

City of Ramsey
Agenda
Joint City Council, Planning Commission, and
Economic Development Authority Work Session
Wednesday, May 23, 2018
5:30 pm
Lake Itasca Room, 7550 Sunwood Drive NW

1. **Call to Order**
2. **Topics for Discussion**
 1. Review Development Plan for The COR
 2. Concept Proposal: 22,000 Square Foot Grocer
 3. Concept Proposal: 250+ Unit Rental Townhome Development
 4. Concept Proposal: 6,100 Square Foot Automotive Repair Center
3. **Mayor/Council/Staff Input**
4. **Adjournment**

May 23 Joint Meeting Case

Meeting Date: 05/23/2018

Information

Title:

Review Development Plan for The COR

Purpose/Background:

The purpose of this case is to refresh policy makers on the current land use vision and plan for The COR, Ramsey's downtown development along Highway 10 between Ramsey Boulevard and Armstrong Boulevard.

In 2017, the City Council adopted an Interim Development Plan for The COR, at the request of the Planning Commission. This planning document attempts to clarify the vision for land use for this neighborhood and set into motion adjustments to the future/planned land use for the area. Most elements from the previous (current) plan remained intact. A new vision for the north west quadrant was established that included a mix of medium density residential (likely detached single-family), with multiple acceptable alternatives. This document was also reviewed by other advisory commissions of the City Council, including the EDA.

This plan remains an interim plan. It was intended to focus a more detailed infrastructure planning effort that is currently underway. This detailed infrastructure analysis is being completed by Bolton and Menk, and is anticipated to be completed by the end of this year. At that time, the City Council will be asked to approve the Interim Development Plan as the official land use plan for the development and approve the detailed infrastructure concurrently. There will be ample time to update and amend the Interim Development Plan before approving it as the official land use plan for the area.

Timeframe:

30 Minutes

Funding Source:

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

Responsible Party(ies):

Community Development Director

Outcome:

Receive refresher on land use plan for The COR and provide high-level policy direction to confirm/amend this policy direction.

Attachments

FINAL DRAFT - The COR Interim Development Plan

Form Review

Inbox

Patrick Brama

Kurt Ulrich

Form Started By: Tim Gladhill

Final Approval Date: 05/18/2018

Reviewed By

Kathy Schmitz

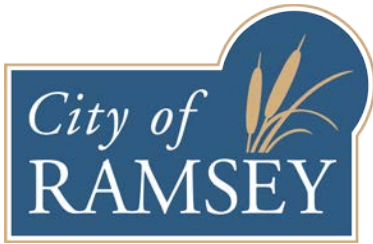
Kurt Ulrich

Date

05/18/2018 02:49 PM

05/18/2018 02:56 PM

Started On: 05/17/2018 08:36 AM



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The COR Interim Development Plan

Anticipated Adoption: 2017

City Council

Mayor Sarah Strommen
Councilmember At-Large John LeTourneau
Councilmember At-Large Kristine Williams
Ward 1 Councilmember Jill Johns
Ward 2 Councilmember Mark Kuzma
Ward 3 Councilmember Melody Shryock
Ward 4 Councilmember Chris Riley

Planning Commission

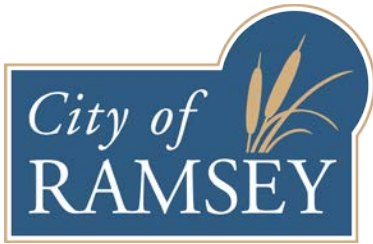
Chairperson Randy Bauer
Vice-Chairperson Gary Van Scoy
Bruce Anderson
Ralph Brauer
Cheri Gengler
Cindy Nosan
Patrick Surma
Former Chairperson Gary Levine (in memory)

Economic Development Authority

Chairperson Jim Steffen
Vice-Chairperson Wayne Skaff
Philip Brundt
Brian Burandt
Glen Hardin
Chris Riley (Council Representative)
Kristine Williams (Council Representative)

Parks and Recreation Commission:

Shane Bennett, Chairperson
Russell Bayer
Andrew Fyten
Jennifer Lestico
Brandon Sis
Charles Tchuinkwa
Jon Trappen



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Environmental Policy Board

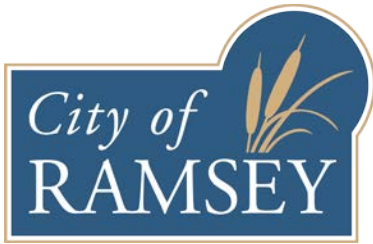
Thomas Stadola, Chairperson
Michael Valentine, Vice-Chairperson
Colleen Anderson
Reid Bernard
Jane Covart
Michael Hiatt
Lucas Trossen

Staff Team:

Tim Gladhill, Community Development Director
Kurt Ulrich, City Administrator
Patrick Brama, Asst. City Administrator/Economic Dev. Manager
Chris Anderson, City Planner
Bruce Westby, City Engineer
Mark Riverblood, Parks and Asst. Public Works Superintendent

Version: I:\The Cor\2015 Vision Clarification\Vision Document 2017\Interim Development Plan\The COR Interim Development Plan.Docx 4/3/2017 2:07 PM

May 23 Joint Meeting Case



Purpose of Interim Plan

The purpose of this document is to set into motion potential land use policy changes for The COR. In 2015, the City's Planning Commission described a need to evaluate and clarify the vision for The COR in response to several project approvals.

The Land Use Plan and Zoning Code are not the vision. They are the tool to achieve the vision. Focus on the elements that are important to us, regardless of the land use (examples include, but are not limited to greenway connections, sense of place, walkability). There are ways to achieve the vision, regardless of the use.

Common Terms

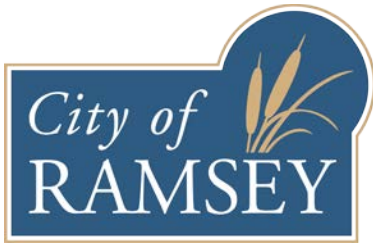
The COR Development Plan. This is the existing land use plan for The COR circa 2011. This is the official control and legal basis for land use decisions within The COR. Also referred to as the 'Development Plan'. This is the 'second generation plan' for the development, preceded by the Ramsey Town Center Master Plan.

The COR Interim Development Plan. This is the document you are reading now. While the City continues to refine land use recommendations and feasibility analysis for The COR, this document is intended to be a guiding policy document to review quality projects that do not meet the strict adherence to The COR Development Plan. Also referred to as the 'Interim Development Plan'.

The COR Development Plan Amendment. This is a future document. This will be the document that updates the Zoning Code, otherwise known as the official controls, for The COR. This will replace existing Comprehensive Plan, Zoning Code, and Design Framework. Also referred to as the 'Plan Amendment'. This will be considered the 'third generation plan' for The COR.

Using this Document

This land use plan is an interim plan that will guide land use decisions prior to a formal amendment for The COR. Uses currently allowed in The COR Development Plan shall be allowed consistent with applicable law. Projects consistent with options contained within this Interim Development Plan, but conflict with the existing plan, may proceed forward, but shall require a formal Plan Amendment. The policy directives of this document are advisory in nature, and are not binding. If a proposed project meets the minimum requirements of the existing Development Plan, it shall be considered consistent with the Development Plan and Zoning Code and shall be approved.



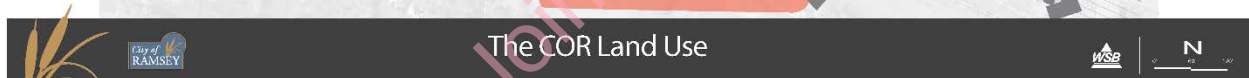
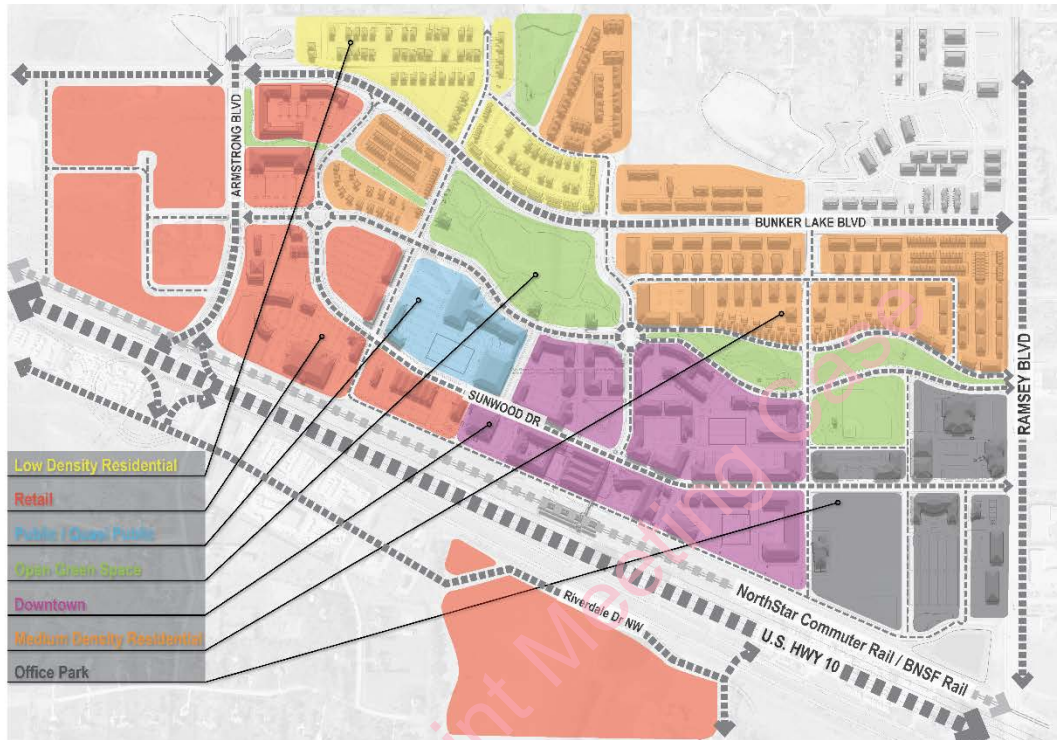
Vision

The Vision Statement was created for the purpose of crafting update land use scenarios and is not intended to approve or disapprove individual projects. Projects must be reviewed using the City's Zoning Code as the official land use control. The Vision Statement is not a regulatory tool, yet a visionary tool.

The COR will serve as a City Center primarily to bring people of Ramsey together that embraces natural market opportunities. The COR will also attract energy from the surrounding region. It will be a unique destination, technology-accessible, and serve as a gathering place. It will feature unique architecture stressing historical feel and function.

Development-Wide Assumptions

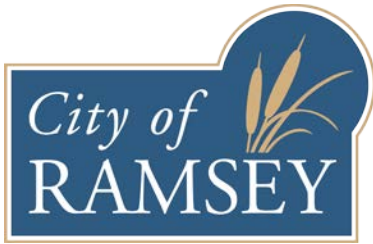
1. The development is part of a broader **GROWTH MANAGEMENT STRATEGY** that protects the City's primary land use goal to respect the **BALANCE OF RURAL AND URBAN CHARACTER**.
2. The development shall take a **MIX OF USES** within the development, which is also known as **HORIZONTALLY MIXED USE** approach versus a strict adherence to traditional mixed-use definitions to require vertically mixed-use buildings. The mix of land use districts and land use types within the development as a whole shall guide success of mixed use, not strictly mix of uses within a building, block, or individual district. These types of mixes although not required, are encouraged. The 'mix of uses' approach shall not preclude flexible first floor and vertically mixed use buildings.
3. Our vision includes significant areas guided for a variety of **RETAIL OFFERINGS**, **HOUSING DENSITY** is important to that vision. The emphasis of the master plan concepts is to **GUIDE LAND USE**, and is **NOT SPECIFIC SITE PLAN REVIEW**. Future developers shall have the creative freedom to propose other concepts that are generally in line with **OVERALL VISION**.



Land Use District (Sub-District) Descriptions and Requirements

The COR is divided into five (5) distinct land use districts that ensure a mix of uses and guides quality private and public development. These districts are considered sub-districts and can be amended easier than traditional zoning districts. The overall land use mix shall be provided. Amending sub-districts shall be approved by resolution of the City Council after recommendation by the Planning Commission, but shall not require a Public Hearing. Amending sub-district boundaries shall not require a Comprehensive Plan Amendment so long as the over land use balance is preserved.

1. Downtown District (COR-1)
2. Retail District (COR-2)
3. Office District (COR-3)
4. Residential District (COR-4)
5. Parks and Open Space District (COR-5)



The Downtown District (COR-1)

Downtown District Description. The Downtown District shall be a high-density district with a mix of uses. Vertically mixed use buildings are not required, but are encouraged. The Downtown District shall be predominantly high-density residential to support existing transit and City growth-management goals, but is not required. Shared parking districts are an integral part of the success of this district. Urban design shall also emphasize build-to lines and pedestrian interaction. The district shall have the most robust architectural design standards amongst all City land use districts.

This district is the focal point of the development. This quarter-mile radius is key to land use supportive of transit and other City land use goals. The City of Ramsey and its funding partners (Anoka County, CTIB-Counties Transit Improvement Board, and Metropolitan Council) invested nearly \$14 Million Dollars on the Northstar Commuter Rail – Ramsey Station, relying on The COR Development Plan. This district is described as predominantly high-density residential, with a number of commercial uses along Sunwood Drive. There should be a **MIX OF USES** within this district.

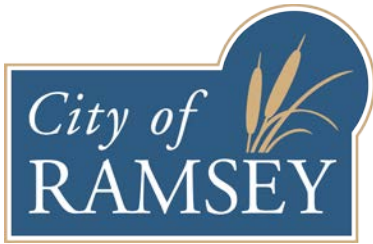
Planning Commission Recommendation: The City should focus on original visions to better manage parking and maximize land use of individual parcels. This includes reverting back to a **FLOOR AREA RATIO (FAR) OF 0.75** and retaining a strict adherence to **MAXIMUM PARKING** standards and shared **PARKING DISTRICT** requirements. Minimum density shall be fifteen (15) units per acre with no maximum density required.

4/25/17 City Council Work Session Comment. Concern was raised over reverting back to the 0.75 FAR, thus requiring vertical shared parking in the downtown district. Consensus was generally to study cost/benefit further, with acknowledgment of the need for flexibility.

5/25/17 EDA Comment. Open to discussion and reviewing further parking districts and parking ramps. However, the City should not force or require shared parking. Shared parking and parking ramps should be encouraged and strived for, but not required of private development. The City should not revert back to the 0.75 FAR.

The Retail District (COR-2)

Retail District Description. The Retail District shall be focused on providing retail offerings to support the community and beyond. This district shall focus on smaller, unique shops, while allowing larger format retailers along Highway 10 where visibility and access is best.



