

City of Ramsey
Agenda
City Council Work Session
Tuesday, March 28, 2017
5:30 pm
Lake Itasca Room, 7550 Sunwood Drive NW

- 1. Call to Order**
- 2. Topics for Discussion**
 1. Review McDonald's Project Alternatives
 2. Update Case: PSD LLC Business Park Proposal & Business Subsidy Request
 3. Arterial Infrastructure to Serve Ramsey's Future Business Park & Capstone Homes Development
- 3. Topics for Future Discussion**
 1. Review Future Topics/Calendar
- 4. Mayor/Council/Staff Input**
- 5. Adjournment**

Meeting Date: 03/28/2017

Information

Title:

Review McDonald's Project Alternatives

Purpose/Background:

Attached is a copy of a memorandum from the City's attorney in regard to the McDonald's restaurant development and the current options under consideration due to the fact McDonald's has not meet its construction obligations under the development contract.

The property was purchased by McDonald's from the Ramsey HRA for \$470,000 on February 26, 2014. As part of the development agreement, the City installed about \$300,000 of improvements (i.e., street, sewer, water, and storm water) to service the three lots of the COR II commercial subdivision. McDonald's paid for \$40,870 of these costs. McDonald's planned to construct a new restaurant on the property and agreed to do so by a certain date.

As the attorney reviews in the attached document, the Deed contained a right of re-entry in favor of the Ramsey HRA. With this provision in the contract, the HRA (now the City) may commence an action in Anoka County District Court seeking an order re-vesting title to the Property to the City if McDonald's does not commence construction of the improvements on the Property within 720 days after the date of the Deed (deadline was February 16, 2016), or McDonald's does not substantially complete the construction of the improvements within 1080 days after the date of the Deed (deadline was February 10, 2017).

McDonald's has not obtained a building permit or taken any steps to commence construction on the Property, so the various dates relating to the Deed, Restrictive Covenant, and the escrow agreements have all lapsed. McDonald's has informed the City that it desires to continue to hold the property and develop the site when there is an appropriate level of demand to support the restaurant.

Current actions for consideration:

1. Deed to the Property. Since McDonald's did not substantially complete the construction of the improvements by February 10, 2017, the City, as assignee or the HRA, can commence an action in Anoka County District Court seeking an order re-vesting title to the Property. The City's current options are to:

A. Start the district court action seeking an order re-vesting title to the Property.

B. Do nothing and wait for McDonald's to develop the Property.

C. Negotiate a new settlement with McDonald's.

2. Restrictive Covenant. Upon the execution of an affidavit by a City representative indicating that no construction has taken place and that McDonald's is not operating a restaurant at the Property, the Examiner of Titles for Anoka County has agreed to issue an examiner's directive ordering the removal of the Restrictive Covenant from the various certificates of title for the property it was originally recorded against. The affidavit and examiner's directive are in process.

3. Escrow Agreements. The City requested the release of the Sign Escrow Funds and the Soil Escrow Funds in February after the last date had passed and the escrow agent has returned all funds to the City (with the consent of McDonald's). Note, the City has set-aside \$120,000 of this escrow money to be used for a future multi-tenant sign for the three-lot development.

Timeframe:

Funding Source:

NA

Responsible Party(ies):

City Administrator

Outcome:

Staff is seeking direction in regard to exercising the right of re-entry, or another alternative, as outlined above and by the attorney in the attached document.

Attachments

[McDonaldsAttny](#)

[MinneapolisEG](#)

[COR2Project](#)

[McDRecap](#)

[McDCosts](#)

Form Review

Inbox

Kurt Ulrich

Form Started By: Jo Thieling

Final Approval Date: 03/23/2017

Reviewed By

Kurt Ulrich

Date

03/23/2017 04:48 PM

Started On: 03/22/2017 12:15 PM

MEMORANDUM

TO: Mr. Kurt Ulrich
City Administrator, City of Ramsey

FROM: Sarah J. Edstrom Smith

DATE: March 21, 2017

RE: **The City of Ramsey, Minnesota and the Housing and Redevelopment Authority in and for the City of Ramsey, Minnesota – Right of Re-Entry Contained in Deed to McDonald’s Client Matter No. 12952.57**

Documents Executed at Closing

1. Deed. On February 26, 2014, The Housing and Redevelopment Authority in and for the City of Ramsey, Minnesota (the “HRA”) executed a Quit Claim Deed conveying Lot 2, Block 1, COR TWO, Anoka County, Minnesota (the “Property”) to McDonald’s USA, LLC (“McDonald’s”). The Quit Claim Deed was recorded in the office of the Anoka County Registrar of Titles on March 3, 2014 as Document No. 522138.002 (the “Deed”). McDonald’s planned to construct a new restaurant on the Property.

The Deed contained a right of re-entry in favor of the HRA. Pursuant to the terms of the right of re-entry contained in the Deed, the HRA may commence an action in Anoka County District Court seeking an order re-vesting title to the Property in the HRA if either of the following conditions are not met:

- (i) McDonald’s does not commence construction of the improvements on the Property within 720 days after the date of the Deed (deadline was February 16, 2016), or
- (ii) McDonald’s does not substantially complete the construction of the improvements within 1080 days after the date of the Deed (deadline was February 10, 2017).

As defined in the Deed, McDonald’s will be deemed to have commenced construction when it has (a) obtained building permits for the construction of the improvements; and (b) caused material or labor to be furnished to the Property in a manner and to an extent sufficient that a mechanic's lien for such work would attach and take effect pursuant to Minn. Stat.

§514.05. McDonald's will be deemed to have substantially completed construction of the improvements when McDonald's opens for business on the Property.

2. Restrictive Covenant. At the closing for the Property, the HRA also executed a Restrictive Covenant recorded in the office of the Anoka County Registrar of Titles on March 3, 2014 as Document No. 522138.003 (the "Restrictive Covenant"). The Restrictive Covenant prohibits certain surrounding property from being leased, used or occupied as a Quick Service Restaurant (as defined therein) for 20 years from the date of the Restrictive Covenant. The Restrictive Covenant also contains a list of example restaurants that are prohibited from operating in the surrounding areas covered by the Restrictive Covenant (ex. Burger King, Wendy's, Hardee's, Five Guys, Chick-fil-A, etc.). The Restrictive Covenant provides that if McDonald's is not operating a McDonald's restaurant within 1080 days of the date listed in the Restrictive Covenant, the Restrictive Covenant will be null and void and of no further force or effect. That required operating deadline was February 9, 2017.

3. Escrow Agreements. At the closing for the Property, the HRA also put \$120,223.50 into escrow for completion of the sign obligations relating to the Property (the "Sign Escrow Funds") and \$45,000.00 into escrow for potential soil work to be done at the Property in connection with McDonald's construction (the "Soil Escrow Funds"). The agreement for the Sign Escrow Funds provides that if McDonald's has not requested release of the funds pursuant to the agreement within 780 days after the date the Deed was recorded (deadline was April 21, 2016), then the escrow agent could return the Sign Escrow Funds to the HRA. The agreement for the Soil Escrow Funds provides that if McDonald's has not requested release of the funds pursuant to the agreement within 1080 days after the date the Deed was recorded (deadline was February 15, 2017), then the escrow agent could return the Soil Escrow Funds to the HRA.

Current Status

McDonald's has not obtained a building permit or taken any steps to commence construction on the Property, so the various dates relating to the Deed, Restrictive Covenant, and the escrow agreements have all lapsed. McDonald's has informed the City that it desires to continue to hold the property and develop the site when there is an appropriate level of demand to support the restaurant.

1. Deed. Since McDonald's did not substantially complete the construction of the improvements by February 10, 2017, the City, as assignee or the HRA, can commence an action in Anoka County District Court seeking an order re-vesting title to the Property. The City's current options are to:

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Mpls. sues 'Rehab Addict' star Nicole Curtis

In a contract dispute, the city wants her to return a house she bought for \$2.

By ADAM BELZ
adam.belz@startribune.com

The city of Minneapolis is suing reality-TV house rehabber Nicole Curtis and asking the court to take back a north Minneapolis house she bought from the city in 2012.

Curtis, star of the HGTV show "Rehab Addict," bought the dilapidated house in the Jordan neighborhood for \$2, under a contract that required her to "substantially complete construction" of improvements on the house within a year of the sale, along with delivering regular progress reports to the city.

The city alleges in the suit that Curtis' firm, Detroit Renovations, "failed to redevelop the property," pay property taxes or maintain insurance on the house. The city alleges breach of contract and asks the court to give the property back to the city.

Curtis' lawyers said in court



Star Tribune file photos



The city of Minneapolis is suing Nicole Curtis, above, star of the HGTV show "Rehab Addict," alleging that she has not rehabilitated this house she bought from the city as a rehabilitation project in 2012.

filings that she admits the home has not been rehabbed, but said she "was prevented and/or delayed from com-

pleting performance (of the contract's terms) due to the acts of Plaintiff and the acts of third parties."

Her lawyer, Erin Hoffman of Faegre Baker Daniels, was not immediately available for comment Tuesday.

Curtis has said that she has struggled to get the necessary building permit from the city.

City officials have been focused on the house at 1522 Hillside Av. N. for several months, after complaints from neighbors about safety issues related to the property.

Council Member Blong Yang, city staff members and an appraiser toured the building and met with Curtis in June. The city sent a letter of default to Curtis' firm in July.

The suit was filed in late January.

Curtis said last summer that she had trouble with contractors at the site. Two separate companies filed liens totaling \$36,000 for unpaid work. The property also had delinquent taxes from 2015.

Curtis' lawyers said in court documents that she has paid property taxes since receiving the default letter from the city in July.

Adam Belz • 612-673-4405
Twitter: @adambelz

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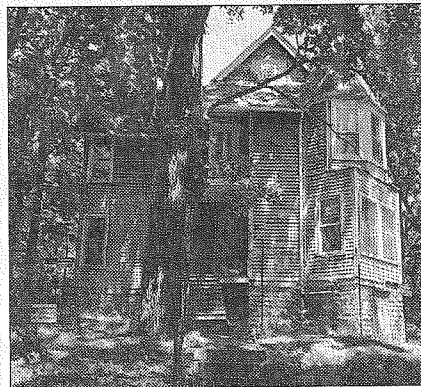
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Star Tribune file photos



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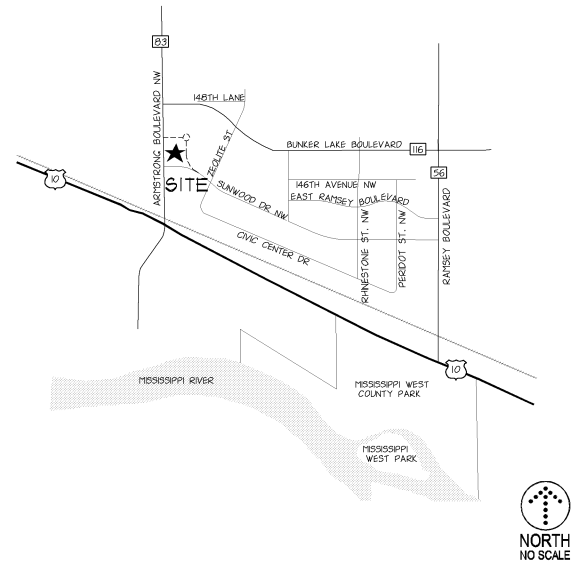
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RAMSEY, MN

AREA LOCATION MAP



SUNWOOD RETAIL RAMSEY, MN

ABBREVIATIONS

0	Angle	JT.	Joint
&	And	L.F.	Lineal Feet
100 YR.	100 Year Flood Elevation	L.P.	Low Point / Liquid Petroleum
A.B.	Anchor Bolt	LB.	Lead
A.D.	Area Drain	L.G.U.	Local Government Unit
A/C	Air Conditioning Unit	LONG.	Longitude
ADD.	Addendum	L.T.	Light / Lighting
ADJ.	Adjacent / Adjust	MANIT.	Maintenance
ADJ.	Adjacent / Adjust	M.S.	Masonry
AL.T.	Alternate	MATL.	Material
ALUM.	Aluminum	MECH.	Mechanical
AND	And	MED.	Medium
APPROX.	Approximate	MFR.	Manufacturer
ARCH.	Architect / Architectural	MH	Manhole
AUTO.	Automatic	MIL.	Millim
AVC.	Average	MISC.	Miscellaneous
B.C.	Back of Curb	MNDOT	Minnesota Department Of Transportation
B.F.	Bottom of Floor Elevation	MUL.	Mulch
B.M.	Benchmark	N.	North
B/W	Bottom of Wall	N.C.	Not in Contract
BSF	Beumous (Asphalt)	NO. OR #	Number
BIT	Building	NOM.	Normal
BLDC	Basement	NTS	Not to Scale
B.M.T.	Basement	NWE	Normal Water Elevation
C.F.	Cubic Feet	NWL	Normal Water Level
C.F.S.	Cubic Feet Per Second	O.C.	On Center
C.C.	Corner Guard	O.D.	Outside Dimension
C.C.	Control Joint	O.E.	Overhead Electric
C.I.	Concrete	OH	Overhead
C.M.U.	Concrete Masonry Unit	OH/W	Overhead High Water Level
C.O.	Channel	OPNC.	Opening
C.O.E.	U.S. Army Corps Of Engineers	OPNG.	Opening
C.Y.	Cubic Yards	P.C.	Part of Curvature
CB	Catch Basin	P.I.	Part of Intersection
CBMH	Catch Basin Manhole	P.V.	Part of Vertical
CEM.	Cement	P.V.C.	Part of Vertical Curvature
CF	Cast Iron Pipe	P.V.T.	Part of Vertical Tangency
OMP	Corrugated Metal Pipe	P.W.	Part of Intersection
CONC.	Concrete (Portland)	P.L. OR P/L	Part of Line
CONN.	Connection	P.O.B.	Point of Beginning
CONST.	Construction	P.S.F.	Pounds Per Square Foot
CONT.	Continuous	P.S.I.	Pounds Per Square Inch
CONTR.	Contractor	P.T.	Part of Tangency
COP.	Copper	P.V.C.	Part of Vertical Curvature
C.P.	Curb	P.V.L.	Part of Vertical Intersection
D.S.	Down Spout	P.V.T.	Part of Vertical Tangency
DEG.	Degree	PE	Polyethylene
DEMO.	Demolition / Demolish	PEF.	Pedestal / Pedestrian
DEPT.	Department	PEP.	Preparation
DET.	Detail	PROP.	Proposed
DIA.	Diameter	PVC	Poly-Vinyl-Chloride (Pvc)
DIAG.	Diagram	P.V.T.	Part of Vertical Tangency
DIH.	Dimension	QTR.	Quarter
DP	Ductile Iron Pipe	QUAN.	Quantity
DN	Down	R.	Radius
DWG.	Drawing	RAD.	Radius
E	East	R.D.	Roof Drain
E.J.	Expansion Joint	R.E.	Remove Existing
E.O.S.	Emergency Overflow Spile	R.F.	Rough Finish
E.W.	Each Way	R.P.	Reinforced Concrete Pipe
E.A.	Each	R.S.	Rough Sill
EL.	Elevation	RE.	Reinforcing
ELEC.	Electrical	REIN.	Reinforced
ELEV.	Elevation	REVD.	Revised / Revised
EMERG.	Emergency	REGD.	Regulatory Government Unit
ENCR.	Encoder	R.O.W. OR R/W	Right of Way
ENTR.	Entrance	S.	South
EQU.	Equipment	S.F.	Square Feet
EQUIP.	Equipment	SAN.	Sanitary Sewer
EQV.	Equivalent	SECT.	Section
EXST.	Existing	SEW	Sanitary Sewer
EXP.	Expansion	SHT	Sheet
F & I	Furnish and Install	SHT	Sheet
F.B.O.	Furnished by Others	SHT.	Sheet
F.C.	Face of Curb	SHT.	Sheet
F.D.	Floor Drain	SHT.	Sheet
F.D.C.	Fire Department Connection	SHT.	Sheet
F.V.	Full Verify	SHT.	Sheet
FB	Full Basement	SHT.	Sheet
FBWO	Full Basement Walk Out	SHT.	Sheet
FBSL	Full Basement Lock Cas.	SHT.	Sheet
FEN.	Foundation	SHT.	Sheet
FEN.	Finished End Section	SHT.	Sheet
FFE	Finished Floor Elevation	SHT.	Sheet
FLR.	Floor	SHT.	Sheet
F.T. OR (')	Foot	SHT.	Sheet
FUT.	Future	SHT.	Sheet
G.B.	Grade Break	SHT.	Sheet
G.C.	General Contractor	SHT.	Sheet
GAL.	Gallon	SHT.	Sheet
GALV.	Galvanized	SHT.	Sheet
GFE	Garage Floor Elevation	SHT.	Sheet
G.	Glass	SHT.	Sheet
GR.	Grade	SHT.	Sheet
H.P.	High Point	SHT.	Sheet
HDPEP	High Density Polyethylene Pipe	SHT.	Sheet
HGT.	Height	SHT.	Sheet
HORIZ.	Horizontal	SHT.	Sheet
HVAC	Heating, Ventilation, Air Conditioning	SHT.	Sheet
HID	Hydrom	SHT.	Sheet
LD.	Inside Dimension	SHT.	Sheet
IN. OR (')	Inches	SHT.	Sheet
INFO.	Information	SHT.	Sheet
INL.	Inlet Elevation	SHT.	Sheet
INSUL.	Insulation	SHT.	Sheet
INV.	Invert Elevation	SHT.	Sheet
		YR.	Year

SYMBOLS

EXISTING	DESCRIPTION	NEW	DESCRIPTION
	CONTOUR		CONTOUR
	SPOT ELEVATION		SPOT ELEVATION
	BUILDING		BUILDING
	CANOPY / OVERHANG		UNDERGROUND STRUCTURE
	CONCRETE		RAILROAD
	CONCRETE CURB		CONCRETE
	EDGE OF PAVEMENT		CONCRETE CURB
	FENCING		EDGE OF PAVEMENT
	GUARD RAIL		FENCING
	CONCRETE RETAINING WALL		GUARD RAIL
	FIELDSTONE RETAINING WALL		CONCRETE RETAINING WALL
	MODULAR RETAINING WALL		FIELDSTONE RETAINING WALL
	SOIL BORING		MODULAR RETAINING WALL
	LIGHT POLE		DOORWAY
	TREES		LIGHT STANDARD
	DENOTES TREE LIMITS		POWER POLE
	MANHOLE		SLOPE, DIRECTION OF FLOW
	CATCH BASIN		BOLLARD
	FIRE HYDRANT		STORM SEWER
	WATER VALVE		SANITARY SEWER-WASTE
	FLARED END SECTION		FORCE MAN
	IRON MONUMENT FOUND		ROOF DRAIN COLLECTOR
	IRON PIPE MONUMENT SET		WATER MAN
	P.K. NAIL		FIRE LINE (IF SEPARATE)
	POWERPOLE		FIRE DEPARTMENT CONNECTION
	GUARD POST		DOMESTIC WATER SERVICE
	UTILITY BOX (TV, TEL, ELEC)		CULVERT & END SECTION
	TRAFFIC BOX		GAS LINE
	GAS METER		SOL SUBDRAN
	TRAFFIC SIGN		ELECTRIC-OVERHEAD
	CITY NOTE		ELECTRIC-UNDERGROUND
	RESTRICTED ACCESS		TELEPHONE-OVERHEAD
	COUNTY RECORDER		TELEPHONE-UNDERGROUND
	STORM SEWER LINE		UNDERGROUND CABLE/TV
	SANITARY SEWER LINE		UNDERGROUND CABLE T.V.
	WATER MAN		WELL
	UNDERGROUND GAS		RESTRICTED ACCESS
	OVERHEAD TELEPHONE		NOTE NUMBER
	UNDERGROUND TELEPHONE		DENOTES BITUMINOUS SURFACE
	UNDERGROUND ELECTRIC		
	OVERHEAD ELECTRIC		
	UNDERGROUND CABLE T.V.		
	OVERHEAD CABLE T.V.		
	WELL		

EROSION CONTROL SYMBOLS

SYMBOL	DESCRIPTION
	SILT FENCE
	CONSTRUCTION LIMITS
	INLET PROTECTION

DRAWING SYMBOLS

SYMBOL	DESCRIPTION
	NOTE REFERENCE
	PARKING STALL COUNT
	LARGE SHEET DETAIL
	COORDINATE POINT
	REVISION - ADDENDUM, BULLETIN, ETC.
	REVISED AREA (THIS ISSUE)

BENCHMARKS

PROJECT BENCHMARKS:
 COR CONTROL POINT "HYATT"
 CONTROL POINT LOCATED AT SE. ANGLE POINT OF ZEPHIRE STREET & CIVIC CENTER DRIVE
 ELEVATION = 878.61 (NGVD 29)
 TOP NUT OF HYDRANT
 LOCATED ON SOUTH SIDE OF BUNKER LAKE BLVD APPROX. 600 FT FROM ARISTRONG BLVD
 ELEVATION = 864.96 (NGVD 29)

CITY NOTES

- SITE GRADING, LANDSCAPING AND UTILITY INSTALLATIONS MUST BE COMPLETED AS SHOWN WITHOUT ALTERATION. DEVIATIONS FROM PLANS MUST BE CHECKED AND APPROVED BY THE ENGINEERING DEPARTMENT AND/OR THE PLANNING COMMISSION PRIOR TO SAID CHANGE.
- REQUIRED EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PROCESS AS SHOWN.
- MAN JOB-SITE ENTRANCE MUST BE POSTED WITH THE PROJECT ADDRESS SO THAT IT IS CLEARLY VISIBLE FROM THE STREET. JOB-SITE ADDRESS SIGN MUST BE INSTALLED IN PLACE UNTIL FINAL OCCUPANCY.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY THE LOCATION, ELEVATION AND MARK ALL EXISTING UTILITIES 48 HOURS BEFORE CONSTRUCTION STARTS. THE ENGINEER, ARCHITECT, OR OWNER DOES NOT GUARANTEE THAT ALL UTILITIES ARE MAPPED OR IF MAPPED, ARE SHOWN CORRECTLY. CONTACT UTILITY OWNER IF DAMAGE OCCURS DUE TO CONSTRUCTION.

SHEET INDEX

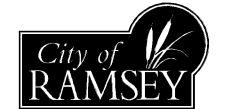
C0.1	CIVIL TITLE SHEET
C1.1	EXISTING CONDITIONS
C1.2	PRELIMINARY SITE PLAN
C1.3	FINAL PLAN (SHEET 1 OF 2)
C1.4	FINAL PLAN (SHEET 2 OF 2)
C2.1	SITE PLAN
C3.1	GRADING, DRAINAGE, PAVING, & EROSION CONTROL
C4.1	UTILITIES

DEVELOPER

RAMSEY HRA

7550 SUNWOOD DRIVE
 RAMSEY, MN 55303
 TEL (763) 427-1410 - FAX (763) 427-3543

MUNICIPALITY



PROJECT

SUNWOOD RETAIL
 COR TWO
 RAMSEY, MINNESOTA

SHEET INDEX

SHEET	TITLE
C0.1	CIVIL TITLE SHEET
C1.1	EXISTING CONDITIONS
C1.2	PRELIMINARY SITE PLAN
C1.3	GRADING, DRAINAGE, PAVING & EROSION CONTROL
C4.1	UTILITIES

REVISION HISTORY

DATE	REVISION	BY
09 JUL 2012	PRELIMINARY SITE PLAN SUBMITTAL	CVC
25 JUL 2012	PRELIMINARY SITE PLAN SUBMITTAL	CVC

PROJECT MANAGER REVIEW

BY CVC	DATE 07/25/2012
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CERTIFICATION

IF THE SIGNATURE, SEAL OR FOUR LINES DIRECTLY ABOVE ARE NOT VISIBLE, THIS SHEET HAS BEEN REPRODUCED BEYOND INTENDED READABILITY AND IS UNLAWFUL AND UNACCEPTABLE. PLEASE CONTACT THE ENGINEER TO REQUEST ADDITIONAL DOCUMENTS.

PRELIMINARY SITE PLAN SUBMITTAL
 25 JULY 2012

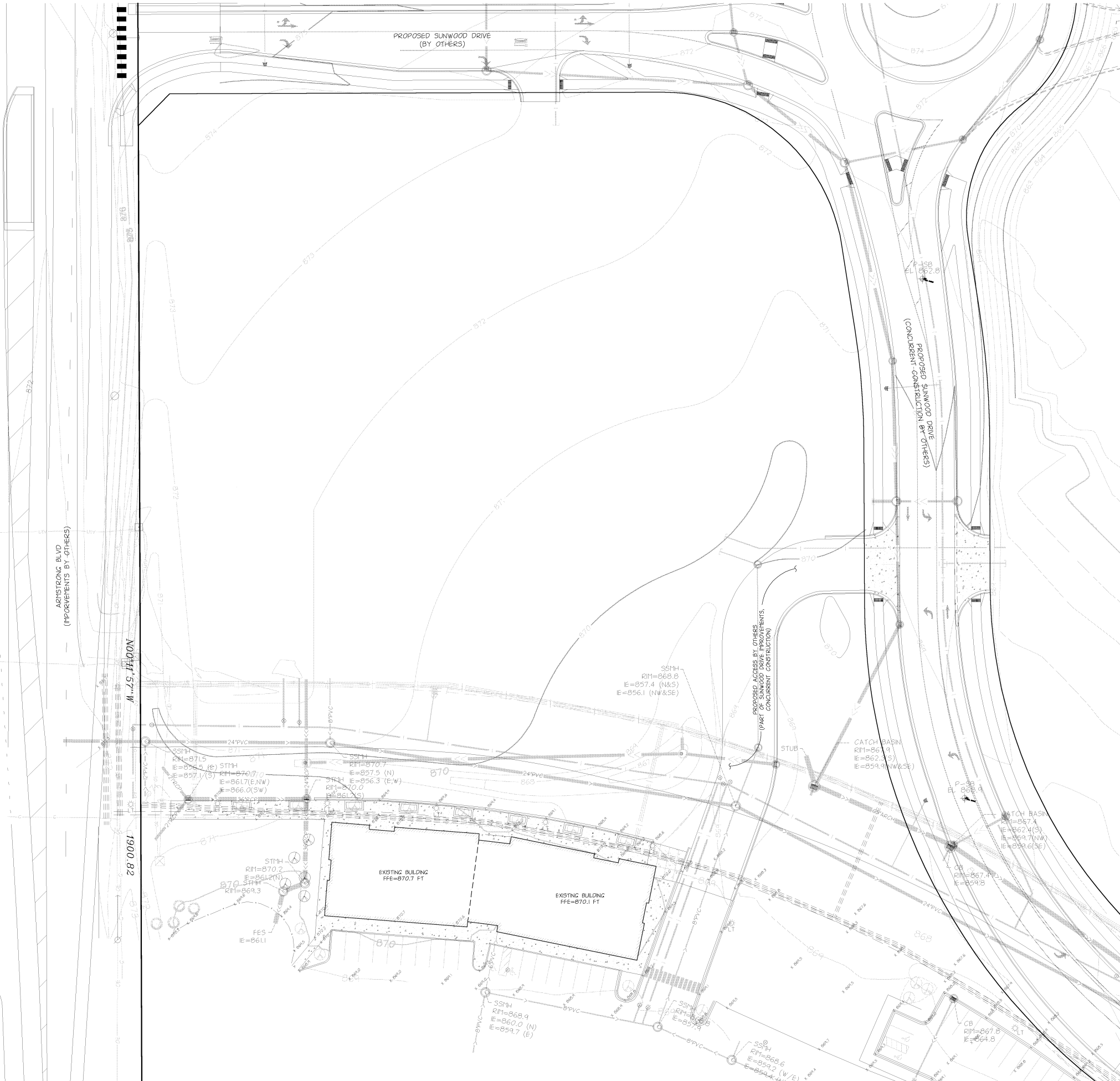


105 South Fifth Avenue Suite 513
 Minneapolis, MN 55401
 Tel: 612-252-9070
 Fax: 612-252-9077
 Web: landform.net

FILE NAME: C001RAM025.DWG
 PROJECT NO: RAM12025

CIVIL TITLE SHEET

C0.1



EXISTING CONDITIONS

BACKGROUND INFORMATION SHOWN IS FROM SURVEY BY LANDFORM, MINNEAPOLIS, MN, EXPRESSLY FOR THIS PROJECT, CITY OF RAMSEY, MN RECORD DRAWINGS, AND UTILITY SERVICE PROVIDERS. LANDFORM OFFERS NO WARRANTY, EXPRESSED OR WRITTEN, FOR INFORMATION PROVIDED BY OTHERS. EXISTING PROJECT CONDITIONS SHALL BE VERIFIED PRIOR TO BEGINNING CONSTRUCTION. ERRORS, INCONSISTENCIES, OR OMISSIONS DISCOVERED SHALL BE REPORTED TO THE ENGINEER.

DEVELOPER

RAMSEY HRA

7550 SUNWOOD DRIVE
RAMSEY, MN 55303
TEL (763) 427-1410 - FAX (763) 427-3543

MUNICIPALITY



PROJECT

**SUNWOOD RETAIL
COR TWO**
RAMSEY, MINNESOTA

SHEET INDEX

SHEET	TITLE
C01	CIVIL TITLE SHEET
C11	EXISTING CONDITIONS
C21	PRELIMINARY SITE PLAN
C31	GRAVING DRAMAOS, PAVING & EROSION CONTROL
C41	UTILITIES

REVISION HISTORY

DATE	REVISION	REVIEW
09 JUL 2012	PRELIMINARY SITE PLAN SUBMITTAL	CVC
25 JUL 2012	PRELIMINARY SITE PLAN SUBMITTAL	CVC

PROJECT MANAGER REVIEW

BY: CMC DATE: 07/25/2012

CERTIFICATION

IF THE SIGNATURE, SEAL OR FOUR LINES DIRECTLY ABOVE ARE NOT VISIBLE, THIS SHEET HAS BEEN REPRODUCED WITHOUT INTERIOR READABILITY AND IS NO LONGER A VALID DOCUMENT. PLEASE CONTACT THE ENGINEER TO REQUEST ADDITIONAL DOCUMENTS.

PRELIMINARY SITE PLAN SUBMITTAL
25 JULY 2012

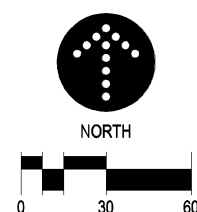


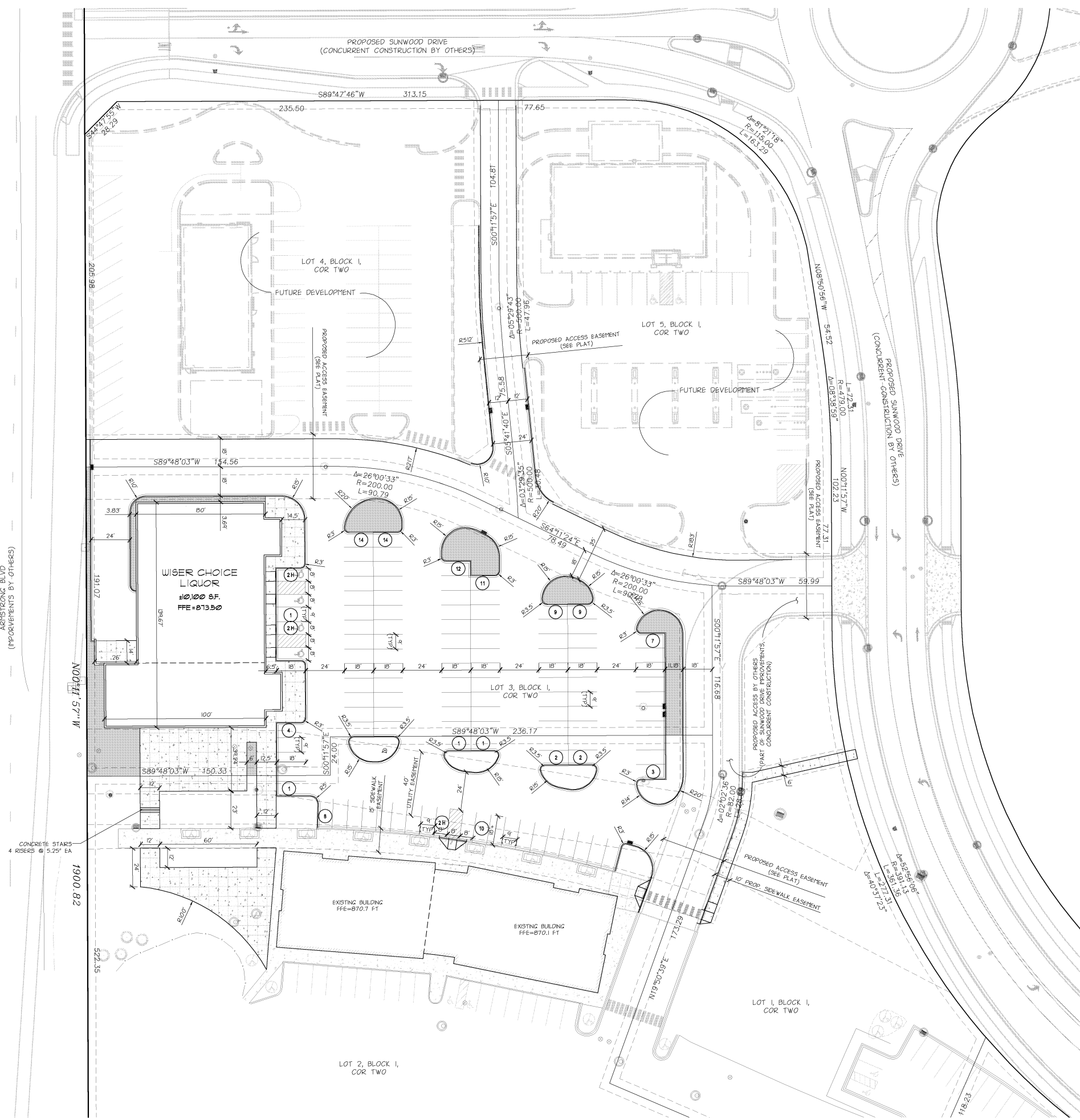
105 South Fifth Avenue Tel: 612-252-9070
Suite 513 Fax: 612-252-9077
Minneapolis, MN 55401 Web: landform.net

FILE NAME: C:\01RAM\025.DWG
PROJECT NO: RAM12025

EXISTING CONDITIONS

C1.1





SITE PLAN NOTES

- OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION WITHIN, OR USE OF, PUBLIC RIGHT-OF-WAY.
 - THE DIGITAL FILE, WHICH CAN BE OBTAINED FROM THE ENGINEER, SHALL BE USED FOR STAKING. DISCREPANCIES BETWEEN THE DRAWINGS AND THE DIGITAL FILE SHALL BE REPORTED TO THE ENGINEER. THE BUILDING FOOTPRINT AS SHOWN ON THESE DRAWINGS, AND THE DIGITAL FILE, SHALL BE COMPARED TO THE STRUCTURAL DRAWINGS PRIOR TO STAKING.
 - BUILDING LAYOUT ANGLES ARE PARALLEL WITH OR PERPENDICULAR TO THE PROPERTY LINE AT THE LOCATION INDICATED.
 - DIMENSIONS SHOWN ARE TO FACE OF CURB AND EXTERIOR FACE OF BUILDING UNLESS NOTED OTHERWISE.
 - DELINEATE PARKING STALLS WITH A 4-INCH WIDE WHITE/YELLOW PAINTED STRIPE. DELINEATE ACCESS AISLES WITH 4-INCH WIDE WHITE/YELLOW PAINTED STRIPES 18 INCHES ON CENTER AND AT 45 DEGREE ANGLE TO DIRECTION OF TRAVEL.
 - TRASH/RECYCLING AREAS: SEE ARCHITECTURAL DRAWINGS.
- GREEN SPACE (LANDSCAPE AREA)

PARKING SUMMARY

PROVIDED ADDITIONAL PARKING LOT 1:

ADDITIONAL STANDARD STALLS (9x18)	28 EA.
ADDITIONAL ACCESSIBLE STALLS (8x18)	2 EA.
TOTAL ADDITIONAL PARKING STALLS PROVIDED	30 EA.

REQUIRED PARKING LOT 3:

ONE STALL PER 200 SF OF BUILDING	
10,100 SF TOTAL	
10,100 SF / 200 = 51 STALLS	
TOTAL PARKING STALLS REQUIRED	51 EA.

PROVIDED PARKING LOT 3:

STANDARD STALLS (9x18)	61 EA.
ACCESSIBLE STALLS (8x18)	4 EA.
TOTAL PARKING STALLS PROVIDED	65 EA.

AREA SUMMARY

EXISTING LOT 3:

PERVIOUS	58,827 S.F.	98.0%
IMPERVIOUS	1,187 S.F.	2.0%
TOTAL (1.38 AC)	60,014 S.F.	100.0%

PROPOSED LOT 3:

PERVIOUS	4,433 S.F.	8.2%
IMPERVIOUS	55,081 S.F.	91.8%
TOTAL (1.38 AC)	60,014 S.F.	100.0%

ZONING AND PARKING SUMMARY

THE PROPERTY IS ZONED COR2, COMMERCIAL.
 BUILDING SETBACK INFORMATION IS AS FOLLOWS:
 FRONT YARD = 0-15 FT.
 REAR = 0 FT.
 SIDE = 0 FT.
 LOT COVERAGE INFORMATION IS AS FOLLOWS:
 LOT AREA MINIMUM = NONE
 LOT WIDTH MINIMUM = 80 FT.

DEVELOPER
RAMSEY HRA
 7550 SUNWOOD DRIVE
 RAMSEY, MN 55303
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MUNICIPALITY

PROJECT
SUNWOOD RETAIL COR TWO
RAMSEY, MINNESOTA

SHEET INDEX

SHEET	TITLE
C2.0	CIVIL TITLE SHEET
C2.1	EXISTING CONDITIONS
C2.2	PRELIMINARY SITE PLAN
C2.3	GRADING DRAWINGS, PAVING & EROSION CONTROL UTILITIES
C2.4	

REVISION HISTORY

DATE	REVISION	REVISION
09 JUL 2012	PRELIMINARY SITE PLAN SUBMITTAL	CVC
25 JUL 2012	PRELIMINARY SITE PLAN SUBMITTAL	

PROJECT MANAGER REVIEW
 BY: CVC DATE: 07/25/2012

CERTIFICATION

IF THE SIGNATURE, SEAL OR FOUR LINES DIRECTLY ABOVE ARE NOT VISIBLE, THIS SHEET HAS BEEN REPRODUCED WITHOUT INTENDING READABILITY AND IS NO LONGER A VALID DOCUMENT. PLEASE CONTACT THE ENGINEER TO REQUEST ADDITIONAL DOCUMENTS.

