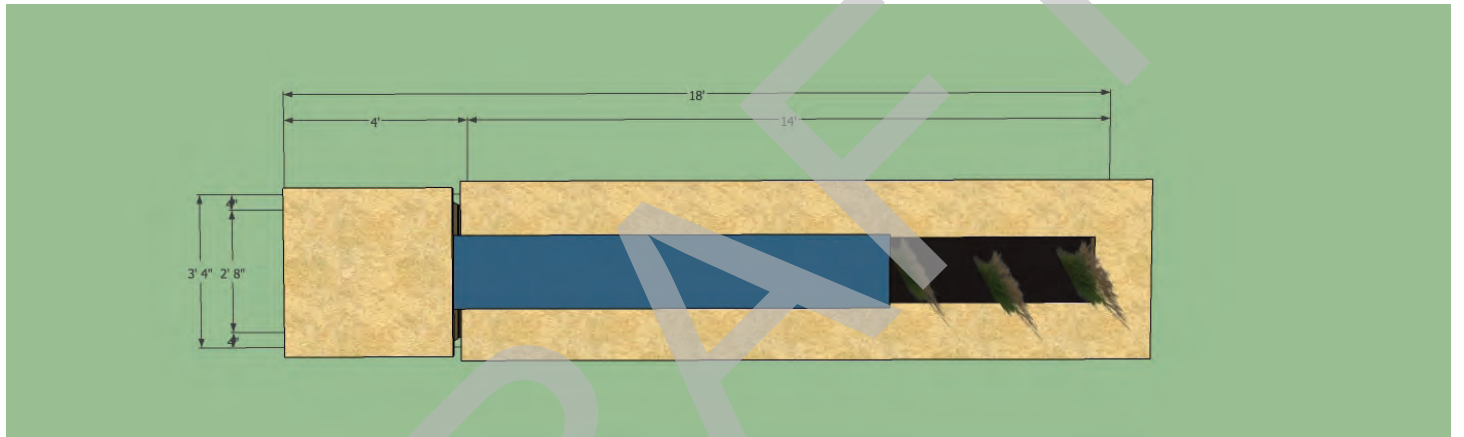


EXHIBIT B.8



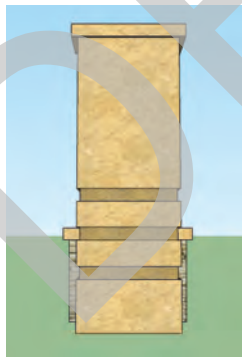
ELEVATION AT EASTBOUND BUNKER LAKE



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.

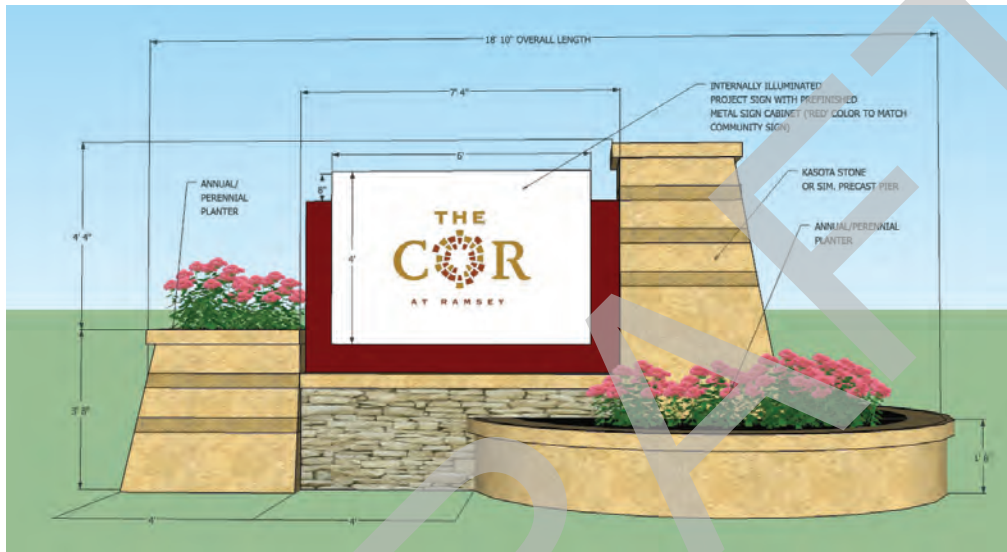
THE

COR

RAMSEY, MINNESOTA



ELEVATION AT SOUTH BOUND RAMSEY



ELEVATION AT WESTBOUND BUNKER LAKE



PERSPECTIVE

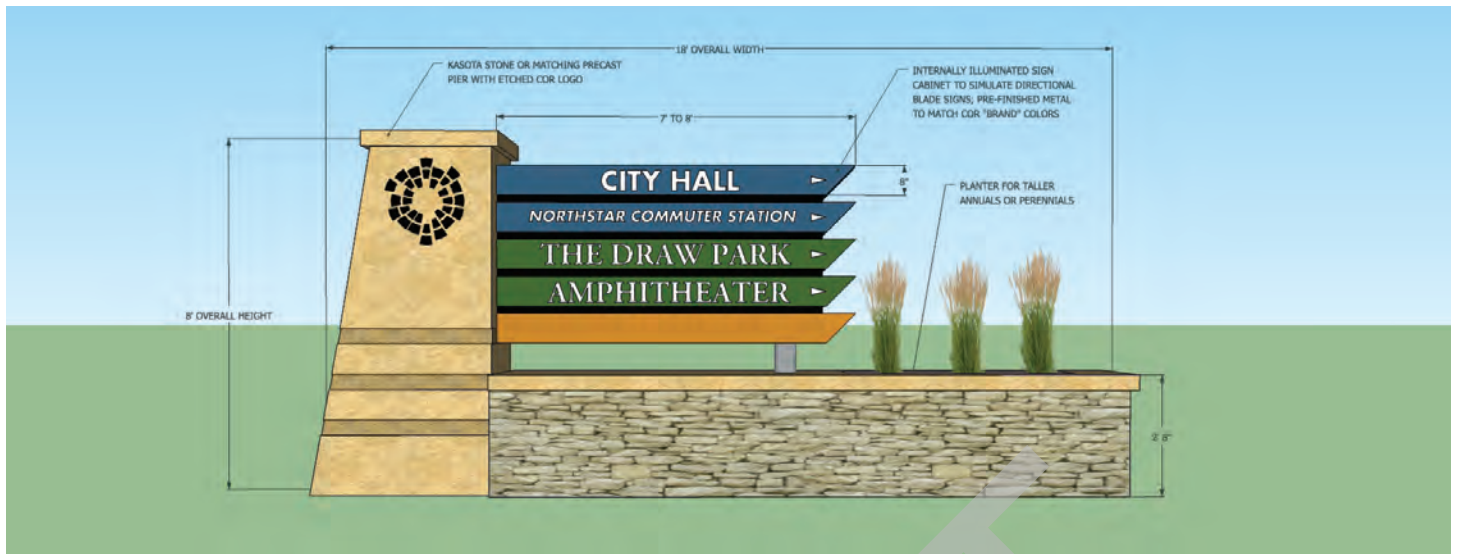
EXHIBIT B.10



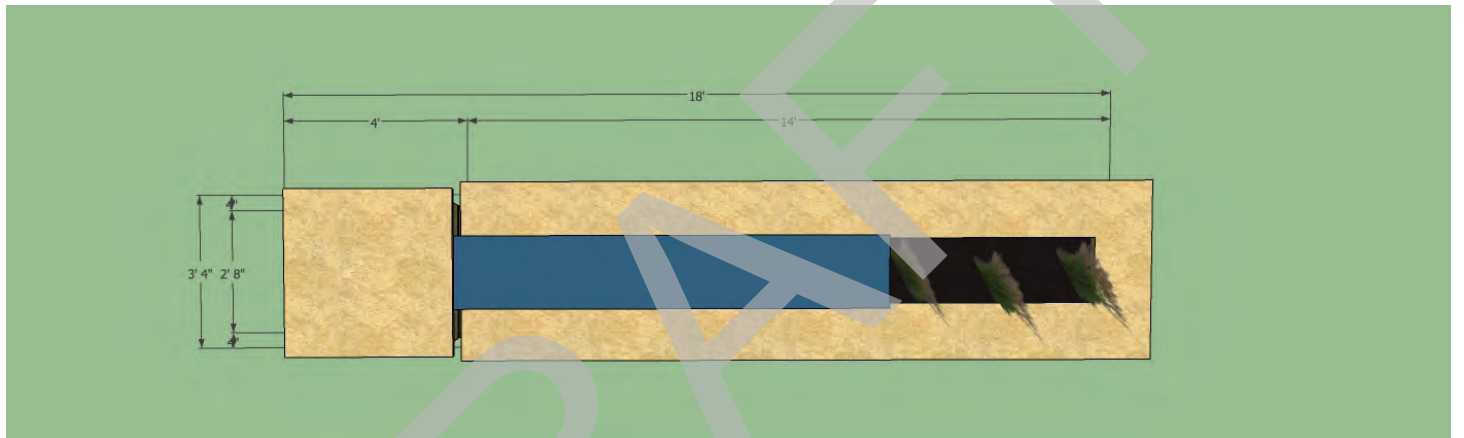
DESIGN FRAMEWORK
The COR at Ramsey

PROJECT GATEWAY SIGN 'D'
 Bunker Lake Blvd. & Ramsey Blvd.





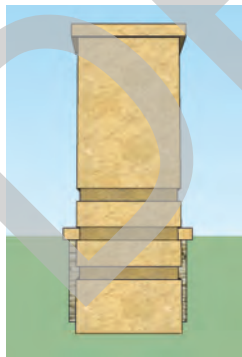
ELEVATION AT SOUTHBOUND RAMSEY



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.



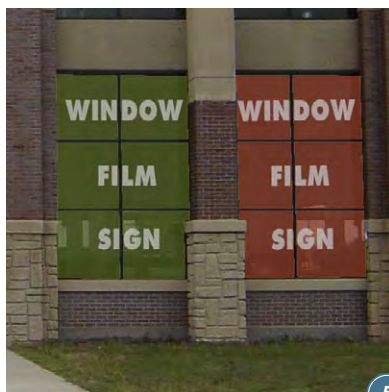
RAMP MARQUEE SIGN 2.



INFILL BANNERS 3.



