

City of Ramsey
Agenda
Park and Recreation Commission
Thursday, January 11, 2018
6:30 pm
Council Chambers, 7550 Sunwood Drive NW

- 1. Call to Order**
- 2. Citizen Input**
- 3. Approve Agenda**
- 4. Approve Minutes**
 1. Approve Park and Recreation Commission Meeting Minutes.
- 5. Commission Business**
 1. Approve Greenway and Recreation District Maps as Working Documents for Park Planning
 2. Recommend Developing a Schematic Design-level Plan for the Lake Itasca Greenway
- 6. Commission/Staff Input**
- 7. Adjournment**

Park and Recreation Commission

4. 1.

Meeting Date: 01/11/2018

Submitted For: Mark Riverblood, Engineering/Public Works

By: MaryJo Warner, Engineering/Public Works

Information

Title:

Approve Park and Recreation Commission Meeting Minutes.

Purpose/Background:

To review and approve Park and Recreation Commission meeting minutes.

Notification:

Observations/Alternatives:

Funding Source:

n/a

Recommendation:

Action:

Motion to approve Park and Recreation Commission meeting minutes dated November 9, 2017.

Attachments

Minutes

Form Review

Inbox

Grant Riemer

Form Started By: MaryJo Warner

Final Approval Date: 01/05/2018

Reviewed By

Grant Riemer

Date

01/05/2018 02:28 PM

Started On: 12/06/2017 01:09 PM

**PARK AND RECREATION COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA**

The Ramsey Park and Recreation Commission conducted a regular meeting on November 9, 2017 at Ramsey City Council Chambers, 7550 Sunwood Drive NW.

Commission Members Present: Chair Shane Bennett
 Commissioner Russell Bayer
 Commissioner Jennifer Leistico
 Commissioner Brandon Sis
 Commissioner Charles Tchuinkwa

Commission Members Absent: Commissioner Jon Trappen

Also Present: Parks & Assistant Public Works Superintendent Mark Riverblood
 Community Development Director Tim Gladhill
 Parks & Recreation Intern Tillery Bailey

1. CALL TO ORDER

Chair Bennett called the Park and Recreation Commission meeting to order at 6:31 p.m.

2. CITIZEN INPUT

None.

3. APPROVE AGENDA

Motion by Commissioner Sis, seconded by Commissioner Leistico, to approve the Park and Recreation Commission meeting agenda as presented.

Motion carried. Voting Yes: Chair Bennett, Commissioners Sis, Leistico, Bayer, and Tchuinkwa. Voting No: None. Absent: Commissioner Trappen

4. APPROVE MINUTES

4.01: Approve Park and Recreation Commission Meeting Minutes

Motion by Commissioner Leistico, seconded by Commissioner Sis, to approve the following Park and Recreation Commission Regular Meeting Minutes:

- 1) Park and Recreation Commission Regular Meeting Minutes dated October 12, 2017.

Motion carried. Voting Yes: Chair Bennett, Commissioners Leistico, Sis, Bayer, and Tchuinkwa. Voting No: None. Absent: Commissioner Trappen.

5. COMMISSION BUSINESS

5.01: Recommend Park Dedication and Trail Fees for the proposed Villas at North Fork Subdivision; Case of Paxmar, LLC

Parks & Assistant Public Works Superintendent Riverblood indicated the purpose of this case is to provide a park dedication for the proposed sketch plan, Villas at North Fork Subdivision. He noted Community Development Director Tim Gladhill is present to provide an overview, as he brought this case before the Planning Commission last week.

Community Development Director Gladhill provided the highlights of the case, rather than an in-depth discussion as was presented before the Planning Commission last week.

Mr. Gladhill pointed out the general location is on the south side of Alpine Drive, adjacent to the Links at North Fork Golf Course. He noted this proposal is of much different character than the four lots on the north side of Alpine Drive. He noted this is one of two projects being proposed by Paxmar, LLC at the same time at the same general location. He noted this is directly west of a project being done by Capstone, a project known as Riverstone.

Mr. Gladhill stated this project is for 100 detached townhomes on approximately 50-foot-wide lots. The range is actually 50- to 65-foot lots. Previously, this lot was planned for 19, 1- to 2-acre lots on private well and septic. The original planned 19 lots were satisfied through additional land contribution on the north side of Alpine Drive, a little over 30 acres that was conveyed to the City, and there was some additional cash consideration as well. In summary, out of the 100 lots proposed, 19 would already have been paid.

Mr. Gladhill noted this requires a Comprehensive Plan Amendment and Zoning Amendment. The developer is trying to make a decision as to whether to formally move ahead with this project. There is no obligation for the City to approve this project, but the City has the ability to do so. There has been some feedback from residents both for and against this project. On the Planning Commission level, the proposed concept of detached townhomes, with an Home Owners Association (HOA) to handle the yard maintenance, has been sought for some time. The Commission needs to decide whether this is the right location for this project.

Mr. Gladhill summarized that the question is whether to accept the cash contribution option or land dedication option. Staff's recommendation is cash contribution that would go to a Lake Itasca greenway or the future Lake Itasca Park to be planned on the north. He noted there would be open space for the HOA, rather than a public park.

Mr. Gladhill presented a map providing an overview of the area.

Chair Bennett thanked Mr. Gladhill and asked the Commission for questions.

Commissioner Sis asked what consideration has been given to other planned developments in the area. He asked about the trails related to the Riverstone project next door.

Mr. Gladhill responded there are some opportunities the City could push. He noted the trail on the south side of Alpine Drive could be continued, and there may be some further opportunities to work with Riverstone.

Commissioner Sis stated his priority is to be sure the area is well-connected.

Mr. Riverblood noted the map does not show how the best crossing of the Alpine Drive. That hasn't been solved for yet. A round-about was discussed, though it may not be allowed by MN-DOT for this state-aid road. A tunnel was also discussed, but it was cost-prohibitive. A trail on the south side will ultimately connect, and the door remains open for the best solution.

Mr. Riverblood noted the sample motion includes the number 16 units, though it is actually 19 units.

Chair Bennett thanked staff for their work and their presentation. He noted the motion would include 19, if it is made. He expressed support for cash contributions, as a good precedent to be set moving forward. He is open to supporting the proposed motion.

Motion by Commissioner Sis, seconded by Commissioner Bayer, to make a recommendation to the City Council that park dedication and trail fees consist of a cash contribution per lot, less the 19 units for which these development fees have been previously satisfied, in an amount specified at the time of platting.

Motion carried. Voting Yes: Chair Bennett, Commissioners Sis, Bayer, Leistico, and Tchuinkwa. Voting No: None. Absent: Commissioner Trappen.

5.02: Preliminary Approvals related to proposed North Fork Meadows subdivision; Case of Paxmar, LLC

Parks and Assistant Public Works Superintendent Riverblood noted this item also a recommendation related to park dedication and trail fees.

Community Development Director Gladhill reviewed the North Fork Meadows project. He noted this has gone through an extensive amount of public engagement and has undergone significant changes. This still requires a zoning amendment, using a tool called a Planned Unit Development. There needs to be a public benefit in order to approve a PUD. While the City has the ability to approve the project through the zoning amendment process, there is no obligation to do so. The City and Planning Commission has asked for compelling reasons to change the code.

Mr. Gladhill continued that in terms of Park Dedication, the proposal and staff recommendation is the cash contribution. The Council also wants feedback regarding the concept of a public benefit. In this case, what is proposed is securing the land necessary for the Lake Itasca

Greenway, which this Commission is well aware, in terms of the planning efforts to date. There is no additional cost to acquire that.

Mr. Gladhill indicated that the property owner, Hageman Holdings, holds the land currently and would sell the land to Paxmar in order to facilitate development. The Planning Commission believes the Greenway is an adequate public benefit for the additional 30 lots that would be created with the zoning amendment.

Mr. Gladhill advised that staff, City Council, and Planning Commission have emphasized that with the increased density, the developer should must improve both transitional landscaping as well as wider and deeper lots. Staff will continue to push this suggestion throughout the process.

Mr. Gladhill summarized that staff is asking for the Park and Rec Commission's recommendation as to whether the acquisition of the Greenway corridor is sufficient public benefit for the additional 30 units, for a total of 97 units. Originally, 70 units would have been sustained by this type of project.

Mr. Gladhill noted the table tries to quantify the various benefits to the public. The monetary value of the Greenway acquisition is hard to determine, as some of it is not buildable and is affected by state regulations. He noted there is some value in the City owning that property versus having wetland protection regulations to enforce on private property.

Mr. Gladhill noted the Council asked whether the Greenway corridor could have been acquired through Park Dedication channels for land dedication channels that have not been used frequently lately. He explained that the property to be acquired is not on the parcel being proposed for development. It is on a parcel for a future business park. This site was originally planned for Legacy Christian Academy. The approval process and infrastructure proceeded, and then the Academy ultimately decided to stay in their existing Andover location.

Mr. Gladhill continued that as such, with that transaction, there was a degree of Park Dedication that was previously addressed with this, and there were 4 acres of property in this general area transferred to the City. The idea was to use it for park purposes or sell it on the private market, with the cash proceeds going into the Park Trust Fund. A good portion of the Park Dedication has been satisfied. It is not likely that the City can require through normal park dedication requirements this same degree of corridor preservation, as is possible through the PUD. The Planning Commission does recommend proceeding with this PUD. He noted that there are members of the public present at this meeting tonight.

Chair Bennett opened up discussion for the Commission.

Commissioner Sis asked about the 4 acres related to the Legacy Christian Academy proposal that ultimately did not come to pass.

Mr. Riverblood noted the location of the 4 acres is on the SE quadrant of Puma and Alpine Drive. He noted there was uncertainty about the development of this area, which may push back the Greenway. He reinforced staff undertook a lengthy process relative to park programming and

park solutions that residents wanted. A mailing went out to 1,500 to 1,800 residents. Almost universally, people embraced the idea of the Lake Itasca Greenway and the Lake Itasca Community Park. This Commission recommended and the Council approved purchase of that land. Mr. Riverblood concluded that it is staff's recommendation that the Greenway fulfill this long-term endeavor by virtue of calling it that public benefit such that a PUD is acceptable to the City.

Chair Bennett concurred that the Greenway is a significant public benefit and will be an amazing amenity both for the subdivision and to the community as a whole. Cash contribution is the way to go on this project.

Chair Bennett invited audience participation from anyone desiring to speak.

Mr. Riverblood apologized staff did not put together a couple sample motions. He stated it sounds like the Commission is supportive of the PUD. He suggested, therefore, a motion to recommend that City Council approve the plat as presently shown with Park Dedication and Trail Fees being satisfied as a cash contribution, predicated upon being a Planned Unit Development.

Motion by Commissioner Sis, seconded by Commissioner Tchuinkwa, to recommend that City Council approve the plat as presently shown with park dedication and trail fees being satisfied as a cash contribution, predicated upon being a Planned Unit Development.

Motion carried. Voting Yes: Chair Bennett, Commissioners Sis, and Tchuinkwa, Bayer, and Leistico. Voting No: None. Absent: Commissioner Trappen.

5.3 2017 Summer Event Series Recap

Parks & Assistant Public Works Superintendent Riverblood reviewed the concert season for 2017. Residents are really appreciating the concerts, and it has become a gathering place. There was one evening where the City and County solicited input on future on the parks and trails. Ramsey continues to keep its finger on the pulse of the community.

Parks & Recreation Intern Tillery Bailey provided an overview of the 2017 summer concert series. She noted the concert series yielded the second-highest attendance to date, approximately 5,407 people. Attendance could easily have hit 6,000, if it were not for the rainout and some evenings for questionable weather. Residents loved the opportunity to socialize over music and food. She noted the initial concert was the 70's Magic Sunshine Band, followed by the Murphy Brothers Band, Roadhouse Blue, and Church of Cash, which was a Johnny Cash cover band. The following weeks included Holy Rocka Rollaz, the Devon Worley Band, Rhino, and the Elvis Impersonators, which was cancelled due to rain. Following that were the Shane Martin Band, Ponzi Scheme, with the conclusion by GB Leighton, as part of the Trott Brook Benefit Bash.