PRELIMINARY SITE PLAN SUBMITTAL
25 JULY 2012

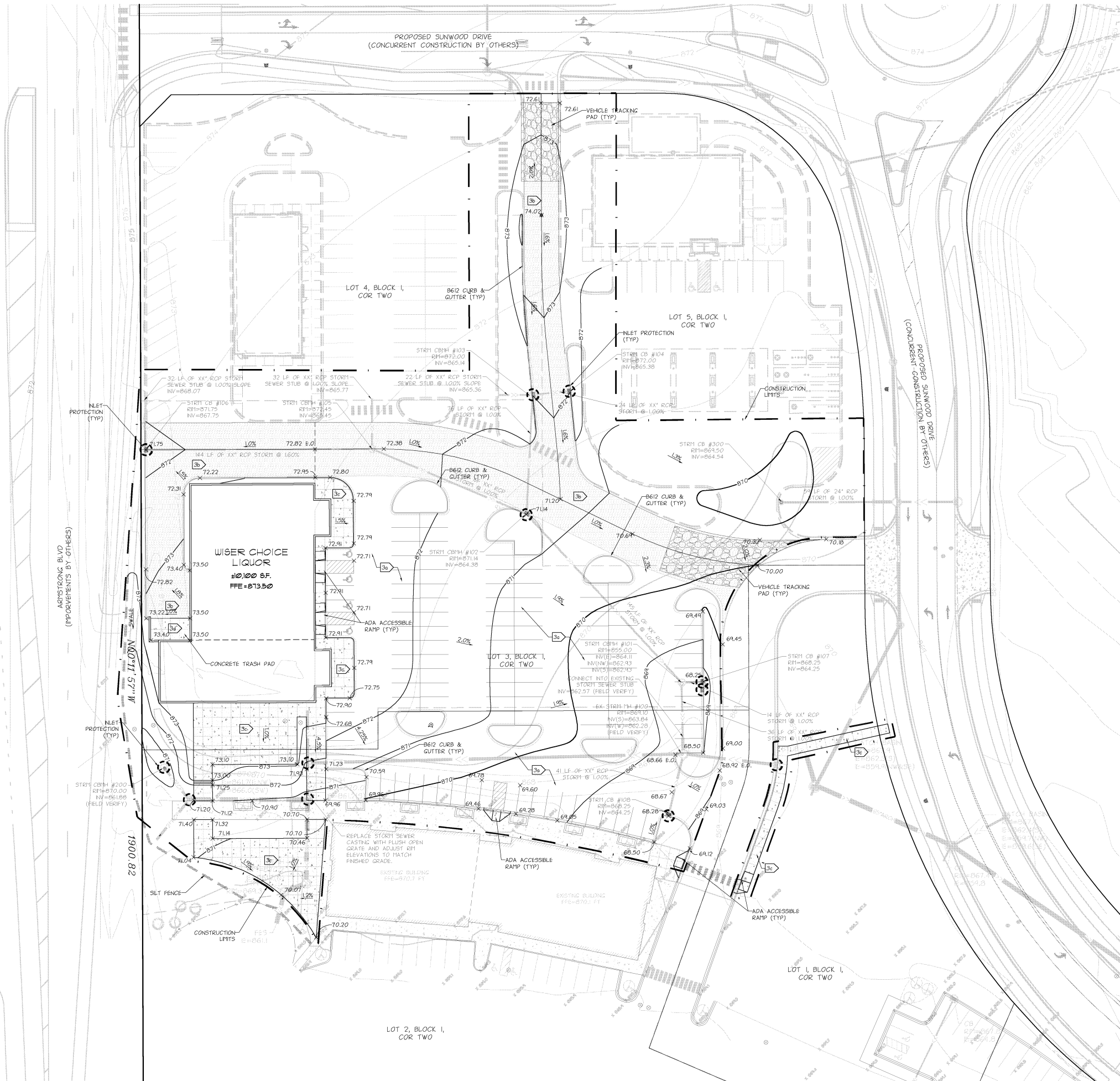
LANDFORM
 From Site to Finish

105 South Fifth Avenue Suite 513 Minneapolis, MN 55401
 Tel: 612-252-9070 Fax: 612-252-9077
 Web: landform.net

FILE NAME: C201RAM025.DWG
 PROJECT NO: RAM12025

PRELIMINARY SITE PLAN
C2.1

811
 Know what's Below. Call before you dig.



GRADING NOTES

- CONTACT UTILITY SERVICE PROVIDERS FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING GRADING.
- REMOVE TOPSOIL FROM GRADING AREAS AND STOCKPILE SUFFICIENT QUANTITY FOR REUSE.
- REMOVE SURFACE AND GROUND WATER FROM EXCAVATIONS. PROVIDE INITIAL LIFTS OF STABLE FOUNDATION MATERIAL IF EXPOSED SOILS ARE WET AND UNSTABLE.
- REFER TO STRUCTURAL SPECIFICATIONS FOR EARTHWORK REQUIREMENTS FOR BUILDING PADS.
- AN INDEPENDENT TESTING FIRM SHALL VERIFY THE REMOVAL OF ORGANIC AND UNSUITABLE SOILS, SOIL CORRECTION, AND COMPACTION AND PROVIDE PERIODIC REPORTS TO THE OWNER.
- PLACE AND COMPACT FILL USING LIFT THICKNESSES MATCHED TO SOIL TYPE AND COMPACTION EQUIPMENT TO OBTAIN SPECIFIED COMPACTION THROUGHOUT THE LIFT.
- COMPACT MATERIAL IN PAVED AREAS TO 90% OF MAXIMUM DRY DENSITY, STANDARD PROCTOR (ASTM D698) EXCEPT THE TOP 3 FEET WHICH SHALL BE COMPACTED TO 100%. COMPACT TO 95% DENSITY WHERE FILL DEPTH EXCEEDS 10 FEET.

PAVING NOTES

- SPOT ELEVATIONS AT CURBLINES INDICATE FLOWLINES UNLESS NOTED OTHERWISE. SEE SHEET C4.1 FOR RIM ELEVATIONS OF CATCH BASINS.
- MEET AND MATCH EXISTING CURB.
- PAVING SECTIONS
 - a. BITUMINOUS PAVING (LIGHT DUTY)
 - 1.5-INCH WEAR
 - TACK COAT
 - 1.5-INCH BASE
 - 6-INCH AGGREGATE BASE (MNDOT 313B, CLASS 5)
 - COMPACTED SUBSOIL
 - b. BITUMINOUS PAVING (HEAVY DUTY)
 - 1.5-INCH WEAR
 - TACK COAT
 - 2.5-INCH BASE
 - 6-INCH AGGREGATE BASE (MNDOT 313B, CLASS 5)
 - COMPACTED SUBSOIL
 - c. CONCRETE WALKWAYS
 - 4-INCH CONCRETE WALK
 - 4-INCH AGGREGATE BASE (MNDOT 313B, CLASS 5)
 - COMPACTED SUBSOIL
 - d. CONCRETE DRIVES, APRONS, AND EXTERIOR SLABS
 - 8-INCH CONCRETE
 - 4-INCH AGGREGATE BASE (MNDOT 313B, CLASS 5)
 - COMPACTED SUBSOIL

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

- INSTALL PERIMETER SEDIMENT CONTROLS PRIOR TO BEGINNING WORK AND MAINTAIN FOR DURATION OF CONSTRUCTION. REMOVE CONTROLS AFTER AREAS CONTRIBUTING RUN OFF ARE PERMANENTLY STABILIZED AND DISPOSE OF OFF SITE.
- LIMIT SOIL DISTURBANCE TO THE GRADING LIMITS SHOWN. SCHEDULE OPERATIONS TO MINIMIZE LENGTH OF EXPOSURE OF DISTURBED AREAS.
- MANAGEMENT PRACTICES SHOWN ARE THE MINIMUM REQUIREMENT. INSTALL AND MAINTAIN ADDITIONAL CONTROLS AS WORK PROCEEDS TO PREVENT EROSION AND CONTROL SEDIMENT CARRIED BY WIND OR WATER.
- EXCAVATE PONDS EARLY IN THE CONSTRUCTION SEQUENCE. REMOVE SEDIMENT FROM PONDS PERIODICALLY AND AFTER AREAS CONTRIBUTING RUN OFF ARE PERMANENTLY STABILIZED.
- RESTORE DISTURBED OPEN AREAS WITH TEMPORARY SEED OR SOD WITHIN 72 HOURS OF COMPLETING GRADING IN EACH AREA.
- SEED, SOD, MULCH AND FERTILIZER SHALL MEET THE FOLLOWING SPECIFICATIONS, AS MODIFIED.

ITEM	SPECIFICATION NUMBER
SOD	MNDOT 3878
SEED	MNDOT 3876
TYPE 50 @ 40 LB/AC	
TYPE 10A @ 60 LB/AC	
MULCH (TYPE I, DISC ANCHORED)	MNDOT 3882
FERTILIZER	MNDOT 3881
GENERAL PLACEMENT	MNDOT 2975
- SEE LANDSCAPING SHEETS FOR PERMANENT TURF ESTABLISHMENT. **(NOT INCLUDED IN PRELIMINARY SET)**
- SWEEP ADJACENT STREETS CLEAN DAILY.

NPDES AREA SUMMARY

	EXISTING*	PROPOSED	ULTIMATE
PERVIOUS	1.35 ACRES	0.11 ACRES	0.11 ACRES
IMPERVIOUS	.03 ACRES	1.27 ACRES	1.27 ACRES
TOTAL	1.38 ACRES	1.38 ACRES	1.38 ACRES

*EXISTING AREA'S ARE BASED ON THE PROPOSED CONDITIONS OF THE SUNWOOD REALIGNMENT PLANS.

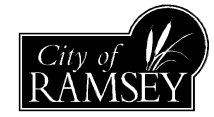
LEGEND

- CONSTRUCTION LIMITS
- SILT FENCE
- NILET PROTECTION
- - - GRADE BREAK

DEVELOPER

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MUNICIPALITY



PROJECT

SUNWOOD RETAIL COR TWO
 RAMSEY, MINNESOTA

SHEET INDEX

SHEET	TITLE
C01	CIVIL TITLE SHEET
C02	EXISTING CONDITIONS
C03	PRELIMINARY SITE PLAN
C04	GRADING, DRAINAGE, PAVING & EROSION CONTROL

REVISION HISTORY

DATE	REVISION	REVISION
09 JUL 2012	PRELIMINARY SITE PLAN SUBMITTAL	CVC
25 JUL 2012	PRELIMINARY SITE PLAN SUBMITTAL	

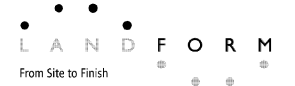
PROJECT MANAGER REVIEW

BY: CMC DATE: 07/23/12

CERTIFICATION

IF THE SIGNATURE, SEAL OR FOURLINES DIRECTLY ABOVE ARE NOT VISIBLE, THIS SHEET HAS BEEN REPRODUCED BEYOND INTENDED READABILITY AND IS NO LONGER A VALID DOCUMENT. PLEASE CONTACT THE ENGINEER TO REQUEST ADDITIONAL DOCUMENTS.

PRELIMINARY SITE PLAN SUBMITTAL
 25 JULY 2012



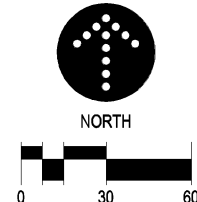
105 South Fifth Avenue Tel: 612-252-9070
 Suite 513 Fax: 612-252-9077
 Minneapolis, MN 55401 Web: landform.net

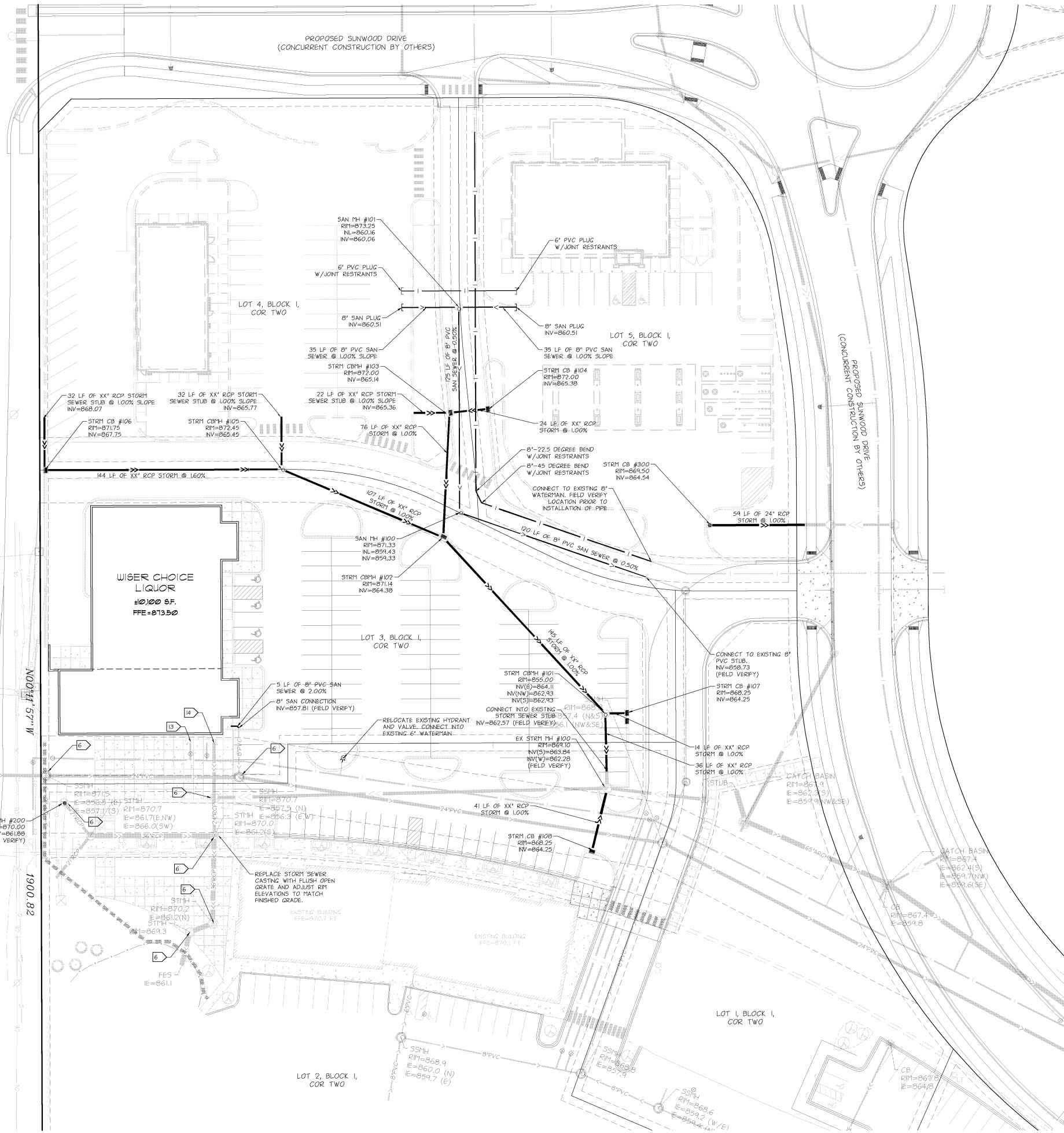
FILE NAME: C301RAM025.DWG
 PROJECT NO: RAM12025

GRADING, DRAINAGE, PAVING & EROSION CONTROL PLAN
C3.1



Know what's Below.
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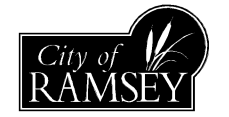
UTILITY NOTES

- PIPE MATERIALS
WATERMAIN DP CLASS 52
SANITARY SEWER PVC SDR 35
STORM SEWER RCP CLASS 5
GREASE TRAP SERVICE PVC SCHEDULE 40
- CONTACT UTILITY SERVICE PROVIDERS FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING.
- COORDINATE WITH PRIVATE UTILITIES TO PROVIDE ELECTRIC, NATURAL GAS, AND COMMUNICATIONS SERVICES TO BUILDING.
- PROVIDE MEANS AND MEASURES TO PROTECT ADJACENT PROPERTY FROM DAMAGE DURING UTILITY INSTALLATION.
- PIPE LENGTHS SHOWN ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE OR END OF END SECTION.
- ADJUST STRUCTURES TO FINAL GRADE WHERE DISTURBED. COMPLY WITH REQUIREMENTS OF UTILITY. MEET REQUIREMENTS FOR TRAFFIC LOADING IN PAVED AREAS.
- INSTALL TRACER WIRE WITH UTILITIES WITHIN THE PUBLIC RIGHT-OF-WAY OR EASEMENTS.
- CONNECT TO CITY UTILITIES IN ACCORDANCE WITH CITY OF RAMSEY STANDARDS.
- CONTACT CITY OF RAMSEY FOR WET TAP INSPECTION.
- MAINTAIN 7.5 FEET OF COVER ON WATER.
- DEFLECT WATER TO MAINTAIN 18-INCH MINIMUM OUTSIDE SEPARATION AT SEWER CROSSINGS. CENTER PIPE LENGTHS TO PROVIDE GREATEST SEPARATION BETWEEN JOINTS.
- CONTACT CITY OF RAMSEY BUILDING DEPARTMENT, FOR FLUSHING AND PRESSURE TEST INSPECTIONS.
- BRING WATER AND SEWER SERVICES INTO BUILDING PER MECHANICAL DRAWINGS. JOIN AND ROUTE BUILDING STORM DRAINS AND CONNECT TO STORM SEWER STUB.
- CONNECT TO DOWNSPOUT WITH TRANSITION TO 6-INCH PVC AND ROUTE TO STORM SEWER STUB.
- THE CONTRACTOR IS REQUIRED TO OBTAIN THE APPROPRIATE PERMIT FOR THE 104 DNR IF DEWATERING IS REQUIRED TO COMPLETE ANY WORK. THE CITY NEEDS TO REVIEW EACH PERMIT PRIOR TO IMPLEMENTATION.

DEVELOPER

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MUNICIPALITY



PROJECT

**SUNWOOD RETAIL
COR TWO
RAMSEY, MINNESOTA**

SHEET INDEX

SHEET	TITLE
C4.1	CIVIL TITLE SHEET
C2.1	EXISTING CONDITIONS
C2.2	PRELIMINARY SITE PLAN
C3.1	GROUND DRAINAGE, PAVING & EROSION CONTROL
C4.1	UTILITIES

REVISION HISTORY

DATE	REVISION	BY
09 JUL 2012	PRELIMINARY SITE PLAN SUBMITTAL	CVC
25 JUL 2012	PRELIMINARY SITE PLAN SUBMITTAL	

PROJECT MANAGER REVIEW

BY: CVC DATE: 07/25/2012

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PRELIMINARY SITE PLAN SUBMITTAL
25 JULY 2012

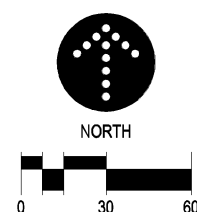


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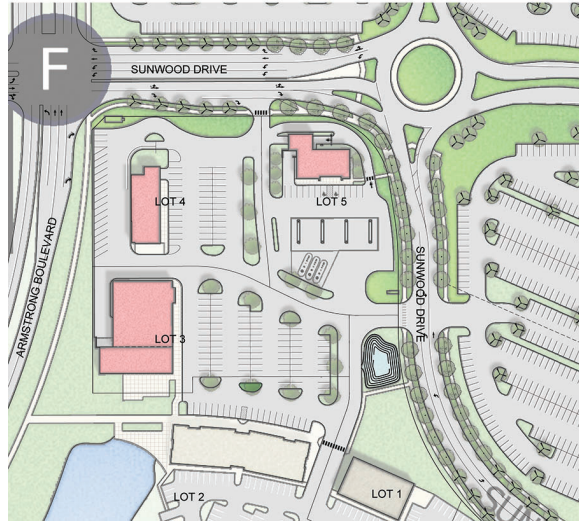
FILE NAME: C401RAM025.DWG
PROJECT NO: RAM12025

UTILITIES

C4.1



Deal Recap



Project:	McDonalds Restaurant
Buyer:	McDonalds Corporate
Use:	Fast Food Restaurant w/ Drive thru
Site Location:	Lot 4, Block 1, COR TWO
Status:	Purchase Agreement
Acres:	1.36 acres (gross) 1.0 acres (net)
Price:	\$470,000 \$10.79/ft. net (\$8.00 gross)
Broker Fees:	\$30,000 – paid by seller
Dashboard:	\$8-12 per ft average
Earnest Monies:	\$5,000 refundable
Due Diligence:	170 days
Closing Schedule:	Spring 2013
Construction:	Spring 2013
Projected Development Fee:	\$51,441 Phased over time

Discussion Items: Use Restrictions
Pad Prep
Traffic – 1,700 tickets (trips) per day
CUP – Drive Thru (approved)



Overall Cost Estimate
Project: Sunwood Retail Common Improvements
Ramsey, MN



Item	HRA (LOT 1 & 2, BLOCK 1)	HRA (COSTS ASSOC. W/ LOT 4, BLOCK 1)	WISER CHOICE (LOT 3, BLOCK 1)	McDONALDS (LOT 4, BLOCK 1)	SUPERAMERICA (LOT 5, BLOCK 1)	Total Price
Mobilization	3,000	-	3,000	3,000	3,000	12,000
Clearing & Erosion Control	1,719	-	2,057	2,641	2,756	9,173
Grading / Earthwork	2,099	-	2,428	2,944	3,069	10,540
Bituminous Pavement w/ Aggregate Base	-	-	14,699	13,641	9,581	37,920
Concrete Pavement w/ Aggregate Base	6,404	-	-	-	-	6,404
Curb & Gutter	560	-	2,534	2,590	-	5,684
Storm Sewer (including Stormwater Treatment)	-	29,183	29,606	-	26,311	85,100
Sanitary Sewer (including Dewatering)	-	15,680	-	-	14,920	30,600
Watermain	-	13,130	-	-	13,130	26,260
Lighting	8,041	-	14,918	16,029	13,913	52,901
Landscaping (Tree's, Seed)	3,083	-	-	27	21	3,131
	24,905	57,993	69,242	40,870	86,700	279,711

10% Contingency:	\$27,971.14
Subtotal	\$307,682.50

20% Indirect Costs	\$64,613.32
Grand Total	\$372,295.82

ENGINEER'S ESTIMATE OF COSTS

Project McDonalds
Ramsey, MN

ESTIMATED QUANTITIES (LOT 4 IMPROVEMENTS)

ITEM NUMBER	Description	Notes	Unit	UNIT PRICE	LOT 4, BLOCK 1 (McDonalds)	
					ESTIMATED QUANTITY	ESTIMATED COST
2021.501	MOBILIZATION		LUMP SUM	\$20,000.00	1.00	\$20,000.00
2101.501	CLEARING		ACRE	\$2,500.00	1.15	\$2,875.00
2104.513	SAWING BIT PAVEMENT		LIN FT	\$3.00	264	\$792.00
2105.501	COMMON EXCAVATION	P	CU YD	\$5.00	1233.00	\$6,165.00
2105.522	SELECT GRANULAR	P	CU YD	\$9.00	89.00	\$801.00
2105.607	HAUL AND STOCKPILE EXCESS TOPSOIL		CU YD	\$4.00	518	\$2,072.00
2211.503	AGGREGATE BASE (CV) CLASS 5		CU YD	\$17.00	613	\$10,421.00
2301.604	8" CONCRETE PAVEMENT		SQ YD	\$21.25	627	\$13,323.75
2360.501	BITUMINOUS WEARING COURSE MIX		TON	\$65.00	228	\$14,820.00
2360.502	BITUMINOUS NON WEAR COURSE MIX		TON	\$61.00	381	\$23,241.00
2503.541	12" RC PIPE STORM SEWER DESIGN 3006 CLASS V		LIN FT	\$30.00	211	\$6,330.00
2503.541	15" RC PIPE STORM SEWER DESIGN 3006 CLASS V		LIN FT	\$32.00	98	\$3,136.00
2503.602	CONNECT TO EXISTING SANITARY SEWER		EACH	\$800.00	1	\$800.00
2503.602	CONNECT TO EXISTING STORM SEWER		EACH	\$500.00	2	\$1,000.00
2503.603	6" PVC PIPE SEWER		LIN FT	\$38.00	166	\$6,308.00
2503.603	8" PVC STORM SEWER		LIN FT	\$30.00	53	\$1,590.00
2504.608	PVC FITTINGS		EACH	\$50.00	4	\$200.00
2502.602	6" PVC CLEANOUT		EACH	\$350.00	2	\$700.00
	IRRIGATION SYSTEM		LUMP SUM	\$5,000.00	1	\$5,000.00
2504.601	IRRIGATION SLEEVE		LIN FT	\$2.00	220	\$440.00
2504.602	CONNECT TO EXISTING WATERMAIN		EACH	\$1,706.00	1	\$1,706.00
2504.603	6" DIP WATERMAIN CLASS 53		LIN FT	\$33.00	35	\$1,155.00
2504.608	DIP FITTINGS		LBS	\$3.75	190	\$712.50
2506.501	27" DIA STORM SEWER STRUCTURE		EACH	\$1,500.00	2	\$3,000.00
2506.501	48" DIA STORM SEWER STRUCTURE		EACH	\$1,800.00	3	\$5,400.00
2506.516	FURNISH & INSTALL CASTING ASSEMBLY (STORM SEWER)		LUMP SUM	\$560.00	5	\$2,800.00
2412.000	SANITARY GREASE INTERCEPTOR		EACH	\$6,500.00	1	\$6,500.00
2521.501	4" CONCRETE SIDEWALK		SQ FT	\$4.00	2286	\$9,144.00
2531.501	CONCRETE CURB & GUTTER DESIGN B612		LIN FT	\$14.00	1172	\$16,408.00
2401.501	CONCRETE FOOTINGS (STRUCTURAL CONCRETE)		CU YD	\$450.00	3.2	\$1,440.00
	CONCRETE MASONARY UNITS		EACH	\$5.00	420	\$2,100.00
	CONCRETE PILLAR CAPS		EACH	\$1,000.00	8	\$8,000.00
2411.618	STONE VENEER AND MORTOR		SQ FT	\$55.00	320	\$17,600.00
2545.509	LIGHT POLES (25' TALL)		EACH	\$7,500.00	5	\$37,500.00
2545.521	UNDERGROUND ELECTRICAL SERVICE LINE		LIN FT	\$3.63	132	\$479.16
2550.000	UNDERGROUND GAS SERVICE		LIN FT	\$5.00	79	\$395.00
2550.523	UNDERGROUND TELEPHONE SERVICE		LIN FT	\$3.03	73	\$221.19
2564.618	SIGNAGE (ACCESSIBLE)		EACH	\$350.00	5	\$1,750.00
	BOLLARDS		EACH	\$500.00	5	\$2,500.00
2402.583	4' ALUMINUM PICKET FENCE		LIN FT	\$126.00	95	\$11,970.00
2571.502	DECIDUOUS TREE - 2.5" CAL. B&B		EACH	\$300.00	8	\$2,400.00
2571.502	CONIFEROUS TREE		EACH	\$254.00	5	\$1,270.00
2571.505	DECIDUOUS SHRUBS		EACH	\$42.00	34	\$1,428.00
2571.504	CONIFEROUS SHRUBS		EACH	\$40.00	15	\$600.00
2571.507	GRASSES		EACH	\$17.00	15	\$255.00
2573.502	SILT FENCE, TYPE MACHINE SLICED		LIN FT	\$1.70	250	\$425.00
2573.530	STORM DRAIN INLET PROTECTION		EACH	\$125.00	5	\$625.00
2573.602	ROCK CONSTRUCTION ENTRANCE		EACH	\$1,500.00	1	\$1,500.00
2575.505	SODDING		SQ YD	\$3.50	1,443	\$5,050.50
2582.502	4" SOLID LINE, WHITE PAINT		LIN FT	\$0.23	1956	\$449.88
2582.502	6" SOLID LINE, WHITE PAINT		LIN FT	\$6.04	377	\$2,277.08
2582.501	PAVEMENT MARKINGS (DIRECTIONAL ARROW)		EACH	\$65.00	20	\$1,300.00
2582.501	PAVEMENT MARKINGS (ACCESSIBLE MARKINGS)		EACH	\$200.00	3	\$600.00

Project McDonalds
 Ramsey, MN

ESTIMATED QUANTITIES (LOT 4 IMPROVEMENTS)

ITEM NUMBER	Description	Notes	Unit	UNIT PRICE	LOT 4, BLOCK 1 (McDonalds)	
					ESTIMATED QUANTITY	ESTIMATED COST
2585.501	PAVEMENT MESSAGE (NO PARKING)		EACH	\$250.00	2	\$500.00
2585.501	PAVEMENT MESSAGE (THANK YOU)		EACH	\$250.00	1	\$250.00
2585.501	PAVEMENT MESSAGE (DRIVE THRU)		EACH	\$250.00	3	\$750.00
2582.503	CROSSWALK MARKINGS		SQ FT	\$4.64	90	\$417.60
TOTAL						\$264,798.98

Note: Site improvements do not include: Building, Menu boards, Pylon or other McDonalds signage, Building lighting, Surveying, and other fees.

Identification:

Permit Nbr:

Permit Type:

Address:

Basis / Valuation

Use Square Ft.

Valuation:

SAC / WAC

SAC Units: SAC Fee:

WAC Units: WAC Fee:

- Permit Fee Groups
- BL - Accessory Structures
 - BL - Apartments / Condo
 - BL - Commercial Building**
 - BL - Commercial Roofing
 - BL - Commercial Siding
 - BL - Deck
 - BL - Demolition
 - BL - Educational
 - BL - Fences
 - BL - Fireplace
 - BL - Inspection Fee
 - BL - Investigation Fee
 - BL - Mobile Home Set up
 - BL - Moving
 - BL - Plan Review
 - BL - Pool-Above Ground
 - BL - Pool-Below Ground
 - BL - Reinspection Fee
 - BL - Renewal Fee
 - BL - Replacement Windows

Selected Fee Group: BL - Commercial Building

Fee Description	Use	Required	Fee Type	Amount
BL - Plan Review - 65%	<input type="checkbox"/>	N	Plan	\$3,000.89
LMC 2003 - base fee	<input checked="" type="checkbox"/>	N	Base	\$4,616.75
Surcharge - Based on Valuation	<input checked="" type="checkbox"/>	N	Suva	\$366.00
SAC - Commercial/Institutional	<input checked="" type="checkbox"/>	N	SAC	\$14,610.00
WAC	<input checked="" type="checkbox"/>	N	WAC	\$6,888.00
Sac Handling Fee	<input checked="" type="checkbox"/>	N		\$25.00

Total:

Payments Made:

Payments Dismissed:

Total Balance Due:

Meeting Date: 03/28/2017

Information

Title:

Update Case: PSD LLC Business Park Proposal & Business Subsidy Request

Purpose/Background:

PURPOSE

The purpose of this case is to provide the Council with an update RE a request staff recently received from PSD LLC to purchase and begin developing a large portion of the City's new business park. Normally, this case would be brought to the EDA first. However, considering the case on worksession agenda tonight, discussing arterial infrastructure along Bunker/ Puma, staff felt it was worth providing the Council an update, for the sake of context.

BACKGROUND

Attached to this case is a proposal letter from PSD LLC. Staff has been working with PSD LLC on a potential business park project for several months. Recently, PSD LLC has been able to finish up their preliminary site investigation due-diligence, preliminary project pro-forma, has executed a Letter-of-Intent (LOI) with Hageman Holdings, and is now ready to proceed forward to the City. In order to make the project "GO," PSD LLC is requesting City assistance.

PROJECT

PSD LLC is proposing to purchase 45 acres of land from Hageman Holdings for roughly \$1.75 per square foot (roughly \$3.4M) for a new business park. PSD LLC plans to get sites "pad ready" in anticipation of future projects (i.e. mass grading, storm water, utility stubs, etc.). PSD LLC is generally open to the various methods in which projects may take place (meaning, they are willing to sell land directly to a business, and/or construct projects, and/or act as landlord). PSD LLC will prefer to own/lease back buildings.

PSD has developed some concept master plans for the business park, which are attached to this case. It should be noted, these are CONCEPT master plans. It is very likely, what the market actually demands in the future, will be different than exactly what is shown on these concept master plans.

What is more certain, is PSD LLC's first project, which will kick off the new business park. PSD LLC is proposing to construct a 60,000 sf spec industrial building along against US Highway 10 in 2017/2018. This proposed building would be Ramsey's first 24' clear spec industrial project (24' clear buildings are the new industry standard), and will include high-quality glass infused facades along Highway 10. PSD LLC wants to make a big splash, and turn lots of heads with their first building--as it will set a precedence for the remaining business park. Please reference that attached master plan site concepts, page 1, southwest building.

ASSISTANCE REQUEST

As outlined in the attached letter, PSD LLC is requesting two items from the City.

(1) TIF assistance on the first 60,000 sf spec project

This would be a 9-year Economic Development TIF district. It is estimated this district would generate roughly \$277K of PV TIF at 4% discount rate (\$349K FV). PSD LLC is requesting this assistance to compensate for the high vacancy rates they will experience with this spec project for several years, and the higher costs they will incur to make the first building located against US Highway 10, look very nice (i.e. the

proposed glass facades). PSD LLC feels this assistance is needed in order for them to stay competitive with neighboring communities.

(2) Partnership on Mass Site Improvements--Internal Public Road

PSD LLC would like the City to partner in the kick off of this business park by participating in some of the mass site improvements costs. Specifically, PSD LLC is asking the City to pay for a portion of the proposed internal stub road (\$200K--\$250K estimated cost). Please see attached preliminary engineers estimate (Bolton & Menk), Phase 1 for details. PSD LLC plans to take care of all other mass site improvements to prepare for a long-term business park, including: mass grading, regional ponding, berming (including creating separation from Capstone Homes), removal of the large stockpile of "un-buildable" dirt from the site, platting, and permits. PSD LLC feels this assistance is needed in order for them to stay competitive with neighboring communities.

STAFF COMMENTS

Overall, staff believes this is a great opportunity for the City to kick-off the new business park with a big splash. Based on staff's conversations with other developers, brokers, and real estate professionals, this opportunity may be unique, as it is unlikely a developer/ investor outside of the local region would be willing to make this level of investment in a speculative business park in Ramsey (or any similarly situated community). Additionally, staff would note, PSD LLC brings a good development team to the table, with a proven track record, and the financial backing needed to make a project of this size GO (and to sustain it over time). Lastly, staff has received feedback from several prospects that have considered the City's new business park over the past few years, that they don't want to be the "first-one-in" the new business park--this PSD LLC project may be an opportunity to overcome that hurdle.

A 60,000 sf 24' clear industrial building will generate about \$116K in total annual property taxes. The PSD LLC master plan generally shows seven of these buildings. If development occurred according to the concept master plan, at full build-out, all-things-equal, in today's dollars, the PSD LLC portion of the business park would generate roughly \$812K in total annual property taxes. NOTE: the PSD LLC portion of the larger business park is roughly 40% (45 acres of 115 total acres).

Moving forward, the next step in the process for this project is to invite PSD LLC to submit a formal business subsidy application. From there, the proposed assistance requests would be underwritten against the project pro-forma, by the City's financial advisor (Ehlers & Associates).

Timeframe:

10-20 minutes

Funding Source:

New TIF District (#16) for the TIF assistance. For the road assistance, various options exist for further consideration (former TIF 1, former TIF 2, Landfill Trust Fund, EDA Fund, ACHRA Fund, PIR Fund, etc.).

Responsible Party(ies):

Patrick Brama

NOTE: PSD LLC will be in the audience.

Outcome:

Update case only. Any preliminary feedback is appreciated.