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Places to eat, shop, and be entertained were a key component of the original development. While other land uses have succeeded in continued growth, retail goals have struggled to keep pace. The City has continued to evaluate our retail marketing strategy, and amendments to this plan represent a broader effort to advance these goals.

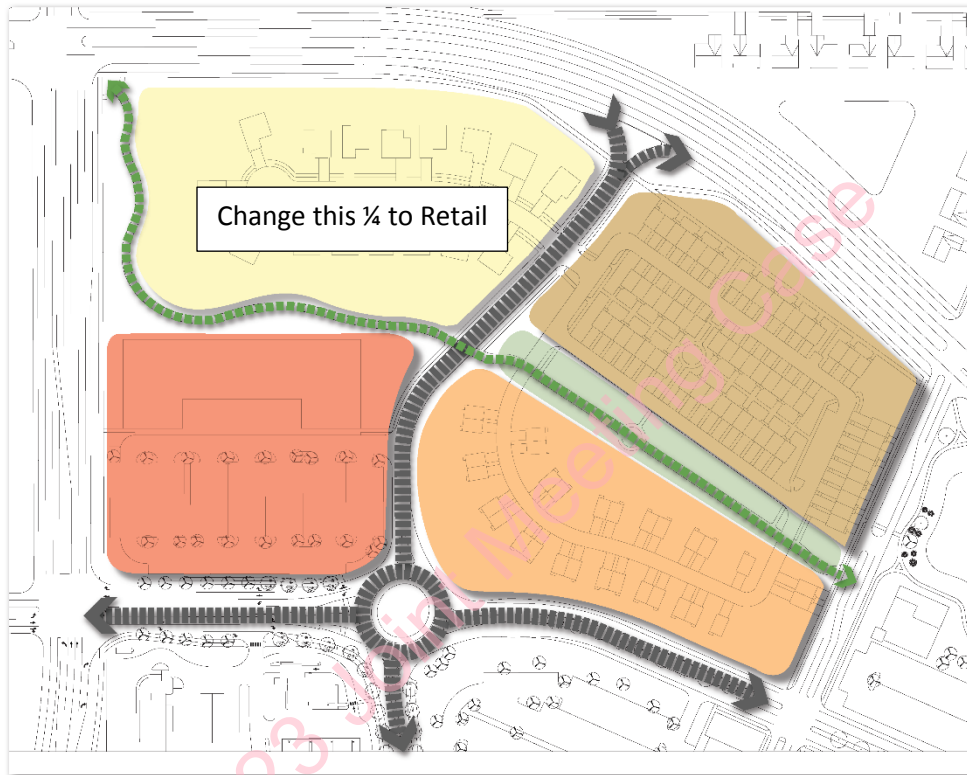
Citywide, the community has over 150 acres of undeveloped or redevelopment areas guided for future retail growth. In comparison, the Riverdale shopping center in Coon Rapids is approximately 200 acres. Coupled with proximity to Elk River and physical barriers such as the Mississippi River and Rum River, it is not likely that the City will be successful in developing this amount of retail within this 20 year planning period, if at all. Additionally, the market for larger retail users is quickly changing with adapting technologies. The City's market experts have encouraged the City to re-evaluate its retail strategies.

EMPHASIS: The City continues to plan for a significant amount of retail growth within The COR and throughout the community. The recommendations below are not intended to de-emphasize our retail goals, yet strengthen said retail goals and focus on more appropriate areas for future growth.

Planning Commission Recommendation: The northwest quadrant of the development (bordered by Armstrong Boulevard, Bunker Lake Boulevard, Zeolite Street, and Sunwood Drive) should be amended to strengthen the **LAKE ITASCA GREENWAY**, create **SMALLER DESTINATION RETAIL USERS**. Half of this quadrant should be re-guided for an **APPROPRIATE RESIDENTIAL USE**, with **DENSITY** appropriate for the type of overall land use plan for The COR.

This is the area of **MOST SIGNIFICANT CHANGE** recommended by the Planning Commission. The Planning Commission collaborated on developing multiple land use scenarios. The overall approach was to divide the northwest quadrant into four (4) smaller sub-quadrants divided by future public roadways and greenways and allocating half the quadrants to smaller, destination retailers and the other half to residential uses. Based on feedback and reconciling multiple angles of consensus, the land use map below represents the primary recommended land use map.

Primary NW Quadrant Land Use Map – Vertical Split (this will be the model of the actual land use map [focus on polygons per land use, less focus on detailed site planning])





Strengths

- Continuous greenway corridor
- Removes struggling 'big-box' retail
- Introduces smaller destination retail
- Moderate return on tax base
- Transition of mix of uses

Weaknesses

- Land use types desired by community

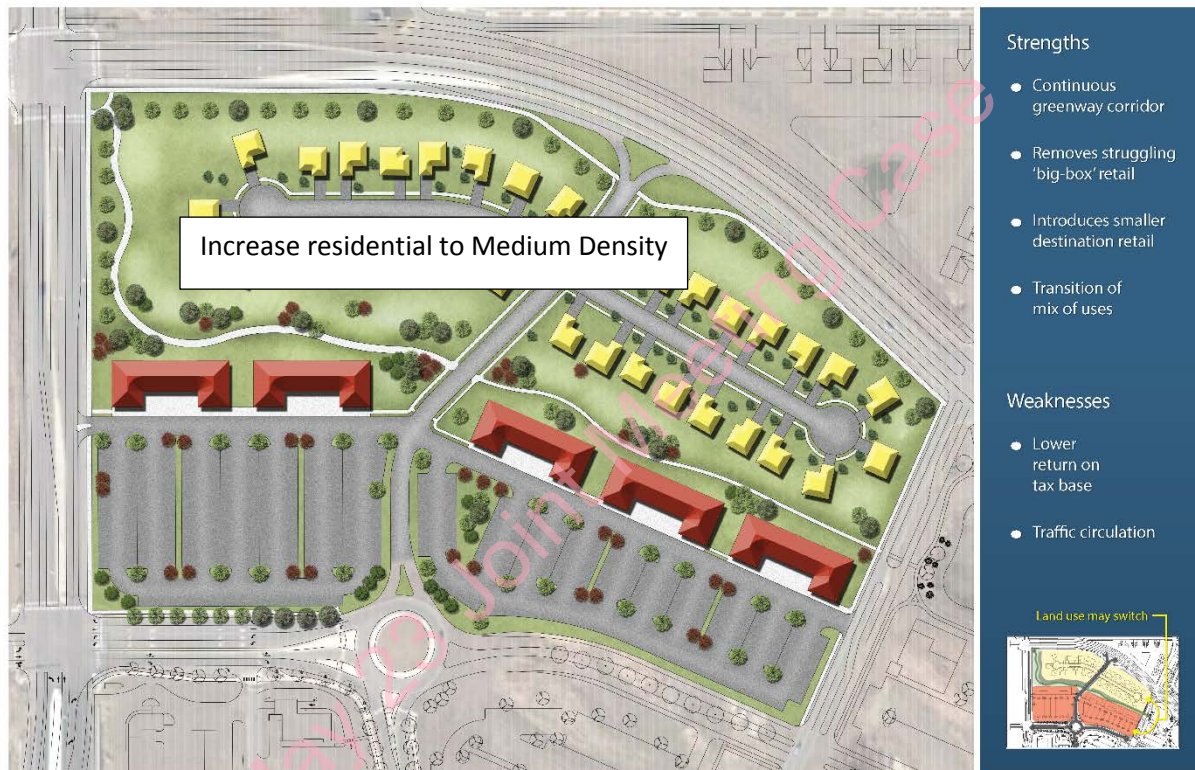


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NW Quadrant Acceptable Alternatives

The alternatives listed below would require a future plan amendment, but are afforded certain policy feedback in advance. These can be viewed as 'pre-screened' alternatives.

NW Quadrant Horizontal Split



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NW Quadrant All Retail

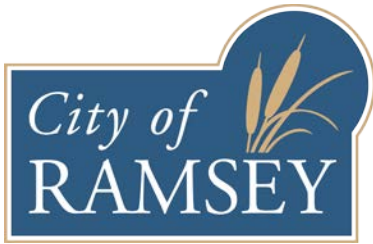


The Office District (COR-3)

This district represented the area of highest consensus amongst the Planning Commission.

Planning Commission Recommendation: **NO AMENDMENTS** to this district are recommended. However, the City should look at strategies to encourage parking districts within this land use district as well.

Note. During the January 24, 2017 Joint Work Session between the City Council and Planning Commission, it was noted that an office user may be possible in the northeast quadrant currently guided for retail use. Staff's recommendation, while a potentially positive amendment, would be to consider



this possibility under a separate amendment, as the overall plan currently has a good balance of office planned, and a more comprehensive look would be needed for such an amendment.

The Residential District (COR-4)

The Residential District is further divided into three (3) categories. The descriptions below include recommended adjustments to density ranges.

- 'Low' Density (COR-4a). This is predominantly detached single-family located north of Bunker Lake Boulevard. The minimum density shall be four (4) units per acre and densities up to fifteen (15) units per acre shall be allowed.
- Medium Density (COR-4b). These predominantly include townhomes, both attached and detached. Minimum density shall be eight (8) units per acre with a maximum density of fifteen (15) units per acre. Additional density may be allowed via Conditional Use Permit.
- High Density (COR-4c). These areas are focused immediately north of The Draw Park and Amphitheater and provide a unique opportunity for interaction and transition. The emphasis on mix of uses is muted compared to the Downtown District. The minimum density of this district shall be fifteen (15) units per acre with no cap of maximum density.

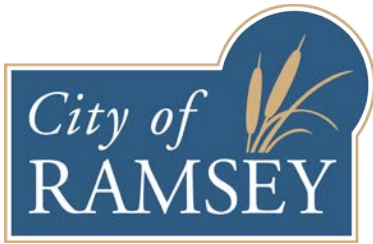
Planning Commission Recommendation:

The remaining undeveloped area immediately north of The Draw currently owned by K Hovnanian Homes shall be re-guided to High Density Residential. The Planning Commission recognizes the success of high density residential abutting The Draw on the south side (Parkview East) and sees this as an opportunity for consistent design when coupled with the future Aeon Apartment Development (north side).

Parks and Public Spaces (COR-5)

This district is governed by The COR Parks + Public Spaces Plan, and is included by reference as an integral part of The COR Interim Development Plan. Neither document shall be interpreted as a wholly separate document, and neither document shall be adopted or otherwise amended unless coinciding with each other. An amendment to one plan shall be considered an amendment to the other. This document has been adopted as a 'working draft' by consensus of the City Council. The intent is to adopt as a formal plan as part of the overall COR Development Plan Amendment.

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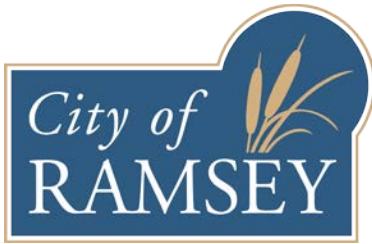
Implementation Plan

The Interim Development Plan represents Phase I of a three (3) phase project.

1. Interim Development Plan (this step)
2. System Plans (roads, utilities, parking structures, infrastructure, etc.).
3. Development Pro-Forma (funding and financing options).

Continued on next page.

May 23 Joint Meeting Case



Major Planning COR Planning Efforts

EFFORT #1

COR Re-Visioning

PURPOSE

Update/ amend the vision for The COR.

1. Update COR Master Plan (map that shows vision, how the COR will look, how buildings will be oriented, where infrastructure should be located, etc.)
2. Update zoning district map (underlying land use regulations that will ensure the master plan will be implemented at the time individual projects come forward for review by the City)
3. Direction on outstanding major policy items:

- Is vertically mixed use development a requirement?
- appropriate size and location of retail uses?
- Is there flexibility in location of zoning district borders?
- Define basic vision and policy for community center.
- Define basic vision and policy for parking ramps.

RESPONSIBLE BOARD

Planning Commission will draft a recommendation for Council consideration.

TIMING

Anticipated to have draft completed by April 2017. Once a draft is completed, it should be checked against COR System Plans and COR Pro-Forma. May need to be adjusted.

EFFORT #2

COR System Plans

PURPOSE

The City purchased The COR with two goals in mind (a) recover previous public investments, and (b) ensure the vision of The COR is implemented.

As a result, the City of Ramsey has taken the role of master developer for The COR. With the role, various assumed responsibilities are assigned to the City. Developers, businesses, and residents expect the city to have concept plans/ policies in place for the following items:

1. Storm water plan (regional)
2. Road plan (public roads)
3. Sign plan (development signs, way finding signs, etc.)
4. Park & Trails plans
5. Community Center plan/ policy
6. Parking Ramp(s) plan/ policy
7. Cut/fill basic plan

There are many benefits to having this preliminary information ready—please see system plan dashboard for details. These plans are intended to be preliminary/ concept level only—for the sake of planning and budgeting.

RESPONSIBLE BOARD

Likely, all boards will be involved with this process. However, for the sake of efficiencies, the EDA will lead this effort. Findings will be presented to the Planning Commission and City Council.

TIMING

Upon completion of 1st draft of COR re-vision, staff would like to order this work for completion (i.e. begin May 2017). This work will take 6-9 months. Once draft is completed, it should be checked against COR Master Plan and COR Pro-Forma. May need to be adjusted.

EFFORT #3

COR Pro-Forma

PURPOSE

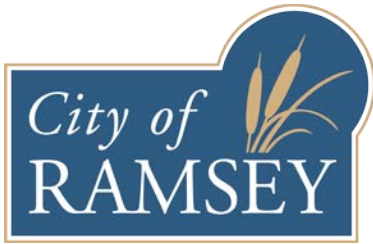
1. Update COR pro-forma based on updated vision and system plans. COR pro-forma will display the city's financial performance forecast/ project cash-flow over time (expenditures/ obligations versus revenues/ available funding).
2. Update COR TIF plan/ TIF analysis previously completed by Ehlers. This plan plays a major role in the "funding" side of the COR pro-forma. Because actual TIF revenues are based on actual completed projects, it would be helpful to update periodically. NOTE: TIF can only be used for projects completed before 2021.
3. Update COR land proceeds policy. Staff would like to (a) clearly identify what previous expenditures the City wishes to repay itself, (b) consider using land proceeds only for non TIF eligible costs, and (c) update the City's land sale proceeds forecasts.

RESPONSIBLE BOARD

EDA will draft a recommendation for Council consideration.

TIMING

Upon completion of COR re-vision and COR system plans, staff will complete this work (i.e. begin late 2017). This work will take 1-2 months. Once draft is completed, it should be checked against COR Master Plan and COR system plans. May need to be adjusted



The group then formulated a broad work plan to accomplish the many steps to complete an overall plan amendment and update.