Ms. Bailey noted some residents attended from neighboring communities based upon the quality of the music and food. She also highlighted private sponsors of the concert series.

Chair Bennett thanked all of the sponsors of the 2017 summer concert series. He also thanked Ms. Bailey for her work in helping organize the concert series.

5.4 Consider Vacating Pedestrian Trail Easement on Lot 6, Block 3, Wildlife Sanctuary Third Addition

Parks & Assistant Public Works Superintendent Riverblood highlighted the staff report provided to the Commission. He noted that since 2012, the City has been in conversation with the homeowner to vacate the 7.5-foot easement of their lot. He pointed out the trail on the overhead map, noting its connection points in surrounding neighborhoods.

Mr. Riverblood noted the trail looked like it would go beyond this particular cul-de-sac and providing for connections to the wildlife sanctuary. The developer paved the trail; one easement was recorded on one lot, but not the other. Staff is recommending the City vacate the easement, and if ever there is something to connect through the northwest through the wetland, there may be an opportunity to add additional easements.

Mr. Riverblood summarized that staff would be recommending City Council vacate the easement, based on recommendations by both the Public Works Committee and the Park and Recreation Commission. He pointed out the City would maintain the drainage and utility easement, which connects to a sanitary sewer line. Staff feels the trail could potentially leave the City street, go beyond the lift station to the north or to the west, if those properties are developed in the future. Because there are so many possibilities and “ifs,” staff feels it best to vacate the trail easement and look at an alternative route *if* there is something to connect to in the future.

Commissioner Sis asked about the location of the trail right now. He asked whether it follows the current sewer line.

Mr. Riverblood responded it does not directly access infrastructure on that person’s lot, but as the trail moved north, it would directly intersect with the sanitary sewer line. About every 300 feet, every time there is a turn in direction, a manhole is placed to perform maintenance. This trail was designed to accommodate a manhole as well as any future trail connections.

Mr. Riverblood continued that the lift station was not used for that trail connection, because the lift station was to be abandoned once the subdivision (that didn’t materialize) came to pass. The City therefore was not able to abandon the lift station.

Commissioner Sis asked about the current condition of the trail.

Mr. Riverblood responded that the City removed a piece of blacktop and restored the area. Right now, it is a trail to nowhere. The pavement that goes beyond the sidewalk is in decent shape. He noted it is 8 feet, which means it very likely goes beyond the 7.5-foot easement. Most easements provide for 15 feet.

Commissioner Sis asked about the cost to the City of removal.

Mr. Riverblood responded it would be an incidental cost, using staff and equipment on hand. Probably several hundred dollars in cost, at most.

Commissioner Tchuinkwa asked if the Commission will see this again, or if action will be taken without another review.

Mr. Riverblood clarified that the Public Works Committee will take action on November 21st, and the City Council will see this again as soon as November 24th.

Chair Bennett indicated this vacation of trail easement makes sense.

Motion by Commissioner Leistico, seconded by Commissioner Sis, to recommend to City Council, vacating the 7½-foot wide pedestrian trail easement on Lot 6, Block 3, Wildlife Sanctuary Third Addition.

Motion carried. Voting Yes: Chair Bennett, Commissioners Leistico, Sis, Bayer, and Tchuinkwa. Voting No: None. Absent: Commissioner Trappen.

5.5 2018-2027 Parks Five-Year Capital Improvement Plan

Parks & Assistant Public Works Superintendent Riverblood encouraged Ramsey residents viewing this meeting to download the packet available on the City's website and review some of the detailed information provided, including how the monies are amassed. He explained that much of the City's park and trail system is built solely by fees associated with new development: residential, commercial and industrial. When the land use is changed to one that is more intense, there is a demand created for parks and trail. Those fees provide for the funding of new parks and trails, and to some degree the maintenance of parks and trails in accommodated by the new tax base.

Mr. Riverblood continued there is also always a large disparity between the needs and desires of parks and trails and the funds available. There is some responsibility to ensure the trail fees provide for parks and trails that are available to the residents or businesses that provided them. In other words, a community park has benefits community-wide. An outlying neighborhood park, therefore, may not be appropriate in lieu of Park Dedication fees.

Mr. Riverblood explained that two years ago, the City went from a 5-year to a 10-year CIP. He also noted the supplemental unfunded projects. Those projects are already on the plan but the money has run out. He noted those unfunded projects are in excess of \$25 million. He continued that Park Dedication and Trail Fees need to be associated with a bona fide need.

Mr. Riverblood noted that staff is providing some recommendations for an increase in Park Dedication and Trail Fees, representing a couple percent per residential lot.

Chair Bennett thanked Parks & Assistant Public Works Superintendent Riverblood for the explanation.

Mr. Riverblood presented an overview of the 5-year CIP. He suggested only reviewing in detail the projects listed in the year 2018, which is a long list. He noted that residents often are not aware the City has an amphitheater, and the proposed signage and monument will help with that.

Mr. Riverblood highlighted another project that has been on the list for more than eight years: an observation boardwalk for the lake. This could also be a proposed canoe and kayak station that is proposed for the year 2020.

Mr. Riverblood highlighted the Priority Trails project, noting several proposed expansions. He discussed the possible Greenway enhancements. He noted the apartments being planned for in Municipal Plaza, so it may become a priority to improve landscaping in that area. The City Council may also consider water-centric (splash pad) park improvements.

Mr. Riverblood noted that all of these improvements will come back before the Park and Rec Commission with much more detail, once they are approved. All that is before the Commission tonight is the work plan, rather than the detailed timelines. He noted that it takes about five years after trees are planted before they begin to do much, as has been the case in the amphitheater.

Mr. Riverblood moved on to discuss stormwater upgrades. The funding would be from the stormwater utility fund.

Mr. Riverblood highlighted replacing fencing and dugouts for ballfields 5 and 6 in the NE part of Central Park, as well as adding dugouts for the ballfield in the NW part of the park. This would ultimately look similar to the project just concluding at Alpine Park.

Mr. Riverblood discussed upgrades to the dog park. Dog owners have been asking for a shelter for quite some time. Trees were planted a few years ago, but there has been significant difficulty in growing the trees due to traffic and compaction in that area. The proposal includes a hexagonal shelter with some wind shields on a couple sides, in addition to a push-on-demand infrared heater. The proposed worksheet includes a grant opportunity as well as a donation from the Off-Leash Patrons.

Mr. Riverblood outlined the necessary improvements at Sunfish Lake parking lot. Phase one of this parking lot was completed in 2009. At that time, the popularity of the canoe and kayak system was not understood, but this additional parking area is warranted today. The new pavement areas would be porous pavement, providing infiltration for that stormwater that would permeate the blacktop and flow into the sandy soil below. It would also be a demonstration project on infiltration of stormwater.

Commission Sis asked about a grant opportunity for the demonstration project.

Mr. Riverblood responded that staff thought the same thing, but was unable to find any leads on grant monies.

Mr. Riverblood moved on to discuss football field enhancements near the end zones. Drain tile would be installed, with soil over the top, followed by turf/sod restoration. The Athletic Association has ranked this as one of their top 2 projects as part of the CIP.

Mr. Riverblood described the need for some type of lighting in the Amphitheatre. Staff is unsure what the best solution is. It might be theater seating-type lighting versus overhead lighting.

Mr. Riverblood reviewed a new project that has been generated from resident requests. The aeration of Sunfish Lake as well as the pond at The Draw. Both have naturally occurring populations of catchable size panfish. Both bodies of water are susceptible to winter kill, and the aeration would prevent that winter kill and would maintain fishable conditions for the many young people taking advantage of both locations. Aeration would prevent winter kill, but if it is not done, dead fish would be apparent all over both bodies of water in the spring following winters, when this may occur.

Commissioner Sis asked about the body of water at The Draw.

Mr. Riverblood explained it is about 6.5 feet deep.

Chair Bennett added he saw several kids catching fish during the concert series this summer.

Commissioner Sis asked whether aeration would do anything to help the natural vegetation currently growing in the bodies of water.

Mr. Riverblood explained it will likely help, but may not eliminate the algae. He noted the City is working with Dr. John Sullivan, with the University of Minnesota, where all elements of the water quality are being examined.

Chair Bennett thanked Mr. Riverblood, noting there are a lot of projects included in the plan.

Mr. Riverblood noted the City Council be considering the CIP on November 14, 2017. It would be appropriate, if the Commission desires, to make a recommendation that it is a good plan to be adopted.

Motion by Commissioner Sis, seconded by Commissioner Leistico, to recommend the 2018 – 2027 Parks Capital Improvement Plan to City Council as recommended in the presentation.

Motion carried. Voting Yes: Chair Bennett, Commissioners Sis, Leistico, Bayer, and Tchuinkwa. Voting No: None. Absent: Commissioner Trappen.

5.6 Recommend Cash Contribution Rates for Park Dedication and Trail Fees for 2018

Parks & Assistant Public Works Superintendent Riverblood recalled he has previously discussed in tonight's meeting where Park Dedication fees come from and the methodology for the application of Park Dedication and Trail Fees. The proposal under consideration includes fairly modest increases. He noted there is a demand that outstrips the City's funding ability, which is

the rationale behind gradual increasing the fees. Also factoring into the increase is the construction increases of all infrastructure improvements.

Chair Bennett noted the Commission has discussed this in the past. He noted the City has been pretty market competitive in terms of the fees. He asked whether the staff has surveyed neighboring cities.

Mr. Riverblood responded that other cities' fees cannot be the basis for setting the City of Ramsey's fees, but the City does tend to be in the middle or a little lower. The exception is some cities do not have stand-alone trail fees. The fact that the City has so many subdivisions before the Commission is a testimony to the park fees not being a detriment to responsible and reasonable growth. Developers are looking at Ramsey because of the developing park and trail system. That is also borne out when looking at Parkview, next to the Amphitheater. Another new apartment system being built is called Greenway Terrace, and that location has been chosen because of the Greenway approved by the Park and Rec Commission and the City Council.

Commissioner Sis asked whether the increased fees will be adequate enough to meet the demands for trails and amenities. He also inquired whether there is a potential appetite to be more aggressive with the fee increase.

Mr. Riverblood responded the answer is no, the increases proposed will adequately meet some of the pent-up demand for trails and amenities. The response to the second question is a policy matter for the City Council that takes input on all the issues and sentiment of the community. How to position Ramsey on development fees falls more in the purview of Council. They are an elected body. The Commission's recommendation is important, but the fee-setting policy is in the Council's realm. The park system plan will provide better guidance for this question as staff looks at future needs and attempts to cost out long-term needs and maintenance demands and costs. That is another question as it relates to property taxes, because that funds maintenance.

Commissioner Sis asked what governing body came up with the actual percentage increase as recommended by staff.

Mr. Riverblood responded this is staff's recommendation put forward to the Commission. The City Council will then look at the rates and charges across the City at a work session on November 14th. Then on November 24th, there will be a public hearing, where comment will be provided on the rate and fee structure.

Commissioner Sis asked what the Park and Rec Commission is being asked to recommend or approve tonight.

Mr. Riverblood responded that this is the time, the Park and Rec Commission should make either general recommendations to the City Council for park and trail fees rates and the cash contributions, or a combination whereby the Commission recommends certain fee rates with a part 2 with a suggestion to the Council look at the fee rates. It would be appropriate to have a more specific recommendation, considering Council will be looking at rates, charges and development fees on November 14th.

Motion by Commissioner Bayer, seconded by Commissioner Leistico, to recommend to the City Council a 2018 cash Park Dedication rate per residential unit of \$3,000 - with a \$100 increase per acre for the commercial/industrial subdivision of land, and Trail Fees to be increased to \$1,000 per residential dwelling unit, with a \$100 per acre increase for commercial/industrial land uses above the 2017 rates—pursuant to the attached table.