Attachments

Concept Master Plans

PSD Proposal and Request Letter

Engineers Estimates

NTI Soil Tests

Form Review

Inbox

Kurt Ulrich

Form Started By: Patrick Brama

Final Approval Date: 03/23/2017

Reviewed By

Kurt Ulrich

Date

03/23/2017 03:22 PM

Started On: 03/20/2017 04:52 PM

GENERAL NOTES:
 SITE AREA = 24.8 ACRES
 BUILDING AREA = 232,500 SF
 3 AT 60,000 SF
 1 AT 52,500 SF
 21.5% COVERAGE
 TOTAL IMPERVIOUS AREA = 18.375 AC

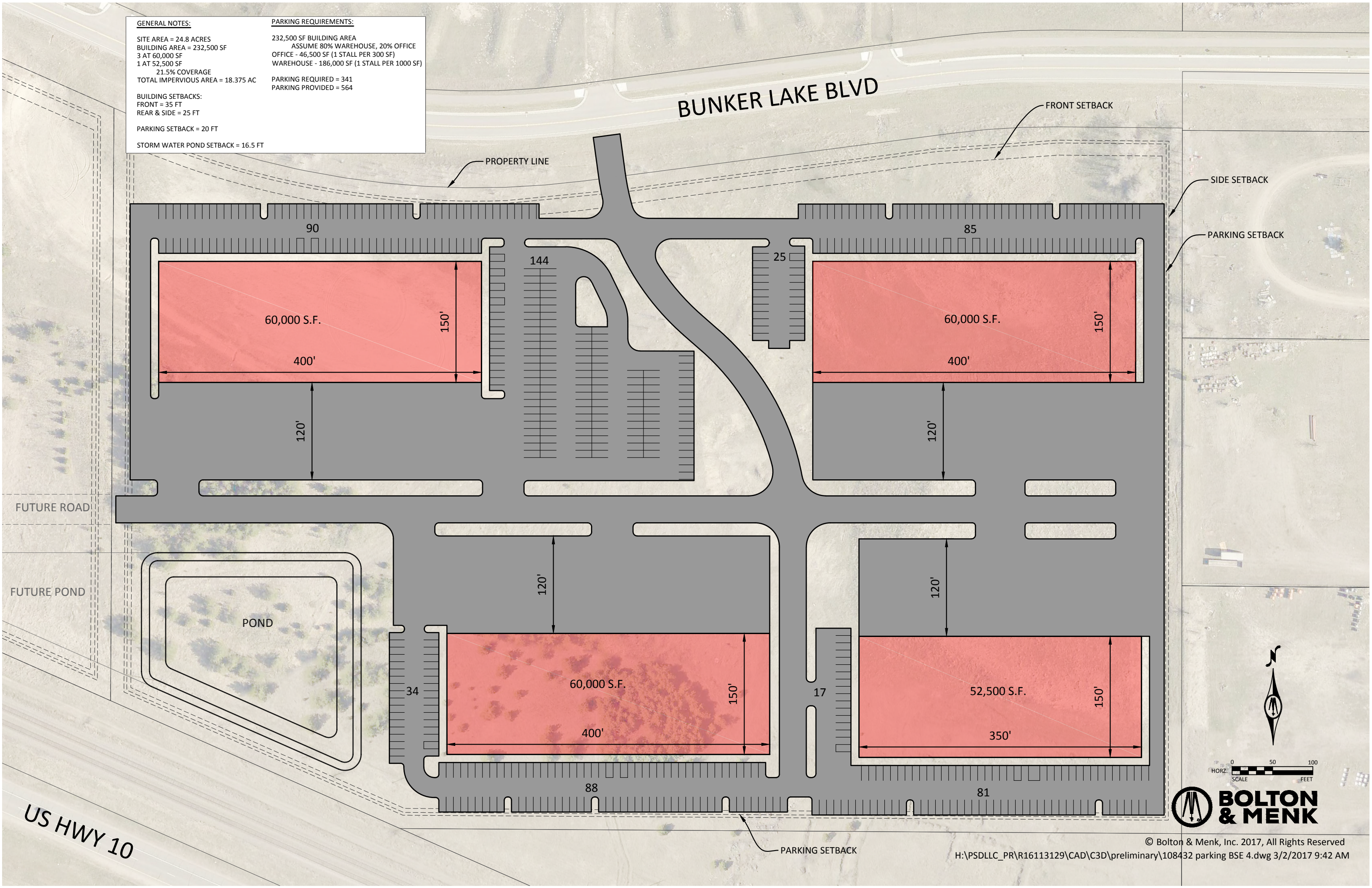
BUILDING SETBACKS:
 FRONT = 35 FT
 REAR & SIDE = 25 FT

PARKING SETBACK = 20 FT

STORM WATER POND SETBACK = 16.5 FT

PARKING REQUIREMENTS:
 232,500 SF BUILDING AREA
 ASSUME 80% WAREHOUSE, 20% OFFICE
 OFFICE - 46,500 SF (1 STALL PER 300 SF)
 WAREHOUSE - 186,000 SF (1 STALL PER 1000 SF)

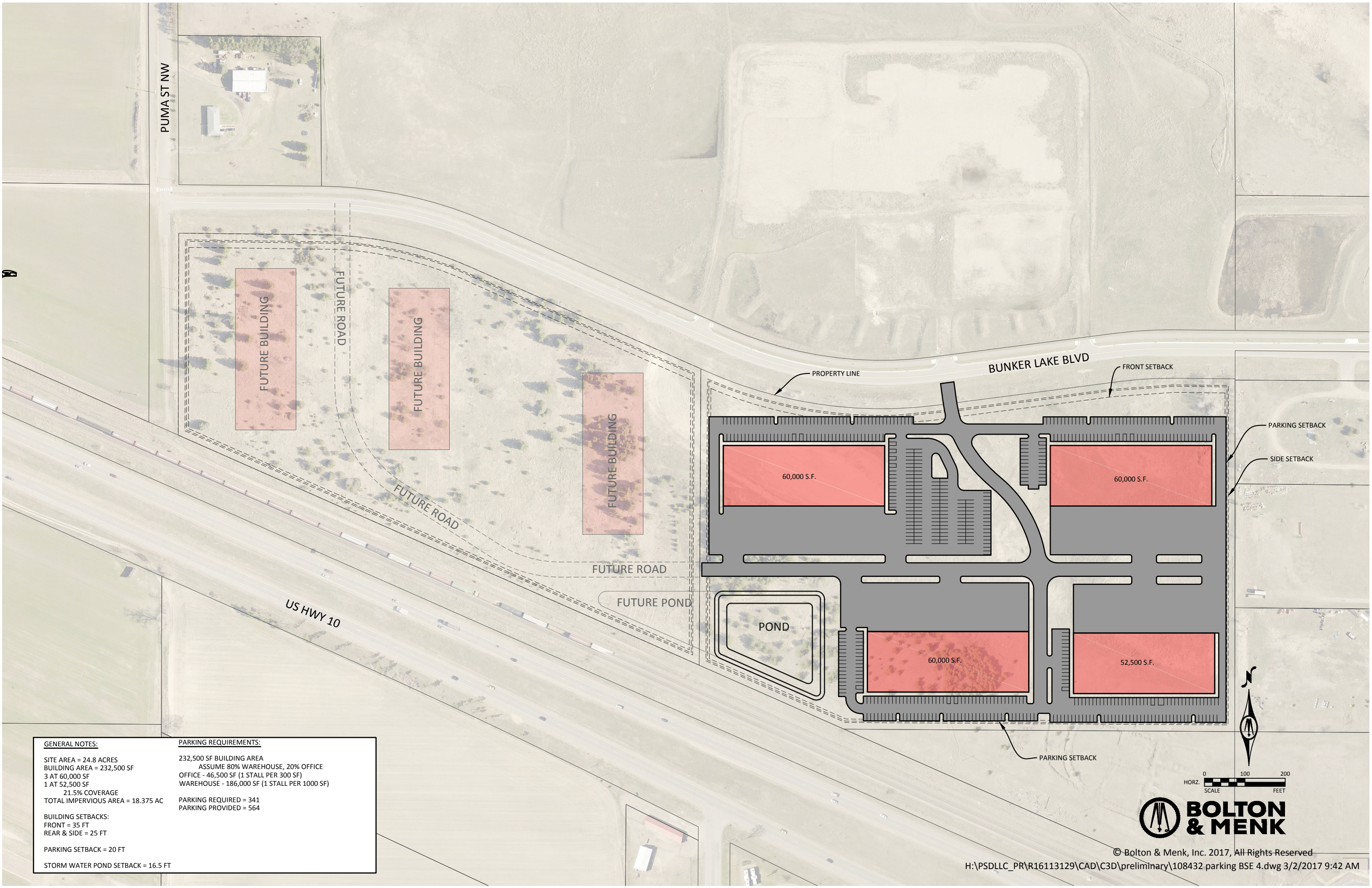
PARKING REQUIRED = 341
PARKING PROVIDED = 564



0 50 100
 HORZ. SCALE FEET

BOLTON & MENK

US HWY 10



GENERAL NOTES:
 SITE AREA = 24.8 ACRES
 BUILDING AREA = 232,500 SF
 3 AT 60,000 SF
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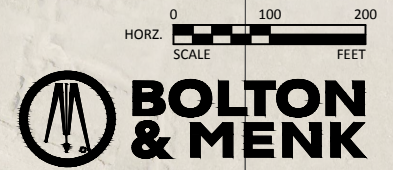
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PARKING REQUIRED = 341
PARKING PROVIDED = 564



BOLTON & MENK



March 21st, 2017

Mr. Patrick Brama
Economic Development Manager / Assistant City Administrator
7550 Sunwood Dr NW
Ramsey, MN 55330

Mr. Brama,

As you know, during the last several months PSD has been working on a concept model which would establish an industrial park within the City of Ramsey. This concept is based on a multi phased project, when at full capacity, would allow for the construction of 7 new buildings (based on six at 60,000 sq. ft. and one at 52,000 sq. ft.). At this point we have incurred costs for site design, soil borings, fill calculations and have received multiple budgetary construction estimates. The total number of buildings may decrease if demand shows that we need to erect less quantity of buildings with larger square footages.

On March 16th, a non-binding LOI has been agreed mutually upon and executed between PSD and the current property owner. The current property owner will continue to own and market the adjacent parcels next to the industrial park that we are proposing to develop.

Building construction for the 1st phase

PSD built a pro-forma for said project which utilized some assumptions, which are:

- The proposed 1st phase will need to utilize TIF funding for the following reasons:
 - The current site is vacant, by changing the use and type, we expect to have a high vacancy rate until commercial brokers are knowledgeable about our finished project. Initially, we feel it will be hard to change the traffic patterns of potential tenants.
 - We propose to incorporate aesthetic qualities not typically found in industrial buildings. On the 1st phase, we plan to use a glass curtain storefront on the exterior wall that faces Hwy 10. All bays will have both drive in doors, as well as, loading docks with levelers. Other building owners that lease industrial space frequently need to change the type of loading door access depending on type of business that chose to lease space within the building. By incorporating both types of doors, there will be less disturbance to businesses that locate within the building, as well as, the space will be more desirable to prospective tenants.
 - Currently there are not any 24' clear height buildings available in the close surrounding areas. New racking and storage methods use higher racking, which increases the efficiency of storage within a 24' clear height building. Unfortunately, the price increases exponentially as the building becomes taller.

We plan to build a building that will not be obsolete prior to its opening. By incorporating the above described items, we feel this building will be more desirable than a "typical" industrial building with less features. Without utilizing TIF funds, the lack of return on investment does not make it feasible to move forward.

7533 Sunwood Drive, Suite 315
Ramsey, MN 55303

Phone: (763) 427-5955

Fax: (763) 427-4151

www.psdlanddevelopment.com

Site maximization and orientation

In order to maximize the square footage of the proposed buildings across the entire Easterly portion of the new PSD business park, there will need to be an internal public road constructed and brought to the middle of the parcel. By constructing this internal public road, the East ½ of the site can allow for 4 buildings within the project, and a total of 7 buildings over the entire site. Given the close proximity to Highway 10, some buildings will be orientated to have visibility and front Highway 10. Some business that may choose to relocate within the proposed 1st phase of construction need visibility to insure growth to their businesses can grow. Also, in order to create synergy amongst the proposed buildings, a central internal public road gives a campus feel.

The following expenses related to the site do not make it capable for PSD to pay for the internal public road, which are:

- Relocating a spoil pile of non-compactible dirt which Bolton & Menk has tested. This pile is 45,000 Cu. Yd. in size, we plan to relocate this pile to the westerly boundary of the site. This will provide relief of sight and noise to the proposed housing development by Capstone Homes. This will also allow for a transitional buffer in between the industrial park and housing development.
- The creation of multiple massive storm water pondage are required for the site for parking lot runoff. Numerous ponds, each well over an acre will need to be excavated and infrastructure brought into each of these ponds in order to have adequate capacity of storm water.
- The clear cutting of trees to allow for mass grading is a large expense. The organic debris will need to be moved off site given the high density of construction we are proposing. Organic matter is not allowed in any pads or soils than need compaction.

The proposed industrial park does not afford the ability to pay for the site improvements *and* construct an internal public road to serve the first 4 buildings of our concept. If the road cost is to be absorbed within the project, the expected returns do not meet our minimum threshold given the high cost of site work. In that scenario, we would price ourselves too high, and have difficulty being competitive with communities like Elk River, Otsego and Rogers.

In conclusion, we are asking to partner with the City of Ramsey to develop an attractive, successful and viable industrial park. Having the possibility of businesses to be able to relocate into this industrial park within the City of Ramsey is a huge asset. Once employers and businesses occupy these buildings numerous jobs will be created. If the City receives inquiries from business that wish to locate within the City, there will be additional options which shorter lead times for relocation can be achieved. This project will create traffic, which in turn, will create other retail opportunities to be located in the adjacent COR development. Currently there are not parcels available that allow the construction of precast buildings, the existing area that allows industrial buildings is fully built out. Upon obtaining all of the City approvals required, we would like to proceed with the next steps of planning and engineering, then move onto construction this spring. I feel PSD has a great working relationship with the City, recently we worked hand in hand with the City administration and staff on the ParkView East project. Given our track record, PSD has the ability, project management and experience to see this project until its completion as well. I welcome any questions you may have regarding this project, feel free to contact me at any time.

Sincerely,



Matt Kuker
COO

Phase 1

(this is the request to the City)
\$200K-\$250K

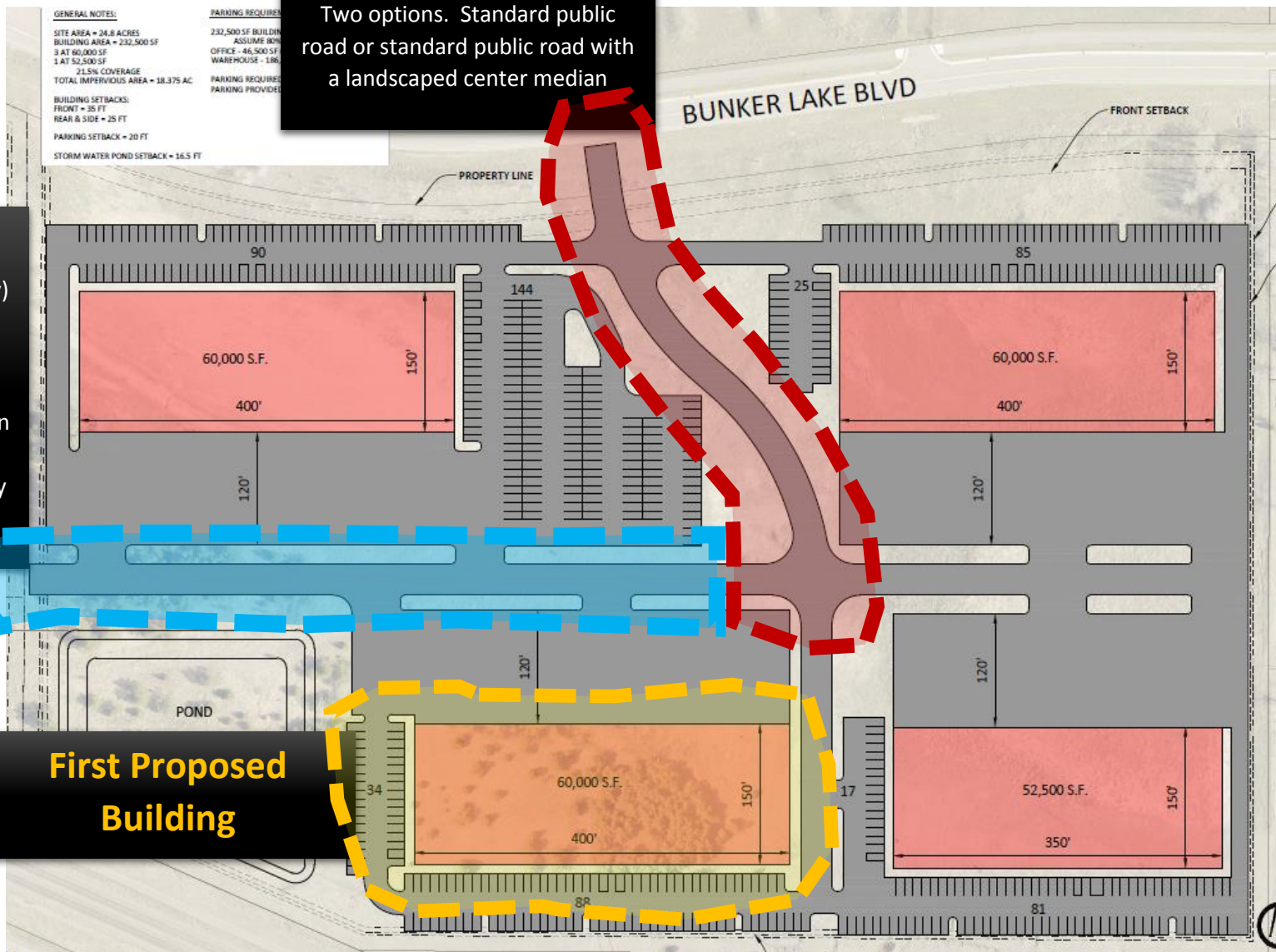
Two options. Standard public road or standard public road with a landscaped center median

Phase 2

(this is NOT a request to the City)
\$225K-\$260K

This may or may not be needed in the future, depending on development patterns, especially to the west.

First Proposed Building



PRELIMINARY ENGINEER'S ESTIMATE

RAMSEY BUSINESS PARK - EAST PARCEL COLLECTOR ROADWAYS
 PSD, LLC
 BMI PROJECT NO. R16.113129

3/2/2017

ITEM NO.	ITEM	UNIT	UNIT PRICE	ENGINEERS ESTIMATE OPTION 1 (TWO LANE ROADWAY)				ENGINEERS ESTIMATE OPTION 2 (TWO LANE ROADWAY W/ CENTER MEDIAN)			
				PHASE 1 QUANTITY	PHASE 1 TOTAL	PHASE 2 QUANTITY	PHASE 2 TOTAL	PHASE 1 QUANTITY	PHASE 1 TOTAL	PHASE 2 QUANTITY	PHASE 2 TOTAL
1	MOBILIZATION	LUMP SUM	\$20,000.00	1	\$20,000.00	1	\$20,000.00	1	\$20,000.00	1	\$20,000.00
2	COMMON EXCAVATION (EV)	CU YD	\$6.00	1,300	\$7,800.00	1,400	\$8,400.00	1,525	\$9,150.00	1,800	\$10,800.00
3	AGGREGATE BASE CLASS 5 (10")	TON	\$24.00	1,450	\$34,800.00	1,650	\$39,600.00	1,825	\$43,800.00	2,050	\$49,200.00
4	TYPE SP 9.5 WEARING COURSE (1.5")	TON	\$85.00	210	\$17,850.00	225	\$19,125.00	250	\$21,250.00	205	\$17,425.00
5	TYPE SP 12.5 NON WEARING COURSE (3.5")	TON	\$75.00	500	\$37,500.00	525	\$39,375.00	590	\$44,250.00	475	\$35,625.00
6	STORM SEWER PIPE	LIN FT	\$45.00	350	\$15,750.00	650	\$29,250.00	375	\$16,875.00	675	\$30,375.00
7	RC PIPE APRON	EACH	\$1,500.00	2	\$3,000.00	1	\$1,500.00	2	\$3,000.00	1	\$1,500.00
8	STORM SEWER MH / CB	EACH	\$2,500.00	4	\$10,000.00	4	\$10,000.00	4	\$10,000.00	4	\$10,000.00
9	CONCRETE CURB & GUTTER DESIGN B618	LIN FT	\$13.00	1,120	\$14,560.00	1,650	\$21,450.00	1,675	\$21,775.00	3,150	\$40,950.00
10	TRAFFIC CONTROL	LUMP SUM	\$2,500.00	1	\$2,500.00	1	\$2,500.00	1	\$2,500.00	1	\$2,500.00
11	PREMIUM TOPSOIL BORROW	CU YD	\$30.00	120	\$3,600.00	150	\$4,500.00	120	\$3,600.00	150	\$4,500.00
12	STORM DRAIN INLET PROTECTION	EACH	\$500.00	5	\$2,500.00	5	\$2,500.00	5	\$2,500.00	5	\$2,500.00
13	STABILIZED CONSTRUCTION EXIT	LUMP SUM	\$1,500.00	1	\$1,500.00	1	\$1,500.00	1	\$1,500.00	1	\$1,500.00
14	SEDIMENT CONTROL LOG	LIN FT	\$10.00	100	\$1,000.00	100	\$1,000.00	100	\$1,000.00	100	\$1,000.00
15	HYDRAULIC BFM, SEED MIX 25-121, FERTILIZER TYPE 3	SQ YD	\$1.50	3,300	\$4,950.00	3,500	\$5,250.00	3,300	\$4,950.00	3,500	\$5,250.00
ESTIMATED CONSTRUCTION COST					\$177,310.00		\$205,950.00		\$206,150.00		\$233,125.00
CONSTRUCTION CONTINGENCY (10%)					\$17,731.00		\$20,595.00		\$20,615.00		\$23,312.50
TOTAL ESTIMATED CONSTRUCTION COST					\$195,041.00		\$226,545.00		\$226,765.00		\$256,437.50
				OPTION 1 TOTAL				OPTION 2 TOTAL			
				\$421,586.00				\$483,202.50			

OPTION 1: 32 FT ROADWAY F-F, (14' LANE 2' CURB REACTION DISTANCE), B618 CURB AND GUTTER

OPTION 2: 40 FT ROADWAY F-F, 8 FT CENTERLINE MEDIAN, 16 FT F-F TRAVEL LANES (12' TRAVEL LANE, 2' CURB REACTION DISTANCE), B618 CURB AND GUTTER

PHASE 1: BUNKER LAKE BLVD TO INTERIOR INTERSECTION

PHASE 2: INTERIOR INTERSECTION TO WEST PARCEL LINE



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www.NTIgeo.com

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February 27, 2017

Bolton & Menk, Inc.
7533 Sunwood Drive NW, Suite 206
Ramsey, MN 55303-5119

Attention: Mr. Cody Holmes, P.E.

Subject: Laboratory Testing Results
Ramsey Business Park
Ramsey, Minnesota
NTI Project No. 17.61892.100

Dear Mr. Holmes,

The purpose of this letter is to present a summary of our laboratory testing program associated with the existing stockpile located on a parcel just west of CSAH 83 in Ramsey, Minnesota. Our work was performed in general accordance with the scope of services requested via email correspondence with Mr. Cody Holmes with Bolton & Menk, Inc.

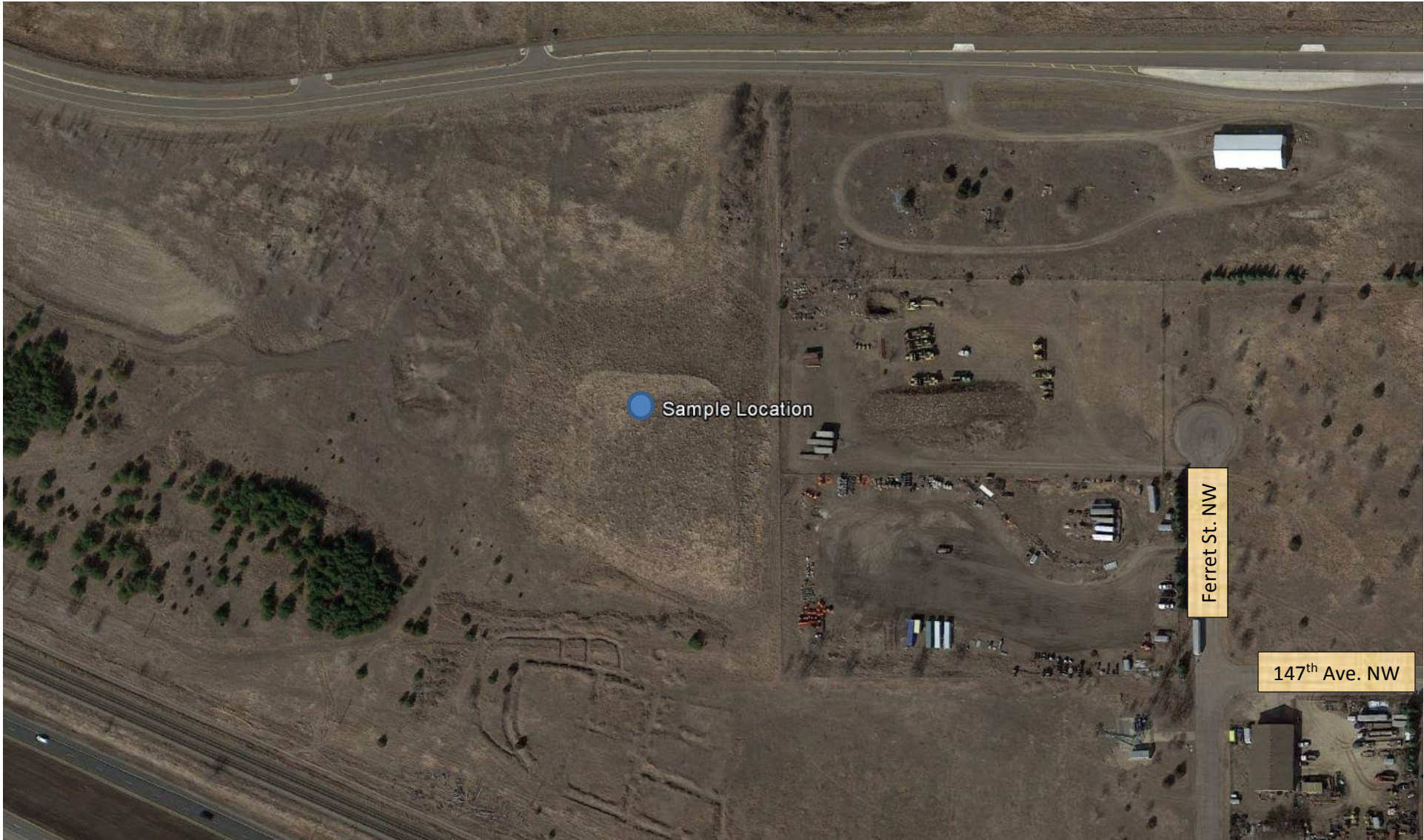
On February 17, 2017, NTI conducted a site visit to collect a representative sample of the stockpile soils. Prior to mobilization excavation along the north side of the stockpile had occurred. NTI determined their sample location based on observations of the exposed sidewall within the excavated portion of the stockpile. The stockpile mainly consisted of a Clayey Sand (SC), fine to medium grained, trace gravel, brown to dark gray, moist, with occasional bituminous debris. The sample had an as received moisture content of 6.0%.

NTI determined the approximate elevation and location of the sample location using a handheld Trimble GeoXH 6000 GPS unit. Sample location and elevation should be considered to be approximate. Please refer to the Sample Location Diagram attached. For the results of our testing program please see the attached laboratory test report for a detailed breakdown of the mechanical analysis.

Northern Technologies, LLC

Robert R. Hawkins
Graduate Geologist

Precision · Expertise · Geotechnical · Materials



Sample Location Diagram

Ramsey Business Park

Ramsey, Minnesota

NTI Project #: 17.61892.100

NOTE: Sample location is approximate.

Bulk Sample Location: 

Approximate Location Elevation: 878.5

Location UTM:

North: 16435609.755 (US ft); East: 1517762.193 (US ft)



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GRAIN SIZE DISTRIBUTION

ASTM C136 & D422

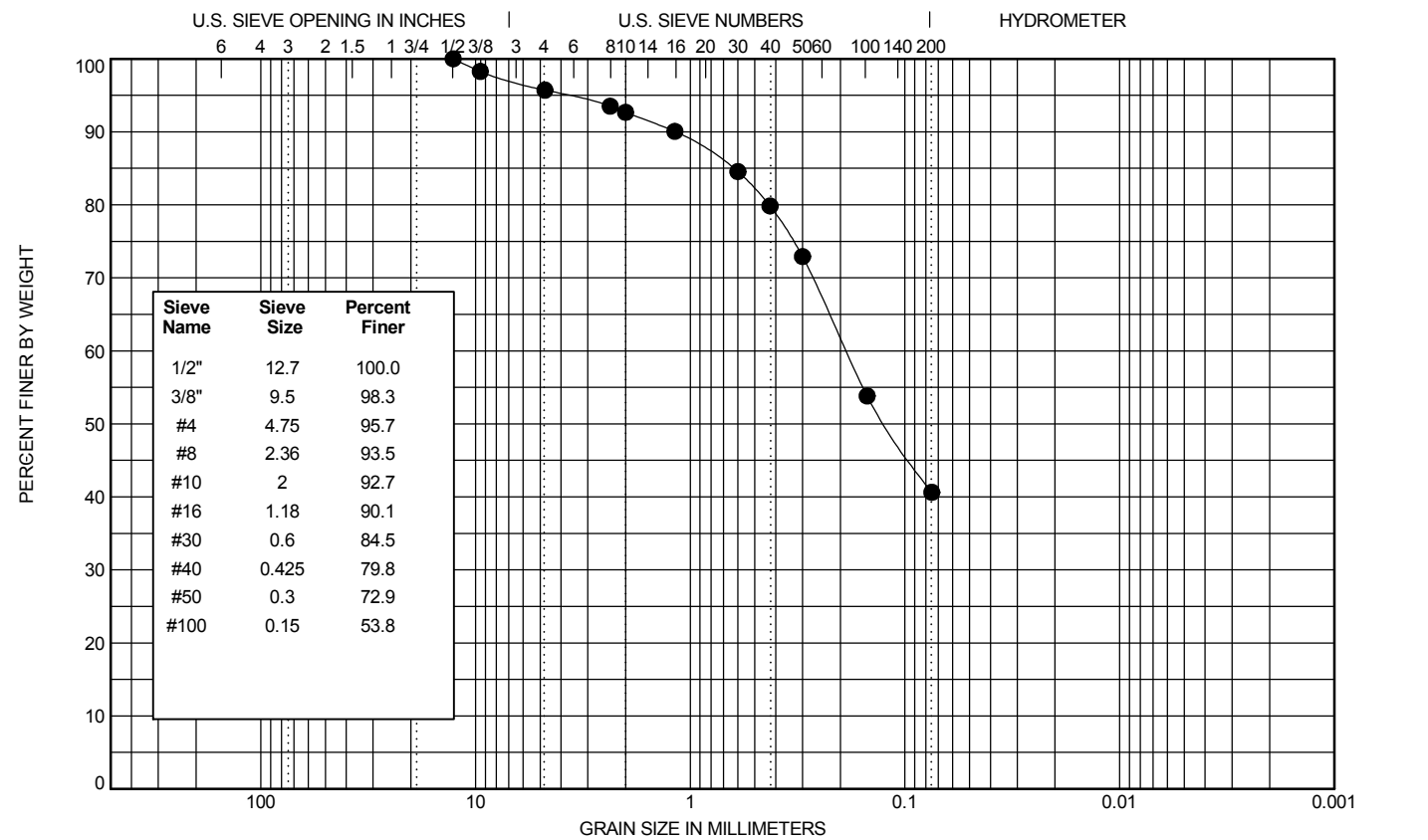
Report To:	Bolton & Menk, Inc.	Project:	Ramsey Business Park
Attention:	Cody Holmes, P.E.	Project Number:	17.61892.100
		Location:	Ramsey, MN

Sample Information

Boring Number:	1	Date Sampled:	2/17/2017
Sample Number:	1	Sampled By:	NTI
Sample Depth:	0	Sample Type:	GB
Classification:	Clayey Sand (SC)		

Sample Data

Cc	Cu	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
		12.7	0.188			4.3	55.1		40.6



Comments:

Cc:

Submitted by,
Northern Technologies, LLC

(2/27/17)

CC Work Session

2. 3.

Meeting Date: 03/28/2017

Submitted For: Patrick Brama, Administrative Services

By: Patrick Brama, Administrative Services

Information

Title:

Arterial Infrastructure to Serve Ramsey's Future Business Park & Capstone Homes Development

Purpose/Background:

PURPOSE

Introduce the attached Capstone Homes proposal for funding and constructing arterial infrastructure improvements located on Bunker Lake Boulevard and Puma Street adjacent to the City's new business park. The purpose of this case is to allow the Council to identify any information missing from this case needed to formally process/ respond to the request from Capstone Homes in April, and this is not a request to make a final/ formal decision RE the Capstone Proposal. This case will come back to the Council in April for formal direction.

Staff welcomes questions, suggestions, and preliminary feedback.

BACKGROUND & ALTERNATIVES

Please see attached documents.

GUESTS

Staff anticipates the following guests to be in attendance of this meeting/ case: Steve Bona of Capstone Homes, Al Pearson of Pearson Farms, John Dobbs the Pearson Farms Broker, Jason Aarsvold of Ehlers, Michael Altimari of Hageman Holdings, and Matt Kuker of PSD. These guests will be available to answer questions and provide additional background information if needed.

Notification:

NA

Observations/Alternatives:

Please see attached "alternatives" document.

Funding Source:

TBD

Recommendation:

The EDA reviewed this case on 03/09. Attached are draft EDA minutes. Below is a summary of preliminary EDA feedback:

- The EDA is generally open to considering the option of using EDA dollars for funding this project, if the Council so desires.
- The EDA is generally interested in this project, and is generally interested in finding a solution that all parties can accept.
- The EDA wanted information to be provided RE the bonding option. How would it effect the city (i.e. what are our debt payments). How much would we recoup in assessments? Staff worked with Ehlers to provide a

preliminary answer to these questions. That information is included in the "Alternatives" attachment in this case--slide #8.

- The EDA asked how this proposed project would effect the City's business park--from a land price perspective. In other words, if Hageman Holdings takes on additional assessments, as proposed, are they now priced-out of the market--and our business park is now not competitively priced? That question was generally addressed in the attached QA Log--page 5.
- The EDA took the general position--that minimizing the City's investment in this project is ideal. Option B (as outlined in the attached alternatives) is ideal for the City. However, the EDA understood more discussion is needed, and that input from Capstone is needed.
- The original MOU proposal included a provision for Capstone to not begin repaying assessments for five years. The EDA requested that Capstone's assessments begin repayment immediately. Capstone has agreed to that request.
- The original MOU proposal included a provision to allow Hageman Holdings to NOT accrue interest over time. The EDA requested that the Hageman Holdings assessment does accrue interest over time, and follow industry standards. Staff has updated the attached MOU accordingly.

Capstone Homes was in attendance of the EDA meeting on 03/09. They did submit the attached responses to EDA questions. It should also be noted, Capstone (and Pearson Farms) desire to receive formal direction from the Council on the attached MOU in April. Several of their agreements, processes, and next steps are contingent upon said direction.

Action:

Please see "purpose" of this case.

Attachments

[MOU](#)

[Background](#)

[Alternatives](#)

[City QA Log](#)

[Capstone QA Log](#)

[EDA Minutes](#)

[Study](#)

Form Review

Inbox

Kurt Ulrich

Patrick Brama (Originator)

Kurt Ulrich

Form Started By: Patrick Brama

Final Approval Date: 03/23/2017

Reviewed By

Jo Thieling

Patrick Brama

Kurt Ulrich

Date

03/23/2017 10:14 AM

03/23/2017 10:15 AM

03/23/2017 03:17 PM

Started On: 03/20/2017 04:52 PM

DRAFT MEMORANDUM OF UNDERSTANDING AGREEMENT

This Memorandum of Understanding Agreement (“MOU Agreement”) is entered into between the **City of Ramsey**, Minnesota, a Minnesota Municipal Corporation, (“City”), **Capstone Homes, Inc.**, a registered Minnesota domestic business corporation (“Capstone Homes”), and **Hageman Holdings, LLC**, a registered Minnesota limited liability company (“Hageman Holdings”).

WHEREAS, over 300-acres of green-field land is available for development located northwest of the U.S. Highway 10/ and Armstrong Boulevard Interchange in Ramsey, Minnesota (the “Armstrong-West Developable Area”); and,

WHEREAS, the City has interest in pursuing the development of a new business park in the Armstrong-West Developable Area totaling 131.52 acres in gross size, located on three parcels currently owned by Hageman Holdings (PIDs: 20-32-25-34-0004, 29-32-25-21-0003, and 29-32-25-12-0003). A new business park can benefit the City by creating well-paying jobs, an increase in tax-base, and an increase in local consumer spending demand; and

WHEREAS, Capstone Homes has a purchase agreement in place for 84.77 acres of land currently owned by Pearson Properties of Ramsey, LLC., located in the Armstrong-West Developable Area. Capstone Homes intends to develop a roughly 350-unit single family residential development located on three parcels (PIDs: 29-32-25-22-0004, 20-32-25-33-0001, and 20-32-25-32-0001); and,

WHEREAS, a new 300-unit residential development located in the Armstrong-West Developable Area will benefit the City by providing quality new housing stock, a quality designed residential community, development fees, tax-base, and an increase local consumer spending demand; and,

WHEREAS, the development of the Armstrong-West Developable Area will require various improvements to arterial infrastructure located along Bunker Lake Boulevard and Puma Street. Arterial Infrastructure improvements include trunk-water line extensions, trunk-sewer line extensions, a sewer lift station, trail extensions, new roads, street lights, and storm sewer (“Arterial Infrastructure”). Bolton & Menk, Inc. completed a conceptual feasibility analysis for Arterial Infrastructure located in the Armstrong-West Developable Area in of March 2017 (“Infrastructure Study”); and,

WHEREAS, Arterial Infrastructure will not only directly serve the Armstrong-West Developable Area, but will also serve the City as a whole. The proposed Arterial Infrastructure includes City trunk water/sewer system lines, a Municipal-State-Aid (MSA) road route, and a collector road; and,

WHEREAS, in order for Capstone Homes or the City of Ramsey to move forward with their development interests, a mutual understanding of how Arterial Infrastructure improvements will be designed, constructed, assessed, and paid-for is needed; and,

WHEREAS, Capstone Homes has requested that the City fund the Arterial Infrastructure improvements upfront and assess their portion of the Arterial Infrastructure improvements for Phase 1A and Phase 1B outlined in the Bolton & Menk Infrastructure Study. Assessing costs for improvements back to Capstone Homes will require City compliance with applicable State Statutes, including Chapter 429.

NOW THEREFORE, the CITY agrees in principle to the following:

- 1) The City will act as the petitioning party for the Arterial Infrastructure improvements project as required by State Statute, Chapter 429.
- 2) The City will design Arterial Infrastructure Improvements for Phase 1A and Phase 1B of the Bolton & Menk Arterial Infrastructure Analysis and prepare plans and specifications.
- 3) The City will administer the State and City guided processes for bidding, constructing, and assessing costs for the Arterial Infrastructure Improvements.
- 4) The City will pay for 100% of trunk water and trunk sanitary sewer costs via the City's trunk water and trunk sewer funds of Phase 1A and Phase 1B outlined in the Bolton & Menk Infrastructure Study.
- 5) The City will pay for the remaining arterial infrastructure costs for Phase 1A and Phase 1B outlined in the Bolton & Menk Infrastructure Study, not assessed to private properties.
- 6) The City will consider the EDA Fund (January 01, 2017 balance of \$829,000) and the Anoka County HRA/ EDA Ramsey Account (January 01, 2017 balance of \$1,483,000) as the primary funding sources for this project.

NOW THEREFORE, CAPSTONE HOMES agrees in principle to the following:

- 1) Capstone Homes will enter into an assessment agreement to be recorded against real property to pay for 40% of applicable arterial infrastructure improvements for Phase 1B outlined in the Bolton & Menk Infrastructure Study.
- 2) Capstone Homes will enter into an assessment agreement to be recorded against real property to pay for 16% of applicable arterial infrastructure improvements for Phase 1A outlined in the Bolton & Menk Infrastructure Study.
- 3) Capstone Homes assessment conditions will include a five (5) year term, and an interest rate consistent with the City's assessment policy. In the event lots are sold before the five (5) year term expires, assessments on said lots will be due, in-full, at the time of sale.
- 4) Capstone Homes will supply a letter of credit meeting City standards, for 110% of their portion of arterial infrastructure improvements. This letter of credit will remain in place until assessments are paid off; and can be drawn down in phases.

NOW THEREFORE, HAGEMAN HOLDINGS agrees in principle to the following:

- 1) Hageman Holdings will enter into an assessment agreement to be recorded against Lot 1, Block 1, Alpha Development Plat to pay for 24% of applicable arterial infrastructure improvements for Phase 1A outlined in the Bolton & Menk Infrastructure Study.
- 2) Hageman Holdings assessments will be due at the time of closing on future land sales; and shall accrue interest.

All parties agree in principle to this non-binding agreement.