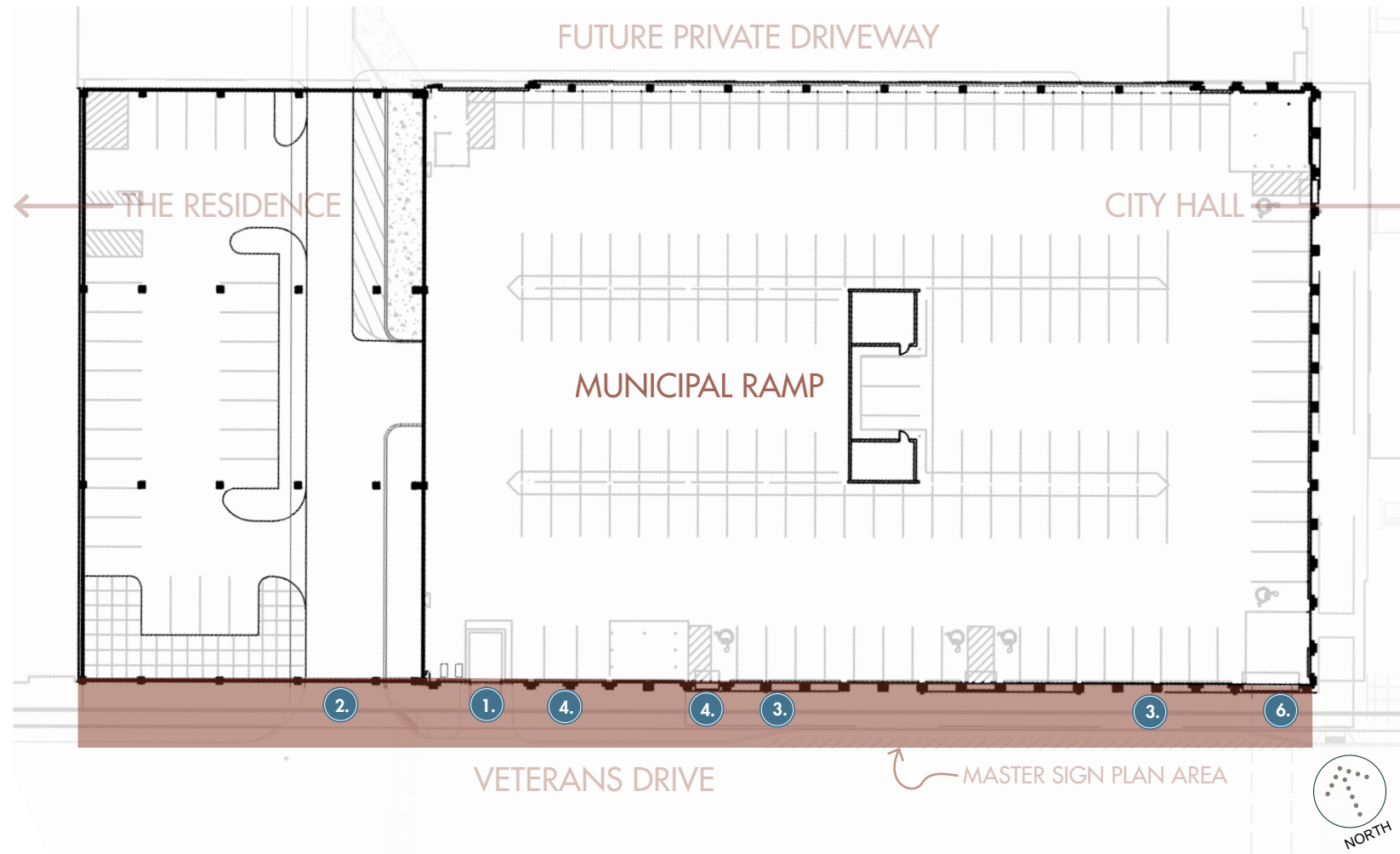
COLUMN BANNERS 4.



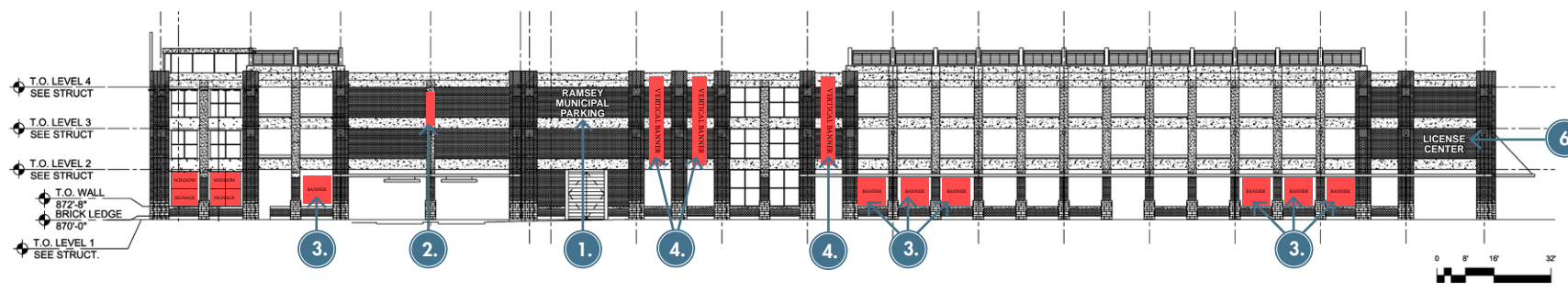
WINDOW FILM SIGN 5.



PERMANENT TENANT SIGN 6.



PLAN - N.T.S.



SOUTH ELEVATION - N.T.S.



AT RAMSEY

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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Parking Garage Master Sign Plan

10/15/2012

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.

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

Community Development Director Gladhill stated the purpose of this case is to review a comparison document between the original Ramsey Town Center Mast Plan and the current The COR Development Plan as requested by the City Council and Planning Commission on May 26, 2015. Mr. Gladhill reviewed the staff report with the Board.

Chairperson Steffen asked what some of the big differences were between the original and the current development plan.

Community Development Director Gladhill explained some of the differences; key piece is the idea of shared parking.

Econ. Dev. Mgr/Assistant City Administrator Brama thought one nice component of the process is they have developed an inventory of policy questions that different boards want to see addressed in the future.

Chairperson Steffen asked if they feel like the City has not followed the original master plan.

Community Development Director Gladhill stated things have changed to the vision. There are areas that have developed or plan on being developed in a much different manner than what was originally proposed.

Staff reviewed with the EDA Board differences in the development plan and the original Master Plan.

Mr. Pankratz, CBRE, stated the amount of retail land available and where Dominion was going has to do with the proximity to the rail. He stated people want to go with housing by retail and where high density can be placed in proximity to the light rail.

Community Development Director Gladhill stated based on discussion he thought some of the questions brought up that need to be addressed are: How does the market bare the original or current vision. What key components have changed over time and what is the appropriate amount and locations for retail.

Motion by Member Steffen, seconded by Member Skaff, to recommend to City Council adoption of the Comparison Document for The COR.

Further discussion: Member Riley stated he would like to hear more discussion from the EDA. Steffen asked if this could be done at an upcoming meeting.

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

5.02: 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 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 for Commission review. 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. The first step is simply to 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.

The 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. 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.

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.

Mr. Gladhill showed a side-by-side comparison drawing of the current and future plan. There is some conflicting language in the land use plan. It is the goal to have the property developed as soon as possible. The components of the original and current plan were provided for Commission

review. There are several policy questions that need to be asked. The stakeholders will also be contacted for comments. The City Council will adopt the final plan in September.

Mr. Gladhill reviewed the broad goals of the original vision. He is looking for some feedback from the Park and Recreation Commission.

Commissioner Trappen asked Mr. Gladhill to indicate some of the changes in the plan. One feature was density and parking. There will be more isolated public parking lots. The NW corner of the development at Bunker Lake Blvd and Armstrong Blvd will have more retail vs housing as originally planned. There would be an anchor retail with smaller retail boutique type shops. A lot of the COR park planning includes Lake Ramsey. There will be less green open area. Mr. Riverblood stated this is an opportunity to call attention to successes by holding the vision. This includes the park and trail piece. Parks are a key part of that success.

Commissioner Barr asked about the area near the lake and Mr. Gladhill reviewed the parties that own the undeveloped land.

Mr. Riverblood reminded the Commission to share with residents about the success of parks. An apartment building is being constructed and the parks are important to that project. This also reflects the diversity of the recreation opportunities within the City.

Mr. Gladhill stated there can still be some changes made to the plan and the effect of the Armstrong Interchange to the plan.

Chair Bennett stated the park element has continually driven people back to Ramsey with the trails and trail connections. He stated to stay true to the vision as it relates to the parks and the municipal plaza is important.

Mr. Gladhill showed the comparison of Ramsey Town Center Master Plan to the COR Development Plan and the Policy Questions for future Discussion and/or Survey (City Council, Advisory Boards and Commissions, Residents). He asked if a community center is an important part of the COR. Chair Bennett stated that needs more discussion.

Commissioner Trappen asked if the amphitheater was part of the original plan and Mr. Riverblood stated it was. Commissioner Trappen stated that is a wonderful amenity that needs to be continued in the new plan.

Chair Bennett stated he would like to see the consistency of green space throughout the COR. The design of it all being part of the same area is necessary. Mr. Riverblood clarified when speaking of green space that includes benches, trees, sidewalks, picnic tables, trails, etc.

Commissioner Trappen stated he would like to continue that green space theme throughout the COR.

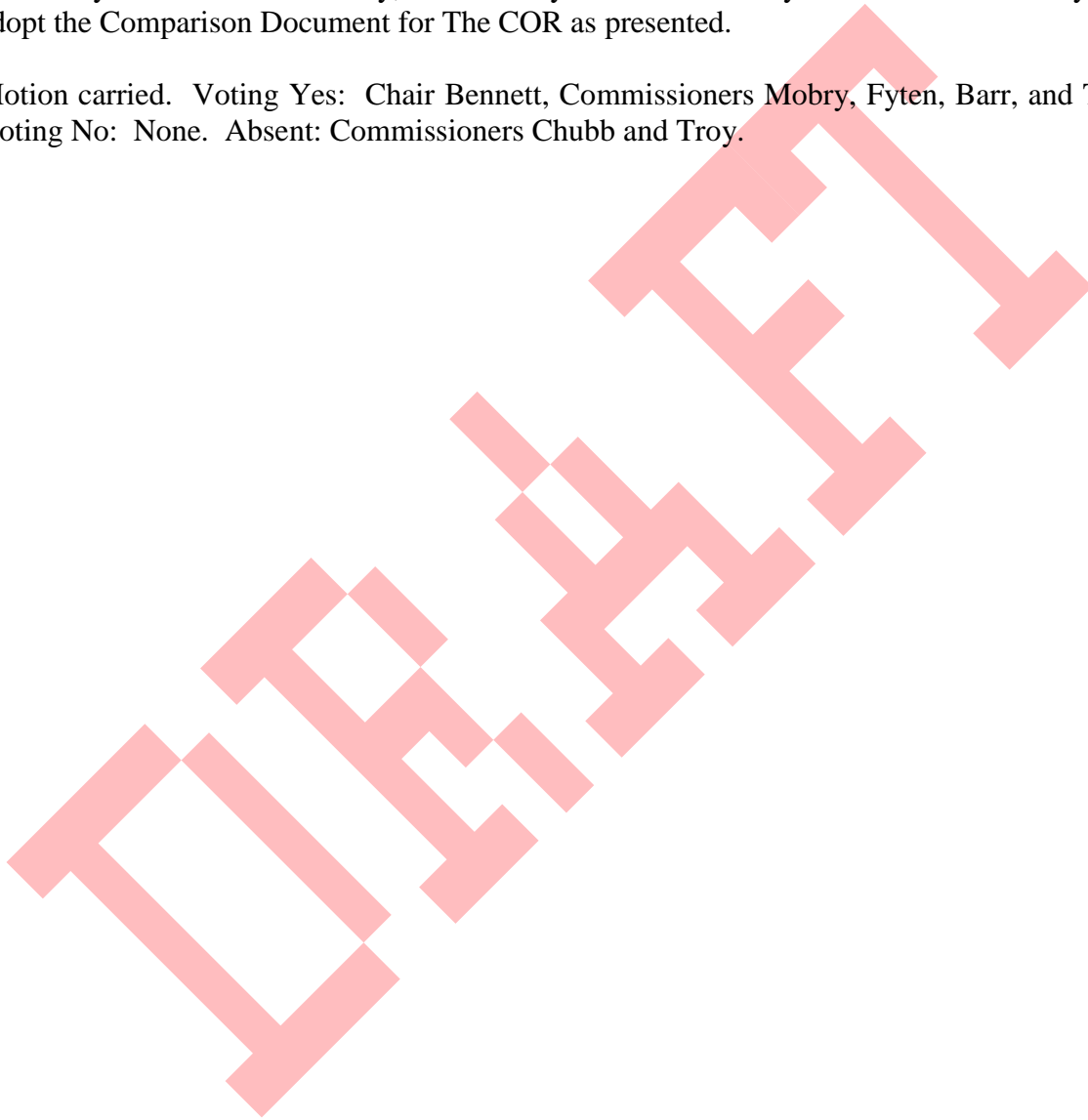
Commissioner Barr stated it is very inviting for residents and visitors to have the green space areas.