Further discussion: Commissioner Sis asked whether anyone would like to add a caveat about increasing or decreasing the adjustments or recommendations to City Council along those lines. He suggested asking the Council to consider more aggressive rates. Chair Bennett indicated the language could certainly recommend these amounts at a minimum, and potentially be increased at Council's discretion based on additional research. Mr. Riverblood suggested it would be appropriate to amend that language to the motion, if desired. He noted he would anticipate that the Council may say it is a good time to do the minimum increase and wait to see what how the CIP informs. Commissioner Sis's thoughts could also be a stand-alone motion. Commissioner Sis stated that with so many 2018 CIP projects slated, it may be something where residents may see more of a direct benefit and the rationale for those rates could be increased more aggressively than what is proposed.

Motion by Commissioner Sis to amend the motion on the table to add the language of “at a minimum” and then let the City Council examine the issue.

The amended language died due to lack of a second.

The original motion was considered for a vote.

Motion carried. Voting Yes: Chair Bennett, Commissioners Bayer, Leistico, Sis, and Tchuinkwa. Voting No: None. Absent: Commissioner Trappen.

6. COMMISSION/STAFF INPUT

Parks & Assistant Public Works Superintendent Riverblood provided updates on the following:

- Open House on the Comprehensive Plan – significant resident attendance and interaction.
- Staff working on the park system plan – will present action plan for parks and trails next month.
- City's website has many opportunities for resident activities.
- Tree lighting happening on December 5th – Santa will be present with horse drawn trolle rides.
- Fall activities – bituminous path is being picked up below Sliding Hill at Alpine Park, along with tree pruning and preparing for winter.
- City needs rink attendants and a full-time maintenance worker in the Streets Department.
- Park and Rec Commission looking for a student liaison.

Chair Bennett asked about an update on the University of Minnesota students working on parks projects, noting he had recently completed an interview as part of the project.

Mr. Riverblood noted there are many graduate and doctoral students from the U of M working on 23 City projects, many of which involve the parks realm. As the semester wraps up, there will be many projects presented. Two different groups are working on the Greenway plan. Another group is working on the Community Center. Natural resource projects are moving ahead as well. Many of the projects have a lot of detail and complexity.

7. ADJOURNMENT

Motion by Commissioner Sis, seconded by Commissioner Bayer, to adjourn the meeting.

Motion carried. Voting Yes: Chair Bennett, Commissioners Sis, Bayer, Leistico, and Tchuinkwa. Voting No: None. Absent: Commissioner Trappen.

The Park and Recreation Commission meeting adjourned at 8:07 p.m.

Respectfully submitted,

Mark Riverblood
Parks & Assistant Public Works Superintendent

Drafted by Allison Burr
TimeSaver off Site Secretarial, Inc.

Meeting Date: 01/11/2018

By: Mark Riverblood, Engineering/Public Works

Information

Title:

Approve Greenway and Recreation District Maps as Working Documents for Park Planning

Purpose/Background:

The purpose of this case is to approve both the greenway plan (Circle of Ramsey) and the Recreation District Maps as draft, or working documents as the basis for park planning for the Comprehensive Plan and the Park System Plan.

Notification:

Observations/Alternatives:

Attached are the two referenced maps (within one attachment). For the meeting, Staff will review the 'theory' on the concept of park planning using Recreation Districts for park planning.

Additionally one outcome of the Fall Semester of the Resilient Communities Project was a series of posters that discusses the city-wide greenway plan, referred to as the Circle of Ramsey. Attached is a series of (95%) draft posters that consist of; an Introduction, Benefits, 'Inspiring Greenways', Community Profile, example gap areas in Ramsey, etc. These help tell the story on value of greenways, but more specifically, how park planning city-wide using the Circle of Ramsey as a foundational element, can have value for all of Ramsey residents.

Funding Source:

Funding for 2017-18 park planning was included within the 2017 General Fund Budget.

Recommendation:

Staff recommends approving the Circle of Ramsey and Recreation District Maps as working documents for park planning.

Action:

Motion to recommend/not recommend approving the Circle of Ramsey and Recreation District Maps as working documents for park planning.

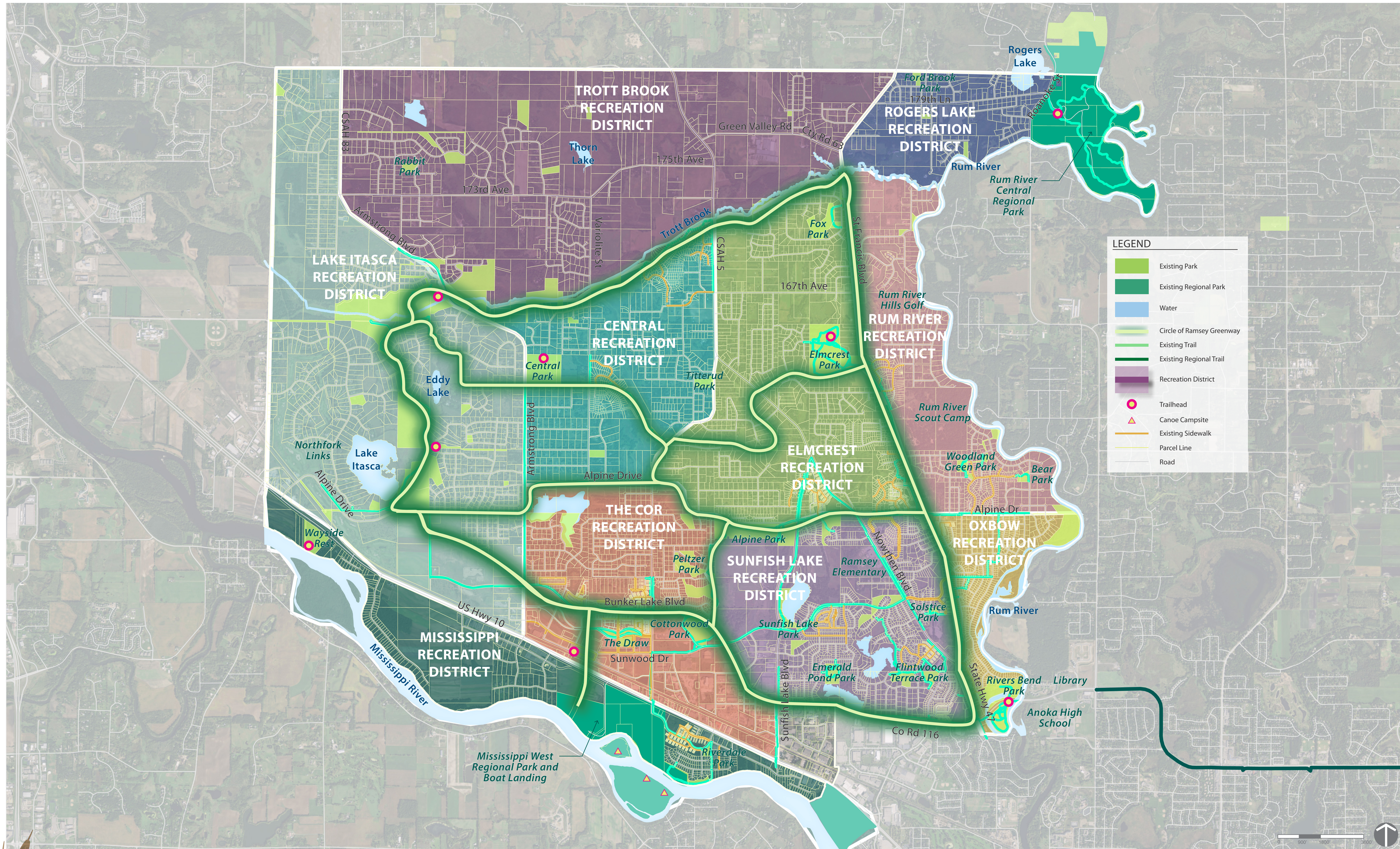
Attachments

Circle of Ramsey and Rec Districts

Circle of Ramsey posters

Form Review

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|----------------------------------|--------------------|---------------------------------|
| Inbox | Reviewed By | Date |
| Grant Riemer | Grant Riemer | 01/05/2018 12:09 PM |
| Form Started By: Mark Riverblood | | Started On: 01/05/2018 10:50 AM |
| Final Approval Date: 01/05/2018 | | |



LEGEND

- Existing Park
- Existing Regional Park
- Water
- Circle of Ramsey Greenway
- Existing Trail
- Existing Regional Trail
- Recreation District
- Trailhead
- Canoe Campsite
- Existing Sidewalk
- Parcel Line
- Road

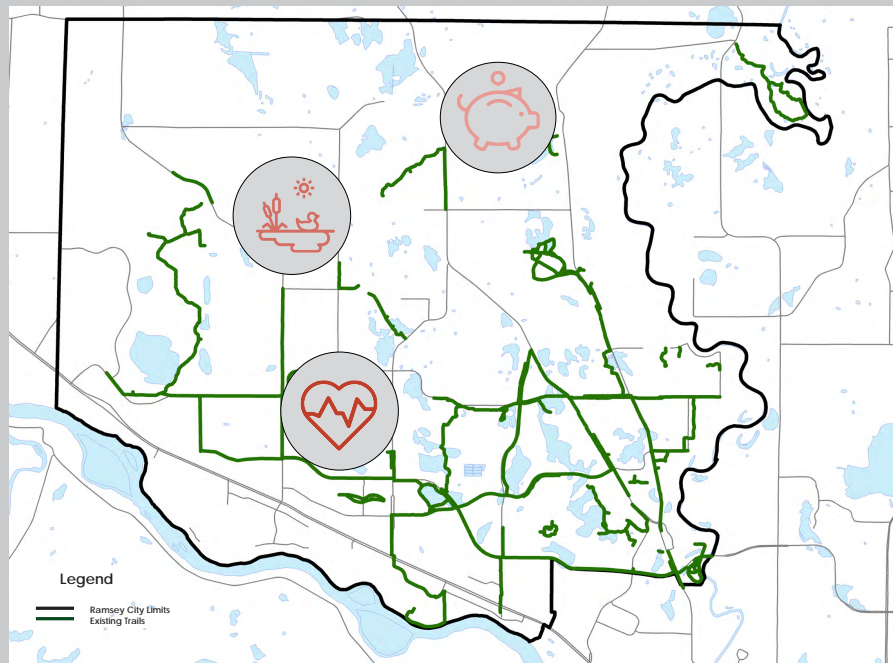
Circle of Ramsey

Linking People and Landscape Through Greenways



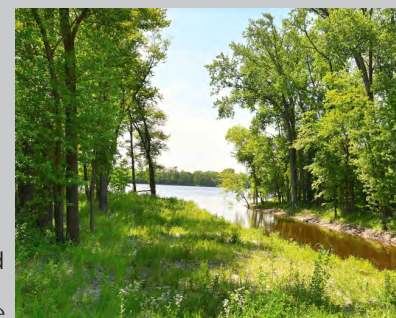
Introduction

The Circle of Ramsey is a **proposed greenway trail system** providing the City of Ramsey with health, environmental, and economic **benefits**. Ramsey has built trails throughout the city, but the **Circle of Ramsey is incomplete**. Residents see a **need for conservation** as land develops across the city. Building **green infrastructure**, to make a complete greenway trail system, will **connect** the community and **preserve** vital natural resources. This project identifies **three potential connections** and proposes ideas for what greenway infrastructure could look like in these areas. These three connections will provide trail access to large parts of the community. Eventually, a completed greenway system will give all residents the ability to experience increased health, environmental and economic benefits.



What are Greenways?

Greenways are privately or publicly-owned corridors of protected open space. Some greenways incorporate recreational trails that serve to connect people and places. Other types of greenways are set aside to simply preserve the natural environment. Ramsey's greenway corridors are environmentally sensitive areas, which allow for the protection of water quality and wildlife movement while also connecting people to nature and destinations within the city.



Greenway corridor along the Rum River.

Balancing Growth and Preservation

Currently, Ramsey is experiencing growth and developmental pressures. It is a crucial time to preserve Ramsey's range of desirable natural features as well as provide for a rapidly growing population. In reaction to resident concern, greenways have been incorporated into Ramsey's comprehensive plan in order to balance development and preservation of land.