THE CITY: City of Ramsey, Minnesota, a Minnesota Municipal Corporation

By: _____
Sarah Strommen, Mayor

Dated _____, 2017

By: _____
Kurt Ulrich, City Administrator

CAPSTONE HOMES: Capstone Homes, Inc., a registered Minnesota domestic business corporation

By: _____
Ben Minks, CEO

Dated _____, 2017

HAGEMAN HOLDINGS: Hageman Holdings, LLC, a registered Minnesota limited liability company

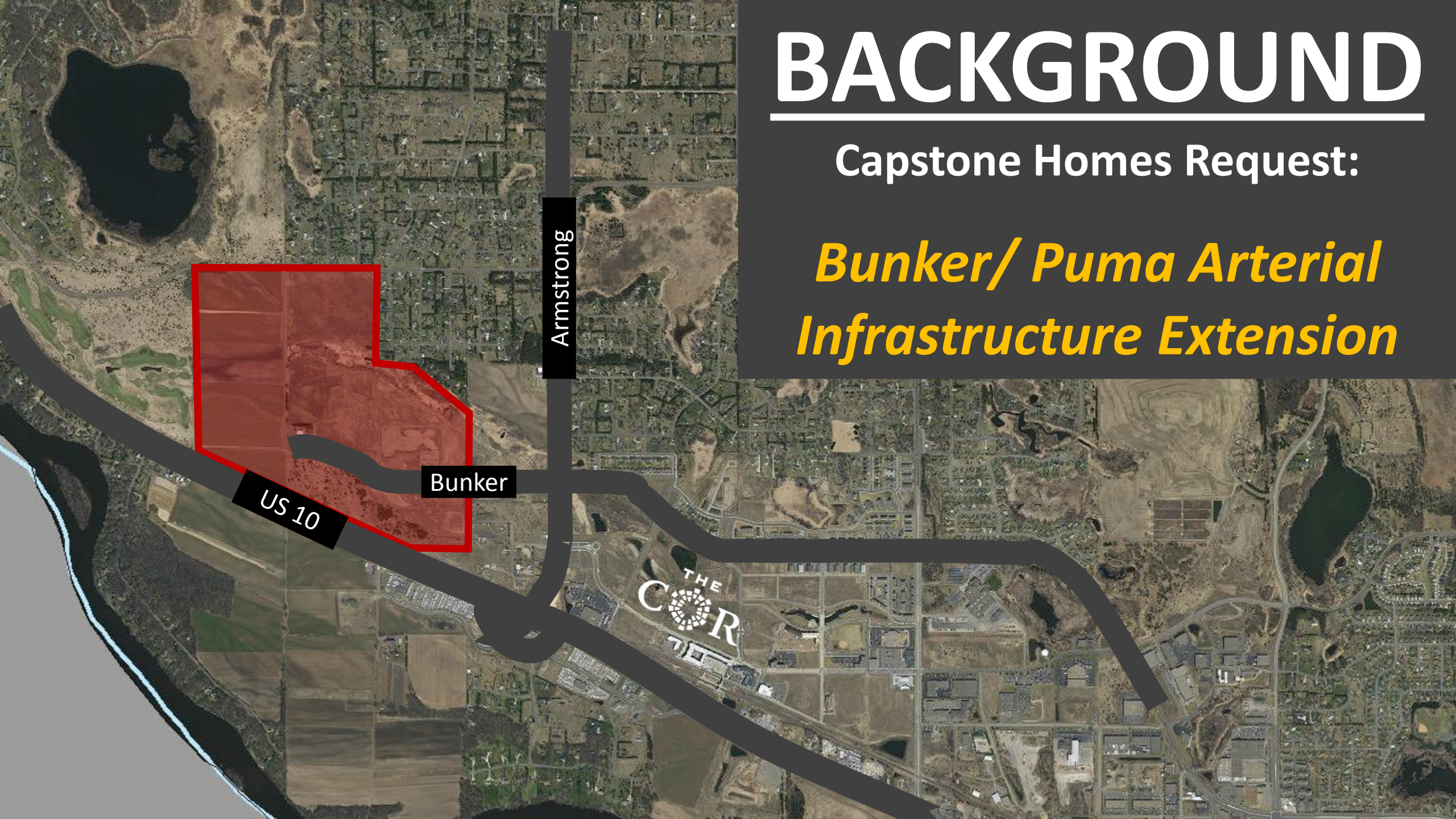
By: _____
Michael Hageman, Manager

Dated _____, 2017

BACKGROUND

Capstone Homes Request:

*Bunker/ Puma Arterial
Infrastructure Extension*



Armstrong

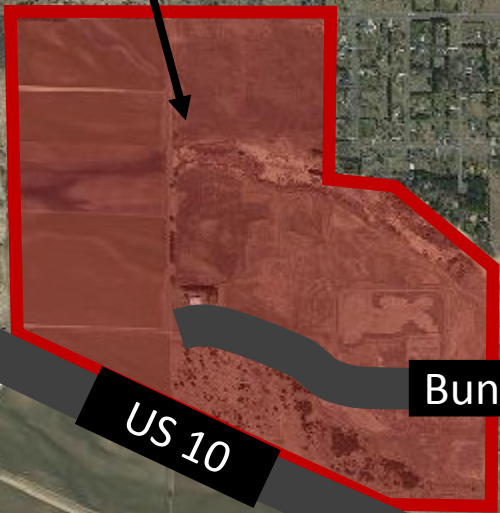
Bunker

US 10

THE
CORNER

Developable Area

- About 275 Acres Greenfield
- Hageman Holdings/ Pearson Properties



Armstrong

Bunker

US 10

THE
COR
THE

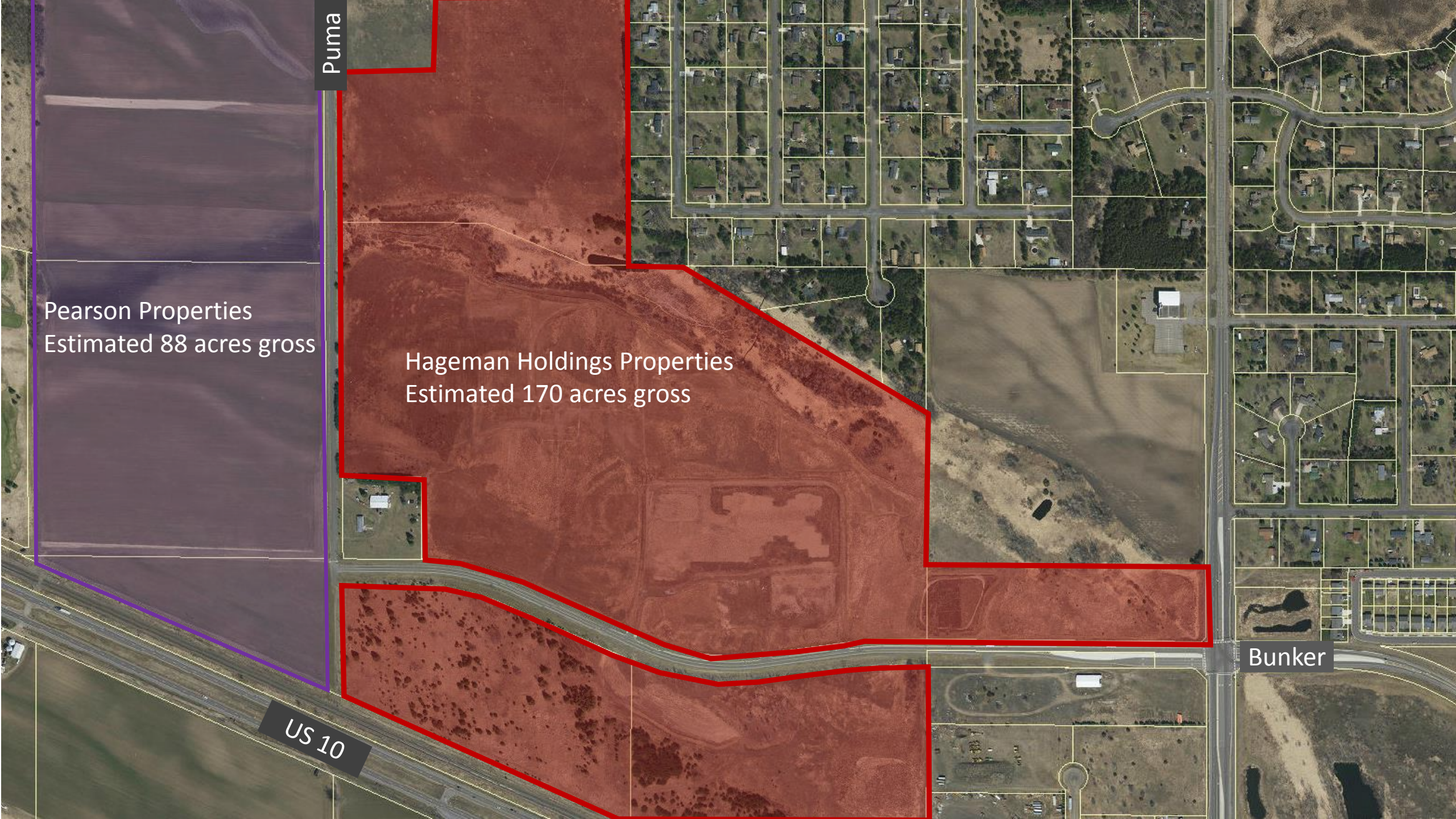
Puma

Pearson Properties
Estimated 88 acres gross

Hageman Holdings Properties
Estimated 170 acres gross

US 10

Bunker

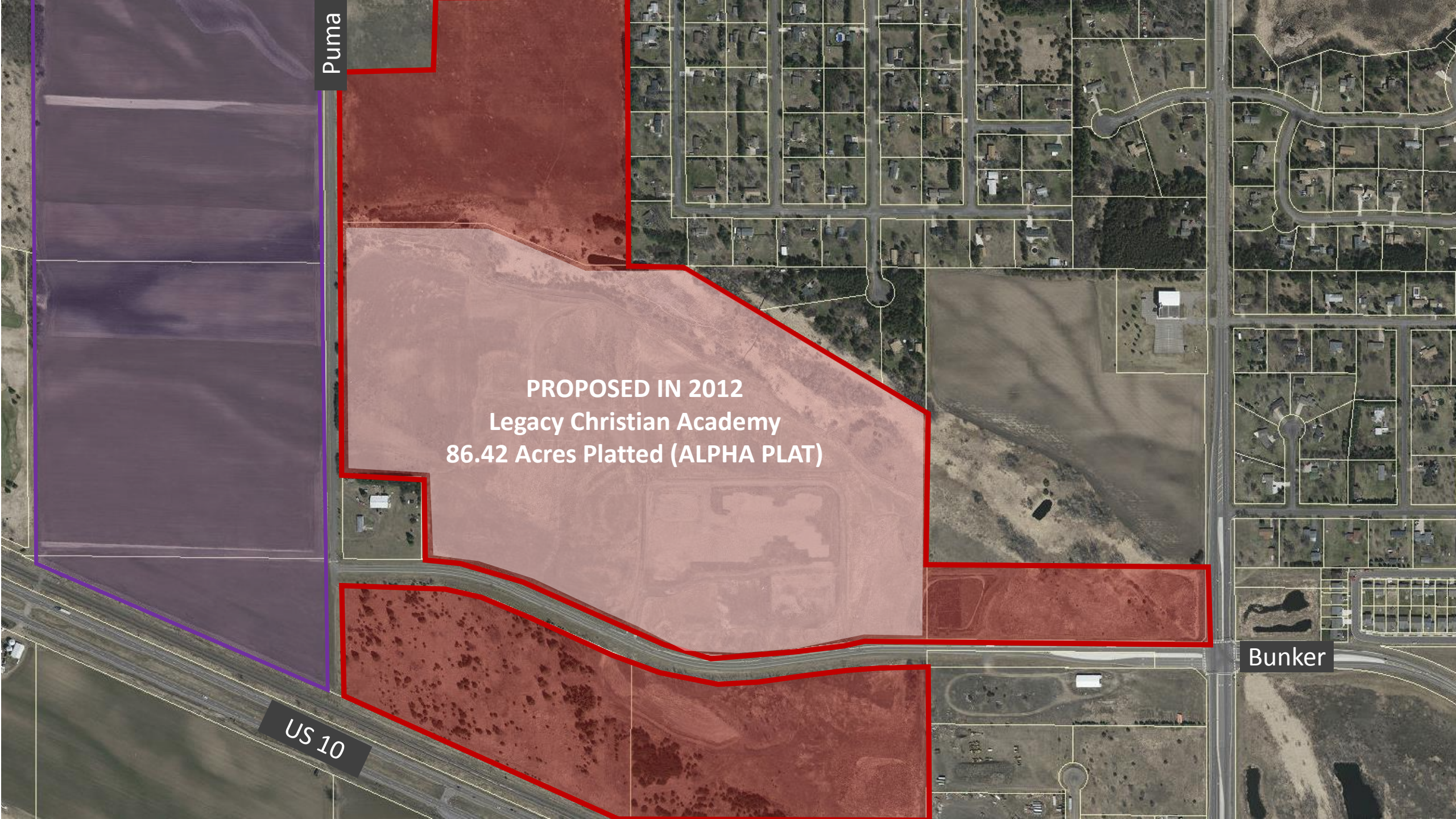


Puma

PROPOSED IN 2012
Legacy Christian Academy
86.42 Acres Platted (ALPHA PLAT)

US 10

Bunker



Puma

Legacy Christian Academy
PROPOSED IN 2012
86.42 Acres Platted (ALPHA PLAT)

Arterial Infrastructure Extended

- Extended in response to Legacy proposal
- Road, trunk sewer, trunk water, trail, curb/ gutter (N)
- \$4.6M project, City 60% (\$2.6M), Hageman 40% (\$1.7M)

Bunker

US 10



Puma

Legacy Christian Academy
PROPOSED IN 2012
86.42 Acres Platted (ALPHA PLAT)

Arterial Infrastructure Extended

- Extended in response to Legacy proposal
- Road, trunk sewer, trunk water, trail, curb/ gutter (N)
- \$4.6M project, City 60% (\$2.6M), Hageman 40% (\$1.7M)

Bunker

Temporary Road Extended

- Very thin pavement (2"), two lanes, no shoulders, no grading, no storm water, no curb/ gutter, no street lights, no utilities.
- Was to be upgraded at the time of future development.

Puma

UPDATE, SINCE 2012

- Legacy Christian Academy Proposal no-go
- No development has occurred in this area.
- Hageman Holdings is paying about \$176K per year in assessments.

Arterial Infrastructure Extended

- Extended in response to Legacy proposal
- Road, trunk sewer, trunk water, trail, curb/ gutter (N)
- \$4.6M project, City 60% (\$2.6M), Hageman 40% (\$1.7M)

Bunker

Temporary Road Extended

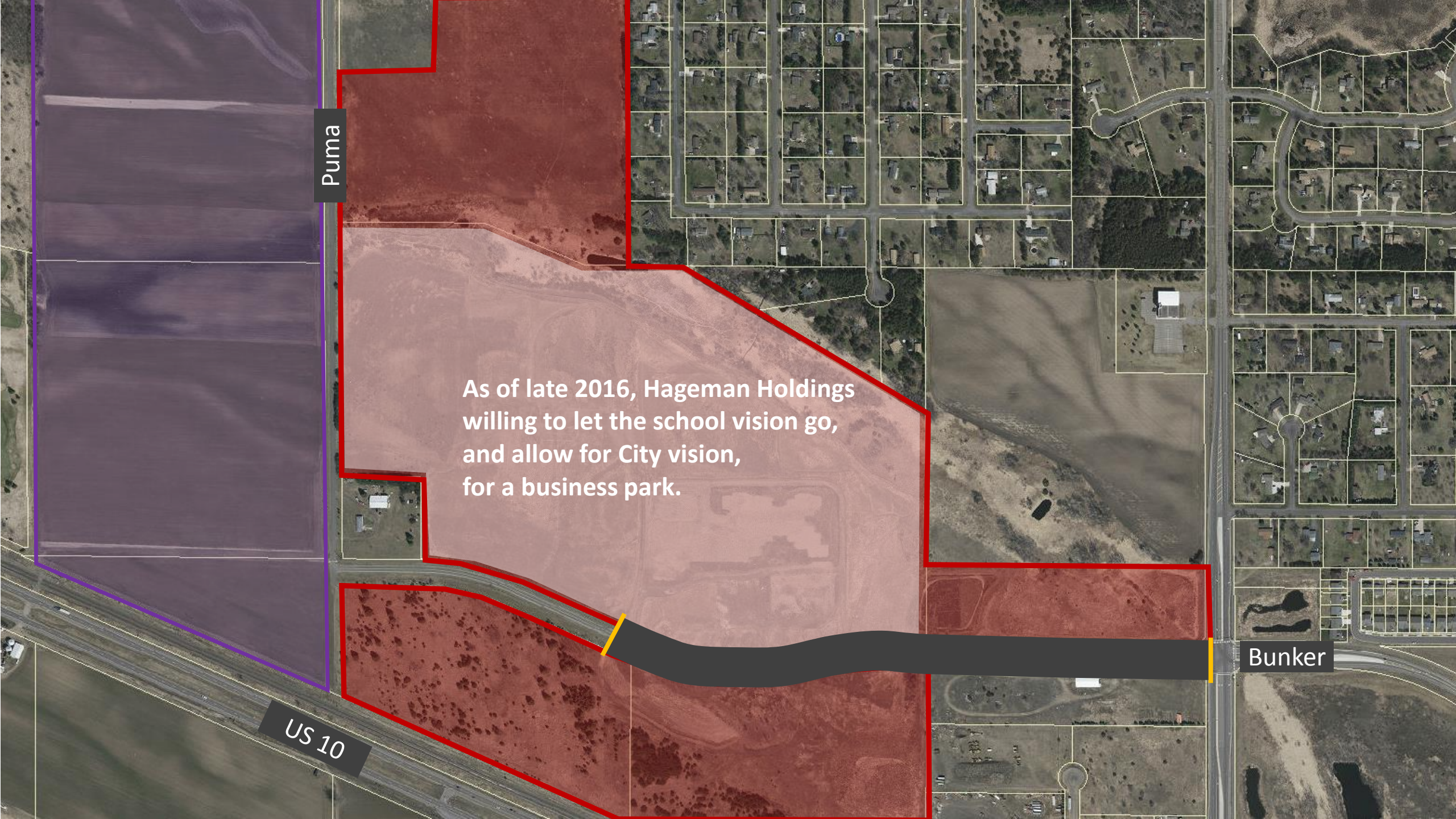
- Very thin pavement (2"), two lanes, no shoulders, no grading, no storm water, no curb/ gutter, no street lights, no utilities.
- Was to be upgraded at the time of future development.

Puma

As of late 2016, Hageman Holdings
willing to let the school vision go,
and allow for City vision,
for a business park.

US 10

Bunker



Puma

PROPOSED BUSINESS PARK

- 133 Acres Gross (estimated)
- 107 Acres Less NWI (estimated)

US 10

Bunker



Puma

Hageman Holdings only willing to allow their property to be rezoned and marketed for a business park under one condition. They don't want to pay any new assessments or invest additional dollars. If that is a requirement from the City, they are comfortable sitting on the land and waiting for an investor to purchase on speculation.

Hageman Assessments:
about \$170K per year (owe about \$1.7M)

US 10

Bunker

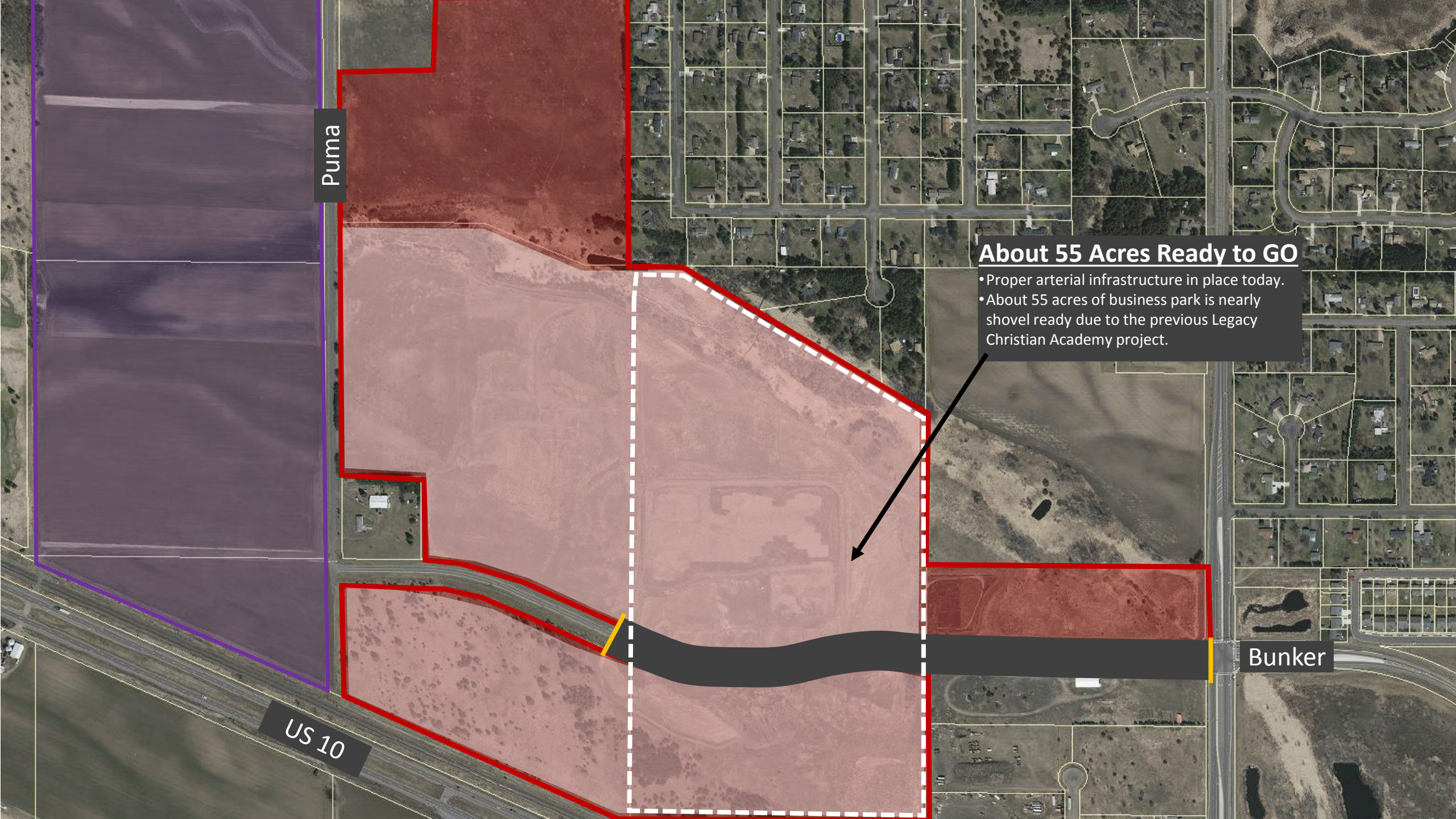
Puma

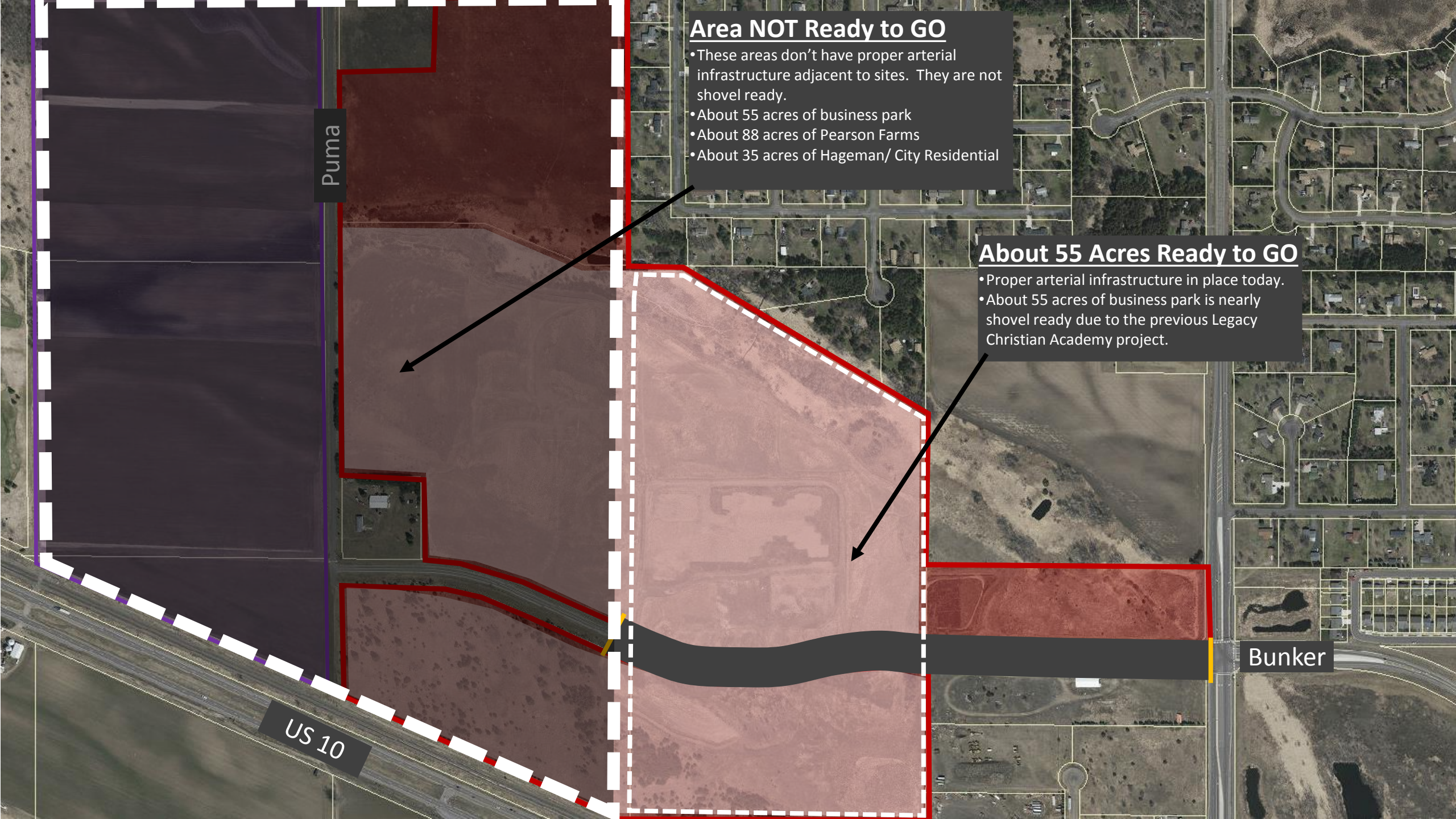
US 10

Bunker

About 55 Acres Ready to GO

- Proper arterial infrastructure in place today.
- About 55 acres of business park is nearly shovel ready due to the previous Legacy Christian Academy project.





Area NOT Ready to GO

- These areas don't have proper arterial infrastructure adjacent to sites. They are not shovel ready.
- About 55 acres of business park
- About 88 acres of Pearson Farms
- About 35 acres of Hageman/ City Residential

About 55 Acres Ready to GO

- Proper arterial infrastructure in place today.
- About 55 acres of business park is nearly shovel ready due to the previous Legacy Christian Academy project.

Puma

US 10

Bunker

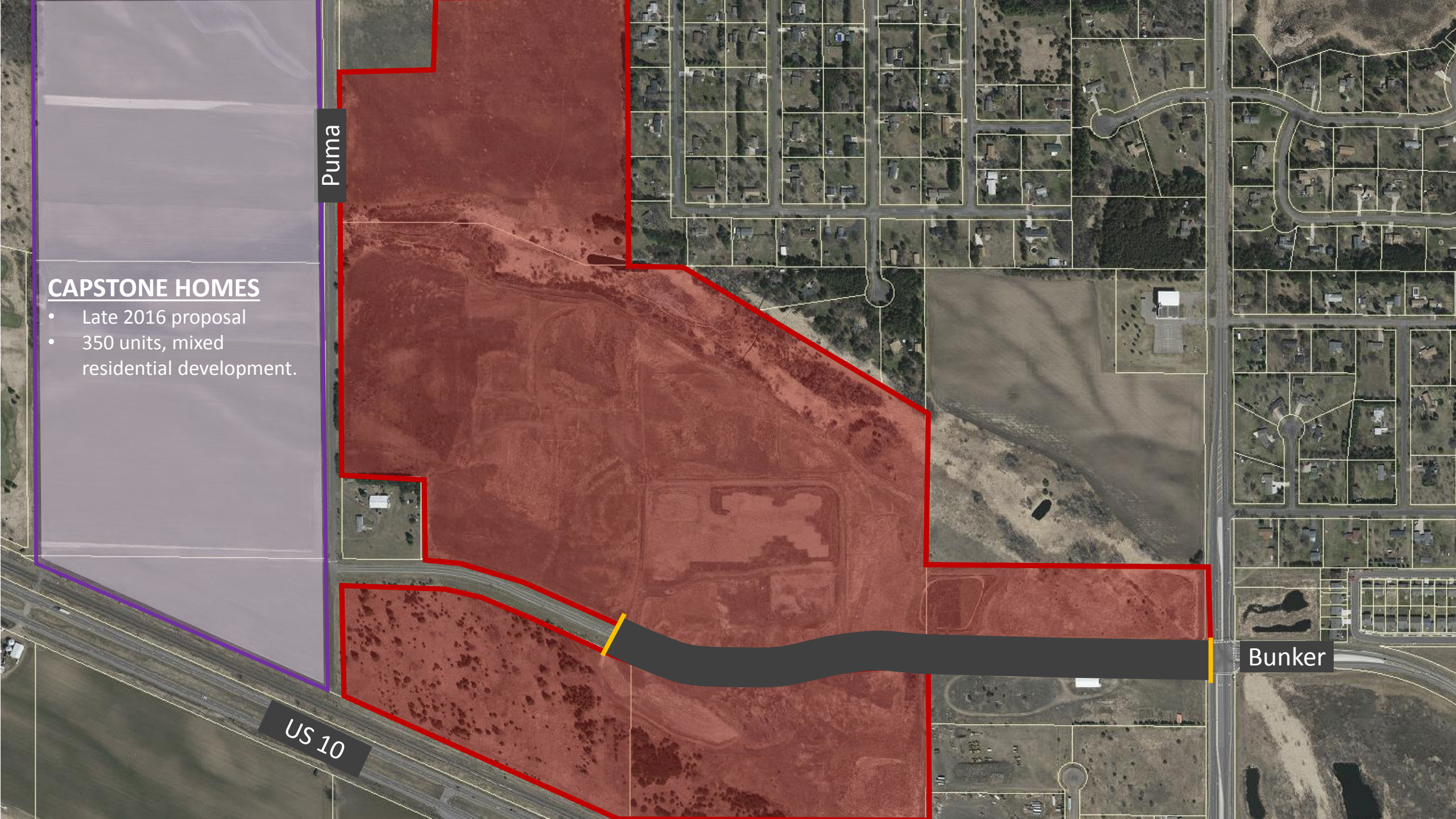
Puma

CAPSTONE HOMES

- Late 2016 proposal
- 350 units, mixed residential development.

US 10

Bunker



CAPSTONE HOMES

Phase 2

Puma

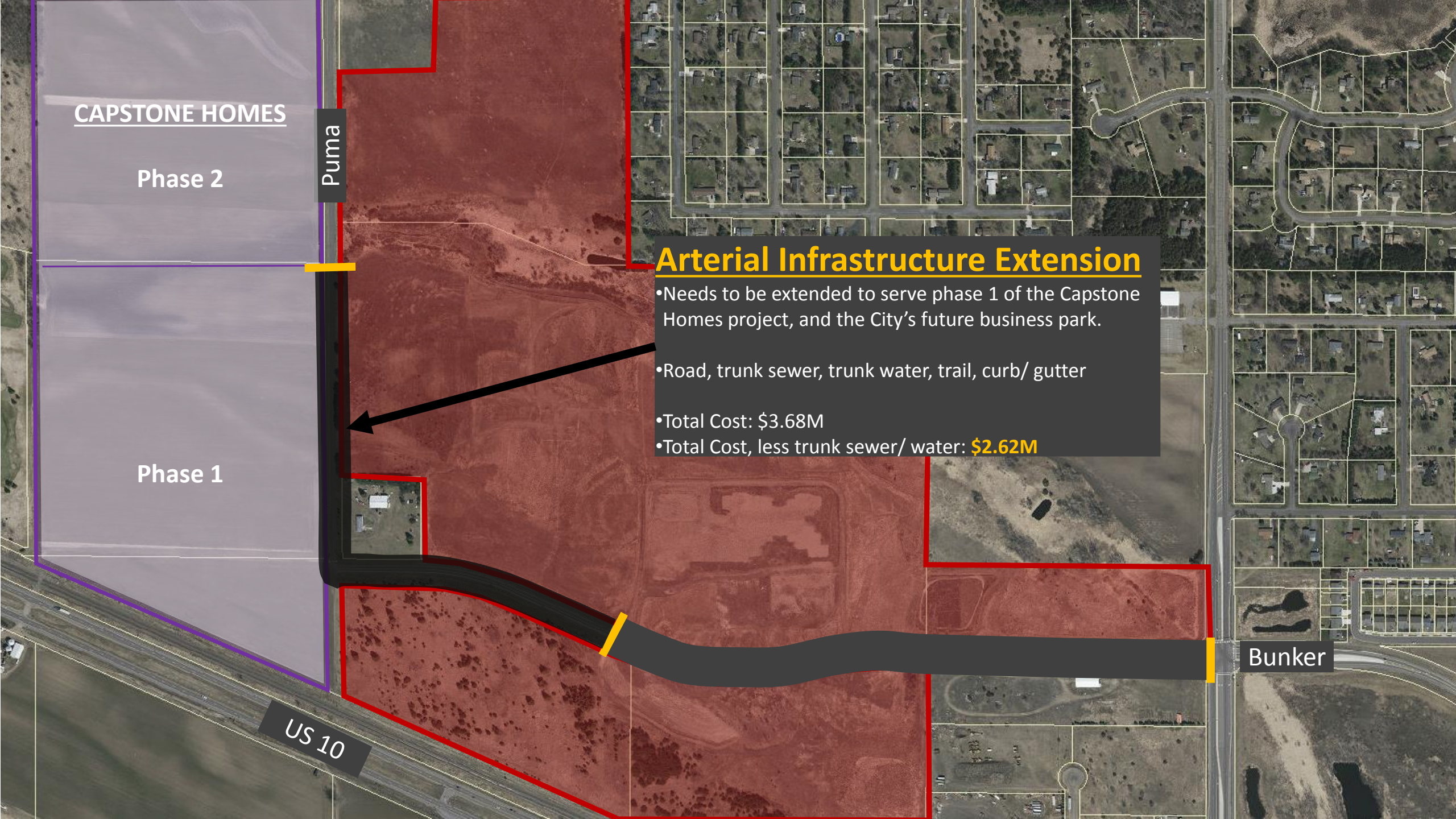
Arterial Infrastructure Extension

- Needs to be extended to serve phase 1 of the Capstone Homes project, and the City's future business park.
- Road, trunk sewer, trunk water, trail, curb/ gutter
- Total Cost: \$3.68M
- Total Cost, less trunk sewer/ water: **\$2.62M**

Phase 1

US 10

Bunker



CAPSTONE HOMES

Phase 2

Puma

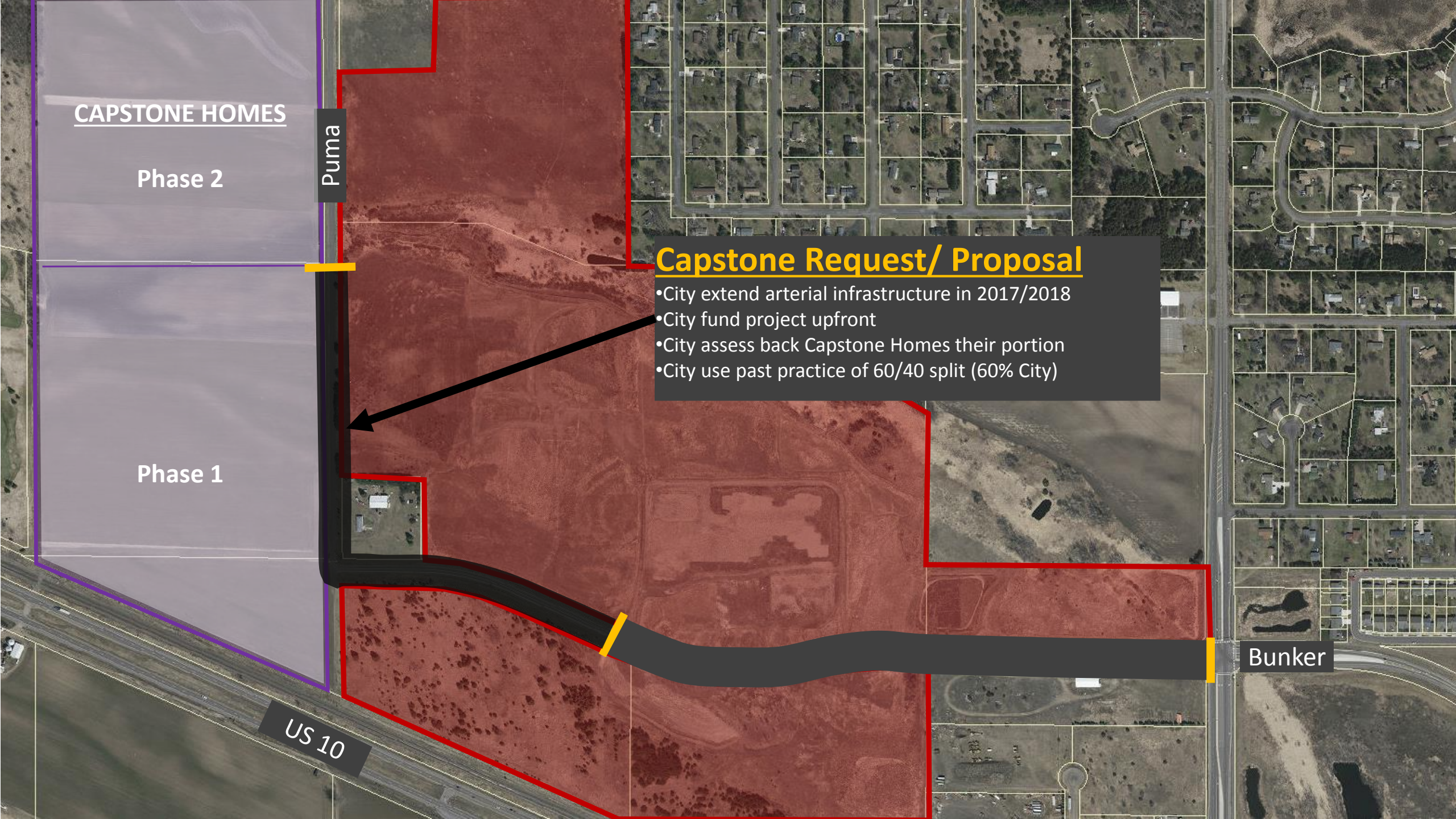
Capstone Request/ Proposal

- City extend arterial infrastructure in 2017/2018
- City fund project upfront
- City assess back Capstone Homes their portion
- City use past practice of 60/40 split (60% City)