Chair Bennett asked if parking calculations should be looked at even though it is outside the Park Commission's normal duties, we want to have the right amount of parking but it needs to be balanced with the space and the real need.

Commissioner Mobry suggested there be parking near the trails for trail access. Mr. Riverblood stated they are looking at techniques for shared parking.

Motion by Commissioner Mobry, seconded by Commissioner Fyten to recommend City Council adopt the Comparison Document for The COR as presented.

Motion carried. Voting Yes: Chair Bennett, Commissioners Mobry, Fyten, Barr, and Trappen. Voting No: None. Absent: Commissioners Chubb and Troy.



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

Community Development Director Gladhill presented the staff report. He gave an overview of the most current version of The COR Development Plan. He reviewed the original Ramsey Town Center Master Plan. This discussion will focus on the changes between the two in an effort to ensure all policy makers are on the same page. A broader discussion will be held in September and he wanted to capture and changes to be made ahead of that meeting.

Board Member Bentz stated he would like to look at what has been built, and what is not there. He asked if there are provisions for affordable housing.

Chairperson Stodola responded there has been a plan for lower income apartment housing.

Community Development Director Gladhill noted there are housing goals. The City cannot dictate exactly what types of housing it prefers, but it can work toward goals. Ultimately, it would be best to mix levels of income, and that will start to play out in decision making along the way. He stated sometimes density brings the affordable housing.

Board Member Lewis questioned what kind of opportunities there will be to review this.

Community Development Director Gladhill replied the plan is to get through all the Boards and Committees in August. It has not been determined how the final document will be fabricated. It will become a survey of all these groups, the public and other surveys. It could mean a collaboration meeting of interested parties for more discussion.

Councilmember LeTourneau asked if he was looking for input relative to this particular body or input relative to how this fits in the community.

Community Development Director Gladhill responded both. He said the natural resources plan of the Comprehensive Plan is what is more related to this Body.

Board Member Lewis stated he has not seen anything on this document that deviates from the original plan from an environmental standpoint.

Community Development Director Gladhill stated from a natural resources standpoint, one of the features that is different is The Draw and the amphitheater. The amphitheater made a fairly significant change to the natural resources. He pointed out the original plan had a strong parks program, and the current plan has a strong master parks and trail plan. He also noted the drainage system has changed. The area west of Lake Ramsey is lower than it was going to be.

Councilmember LeTourneau mentioned some of the wetland drainage area in the western part of the city is being taken away. He questioned what will be done to mitigate that.

Community Development Director Gladhill replied there have been Wetland Credits purchased, and there are enhancements in other areas. That will need to continue.

Board Member Lewis said he thought there was a discussion about the big box anchor mall on the west side of Armstrong Boulevard.

Community Development Director Gladhill responded the City did publicize this and there was an effort to look at eminent domain. He explained that statute has now changed. However, the zoning is still there for a retail setting. It still could occur.

Councilmember LeTourneau commented he continually hears that people want restaurants. He said some people want the food to be locally produced. Others want chains to come in. He said his thought process is that it will evolve when there is enough density to support it. So that becomes a marketing issue. He said here is not enough density here for chains like Chipotle. He pointed out the City now has something like 2000 housing units. He questioned what the density needs to be. Once that density is reached, maybe then it would be feasible to revisit the west side of Armstrong Boulevard for the big box retail mall. He asked how the City can play a role in facilitating that.

Board Member Valentine mentioned there are a lot of small malls around the Cities that are empty. He warned the Board to be careful of this. He suggested in the scope of this Board, we should consider the sites as if they are individual sites. There should be some stormwater management before deciding what could go in there. If housing is considered, how does the density affect the impervious area, compared to single homes.

Board Member Lewis pointed out the City would be sacrificing trails and shoulders with the big box potential mall development. The pedestrian orientation from the area west of Zeolite Street became less important and more auto centric. He stated some of the new housing south of Bunker Lake Boulevard may not be interested in looking at a large Kmart type building where the anchor retails was planned.

Community Development Director Gladhill said in discussions with all the Boards, something may come up to make that area more palatable. We can take the best of some neighboring communities and try to come up with something more attractive.

Board Member Lewis commented it would be difficult to get a developer to do an upscale shopping area without the housing to support it.

Board Member Bentz said he was disappointed in the notes in regards to blue stream. He questioned if any of that would be coming forward from the open space discussion.

Community Development Director Gladhill responded staff is working on how to best present that information. Staff is getting feedback in regard to Lake Ramsey Commons being a shared property between the surrounding parcels.

Board Member Bentz suggested planning more with Lake Ramsey and consider whether it could be made a usable lake. He suggested looking at putting in storm draining before it hits the river. He further advised to create a list of all the things we do not want to happen again.

Community Development Director Gladhill stated this could be a good addition to the questions for the other Boards. It would be helpful to solicit input as to what they think the issues have been and ask if this is the right direction aesthetically.

Councilmember LeTourneau went back to the point of the view shed for those homeowners that are now looking at retail buildings. He asked if the original aesthetics are in place, or if they should be revisited. He noted the diameter of the trees was changed, and other designs were left out due to cost. He questioned if design standards have changed.

Board Member Lewis posed the question of which is faster – bringing in big box retailing, or housing.

Community Development Director Gladhill stated this all originated from a joint meeting. One of the questions from that meeting was what is the goal for that development. Sometimes it feels like there are multiple goals. He asked if the development should happen quickly so it can get on the tax role, or if it is consensus to wait for the long term vision to come.

Board Member Bentz commented the issue is with the interchange. People do not like using frontage roads because they are difficult to use. The interchange does not seem welcoming right now. Ramsey has resources to market. If Ramsey wants to attract businesses, we need to look at parking issues when there are events, maybe looking at a water park or other features geared toward families. He said he doesn't see a big box store doing much of anything.

Community Development Director Gladhill explained the Planning Commission is not suggesting the original plan be followed. The Commission acknowledged that was aggressive for the market that is Ramsey. The Commission would like to put together a plan that matches the goals. He said he has hopefully captured some of the additional topics needed for that survey. Each Board has come up with more questions along the way. He said Staff recommends the City Council adopt this document, with the understanding that it will be revised as it goes through the different Boards and Agencies.

Motion by Board Member Lewis and seconded by Board Member Valentine to recommend that the City Council adopt the attached Comparison Document for The COR, including the revisions and questions suggested at this meeting.

Motion carried. Voting Yes: Chairperson Stodola, Board Member Lewis, Valentine, Bentz, and Covart. Voting No: None. Absent: Board Members Bernard, and Hiatt.

Regular Planning Commission

5. 4.

Meeting Date: 09/10/2015**By:** Geoff Solomonson, Community
Development

Information**Title:**

Discuss Framework for Future Amendments to COR Sign Standards

Purpose/Background:

The purpose of this case is to discuss the COR signage standards due to a number of requests starting to come in from businesses as a result of Armstrong Boulevard interchange. The intentions of this case are to clarify and simplify the category types of signs, their height, and square footage allotments as well as address the Commission's comments that it desires to develop a more flexible sign package for The COR. Included in this case are sketches of signs with descriptions for a visual comparison of the different sign categories as well as a site plan of sign general locations for a potential amendment to The COR Sign Plan. In the event that the Commission does not desire an amendment to the sign plan, these standards will then be used in reviewing Conditional Use Permits for oversizing of signs.

Notification:

Notification is not required as this is just a discussion topic at this time. Should Staff be directed to develop amendments to the COR Design Framework, notification would occur through the City's official newspaper, the Anoka Union Herald.

Observations/Alternatives:

The framework objective is to compare, both visually and descriptively, possible amendments to the COR sign standards. For reference purposes, the general commercial and employment district standards allow ground signs up to twenty-five (25) feet in height and 100 square feet in area. The attached document outlines possible amendments beginning with defining signage in the COR by four (4) categories: Development Sign, Gateway Sign, Private Freestanding Sign, and Multiple Tenant Sign. Each category has a height and square footage limitation as well as a description of the sign's purpose, general design, and ownership. The accompanying drawing illustrates a comparison of their heights and general design. Lastly, the site plan provides an idea of general locations of importance throughout the COR for signage.

Funding Source:

This is being handled as part of Staff's regular duties.

Recommendation:

While an amendment to the sign ordinance may be warranted, Staff poses a discussion of signage to address signage requests that do not fall within the description of the current ordinance. This topic report is for discussion only. There is no policy change being proposed at this time.

In reviewing these policies, Staff would especially desire direction on the types and sizes of signs that it is comfortable in having Staff approval administratively and what signs it desires to review before Staff approval.

Action:

No action is being requested. Staff is seeking initial feedback to aide in development an actual ordinance for future consideration.

Attachments

COR Sign Framework

Sign Sketches and Description

Sign General Locations

Form Review

Inbox

Chris Anderson

Tim Gladhill

Form Started By: Geoff Solomonson

Final Approval Date: 09/04/2015

Reviewed By

Chris Anderson

Tim Gladhill

Date

09/03/2015 04:44 PM

09/04/2015 06:44 AM

Started On: 09/03/2015 08:15 AM

The framework for future COR sign ordinance amendments would consider the following:

Development Sign (formerly called community sign): A COR development wide identification sign intended to advertise the COR development (primary purpose) with limited tenant exposure. Signs are installed at key locations at the east side: Hwy 10 and Ramsey Blvd, at transit facility, and west side of Hwy 10 and Armstrong Blvd. These signs, located along Hwy 10, are intended to draw drivers into the COR, broaden name recognition, and place recognition of the COR.

Each Development sign can have its own specifics as to height, area and advertising function:

- East Side - 50 feet in height and more predominantly COR and less for tenants.
- Transit Facility - 50 feet in height. COR with primary tenant (40/60) split.
- West Sign - increased height to 75 feet due to intersection improvements. Advertises the COR with primary west end tenants using a 40 (city)/60 (tenant) split.
- 300 square feet in area.
- Ownership of these signs would need to be determined.

Signs area is not included in the total signage permitted for the property on which it is located.

Signs must have similar appearance and use of materials.

Need to determine tenant distribution on Development Signs either by primary tenants or square footage.

Tenant signage is limited to sign band and not replacing advertising on private signs.

Gateway Sign: Internal development wide advertising signs for the COR, but also includes tenants. These should be located internal to the development at key intersections: Sunwood and Armstrong, Ramsey Blvd and Sunwood, Bunker and Center, Sunwood and Center, or others.

- Signs are similar to Development Signs as they serve a broader purpose to advertise the COR but also tenants. Gateway signs should be shorter and less area than Development Signs as 25 feet in height and 50 square feet.
- By including tenant signs they serve to direct drivers to major tenants and provide additional advertising to major tenants. Tenant sign area shall be uniform sign band. This sign does not replace private signs.
- Will be located on private property, but at street intersection.
- As a COR advertising sign they should be included in the total signage permitted for the property on which the sign is located.
- All Gateway Signs shall be uniform in size, height, design, and color.
- Ownership would need to be determined.