Greenway near new development in Ramsey



Health & Wellness

Extension 1

LAKE ITASCA GREENWAY

The Lake Itasca Site is located in the Southwest corner of Ramsey. This extension acts as a connection between mixed-use, industrial and residential development in and around The COR. This connection will create the ability for residents to access downtown **while still** enjoying the natural amenities Ramsey has to offer.



Environment

Extension 2

SPORTS HAVEN SUBDIVISION

This connection runs through a pristine wetland area in Ramsey. These wetlands are an important natural resource. They provide a habitat for wildlife and act as a buffer for flooding from the single family residential homes that abut its banks. This area **addsto** the rural character of Ramsey and is a common spot for local fisherman.



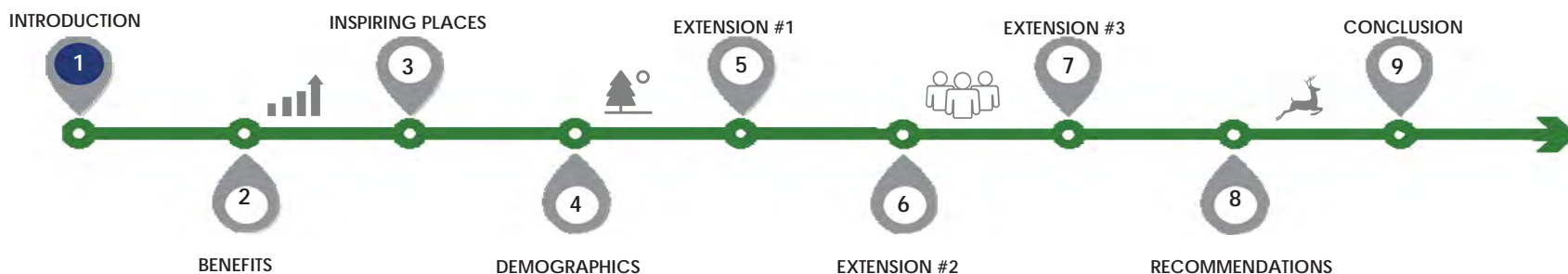
Economy

Extension 3

GREEN VALLEY ROAD

The GVGC is a long-standing Ramsey establishment producing farm/ garden products and employing many people. This greenway connection will give commuters the opportunity to use active forms of transportation to get to and from work. This link will also provide access for people located in the northern portion of Ramsey to the greenway system.

Project Timeline



Three connections to the greenway system: This project identifies **three potential connections** and proposes ideas for what greenway infrastructure could look like in these areas. These three connections will **provide trail access to large parts of the community**. Eventually, the **entire community will be linked** through the greenway trail system and everyone will be able to **reap the benefits that the greenway system provides**.

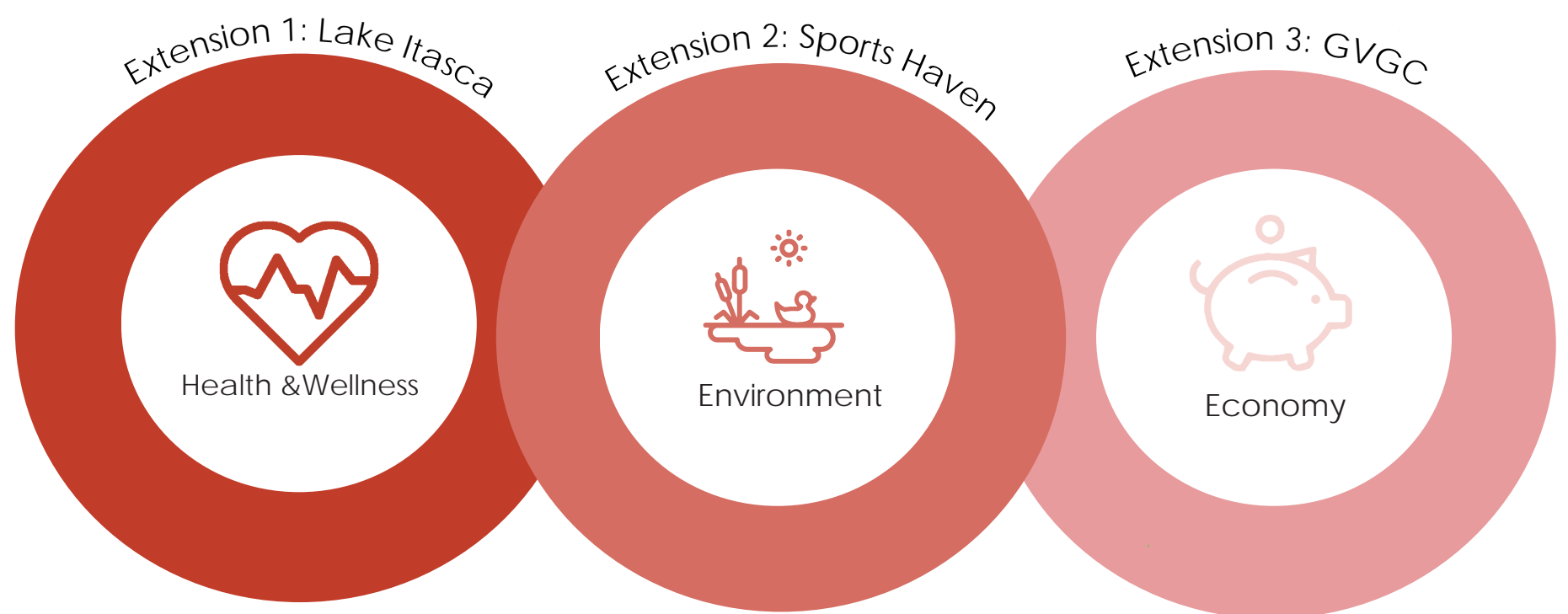
Circle of Ramsey

Linking People and Landscape Through Greenways

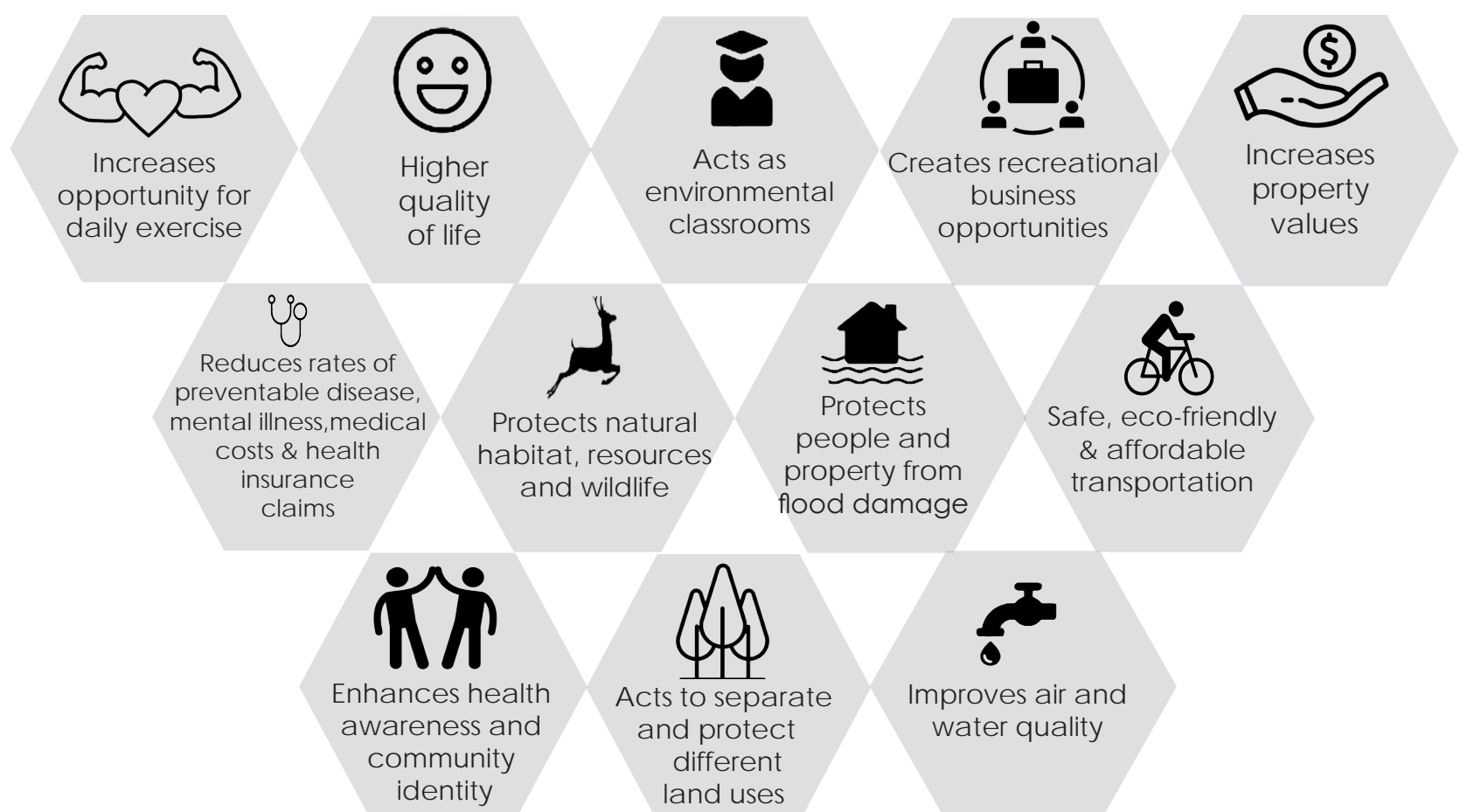


The Benefits of Greenways

The preservation of **natural ecosystems** and open spaces is often an important component to maintaining a high **quality of life**. Developing greenways is one way we can **preserve Ramsey's natural features** while also providing opportunities for active and passive recreation, wildlife habitat, scenic vistas and buffers between developed areas. Greenways can serve as **landmarks or distinguishing features** in the local community. It has also been shown that property values increase near natural open spaces, and that **effective planning** for natural resources can benefit all parties. There are many benefits to having greenway systems in a community. The three proposed extensions to the Circle of Ramsey will **provide health and wellness, environmental, and economic benefits** to all users.



Benefits



A community asset: Greenways serve as an **asset** to the community providing opportunities for increased health and wellness, environmental protection and economic **value for all residents**. Moving forward, we will look at three **inspiring cities**, around the world, that are reaping benefits from greenways. Looking at inspirational cities will help us understand ways to **incorporate greenway infrastructure** into the built environment.

Circle of Ramsey

Linking People and Landscape Through Greenways



Inspiring Greenways

Inspiring Greenways

Cities that embrace greenways as an important part of their built environment reap health, environmental and economic benefits. There are many **inspiring greenways** around the world that exist due to **planning and policy decisions** that **support a culture of health and prosperity** in their communities. In this poster, we will explore three **precedents to inform and inspire the design of greenways** in the City of Ramsey. While different in many ways, these three cities display a commitment to bicycle and pedestrian infrastructure and the benefits they provide their residents.

City Snap Shot

Planning & Infrastructure

Community Culture

DAVIS, California



<http://kensbikeski.com/about/kids-gear-trade-in-policy-pg1268.htm>



Ready for Recreation: Located just 11 miles west of Sacramento, Davis enjoys a temperate climate and flat topography, making this small town a natural location for active transportation and outdoor recreation.



The City of Davis has a population just over **68,000** and covers a total area of **10.5 sq.mi.**. Its population density is **6,888/sq.mi.**



Davis has over **485 acres** of public parks and green-space. **37 parks** and greenbelts are equipped with recreational facilities, including dog parks and community gardens.

Davis' **Complete Streets Policy and Bike Action Plan** facilitate bicycle infrastructure. Davis has 70 miles of **pathways**, 50 miles of **bike lanes**, 4 miles of **bike boulevards**.

75% of roads in Davis have a speed limit of 25 mph, while only 5% of streets have a speed limit of 35 mph or greater.