Phase 1

US 10

Bunker



CAPSTONE HOMES

Phase 2

Puma

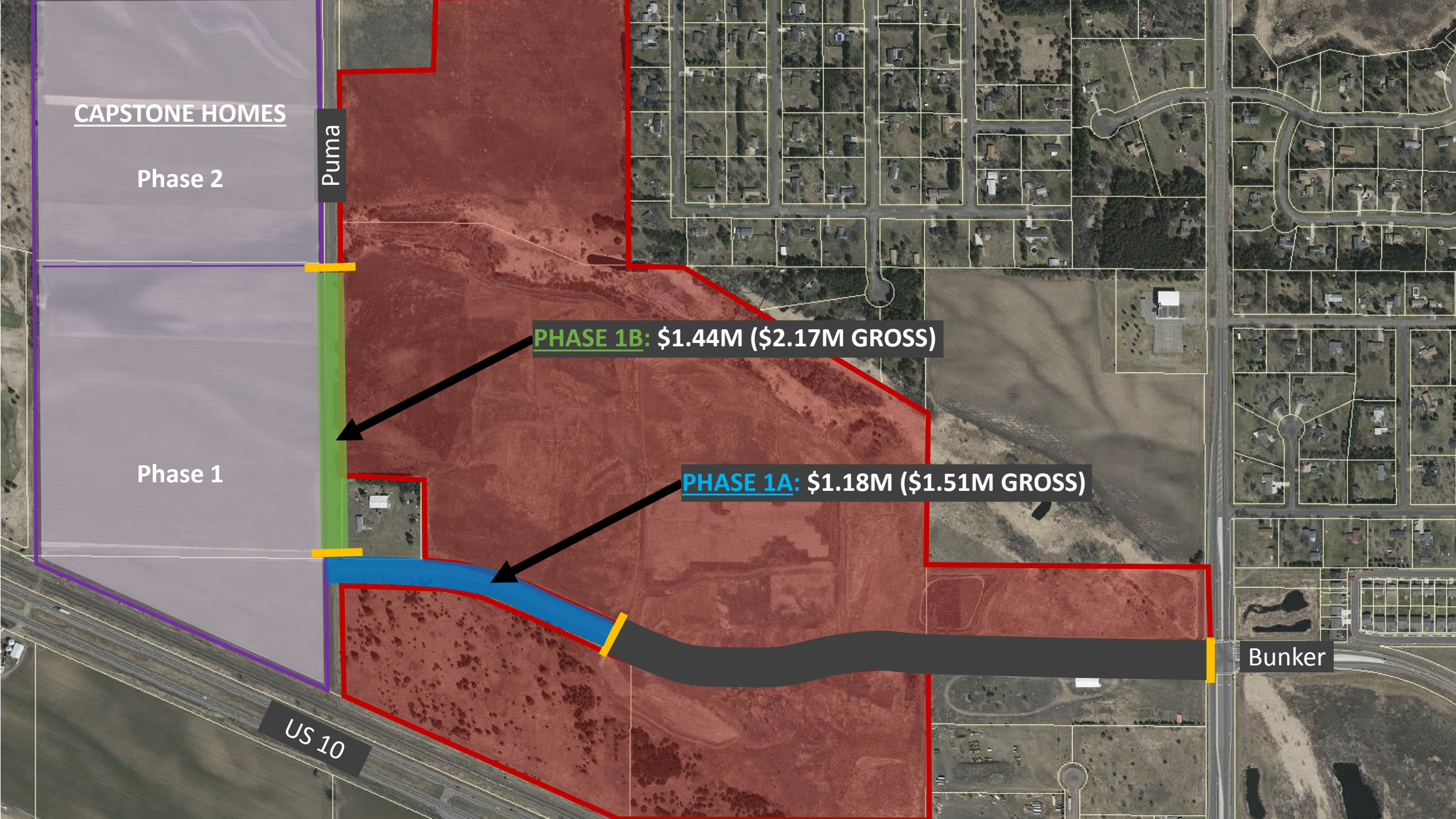
PHASE 1B: \$1.44M (\$2.17M GROSS)

Phase 1

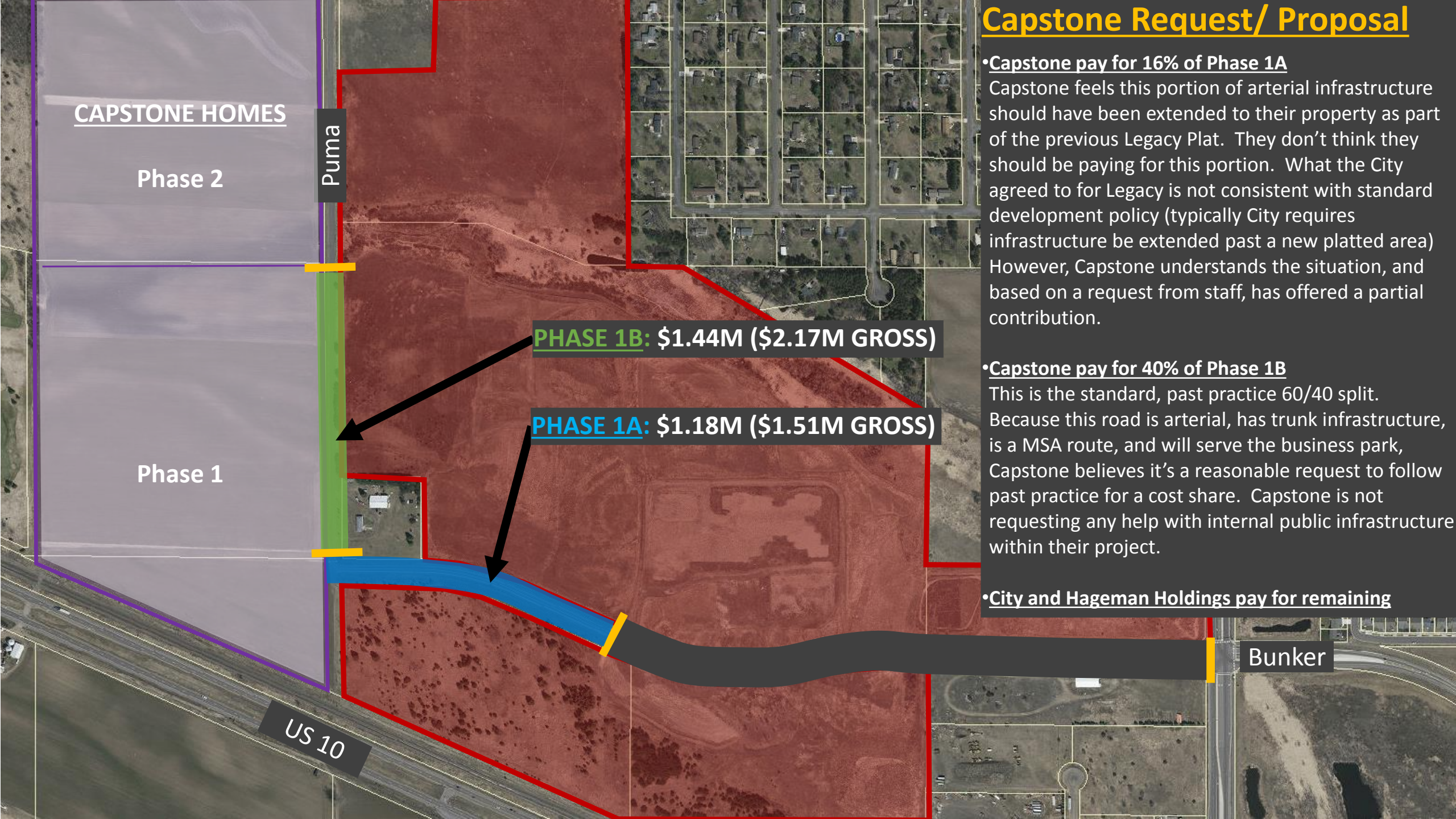
PHASE 1A: \$1.18M (\$1.51M GROSS)

Bunker

US 10



Capstone Request/ Proposal



CAPSTONE HOMES

Phase 2

Puma

Phase 1

US 10

Bunker

PHASE 1B: \$1.44M (\$2.17M GROSS)

PHASE 1A: \$1.18M (\$1.51M GROSS)

•Capstone pay for 16% of Phase 1A
Capstone feels this portion of arterial infrastructure should have been extended to their property as part of the previous Legacy Plat. They don't think they should be paying for this portion. What the City agreed to for Legacy is not consistent with standard development policy (typically City requires infrastructure be extended past a new platted area) However, Capstone understands the situation, and based on a request from staff, has offered a partial contribution.

•Capstone pay for 40% of Phase 1B
This is the standard, past practice 60/40 split. Because this road is arterial, has trunk infrastructure, is a MSA route, and will serve the business park, Capstone believes it's a reasonable request to follow past practice for a cost share. Capstone is not requesting any help with internal public infrastructure within their project.

•City and Hageman Holdings pay for remaining

CAPSTONE HOMES

Phase 2

Puma

Phase 1

US 10

Bunker

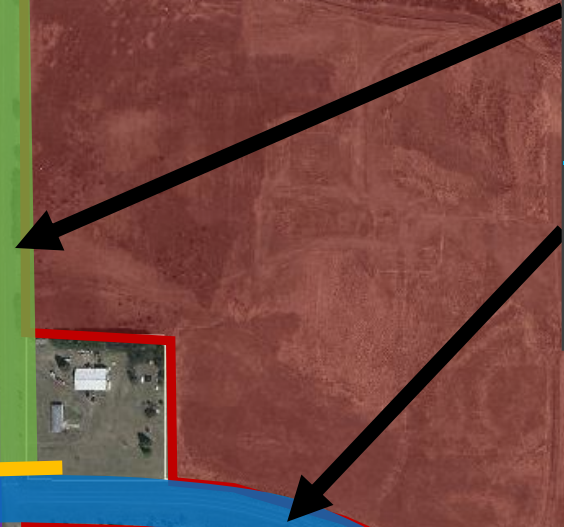
Capstone Request/ Proposal

PHASE 1B: \$1.44M (\$2.17M GROSS)

- City 60% (864K)
- Capstone 40% (576K)

PHASE 1A: \$1.18M (\$1.51M GROSS)

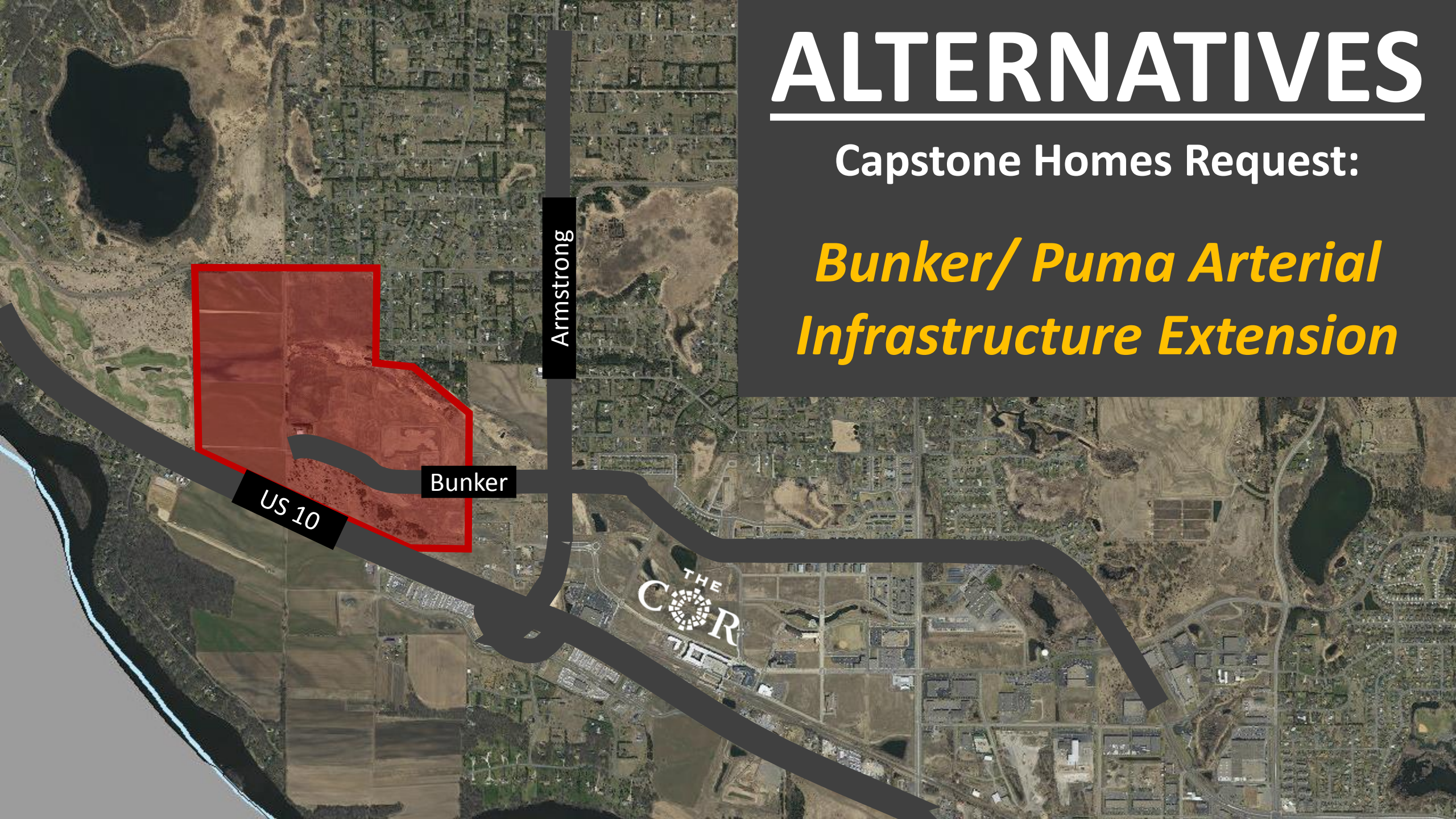
- City 60% (708K)
- Capstone 16% (188K)
- Hageman 24% (283K)



ALTERNATIVES

Capstone Homes Request:

*Bunker/ Puma Arterial
Infrastructure Extension*



ALTERNATIVE A

CAPSTONE HOMES

Phase 2

Puma

Phase 1

US 10

Bunker

Capstone Request/ Proposal

- City extend arterial infrastructure in **2017/2018**
- City fund project upfront
- City assess back Capstone Homes their portion
- City use past practice of 60/40 split (60% City)

PHASE 1B: \$1.44M (\$2.17M GROSS)

- City 60% (864K)
- Capstone 40% (576K)

PHASE 1A: \$1.18M (\$1.51M GROSS)

- City 60% (708K)
- Capstone 16% (188K)
- Hageman 24% (283K)

ALTERNATIVE A, Capstone Home's Proposal (AS-IS)

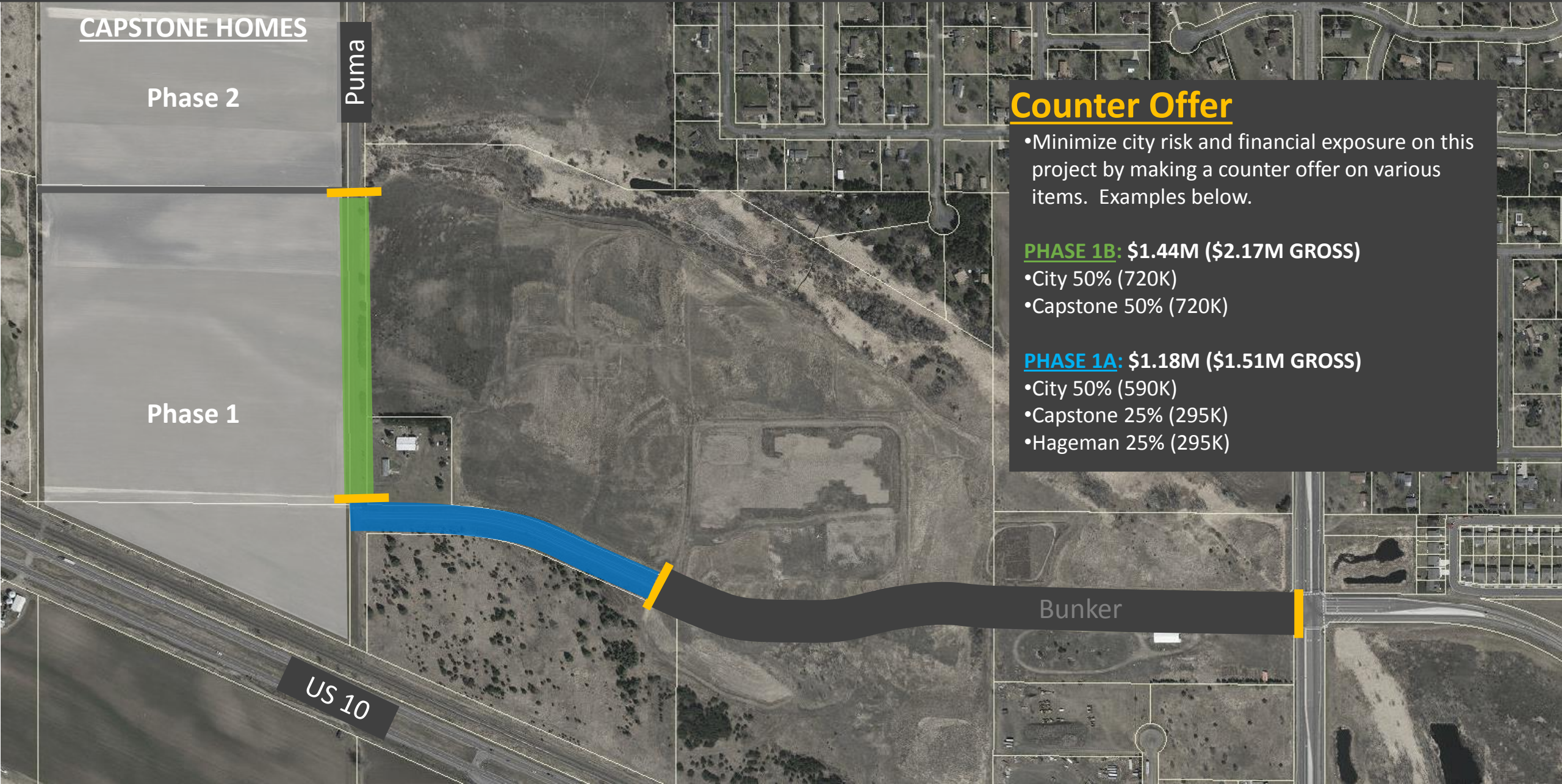
Benefits

- Deal is agreeable to Capstone Homes and Hageman Holdings (tentatively)
- Would trigger roughly 300 unit residential development.
 - Drive traffic/consumers to The COR--demographics for retail/restaurants.
 - Trigger payment of significant development fees. Park dedication fees--trigger preliminary development of new Alpine Park. At full build out, pay over \$400K in taxes (city portion)
 - Various new pedestrian connections (completes portion of greenway).
 - Inventory of major res. plats with land available is running low. Project would help sustain Ramsey's steady growth of sf. res. product into future.
 - Capstone Homes is a respected, quality, Ramsey business.
 - Appears high-quality/ unique project (not standard sf).
- Secure remaining arterial infrastructure needed for new Ramsey business park now (about half remains).
- Deal (60:40 split) generally consistent with recent projects in Ramsey. Based on review of historical res. projects, this deal appears to be as good, or better, than previous deals (for the City, from a cost-share perspective).

Considerations

- City's primary goal for this area is establishing a new business park. Upon completing the rezoning process (June 2017), the City will have about 55 acres of business park land available, with appropriate arterial infrastructure in place, today.
- Moving forward with Capstone's request could be considered risky, pre-mature, and speculative. The City would be expending limited public dollars today to allow for arguably a "leap-frog" residential project.
 - One could argue, the City should wait, until our existing 55-acres of business park land, currently served by arterial infrastructure, is developed, before we make additional significant investments in this area.
 - One could argue, another slump in the economy is bound to happen in the upcoming years. What would investment look like to the public if there was?
- RE funding--opportunity cost for both general alternatives.
 - CASH from EDA: project would deplete City's EDA funds (\$2.55M July 2017). Said dollars could be used for other projects (community center, hwy. 10, business recruitment, parking ramp, etc.).
 - BONDING: project would create roughly \$200-225K impact on the city's levy—via new debt.

ALTERNATIVE B



CAPSTONE HOMES

Phase 2

Puma

Phase 1

US 10

Bunker

Counter Offer

•Minimize city risk and financial exposure on this project by making a counter offer on various items. Examples below.

PHASE 1B: \$1.44M (\$2.17M GROSS)

- City 50% (720K)
- Capstone 50% (720K)

PHASE 1A: \$1.18M (\$1.51M GROSS)

- City 50% (590K)
- Capstone 25% (295K)
- Hageman 25% (295K)

ALTERNATIVE B, Capstone Home's Proposal (Counter Offer)

Benefits

- Same benefits as outlined in Alternative A. However, slightly mitigated via a counter offer.

Considerations

- Same considerations as outlined in Alternative A. However, slightly mitigated.
- Please see attached comments from Capstone. They are opposed to this option. They believe they are participating above and beyond normal City policy (past and present) via Alternative A. They believe their effective cost share, via Alternative A, is actually 53% (not 40%).

ALTERNATIVE C



CAPSTONE HOMES

Phase 2

Puma

Phase 1

US 10

Wait for orderly development

- Wait for the green field business park land currently served by existing arterial infrastructure to be developed first (about **55 acres**). Then, in the future, **extend** arterial infrastructure.
- In other words, don't "leap-frog" arterial infrastructure, wait for orderly absorption of land to occur.
- This would essentially put a halt to the Capstone project (i.e. current request).

Bunker

ALTERNATIVE C, Do not move forward with Capstone Proposal

Benefits

- Generally opposite of Alternative A (see A for details).
 - City greatly reduces risk and debt/ investment exposure associated with Capstone request.
 - City retains Economic Development dollars for other high priority projects (highway 10, community center, parking ramps, business recruitment, etc.).
 - City still meets goal for business park (enough land ready today for foreseeable future).

Considerations

- Generally opposite of Alternative A (see A for details).
 - Will likely lose Capstone residential project—missed opportunity for a quality project from a quality Ramsey business.
 - Will likely result in Pearson Farms being put in a challenging position to sell their property.
 - Will likely delay preliminary improvements for the new Alpine Park—due to the lack of new development fees from Capstone.
 - Will likely stifle Ramsey's single family residential development potential over the foreseeable future—due to the lack of large single family plats in the hopper.

STAFF NOTE #1, Funding Options

Two general options to consider for funding: bonding or cash (i.e. existing funds).

Option #1 - Issue \$2,700,000 G.O. Improvement Bonds: 10 year term (5 years of Assessments)

Alternative	Average Annual Debt Service	(Less) Average Annual Assessments	Net New Tax Levy	Projected <u>Annual</u> Tax Increase - Avg. Value Home (\$211,800 - Pay 2017)
A - 40% Assessment	\$317,636	\$89,438	\$228,198	\$21
B - 50% Assessment	\$315,551	\$118,721	\$196,830	\$18

EDA dollars available to fund project upfront, no bonding (new debt) required

Option #2 - Internal Financing of Total Project Costs

Alternative	Internal Funds Needed For Project Costs	* (Less) Total Potential Assessment Collections	Net Internal Funds Not Recaptured
A - 40% Assessment	\$2,600,000	\$1,200,631	(\$1,399,369)
B - 50% Assessment	\$2,600,000	\$1,497,063	(\$1,102,937)

- ACHRA/EDA Account: \$1.75M, EDA Fund: \$800K = \$2.55M

- Allow city to capture new tax base created from Capstone for other needs (about \$400K city), and helps keep stable tax base.

- Hageman/ Capstone assessments would refund EDA Fund, in future (about \$1.2M)

- Allows project to be an EDA/HRA project/ initiative.

* Assumes Capstone assessments are paid in first 5 years and Hageman Assessments are deferred and paid in year 10

STAFF NOTE #2, Hageman Holdings

Most alternatives includes some sort of “Hageman Holdings” assessment. Below are some important notes RE that proposed arrangement.

- Hageman Holdings is currently paying roughly \$170K per year on assessments, and owes roughly \$1.7M from former Legacy Christian Academy project. Hageman Holdings is opposed to taking on any new assessments. They are done taking on new financial risk (obligations), by making major upfront investments in speculative development.
- If the City will require Hageman Holdings take on new assessments, Hageman Holdings will oppose. Hageman Holdings is willing to sit on their property, and wait for an investor/ master developer to purchase in the future. And, that future investor, would factor in the cost of needed arterial infrastructure. Hageman Holdings is aware that may result in a lower sale price, and potentially longer timeframe to close on sales. NOTE: the preliminary principal amount anticipated for the Hageman assessment is \$283-\$350K.
- Staff believes a creative solution exists, if the City wanted to move forward with the Capstone proposal now, the City could assess Hageman Holdings for their portion of the project now. However, make the Hageman Holdings assessments due at the time of a future land transaction. Therefore, Hageman Holdings would have no risk. The City would recover their upfront dollars in the future, and Capstone can move forward. The draw back here is time. The City would front the dollars, and miss an opportunity to invest those dollars elsewhere.

Infrastructure QA Log

03/22/2017

1. HOW HAS THE CITY PAID FOR PUBLIC INFRASTRUCTURE IN THE PAST, IS THERE A POLICY?

The City DOES have a formal program in place for maintenance and replacement of EXISTING public infrastructure. Please reference Ramsey's adopted assessment policy/ long term street maintenance program. This policy does not apply well to the Capstone Residential Development/ New Ramsey Business Park Discussion—as this area requires new arterial infrastructure (greenfield area).

The city does not have a formal policy in place for NEW infrastructure. Historically, this process has been addressed on a case-by-case negotiated basis in Ramsey. Based on staff research, below are some common trends/ informal policies.

1. *Collector Roads/ Arterial Roads*

In the recent past, the City of Ramsey has generally split costs 60:40 (60% City). This occurred in The COR in 2004, and 2005 on Rhinestone Street and Sunwood Drive. This occurred in 2013 on the Legacy Christian Academy project (extension of Bunker).

Looking further into the past, staff conducted historical research on arterial/ collector "municipal" roads (please see appendix for details). 16 developments were analyzed on four major municipal roads: Sunwood Drive, Alpine Drive, 167th Ave, and Variolite Street. Below is a summary of findings.

- Most commonly, the City of Ramsey has paid for arterial roads, not developers. The City has used MSA funds, TIF funds, PIR funds, and bonding.
- There is a small sample of projects, in which developers did pay for a PORTION of arterial infrastructure (Sunwood Drive in the early 1990s). Developers made a partial contribution in the amount of what they would have paid, had the arterial/ collector road been a standard residential neighborhood/ internal road. In these cases, there was not a policy/ or specific percentage split. It was a case-by-case analysis approach, determined by an engineer.

2. *Internal Public Roads*

For residential developments, it appears Ramsey has required developers to pay 100% of costs associated with internal/ public roadway systems (i.e. neighborhood public roads). In some cases, the City of Ramsey has helped developers with internal roadways, by financing these improvements upfront via bonding, and paying them back via an assessment agreement with the developer (typically 5 year term).

2. WHAT IS THE POLICY FOR ARTERIAL INFRASTRUCTURE IN OTHER DEVELOPING CITIES?

As part of the 2015 Bolton & Menk in-depth arterial infrastructure analysis, this question was addressed. Please see comments below from Bolton & Menk.

"We contacted numerous agency and community representatives to gauge the level of development activities on-going, planned and anticipated within their cities. The results varied greatly across the Metro area. There does not appear to be a uniform policy that can be drawn upon related to assessing costs. Even within most cities, there doesn't seem to be a strict set of rules related to development charges and fees. Rather, each community seems to have processes in place for working with developers that allow them to weigh the pros and cons of each development and determine the long-term financial benefits to the community. Eventually, development review processes are completed, requirements agreed upon, and the cost sharing between the developer and the city are formalized into a Developers Agreement. The information gathered indicates the City of Ramsey's previous approach to a cost split (40 percent developer and 60 percent City) for trunk utilities and collector roadways is reasonable based on what other communities are doing across the Metro area." –Bolton & Menk

3. WHAT FUNDING SOURCES HAS THE CITY HISTORICALLY USED FOR FUNDING NEW PUBLIC INFRASTRUCTURE?

In summary, the city has utilized three general funding sources:

1. TIF districts

The city either utilized TIF bonds or surplus TIF District Funds to complete this work (typically said investment was made by the city upfront). The city was paid back for their upfront investment over time via TIF revenues. This process was repeated several times from the 80s through the 2000's. Due to changes in TIF law, TIF districts have become less powerful and flexible over the past couple decades. As a result, Ramsey (along with other cities), have slowly become less reliant on TIF.

Additionally, it should be noted, through the 90's and early 2000's Ramsey had several TIF districts with multi-million dollar balances. Most of those TIF district balances have been spent down, and in some cases, those former TIF districts have been decertified. The former TIF districts played a major role in funding infrastructure in The COR for example (parking ramp, train station, roads, Armstrong, etc.).

2. Public Improvement Fund (PIR)

This fund generally helps pay for the construction and maintenance of public streets. In the 1980s and 1990s, this fund was commonly used to support the construction of new public roadways in Ramsey. Pervious to 2015, the fund received dollars from the City's general levy. Since 2015, this fund receives dollars from new general obligation debt (bonding).

3. MSA Fund

To support the State's system of streets, roads and bridges, MnDOT distributes funds for highway maintenance and construction to counties, cities and townships based on a formula determined by the State Legislature. This fund is fairly flexible and used for road construction projects. This fund was utilized for the Legacy Christian Academy Plant (extension of Bunker).

4. WHY SHOULDN'T THE DEVELOPERS PAY FOR EVERYTHING?

(How will this arterial infrastructure project effect land values in the business park?)

Bunker Lake Boulevard/ Puma Street are considered arterial infrastructure/ trunk infrastructure/ collector roadways. These roadways are a designated Municipal State Aid (MSA) route—much like Alpine, Variolite, Sunwood, or 167th Ave. Bunker/ Puma proposed improvements include “trunk” water/ sewer lines; which are identified in the city’s adopted Comprehensive Water/Sewer Plans. In summary, the arterial infrastructure proposed for Bunker/Puma will serve more than just the immediately adjacent parcels.

RE THE BUSINESS PARK AREA

Market rate asking prices for raw, shovel-ready, industrial land in the Ramsey area is \$2.00-\$3.50 per square foot.

If Hageman Holdings was asked to pay for 100% of all new arterial infrastructure running adjacent to their site, land prices are predicted to range from \$2.00-\$3.15 per square foot MINIMUM. This price does not include the cost of any needed internal infrastructure, time-value-of-money, broker fees, or profit-margin for Hageman Holdings, etc. Likely, if this was the scenario, asking prices would escalate well over \$3.00 psf.

Elk River, Ramsey’s biggest economic development competitor, has been listing industrial land for \$2.50 psf, before use of economic development incentives. In some cases, via use of economic development incentives, said \$2.50 psf priced land has been written down to significantly lower prices (less than \$1.00 psf), or in some cases, even down to zero.

In order to stay competitive, based on asking prices, Ramsey should stay below \$3.00 psf, and ideally be closer to \$2.00 psf, for asking prices. Additionally, the City should be prepared to use economic development incentives (such as TIF).

Hageman Holdings has set their asking prices from \$2.25 to \$2.75 psf, which includes existing assessments (i.e. 2013 Legacy project assessments are NOT an additional cost to a buyer).

Hageman Holdings has also indicated, they understand, that if additional NEW assessments are placed against their property (for this proposed arterial infrastructure project), they will likely need to discount that value from their existing asking prices, in order to stay relevant/ competitive in the marketplace (i.e. take less for the land). Hageman Holdings has indicated they understand that need, and are okay with that approach, and understand they need to stay at the \$2.25-\$2.75 asking prices. Hageman Holdings has indicated they are willing to sign another Memorandum of Understanding (MOU) outlining that position.

Lastly, it should be noted, asking prices are different than what price a deal can be done—likely, Hageman would be willing to sell at a price closer to \$2.00 psf (depending on the project/ negotiation).

STAFF NOTE: the new Hageman Holdings assessments are estimated to range between \$280K to \$350K total. If that new assessment is spread across the former school site, it comes out to 10 to 13 cents per square foot, or \$4,516 to \$5,645 per acre.

RE THE RESIDENTIAL AREA

Capstone Homes has indicated if they cannot come to a cost-share agreement with the city for the arterial infrastructure/ collector road, they will not be able to move forward with their proposed project, as it will price them out of the marketplace. Capstone Homes feels their proposed contribution is above and beyond past practice in the City of Ramsey—and other cities they have worked with.

Capstone has also made the point—that based on past practice, they should only be making a contribution to the arterial road in which they have frontage—which is Puma. Capstone has proposed to pay for 40% of Puma. However, additionally, Capstone is offering a 16% contribution to Bunker Lake Boulevard (as requested by staff in the early negotiation process). If Capstone combined their Bunker Lake Boulevard contribution with their Puma contribution, and applied that total contribution only to their frontage on Puma, they are effectively making a 53% contribution.

5. WHO WILL PAY FOR NON-ARTERIAL PUBLIC INFRASTRUCTURE?

The request before the city is related to arterial infrastructure. Said arterial infrastructure will serve two large developable areas: (1) a new 115-acre business park, and (2) about 123 acres of residential land—including the roughly 88-acre Capstone residential development. However, in many cases, internal public infrastructure will be required for each development area.

RE THE RESIDENTIAL AREA

Capstone Homes has indicated they will pay for 100% of all public infrastructure located within their site, which will be a multi-million dollar investment. This is consistent with past practice in the City of Ramsey, and other communities.

RE THE BUSINESS PARK AREA

First, it should be noted, the ability to predict if/ what scope of internal infrastructure will be needed within a business park is very challenging—due to the fact that projects range greatly. For example, from 10,000 sf users (needing 1 acre of land) to 200,000 sf users (needing 22 acres of land). Depending on what users come forward, the need for internal infrastructure could be minimal—or, it could become a significant need (and cost).

Generally, internal public infrastructure within business parks is dealt with on a case-by-case basis, depending on the merits of individual projects. In many cases, Ramsey has been a progressive-minded economic development community, and paid for internal public infrastructure in business park areas (Azurite and 143rd are recent examples). In some cases the city has required the developer pay for internal public infrastructure.

Staff believes this item should remain open, and should be dealt with, based on the merits of individually proposed projects. In the event that Ramsey attracts several small individual users, the city may need to discuss/ develop a master plan (big picture strategy) on how to deal with internal infrastructure.

Appendix

(historical research)

Example Developments

- Criteria

- Residential developments only
- Significant number of lots (min. 25+)
- Located on a major City roads (Sunwood Dr., Alpine Dr., 167th Ave., Variolite St.) –known as “Arterial Infrastructure”/ collector roads
- Direct access not on a County Road (Armstrong, Ramsey, Sunfish), and not on MN Hwy 47

- 16 Developments Reviewed

Northfork, 1986-2017

Whispering Pines Estates, 1972-1977

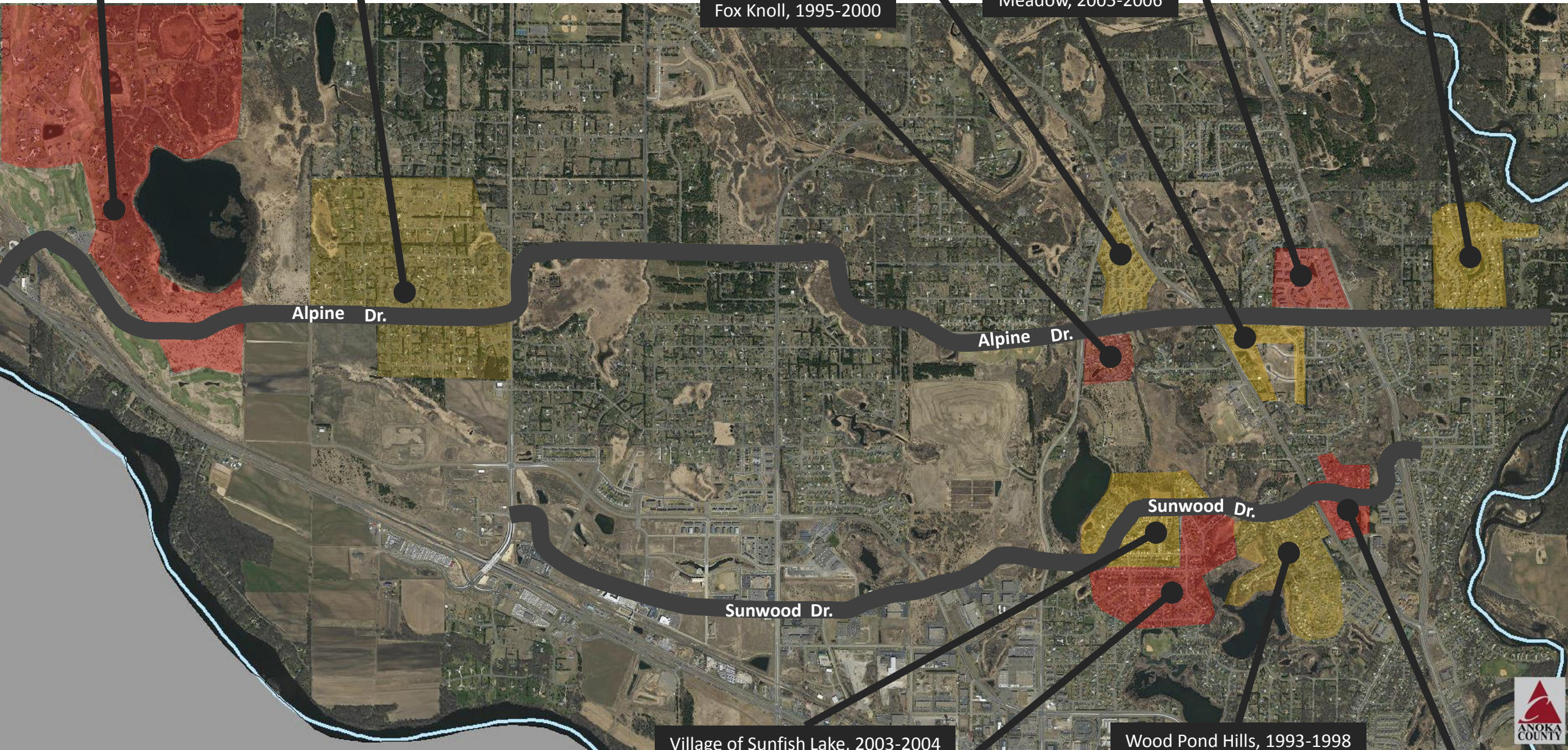
Alpine Acres, 2004-2005

Evergreen Point Townhomes, 2003

Highlands at River Park, 2002-2004

Fox Knoll, 1995-2000

Meadow, 2005-2006



Alpine Dr.

Alpine Dr.

Sunwood Dr.

Sunwood Dr.