Private Freestanding Signs: Signs for individual site or business (replace current "Project Sign")

- Individual business or site: by right up to 25 square feet and 6 feet in height (monument style with landscaping at base).
- Up to 100 square feet and 25 feet in height by CUP – still single site/business.

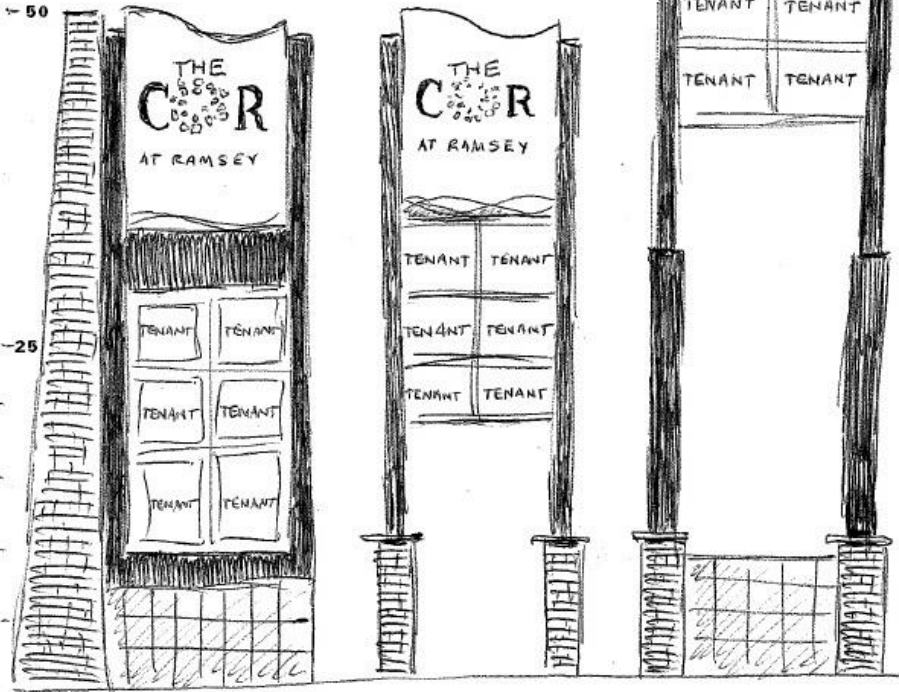
Shared Multiple Tenant Sign: Mixed tenant sign by CUP – 50 feet in height and 300 square feet.

- Site plan is required.
- Signs are privately owned.

Others: Menu Board is still allowed in COR 2: 1 per drive through lane at 40 square feet. Wall signs are to stay as is.

DEVELOPMENT SIGN
(Formerly Community Sign)

50-75' in height
300 sq. ft. in area



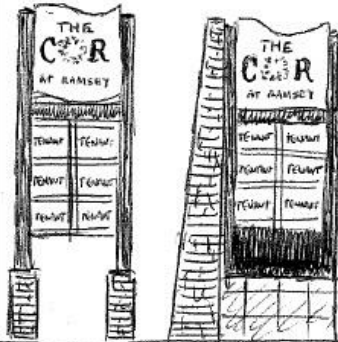
TRANSIT FACILITY SIGN

EAST SIDE SIGN

WEST SIDE SIGN (75')

GATEWAY SIGN

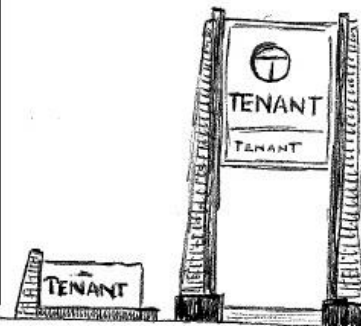
25' in height
50 sq. ft. in area



PRIVATE FREESTANDING SIGN
(Formerly Project Sign)

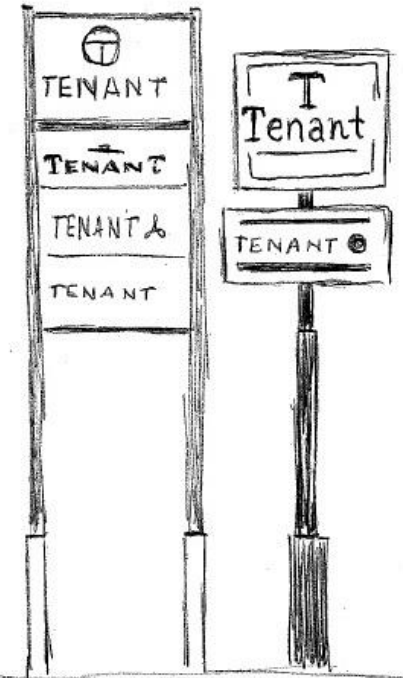
6' in height
25 sq. ft. in area

with CUP:
25' in height
100 sq. ft. in area



SHARED MULTIPLE TENANT SIGN

with CUP:
50' in height
300 sq. ft. in area



THE COR

AT RAMSEY

-  PYLON/COMMUNITY SIGNS
-  COMMUNITY KIOSK
-  PROJECT GATEWAY
-  PARKING

*See 'Appendix B' for sign details



Landform™ and Site to Finish™ are service marks of Landform Professional Services, LLC.

Signage Plan

09/06/2012



Community Sign

Community Sign

Community Sign

Regular Planning Commission

5. 5.

Meeting Date: 09/10/2015

By: Tim Gladhill, Community Development

Information

Title:

Receive Copy of 2030 Comprehensive Plan: Transportation Chapter

Purpose/Background:

The purpose of this case is to receive a copy of the Transportation Chapter of the Comprehensive Plan. No action is being requested.

Notification:

Notification is not required.

Observations/Alternatives:

At the August 6, 2015 meeting, the Planning Commission requested a discussion topic at a future meeting to review the Transportation Chapter of the Comprehensive Plan. The impetus behind the request was the review of an infrastructure needs analysis for the future business park planned to be located west of Armstrong Boulevard north of Highway 10.

Staff will provide an executive summary presentation of the Chapter at the meeting. This plan was last updated in 2008, so there are a number of sections that will need to be updated as part of the 2040 Comprehensive Plan Update. Most notably, the vision for Highway 10 has changed considerably since the adoption of this version. In addition, the City Council has set a Strategic Goal to study key transportation corridors for safety and mobility improvements such as Highway 47, Nowthen Boulevard, and Armstrong Boulevard.

Funding Source:

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

Recommendation:

Staff recommends that the Commission provide feedback to Staff that can be utilized to aide updating this Chapter of the Comprehensive Plan.

Action:

No action is being requested.

Attachments

2030 Comprehensive Plan: Transportation Chapter

Form Review

Inbox

Chris Anderson
Tim Gladhill (Originator)
Form Started By: Tim Gladhill
Final Approval Date: 09/03/2015

Reviewed By

Chris Anderson
Tim Gladhill

Date

09/02/2015 03:48 PM
09/03/2015 07:16 AM
Started On: 08/06/2015 08:40 PM

6. TRANSPORTATION ELEMENT

A. Framework and Goals

The Federal Highway Act of 1962 required continuous, comprehensive, and coordinated transportation planning for metropolitan areas. It was an important step in creating a mechanism for local, regional and federal agencies to plan for transportation needs. This plan was developed using previous transportation planning documents for the City of Ramsey and Anoka County and the Metropolitan Council Transportation Policy Plan. The transportation system in Ramsey is complex due to many factors. Nonetheless, key transportation planning principles and characteristics of the transportation system have been established in order to provide a basis for sound transportation planning decisions. The following plan involves simplistic tools and is designated to encompass thorough stakeholder involvement and coordination of diverse governmental efforts.

The following goals and strategies have been established for the transportation plan:

a) A safe and efficient motorized transportation system throughout the community

STRATEGIES:

1. Complete planning stages for Highway 10 interchanges & Highway 47 expansion/re-alignment improvements
2. Update the access management plans
3. Complete interchange designs
4. Complete RTC AUAR roadway improvement projects
5. Secure funding for transportation projects
6. Assess the need for local traffic control and access improvements
7. Consider roundabouts where appropriate
8. Secure funding for transportation projects
9. Pursue additional east/west collector in the northern portion of the city

b) A safe and efficient non-motorized transportation system throughout community

STRATEGIES:

1. Explore options for revising the City's sidewalk policy, including requiring sidewalks or trails on both sides of some new public streets, different standards for public versus private roads, high-volume versus low-volume roads, and issues related to long-term maintenance
2. Encourage design choices in new and existing development that enhance neighborhood walkability
3. Examine the ability of transportation network to handle pedestrians, bicyclists, and automobiles through design of streets (complete streets policy)
4. Ensure future roadway improvement include sufficient right of way for pedestrian and bicycle paths

5. Secure funding for transportation projects such as additional trails, bike paths, and pedestrian connections
6. Include a review of infrastructure, including parking for walking and other non-motorized transportation modes when reviewing any transportation improvement projects
7. Advocate affordable, dependable and efficient means of public transit in the community
8. Complete the master trail plan
9. Continue efforts to establish the Mississippi River regional trail
10. Explore options for constructing a pedestrian bridge over Highway 10 and the Mississippi River
11. Ensure trail connections to transit stops, employment centers, shopping and other services

c) Connectivity with regional transportation corridors and transit

STRATEGIES:

1. Consider officially mapping the remainder of the Mississippi River bridge crossing corridor
2. Collaborate with adjacent communities and county, state, and federal agencies on the planning, design and construction of regional transportation projects
3. Secure a stop on the Northstar Commuter Rail line
4. Establish numerous, efficient, affordable transportation connections, both within and Ramsey and connecting to other communities, that include multi-modal transportation choices
5. Continue involvement in the Northstar Corridor Development Authority (NCDA)
6. Market the municipal parking facility as a park-and-ride opportunity
7. Develop an affordable, efficient, and reliable transit system that includes commuter rail and bus capabilities
8. Secure funding for transportation projects

B. Existing Roadways

1. Existing Public Roadway System

Ramsey has approximately ten miles of state trunk highways, fifteen miles of county state aid highways, and twelve miles of county roads. Figure 6-1 illustrates these roadway jurisdictions within the City limits. All other roads are local City streets.

The Metropolitan Council classifies roadways using a hierarchical scheme. This scheme has four general classifications: principal arterial, minor arterial, collector, and local street as shown in Figure 6-1. The existing annual average daily traffic volumes (AADT) for the principal arterials, minor arterials, and major collectors at representative locations in Ramsey are also shown in Figure 6-1 and Table 6-3.

Trunk Highway 10/169 (TH 10/169) is classified as a principal arterial. It is the only principal arterial in Ramsey, running northwest and southeast roughly parallel to the Mississippi River at the south end of Ramsey. It is the most dominant link in the roadway system of Ramsey. TH 10/169 currently is a four lane divided highway with several cross street intersections. Intersections at CSAH 83 (Armstrong Boulevard), CSAH 56 (Ramsey Boulevard), and CSAH 57 (Sunfish Lake Boulevard), are controlled by traffic signals. There are multiple driveways and several median breaks along TH 10/169 in Ramsey.