The COR Development Plan Update Plan of Action												
	2017											
	January	Quarter 1		April	Quarter 2		July	Quarter 3		October	Quarter 4	
Task 1: Land Use Plan Update (Planning Commission)												
Draft Vision Statement												
Draft Land Use/District Map												
Draft District Descriptions												
Draft Development and Design Standards												
Draft Development Plan Update (Zoning Code)												
Adopt Final Version of Development Plan												
Task 2: System Plan/Infrastructure Study (EDA)												
Stormwater Plan												
Road Plan												
Sign Plan												
Parks and Recreation Plan												
Community Center Plan or Policy Statement												
Parking Ramp/District Plan or Policy Statement												
Cut/Fill Plan (Grading)												
Task 3: Project Pro Forma (EDA)												
Pro-Forma												
Tax Increment Financing (TIF) Plan												
COR Land Sale Proceeds Policy												

Public Engagement

A key component of any policy decision is collaboration amongst its residents. These processes are part of natural and organic community conversations around key policy topics. The City will couple this policy discussion with ongoing workshops and community events as part of its overall Comprehensive Plan Update. For more information on this effort, please visit www.cityoframsey.com/ramsey2040.

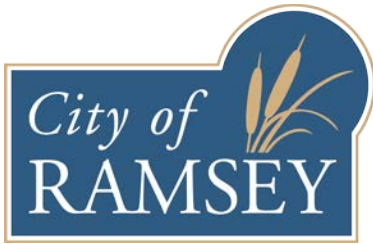
4/25/17 City Council Work Session Note: All Boards and Commissions should review this document before the City Council considers formal adoption. The City Council should review the final document and approve before distributing to the public and stakeholders/landowners.

Mobile Comprehensive Plan Tour

The City is planning a Mobile Comprehensive Plan Tour for policy makers that will include local examples of plans and policies being discussed in the Comprehensive Plan Update. The tour is planned to include examples discussed in this Interim Development Plan as well.

Market Analysis

The Planning Commission recommends completion of a market analysis to confirm the policy directives of this document as it relates to the planned retail area. The Planning Commission continues to stress the importance of attracting retail uses to the Development, but want to ensure that there is not too much areas guided for retail growth beyond what the community can sustain.



Community Center

The Planning Commission desires to continue to plan for a Community Center in The COR. The Planning Commission feels that this type of use would benefit the community and be a draw for other users within the development. This analysis will be completed as a separate planning process.

Architectural Standards

A key component of the policy discussion for The COR has been architectural design standards. The Planning Commission believes several recent projects fell short of community expectations. While originally intended to be part of Phase I of The COR Development Plan Update, the Planning Commission continues to refine these recommendations and will continue throughout Phase II and Phase III to bring a quality recommendation forward with a full Plan Amendment.

The standards below are not an exhaustive list of current design requirements, yet a focus on key topics that have been raised for future discussion. Upon final amendment, the City will prepare a side-by-side comparison of all existing and proposed design requirements. The final version of this Interim Development Plan will also include drawings/illustrations to illustrate the narrative being discussed.

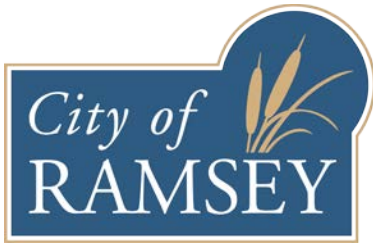
The COR should continue to focus on four-sided architecture visible from the public realm. Quality signage on all four sides of the building should be allowed. The community should be able to park on public streets and reasonably access the building.

Planning Commission Recommendation:

In the interim, the Planning Commission shall serve as an ad-hoc architectural review committee. Projects shall complete an architectural review prior to official Site Plan Review. The Planning Commission reserves the right to establish an ad-hoc sub-committee to serve as this Architectural Review Committee. The Planning Commission recommends that the City supplement the Development Review Team with the services of a licensed architect to help develop updated design standards and review development proposals. This will add value to the process, hopefully streamline review, and is in line with other professional services the City employs in development review. The cost of these services are the responsibility of the Developer.

Additional Discussion Points:

* The intent of design requirements is to maintain a consistent development look and acknowledge the



pride and planning that went into the vision of this development. The tradeoff of a more densely developed areas was an acknowledgement of the need to 'step up' architectural design.

* All single-family homes in The COR shall include/not include a porch that protrudes from the front of the home, even with the garage, and not a recessed entry in the middle of the home.

* Over the next several months, the Planning Commission will better define front porches and if any additional design requirements or restrictions (i.e. split entry homes) are warranted. .

* Buildings in the Downtown District shall include a minimum of 50% brick. Vinyl siding shall not be allowed. Fiber cement panels shall be allowed as a complimentary material.

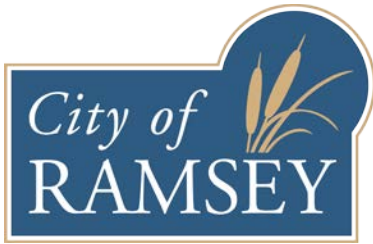
* Buildings in the Residential District shall have a minimum of 35% brick or stone on the front façade. Vinyl siding is allowed.

Private Open Space and Stormwater Design

The Planning Commission has expressed a concern over a perceived lack of private open space in medium density development as well as depth and steep slopes of stormwater ponds within the development due to the higher density nature. This concern has not yet been resolved, but will continue to be discussed during Phases II and III of the Plan Amendment. The City shall take into account sidewalks, greenways, and other private and innovative improvements (such as wonerfs).

Site Selection Process

The City is in a unique situation as Property Owner and Regulatory Authority. This presents opportunity, but also requires special attention to remain accountable to the public. In order to balance this approach without creating burdensome processes, the following steps shall be followed when considering a Purchase Agreement with the City in The COR.



Any perspective buyer of City-Owned Property in The COR shall first meet with City Staff to discuss appropriate sites. This is known as the Site Selection Process. The City and Buyer shall review multiple sites before selecting a preferred location. Depending on the complexity of the project, the City reserves the right to take this Site Selection Process to the Planning Commission, EDA, and City Council before reviewing a specific site.

The Buyer shall provide a site concept to be reviewed by the Planning Commission, EDA, and City Council before approving a Purchase Agreement. When a single-user proposes to purchase a portion of an undeveloped block or area, a series of 'site concepts' shall be developed before reviewing with any City board or commission. These site concepts shall demonstrate at least one reasonable concept for the remaining portion of the site that fits the vision and requirements of that area/district.

The Buyer must still complete the official Site Plan Review (and Subdivision) process after the Purchase Agreement Phase.

History of Policy Discussion

This Interim Development Plan is the result of a Planning Commission initiative dating back to 2015. The City has invested a significant amount of time, energy, and resources in order to ensure a **MARKET RELEVANT PLAN** that balances **COMMUNITY VISION**.

Joint Work Sessions

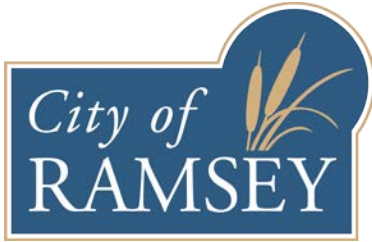
The City Council and Planning Commission have met on multiple occasions to frame the policy question, discuss strategies, and identify solutions.

- March 26, 2015 = Joint Work Session
- July 12, 2016 = Joint Work Session
- January 24, 2017 = Joint Work Session

Surveys

In 2016, the City surveyed its Board and Commission Members on key topics related to The COR Development Plan.

The key directive coming out of review of these results on July 12, 2016 was to create a forum for policy makers to ask questions and receive direct feedback from developers and market experts, rather than completing another market study.



Market Panel Event

On October 27, 2016, the City hosted several market experts to respond to a wide range of policy topics raised by community policy makers. The output from this event served as an important foundation for land use recommendations developed by the Planning Commission.

Planning Commission Work Sessions

The information gleaned from the steps above were utilized to begin important policy discussions about the future of The COR. Following review of the Market Panel Event, the City Council authorized the Planning Commission to begin formulating land use recommendations for The COR. The Planning Commission met Work Sessions dedicated to The COR on multiple occasions.

- January 5, 2017 (to prepare for the January 24, 2017 Joint Work Session with the City Council)
 - Develop a Vision Statement
- February 2, 2017
 - Refine the Vision Statement
 - Collaborate on a Future Land Use Map
- March 2, 2017
 - Refine the Vision Statement
 - Refine the Future Land Use Map and Alternative Future Land Use Maps
- April 18, 2017
 - Refine the Vision Statement
 - Refine the Future Land Use Map and Alternative Future Land Use Maps
- April 25, 2017
 - Draft document reviewed by City Council and Planning Commission in Joint Session.
 - Authorization to review with internal advisory boards and commissions.
- May 25, 2017
 - Draft document reviewed by EDA. Feedback/comments added to document.
- June 1, 2017
 - EDA comments reviewed by Planning Commission.

The Interim Development Plan is anticipated to be adopted in 2017.

Meeting Date: 05/23/2018

Information

Title:

Concept Proposal: 22,000 Square Foot Grocer

Purpose/Background:

BACKGROUND

- ALDI Grocery Store
- 22,000 sf store (note this is their new, larger, store concept and building design)
- SE corner of Armstrong/ Sunwood Drive
- About 2.59 acres
- Construction 2019
- Attached is proposed site concept layout and building renderings. ALDI has generally indicated a willingness to redo their building renderings to include four-sided architecture. Attached are examples provided by staff to ALDI.
- Staff is taking a position of negotiating a "market-rate" sale price.
- ALDI would develop two of the three city-owned pads. The third pad would remain available for sale, and under city ownership.
- To-date, ALDI has been very good to work with and responsive to staff requests.
- Staff, Mayor LeTourneau, EDA Member Hardin, and Planning Commission Chair Bauer discussed this potential project with Coborn's on 05/14. Coborn's is generally opposed to this proposed use, regardless of the location. See attached Coborn's letter for details.
- From a land use and zoning perspective, the grocery store proposal is an allowed use. However, additional work on building design will be necessary (especially the rear elevation that would be facing Sunwood Drive).

PURPOSE

- The intention of this case is a high-level and preliminary discussion centered around vision--and if this user fits the city's vision.
- Is the city generally comfortable with this user being located on this city-owned site? If yes, staff will continue to negotiate with this user; and will bring back a purchase agreement and site concepts in June for more formal and detailed discussion.
- The purpose of this case is NOT formal review, formal approval, or detailed analysis.

Timeframe:

10-30 minutes

Funding Source:

NA

Responsible Party(ies):

Economic Development Manager

Outcome:

Does this proposal fit the City's vision for The COR (from the perspective of Property Owner/Master Developer)?
Should staff continue to negotiate with this user on this site?

Attachments

Concept Layout

Stock Building Renderings

Example Four Sided

Ltr from Coborns

Form Review

Inbox

Tim Gladhill

Kurt Ulrich

Form Started By: Patrick Brama

Final Approval Date: 05/18/2018

Reviewed By

Tim Gladhill

Kurt Ulrich

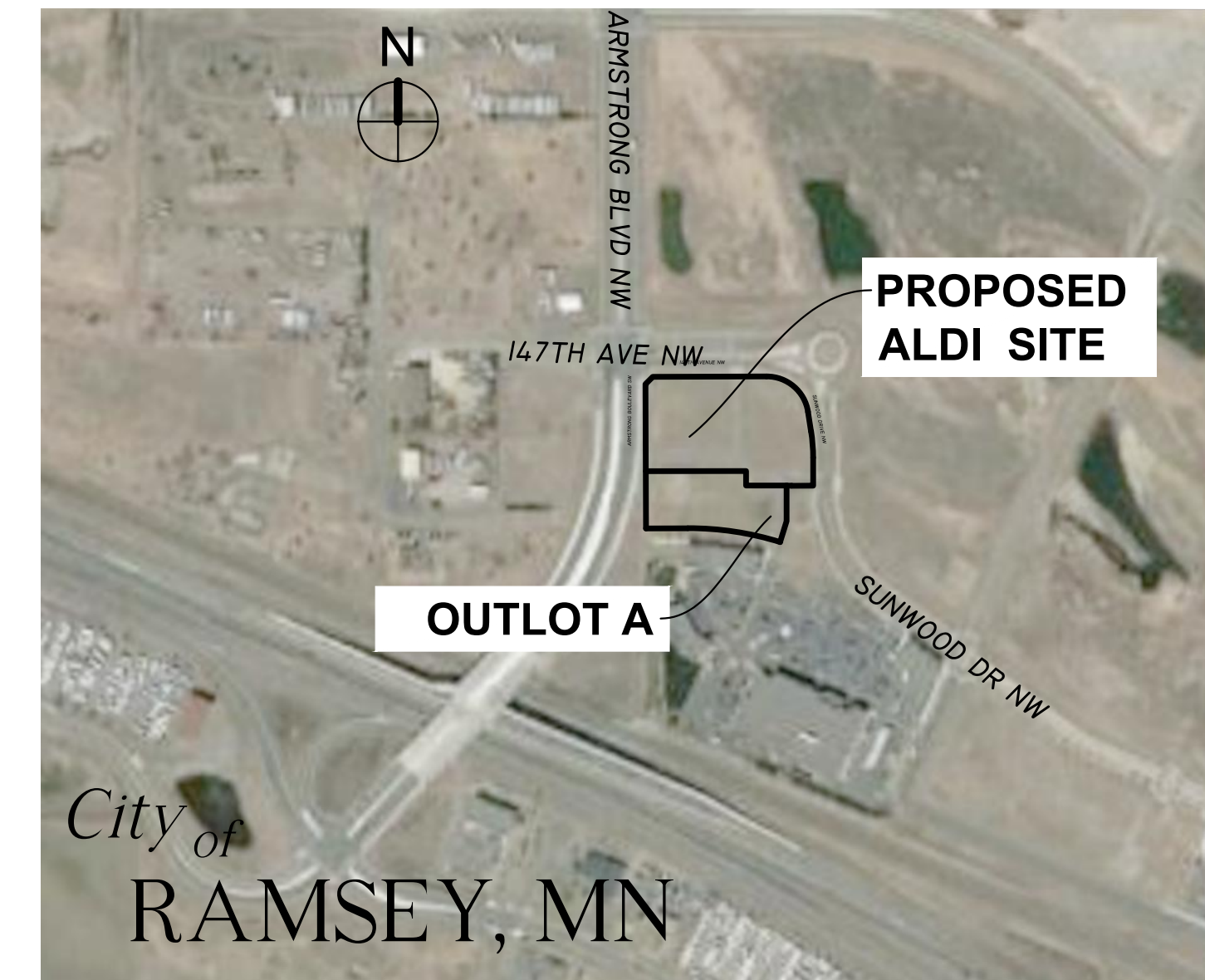
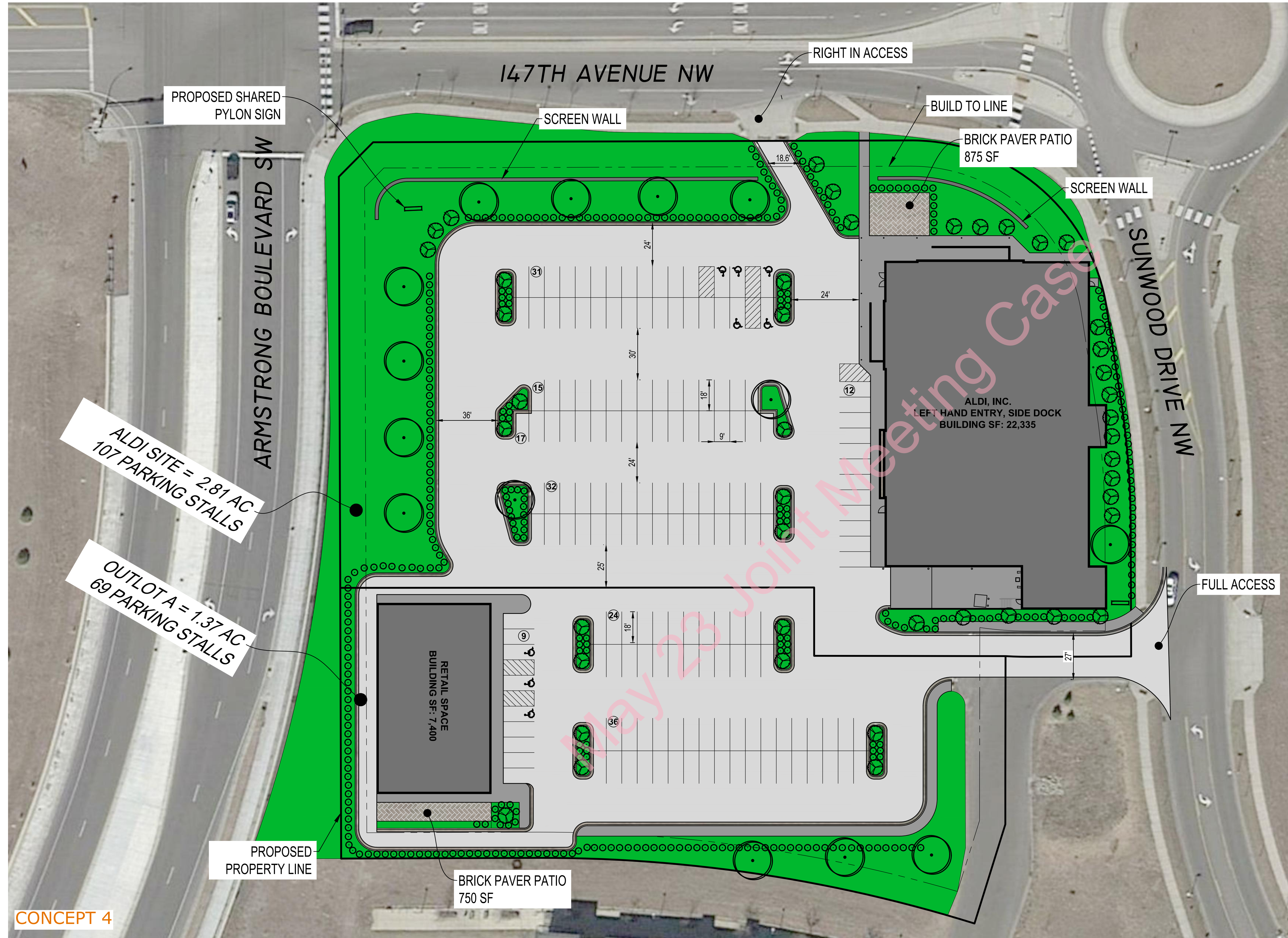
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05/18/2018 02:36 PM