Village of Sunfish Lake, 2003-2004

Wood Pond Hills, 1993-1998

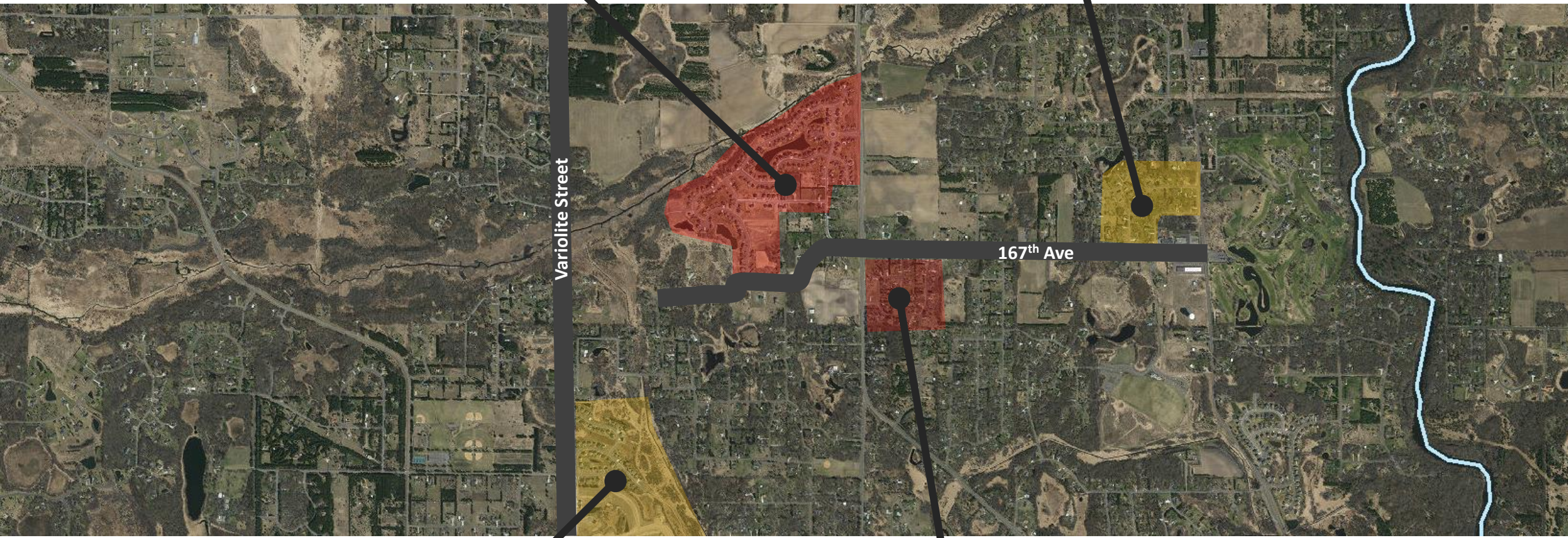
Chestnut Hill/ Ridge 1991-1196

Sunny Ponds, 1992-1993



Brookfield, 2005-2017

Klemish, 1973



Variolite Street

167th Ave

Woodlands (Sweet Bay Ridge), 2007-2017

Rolling Green, 1972

Findings


- 10 confirmed to not have made a direct contribution to arterial infrastructure
- 2 assumed (very likely) to not have made a direct contribution to arterial infrastructure
- 4 did make a contribution to arterial infrastructure


Breakdown of the 4


- 3 were located off Sunwood Drive in the early 1990's, and made a "partial contribution" based on what they would have paid for a standard residential road (NOTE: Sunwood Drive was constructed as a MSA road). They only paid based on frontage.
- 1 was from the 1970s, and made a contribution by digging ditches and placing 3" of gravel.

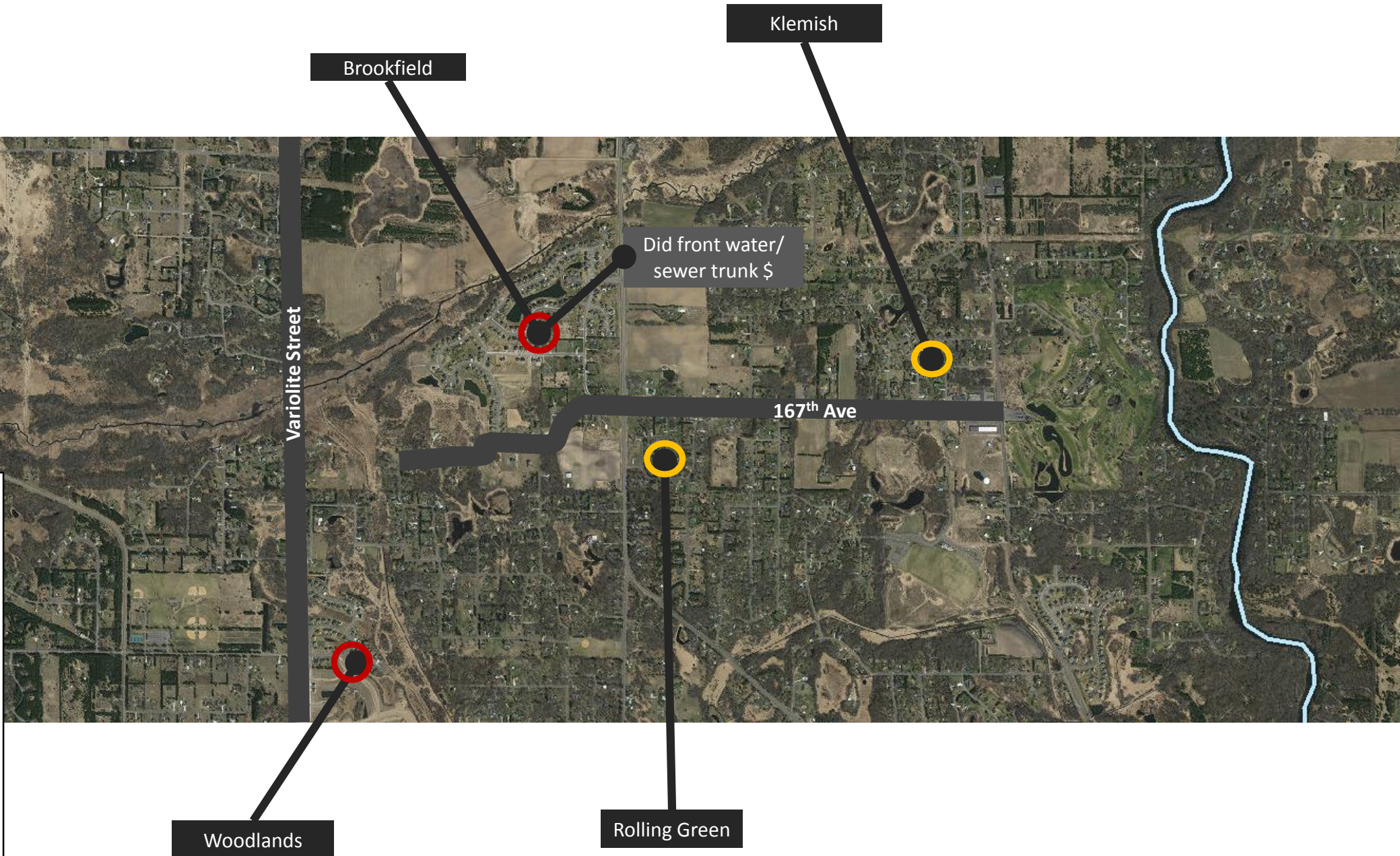
Key

No contribution to collector/ arterial road

Confirmed: 

Assumed: 

Unknown: 



REVIEW LETTER
RIVERSTONE (A.K.A. PEARSON FARM)
BUNKER LAKE, PUMA ARTERIAL INFRASTRUCTURE EXTENSION

Questions From EDA Meeting - 3/9/17

1. If Puma was not completed all the way to Alpine, would this be the same situation as when the infrastructure for the proposed school was left well short of the school's platted boundary? *Bunker Lake Road ("BLR") was not built to Puma, which was the edge of the platted property.
 - a. No, all of the school property was being platted which should have forced Bunker Lake Road to be fully extended to the limits of the plat (to Puma). In this current situation, we are building infrastructure ahead of the land being platted.
2. How would Capstone feel about going to 50/50 split on Puma?
 - a. Capstone Homes has no street frontage on BLR, but Capstone has still offered to contribute up to 16% of the cost there. That portion of BRL should have been extended previously when Hagemen Holdings platted their property. This has put the Pearson family in a difficult situation. It is possibly the 16% Capstone contribution could instead be allocated to the cost of Phase 1B of Puma. This would put the total contribution by Capstone (Puma Phase 1B) at 53%.
In addition, past city practice has been to use a 60/40 split for properties related to the business park (half of the property along Puma is business park). The 60/40 split allows Capstone the flexibility to contribute to the cost of Bunker Lake Road, or Capstone can move this funding to Puma. Either way works.
3. Shouldn't the 60/40 include the water and sewer infrastructure costs?
 - a. No, the trunk fees are set up to pay for this. Capstone will pay approximately \$842,082 (today's dollars) to trunk water and sewer fees over the life of this project, based on 293 units.
4. Has the 60/40 split previously been used for a residential area?
 - a. No, residential developments fund 100% of all internal neighborhood roads, while collector roads are primarily funded by the municipalities. However, in this case Capstone is offering to contribute up to 40% of the total cost (plus 16% of BLR) which Capstone has not done in past practice.
5. Is Capstone prepared to move forward if the proposal is approved?
 - a. Yes, Capstone is confident in this proposed neighborhood, given the demand for this type of housing. We are well financed and prepared to develop this land.
6. Can the assessment payoff schedule be strengthened or shortened?
 - a. Yes, the assessment can have minimum pay off amounts for each year. The payment is not required to be deferred. Capstone proposes to make minimum equal payments on an annual basis, over 10 years, starting the year the assessment is certified.
7. Why should the city consider this investment?
 - a. We believe that 300 additional rooftops in Riverstone is exactly what the COR needs to achieve its intended commercial/retail component goals. Adding 1,000+ residents nearby the COR will give this area a significant boost. The side benefit to helping the COR, is that the added infrastructure to the business park area, will need to be built at some point anyway. Building it now gives it the business park the marketability that it needs. This will be a unique residential community given the amenity, product offering, and location within the city of Ramsey.
8. Are we "leapfrogging"?
 - a. No, this proposed neighborhood is adjacent to an existing platted property. We are not skipping over a large area of rural land to reach our land. The city has designated the land to the east to be business park. If the business park takes 15 – 20 years to develop, Capstone and the Pearson's would have to wait much too long for "orderly" development to occur.

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

The City of Ramsey Economic Development Authority (EDA) conducted a regular meeting on Thursday, March 9, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

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

Members Absent: Member Wayne Skaff

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

1. CALL TO ORDER

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

2. APPROVE AGENDA

No changes.

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

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

3. APPROVE MINUTES

3.01: Approve Meeting Minutes Dated February 9, 2017

Motion by Member Riley, seconded by Member Hardin, to approve the February 9, 2017, minutes as presented.

Chairperson Steffen stated there was one change on page 9, last paragraph the sentence is incorrect and should be changed to reflect the following: "IAG Commercial is not a non-profit".

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

4. EDA BUSINESS

4.01: Informational Interview Oppidan Development

Economic Dev. Mgr/Assistant City Administrator Brama stated this case is a follow up to the EDA's ongoing discussion RE marketing strategies for The COR, and the sale of City-owned land. He presented the staff report.

Mr. Drew Johnson, Manager of Commercial Development for Oppidan Development reviewed his background and the history and previous projects Oppidan Development has done with the Board. He stated Oppidan Development is mainly merchant developers, they sell ninety percent of the projects they do, they do not have a portfolio.

Mr. Johnson reviewed a six-acre site they are developing in Minneapolis.

Chairperson Steffen asked if Oppidan Development owns the site on the current project they are working on in Minneapolis.

Mr. Johnson stated they do own the site but they usually do not own a site until they are ready to break ground. He stated this project is A-typical in the nature of it.

Chairperson Steffen asked what is the general perception of The COR and what are the strengths and weaknesses.

Mr. Johnson stated knowing how hard and expensive mixed use has been and is to do, he thought Ramsey was doing pretty well in terms of what has been done so far and also knowing how expensive market rate housing is to build. He stated from the center of where the money is flowing, Ramsey is pretty far out and suburban housing is challenging and hard and when looking at some of the other large projects that have gone on has been pretty big with city subsidies and free land, TIFF's and things that have been done to make that happen, he thought that was a huge barrier of entry for how big the COR is and how much Ramsey has so far, he thought they have been doing pretty well. There is a lot of communities in the same spot where they want to remake an area and do a downtown.

Member Riley asked what Mr. Johnson thought of vertically integrated building, which he thought Ramsey had a little bit already and a lot more of that in the plan.

Mr. Johnson thought it was hard because on a large scale format to do well, if they have a footprint that is going to handle 100 residential units and enough underground parking where it is efficient to build, where the project needs a large project to do that because of some of the costs. He stated if the expectation of the ground floor will be a lot of retail, for a less dense area like Ramsey, that is a huge challenge. He thought a reasonable expectation, may be the best corner could have some support style retail uses.

Chairperson Steffen asked which strategies would be recommended and which ones would Oppidan Development help them out with.

Mr. Johnson stated he would be as flexible as possible. He stated a firm like CBRE has a strong international and national reach, he would choose CBRE path if just starting out and put their best foot forward. Secondly to that and as it would relate to engaging a developer, their interest in land anywhere is very tenant driven. He stated they could have a project built within twelve, eighteen to twenty-four months.

Chairperson Steffen stated the City has about 150 acres of available retail land is located within/adjacent to The COR today. He asked if it was realistic for Ramsey to absorb that much retail land.

Mr. Johnson thought right now there was too much land there for retail. He did not think it needed to be rezoned right away but they should look at the next step of retail development after the grocery, he thought better retail would be larger box stores such as Michaels, JoAnn Fabrics, Maurices, TJ/MAXX which from a real estate risk profile would be harder to do for a developer to do. He did not think there was the population or critical mass to pull that off. He would advise the big power centers to be built such as Home Depot, Menards, Lowe's, Fleet Farm.

Mr. Johnson stated in closing, the best strategy, where in terms of development they would not just doing another convenience store, the question is how do they grow the tax base and CBRE is already aware of this. He thought there is shovel ready, utility stub, soil corrected large parcels of land in Mpls and there is very few of them left where people are bringing them further out to surrounding communities. He stated Ramsey was probably in the position to respond to a larger land owner such as a manufacturing business use.

The EDA thanked Mr. Johnson for being at the meeting.

4.02: Anoka County Open-to-Business Program Update

Economic Dev. Mgr/Assistant City Administrator Brama stated Kathleen DuChene with the Anoka County Open-to-Business Program was at the meeting to provide an update.

Ms. DuChene updated the Board on the Open-to-Business Program in Anoka County and customers they have helped get financing and start, grow their businesses.

Ms. DuChene stated the trends she has seen in the last few years are very little brick and mortar businesses. A lot of new businesses are inside the home and online women's boutique businesses. She stated she has helped a business owner put together an online business in the travel industry for women who want to travel but travel alone. She stated another trend is micro-breweries and organic home to table micro greens businesses. She noted the pet industry is growing and specialty foods, mostly ethnic foods and pasty and baked goods are also growing.

Ms. DuChene thought there was a lot going on in different industries and retail is changing rapidly. She stated big box stores are having difficulties and closing stores and there are more global markets and more online shopping and ordering is happening. She thought there were some implications for economic development in cities and economic development brings in business, hiring and creates tax base. She also thought there are going to be changing trends drastically in the next fifteen years.

Chairperson Steffen asked besides financing what are businesses looking for.

Ms. DuChene stated existing businesses are struggling with cash flow. Because of some of the changes she is seeing happening, business is not reacting quick enough on how to market differently, how to find different customers, they are struggling. Some of them have gone into business with not putting together a good plan or thinking through it thoroughly enough. She stated some businesses she looks at she sends them back to the drawing board and tells them they need some financial projections. Part of it is in planning. She thought the businesses they have made loans to have a thought-out plan and they are second stage businesses and are going to grow, know what they are doing and expanding and need financing for that. She stated she has been brainstorming with people and find out what they need to do. She noted she does get a lot of calls from Ramsey and encourage them to get a little blurb out into a newsletter every time it goes out.

4.03: EDA RLF Request, American Print & Digital

Economic Dev. Mgr/Assistant City Administrator Brama stated this case was reviewed by the EDA in January and February. This loan request was approved by the EDA and Council in February, contingent upon staff obtaining sufficient collateral. The purpose of this case is to update the collateral source. American Print & Digital is suggesting the City take a first lien on the attached existing equipment list, rather than a second mortgage on their personal residence. Staff has verified sufficient value exists in the attached equipment list to collateralize the EDA loan. With this in mind, staff believes this change is administrative in nature, and still meets the intent of Ramsey's policies and prudent lending standards. Staff recommends the EDA re-approve this loan with the updated collateral requirement.

Member Hardin recused himself from discussion and voting due to conflict of interest.

Motion by Member Burandt, seconded by Member Brunt, to recommend to City Council approve the attached draft loan agreement with American Print & Digital and approve an EDA RLF loan in an amount of up to \$72,500 (not to exceed 5% of the project cost), subject to:

- The borrower providing a first lien to the City on the attached "Equipment List"
- The borrower receiving approval of the project loan by the Bank of Elk River and the SBA
- Final review and approval of the loan agreement by the City Attorney and the CMDC.

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

4.04: Arterial Infrastructure Discussion for Bunker/Puma & Capstone Homes

Economic Dev. Mgr/Assistant City Administrator Brama stated this case is being reviewed by the EDA because the project is proposed to utilize two economic development funding sources. Since the proposed arterial infrastructure will serve the City's future business park, potential funding source for the arterial infrastructure include both the EDA Fund and Anoka County EDA/HRA accounts.

Economic Dev. Mgr/Assistant City Administrator Brama presented the staff report. He reviewed the three alternatives with the Board.

Economic Dev. Mgr/Assistant City Administrator Brama stated the benefits of Alternative A is that it appears it can work for all parties and an agreeable deal. This would trigger 300 to 350-unit residential development which would help drive traffic and consumers to The COR and would help to push their demographics to bring in retail restaurants. This would also help to trigger development of the new Itasca Park and modifications to Alpine along with allowing for new pedestrian connections within their community.

Economic Dev. Mgr/Assistant City Administrator Brama stated Alternative B would minimize the City's exposure to risk. Alternative C is to hold tight. They are able to meet their primary goal of getting their business park ready to go and have land available. He stated Capstone is at the meeting to discuss and answer any questions the EDA may have.

Chairperson Steffen asked if 60/40 is past policy. Economic Dev. Mgr/Assistant City Administrator Brama stated this is not past policy but is what happened for Legacy Christian Academy, Sunwood Drive and Rhinestone. The City does not have a formal policy and is usually negotiated.

Economic Dev. Mgr/Assistant City Administrator Brama stated the proposal that stands today, typically assessments are going to be over a ten to fifteen-year term. Capstone Homes has requested that the assessment be paid back at the time the property is sold. He thought the City would not want to sit on the assessments for any length of time so he thought a five-year sunset clause for when assessments would be due is appropriate. That would state that the lots, if not sold within five years, those assessments will come due. He noted this is sort of a hybrid approach. He stated Capstone Homes and staff has not had a lot of time to review this MOU in detail.

Member Williams asked to revisit the past practice statement. She asked if the 60/40 split is the basis for other residential developments in the City.

Economic Dev. Mgr/Assistant City Administrator Brama stated from a residential perspective, typically residential projects do not get involved with arterial infrastructure. Usually they will locate a development off a County Road or an existing city collector street. He stated the City of Ramsey typically does not get involved with infrastructure for residential projects, especially interior to a site. In this project there is going to be a lot of interior residential roads and the City

of Ramsey would not pay for any of that, what is less clear is arterial infrastructure collector roads, they would probably have to do some more digging to see what has been the practice in the past. He stated it was his understanding that those roads are typically City responsibility. He stated in this scenario they are extending those roads ahead of development and he did not know if they have done that in the past.

Member Riley asked if they should be considering this as two different phases. He thought it made sense to push it a little further when they know another phase is waiting.

Community Development Director Gladhill stated this does increase the cost of the project. What is unique here is that there is a specific phasing line. In this circumstance, they are only plating up to phase two which will give them a cleaner break. From a street maintenance perspective, they would prefer to do this all at once because then they do not have a sequential street maintenance program.

Member Williams asked if the gross and net numbers are different because there are already contributions from the City for the extension. She wondered why they are not calculating that difference as part of the 60/40 split proposal.

Economic Dev. Mgr/Assistant City Administrator Brama stated that is a perspective they can take on this project. Those dollars are preprogrammed for those arterial trunk lines. This development along with any development pays trunk/sewer fees for every single development to help pay for that system. He stated to that point an argument could be made both ways that they are making a contribution through standard development fees just like any other developer would.

Mr. Steve Bona, Capstone Homes, stated they are really excited for this project and feel it would be wonderful for the City and great for Capstone Home. He thought there may be more of a benefit to The COR then to the business park. He thought the business park would be an added bonus if they can pave the road on the south side adjacent along Puma along the west side of the business park but The COR needs rooftops and this project would provide that. He thought that was the biggest benefit they could provide to the City. They don't really have any frontage onto Bunker Lake Boulevard, it dead ends into their site but, if the road needs to be extended they would like to contribute to help that happen. They did come up with a dollar amount in order to assist that and then when it came to Puma, the 60/40 split, they looked at past practice, they have the business park on one side so it is not all residential. That seems to align with past practice and is why they included it that way in their proposal.

Mr. Bona stated they are offering funds along Bunker Lake Boulevard, even without any frontage on it in order to pull it towards their property. Right now one of the things they are fighting in regards to residential is there is still quite a few bank owned properties out there in those areas and they can only pay for so much offsite improvements before they get into the neighborhood. The bank owned land in Elk River and Otsego is their competition as well as coming closer to the cities and they are building in both of those areas and they know what those values are and to be competitive on this property, it is very important that they watch the

numbers. He stated he understood the City's view. He thought that the long-term vision for The COR is something they should be focusing on.

Mr. Bona stated they have revised their neighborhood plan. He thought plan was so much better than the first plan they presented to the City. He stated there is open space, curvature in the roads, they have created more ponding and amenities on the site.

Chairperson Steffen asked how long it will take to build out phase one.

Mr. Bona stated they are trying to determine what size phase one will be but assuming they are going to have fifty or so lots, they anticipate that will happen in a twelve to eighteen-month period once they gain some momentum. He stated they have different product type of homes that will be in the project. He noted they have removed the townhomes on the far south side and left them on the north side of the project.

Mr. Bona stated they have not gotten into the details about the assessment and how it would be paid back. In past practice, they have had a five-year term on assessments like this but they would divide out the total assessment by units that are envisioned to pay it back. He noted that phase one is not all of the units and it would have to be based on phase two as well but the minimum assessment payment could be made each year versus waiting until year five. He stated the benefit to them is it spreads out their cost and they would not need it to be pushed out to year five because as they are selling houses they will be paying back assessments.

Chairperson Steffen asked if they planned on preselling the lots.

Mr. Bona stated they will have permanent sales centers for each type of product. They will presell as much as possible. They are seeing a really good market in the Twin Cities right now.

Chairperson Steffen asked if Capstone has ever done a three hundred home project.

Mr. Bona indicated Capstone has not but Capstone has completed projects in multiple phases. He noted he has experience in this type of master planned communities project.

Chairperson Steffen asked how many homes Capstone built in 2016.

Mr. Bona indicated they built approximately 175 and closed around 150 and the target this year is to close 220 homes.

Community Development Director Gladhill stated from a planning perspective Capstone has done a good job of managing the Brookfield project and staff is excited about this project because it is something different.

Member Riley stated the Board has the MOU and alternative A of the 60/40 split. There is also alternative B which is a 50/50 split and he wondered how Mr. Bona felt about that alternative.

Mr. Bona stated with their contribution that they are making to Bunker Lake Boulevard, with no frontage on Bunker Lake Boulevard they feel like they are contributing more than their fair share to that. They have business parks on both sides of Bunker Lake Boulevard and they will achieve that value that will be built for the road and the arterial infrastructure at some point in the future. Even if they are not paying now or are paying a small share now, Capstone is not going to see any of that for their contribution made to Bunker Lake Boulevard. Those property owners will and they need to remember that. He stated that is where they are making a contribution that is over and above what would normally be done but they do see the benefit for it because they need the utilities to get to the property.

Mr. Bona stated on Puma, the 60/40 split there with the business park being on the east side and the residential being on the west side they feel it is fair for the City to look at the same approach that was taken the first time. He stated this is needed for the business park and this has been done in the past and they would like to see that continue here as well. Moving forward, north of this phase, that is different because there will not be a business park involved anymore and 50/50 split is what they anticipate with that phase once they get there.

Member Brunt left the meeting at 9:00 a.m.

Chairperson Steffen asked what their preferred timing is for closing.

Mr. Bona stated they would like to get this going as soon as possible but realistically they are probably looking at a fall completion for streets. They need to have this site under construction in July/August to have that happen. He stated the public project with Puma and Bunker Lake Boulevard will have to go through the 429 process which takes time.

Member Hardin asked on the fifty-five acres if it was shovel ready.

Economic Dev. Mgr/Assistant City Administrator Brama stated the shovel ready process they engaged WSB was for the entire south side of Bunker Lake Boulevard.

Member Hardin asked if the City has put a number to the two-business park parcel. If the City completed this project based on Alternative B, what would the cost per square foot be for the infrastructure on those business park parcels.

Economic Dev. Mgr/Assistant City Administrator Brama stated the study breaks the cost down per acre but it can be broken down per square foot. He stated he could find it out and let them know. He thought they would be looking at twenty-thirty thousand per acre.

Chairperson Steffen thought the EDA was in concurrence that they would not be in favor of Alternative C.

Member Hardin stated he was not opposed to the residential project but was concerned with leapfrogging and how long it is going to take to develop the business parks. He stated he had reservations on this. He stated if they do move forward he would like to see the timeline for the assessments moved up.

Member Williams left the meeting at 9:10 a.m.

Chairperson Steffen thought Alternative A was Capstone Homes only offer for this.

Member Riley stated if the EDA approved what Capstone Homes was asking for he wondered if they would be ready to close and move forward.

Mr. Bona stated Capstone is ready to close and move forward with this project and this project is good and sound.

Member Riley thought that was important, along with the leap frogging to have an end user that will utilize this. He stated he was in favor of this.

Chairperson Steffen asked if Capstone has new plans and drawings they will be showing to the City Council.

Mr. Bona indicated they did and he has discussed this with Mr. Gladhill.

Chairperson Steffen stated this is a great project and he would like to see this move forward.

4.05: Stone Brook Academy PA

Economic Dev. Mgr/Assistant City Administrator Brama stated the EDA is asked to consider the purchase agreement with Stone Brook Academy for 1-acre of land located near the center of The COR for a children's academy and childcare center.

Economic Dev. Mgr/Assistant City Administrator Brama stated this case was reviewed by the EDA, Planning Commission and City Council. All parties are generally very supportive of the use/proposed project. However, the site location has been the focal point of conversations to-date. The EDA is in general support of Stone Brook's proposed site location, Site #1. The Planning Commission is in general support of Stone Brook's proposed site location, Site #1. The Council is in general support of Stone Brook's proposed site location, Site #1. It appears all boards/commissions have indicated support for a north-to-south road construction (Verdin's to Sunwood). It appears there is not consensus on whether that road connection be a private drive or a public road. Additionally, it appears there is general support for Master Plan B which shows an east-to-west internal connection through the proposed Stone Brook site.

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

Motion by Member Hardin, seconded by Member Burandt, to recommend to City Council approval of the attached purchase agreement (PA) with Stone Brook Academy for 1-acre of land located near the center of The COR for a children's academy and childcare center.

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

4.06: Lifestyle Property PA Reassignment

Economic Dev. Mgr/Assistant City Administrator Brama stated Bill Gleason of Lifestyle Construction, desires to reassign the attached purchase agreement (PA) to Morning Sun Homes, Inc. In order for a reassignment of purchase agreement to occur, the City of Ramsey must provide written approval to Mr. Gleason and Morning Sun Homes.

Economic Dev. Mgr/Assistant City Administrator Brama stated staff considers this case to be administrative. The City needs to make sure they have proper documentation/final form agreements, ready-to-go, to allow the City to close on the sale of this property. As a result of this proposed change of ownership, the Board needs to update the Purchase Agreement, Resolution for Anoka County Recorder's Office and Right-of-Re-Entry Agreement.

Economic Dev. Mgr/Assistant City Administrator Brama stated the City entered into a purchase agreement for the sale of roughly 3-acres of city owned land to Lifestyle Construction on May 31, 2016 for what is commonly referred to as the "U-shaped" residential parcel located in The COR. This agreement was set to close by September 16, 2016, 10 days after the September 16th inspection period deadline. The PA was approved for an extension to close, via two amendments. The agreement is now set to close by March 16, 2017.

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

Mr. Bill Gleason, Lifestyle Construction, stated he originally looked at the property and was very excited about it. His position was always to be a part of this transaction to the finish. He stated Mr. Meuleners was a builder he worked with previously. He thought this would be a good benefit to the City.

Mr. Mark Meuleners, Owner of the property, stated this is a tough project as far as the size and quite a bit of design work that needed to be done. He reviewed with the EDA what the homes will look like.

Member Riley asked if the closing next week is ready to happen.

Mr. Gleason stated they were.

Chairperson Steffen asked what will happen after the closing.

Mr. Meuleners stated they plan on building two houses to begin with.

Motion by Member Burandt, seconded by Member Hardin, to recommend to City Council to:

1. Approve the attached Purchase Agreement Amendment #3; reassigning the agreement to from Lifestyle Properties, Inc. to Morning Sun Homes, Inc.
2. Adopt the attached Resolution #17-03-050; Authorizing the Sale of City Owned Land to Morning Sun Homes, Inc.

3. Approve the attached “Right-of-Re-Entry” Agreement with Morning Sun Homes, Inc.

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

5. MEMBER / STAFF UPDATE

The EDA reviewed the Staff Update.

6. ADJOURNMENT

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

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

The regular meeting of the Economic Development Authority adjourned at 9:30 a.m.

Respectfully submitted,

Kurtis G. Ulrich
City Administrator

ATTEST:

Patrick Brama
Econ. Dev. Mgr/Assistant City Administrator

Draft by Sue Osbeck
TimeSaver Off Site Secretarial, Inc.

With Ramsey, please remember that each speaker gets their own paragraph. Even if it creates a one line paragraph.

Also, when there is an acting chair, their name is listed first in the roll call:

Members Present: **Acting Chairperson Wayne Skaff**
Member Philip Brunt
Member Glen Hardin
Member Chris Riley

Member Kristine Williams

Members Absent: Chairperson Jim Steffen
Member Brian Burandt

And, also listed first in the vote:

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

DRAFT



Real People. Real Solutions.

City of Ramsey

Future Business Park

March 2017 Update

Analysis and Report

Submitted by:

Bolton & Menk, Inc.
7533 Sunwood Drive NW
Suite 206
Ramsey, MN 55303
P: 763-433-2851

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EXECUTIVE SUMMARY

The City of Ramsey identified the need to prepare for the development of a new business park within the City. A large area of privately owned green-field space located on the north side of Trunk Highway 10, west of Armstrong Boulevard, was identified for a future Ramsey Business Park. A report was prepared in late 2015 and early 2016 which reviewed traffic impacts and outlined infrastructure needs related to business park area.

Development pressures have resulted in proposed land use changes for a portion of the study area. Phasing of the development activities in this area is also different than previously anticipated. As a result, the City requested an update to the previous analysis.

This update primarily includes a study of traffic impacts resulting from the revised anticipated land uses in the business park.

The updated analysis indicates the required improvements within the study area can be implemented based on the phasing plan currently proposed. Each series of improvements for Bunker Lake Boulevard and Puma Street can be implemented as the properties immediately adjacent to the roadways are developed.

Future improvements required to serve the area include:

- Expansion of Bunker Lake Boulevard (west of Armstrong Boulevard) to a four lane section,
- Expansion of the west end of Bunker Lake Boulevard and Puma Street to three lane sections,
- Construction of right turn lanes at entrances,
- Extension of an 18-inch sanitary sewer line along Bunker Lake Boulevard and Puma Street,
- North of the Puma Street/Bunker Lake Boulevard intersection, construction of a lift station,
- North of the lift station, extension of a 12-inch sanitary sewer gravity main,
- Extension of a 16-inch water main along Bunker Lake Boulevard and Puma Street,
- Use of regional rate control basins to maintaining existing flow rates into the COR,
- Installation of street lighting, trails/sidewalks, and landscaping consistent with City Policy, and
- Obtaining of ROW required for improvements during the platting process.

Total costs for all public improvements are approximately \$6,819,000, assuming the project is constructed according to the phases described in this report. The costs are considered project costs and include 30% contingencies and project development costs (administrative, engineering, and fiscal).

Costs related to trunk sanitary sewer and trunk watermain were assumed to be paid from City utility funds. The City will need to develop a funding strategy for the remaining \$5,419,000 in public improvement costs.

The information presented in this report is intended to allow for discussions with property owners and developers, as well as allow the City to begin considering funding options.

I. INTRODUCTION

The Ramsey City Council and Ramsey Economic Development Authority (EDA) identified the need to prepare for the development of a new business park within the City. The City identified a large area of privately owned green-field space located on the north side of Trunk Highway 10, west of Armstrong Boulevard, for a future Ramsey Business Park. A report was prepared in late 2015 and early 2016 which reviewed traffic impacts and outlined infrastructure needs related to the business park area. That report is incorporated by reference to this update.

Development pressures have resulted in proposed land use changes for a portion of the study area. Phasing of the development activities in this area is also different than previously anticipated. As a result, the City requested an update to the previous analysis.

The previous report provided a comprehensive analysis of the study area. This update focuses primarily on areas located adjacent to Puma Street, with a more cursory review of the remaining study area. Infrastructure needed and potential cost allocations related to the required improvements are included in this review.

The overall study area boundary remains unchanged from the previous study (see Figure 1).

II. LAND USE UPDATES

The primary land use changes relate to the area west of Puma Street and north of Bunker Lake Boulevard. The area west of Puma Street was previously a combination of Business Park and Medium Density Residential, and will now be all Medium Density Residential. The area north of Bunker Lake Boulevard had been Public, and will now be Business Park (see Figure 2 for updated land uses).

III. PRELIMINARY CONSIDERATIONS

The previous study described the roadway and public utility improvements required to serve the study area.

Public utility improvements are based on information contained in the City's Comprehensive Plans for sanitary sewer and water. The proposed updates in land use for this specific area are not anticipated to change the strategies contained in those Comprehensive Plans. The sanitary sewer and water system improvements, as outlined in the previous study, are still considered as base requirements for developments occurring in this area.

Roadway improvements require additional analysis based on the new land uses. Both the Average Annual Daily Traffic (AADT) and the Peak Hour turning movements are expected to change due to the updated land uses. The required roadway geometrics (number of through lanes, turns lanes, etc.) will be reviewed and compared to those described in the previous study.

Traffic patterns are expected to change as a result of the changes in land use. For example:

- For Business Park uses, traffic would be expected to enter the area in the morning (AM Peak Hour) and leave in the evening (PM Peak Hour).
- For Residential uses, traffic would be expected to leave the area during the AM Peak Hour and return during the PM Peak Hour.
- For Public, or School, uses, traffic would be expected to enter the area during the AM Peak Hour, leave during an early PM Peak Hour, and not impact the traditional PM Peak Hour. Also,

special events at School properties typically occur at off-peak times, creating congestion outside of the typical peak hours.

The updated land uses include Business Park areas being converted to residential, and also Public areas being converted to Business Park.

IV. DISCUSSION OF PHASES/IMPROVEMENTS

The previous analysis considered a phasing plan beginning a quarter of a mile west of Armstrong Boulevard and then systematically extending to the west along Bunker Lake Boulevard and then north along Puma Street. New development pressures create a revised phasing strategy for implementation of infrastructure improvements.

A Preliminary Plat is anticipated for the 87.8 acre property immediately west of Puma Street and extending from the Union Pacific Railroad tracks to Alpine Avenue. This area is anticipated to ultimately contain 351 lots and be phased from south to north.

The current phasing strategy is depicted on Figure 3. A discussion of the phasing, along with required infrastructure improvements is described below:

A. Phase 1A

The phase 1A improvements are as depicted on Figure 4. The developments will include both Residential and Business Park uses.

The public utility improvements will consist of extending the sanitary sewer and water mains to Puma Street. The utilities will need to be extended beyond the future roadway improvements to avoid the need to impact those facilities when future phases occur.

The roadway improvements will include construction of Bunker Lake Boulevard from the previously constructed west access to the former school property to Puma Street.

B. Phase 1B

See Figure 5 for the anticipated Phase 1B development area. The improvements will include both Residential and Business Park uses, extending north from the Phase 1A development area. The Phase 1B development area is anticipated to extend to the low area along Puma Street.

The public utility improvements will consist of extending the sanitary sewer and water mains north along Puma Street. The utilities will need to be extended beyond the future roadway improvements to avoid the need to impact those facilities when future phases occur.

The roadway improvements will include construction of Puma Street from Bunker Lake Boulevard to the low area along Puma Street.

C. Phase 2

See Figure 6 for the anticipated Phase 2 development area. The improvements are anticipated to consist entirely of residential uses, extending from the low area along Puma Street to Alpine Drive.

The public utility improvements will consist of extending the sanitary sewer and water mains north along Puma Street. The utilities will need to be extended to Alpine Drive, with consideration given to future extensions along Alpine Drive.

The roadway improvements will include construction of Puma Street from the low area

along Puma Street to Alpine Drive.

D. Future Phase

The future phase of development is depicted on figure 7, and includes an area east of the Phase 1A, Phase 1B and Phase 2 improvements.

The area includes Business Park uses. The north half of Bunker Lake Boulevard, along with sanitary sewer and water mains have been constructed through this area. Roadway improvements will include construction of the south half of Bunker Lake Boulevard.

E. Area of Additional Consideration

This area is depicted on Figure 8 and is comprised of the areas along the first ¼ mile of Bunker Lake Boulevard west of Armstrong Boulevard which may access Bunker Lake Boulevard in the future. There is the potential for this area to be developed as a commercial/retail center, which would be a significant traffic generator. There is also the potential for the property located south of Bunker Lake Boulevard to access Armstrong Boulevard at 147th Avenue, which would relieve stress on the Bunker Lake Boulevard and Armstrong Avenue intersection.

V. ASSUMPTIONS CARRIED FORWARD

The primary focus of this analysis is related to providing infrastructure to serve development along Puma Street in the near future. In the previous study, assumptions were made that should be considered by the City as developments are brought forward. The following is a summary of those items:

Right-of-Way Requirements

We have assumed that most of the required improvements will be development driven and Right of Way will be secured through the platting process. The City will need to review the right of way required and secure needed easements during the Preliminary Platting process.

Phased Improvements

A general understanding of the improvements required to ultimately serve the area along with an anticipated sequencing of the improvements is described above. Changes in the sequencing of the improvements could impact the facilities needed for each phase and the costs associated with those improvements.

Jurisdictional Authority/Approvals/Permits

As the project moves from the planning stages to design and construction, permits will be required from various agencies. The following agencies will be permitting entities for considered improvements:

- Minnesota Department of Transportation State Aid: Bunker Lake Boulevard and Puma Street are State Aid routes,
- Minnesota Pollution Control Agency: NPDES Storm Water Permit,
- Minnesota Pollution Control Agency: Sanitary Sewer Extension Permit,
- Minnesota Department of Health (MDH): Watermain Extension and Dewatering,
- Anoka County: Work in Right of Way, and
- Lower Rum River Watershed Management Organization: Storm Water.