Davis uses **street design techniques** including: separate crossings and bike traffic lights, to keep cyclists safe.



UC Davis campus, is equipped with **bike parking** for the 20,000 bikes/day. **54%** of campus trips are made by bike.

www.groundcontrolsystems.com/solutions/campus/



www.theguardian.com/cities/2015/aug/03/davis-california-the-american-city-which-fell-in-love-with-the-bicycle#img-3

Davis' 15-minutes of fame: Photographed by the famous landscape architect, Ansel Adams, UC Davis campus was already home to a large number of cyclists by the early 1960's. Today, the streets are still buzzing with a car-free campus and bikes hold 20% of the modal share.

ALEXANDRIA, Virginia



<https://blog.virginia.org/2015/11/bicycle/>



Embracing Preservation: Alexandria is located in northern Virginia, 7 miles south of downtown Washington, D.C., along the bank of the Potomac River. This medium-sized city has embraced the preservation of its natural environment.

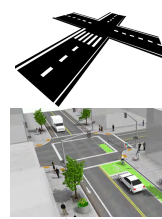


The City of Alexandria has a population of **153,500** and covers an area of **15.5 square miles**. The population density is **10,220/sq.mi.**



Alexandria has more than **900 acres** of parks, conservation easements, and open spaces, including **20 miles** of public trails. The City is a big proponent of urban forestry.

Alexandria's **Pedestrian and Bicycle Mobility Plan** makes recommendations for infrastructure improvement including **bicycle turning pockets and bridgeways**.



www.nacto.org

Alexandria implements **bike boxes**, which are areas at the head of a traffic lanes, at a signalized intersection, that provides bicyclists with a safe and visible way to get ahead of traffic during periods of congestion.



www.greenway.org

Connecting the Coast: Alexandria marks the midpoint on the **East Coast Greenway**, a **3,000 mile** urban bicycle and walking route. It will connect **15 states** and **450 towns**, from Maine to Florida. With **900 miles** of the trail complete thus far, it will be the longest greenway in America!

COPENHAGEN, Denmark



<http://nordic.businessinsider.com/copenhagen-bicycle-capital-of-the-world-is-bidding-to-host-the-start-of-the-tour-de-france-2016-6/>



An Economic Center: Copenhagen is the capital of Denmark. This large European city values the economic benefits that come with active transportation infrastructure.



The City of Copenhagen has a population of over **600,000** people and covers an area of **33.4 square miles**. The population density is **18,000/sq.mi.**



Copenhagen is known as an environmentally conscious city, due to its commitment to high energy standards, active forms of transportation and sustainable methods of waste and water management.

Copenhagen implements **cycletracks**, which are exclusive bike facilities that combine the user experience of a separated path with the on-street infrastructure of a conventional bike lane.



When it snows, bicycle infrastructure has **plow priority** over auto infrastructure.



Traffic lights in Copenhagen prioritize cyclists over cars.



www.coloribus.com/adsarchive/design/municipality-of-copenhagen-cykelstangen-issing-welfling-architecture-9-20478005/

The Famous Cykelstangen: Copenhagen's iconic "Bike Snake" is a two lane bridge that stretches **720 feet** across the harbor.



A family affair: Almost half of the population in Copenhagen bikes to school or work, including children.

It is not uncommon to see people hauling their groceries, children or other equipment throughout the city on bikes.

Only 1% percent of people list environmental reasons for why they ride. Most people cycle because it's the easiest way to get around town. The city encourages this by prioritizing bicycle and pedestrian safety in their planning processes.



Inspiration for Ramsey: When cities like Davis, Alexandria and Copenhagen consider greenways a vital component of their urban environment, they provide their residents with **meaningful connection to recreation, environmental preservation and economic prosperity**. As we will see in the next poster, the current state of Ramsey's green infrastructure and community composition, present a unique **opportunity for greenway implementation**.

Circle of Ramsey

Linking People and Landscape Through Greenways



Community Profile

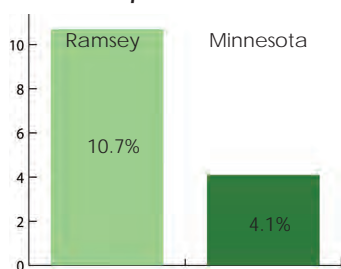
Community Profile

Ramsey is facing a steady **increase in growth** and **development pressures**. Ramsey's existing and proposed **community composition** demonstrates the **need for an expanded greenway trail system**. Greenways are designed to accommodate a **variety of users**, including bicyclists, walkers, hikers, **joggers**, and those confined to wheelchairs. **Greenways** are an important key to preserving Ramsey, while also accommodating an **increasing population** and existing residents. A look into **Ramsey's existing demographics** can help to predict future trends and **plan for a healthy community**.

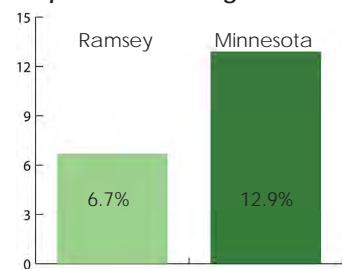


Population trends have suggested that Ramsey will see a large **increase** over the **next 20 years**. Because of the **increase**, the installation and maintenance of **recreational amenities** will be important to sustain a **healthy community**. The **predicted influx** of people will bring in a **younger population** who typically seek out **diverse housing types**. Ramsey's population density will have a big **impact on open space** within the city. Tracking the **changes in demographic data** will be crucial for **planning a community** where all residents have the ability to **increase their health and wellness**.

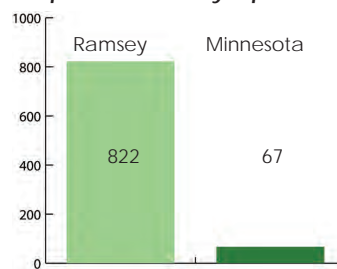
Rate of Population Growth



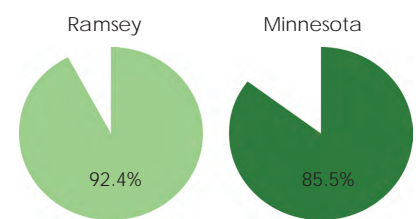
Proportion of 65+ Aged Citizens



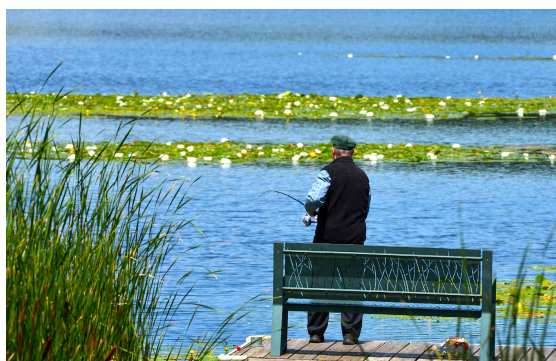
Population Density sq/miles



Proportion of People Who Did Not Experience a Move in the Last Year



Currently, **8%** of land in Ramsey is dedicated to **public open space**. The City recognizes the pressure that **growth** will place on **natural resources** and are moving to proactively **develop plans** that will **balance growth** and **resource protection**. Citizens of Ramsey have supported these **preservation plans** because they prioritize **public space** and the **rural character** of their community. Equipping Ramsey with **greenway infrastructure**, creates the potential to **reduce air pollution** by encouraging alternative modes of **transportation**, allowing passive **recreational use** without the disturbance of protected areas, and **preserving culturally** and **historically valuable areas**.



City of Ramsey residents wish to expand their access to natural amenities

Photo by Steve Scheider



Combining active transportation with pleasing natural environments is a win-win

Photo by Steve Scheider



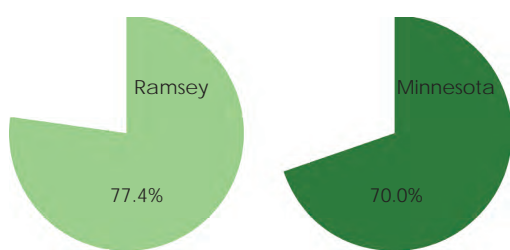
Joining housing to natural amenities provides healthy and desirable environments

Photos by Steve Scheider

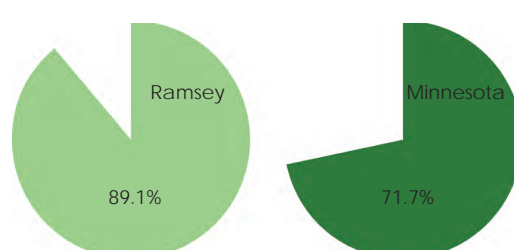


Ramsey has a **high owner occupancy** rate with **home equity** being an important form of **wealth** for its residents. Ramsey's high **workforce population** necessitates commuting alternatives. **Greenways** provide **alternative forms of transportation** as well as increase **property values** and spur **new development**. Currently, Ramsey has a high owner-occupancy rate as well as **high home values**. **Greenways** can also act as a buffer between **homes** and **natural environments** which can keep Ramsey residents' **home values** high. **Greenways** also have the ability to create **direct revenue** for a community through **eco-tourism** or **recreational businesses**.

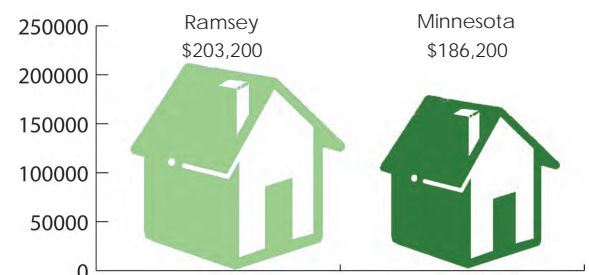
Workforce participation of people 16+



Owner Occupancy Rate of Residents



Median Value of Owner Occupied Homes



All demographic data from 2010 United States Census and 2016 American Community Survey Five Year Estimates



Benefits for all residents: Current and future residents can **benefit** from a **complete greenway trail system**. There are three connections in Ramsey that are seen as a **priority to connect** residents to **destinations around the City**. First we will **envision a route** from the **Center of Ramsey** to **Lake Itasca**. This connection will provide **recreational activities** and act as a **linkage** between **single family homes** and **the downtown**.

Circle of Ramsey

Linking People and Landscape Through Greenways

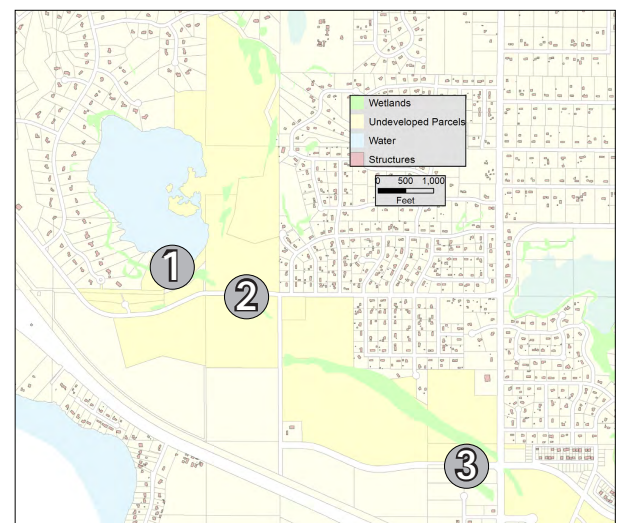
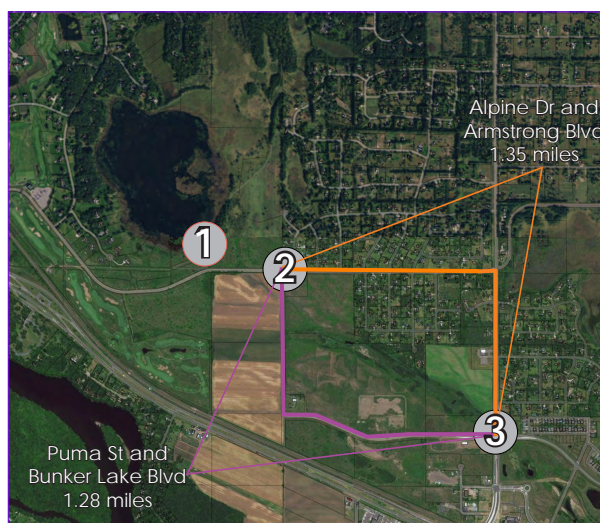
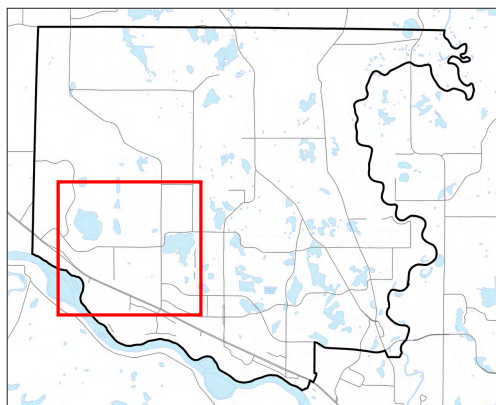


Extension 1: Lake Itasca Greenway



Lake Itasca is the largest lake in the City of Ramsey and a valued natural recreational amenity. The current route from Lake Itasca to the Center of Ramsey (COR) includes bike paths alongside busy roads with high traffic speeds. Extension 1 is a proposed greenway trail connection through undeveloped land from the Center of Ramsey to Lake Itasca. While the existing trail is functional, this extension would increase safety, aesthetics, and provide an access point for future residents in this area. The future land uses in this area include residential and industrial uses. The creation of this extension would preserve the area by implementing green infrastructure prior to development. By doing so, these future populations will be able to access the greenway system.