Started On: 04/26/2018 04:52 PM

May 23 Joint Meeting Case

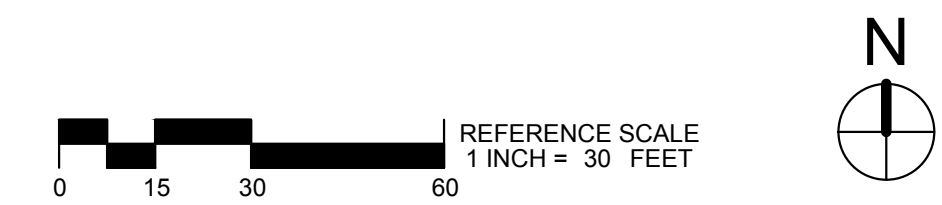


SITE DATA:	SETBACK DATA:
ADDRESS: COR AREA COMMERCIAL SITE DEVELOPMENT RAMSEY, MN 55044	ZONED: COR-2 (COMMERCIAL SUBDISTRICT)
ALDI SITE: 2.81 ACRES OUTLOT A: 1.37 ACRES TOTAL SITE: 4.18 ACRES	<u>BUILD TO LINE</u> FRONT 15' MIN. 40% OF SIDE WITHIN BUILD TO LINE

PARKING DATA:
ALDI BUILDING AREA = 22,335 SQ.FT MIN. PARKING STALLS REQUIRED = 45 (2 SPACES PER 500 SQ.FT.) MAX. PARKING STALLS REQUIRED = 90 (4 SPACES PER 500 SQ.FT.) PARKING STALLS PROVIDED = 107 H.C. STALL REQUIRED = 5 H.C. STALL PROVIDED = 5

PARKING DATA:
RETAIL BUILDING AREA = 7,400 SQ.FT MIN. PARKING STALLS REQUIRED = 15 (2 SPACES PER 500 SQ.FT.) MAX. PARKING STALLS REQUIRED = 30 (4 SPACES PER 500 SQ.FT.) PARKING STALLS PROVIDED = 69 H.C. STALL REQUIRED = 3 H.C. STALL PROVIDED = 3

SIGNAGE DATA:
BUILDING SIGNAGE PROTOTYPICAL SIGNAGE WILL BE ALLOWED.
FREESTANDING SIGNAGE TYPE: MONUMENT/ PYLON SIZE: MAX. 50' IN HEIGHT, SURFACE AREA SHALL NOT EXCEED 150 S.F.



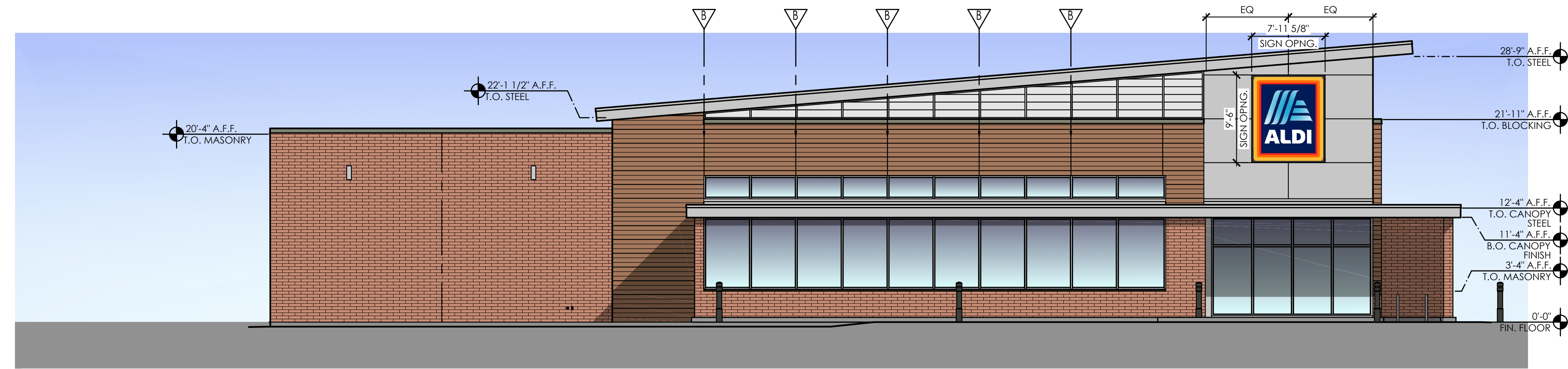
CONCEPT 4

SIGNAGE			
DESCRIPTION	QUANTITY	SQ. FT. PER SIGN	TOTALS
TOWER SIGN	2	74.9	149.8
TOTAL SIGNAGE			149.8

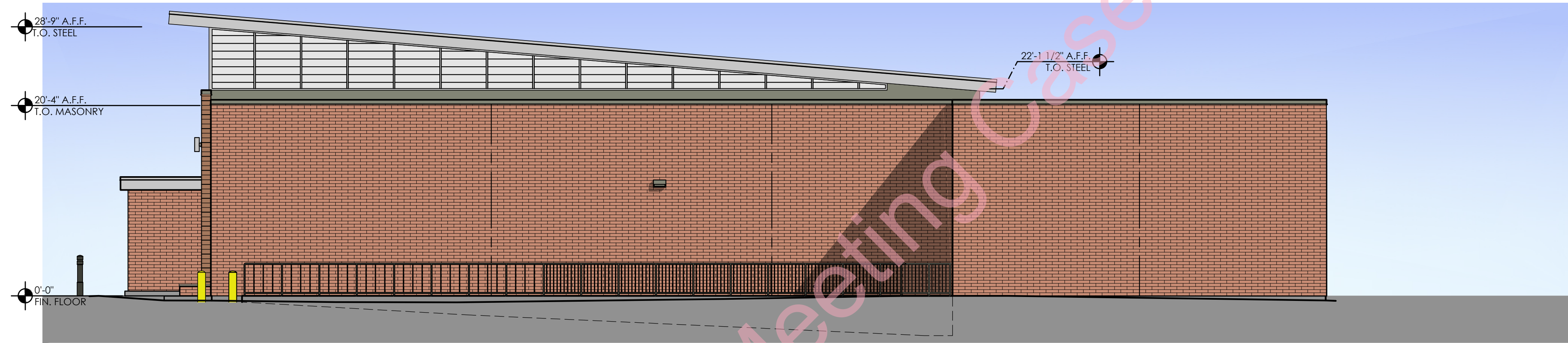
SIGNAGE IS SHOWN FOR REFERENCE ONLY AND SHALL BE UNDER SEPARATE PERMIT SUBMITTAL.

Please note that the colors shown here are a graphical representation to show contrast in materials only. Due to the nature of electronic media, colors may vary depending on computer or printer used.

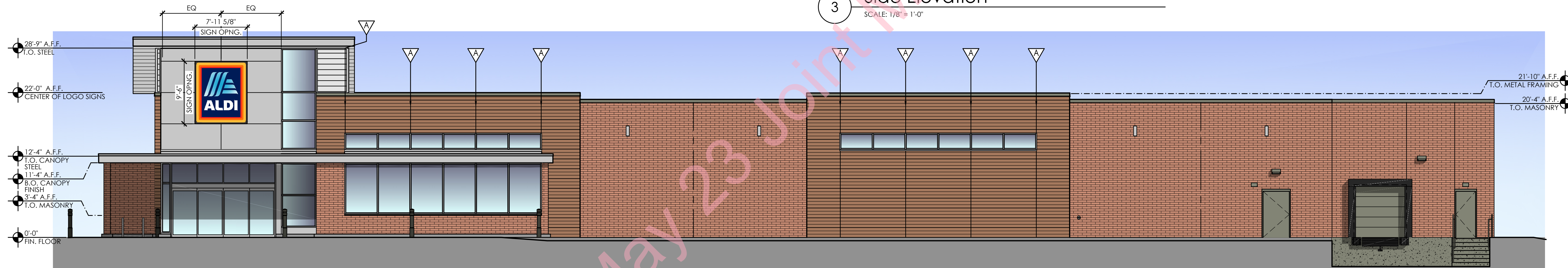
For review of actual colors, a material sample board should be created on a project specific basis.



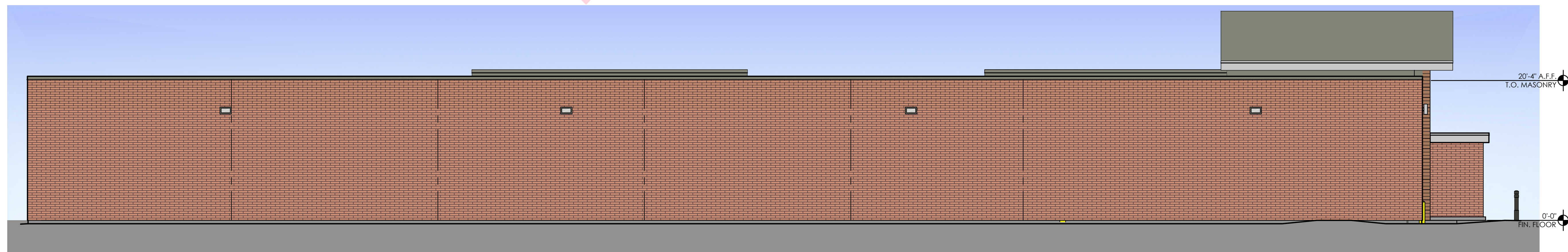
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3 Side Elevation
SCALE: 1/8" = 1'-0"



2 Front Elevation
SCALE: 1/8" = 1'-0"



1 Rear Elevation
SCALE: 1/8" = 1'-0"

Issued:	Date:
A Issued for Client Review	02/01/18
B	
C	
D	
E	

Revisions:	Date:
1	
2	
3	
4	
5	
6	
7	
8	
9	

Seal	Seal	DATE
PROJECT ARCHITECT/ENGINEER		
PROJECT LEAD		DATE
PROJECT DESIGNER		DATE


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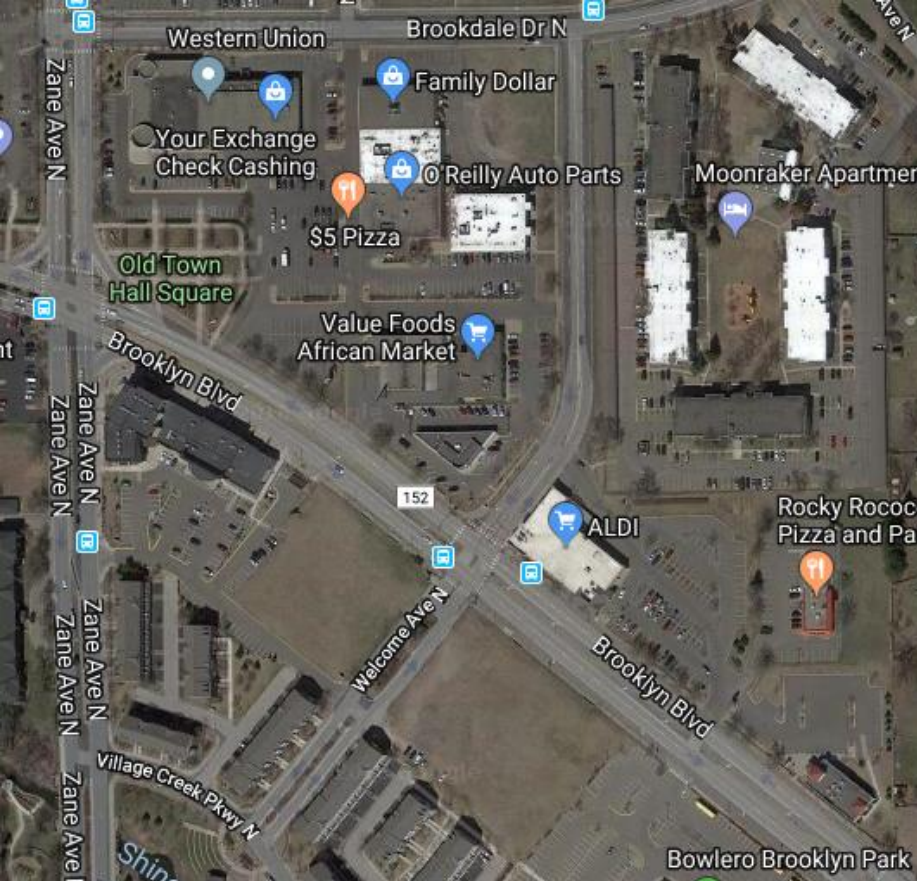
APD ENGINEERING & ARCHITECTURE, PLLC
615 Fishers Run
Victor, NY 14564
585.742.2222
585.924.4914 fax
www.apd.com



ALDI Inc.
4201 Bagley Avenue North
FortBault, MN 55021
(507) 333-9469
(507) 333-9475 fax

ALDI Inc. Store #: XX
Lakeville, MN
Project Address
Lakeville, MN
Dakota County
Project Name & Location:

Exterior Elevation Option #1	
Drawing Name:	
Date: 01/29/18	Project No. 18-0137A
Type: RHSDV8ER	
Drawn By: IPV	CEE-1A
Scale: As Noted	Drawing No.