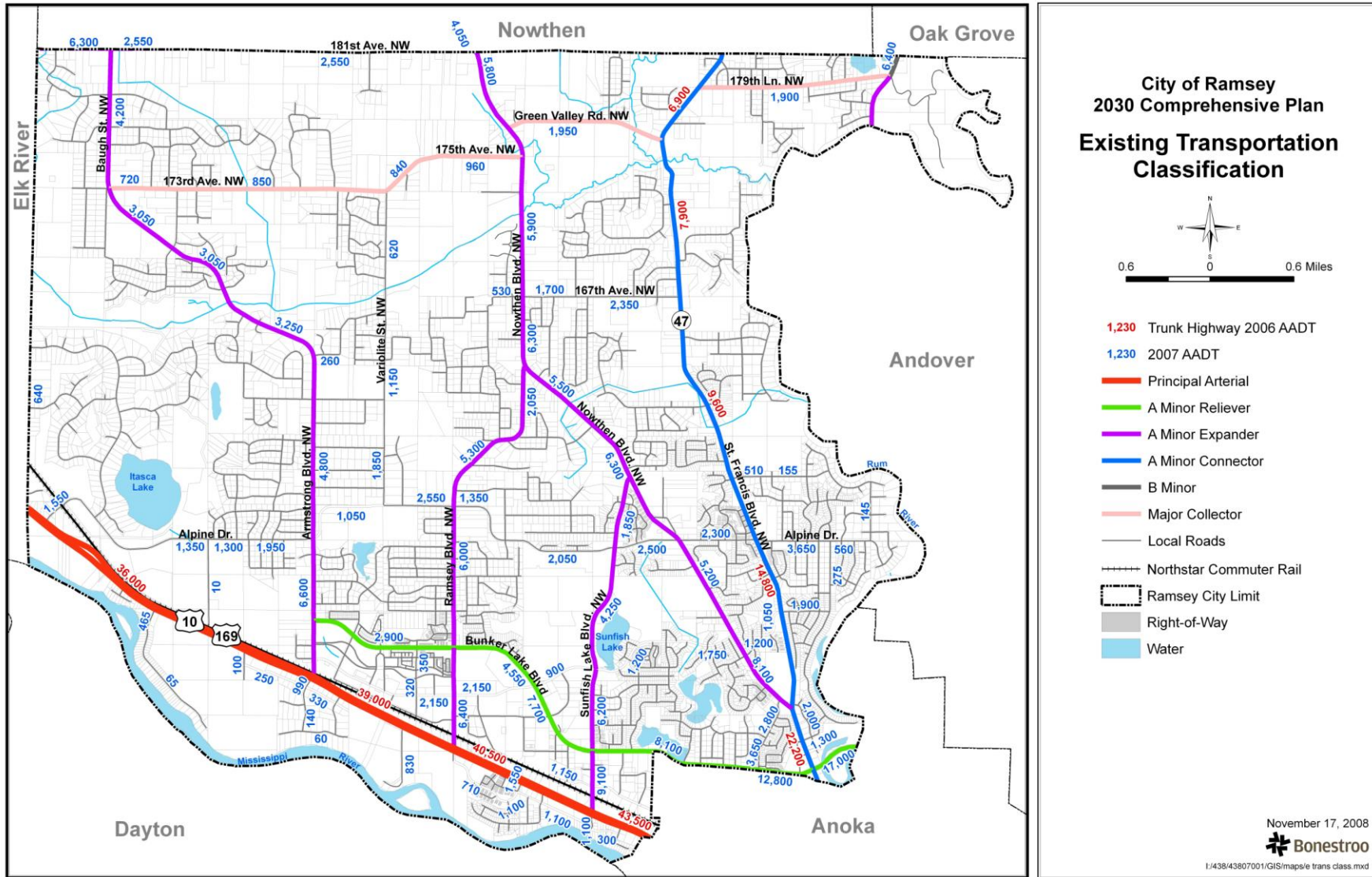
Nine roadways are classified as minor arterials: TH 47, CSAH 56 (Ramsey Boulevard), CSAH 116 (Bunker Lake Boulevard), CSAH 5 (Nowthen Boulevard), CSAH 22 (181st Street), CSAH 83 (Armstrong Boulevard), CR 64 (181st Street), CSAH 57 (Sunfish Lake Boulevard), and CSAH 7 (7th Avenue). The minor arterial roadways in Ramsey are characterized as having two through traffic lanes with additional turn lanes at intersections. Intersections with other arterials may be controlled with traffic signals. Parking is generally prohibited and access to abutting property is often limited. CSAH 116 is four lanes from Dysposium to TH 47 with plans to convert it to four lanes all the way to Sunfish Lake Boulevard. Plans in the next five years are to expand all minor arterial roadways to four-lane divided facilities.

Major collectors in Ramsey include CR 27, and CR 63. Major collector roadways in Ramsey are characterized as typically having two through traffic lanes, possibly with additional turn lanes provided at intersections. The City also has some 4 lane roadways. Stop signs often control traffic at intersections with arterials or other collectors. Parking is usually permitted, as is access to abutting property.

In formulating this transportation plan, project participants identified three traffic issues of particular concern to Ramsey:

1. Congestion typically occurs on TH 10/169 during AM and PM peak periods, and this congestion worsens outside Ramsey near the TH 169 bridge in Anoka.
2. Short trip making activity on TH 10/169 in Ramsey increases travel delays.
3. The signalized intersection of TH 47 and CSAH 116 experiences congestion during the morning and evening peak periods of traffic.

Figure 6-1 Existing Roadway Jurisdiction, Classification and Volumes



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The level of service (LOS) provided by TH 10/169, TH 47 and all County Roads can be characterized using a letter grade system. A LOS letter grade can be assigned to a facility based upon the ratio of traffic volume to traffic capacity. LOS A represents low congestion and LOS F represents conditions where traffic demand exceeds traffic capacity. The existing LOS grades for these two roadways were determined based on the 2007 Mn/DOT recorded traffic volumes and the roadway capacity calculations for LOS D conditions for volume capacity thresholds generally accepted by Anoka County for various roadway types. TH 10/169 performs at LOS F along its entire length through Ramsey. TH 47 performs at LOS D between the northerly city limits and Alpine Drive. Between Alpine Drive and Nowthen Boulevard, it performs at LOS A and between Nowthen Boulevard and Bunker Lake Boulevard, at LOS C.

These level of service ratings indicate that TH 10 and TH 47 presently are operating near or at their capacity limits within the City of Ramsey. This condition principally is due to trips generated from outside the City limits and, furthermore, outside the current seven county Metropolitan Area.

C. Analysis of Roadway System Needs

1. Planned Changes to Roadway System

Ramsey is a rapidly developing community. New additions to the public street system are expected, primarily in the form of local and collector streets (see Figure 6-2). The only new arterial expected to be constructed is the extension of CSAH 116 westward from its present terminus at Armstrong Boulevard.

An addition to the roadway system includes the extension of 167th Avenue between Variolite Street and Nowthen Blvd. This addition to the system is important to provide an effective system to move people through the community in an east-west direction.

There are two *potential* roadway extensions into neighboring communities, which would require the mutual consent of Ramsey and the affected communities. These include the westward extension of 173rd Avenue into Elk River and the eastward extension of McKinley Street into Anoka. The likelihood of either extension is low, particularly for the McKinley Street extension, which is opposed by the City of Anoka. The 173rd Avenue extension would primarily duplicate the current function of 181st Avenue. If Elk River constructs the north-south arterial link in its Fillmore Street and Jarvis Street corridor as shown in Elk River's comprehensive transportation plan of November 1995, the 173rd Avenue extension would offer Ramsey residents a connection to this corridor for use as an alternative to CSAH 83. Extending McKinley Street into Anoka would limit the amount of truck traffic that would have to travel on Highway 10 for a short distance.

A corridor study prepared in 1988 for TH 10/169 recommended that a frontage road system be established along both sides of TH 10/169. This was further refined in the 2002 TH 10 Interregional Corridor Management Plan (IRC). Ramsey has constructed a frontage road along the south side of TH 10. The corridor study also recommended the closure of median breaks and driveway access points along TH 10/169. The Anoka County Highway department favors upgrading TH 10/169 to freeway standards with limited access and grade separated interchanges. This has not been

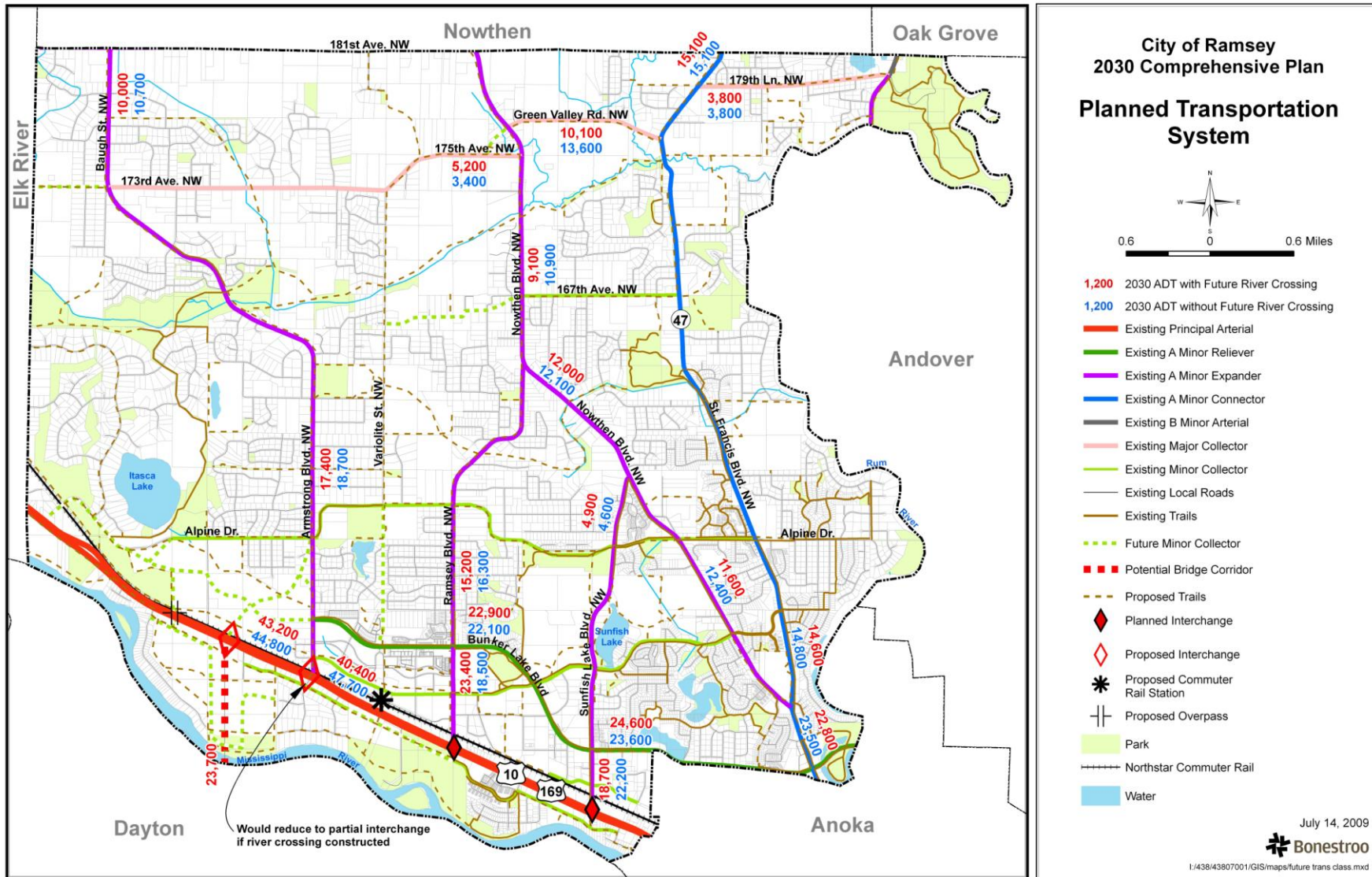
identified in the Mn/DOT Transportation Improvement Program through 2010, is not included in the Metropolitan Council's 2030 Transportation Policy Plan (TPP) adopted in 2004 nor is it identified as an expansion project in the 2030 TPP adopted in January, 2009. Upgrading would improve capacity and safety.