Existing: On-Road Path



1 This is a photo of the existing bike trail on the south shores of Lake Itasca. This extension would connect back up to the scenic trail that follows the Lake Itasca shores.



2 This is the intersection of Alpine Dr. and Puma St. which is the proposed entry point to an off-road greenway improvement. The existing route parallels Puma St. and turns onto Alpine Dr. The proposed extension would cut through the properties in between Alpine and Puma.



3 This is the intersection of Armstrong and Bunker Lake Blvd., looking NW to Lake Itasca. This would be an entry point for the proposed extension route. Currently, the route parallels Bunker Lake Boulevard.

Proposed: Off-Road Greenway Connector

Through this extension, we can create a route that would follow the natural landscape of the wetland, while also providing users with a safe and scenic route. This wetland area is incompatible with built infrastructure; its only acceptable use being green infrastructure. While development builds around the wetland, the trail will already be in place, guaranteeing residents access to the trail system.



Proposed Route: In the image above, we see a proposed route for a safer, shorter, and more aesthetically pleasing recreational trail from the Center of Ramsey to Lake Itasca.

Future Greenway: The image to the right is a rendering of what a future greenway could look like. It would serve a variety of residents and visitors with a straight route under a mile.



Greenway infrastructure: As development occurs in this southeast region of Ramsey, the implementation of green infrastructure will be necessary to provide current and future residents with access to these trails. This wetland area is not buildable land which means the only compatible land use is greenway infrastructure. These greenway links are valuable recreational resources and help preserve the natural environment.

Circle of Ramsey

Linking People and Landscape Through Greenways

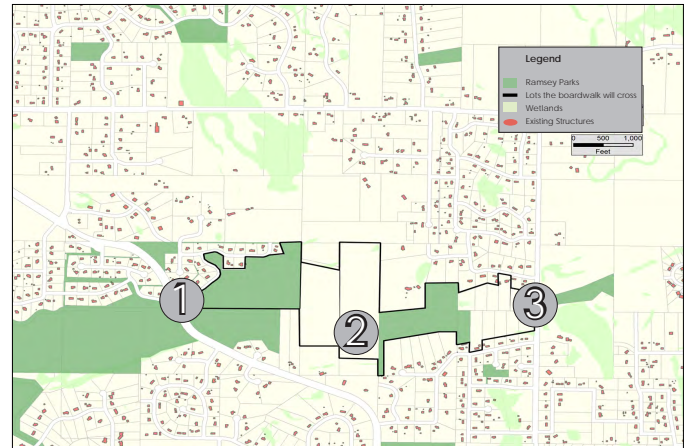
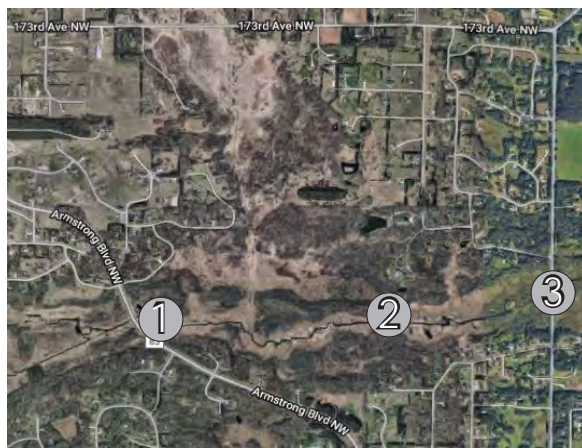
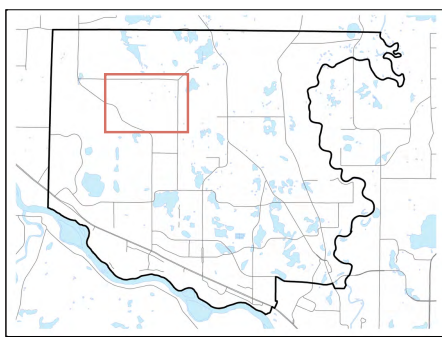


Extension 2: Sports Haven Subdivision



This site extension is located along the Trott Brook River and the proposed route is through the Sports Haven Subdivision outlots. Since this area is designated as a **wetland area**, it is not suited for development. Homeowners whose lots abut Trott Brook would benefit from this extension because it would provide them **access to the greenway trail system** and connection to **destinations throughout Ramsey**.

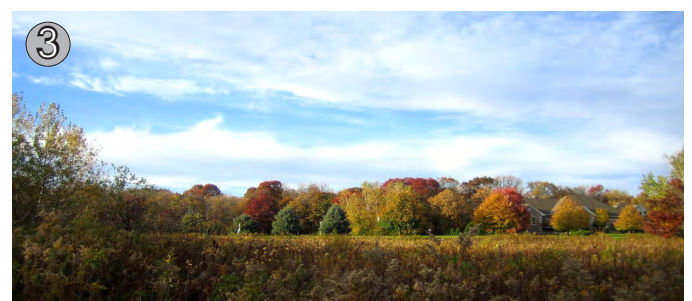
Existing: No Access to Trott Brook



Currently, there is no existing bike trail that connects Armstrong Blvd to Variolite Street. Residents that live in the subdivision that border the Trott Brook do not have access to the scenic creek.



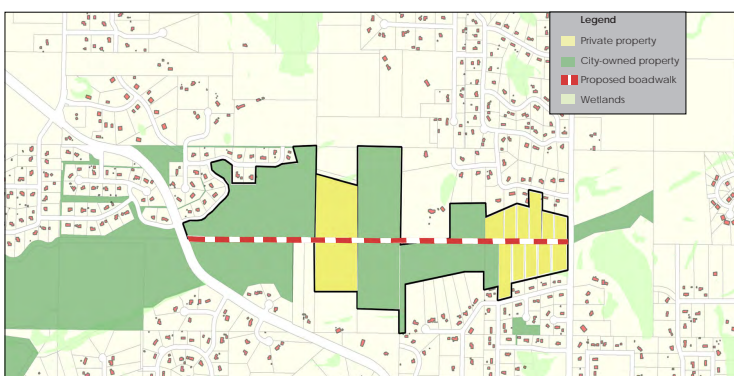
The Trott Brook River is home to many wild animals. The implementation of green infrastructure would allow animals to continue to move while allowing people to travel from Armstrong Blvd to Variolite St.



Lots in the Trott Brook Subdivision (outlined above) will have to approve this extension since it will cross into their property. However, there are no existing structures in the proposed path. Since this area is wetland, the only appropriate infrastructure would be green infrastructure. This connection would allow residents from this subdivision and neighboring residents access to the rest of the greenway system.

Proposed: Greenway Boardwalk

This extension has the ability to increase property values within the Sports Haven Subdivision and provide those residents with the ability to access the greenway system. The boardwalk would allow for the preservation of the wetland area while simultaneously providing access to natural areas.



Steps to Implementation

- Step 1:** The twelve property owners (see above map) will have to agree to the proposed boardwalk plan.
- Step 2:** Property owners would have to approve an easement or dedicate a portion of their property to the City for the boardwalk.
- Step 3:** The construction of the boardwalk will be an expensive project but the benefits will be seen immediately after installation and for years to come.

These landowners will benefit greatly from this installation in the form of **increased property value**, **access to the greenway trail for recreation**, and the ability to have a close **connection to the wildlife in their backyard** as well as access to the rest of the community.



Boardwalk benefits: The installation of a boardwalk across Trott Brook River would lead to the **connection** of a community, the **preservation** of natural landscape, an **increase in property values** located near the boardwalk, as well as bringing Ramsey residents **closer** to the natural environment. In the next poster, we will explore **added benefits** that a separated bike lane provides the Ramsey community.

Circle of Ramsey

Linking People and Landscape Through Greenways

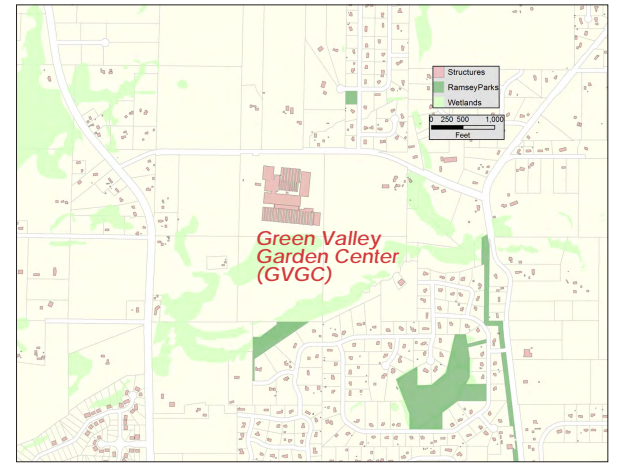
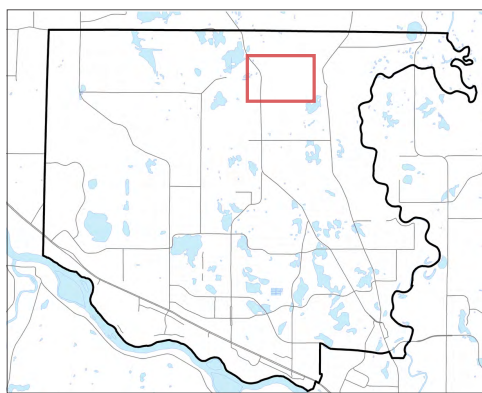


Extension 3: Green Valley Road

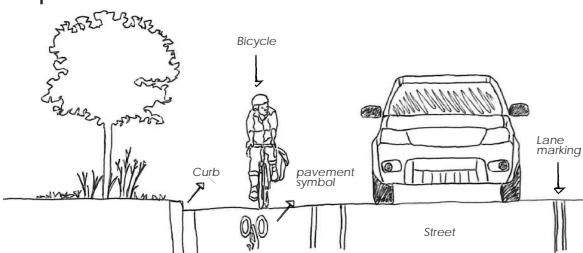


The Green Valley Garden Center (GVGC) provides a wealth of gardening products and services for Ramsey and Twin Cities metro area. With almost 25 acres of indoor and outdoor growing space, **GVGC continues to grow along with demand.** As a prominent stakeholder in Ramsey's business community, GVGC employs many Ramsey residents. Connecting the GVGC to the Circle of Ramsey would provide GVGC employees, as well as neighboring residents increased **opportunity to partake in active forms of commuting.** A one-mile greenway extension between Nowthen and St. Francis Blvds on Green Valley Rd. could take the form of a **bike lane**, a **separated lane** or a **shared-use path**.