Both MnDOT and Anoka County were engaged during the previous study process. Comments from both agencies are reflected in the improvements considered in this report.

Previous Improvements

Significant consideration and planning was completed prior to completion of the improvements constructed in 2011. Those improvements included street, trail, sanitary sewer and water distribution. Additionally, consideration was given to storm water management strategies and a potential 30-inch raw watermain from a future intake on the Mississippi River to the proposed site of the water treatment plant, just south of Fire Station No. 1. All previous analyses and reports are considered as a part of this analysis.

VI. ADDITIONAL ANALYSIS

In the previous analysis, we completed traffic and storm water studies and reviewed City Comprehensive Plans for sanitary sewer and water main needs for the study area. Based on the changes in proposed land use, the traffic study requires revisions. The storm water requirements, along with the sanitary sewer and water main needs, are unchanged as a result of the revised land uses. The following paragraphs relate key findings of the traffic analysis. The complete analysis is included in Appendix B of this report.

a. Traffic Analysis Update

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

The revised land uses result in an increase of 18,100 trips per day into and out of the area at full build. This is at the low end of the range previously calculated for the area (18,500 to 23,300).

Note: Short term improvements are intended to mitigate current safety or operations problems, along with full development of the Study Area. Mid-term improvements are anticipated safety related improvements that may be required within the study area. Long-term improvements are anticipated safety improvements required as a result of growth in the region.

b. Short Term Improvements

- Armstrong Boulevard & Bunker Lake Boulevard:
 - Bunker Lake Boulevard is proposed to be reconstructed in the near future by Anoka County to a four lane divided road between Ramsey Boulevard and Armstrong Boulevard. The dual southbound left turn lanes at this intersection will be striped when Bunker Lake Boulevard is reconstructed. A southbound double left turn lane will help reduce queues entering the COR development.
 - Plan for eastbound dual-right turn lanes, two eastbound through lanes, and a 300 ft. left turn lane.
- Bunker Lake Boulevard (west of Armstrong Boulevard):
 - Expand to a four lane section for development to the first full access to the west of Armstrong Boulevard. This will be between 540 ft. to 775 ft., depending on access from the COR to Bunker Lake Boulevard.

- The eastbound approach should include a left turn lane, two through lanes, and one right turn lane.
- Bunker Lake Boulevard (west of commercial section to Puma Street):
 - Expand to a three lane section for development.
 - Right turn lanes (locations and lengths) will be determined based on development type. Right turn lanes will typically be required where development related trips are anticipated to be more than 100 per day.
- Puma Street:
 - Expand to a three lane section for development (two through lanes and one center left turn lane). Depending on what type of developments occur on the east side of Puma Street, and where those accesses are located, Puma Street could potentially remain as a two lane roadway.
 - Right turn lanes (locations and lengths) will be determined based on development type.
- Bunker Lake Boulevard & Puma Street Intersection:
 - An all-way stop or single lane roundabout will operate adequately at this intersection for the 2040 Full-Build conditions. A southbound left turn lane and westbound right turn lane are recommended for an all way stop.

c. Mid-Term Improvements

- See attached Traffic Memorandum in Appendix B.

d. Long-Term Improvements

- See attached Traffic Memorandum in Appendix B.

e. Discussion of Findings

- The required improvements within the study area can be implemented based on the phasing plan described above. Each series of improvements for Bunker Lake Boulevard and Puma Street can be implemented as the properties immediately adjacent to the roadways are developed.
- Puma Street could potentially be developed as a two lane section with right and left turn lanes at key access points. This will depend on access point locations, type of development on the east side of Puma Street, and location of accesses along the corridor. We recommend proceeding with the three lane section at this time due to the uncertainties of development in the area.
- For Phase 1A, right turn lanes will most likely be required both eastbound and westbound along Bunker Lake Boulevard and southbound along Puma Street at proposed access locations. Temporary paving will be required to transition back to the existing Bunker Lake Boulevard and the existing Puma Street.
- For Phase 1B, right turn lanes will most likely be required both northbound and southbound along Puma Street at proposed development access locations. Temporary paving will be required to transition back to the existing Puma Street.
- For Phase 2, right turn lanes will most likely be required both northbound and southbound along Puma Street at proposed development access locations.

- For the Future Phase, right turn lanes will most likely be required along Bunker Lake Boulevard in both the eastbound and westbound directions. Temporary paving will be required to transition back to the existing Bunker Lake Boulevard.
- Our analysis indicates that, while nearing capacity, the intersection of Bunker Lake Boulevard and Armstrong Boulevard will not require improvements until the Area of Additional Consideration is developed.

VII. ADDITIONAL IMPROVEMENT CONSIDERATIONS

For more detailed information of each of the following items, please reference the previous study report.

Street Lighting

The costs included for street lighting were derived from recent projects within the City of Ramsey.

Trails/Sidewalks

Project costs shown in this report include trails along the south side of Bunker Lake Boulevard and the east side of Puma Street.

Phase Transitions

Bunker Lake Boulevard and Puma Street will be constructed to wider sections than currently exist. Because the roadways will be constructed in phases, they will need to taper to meet the existing, narrower roadway widths. These taper sections will then be removed as the next phase of improvements is completed. Costs were included in each phase for these tapering roadway sections.

Right Turn Lane Additions

Right turn lanes will be required at each access off of Bunker Lake Boulevard and Puma Street. The actual access locations will be dependent upon the type of land use and internal site characteristics. We included allowances for the right turn lanes in each phase for budgeting purposes.

Landscaping

The improvements considered with this report include a very utilitarian landscaping approach to the area. Bituminous trails and lighting were included, but other features, such as trees, shrubs, decorative features and monuments are not included in the estimated project costs.

Right of Way and Easements

We assumed that required rights of way would be dedicated as a portion of the development process and no costs are included in the project costs for acquisitions.

VIII. COST CONSIDERATIONS

Costs were developed based upon phased implementation. The phasing is as depicted on the figures in Appendix A. All costs presented in the following pages are 2017 costs, with no allowance for inflation.

Phases 1A, 1B and 2

<u>Improvement Type</u>	<u>Phase 1A</u>	<u>Phase 1B</u>	<u>Phase 2</u>
Roadway	\$ 795,000	\$ 940,000	\$ 675,000
Roadway Transitions	\$ 66,000	\$ 78,000	\$ 56,000
Right Turn Lanes	\$ 132,000	\$ 156,000	\$ 112,000
Trails/Sidewalks	\$ 106,000	\$ 125,000	\$ 90,000
Storm Water Management	\$ 0	\$ 48,000	\$ 16,000
Street Lighting	\$ 76,000	\$ 90,000	\$ 65,000
Trunk Water	\$ 154,000	\$ 182,000	\$ 131,000
Trunk Sanitary Sewer	\$ 179,000	\$ 545,000	\$ 179,000
Total Costs/Phase	\$ 1,508,000	\$ 2,164,000	\$ 1,324,000
Total Costs less Public Utilities	\$ 1,175,000	\$ 1,437,000	\$ 1,014,000

Future Phases

<u>Improvement Type</u>	<u>Future East</u>	<u>Additional Area</u>
Roadway	\$ 628,000	\$ 580,000
Roadway Transitions	\$ 62,000	\$ 58,000
Right Turn Lanes	\$ 52,000	\$ 48,000
Trails/Sidewalks	\$ 115,000	\$ 106,000
Storm Water Management	\$ 0	\$ 0
Street Lighting	\$ 75,000	\$ 69,000
Trunk Water	\$ 19,000	\$ 0
Trunk Sanitary Sewer	\$ 11,000	\$ 0
Total Costs/Phase	\$ 962,000	\$ 861,000
Total Costs less Public Utilities	\$ 932,000	\$ 861,000

Total Cost all Phases **\$ 6,819,000**

Total Cost all Phases less Public Utilities **\$ 5,419,000**

The above costs are considered project costs and include 30% contingencies and project development costs. Project development costs include administrative, engineering, and fiscal related costs.

The roadway transition costs are allotments for phase transitions associated with tapering pavements sections to match in-place sections where required, and subsequent removals of the transition areas.

The right turn lane costs depicted in the tables include a 150 ft turn lane with 1:10 taper sections.

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

For storm water management, costs were included for manholes, catch basins, and pipe within the street sections and included in the roadway costs. For Phases 1B and 2, ponding costs were included for excavation related activities. We assumed a ponding area would be acquired through the platting process, and ponding within a development site would be expanded to include volume for roadway drainage.

The Phase 1A limits are based upon the area that can be served by a gravity sanitary sewer system. The Phase 1B sanitary sewer costs include a lift station and forcemain.

IX. COST ALLOCATION ALTERNATIVES

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

- Bunker Lake Boulevard and Puma Street, including storm water conveyance systems,
- Trunk Water Facilities,
- Trunk Sanitary Sewer Facilities,
- Trails, and
- Street Lighting.

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

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

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

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

Figure 9 depicts the parcels considered for this report and also provides additional information related to each parcel. Similar information is presented in the following table:

Identification Number	Zoning Classification	Gross Area less NWI Area (Acres)	Adjusted Frontage (Ft)
<u>Phase 1A</u>			
1	B-2 Business District	20.307	1,358
2	B-2 Business District	10.843	1,002
4	R-2 Medium Density Residential	9.231	120
5	R-2 Medium Density Residential	19.691	399
Phase 1A Totals		60.072	2,879
<u>Phase 1B</u>			
6	B-2 Business District	27.116	1,141
7	R-2 Medium Density Residential	16.022	928
Phase 1B Totals		43.138	2,069
<u>Phase 2</u>			
8	R-1 Low Density Residential	28.338	683
9	R-1 Low Density Residential	4.107	419
10	R-2 Medium Density Residential	35.285	1,289
Phase 2 Totals		67.730	2,391
<u>Future</u>			
11	B-2 Business District	24.801	1,343
12	B-2 Business District	23.324	1,345
13	B-2 Business District	11.529	0
Future Phase Totals		59.654	2,688
<u>Additional Area</u>			
14	COR	7.507	1,263
15	R-1 MUSA	7.878	1,261
Additional Area Totals		15.385	2,524
Totals all Phases		245.979	12,551

Note: The table above includes a column for Gross Area – NWI Area. This represents the total area of the parcel based on GIS mapping, less the wetland area per the National Wetland Inventory (NWI) GIS mapping.

The zoning classifications listed in the table above are based on anticipated future zoning for the study area. Gross areas and frontages are based on GIS information and will most likely be refined during subsequent phases of project development.

A portion of the improvements will be paid by the City either through utility funds or other means. A list of assumptions is as follows:

- All trunk water and sanitary sewer system costs will be paid for through the City utility funds,
- Storm water management costs are related to ponding and are considered integral to roadway construction,
- Assessments will be made to benefitting properties as each phase is constructed,
- Two standard methods of assessments were analyzed including: Frontage and Area.
- The City’s existing assessment policy very closely matches the Frontage method, and
- Gross acreage (less NWI Wetland acreage) was used in lieu of net developable acreage in the calculations below.
- Lot 3 was not considered in the assessments as the lot is zoned residential. The resultant assessment amounts are considered negligible related to the entire Business Park area.
- Lots 14 and 15 abut Armstrong Boulevard, a County roadway, and will access off of Bunker Lake Boulevard. Lots 1 and 4 abut a portion of the Puma Street right of way that is anticipated to be vacated. Lots 8, 9 and 10 abut Alpine Drive, but access will be limited to Puma Street.

The table below depicts a distribution based on all costs being assessed to the benefitting properties. We have assumed for this analysis the costs would be assessed to properties benefitting from each phase of construction. For instance, properties directly benefitting from Phase 1 improvements would be assessed for Phase 1 costs at the time of Phase 1 improvements.

Calculations were based on the areas and front footages, along with the costs per phase as developed earlier within this report. Trunk sanitary sewer and trunk watermain were considered City costs and were not included in the calculations. While this study focuses primarily on Phases 1 – 3, the future phase and the area of additional consideration were included for comparison. A summary of the unit costs used in the calculations is presented below:

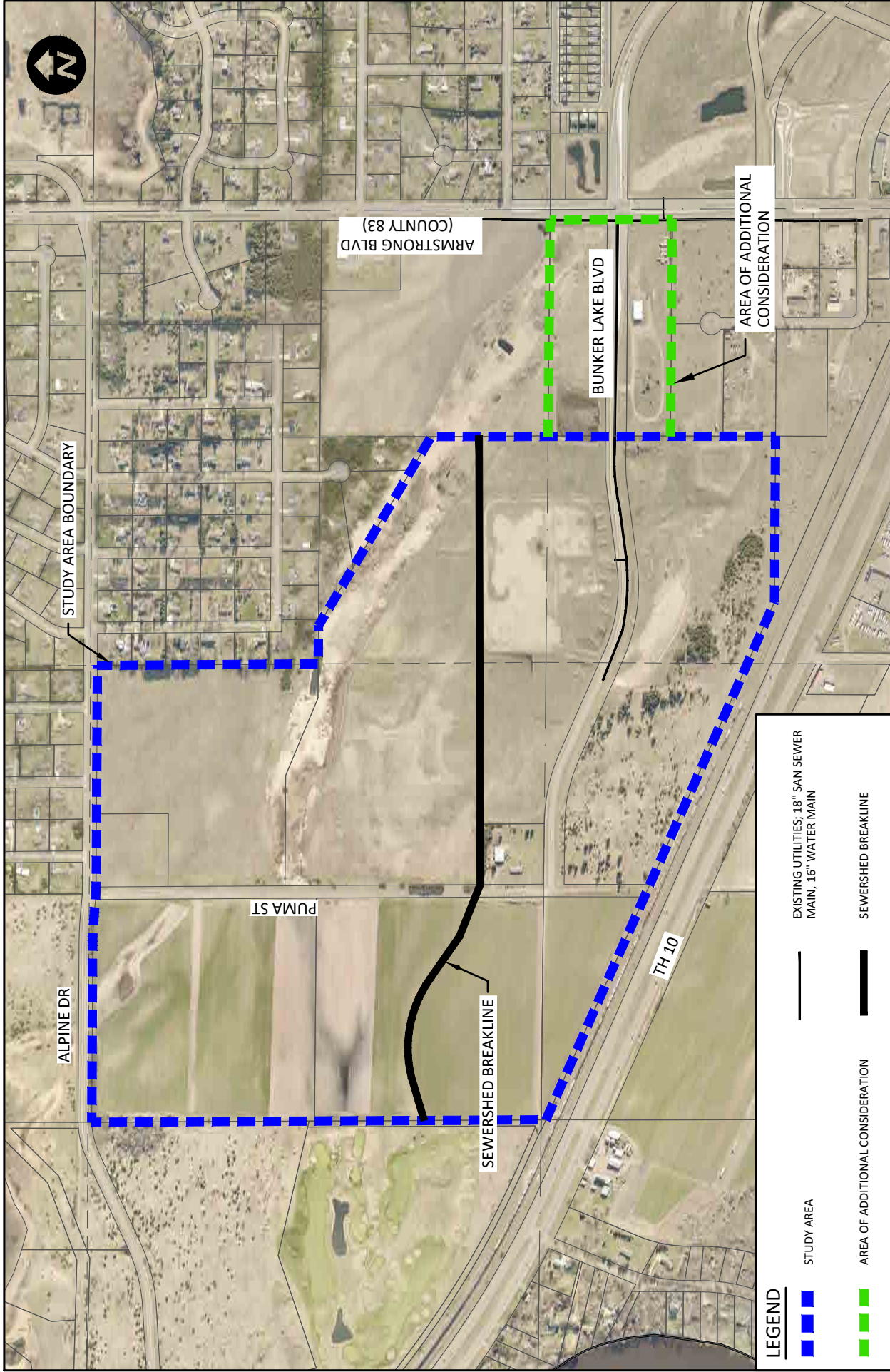
Phase	Frontage Method (Cost/FF)	Area Method (Cost/Acre)
1A	\$ 408.13	\$ 19,559.86
1B	\$ 694.54	\$ 33,311.70
2	\$ 424.09	\$ 14,971.21
Future	\$ 346.73	\$ 15,623.43
Additional Area	\$ 341.13	\$ 55,963.60

Based on the above cost distribution, the potential assessments per lot per phase is depicted below:

Identification Number	Frontage Method	Area Method
<u>Phase 1A</u>		
1	\$ 554,200	\$ 397,200
2	\$ 409,000	\$ 212,100
4	\$ 49,000	\$ 180,500
5	\$ 162,800	\$ 385,200
Phase 1A Totals	\$ 1,175,000	\$ 1,175,000
<u>Phase 1B</u>		
6	\$ 792,500	\$ 903,300
7	\$ 644,500	\$ 533,700
Phase 1B Totals	\$ 1,437,000	\$ 1,437,000
<u>Phase 2</u>		
8	\$ 289,700	\$ 424,300
9	\$ 177,700	\$ 61,500
10	\$ 546,700	\$ 528,300
Phase 2 Totals	\$ 1,014,000	\$ 1,014,000
<u>Future Phase</u>		
11	\$ 465,700	\$ 387,500
12	\$ 466,400	\$ 364,400
13	\$ 0	\$ 180,100
Future Phase Totals	\$ 932,000	\$ 932,000
<u>Additional Area</u>		
14	\$ 430,800	\$ 420,100
15	\$ 430,200	\$ 440,900
Additional Area Totals	\$ 861,000	\$ 861,000
Total all Phases	\$ 5,419,000	\$ 5,419,000

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

Appendix A: Figures



LEGEND

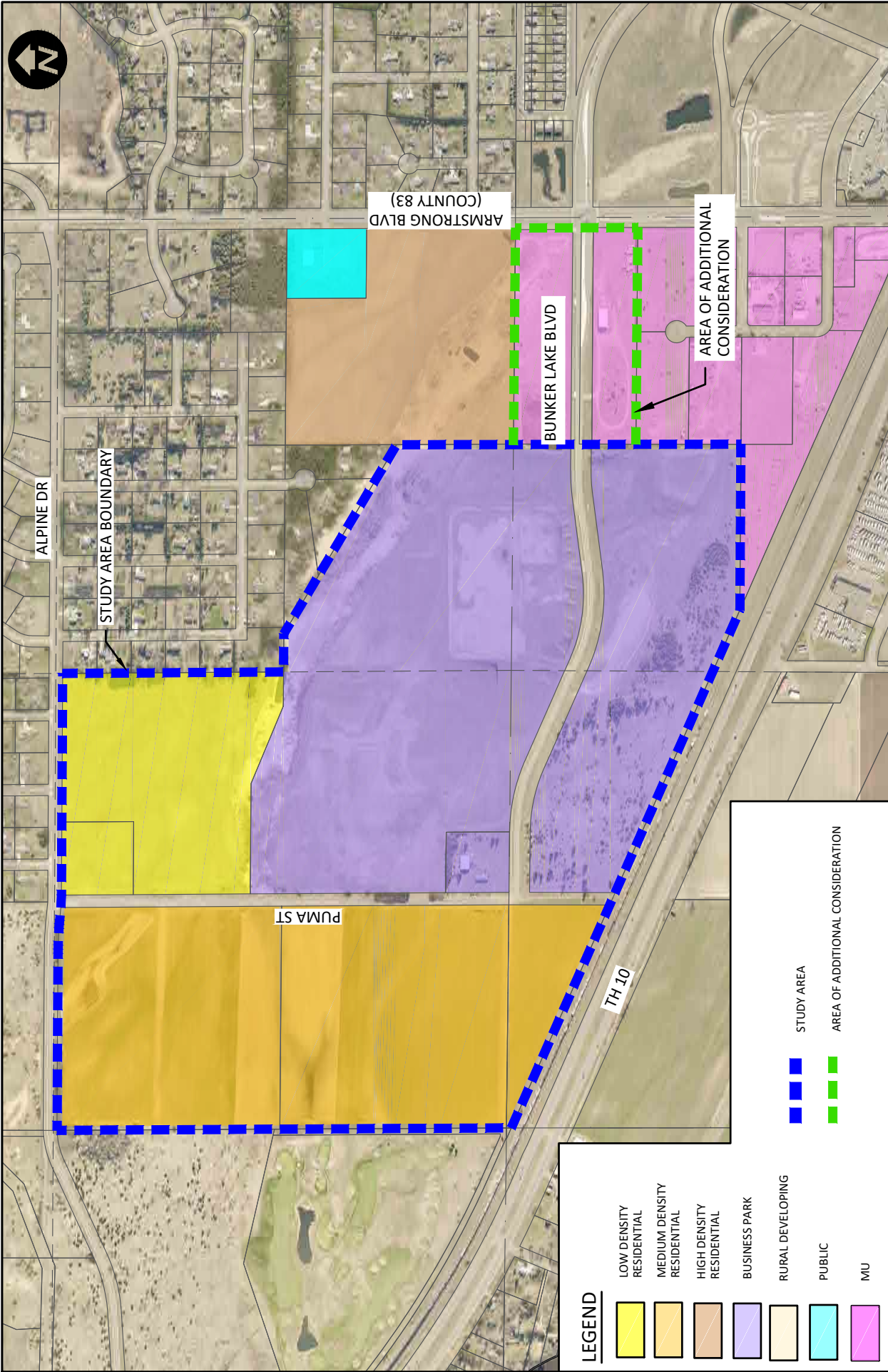
- STUDY AREA
- AREA OF ADDITIONAL CONSIDERATION
- EXISTING UTILITIES: 18" SAN SEWER MAIN, 16" WATER MAIN
- SEWERSHED BREAKLINE



FUTURE BUSINESS PARK
 FEBRUARY 2017 UPDATE
 CITY OF RAMSEY, MINNESOTA
 LOCATION & EXISTING CONDITIONS


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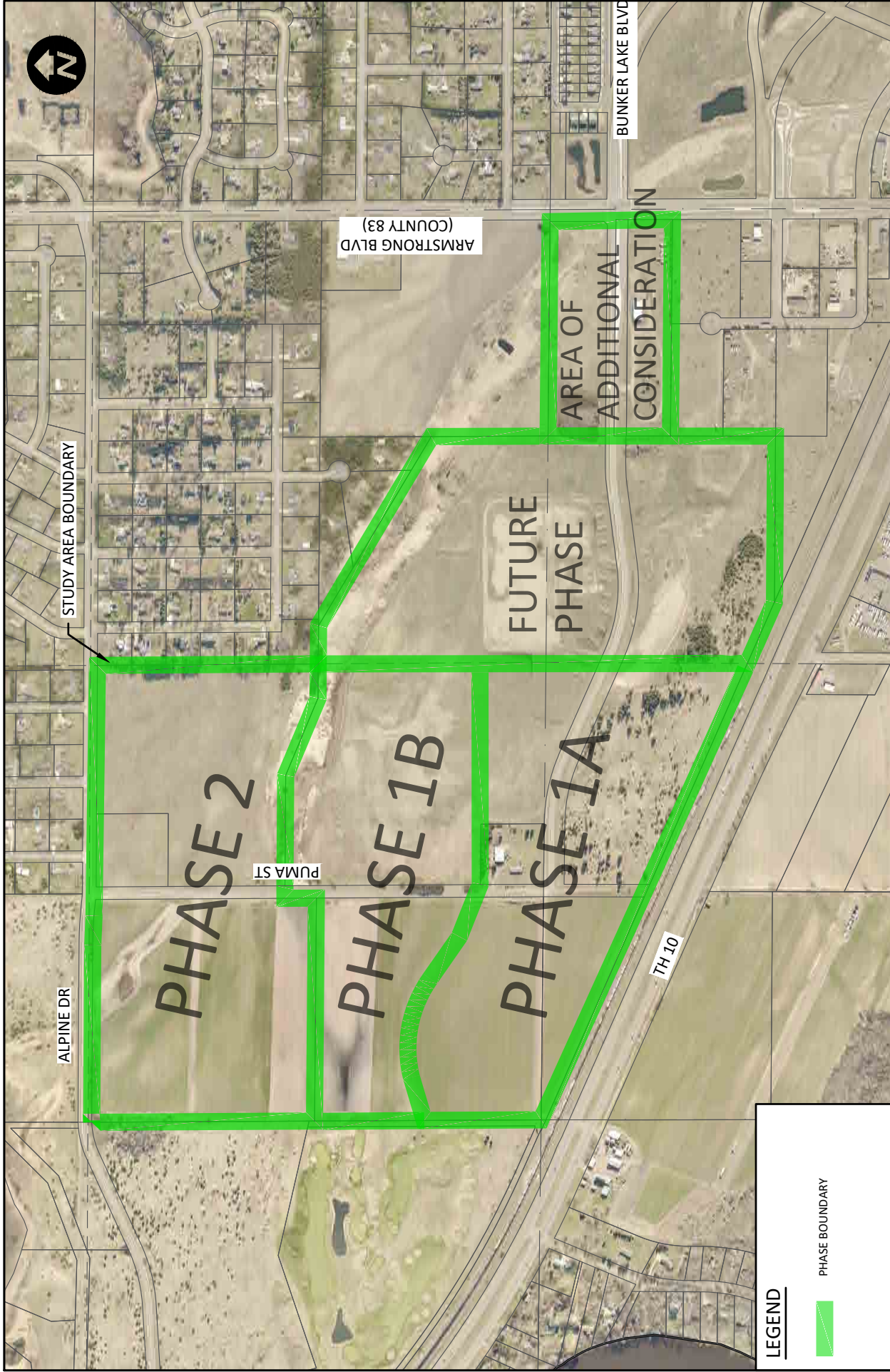
LEGEND

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- BUSINESS PARK
- RURAL DEVELOPING
- PUBLIC
- MU
- STUDY AREA
- AREA OF ADDITIONAL CONSIDERATION


FUTURE BUSINESS PARK
FEBRUARY 2017 UPDATE
CITY OF RAMSEY, MINNESOTA
PROJECTED LAND USE MAP

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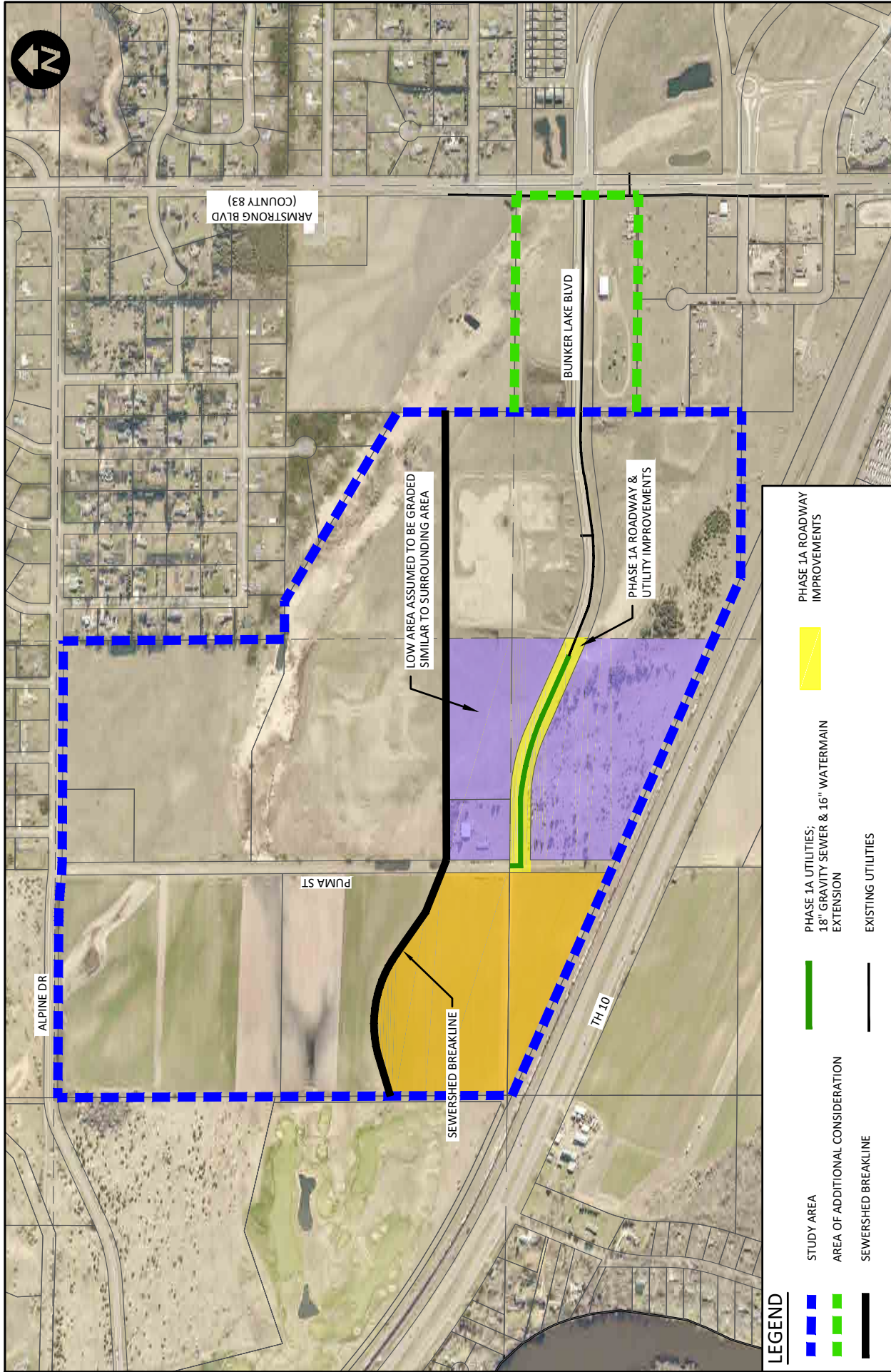


FUTURE BUSINESS PARK
 FEBRUARY 2017 UPDATE
 CITY OF RAMSEY, MINNESOTA
 PHASING MAP



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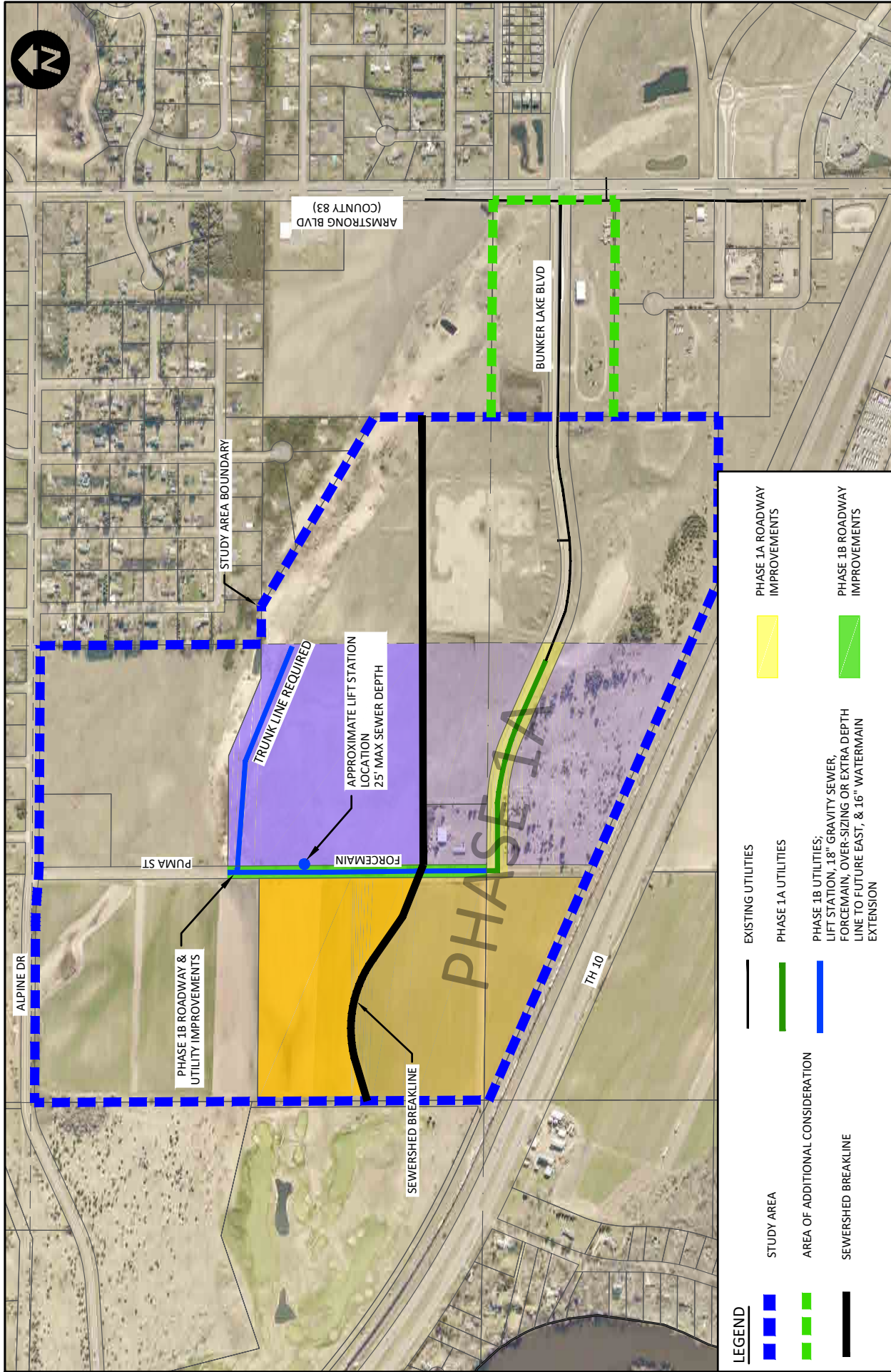
FUTURE BUSINESS PARK
 FEBRUARY 2017 UPDATE
 CITY OF RAMSEY, MINNESOTA
 PHASE 1A IMPROVEMENTS



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FIGURE 4



LEGEND	
	STUDY AREA
	AREA OF ADDITIONAL CONSIDERATION
	SEWERSHED BREAKLINE
	EXISTING UTILITIES
	PHASE 1A UTILITIES
	PHASE 1B UTILITIES; LIFT STATION, 18" GRAVITY SEWER, FORCEMAIN, OVER-SIZING OR EXTRA DEPTH LINE TO FUTURE EAST, & 16" WATERMAIN EXTENSION
	PHASE 1A ROADWAY IMPROVEMENTS
	PHASE 1B ROADWAY IMPROVEMENTS

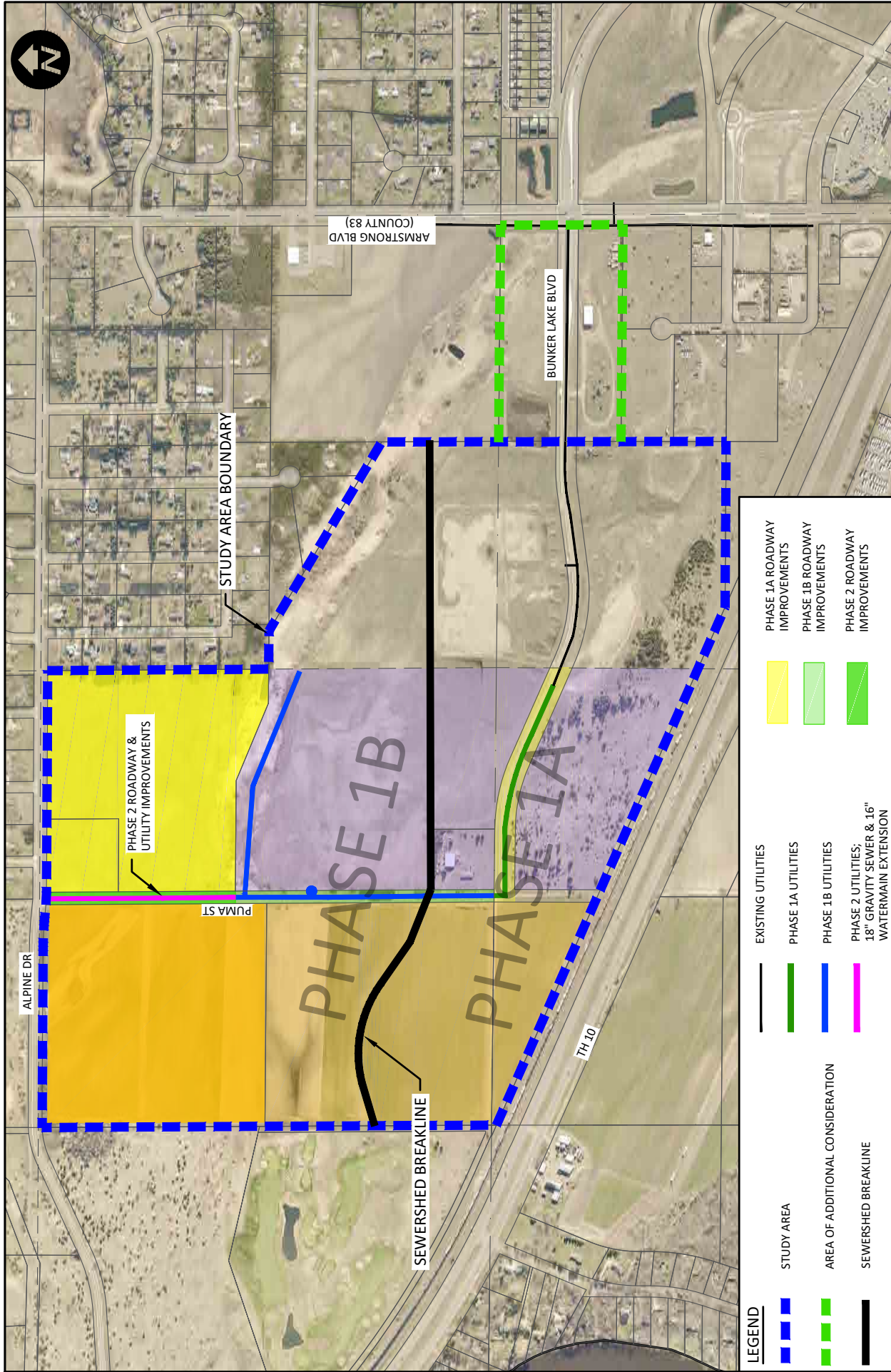
FUTURE BUSINESS PARK
 FEBRUARY 2017 UPDATE
 CITY OF RAMSEY, MINNESOTA
 PHASE 1B IMPROVEMENTS



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LEGEND

	STUDY AREA		EXISTING UTILITIES
	AREA OF ADDITIONAL CONSIDERATION		PHASE 1A UTILITIES
	SEWERSHED BREAKLINE		PHASE 1B UTILITIES
			PHASE 2 UTILITIES; 18" GRAVITY SEWER & 16" WATERMAIN EXTENSION
			PHASE 1A ROADWAY IMPROVEMENTS
			PHASE 1B ROADWAY IMPROVEMENTS
			PHASE 2 ROADWAY IMPROVEMENTS