A preferred location and design of a grade-separated interchange between TH 10/169 and any potential Mississippi River bridge crossing continues to be studied. This process continues to be refined. Preliminary designs of Sunfish Lake Boulevard and Ramsey Boulevard are completed.

The TH 47 corridor is a vital element in the City's transportation system. An access management plan was prepared in 1996 by the City of Ramsey, Anoka County, and Mn/DOT which identified the access management strategy and necessary cross section of TH 47 future development between CSAH 116 and 167th Avenue. The segment of the highway between CSAH 116 and Alpine Drive was constructed to the recommended four lane width in 2000 but has been striped for two lanes of traffic until such time as further cross section improvements have taken place south of CSAH 116. In addition safety improvements were constructed throughout the length of the highway in the City in 2005. These improvements created right turn lanes at all intersecting roadways (except 181st Avenue) and a three quarter intersection at 142nd Avenue. The City is actively participating in a TH 10/ TH47 study with the City of Anoka, Anoka County and Mn/DOT to determine the future alignment and section of TH 47 and its connection to TH 10. Ramsey is also actively participating in the TH10/47 corridor study being undertaken by Anoka County.

The CSAH 116 corridor is an increasingly important element in the City's transportation system particularly as the Ramsey Town Center develops. A corridor study and access management plan was prepared in 2004 by the City of Ramsey, the City of Anoka, and Anoka County which identified the access management strategy and necessary cross section for the future development of CSAH 116 between 7th Avenue and Armstrong Boulevard. The segment of the highway between TH 47 and Dysprosium Street was constructed to the recommended four lane cross section in 2006. The City and County are cooperatively working to implement future elements of this plan as sections of CSAH 116 are scheduled for improvement within the County Five year Highway Improvement Plan. The future configuration of the various roadway connections in the area is uncertain and the map is not intended to illustrate the exact location and functional classification of all roadways.

Figure 6-2 Planned Transportation System



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2. Possible New Mississippi River Bridge

Anoka County has proposed locating a new Mississippi River bridge in Ramsey at the location that was agreed upon by Ramsey and Dayton. The County proposed alignment for this bridge would generally be the southerly extension of an alternative alignment to Armstrong Boulevard through right-of-way already owned by Anoka County. In addition to crossing the river, the bridge could offer grade-separated crossings of the BNSF railroad tracks and TH 10/169. In the scenario proposed by Anoka County, Armstrong Boulevard would be upgraded and become part of the State's trunk highway system. Mn/DOT has not yet agreed with the design for a new river crossing or the highway jurisdictional changes shown in the scoping study and the TH 10 Access Management Study. Anoka County's plan does not specifically state that Armstrong Boulevard will be part of a Trunk Highway System, but will state that a new river crossing is warranted in the general vicinity of Armstrong Boulevard.

The *Major River Crossings Study Report of 1989* by the Transportation Advisory Board indicated that projected traffic volumes on Highway 10 warrant an additional bridge crossing. With the improvements to the 610 Bridge and the new east-west highway through Brooklyn Park coordinated efforts to study potential needs and solutions to the River Crossing issue should continue. Public opinion in Ramsey strongly favors a new bridge. The Ramsey City Council has also expressed strong support for a new Mississippi River Bridge crossing.

The City of Ramsey worked cooperatively with the City of Dayton and prepared a letter of agreement on a location of a future bridge corridor that would run through vacant land approximately $\frac{3}{4}$ of a mile west of the corridor originally proposed in the Anoka County 2015 Transportation Plan. The Comprehensive Plans for the Cities of Dayton and Ramsey are consistent with respect to locating a future Mississippi River Crossing. This location is generally illustrated in Figure 6-2.

Another critical component of studying improved crossing of the Mississippi River is adherence to the State and Federal regulations of the Mississippi River according to the Wild and Scenic Rivers Act and Critical Areas Act. Essentially, these acts require that prior to planning for an additional river crossing, all alternative solutions to improving traffic problems associated with the river be studied including expanding the existing crossings and adding an additional bridge adjacent to existing crossings. The purpose of the corridor study would be to pursue these and other alternatives.

3. 2030 Traffic Forecasts

Significant development is expected in Ramsey over the next 22 years. The 2030 housing, population, and employment forecasts show significant growth from 2008 to 2030. These increases are expected to have substantial impacts on the transportation system. The Anoka County travel forecast model was used to prepare the 2030 traffic forecasts, however, the model was modified to account for the proposed growth and projected future roadway improvements during this time period.

At the request of the Metropolitan Council, traffic forecasts for the 2030 roadway system with a new Mississippi River bridge were also prepared. These were using the revised 2030 Anoka County forecasts and then adjusted to account for the roadway alternative. A second set of 2030 forecasts are included for reference purposes only and are based on the bridge location as proposed by Anoka County.

The City is currently divided up into 10 Traffic Analysis Zones as illustrated on Figure 6-3. These zones, known as TAZs, are used to establish an understanding of the number of trips that are generated from a particular area and would use the roadway system. Table 6-1 represents household and employment projections for the 10 TAZs in Ramsey for 2030. These projections were based on a draft of the plan that was brought before the Planning Commission and City Council in November of 2008, which was based on the preferred plan developed by community members in October 2008. The totals from that plan have been adjusted slightly to match other projections in this plan agreed to by Met Council. At the public hearing for the plan before the Planning Commission, a small number of lots were added to the MUSA at the request of those specific property owners. While the units that may occur on these lots are not included in the following TAZs, their impact should be negligible.

Figure 6-3 Traffic Analysis Zones (TAZ)

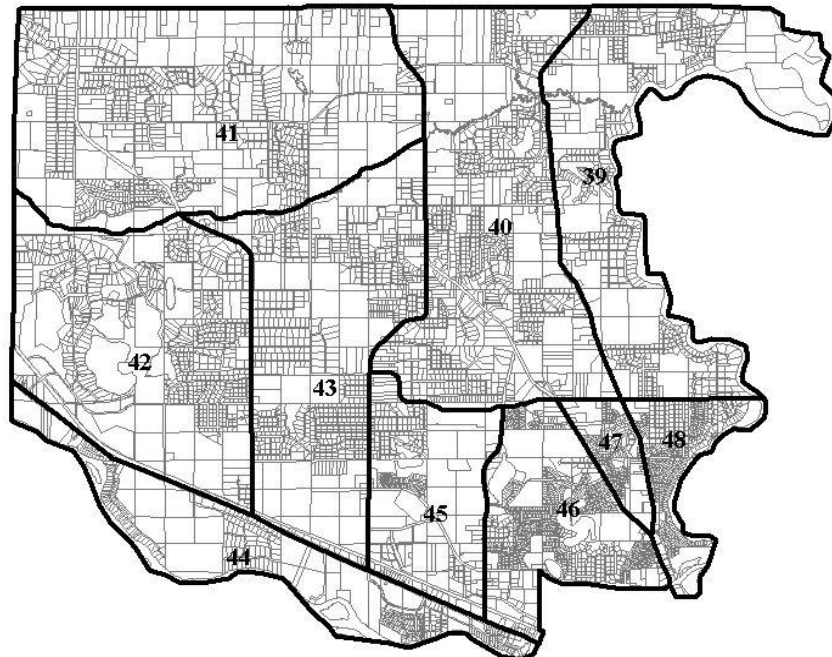


Table 6-1 – 2030 Household and Employment Projections by TAZ

TAZ	Existing Units	Planned Units	Households	Population	E mployment		Total Emp
					Retail	Non-Retail	
39	700	182	882	2,403	152	-	152
40	1,565	1,517	3,082	8,241	170	-	170
41	690	1,092	1,782	4,726	-	-	-
42	680	1,479	2,159	5,698	1,178	310	1,487
43	694	2,960	3,654	9,562	259	427	687
44	546	992	1,538	4,071	1,111	1,853	2,964
45	280	47	327	895	539	4,144	4,683
46	1,572	261	1,833	5,016	375	1,141	1,517
47	382	139	521	1,414	36	-	36
48	520	-	520	1,436	243	-	243
TOTAL	7,629	8,669	16,298	43,461	4,063	7,876	11,938

Sources: City of Ramsey, Bonestroo.

The resultant 2030 average annual daily traffic forecasts (AADT) developed for principal arterials, minor arterials, and collectors in Ramsey are shown in Table 6-2.

Table 6-2 Existing and Future Traffic Volumes

Location	Existing	2030 Forecasts with River Crossing	2030 Forecasts without River Crossing
CSAH 83 s/o CSAH 22	4,200	10,000	10,700
CSAH 83 n/o Alpine	4,800	17,400	18,700
CR 63/175th w/o CSAH 5	1,000	5,200	3,400
CR 63/Green Valley** e/o CSAH 5	2,000	10,100	13,600
CR 27/179th** e/o TH 47	1,900	3,800	3,800
TH 47 n/o CR 27	6,900	15,100	15,100
TH 47 n/o CSAH 5	14,800	14,600	14,800
TH 47 n/o CSAH 116	22,200	22,800	23,500
CSAH 5 n/o 167 th	5,900	9,100	10,900
CSAH 5** e/o CSAH 56	5,500	12,000	12,100
CSAH 5** s/o Alpine	5,200	11,600	12,400
CSAH 56 n/o 149 th	6,000	15,200	16,300
CSAH 56 n/o Sunwood	6,400	23,400	18,500
US 10/169 e/o CSAH 56	40,500	47,500	51,800
CSAH 57 n/o Alpine	1,900	4,900	4,600
CSAH 57 n/o US 10	9,100	18,700	22,200
CSAH 116 e/o CSAH 56	2,900	22,900	22,100
CSAH 116 e/o CSAH 57	8,100	24,600	23,600
US 10 w/o CSAH 83	36,000	43,200	44,800
US 10 e/o CSAH 83	39,000	40,400	47,700
Future Bridge*	NA	23,700	NA

** Traffic forecasts for river crossing are based on potential crossing
Source: Anoka County 2030 model adjusted to account for updated city land uses by Iteris, Inc. Anoka County travel forecast model adjusted for assumed changes in road network for the river crossing scenario only.*

*** On candidate road segments proposed to be turned back from Anoka County to the City before 2030*

4. Adequacy of Roadway System in Year 2030

To determine whether the arterials of the 2030 roadway system will adequately accommodate the traffic volumes forecast for 2030, a comparison between the

forecast AADT and the capacity provided by each facility has been made. The daily capacity calculations were generated by applying Mn/DOT recorded 2007 traffic volumes and 2030 modeled traffic volumes to roadway thresholds generally accepted by Anoka County (see table below) for this comparison and as the basis for assigning a LOS grade. Modeling done for this plan did not alter the thresholds assumed in the Anoka County model.

Table 6-3 Daily Capacity by LOS

Area Type*	Cross Section	Daily Capacity by LOS				
		A	B	C	D	E
Developing	2-Lane	6000	7000	7800	8500	10100
	3-Lane	9500	10300	11500	13000	14500
	4-Lane Divided	15000	17400	20000	22500	23000
	4-Lane					
	Expressway	19200	22400	25200	28800	32000

* Area type defined by Metropolitan Council designation of Developing Community for the City of Ramsey.