Existing: Commute by Vehicle

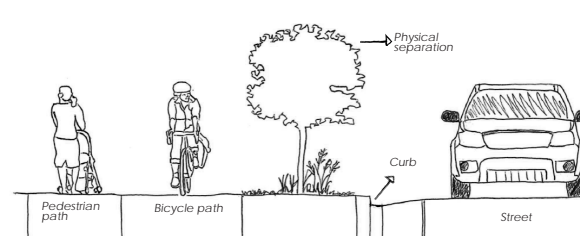


Option 1: Bike Lane



A traditional bike lane establishes an area for exclusive bicycle use. Bike lanes include **visual cues** like lane markings, **pavement symbols** and **signs** to make drivers aware of cyclists on the roadway.

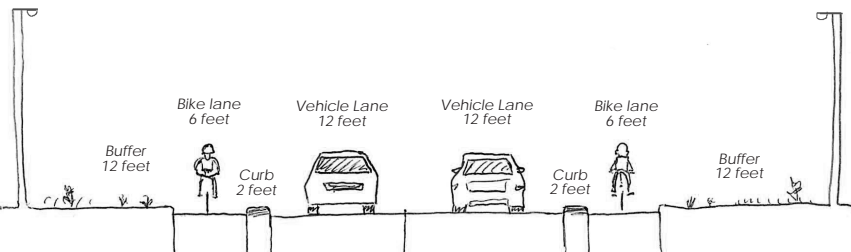
Option 2: Shared-Use Path



Shared-use paths provide a **separate travel space** for cyclists and pedestrians away from motor vehicle travel. These paths create a **low-stress environment** that is beneficial for both recreation and transportation.

Proposed: (Option 3) A Separated Bike Lane

Beyond providing Green Valley Garden Center employees with a safer and more comfortable bicycle commute to work, this greenway extension serves as a connection for the surrounding area. This connection includes a separated bike lane. This bike lane would be used exclusively by bicyclists and would be located directly adjacent to the Green Valley Road. Most importantly, it is physically separated from motor vehicle traffic by a vertical element like a post, bollard, raised median or planter. Separated bike lanes are suitable for cyclists traveling on high-speed and high-volume roadways.



Separated bike lanes are made up of:

1. The bike lane (**ideally 7ft wide**, to allow for side-by-side riding and passing)
2. The roadway separation (ideally a 1ft-3ft wide vertical element that is highly-visible to motorists)

In some cases, it may be suitable to add a pedestrian sidewalk adjacent to the separated bike lane. In addition to bike lane symbol markings on pavement, bike lane signs bring about more awareness of cyclists on roadways.



Photos of Green Valley Garden Center by Steve Scheider



Many people live within 5 miles of the GVGC. This greenway extension is a prime opportunity for recreation and exercise for these residents.



Just 2.5 miles from the GVGC is the Rum River Regional Park. A local destination for **conoeing**, hiking, fishing and more.



Located just 1.5 miles from GVGC, Fox Park offers more green space for residents to congregate, recreate and exercise.



Planning for greenway extensions: Equipping the Lake Itasca, Sports Haven Outlot Parcels and Green Valley Road sites with greenway infrastructure will **facilitate a connected Circle of Ramsey.** Now that we have seen three greenway extension examples, we can dive deeper into additional **planning and infrastructure recommendations** that will further support an integrated Circle of Ramsey.

Circle of Ramsey

Linking People and Landscape Through Greenways



Recommendations

Recommendations

Each of the three proposed extension sites serve as an important opportunity to connect The Circle of Ramsey. The development of **infrastructure, a culture of health, and policy** will reflect the City of Ramsey's commitment to a connected greenway trail system. The rendering below depicts the implementation of some of our recommendation in The Draw in Ramsey.



Infrastructure

There are several infrastructural developments that Ramsey can implement to promote greenway use:

- A **bicycle repair station** near to The COR
- Path **lighting** along frequently traveled routes
- **Pavement marking** and **signage**, bringing awareness to cyclists
- **Benches** and **garbage cans** in recreational areas
- **Reduced speed limits**, where bike lanes are present
- **Plow priority** for paths during snowy times
- **Bike racks** and **public restrooms** at parks, trail heads, etc.



These developments will make the Ramsey more **accessible, enjoyable** and **safe** for cyclists and pedestrians.

Policy & a Culture of Health

We recommend Ramsey to consider bicycle and pedestrian inclusive policies and cultural incentives to promote active greenway:

- **Placemaking**, a design approach which focuses on a local community's unique composition to create quality public spaces that contribute to people's health, happiness, and well being
- **Way finding** signs throughout the Circle of Ramsey, to help people orient themselves towards their destinations
- **Community rides** offer residents opportunities for group socialization and exercise, as well as encourage visits to local businesses
- **Bike-to-work-week** encourages healthy competition among places of employment
- **Safe Routes to School (SRTS)** is a national organization, coordinated locally by MN Dept. of Transportation. In conjunction with schools, families, public health professionals, planners, community groups, and law enforcement officers, SRTS aims to make it safer for students to walk and bike to school using education, encouragement, engineering and enforcement to meet a local community's needs.
- **Shower facilities** at places of work

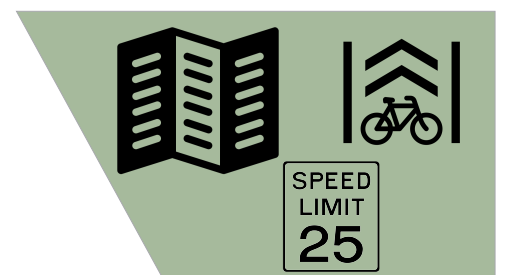


Ramsey should adopt a **Complete Streets Policy** which sets a standard for the design and operation of streets for all users.

Minimum Standards for County Roads

Should Ramsey decide to embrace alternative forms of transportation, there are minimum standards to be implemented on county roads. Beyond **pavement marking, signage** and **reduced speed limits**, Ramsey should consider:

- **Educational outreach** will be critical for Ramsey to help educate drivers, cyclists and pedestrians about shared road space and traffic law. Ramsey may consider using television and radio **public service announcements, educational videos, traffic safety guides** in the form of brochures, and the **integration of traffic safety into school and driver training curricula**.



Recommendations for a vibrant tomorrow: There are several infrastructural, policy and cultural changes that Ramsey can make that will help to promote a safe, fun, and functional greenway network for all residents. As we will see in the following poster, Ramsey's decision to implement bicycle and pedestrian friendly infrastructure and policy today, promotes a greener, healthier and economically vibrant Circle of Ramsey tomorrow!

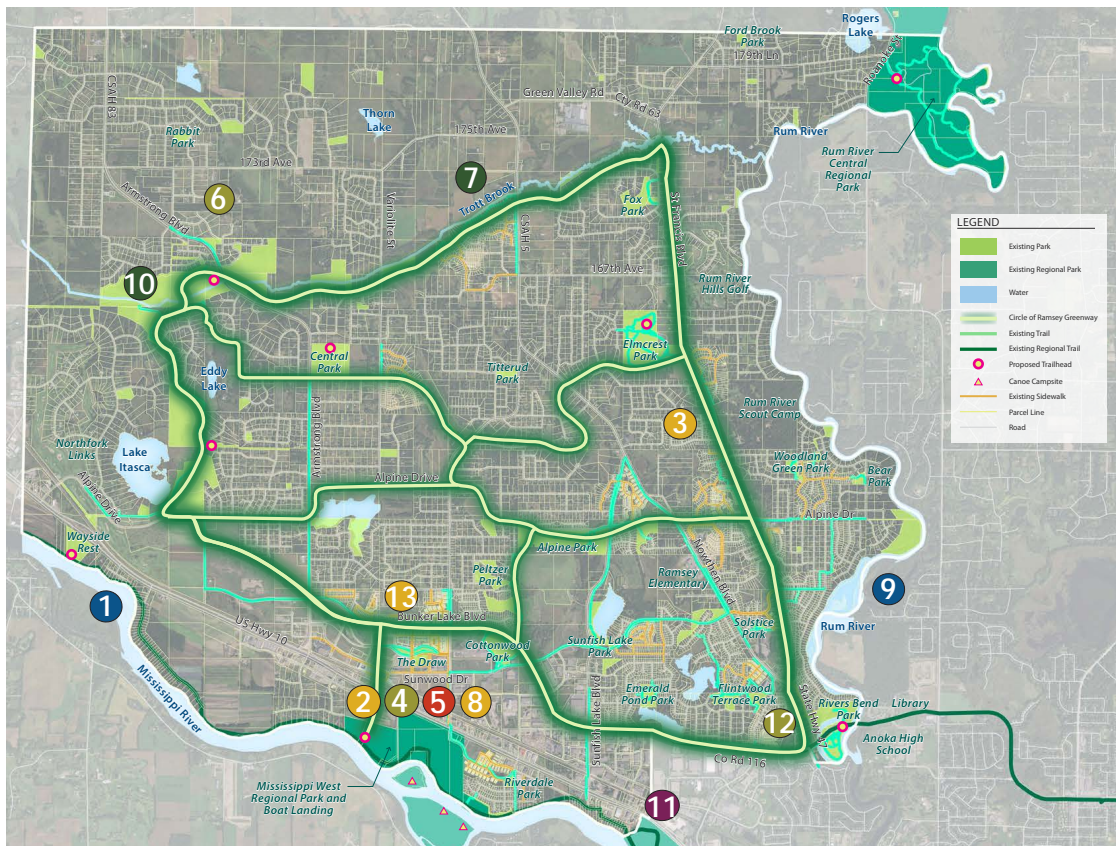
Circle of Ramsey

Linking People and Landscape Through Greenways



Conclusion

The Circle of Ramsey provides residents to meaningful opportunities for recreation, nature preservation and active transportation. Beyond the benefits explored in our extension sites, residents will be connected to many destinations throughout the city, including the community connections explored in the thirteen following projects.



Community Connections in the Circle of Ramsey



7. Vibrant Streets

Street trees will ensure that future generations of Ramsey residents will share in the benefits of more engaging public spaces, a thriving natural environment and a connected community.



8. Housing Opportunity

While Ramsey offers many types of housing, The COR is home to a rare housing type: multifamily rental units that are accessible to people at all life stages and income levels.



9. Water Resources

Ramsey is rich in water resources like wetlands, lakes, and the Rum and Mississippi rivers; assets which need support and protection to sustain their value to the community.



10. Pollinator Habitats

Pollinator friendly habitats are critical in preserving Ramsey's natural environment, while connecting old and new throughout projected urban growth.



1. Mississippi Shoreline

The Mississippi River provides residents recreational opportunities and a scenic landscape along both private property and public land.



4. The COR

The COR acts as a central gathering place in Ramsey, using placemaking as a tool to serve residents and visitors alike.



11. Highway 10 Corridor

As the Gateway to Greater Minnesota, Highway 10 is both an introduction and showcase of Ramsey with dozens of businesses that support outdoor recreation.



2. Business Incubator

A co-working space in City Hall will attract local and aspiring entrepreneurs and provide them with a central location for innovation and collaboration.



5. Community Center

The COR is a potential location for a centralized community center or hub for satellite centers, offering multiple services and amenities to all residents.



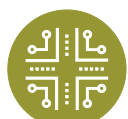
12. Old Town Hall

The Old Town Hall creates a sense of place and acts as a connection to Ramsey's rural roots.



3. Development Fees

Development fees support the construction of parks and trails, like the trail along St. Francis Blvd.



6. Infrastructure Inventory

When Ramsey uses software to manage their infrastructure, they are better able to care for their assets such as fire hydrants in the Ramsey's northwest neighborhoods.