May 23 Joint Meeting Case



Patrick,

Thanks to you and your entire group for taking the time to meet with our group on Monday. As we discussed Coborn's is proud to be a member of the Ramsey community. Since we opened in 2005 the town and guests have welcomed us as a partner. We are proud and honored to be able to serve the area.

As you know the first several years were a challenge. The COR project didn't take off as planned and we along with other tenants of the property struggled to draw the guests we needed to be as successful as we had hoped. In fact, those initial years were very lean and getting the sales where we needed them to make for a viable business was just not possible. After several tough years we began to see some growth in the area and our sales picked up. Then the Armstrong/HWY 10 project began. Not only was our access cut off for the year or so of that project, the outcome of the finished product really hampered us. Our sight line to the highway was completely gone and the road into our store was moved to the north.

Once again, times were difficult but again more growth occurred. People began to move into the area as homes and rental units were built and business has picked up. Although we are still not where we'd like to be we are in a much better spot. We are seeing business grow and there is optimism.

It seems with every recovery there is a setback. Now, just as things are on the upswing, we learn that city is looking to sell property to our immediate north that could include a food store. We are never afraid of competition and we know it's up to us to compete for our guest's business. That said the city has put us in a handicapped position. Not only have we lost visibility but the road into our store would go right through the potential competitor's lot. We couldn't have been dealt a worse hand. People can't see us and they must literally drive into another store's access road to get to us. Convenience is a big part of picking a food store. We will be even more inconvenient. Any development that would bring people to the area without compromising what business you already have should be a consideration.

One thing the city could do to lessen the pain is to move the access into our site and the new site to the south so access is between the two competing properties. I sent you a quick sketch of what that could look like. It wouldn't heal the road wounds completely but it could help.

We understand that competition is a part of any business and we know we can compete when the playing field is kept level. Having entered the market when we did we had to endure the bad times to get to the good times. Hind site being 20/20 we should have waited until things built up some like these other businesses have done. That said we do have a couple more years on our current lease term and we'll see what develops in that time. We hope the city will consider all of the efforts of those of us who came to the party early when making future decisions.

Once again, we appreciate your taking the time to meet and listen to us. Coborn's Inc and our staff at the store really are proud members of your fine community and we hope we are able to grow with the city of Ramsey into the future.

Dave Meyer
Vice President Operations
Coborn's Inc

c.c.
Vicki Wredberg
Chris Coborn

Meeting Date: 05/23/2018

Information

Title:

Concept Proposal: 250+ Unit Rental Townhome Development

Purpose/Background:

BACKGROUND

- Continental Properties (The Springs). Link: <https://www.cproperties.com/>
- High-amenity, gated, rental townhome development. Includes recreation center. Example project in Savage: <https://www.springsapartments.com/apartments/mn/savage/springs-at-egan-drive/>
- 250-275 units.
- SE corner of Armstrong/ Bunker.
- About 16.3 acres.
- Construction 2019.
- Attached is Continental's first proposed site concept layout (first attachment). Staff submitted some basic comments to Continental (second attachment).
- Continental has indicated they are strongly considering another non city-owned site, not located in The COR.
- This project would trigger the need to construct new infrastructure; and would subsequently result in the need to negotiate financing and cost-sharing.
- To-date, Continental Properties has been very good to work with and responsive to staff requests.
- It is important to note, this area of The COR is zoned for commercial/ retail today. However, as part of the city's recent COR re-vision process, staff was provided direction from the City Council--that this area of The COR was flexible--and the City would be open to a medium density development proposal.

PURPOSE

- The intention of this case is a high-level and preliminary discussion centered around vision--and if this user fits the city's vision.
- Is the city generally comfortable with this user being located on this city-owned site? If yes, staff will continue to negotiate with this user.
- The purpose of this case is NOT formal review, formal approval, or detailed analysis.

Timeframe:

10-30 minutes.

Funding Source:

NA

Responsible Party(ies):

Economic Development Manager

Outcome:

Does this proposal fit the City's vision for The COR?
Should staff continue to negotiate with this user on this site?

Attachments

Continental Proposal

Staff Comments

Form Review

Inbox

Kurt Ulrich

Form Started By: Patrick Brama

Final Approval Date: 05/18/2018

Reviewed By

Kurt Ulrich

Date

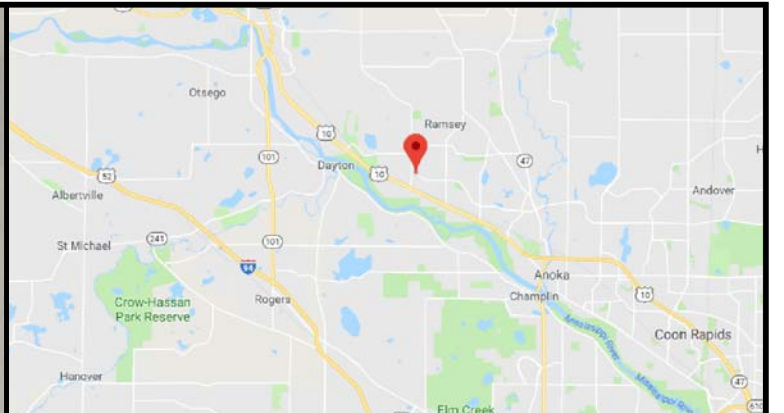
05/18/2018 02:38 PM

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May 23 Joint Meeting Case

Thursday, April 05, 2018 3:30:38 PM

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VICINITY MAP
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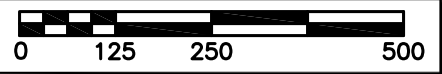
CONTINENTAL xxx FUND LLC
An affiliate of
CONTINENTAL PROPERTIES
W134 N8875 Executive Parkway
Menomonee Falls, WI 53052
Phone: 262-502-5500 Fax: 262-502-5522
Email: cad_dwg@properties.com

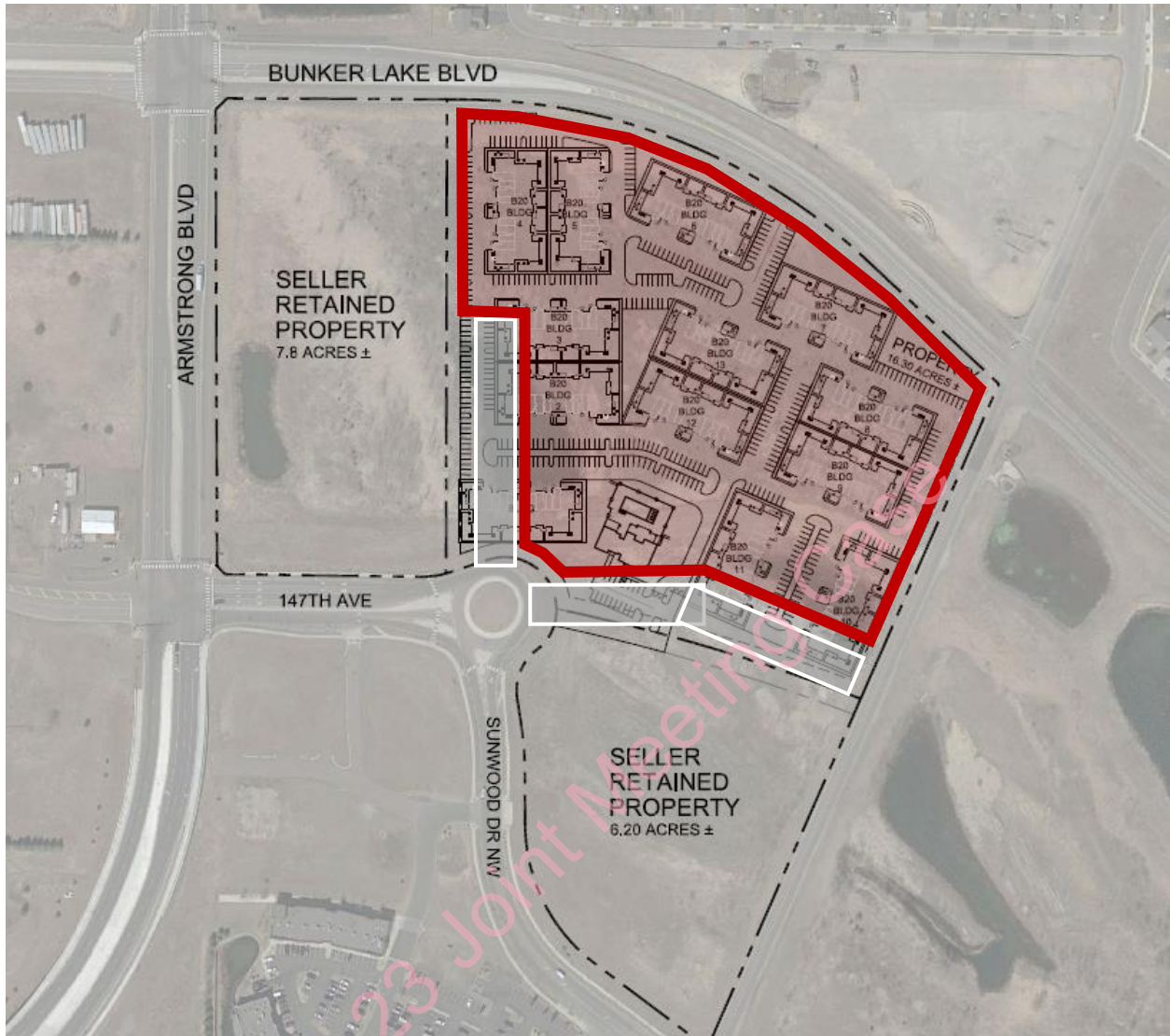
CITY: RAMSEY
STATE: MN
DRAWN BY: SD
INITIAL DATE DRAWN: 4/5/2018

ARMSTRONG BLVD_147TH AVE_NEC

REVISIONS			
REV	DESCRIPTION	DATE	REV
1	XX	XX XX	4
2	XX	XX XX	5
3	XX	XX XX	6

NORTH
SHEET: DS-1
REV: 0





Meeting Date: 05/23/2018

Information

Title:

Concept Proposal: 6,100 Square Foot Automotive Repair Center

Purpose/Background:

BACKGROUND

- Christian Brothers Automotive.
- 6,100 sf clean automotive repair center.
- SW corner of Armstrong/ Sunwood Drive
- About 1 acre.
- Construction 2019.
- Attached is the site selection packet from Christian Brothers.
- Attached is the site layout and renderings from a recently completed project in Lakeville.
- Staff has not spent a significant amount of time with this prospect.
- This prospect is generally interested in being located on the west end of The COR, west of Armstrong. Today, they are targeting the attached city-owned property, Listing #45. However, they are open to other locations in this area.
- It's important to note, that this project doesn't fit the current zoning regulations. The COR-2 Zoning doesn't allow for auto-oriented users. Therefore, a major portion of this discussion should be centered around the city's interest in amending zoning regulations within The COR-2 District, to allow for auto sales and repair users. If the city was interested in this change--staff would recommend limiting the change to only west of Armstrong. It is noted that there are several parcels along Highway 10 that are appropriated zoned for this type of use. Additionally, the City has received some feedback from the community during Comprehensive Plan and other land use workshops that the City should consider limiting the amount of automobile sales and repair.

PURPOSE

- The intention of this case is a high-level and preliminary discussion centered around vision--and if this user fits the city's vision.
- Is the city generally comfortable with this user being located on this city-owned site within The COR? If yes, staff will continue to negotiate with this user--which would include consideration of a zoning amendment.
- The purpose of this case is NOT formal review, formal approval, or detailed analysis.

Timeframe:

10-30 minutes

Funding Source:

NA

Responsible Party(ies):

Economic Development Manager

Outcome:

Does this proposal fit the City's vision for The COR?

Should staff continue to negotiate with this user on this site? NOTE: this will require a zoning amendment.

Attachments

Background and Specs

Lakeville Example

Site 45

Form Review

Inbox

Tim Gladhill

Kurt Ulrich

Form Started By: Patrick Brama

Final Approval Date: 05/18/2018

Reviewed By

Tim Gladhill

Kurt Ulrich

Date

05/18/2018 10:17 AM

05/18/2018 02:40 PM

Started On: 05/09/2018 09:39 AM

May 23 Joint Meeting Case



Christian Brothers
AUTOMOTIVE®

**U.S. EXPANSION
NOW SEEKING
LOCATIONS**





A TRUSTED NAME IN CAR REPAIR

OCCUPYING A UNIQUE SPACE IN THE AUTO SERVICE INDUSTRY

At Christian Brothers Automotive, our mission is simple: to create an uncommonly great experience for customers in need of auto service and repair. Since 1982, that's exactly what our team of auto repair professionals has been doing at facilities all over the country. In that time, Christian Brothers Automotive has served countless customers and proven time and again that you really can feel comfortable and confident about your car repair.