The 2030 forecasts for the base condition (no new Mississippi River bridge) indicate that there will be increased capacity deficiencies on TH 10/169 along its entire length through Ramsey by the year 2030. By 2030, this segment of TH 10/169 performs at LOS F. Other capacity deficiencies anticipated are on CSAH 83 (TH 10 to Alpine Drive), CSAH 56 (TH 10 to Alpine Drive), CSAH 57 (TH 10 to CSAH 116), CSAH 116 (whole route) and TH 47 north of Alpine Drive. These anticipated deficiencies could be minimized if the planned improvements are implemented (i.e. the ultimate build recommendation of widening TH 47 from two lanes to four lanes). Without the planned improvements, TH 47 will operate at LOS F north of Alpine Drive. CSAH 56 between US 10 and CSAH 116 will be expanded to a four lane facility by 2011. CSAH 116 will be widened to a four-lane facility between TH 47 and CSAH 57 in 2011. These improvements should address the congestion on these segments.

If TH 10/169 is rebuilt as a four-lane freeway, then there will be sufficient capacity to accommodate the forecast 2030 traffic along its entire length through Ramsey (LOS D or better). If a new Mississippi River bridge is constructed at the location selected by Anoka County and Mn/DOT, the segment of TH 47 between CSAH 116 and CSAH 5 would be relieved of some traffic but would still have insufficient capacity as a two lane undivided arterial to accommodate the projected 2030 traffic. TH 10/169 would still need to be upgraded to a freeway in this scenario to offer adequate capacity. The proposed bridge crossing would lessen minor amounts of traffic through the City of Ramsey. Mostly it would alleviate traffic demand on TH 10/169.

These capacity deficiency findings are somewhat more severe than the findings of the 2020 Anoka County Transportation Plan, in part because the forecasts are for 2030. Growth occurring beyond Ramsey will also continue to put pressure on the regional roadway system.

D. Roadway System Plan

1. Recommended Policies.

Given the capacity limitations on TH 10 and TH 47 as previously described, the City

of Ramsey recognizes the need to adopt several key transportation policies. Four specific policies that the City will apply are:

- Continue to cooperate with Mn/DOT, Metropolitan Council, Anoka County and other agencies to increase the capacity of TH 10 and TH 47. The Transportation System Plan for Mn/DOT's Metro Division recognizes a need for improvements on both TH 10 and TH 47, however these upgrades are classified as "unfunded" at the present time. However, the City also realizes that both highways presently are at or over their capacity limits, that significant volume growth is expected, and that a large portion of existing and future trips has neither an origin nor destination in Ramsey. The Anoka County Transportation Plan recommends capacity improvements to both TH 10 and TH 47.
- Continue to extend and upgrade local east-west roadways to reduce the need for local motorists to use TH 10. The transportation plan includes major improvements to multiple roadways.
- Apply travel demand management measures. The City recognizes that an important strategy to preserve adequate mobility on the roadway system is the limit the magnitude of traffic volume growth, especially during the peak periods. The City intends to take the following steps to strengthen its future travel demand management program:
 - Encourage businesses to offer flex hours to employees.
 - Encourage and promote the development of telecommuting.
 - Allow for the development of mixed-use development that is design with transit orientation.
 - Guide future land use along the railroad corridor to accommodate a Northstar commuter rail station and adjoining transit oriented development.
 - Promote alternatives to solo commuting, including transit, bicycling, ridesharing, and car or van pooling.
 - Continue to work with Metro Transit and Anoka County Traveler in developing a transit system that serves Ramsey residents.
 - As the employment concentration in Ramsey grows, continue to work with the Anoka County transportation management organization (TMO). TMO's are public/private partnership established to deal with transportation concerns, especially mitigation of peak traffic congestion.
- Continue to actively manage access to the arterial roadway system in order to preserve its mobility function. For years, the City has recognized the importance of access management. With effective access management, conflicts involving vehicles turning to and from arterial roadways are reduced. Such a reduction in conflicts enhances traffic flow along the roadway and improves safety. The City's support for access management is demonstrated by its previous actions and continuing efforts to construct frontage roads along TH 10 and reduce direct access to this highway.

The City supports the following specific access management policies:

1. Adopt access management ordinances in local zoning code.
2. Reduce the number of access points to major public roadways by consolidating multiple points of access into a single point of access where appropriate.
3. Emphasize safety and mobility on collector and arterial roads by limiting access on these roads and encouraging access on local streets whenever possible.
4. Adhere to Mn/DOT and Anoka County access management policies on state and county highways to the greatest extent possible. Regarding TH 10/169, CSAH 116 and TH 47 specifically, the community should be guided by the access management recommendations found in the respective corridor studies, subject to any updated reports the City may request. The recommendations found in these reports can be summarized as follows:
 - Phasing out all direct access from individual properties to TH 10/169 as frontage roads are completed.
 - Closing median breaks on TH 10/169 to discourage U-turns and direct access.
 - Reducing the number of driveways to TH 47 with the ultimate goal of eliminating all private driveways as redevelopment opportunities arise.
 - Limiting full access on TH 47 to city or county road intersections at spacing of roughly half a mile or greater.
 - Limiting full access and number of driveways on CSAH 116 in accordance with access study.

2. Jurisdictional and Functional Classification

Anoka County has identified two roadway jurisdictional changes. Anoka County has proposed transferring a portion of TH 47 to the County's system.

The current functional classification system for Ramsey is generally expected to be adequate for the traffic demands of 2030. A few classification changes will be desirable as several roadways change their functional character (see Table 6-3).

The only arterial expected to be added to the roadway network is the extension of CSAH 116. Metropolitan Council planning guidelines indicate that minor arterials should be spaced one to two miles apart in developing areas, and should support trips of two to six miles long.

Several streets that are currently classified as local roadways should be reclassified as collectors. Among these roadways are Alpine Drive, 167th Avenue, Sunwood Drive, McKinley Street, and the south Highway 10/169 frontage road. The reclassification of these roadways will be necessary as a result of the expected increase in traffic and change in functional usage of these roadways as they are extended or connected into the greater roadway system. In order to include these planned facilities on the TAB map, the City needs to formally request their inclusion through the TAC Planning Committee, which is a process separate from the Comprehensive Plan Update review

process. Metropolitan Council planning guidelines indicate that collectors should be spaced one-half to one mile apart in developing areas, and should support trips of one to four miles long.

Table 6-4 Changes in Functional Classification

Roadway	Existing Functional Class	Future Functional Class
CSAH 116 (Bunker Lake Blvd) w/o Ramsey Boulevard to its intersection with US 10	B Minor Arterial (partial)	B Minor Arterial from Rum River to US 10
167 th Avenue from CR5 to Variolite	Local Street	Collector
Alpine Drive between TH 47 and CSAH 56 and between CSAH 83 and US 10	Local Street	Collector
McKinley Street	Local Street	Collector
173 rd Avenue w/o CSAH 83	Local Street	Collector
Riverdale Drive	Local Street	Collector

3. Measures to Provide Adequate Operations on TH 10

As expressed earlier in the transportation element, the City of Ramsey recognizes the following three key points regarding TH 10 through the community:

- a) TH 10 is a Principal Arterial and thereby serves as a major regional highway
- b) TH 10 presently is operating at or beyond its capacity limits through the City
- c) Mn/DOT has no major improvements programmed for TH 10 but supports improvements along this corridor as indicated in its partnering on design and environmental documents and the needs identified as part of its STP. RALF funds have also been used for ROW acquisition.

In response to the above points, the City has established a two-phase strategy to fulfill its role in providing adequate future operations on TH 10. One phase consists of extending and upgrading parallel east-west roadways to reduce the number of trips using TH 10. The City is vigorously pursuing improvements to east-west local roadways as evidenced by the following projects:

- In the County’s Capital Improvement Program (CIP), CSAH 116 is programmed for upgrading in 2011 to a four lane divided highway from CSAH 57 (Sunfish Lake Blvd. to TH 47).
- The City’s CIP includes in 2009 a 3,000 foot extension of McKinley Street east of Jasper Street, which is just east of CSAH 56 (Ramsey Blvd.). This roadway, which is just about 500 feet north of TH 10, will serve an important function in accommodating east-west local trips.

In addition to the preceding projects, which the City is committed to implementing, the City also intends to complete a future extension of 167th Avenue between Variolite Street and Nowthen Blvd. as a collector route. Upon completion of this segment, 167th Avenue will provide a continuous east-west route between Variolite and TH 47.

The second phase in the City's strategy to maintain adequate operation on TH 10 is to continue communications and planning with Anoka County, Mn/DOT, and the Metropolitan Council regarding future improvements to TH 10. The TH 10 Interregional Corridor Management Plan documented Mn/DOT's long term vision for the improvement of TH 10. The plan states that the section of TH 10 between Hanson Boulevard and Sunfish Lake Boulevard needs to be upgraded to freeway standards between 2000 and 2010. The plan also states that the section between Sunfish Lake Boulevard and TH 101 be upgraded to freeway standards between 2010 and 2018. Ramsey is supportive of these improvements and will maintain communication with Mn/DOT on future projects on TH 10.

4. Measures to Preserve Adequate Operations on TH 47

In a manner similar to TH 10, the City recognizes that TH 47 is an A-Minor Arterial, that it now operates at LOS C near the City's southern border and that Mn/DOT does not presently plan to upgrade TH 47 to four lanes. The City demonstrated its interest to preserve adequate operations along this highway by hiring a consultant to complete a corridor study for TH 47. The corridor study report dated July 1996 recommended a balanced set of actions consisting of the following points:

- Widening of TH 47 to increase its capacity.
- Improvements to roadways in addition to TH 47 in Ramsey, including TH 47 in the City of Anoka and other parallel roadways.
- Establishment of a trail parallel to TH 47 to encourage and more safely accommodate bicycle and pedestrian trips.
- Reduction in the number of access points along TH 47.

The City Council adopted the Corridor Study in August 1996 and is continuing to pursue the balanced program recommended in order to preserve the operational integrity of TH 47.

The County has initiated a project to assess capacity issues on TH 47 from the northern boundary of Anoka County to TH 10. Results of that study are not yet complete.

E. Transit

1. Existing Conditions

The City of Ramsey is located in Transit Market Area IV and presently located outside of the Metropolitan Council's transit taxing district. Ramsey has not elected to purchase transit service from Metro Transit, and so is not included in Metro Transit's service area. The closest locations for Ramsey residents to access the Metro Transit bus service is at the 7th Avenue Park and Ride lot in Anoka or at the Anoka

Hennepin Technical College. Public transit in Ramsey is limited to the Anoka County Traveler Dial-a-Ride service. This service provides curbside to curbside transportation anywhere within Anoka County. A request for this service can be telephoned up to four days in advance of travel. Anoka County Traveler also offers fixed bus routes in portions of southern Anoka County, however, no fixed route service is provided in Ramsey. The Anoka County Volunteer Transportation Program provides weekday services to seniors and/or clients receiving social services from Anoka County.

While no rail station is currently planned for Ramsey, Anoka County has begun a ridership projection study to determine demand at a potential rail station on the Northstar Commuter rail line in Ramsey at the Town Center. Ramsey is participating in this study and providing 50 percent of the funding.