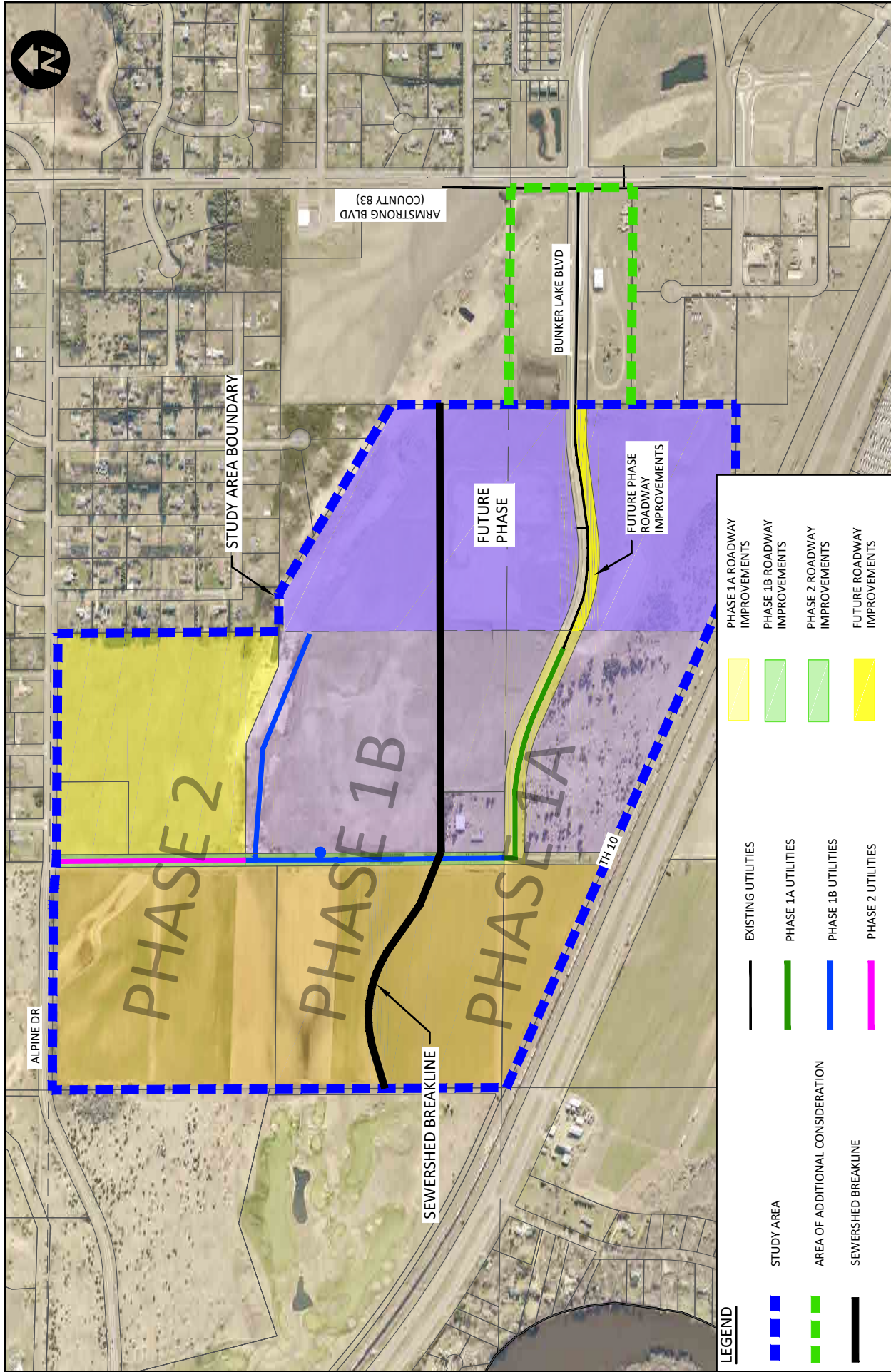

FUTURE BUSINESS PARK
FEBRUARY 2017 UPDATE
CITY OF RAMSEY, MINNESOTA
PHASE 2 IMPROVEMENTS

7533 SUNWOOD DR. NW, SUITE 206
 RAMSEY, MINNESOTA 55303
 Phone: (763) 433-2851
 Email: Ramsey@bolton-menk.com
www.bolton-menk.com


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FIGURE 6



LEGEND

	STUDY AREA		EXISTING UTILITIES		PHASE 1A ROADWAY IMPROVEMENTS
	AREA OF ADDITIONAL CONSIDERATION		PHASE 1A UTILITIES		PHASE 1B ROADWAY IMPROVEMENTS
	SEWERSHED BREAKLINE		PHASE 1B UTILITIES		PHASE 2 ROADWAY IMPROVEMENTS
			PHASE 2 UTILITIES		FUTURE ROADWAY IMPROVEMENTS

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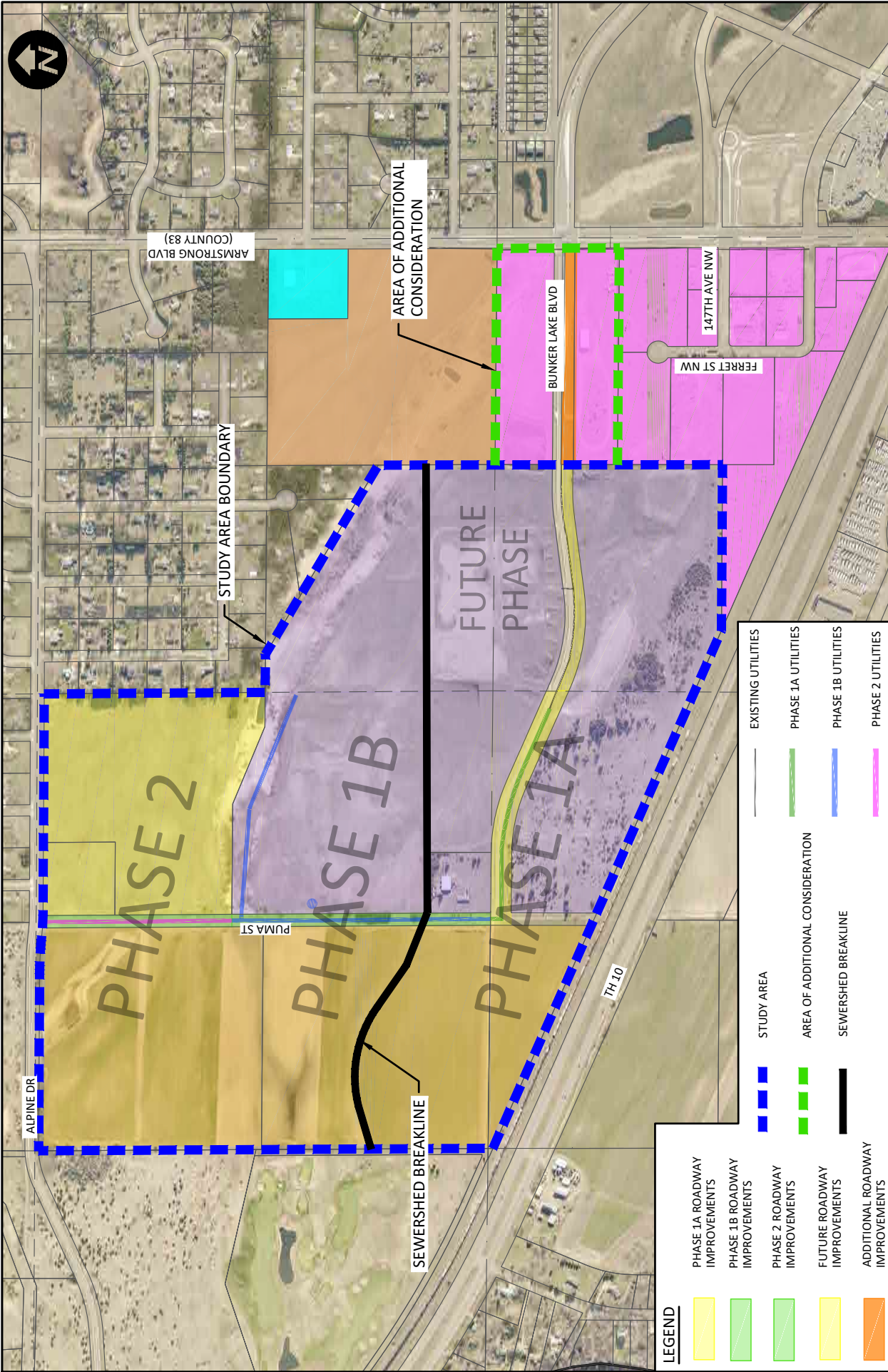
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City of RAMSEY

FUTURE BUSINESS PARK
 FEBRUARY 2017 UPDATE
 CITY OF RAMSEY, MINNESOTA
 FUTURE IMPROVEMENTS

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FIGURE 7



LEGEND

	PHASE 1A ROADWAY IMPROVEMENTS		SEWERSHED BREAKLINE
	PHASE 1B ROADWAY IMPROVEMENTS		STUDY AREA
	PHASE 2 ROADWAY IMPROVEMENTS		AREA OF ADDITIONAL CONSIDERATION
	FUTURE ROADWAY IMPROVEMENTS		SEWERSHED BREAKLINE
	ADDITIONAL ROADWAY IMPROVEMENTS		SEWERSHED BREAKLINE
	EXISTING UTILITIES		STUDY AREA
	PHASE 1A UTILITIES		AREA OF ADDITIONAL CONSIDERATION
	PHASE 1B UTILITIES		STUDY AREA
	PHASE 2 UTILITIES		AREA OF ADDITIONAL CONSIDERATION

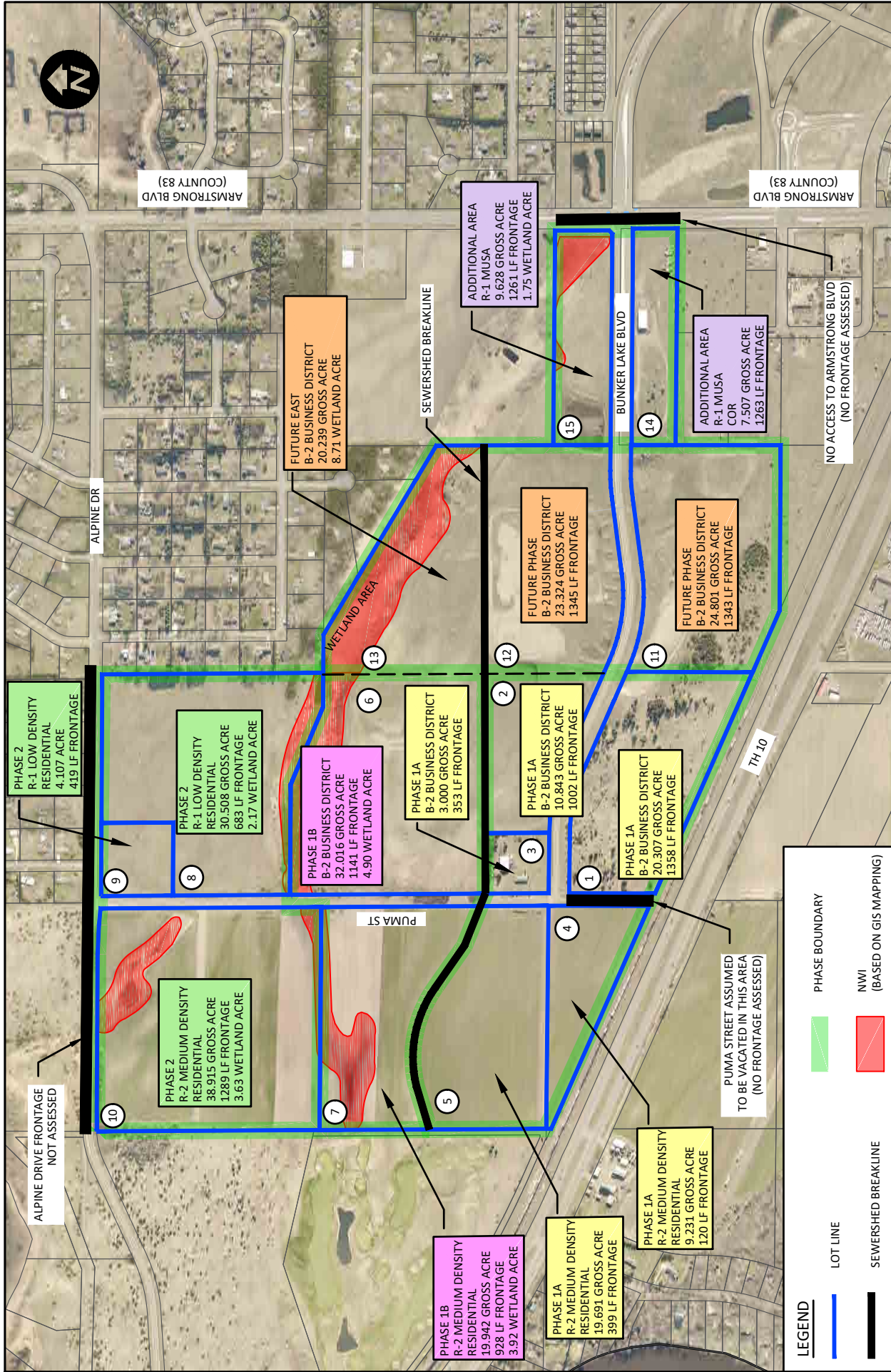
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City of RAMSEY

FUTURE BUSINESS PARK
 FEBRUARY 2017 UPDATE
 CITY OF RAMSEY, MINNESOTA
 AREA OF ADDITIONAL CONSIDERATION

FIGURE 8



Appendix B: Traffic Study



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Real People. Real Solutions.

12224 Nicollet Avenue
Burnsville, MN 55337-1649

Ph: (952) 890-0509
Fax: (952) 890-8065
Bolton-Menk.com

TRAFFIC MEMORANDUM

Date: January 27, 2017
To: City of Ramsey
From: Bryan Nemeth, P.E., PTOE
Subject: Supplemental Traffic Memorandum
Traffic Impact Study for Future Business Park: October 21, 2015
City of Ramsey, MN
Project No.: R16.109828

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

By: _____
Bryan T. Nemeth, P.E., PTOE
License No. 43354

Date: January 27, 2017

I. Introduction

This traffic memorandum provides an update to the Traffic Impact Study for Future Business Park, October 21, 2015, in Ramsey, MN. The update includes analysis of a revised Proposed Future Land Use plan for the area.

The revised analysis results in an increase of approximately 18,100 trips per day into and out of the area at 2040 Full Build. This is an overall reduction in trips compared to the previous land use alternatives proposed.

The analysis evaluates the mitigation needs Bunker Lake Blvd west of Armstrong Boulevard (CSAH 83) and Puma Street south of Alpine Drive. This includes the intersection of Armstrong Blvd (CSAH 83) at Bunker Lake Blvd (CSAH 116).

II. Recommendations

A. Intersection and roadway improvements along Bunker Lake Blvd (west of Armstrong Blvd) and Puma St. (south of Alpine Dr.) are revised as follows.

1. Short Term

a) Armstrong Blvd & Bunker Lake Blvd: Stripe the southbound left with dual left turn lanes. No other roadway improvements needed in the short term. Signal timing updates recommended.

(1) Plan for eastbound dual right turn lanes or free-right turn lane and two eastbound thru lanes in the future (See Long Term Recommendations).

b) Bunker Lake Blvd (west of Armstrong Blvd)

(1) COR area:

(a) With COR access to Bunker Lake Blvd: 4-lane divided roadway to full access intersection. Full access 775 ft. from Armstrong Blvd. Right-in/right-out access at least 475 ft. from Armstrong Blvd. Continuous median to full access.

(b) Without COR access to Bunker Lake Blvd: 4-lane Divided to full access intersection. Full access 540 ft. from Armstrong Blvd. Right-in/right-out access at least 475 ft. from Armstrong Blvd. Continuous median to full access.

(2) COR to Llama St. Alignment: 3-lane undivided roadway, right turn lanes into development roadways. Primary intersection spacing of 1/8 mile.

(3) Llama St. Alignment to Puma St.: 3-lane undivided roadway, right turn lanes into development roadways where development trips anticipated to be over 100 per day. Primary intersection spacing of 1/8 mile.

c) Puma St.: Potentially remain a 2-lane undivided roadway. Left turn lanes into Business Park accesses. Right turn lanes provided where development trips anticipated to be over 100 per day.

d) Bunker Lake Blvd & Puma St.: Single lane roundabout or all-way stop

control. Southbound left turn lane and westbound right turn lane recommended with all-way stop control.

2. Mid-Term

a) Armstrong Blvd & Alpine Dr.: Single lane roundabout. Intersection control evaluation study should be completed to verify.

b) Alpine Dr. & Puma St.: Add eastbound right turn lane. Add a northbound turn lane to separate left and right turns. Add a westbound left turn lane when needed. This need to be based on delay and crash experience, especially if there is trip redistribution due to congestion on Armstrong Blvd.

3. Long-Term

a) Armstrong Blvd & Bunker Lake Blvd: Dual eastbound right turn lanes or free right turn lane. Dual right turn lanes are recommended over the free right due to pedestrian accessibility crossing a heavy free-right and the bridge design of Armstrong Blvd.

b) Plan for two eastbound thru lanes in the future. The two eastbound thru lanes are not necessarily due to traffic volumes but are recommended to give more green time to conflicting movements, specifically the westbound left. Additionally, the high eastbound right turn volumes may result in trip reassignment to use Bunker Lake Blvd and access Highway 10 at Ramsey Blvd instead of Armstrong Blvd. This may also result in more trips using Alpine Dr. to access Highway 10 for trips to and from the west.

III. Analysis

The traffic analysis updates consider a change in land uses within the Future Business Park area as shown on the attached Armstrong West: Proposed Future Land Uses map.

A. Forecasts

The background trip forecasts are consistent with the previous analysis. The trip forecasts to and from each area are included at the end of this memorandum. Forecasts were developed using trip rates from the ITE Trip Generation Manual, consistent with the previous analysis. The additional trips due to the development result in the forecasted trips as shown on the attached map.

B. Traffic Analysis Results

1. 2040 Full Build with Existing Lanes

Table 1: Design Year (2040) with Existing Lanes

Traffic Control Scenario	Peak Hour	Intersection Delay*- LOS		Maximum Delay-LOS**	Limiting Movement***	Max Approach Queue			
						Direction	Average Queue (ft)	Max Queue (ft)****	
Design Year 2040 Alternative 2									
TH 10/169 South Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	13	B	24	C	EBL	EBL	105	174
	PM	12	B	22	C	EBL	EBL	98	148
TH 10/169 North Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	63	E	143	F	WBR	WBT/R	468	1152
	PM	71	E	124	F	WBR	WBT/R	595	1560
CSAH 83 (Armstrong Blvd & 147th Avenue) <i>Signal</i>	AM	55	D	131	F	NBL	NBT	759	1327
	PM	52	D	87	F	NBL	NBT	660	1252
CSAH 83 (Armstrong Blvd) & CSAH 116 (Bunker Lake Blvd) <i>Signal (assumed double SBL & double WBL were stripped)</i>	AM	69	E	184	F	NBL	NBT	784	1086
	PM	100	F	227	F	NBL	NBT	733	1109
CSAH 83 (Armstrong Blvd) & Alpine Drive NW <i>TWSC</i>	AM	5	A	20	C	EBT	EBL/T	45	114
	PM	9	A	46	E	EBL	NBL/T	68	167
Alpine Drive NW & Puma Street NW <i>TWSC</i>	AM	2	A	7	A	NBL	NBL/R	31	54
	PM	3	A	9	A	NBL	NBL/T	51	86
Puma Street NW & Bunker Lake Blvd <i>Option 1: AWSC</i>	AM	3	A	9	A	NBT	SBL/T/R	50	75
	PM	4	A	7	A	WBR	WBT/R	56	86
Puma Street NW & Bunker Lake Blvd <i>Option 2: 3 Legged intersection (with curve)</i>	AM	0	A	3	A	EBR	EB L/R	4	18
	PM	0	A	2	A	EBL	EBL/R	7	24
Puma Street NW & Bunker Lake Blvd <i>Option 3: Roundabout</i>	AM	2	A	5	A	NBT	SBL/T/R	16	51
	PM	2	A	4	A	SBT	SBL/T/R	4	23

*Delay in seconds per vehicle

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

***Limiting Movement is the highest delay movement.

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

Analysis indicates that there are anticipated to be capacity concerns along Armstrong Blvd from Highway 10 to Bunker Lake Blvd. Mitigation is necessary at the intersection of Armstrong Blvd at Bunker Lake Blvd.

2. 2040 Full Build with Mitigation

Table 2: Design Year (2040) with Mitigation

Traffic Control Scenario	Peak Hour	Intersection Delay*- LOS		Maximum Delay-LOS**	Limiting Movement***	Max Approach Queue			
						Direction	Average Queue (ft)	Max Queue (ft)****	
Design Year 2040 Alternative 2									
TH 10/169 South Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	11	B	22	C	EBL	EBL	95	147
	PM	12	B	23	C	EBL	SBR	47	171
TH 10/169 North Ramp & CSAH 83 (Armstrong Blvd) <i>Signal</i>	AM	21	C	53	D	SBT	SBT	382	727
	PM	49	D	141	F	SBT	SBT	809	1272
CSAH 83 (Armstrong Blvd & 147th Avenue) <i>Signal</i>	AM	12	B	33	C	SBL	NBT	199	376
	PM	56	E	111	F	SBT	SBT	664	1232
CSAH 83 (Armstrong Blvd) & CSAH 116 (Bunker Lake Blvd) <i>Signal (Added double EB thru, free right)</i>	AM	38	D	84	F	NBL	NBT	353	868
	PM	50	D	139	F	WBL	WBT	401	915
CSAH 83 (Armstrong Blvd) & Alpine Drive NW <i>TWSC (Added EB/WB RT lane)</i>	AM	5	A	26	D	WBL	EBR	61	110
	PM	10	B	88	F	EBT	NBL/T	77	171
Alpine Drive NW & Puma Street NW <i>TWSC</i>	AM	2	A	6	A	WBL	NBL/R	33	56
	PM	3	A	9	A	NBL	NBL/T	48	80
Puma Street NW & Bunker Lake Blvd <i>Option 1: AWSC</i>	AM	3	A	9	A	WBL	SBL/T/R	50	78
	PM	4	A	8	A	WBL	WBL/T/R	57	83
Puma Street NW & Bunker Lake Blvd <i>Option 2: 3 Legged intersection (with curve)</i>	AM	0	A	3	A	EBL	EBL/R	4	18
	PM	0	A	5	A	EBL	EBL/R	6	24
Puma Street NW & Bunker Lake Blvd <i>Option 3: Roundabout</i>	AM	2	A	5	A	NBT	SBL/T/R	11	37
	PM	2	A	4	A	EBT	SBL/T/R	3	21

*Delay in seconds per vehicle

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

***Limiting Movement is the highest delay movement.

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

Analysis indicates

Mitigation includes the lanes and traffic control indicated in the recommendations but also includes a third southbound lane along Armstrong Blvd from Bunker Lake Blvd to the Highway 10 North Ramp terminal. Additional review of the bridge design indicates that a third lane would not be feasible without substantial revisions to the bridge structure over the railroad. Based on this, two eastbound through lanes are recommended at the intersection of Armstrong Blvd and Bunker Lake Blvd to provide an alternative route if needed. The analysis below also considers an eastbound free right into the third lane. This is recommended to be a dual right turn when or if needed based on traffic redistribution in the area.

The resulting queues are shown below for each movement at the intersection of Armstrong Blvd and Bunker Lake Blvd. Dual eastbound right turn lanes would be anticipated to have similar average queues and shorter max queues. The max queues are anticipated to be less if there is traffic redistribution based on congestion.

Table 3: Design Year (2040) Armstrong Blvd & Bunker Lake with Proposed Lanes

Traffic Control Scenario	Peak Hour	Delay-LOS**		Max Approach Queue	
				Average Queue (ft)	Max Queue (ft)****
CSAH 83 (Armstrong Blvd) & CSAH 116 (Bunker Lake Blvd)					
<i>EBL</i>	AM	41	D	64	122
	PM	37	D	106	191
<i>EBR</i>	AM	3	A		
	PM	47	D	390	916
<i>WBL</i>	AM	45	D	134	215
	PM	131	F	401	915
<i>NBL</i>	AM	84	F	305	412
	PM	52	D	207	307
<i>SBL</i>	AM	31	C	95	145
	PM	46	D	81	128

*Delay in seconds per vehicle

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

***Limiting Movement is the highest delay movement.

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

C. Special Considerations

1. The trips from specific developments to Puma and Bunker Lake Blvd have not been analyzed. Trips to and from specific developments should be assigned to appropriate roadways based on the development roadway design. This is especially important for trip assignment at the intersection of Bunker Lake Blvd and Puma St.
2. Mitigation for intersections outside of the area due to development in the area have not been completed.



Armstrong West

Proposed Future Land Uses

Section QQ

Section Only

AUAR Boundary

Future Land Use

Business Park

COR

High Density Residential

Low Density Residential

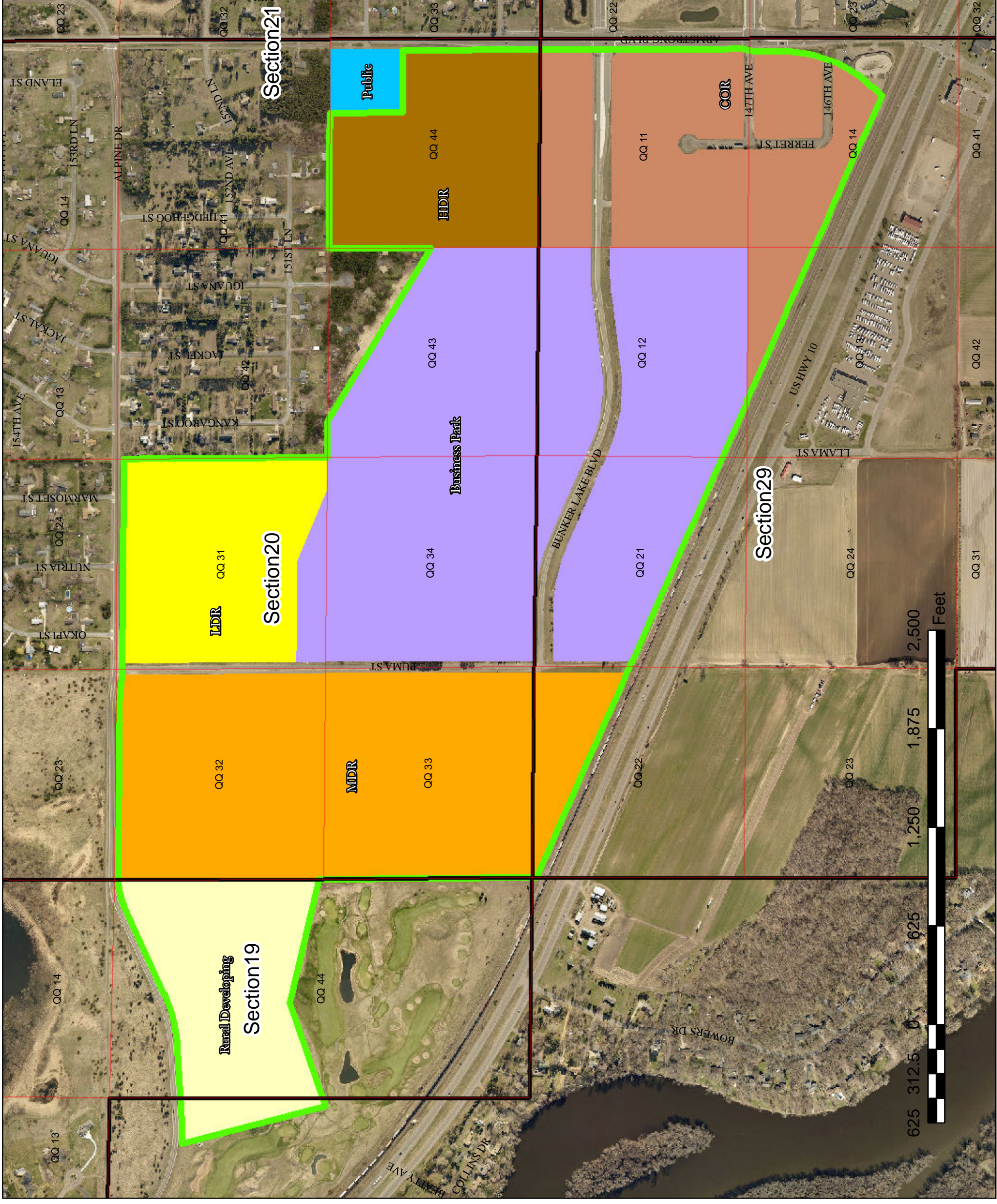
Medium Density Residential

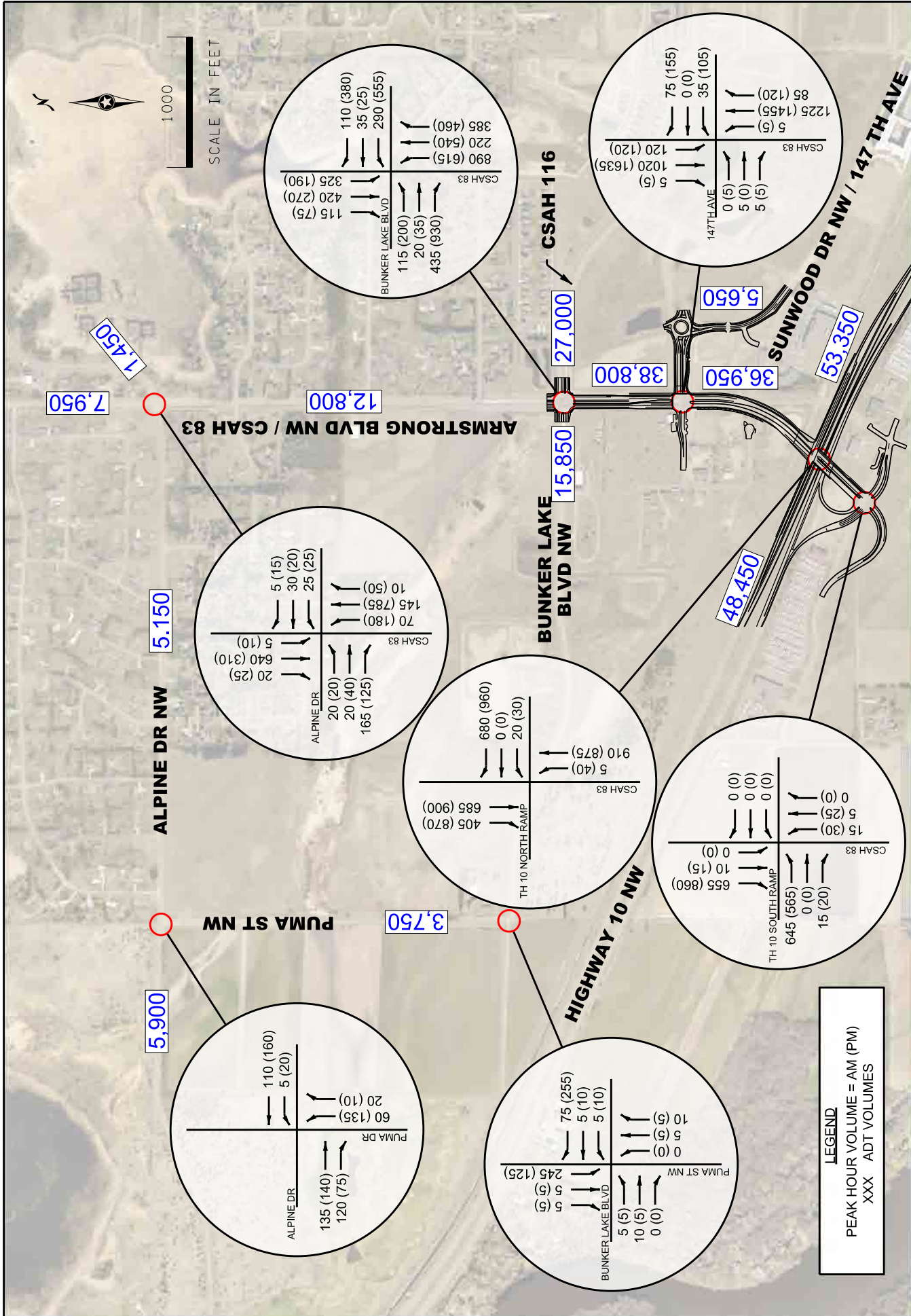
Public/Quasi-Public

Rural Developing



This is not an approved land use plan. This is a working document only, based on current feedback and concepts (both public and privately developed concepts).





**FIGURE 1: DESIGN YEAR (2040) TRAFFIC VOLUMES
 FUTURE BUSINESS PARK TRAFFIC STUDY
 RAMSEY, MN.**



Ramsey EDA Traffic Assumptions
 Alternative 2: Business Park (January 2017 Update)

B-2	Business Park	Based on Acres		134.54 Acres	ITE Code	130	Internal-to-Internal Reduction				Pass-by		New Trips		
		Average Rate	#	% enter	% exit	entering	exiting	entering	exiting	entering	exiting	entering	exiting		
		8.55	1151	83	17	955	196	10%	860	177	0%	0	0	860	177
		AM													
		4.42	595	50	50	298	298	10%	268	268	0%	0	0	268	268
		Afternoon													
8.84	1190	21	79	250	940	10%	225	847	0%	0	0	225	847		
PM															
63.11	8491	50	50	4246	4246	15%	3609	3609	0%	0	0	3609	3609		
Weekday															

B-2	Retail/Commercial	Based on Square Feet		74.4 K ft ²	ITE Code	X	Internal-to-Internal Reduction				Pass-by		New Trips		
		Average Rate	#	% enter	% exit	entering	exiting	entering	exiting	entering	exiting	entering	exiting		
		7.41	552	53	47	293	259	20%	235	208	46%	109	96	126	112
		AM													
		5.46	407	50	50	204	204	20%	163	163	40%	66	66	97	97
		Afternoon													
10.91	813	51	49	415	398	20%	332	319	39%	130	125	202	194		
PM															
124.59	9275	50	50	4638	4638	30%	3247	3247	39%	1267	1267	1980	1980		
Weekday															

R-1	Single Family Detached Housing	Based on Dwelling Units		104 units	ITE Code	210	34.62 Acres				New Trips	
		rate	#	% enter	% exit	entering	exiting	3 Units per Acre				
		0.75	83	25	75	21	62					
		AM										
		0.51	53	31	69	16	37					
		Afternoon										
1.01	109	63	37	69	40							
PM												
9.57	1078	50	50	539	539							
Weekday												

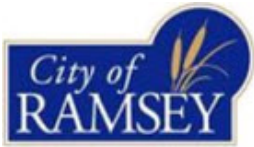
R-2	Residential Townhouse	Based on Dwelling Units		527 units	ITE Code	230	87.79 Acres				New Trips	
		Average Rate	#	% enter	% exit	entering	exiting	3 to 7 Units per Acre				
		0.44	196	17	83	33	163	Assume 6 Units per Acre				
		AM										
		0.26	138	31	69	43	95					
		Afternoon										
0.52	235	67	33	157	78							
PM												
5.81	2732	50	50	1366	1366							
Weekday												

R-3	Low Rise Apartment	Based on Dwelling Units		525 units	ITE Code	221	43.74 Acres				New Trips	
		Average Rate	#	% enter	% exit	entering	exiting	7 to 15 Units per Acre				
		0.46	215	21	79	45	170	Assume 12 Units per Acre				
		AM										
		0.29	153	31	69	47	106					
		Afternoon										
0.58	291	65	35	189	102							
PM												
6.59	3076	50	50	1538	1538							
Weekday												

Rural Developing	Assumed trips						ITE Code	x	New Trips			
									entering	exiting		
									5	20		
									20	5		

Total	Pass-by		New Trips	
	entering	exiting	entering	exiting
	AM	109 96	1090	704
	Afternoon	66 66	472	602
	PM	130 125	862	1266
Weekday	1267 1267	9032	9032	

West of Commercial Area	Pass-by		New Trips	
	entering	exiting	entering	exiting
	AM		919	422
	Afternoon		327	400
	PM		471	970
Weekday		5514	5514	



Our Mission: To work together to responsibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Work Session

3. 1.

Meeting Date: 03/28/2017

Submitted For: Kurt Ulrich, Administrative Services

By: Jo Thieling, Administrative Services

Information

Title:

Review Future Topics/Calendar

Purpose/Background:

Attached is the current list of future topics for work session discussion. Items are drawn from Council requests at meetings, or are related to topics that have been identified in the City's strategic plan. Dates will be assigned in the future.

Recommendation:

N/A

Action:

For Council review - no formal action necessary.

Attachments

Future Topics

Form Review

Inbox

Kurt Ulrich

Form Started By: Jo Thieling

Final Approval Date: 03/23/2017

Reviewed By

Kurt Ulrich

Date

03/23/2017 02:54 PM

Started On: 03/22/2017 12:22 PM

City Council Future Topics – Work Session
(Draft)

Date	Topics for Discussion – Council Action
Future	Review Bidding Process for Towing Contract (<i>Katers</i>)
Future	Discuss Ordinance Governing Unmanned Aerial Vehicle Use (<i>Katers</i>)
Future	Review and Potentially Adopt Ramsey’s Portion of Previous Highway 47 Study (<i>Westby</i>)
Future	Cost Share a Corridor Study for Nowthen Blvd/CR5 (<i>Westby</i>)
Future	Intersection Control Evaluation for Spot Improvements on Armstrong (<i>Westby</i>)
Future	Discussion re tap Rooms/Brew Pubs (<i>Thieling/Katers</i>)
Future	Assessment Policy Review (<i>Westby</i>)
April 11	Strategic Plan Final Overview (<i>Ulrich</i>)
April 11	Platinum Properties Purchase Agreement (<i>Brama</i>)
April 25	Planning Commission COR Development Plan – (will take entire session) (<i>Gladhill</i>)
Date	Topics for Discussion – Regulatory
Future	Commercial Signage Standards and Community Sign Plan(<i>Gladhill</i>)
Future	Property Maintenance Code (Maintenance of Buildings and Structures) (<i>Gladhill</i>)
Date	Topics for Discussion – Policy
Future	Public Facilities Naming Policy (<i>Riverblood</i>)
Future	Trail Maintenance Policy (<i>Westby</i>)
Future	Stormwater Pond Maintenance Policy (<i>Westby</i>)
Future	Citizen Volunteer and Recognition Program (<i>Ulrich</i>)
Future	Newsletter Policy to Address Advertising and Content Control (<i>Brama</i>)
August	Discussion re Updating the City’s Personnel Policy (<i>Lasher</i>)
Date	Topics for Discussion – Planning and Budget
Future	Summary of Compensation/Development Plan for Employees (<i>Lasher</i>)
Future	Review Comprehensive Plan for Long-Term Water Supply (<i>Westby</i>)
April	Joint Work Session with ARAA – (<i>Riverblood</i>) <ul style="list-style-type: none"> • Special Use Permits • What improvements can we make • Communication - in General
Date	Topics for Discussion – Information
Future	Review Area Recreation Opportunity Assessment (<i>Riverblood</i>)