SITE SELECTION CRITERIA

Target Market

- Dense residential areas

Purchase Requirements

- Land size: 30,000 SF
- Parking: 30+ spaces

Demographics

- Grocery store proximity as a retail driver
- 35,000+ pop. density within a 3-mile radius
- \$85,000 Avg. HHI within a 3-mile radius
- 10,000+ cpd on frontage



**“CONSISTENTLY VERY COURTEOUS,
KNOWLEDGEABLE AND HONEST. THEY HAVE A
LOYAL CUSTOMER FOR LIFE.”**

-LUZ R.



A DIFFERENT WAY OF DOING BUSINESS

At Christian Brothers Automotive, we not only believe, but we have proven that there is another way to thrive in this industry: by treating our customers like family and ensuring that every transaction is predicated on respect, transparency, and integrity.

From our vibrant, hotel-inspired waiting areas to our commitment to thorough, informative

discussions with our customers about their vehicle, Christian Brothers Automotive is proud to have set a new standard for the auto service experience. Our faith has informed these principles from the very beginning and they continue to allow us to make positive connections with the individuals and families we serve—and, more importantly, keeps them coming back to us.



"THEY HAD THE CAR READY AS PROMISED IN TIME TO PICK MY SON UP FROM SCHOOL. TOP NOTCH MECHANICS AND TOP NOTCH SERVICE."

-MATT W.



EXCEEDING OUR CLIENTS EXPECTATIONS

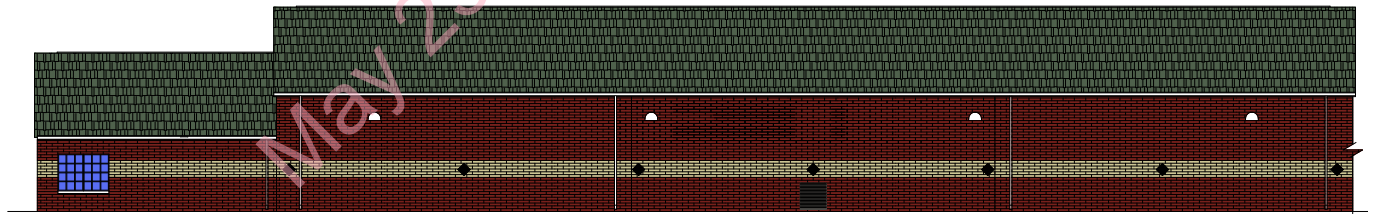
- We Educate Our Customers
- Owner/Operator On Site
- A Welcoming Atmosphere
- Industry Leading Warranty
- Excellent Customer Service
- Involved In Local Communities
- ASE Certified Technicians
- Manufacturer Quality Equipment
- Complimentary Shuttle Services



Christian Brothers AUTOMOTIVE®



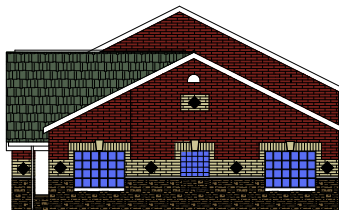
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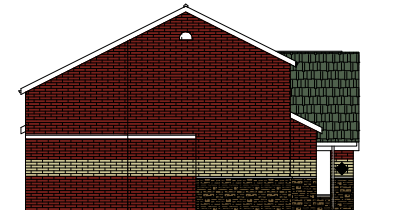
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SCALE: 3/16" = 1'-0"



1 DUMPSTER ENCLOSURE ELEVATION
SCALE: 1/4" = 1'-0"



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



2 LEFT ELEVATION
SCALE: 3/16" = 1'-0"

STANDARD ELEVATION PROTOTYPE



Christian Brothers

AUTOMOTIVE®



Master Broker Contact

Adrian Ramirez CCIM, Vice President

713-575-3711 | aramirez@watermansteele.com

Tami Pearson, Managing Partner

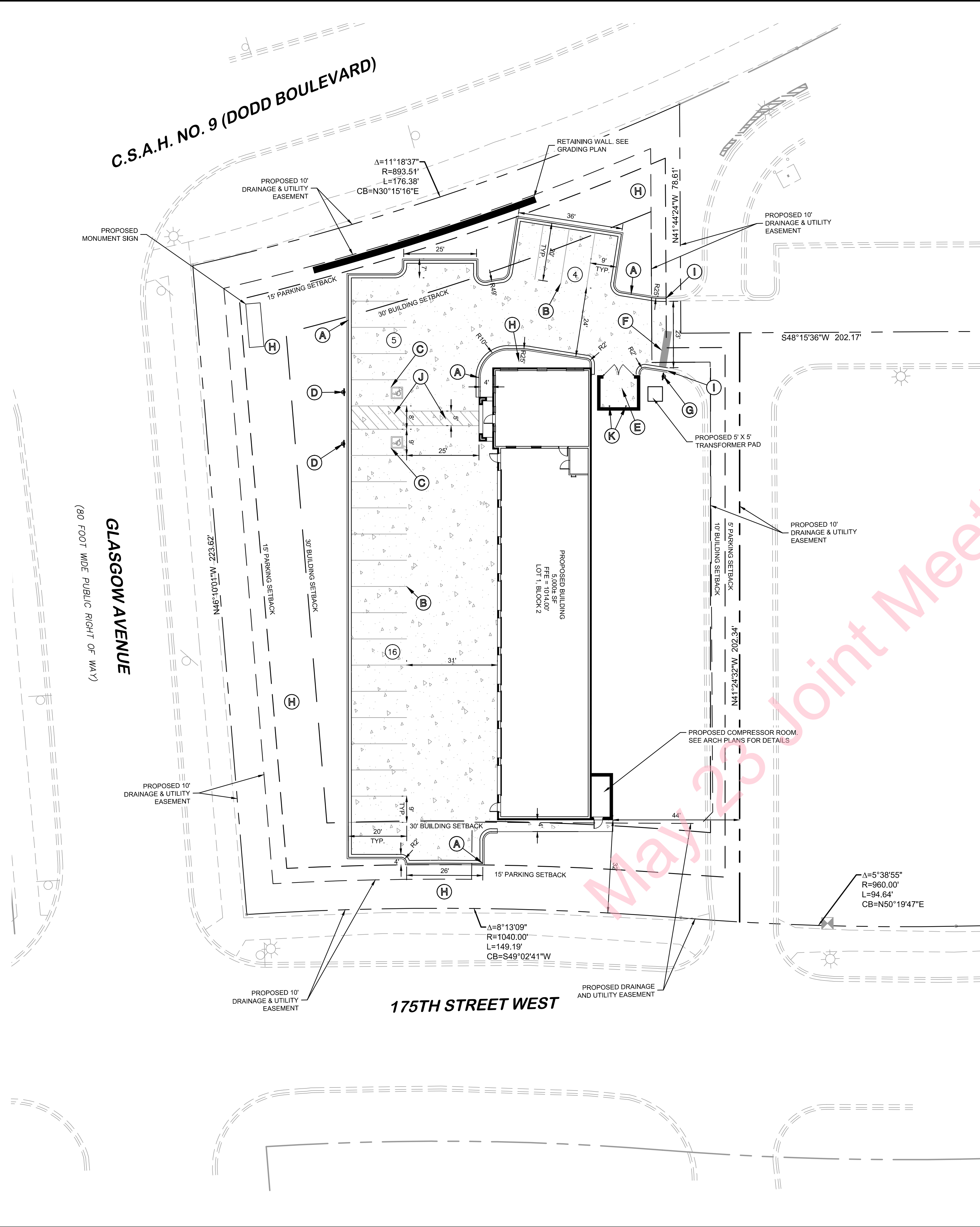
713-575-3707 | tpearson@watermansteele.com

Waterman Steele Real Estate Advisors

1177 West Loop South Suite 940, Houston Texas 77027

713-575-3700 | watermansteele.com

May 23 Joint Meeting Case



SITE LEGEND

- (A) STANDARD B612 CURB & GUTTER
- (B) 9'X20' PARKING STALL WITH 4" SINGLE WHITE SOLID LINE STRIPING
- (C) ADA PARKING SPACE (TYP.)
- (D) ACCESSIBLE PARKING SIGN. SEE DETAIL SHEET.
- (E) TRASH ENCLOSURE. SEE ARCH PLANS FOR DETAILS
- (F) 24" WIDE PAINTED STOP BAR. SEE DETAIL SHEET.
- (G) STOP SIGN. SEE DETAIL SHEET.
- (H) LANDSCAPE AREA. REFERENCE LANDSCAPE PLANS.
- (I) MATCH TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
- (J) SW/SL 4" PAVEMENT STRIPING @ 45°
- (K) PIPE BOLLARD. SEE ARCH PLANS FOR DETAILS.

LEGEND

- PROPERTY LINE
- - - PROPOSED EASEMENT
- SETBACK LINE
- PROPOSED CURB AND GUTTER
- ACCESSIBLE PAVEMENT MARKING
- PARKING COUNT
- SIGN
- RETAINING WALL
- PROPOSED CONCRETE PAVEMENT

SITE PLAN NOTES

1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
2. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
3. ALL DISTURBED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL, SEED, MULCH AND WATER UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED.
4. ALL INNER CURBED RADI ARE TO BE 3' AND OUTER CURBED RADI ARE TO BE 10' UNLESS OTHERWISE NOTED. STRIPED RADI ARE TO BE 5'.
5. ALL DIMENSIONS AND RADI ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
6. EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
8. MONUMENT SIGNS SHALL BE CONSTRUCTED BY OTHERS. SIGNS ARE SHOWN FOR GRAPHICAL & INFORMATIONAL PURPOSES ONLY. CONTRACTOR TO VERIFY SIZE, LOCATION AND ANY REQUIRED PERMITS NECESSARY FOR THE CONSTRUCTION OF THE MONUMENT SIGN.
9. TOTAL LAND AREA IS 0.994 ACRES.
10. REFER TO ARCH. PLANS FOR SITE LIGHTING ELECTRICAL PLAN.

SITE DATA SUMMARY

CHRISTIAN BROTHERS AUTOMOTIVE	
ZONE	(PUD) PLANNED UNIT DEVELOPMENT
TOTAL SITE AREA	0.994 AC
TOTAL BUILDING AREA	5,000 ±SF (11.5%)
IMPERVIOUS (EXC. BLDG)	15,563 ±SF (36.0%)
PERVIOUS	22,757 ±SF (52.5%)
REQUIRED SETBACKS	
FRONT SETBACK	30 FT (BUILDING), 15 FT (PARKING)
INTERIOR SIDE SETBACK	30 FT (BUILDING), 15 FT (PARKING)
REAR SETBACK	10 FT (BUILDING), 5 FT (PARKING)

PARKING SUMMARY

CITY PARKING RATIO REQUIRED	1 STALL/200 SF FLOOR AREA
STANDARD STALLS PROVIDED	23 STALLS
ADA STALLS PROVIDED	2 STALLS
TOTAL STALLS REQUIRED	25 STALLS
TOTAL STALLS PROVIDED	25 STALLS

PROPOSED LEGAL DESCRIPTION

CROSSROADS EAST SECOND ADDITION	
ZONE	(PUD) PLANNED UNIT DEVELOPMENT
TOTAL AREAS	
LOT 1, BLOCK 2	0.994 AC
OUTLOT A, BLOCK 2	2.192 AC

NO.	REVISIONS	DATE
1	CITY REVISIONS	05/19/16 JDS

Kimley»Horn
 © 2015 KIMLEY-HORN AND ASSOCIATES, INC.
 2550 UNIVERSITY AVENUE WEST, SUITE 238N, ST. PAUL, MN 55114
 PHONE: 651-645-4197
 WWW.KIMLEY-HORN.COM

I HEREBY CERTIFY THAT THIS PLAN 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.
 BRANDON R. ELEGERT, P.E.
 MN LIC. NO. 50387
 DATE: _____