The City of Ramsey currently operates the Ramsey Star Express (Route 856), a commuter coach service from Municipal Parking Ramp in Ramsey Town Center to Downtown Minneapolis. The Ramsey Star Express runs four routes from Ramsey to Minneapolis in the morning and four return trips in the afternoon/evening. Ridership on the Ramsey Star Express continues to increase, averaging approximately 280 riders per day. The Ramsey Star Express was made possible through a Congestion Mitigation and Air Quality (CMAQ) grant. The CMAQ grant is set to expire in early 2010. The City continues to explore opportunities to continue the service after the expiration of the CMAQ grant. In addition, the City has authorized a continuation of the service until March 31, 2010. Route 856 is shown on Figure 6.4.

2. Recommended Policies and Strategies

As Ramsey continues to grow, greater emphasis will be placed on public transit as a viable alternative to the automobile in the community's transportation plan. Consistent with this view, it is the policy of the City of Ramsey to:

1. Advocate affordable, dependable, and efficient means of public transit in the community.
2. Support efforts to implement commuter rail service.
3. If implemented, encourage commuter rail ridership by planning compatible commercial land uses near any future depot site that will attract ridership.
4. If a commuter rail depot is opened, consider and study development of a feeder bus service to serve places to work and residential areas of Ramsey.
5. Cooperate with public agencies responsible for the planning and providing of public transit services in all efforts to implement public transit service to the community.
6. Encourage Mixed-Use development that is transit oriented and supports siting of a commuter rail station or park and pool lot near Ramsey Boulevard and TH 10.
7. Examine the use of public transit and park & ride lots as a travel demand management (TDM) strategy.

8. Work with Anoka and Sherburne County and Metro Transit to develop a process for local residents to form car pools and establish park and pool lots.
9. Refer residents interested in transit to Metro Commuter Services for rider matching opportunities.

Given the development in Ramsey of Urban (higher density) and Rural (lower density), Ramsey must pursue a variety of strategies pertaining to Transit. These strategies include:

- Continue to provide Dial-a-Ride service in Ramsey through the Anoka County Traveler.
- Encourage park and pooling and ridesharing for residents of Ramsey as well as adjacent communities.
- Focus on suburb to suburb commuting as well as commuting to the core downtown areas.
- Consider development of a multi-modal transit hub as part of the Northstar Corridor study area.

3. Recommended Plan

Over the next 24 months, Ramsey will be considering entering into the Metropolitan Council's transit taxing district in support of transit operations for the Ramsey Station on the Northstar Commuter Rail service.

The Metropolitan Region has established a new direction for regional public transit that includes the following two objectives as identified in the Metropolitan Council Transportation Policy Plan:

- Develop a regional network of dedicated transitways to provide a travel-time advantage for transit vehicles, improve transit service reliability and increase accessibility to jobs via transit; and
- Match the most appropriate transit services to different transit market areas.

A "dedicated transit way" means that within the corridor, transit vehicles have a dedicated lane that separates them from main line traffic, similar to the High Occupancy Vehicle lane on I-394 between Highway 100 and downtown Minneapolis. The City of Ramsey has one potential corridor, US Highway 10 that has the opportunity to become a dedicated transitway. The Highway 10 corridor is currently experiencing a wealth of economic development and is becoming a congested corridor. A potential solution to improving the high level of congestion on this roadway is by encouraging transit usage and focusing on moving people, rather than vehicles. The Northstar Commuter Rail is a dedicated transitway on TH 10. The Metropolitan Council has no plans to create a designated transitway on TH 10 similar to the one on I-394.

The Northstar Corridor is scheduled to begin operations in late 2009 with stops

in Big Lake, Elk River, Anoka, Coon Rapids-Riverdale, Fridley, and Minneapolis. As stated in the Existing Conditions section of this Chapter, the City of Ramsey continues to pursue a rail station on the corridor. Approval to proceed with final design of the station with cost share between the City and the Anoka County Regional Rail Authority was given in 2009. The City continues to pursue potential funding sources for construction of the station. The preferred location of the rail station in Ramsey is south of the existing municipal parking ramp adjacent to the Ramsey Municipal Center in Ramsey Town Center.

F. Aviation

There are no aviation facilities in the City of Ramsey since the closing of the Gateway North Airport in the early 1990's. However, the City is within the region's general airspace which needs to be protected from potential obstructions to air navigation. The nearest airport facilities for the City of Ramsey include the Anoka County airport in Blaine and the Minneapolis/St. Paul International Airport near Richfield.

Under Minnesota Statutes 360, the state regulates the height of structures as they are defined and enforced under Aeronautics Rules and Regulations 8800.1200 Criteria for Determining Air Navigation Obstructions. Subparagraph 4(B) states:

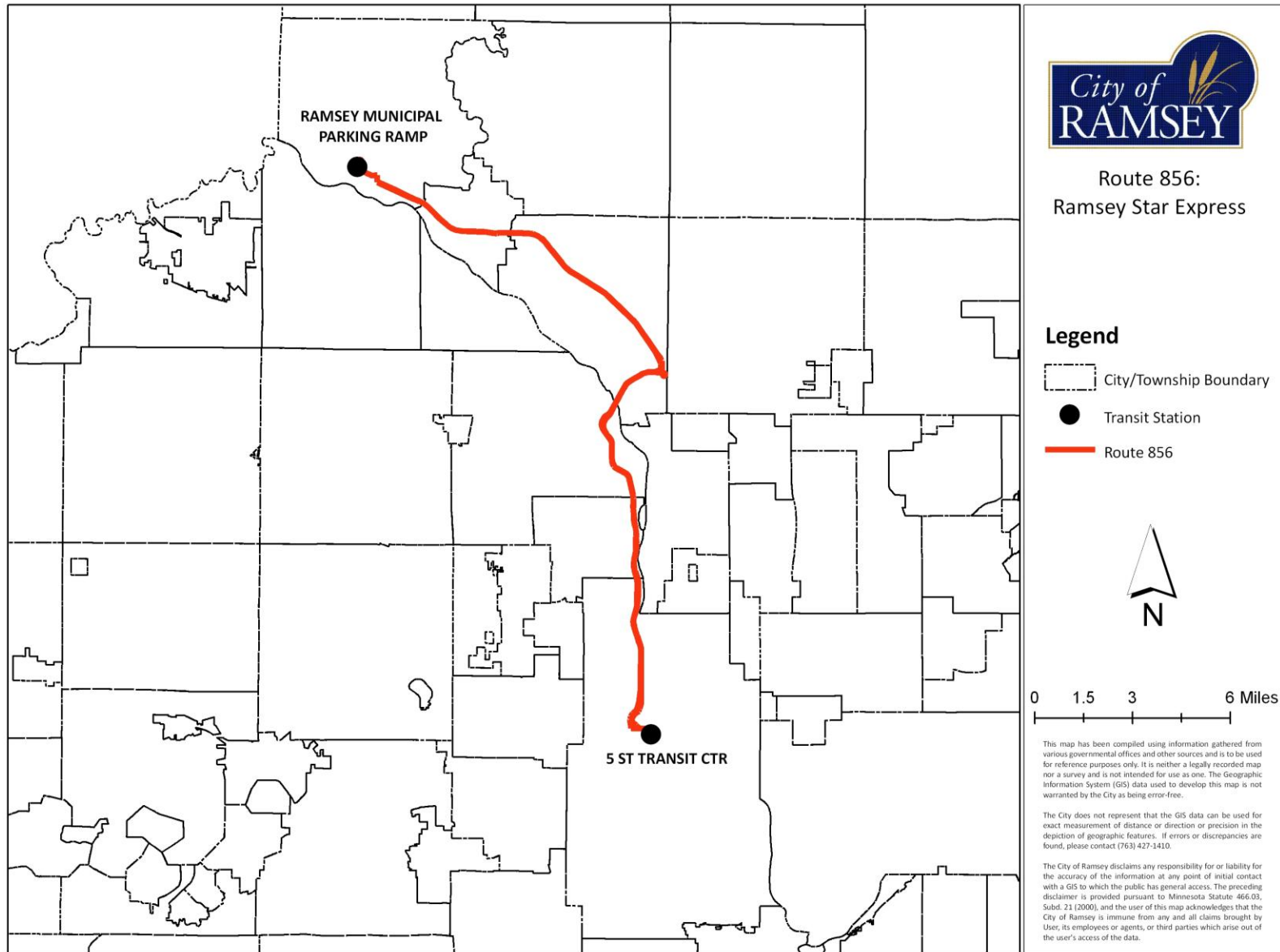
“objects more than 200 feet above the ground or more than 200 feet above the established airport elevation, whichever gives the higher elevation, within three nautical miles of the nearest runway of an airport, and increasing in the proportion of the 100 feet for each additional nautical mile of distance from the airport but not exceeding 500 feet above ground”, is a general obstruction.

Notification to Mn/DOT Aeronautics is required when any object as defined above would affect general airspace.

Notification: *Any sponsor who proposes any construction of alteration that would exceed a height of 200 feet above ground level at the site, or any construction or alteration of greater height than an imaginary surface extending upward and outward at a slope of 100:1 from the nearest point of the nearest runway of a public airport shall notify the Commissioner at least 30 days in advance*

Local reporting is in addition to any Federal permitting/review process (FAA Form 7460-8) involving a sponsor/proposal.

Figure 6.4: Existing Transit Route



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Recommended Policy

It is the policy of the City to:

1. Notify Mn/DOT Aeronautics of any structure 200 feet above the ground that could affect airspace.
2. Work with the MAC in locating needed airport navigational facilities.
3. Include both Federal and State safety standards when planning the design of any object related to or affecting transportation facilities.

G. Railroad Lines

One railroad company owns and operates a railroad line through Ramsey. Burlington Northern Santa Fe Railway (BNSF) owns a double track mainline that runs parallel to TH 10/169. BNSF operates numerous freight trains and a single Amtrak passenger train in each direction daily over this track. This track is part of BNSF's transcontinental mainline to the Pacific Northwest. There are no future plans to discontinue freight service on this rail. Future plans are being studied to commingle commuter rail with freight rail. This study is the Northstar Corridor study.

H. Bicycle and Pedestrian Trail System

Ramsey has made wise investment in trails over the past 10 years and public demand for trails continues to grow. The City's Park and Trail Map indicates significant on-road trails that could be used for bicycle and pedestrian travel. There are a limited number of trails in City parks and a limited number of sidewalks along public streets, however. The City has recently completed community surveys that found an increasing interest in trail usage. This desire was also expressed strongly at the Ramsey3 meetings that occurred before the Comprehensive Plan update.

Anoka County recently completed a Mississippi River Trail study with participation from Ramsey and the City of Anoka. This trail is an important asset to Ramsey, and this plan recognizes the value it will add for Ramsey residents.

Recommended Policies

For the planning of bicycle and pedestrian trails it is the policy of the City to:

1. Work with the public and landowners in establishing an alignment and dedicating right-of-way for Anoka County's proposed Mississippi River regional Trail Corridor as referred to in City Ordinance 90-2.
2. Ensure consistency with the goals and policies of the Critical Area Corridor (MNRRA) in planning for the Mississippi Regional Trail Corridor.
3. Ensure future roadway improvements include sufficient right-of-way for future pedestrian and bicycle paths.
4. Continue support of the County's plan for a Rum River regional trail along CSAH 7.

5. Work with adjacent communities when planning trail corridors to provide connections to other communities.
6. Require future developments to provide land for trails that link neighborhoods with local and regional trails and parks where appropriate.
7. Designate major east west roadways as “parkways” which would include off-street, multi-use trails and possibly sidewalks and on-street commuter bike lanes.
8. Pursue ways to make a trail link across major roadways such as Highways 47 and 10 as these are dangerous roads to cross yet people need to be able to safely cross them.
9. Work with State and County highway departments to ensure trail segments along State and County roadways.