KHA PROJECT	160684001
DATE	04/18/2016
SCALE	AS SHOWN
DESIGNED BY	JDS
DRAWN BY	JDS
CHECKED BY	BRE

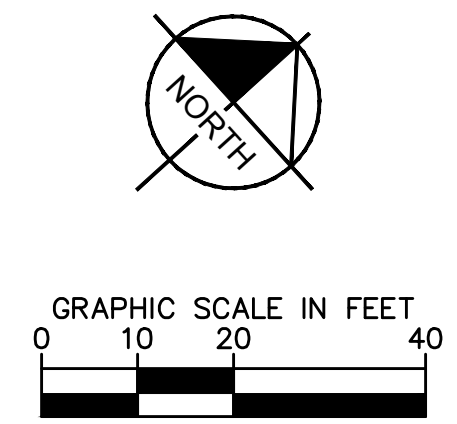
SITE & PAVING PLAN

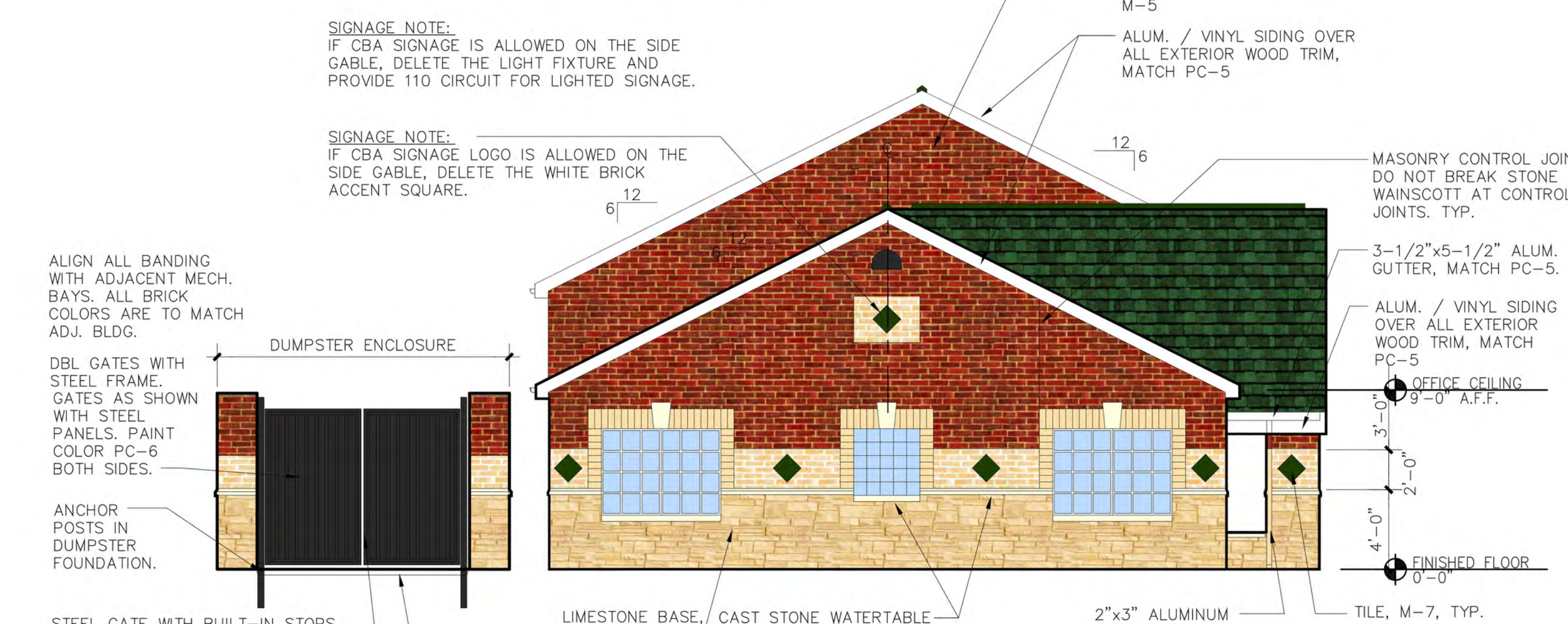
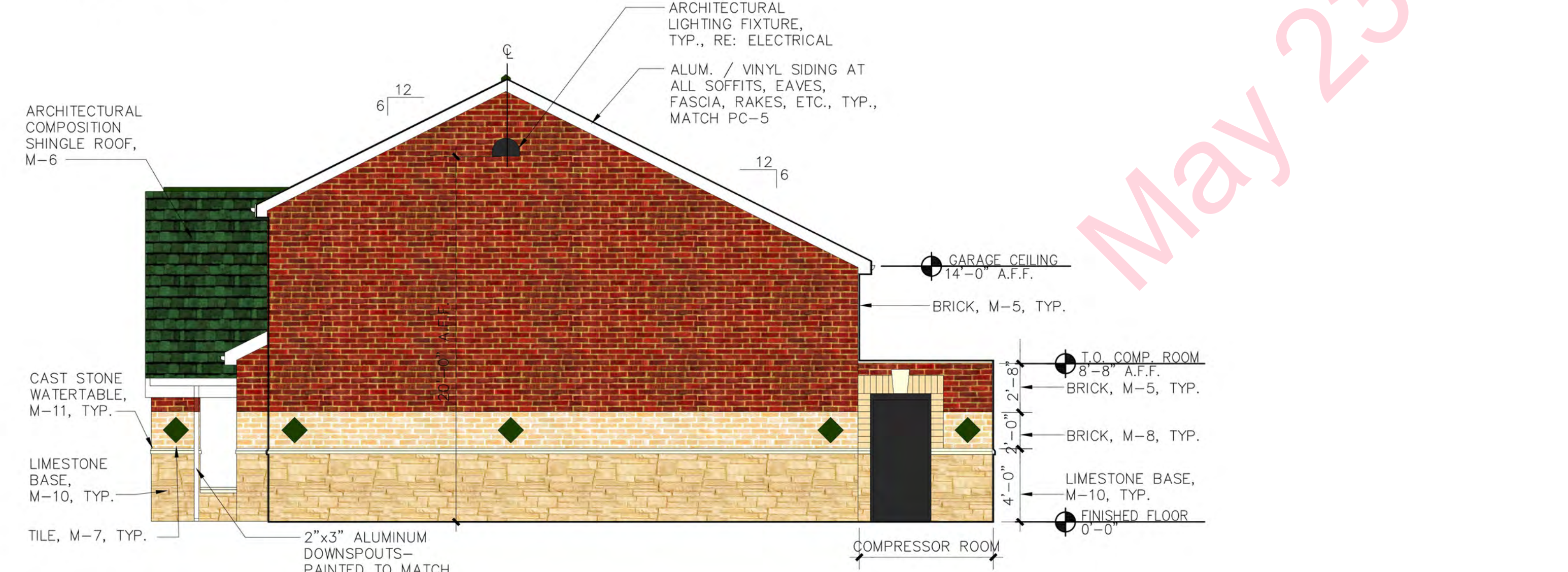
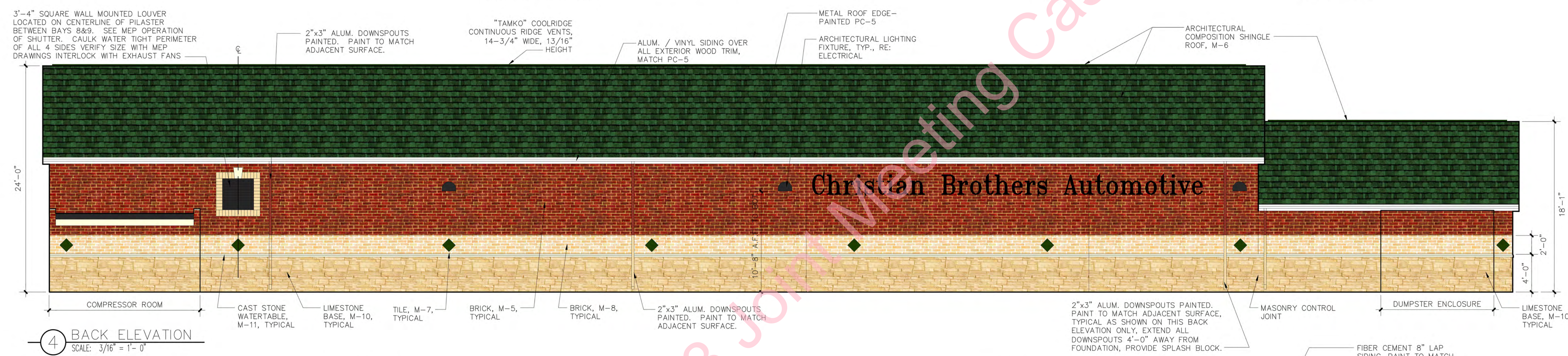
CHRISTIAN BROTHERS AUTOMOTIVE
 LAKEVILLE, MN
 GLASGOW AVENUE AND 175TH ST. W

PRELIMINARY - NOT FOR CONSTRUCTION



Know what's below. Call before you dig.





M-5	BRICK	ACME BRICK CO., 8" NOM. 2 1/4" MODULAR BRICK, COLOR: BURGANDY, MORTAR COLOR 'WHITE'
M-6	COMPOSITION SHINGLE ROOF	CERTAINTED LANDMARK 30 AR, COLOR: "HUNTER GREEN"
M-7	MARBLE TILE MEDALLION	DAL-TILE M741-12 EMPRESS GREEN (POLISHED)
M-8	BRICK	ACME BRICK CO., 8" NOM. 2 1/4" MODULAR BRICK, COLOR: GLACIER WHITE, MORTAR COLOR 'WHITE'
M-10	LIMESTONE	4" NATURAL LIMESTONE BLOCK, SALADO QUARRY. MORTAR COLOR 'WHITE'
M-11	CAST STONE	PRE-CAST STONE WATERTABLE AND SILL, COLOR: WHITE, SEE A-5 FOR PROFILES

TYPICAL NOTES FOR ALL ELEVATIONS

- 2'-0" BAND, JAMBS, HEADS OF DOORS AND WINDOWS, AND ACCENT IN GABLES AT ENTRY AND SIDE ELEVATIONS TO BE BRICK COLOR M-8.
- ALL MASONRY SURFACES ARE TO BE SPRAYED WITH WATER-PROOFING SEALER, PROSOLO INC. BLOCK GUARD AND GRAFFITI CONTROL #40093 - PH: 800-255-4255
- ALL DOWN SPOUTS ARE TO BE PAINTED TO MATCH THE COLOR OF THE WALL MATERIAL BEHIND IT.
- ALL WOOD TRIM AT SOFFITS, EAVES, FASCIAS, RAKES, ETC. TO BE ALUMINUM OR VINYL SIDING OVER EXPOSED WOOD.
- ALL EXTERIOR LIGHTS ARE TO BE ON PHOTO CELL. TYPICAL OF ALL ELEVATIONS.

Date

Revisions

4/13/16 - Issued for Site Plan Submittal

Project No. 16-XX

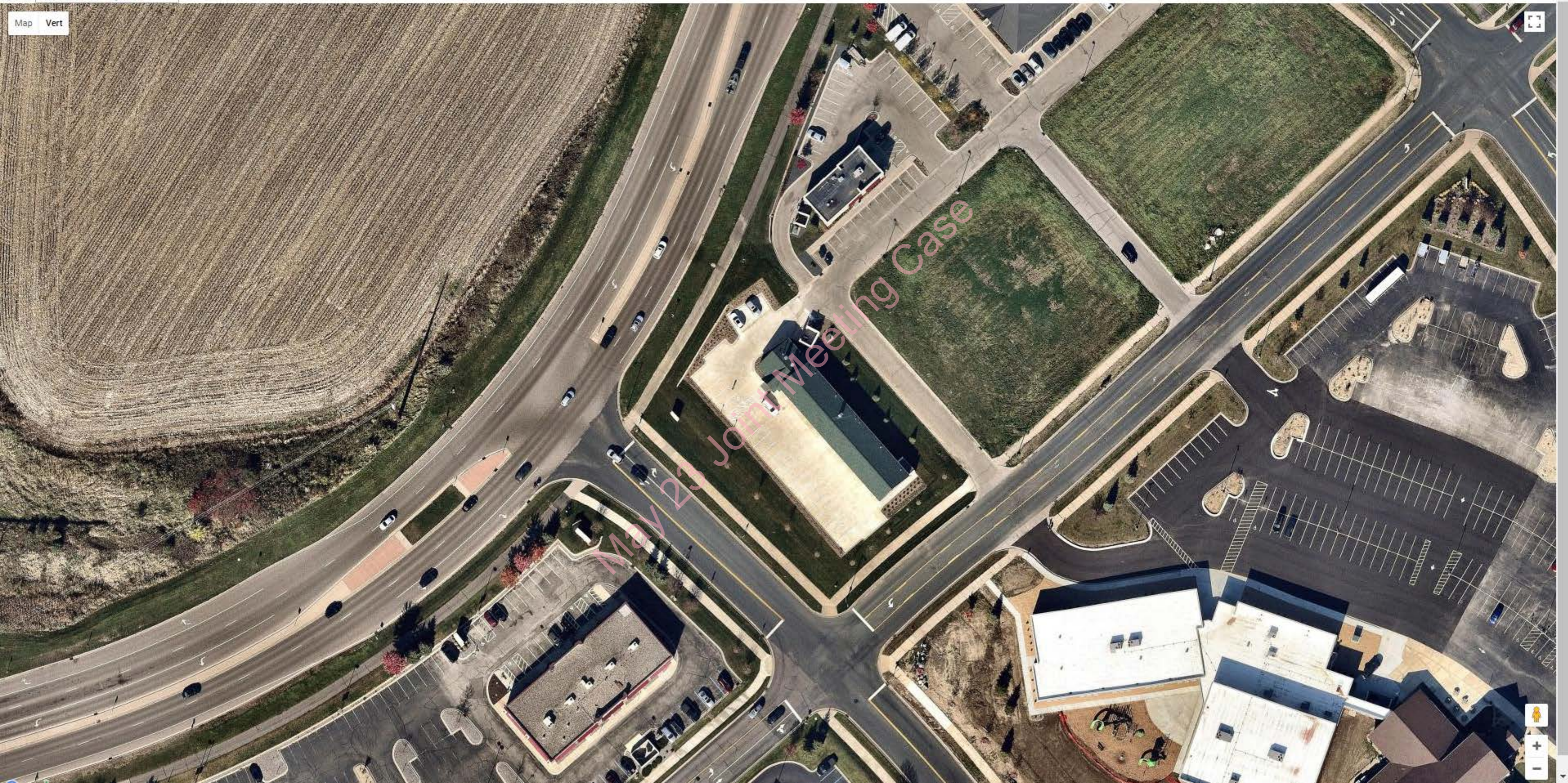
Drawn By: CM

Date: 4/13/16

Sheet Title:

COLOR EXTERIOR ELEVATIONS

Drawing No. **A-4.1**



May 23 Joint Meeting Case



FOR SALE - \$10.00/SF

CITY-OWNED LAND ADJACENT to COR RETAIL CENTER

2.88 ACRES OF MIXED-USE LAND - RAMSEY, MN 55303



CITY PARCEL #45

- + Address is 8019 and 8020 147th Ave NW
- + Immediate access to Armstrong Blvd
- + Easy access to Hwy 10
- + Close proximity to Mississippi West Regional Park
- + Close proximity to Northstar Commuter Rail Station
- + Only 30 minutes to downtown Minneapolis
- + Zoned COR-1 (Mixed-Use)
- + PID #293225140009; 293225140010
- + Anoka-Hennepin ISD #11



CONTACT US

RICHARD PALMITER

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

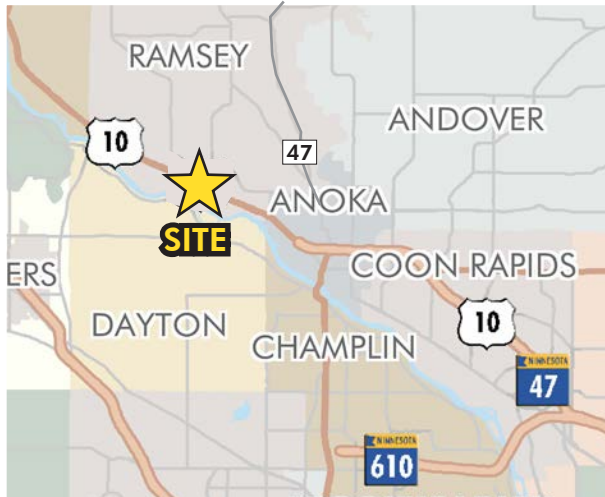
BRIAN PANKRATZ

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

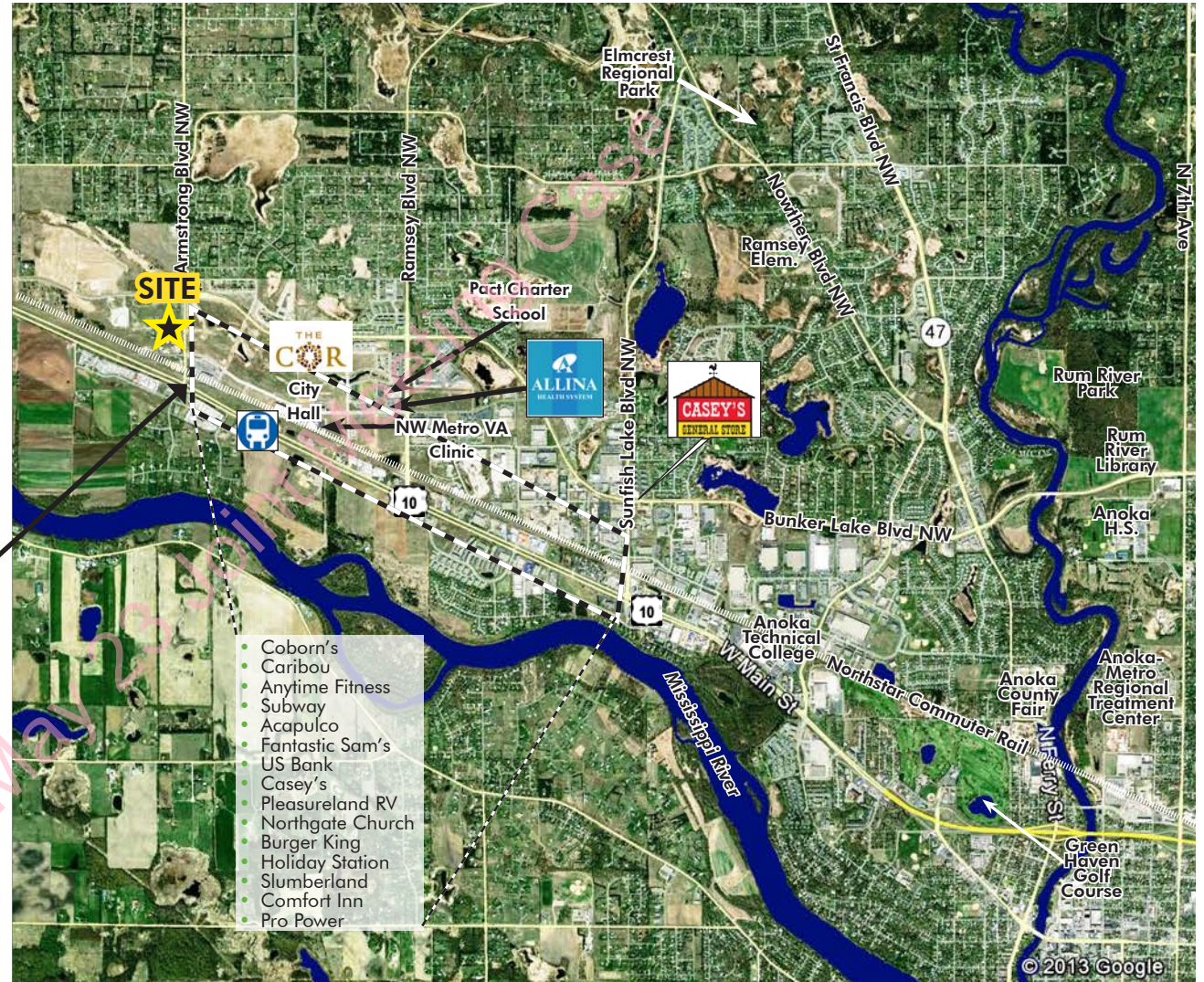
CBRE

CITY-OWNED LAND ADJACENT to COR RETAIL CENTER

2.88 ACRES OF MIXED-USE LAND - RAMSEY, MN 55303

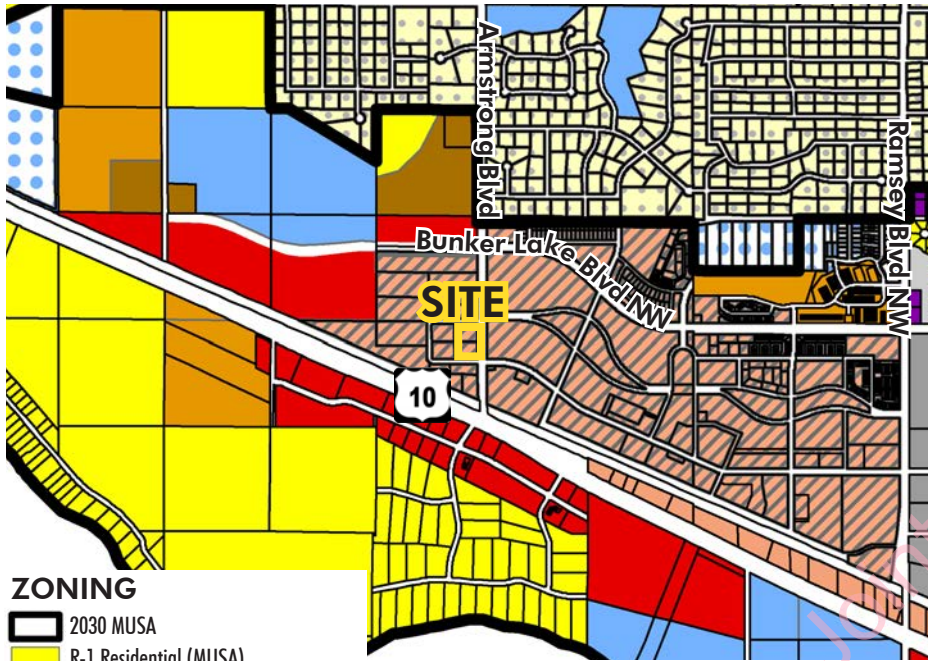


Full access interchange construction completed



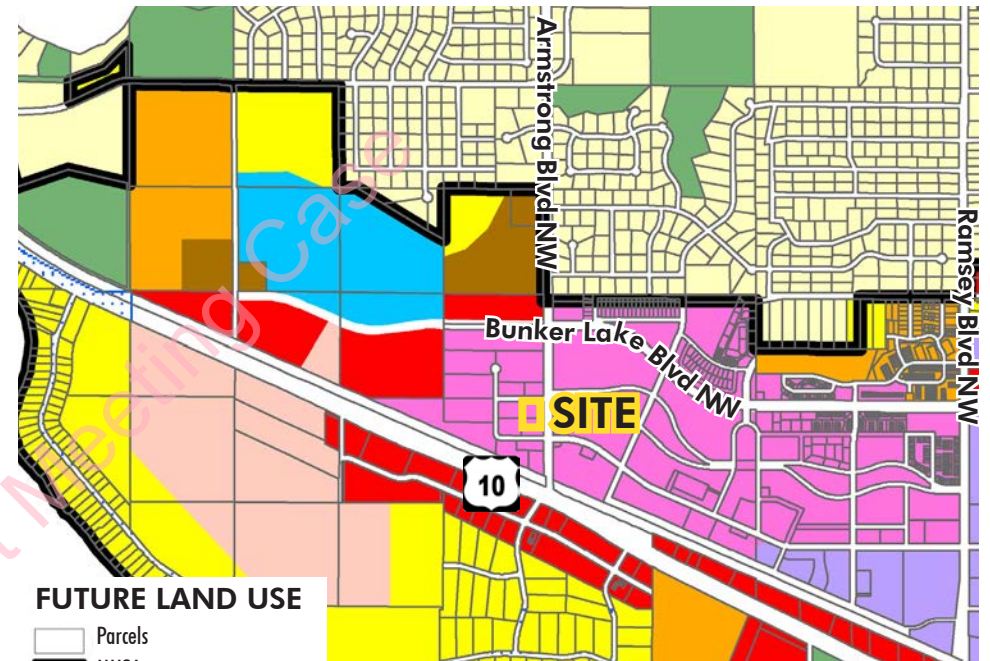
CITY-OWNED LAND ADJACENT to COR RETAIL CENTER

2.88 ACRES OF MIXED-USE LAND - RAMSEY, MN 55303



ZONING

- 2030 MUSA
- R-1 Residential (MUSA)
- R-1 Residential (Central Rural Reserve)
- R-1 Residential (Rural Developing)
- R-2
- R-3
- B-1
- B-2
- H-1
- E-1
- E-2
- MU-PUD
- Public/Quasi-Public
- PUD
- Town Center



FUTURE LAND USE

- Parcels
- MUSA
- LDR
- MDR
- HDR
- Office Park
- Commercial
- MU
- Business Park
- Public
- Rural Developing
- Rural Preserve
- Park
- MRCCA Boundary

May 23 2018

CITY-OWNED LAND ADJACENT to COR RETAIL CENTER

2.88 ACRES OF MIXED-USE LAND - RAMSEY, MN 55303

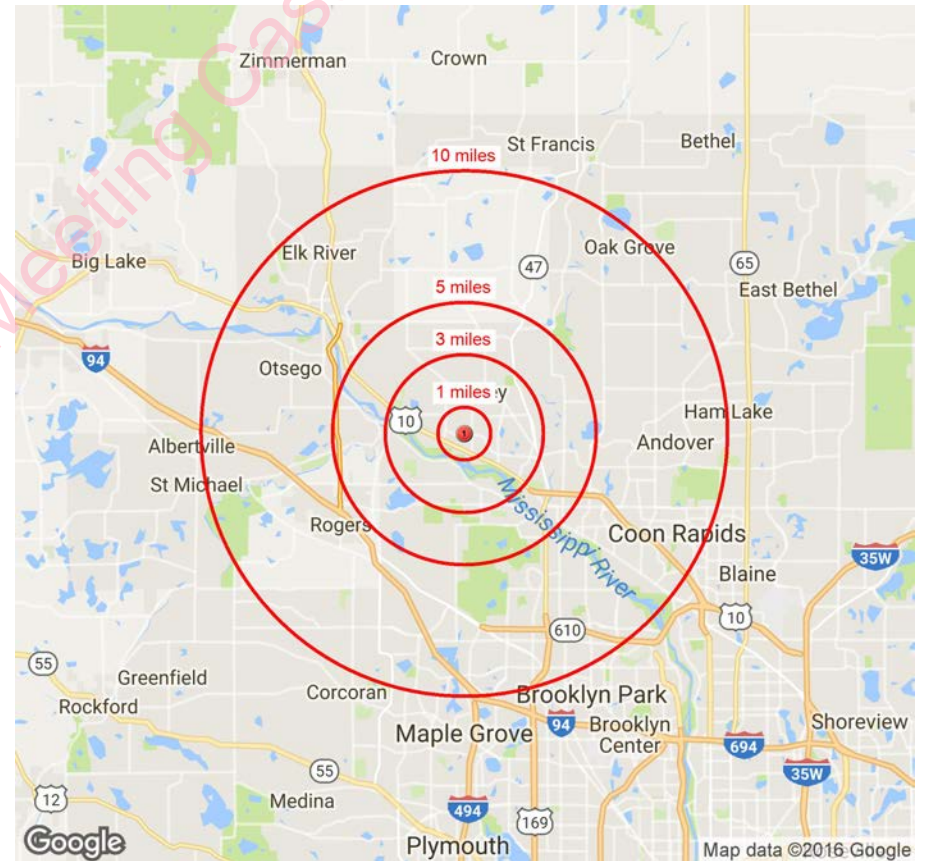
CBRE DEMOGRAPHIC BRIEF

RAMSEY CITY CENTER

POPULATION	1 Mile	3 Miles	5 Miles	10 Miles
2016 Population	2,985	24,188	60,610	296,300
2021 Population	3,350	25,745	63,525	312,599
2010 Population	2,434	22,239	57,121	275,567
2000 Population	1,626	18,076	50,063	231,077
Percent Pop Change: 2010 to 2016	22.6%	8.8%	6.1%	7.5%
Percent Pop Change: 2016 to 2021	12.2%	6.4%	4.8%	5.5%
AGE				
2016 Median Age	34.1	37.0	37.9	37.8
2016 Average Age	35.0	36.7	37.9	37.4
HOUSEHOLDS				
2016 Households	1,115	8,489	22,353	106,035
2021 Households	1,273	9,075	23,505	111,990
2010 Households	874	7,768	20,958	98,567
2000 Households	523	5,987	17,514	79,402
Percent HH Change: 2010 to 2016	27.6%	9.3%	6.7%	7.6%
Percent HH Change: 2016 to 2021	14.2%	6.9%	5.2%	5.6%
Average Household Size	2.6	2.9	2.7	2.8
INCOME				
2016 Median Household Income	\$75,230	\$82,664	\$73,619	\$79,055
2016 Average Household Income	\$88,308	\$95,095	\$86,942	\$94,053
2016 Per Capita Income	\$32,999	\$33,374	\$32,064	\$33,658
HOUSING UNITS				
2016 Housing Units	1,163	8,784	23,301	110,242
2016 Occupied Housing Units	1,115	8,489	22,353	106,035
2016 Vacant Housing Units	48	295	949	4,207
2016 Owner-Occupied Housing Units	999	7,555	17,558	88,720
2016 Renter-Occupied Housing Units	116	934	4,795	17,314
EDUCATION				
2016 Population Age 25 and Over	1,962	15,794	40,468	195,456
High School thru Associates	1,314 67.0%	10,453 66.2%	27,161 67.1%	121,895 62.4%
Bachelor's Degree	360 18.3%	3,306 20.9%	7,851 19.4%	45,285 23.2%
Graduate Degree	116 5.9%	1,159 7.3%	2,898 7.2%	17,952 9.2%
PLACE OF WORK				
Total Businesses	153	810	2,340	10,691
Daytime Employment (Total Employees)	2,157	9,136	28,617	126,545

CBRE DEMOGRAPHIC BRIEF

RAMSEY CITY CENTER



CITY-OWNED LAND ADJACENT to COR RETAIL CENTER

2.88 ACRES OF MIXED-USE LAND - RAMSEY, MN 55303

The COR district.

- (a) Intent. The primary intent of the COR district is to create a focal point in the community that embodies the principles of transit-oriented and mixed-use development. The COR district envisions a distinctly different development pattern, with a more urban structure of streets and blocks, than the suburban and rural patterns that have shaped the community to date. The COR area is comprised of a number of distinct subdistricts intended to define the type and intensity of uses, location of amenities and overall character of development. The COR district incorporates the COR development plan and development framework by reference to provide necessary building and site design features that are essential to a pedestrian environment.
- (b) The COR subdistrict definition. The COR district consists of five subdistricts that define the type and intensity of land use.
- (1) COR-1 mixed-use core subdistrict. The mixed-use core is intended to provide a mix of residential, retail, service, professional, community service, recreational and similar uses on every block near, and within easy walking distance of the transit station.
 - (2) COR-2 (COR-2 and 2b) commercial subdistrict. The COR-2 commercial subdistrict is designated to provide a location for retail commercial that has building and/or site designs inconsistent with the COR-1 subdistrict, including larger scale retail and other auto-oriented commercial uses.
 - (3) COR-3 and COR-3a workplace subdistrict. The workplace area is intended to accommodate medical and technology-related office and research uses, as well as other office uses and ancillary retail and service uses designed to support serve employees and office visitors.
 - (4) COR-4 (COR-4a, COR-4b and COR-4c) neighborhood subdistrict. The neighborhood subdistrict is intended to include a full range of housing types, from small-lot single-family detached to high-density senior and general apartments, as well as a limited number of small-scale retail and office uses at appropriate locations (i.e., at corners).
 - (5) COR-5 park and open space subdistrict. The park and open space subdistrict is intended to preserve environmental features, provide amenities and create focal points and community gathering places within easy access of all areas of the COR.

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