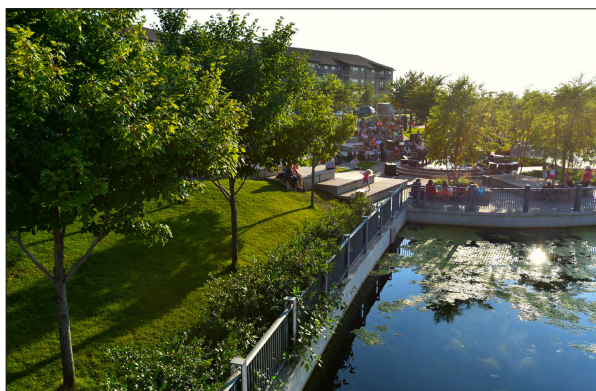


13. Retail Market

The potential for a thriving retail environment in Ramsey is bolstered by greenway connection, abundance of green space, and an array of outdoor and recreational assets.



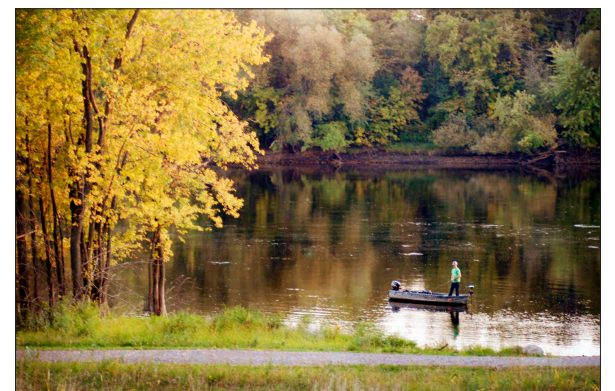
Through the Resilient Communities Project, Urban and Regional Planning students have had the opportunity to propose land-use innovations, planning solutions and development strategies, seen in the thirteen projects above, in order to inform policy that promotes resilience for generations to come. As one of these projects, The Circle of Ramsey, including the Lake Itasca, Sports Haven and Green Valley Road extension sites explored in this project, facilitates community connection to destinations and assets throughout the city.



The Draw Amphitheatre is a special destination in Ramsey, MN, providing natural beauty for COR residents and visitors alike. This multi-use public space can be used for weddings, performances or simple picnics and is a priority connection in The Circle of Ramsey.



The Northstar Commuter Rail Station: Located next to City Hall in The Cor, Ramsey's Northstar Station and surrounding area is an example of transit-oriented development (TOD), connecting residents to destinations in town, as well as in the greater Twin Cities metropolitan region.



Scenic Rivers: Both the Rum and Mississippi Rivers pass through Ramsey, offering residents and visitors access to outdoor recreation opportunities like fishing and boating, as well as biking, jogging and hiking along adjacent trails.

Meeting Date: 01/11/2018

By: Mark Riverblood, Engineering/Public Works

Information

Title:

Recommend Developing a Schematic Design-level Plan for the Lake Itasca Greenway

Purpose/Background:

In 2015, the City refined concept plans for the as yet undeveloped parks in The COR, and this plan, referred to as The Parks and Public Realm Framework, was essentially ratified as part of The COR Interim Development Plan. This planning document outlined a plan for the Lake Itasca Greenway, connecting The COR to the future Lake Itasca Community Park.

During the community discussion on the proposed Planned Unit Development called Northfork Meadows (2017, that was not approved), it became apparent that more detail and planning work would be very useful for the proposed greenway. Therefore, Staff is requesting Commission support for developing the Lake Itasca Greenway to the schematic design level.

Staff is presently investigating this planning opportunity through the Resilient Communities Program through the University of Minnesota, and may know what is available in the next few weeks. (Draft Scope of Work attached—the relevant portion of these notes are highlighted). Additionally, there is a greenway project **that is approved** through RCP that has design elements that relate to the Lake Itasca Greenway in a more macro way, via a Story Map project for the larger, Circle of Ramsey. The Scope of Work agreement for that project is attached, for your information. Examples of Story Maps are here: <https://storymaps.arcgis.com/en/> (may have to copy and paste this link)

Notification:

Observations/Alternatives:

Funding Source:

No funding is authorized as part of this case.

Recommendation:

Staff recommends the Commission support investigating opportunities to develop the proposed Lake Itasca Greenway to the schematic design level.

Action:

Motion to approve the Lake Itasca Greenway as a priority for planning purposes, and develop schematic design-level plans.

Attachments

COR Parks Plan

Lake Itasca Greenway Exbt NF Meadows

Potential SOW schematic design

SOW Story Map

Form Review

Inbox

Grant Riemer

Form Started By: Mark Riverblood

Final Approval Date: 01/05/2018

Reviewed By

Grant Riemer

Date

01/05/2018 02:24 PM

Started On: 01/05/2018 12:41 PM

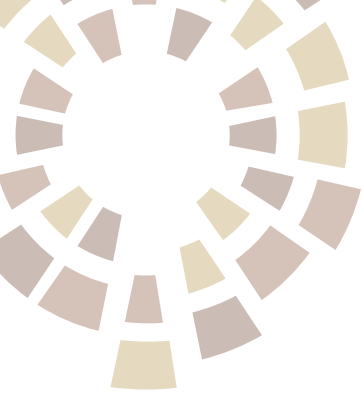


The COR Public Realm Framework



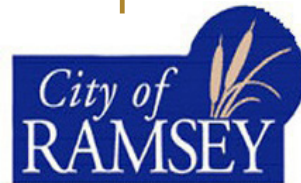
The COR Parks + Public Places City of Ramsey, Minnesota

Public Realm Framework + Cost Evaluation
December 2015



Lake Ramsey Commons Rendering (Satoko Muratake, 2016)

Prepared For



Prepared By

BRUCE JACOBSON
LANDSCAPE ARCHITECT



PERFORMANCE
DRIVEN DESIGN.

History & Context

In the late 1990's, following a citizen-led referendum calling on the City of Ramsey to develop a 'town center', Ramsey has forwarded an innovative vision for a new downtown district (The COR, an acronym for City of Ramsey), defined through a sequence of adopted plans that have led to a variety of successful development projects in all categories including; housing, school, medical, office, municipal, commercial and the focus of this study, new additions to the city park and trail system—within and connecting to The COR.

(Excerpts from the 'Mississippi Skyway Preliminary Engineering Report' – SRF et al. 2014)

"The City of Ramsey, with the Metropolitan Council, has envisioned a multi-modal town center, with access via commuter rail, car, bicycle, and on foot. The 'COR' development is a planned 400 acre mixed-use and transit-oriented development site that includes a mix of residential housing choices for people of all incomes.

Establishing parks and creating quality recreational and open space opportunities remains a high priority for the City. The CITY OF RAMSEY 2030 COMPREHENSIVE PLAN UPDATE identifies the need to "Create vehicular and non-vehicular linkages to neighboring communities and between city neighborhoods, trails, recreation, work and shopping" as a component of their future planning checklist.

The Mississippi Skyway pedestrian bridge will provide a critical direct pedestrian and bicycle connection between the City of Ramsey's pedestrian-oriented 'COR' development, the Ramsey Northstar Station, Ramsey Park & Ride and the resources associated with the Mississippi River and attendant regional amenities. Currently, Trunk Highway 10 (TH 10) and the parallel BNSF Railway Company



Ramsey Town Center Master Plan (CLOSE, 2001)



Proposed Mississippi Skyway (SRF, 2014)



Development Plan 6.0 (Landform 2012)

and Metro Transit Northstar Commuter Rail railroad corridor are barriers to safe pedestrian and bicycle access between The COR and the river.

At its heart, the Mississippi Skyway project is about overcoming boundaries to safe bicycle and pedestrian circulation while expanding and enhancing multi-modal transportation, economic development and recreational options to promote a livable, vibrant region and community."

More recently, The City of Ramsey invited a team of consultants to work with City Department Leadership to set baseline assumptions that would help inform ongoing decisions related to future park and trail projects within The COR. This process outlined expected uses, facilities and features (a very basic design program), that was translated into a preliminary estimate of potential construction costs for each of the primary COR area components. Study conclusions included a summary of possible 'Scenarios + Strategies' available to support project funding and implementation.

Public Realm Framework



COR Public Realm Framework Plan (Jacobson/LHB 2015)

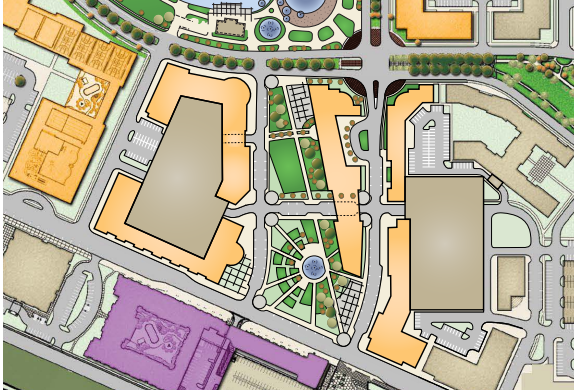
The Public Realm is what gives cities, districts and neighborhoods their identity - their unique sense of PLACE. Typically the public realm includes streets, parks, plazas, trails and other amenities, oftentimes integrating both public and private property. For the City of Ramsey, it is this network of connected spaces (illustrated in the Public Realm Framework Diagram above), that sets the stage for further development, defines the qualities and character (the Brand), and also promotes The COR as a vibrant, dynamic, must-experience local and regional destination.

The COR is designed to put the pedestrian first, by creating a safe and completely walkable environment. Active uses along the street reinforce its vitality, as does traffic-calming measures and accommodations for bicycles. Pedestrian through-block pathways connect destinations, providing equally inviting alternatives to the more traditional sidewalks along the street.

With increasing demand for efficient and innovative design, the public realm is frequently both a working landscape as well as a beautiful one. Water is captured and used. There is potential for energy generation in the form of sun, wind and geothermal to be harvested and distributed beneath parks, streets and pathways to serve projects within the community. Plants are selected to help clean the air and sequester carbon, and urban agriculture creates productive landscapes within available open space.

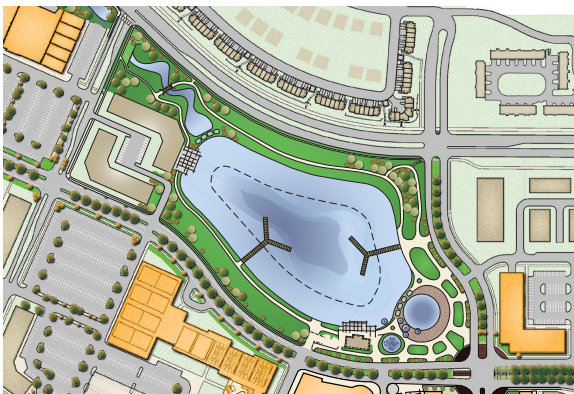
This study values the many contributions made by others, both in previous planning work and completed projects. While this study acknowledges the overall context of these various accomplishments, the primary focus here is on three primary components within The COR including: the Municipal Plaza, Lake Ramsey Commons, and the Greenway Trail Connection.

Framework Components



Municipal Plaza

In each of the many different planning frameworks over the years, the Municipal Plaza has been identified as the primary civic space at the very heart of The COR. Located directly across Sunwood Drive from Ramsey City Hall, this crucial public amenity will serve as the central gathering space for day-to-day activities and will certainly attract heightened private sector interest in development of adjacent properties.



Lake Ramsey Commons

As the major public amenity illustrated in the Development Plan 6.0, Lake Ramsey Commons will become a spectacular water-centric addition to the emerging park and trail system that connects the whole community. It holds a key position as the connecting hub between The Draw to the east, the proposed Greenway Trail Connection to the west, the Municipal Plaza and Commuter Rail Station to the south, with the proposed Mississippi Skyway linking the regional park and trail to The COR.



Greenway Trail Connection

Various scenarios and alignments were studied, and each in their own way serve to illustrate the strategic opportunity to connect amenities in The COR with Lake Itasca to the west via a public greenway trail. The greenway provides visual continuity east-west through The COR, and becomes the preferred access route for the hundreds of residential units between Lake Itasca and the retail destinations within The COR—strengthening the vitality of these commercial enterprises.

Frame of Reference - Examples of Park Construction Costs

The 'Estimates of Potential Construction Costs' included on the following pages are somewhat conservative and general in content. For the purposes of this study, costs will serve as a solid foundation for further discussion/decision as detailed design work proceeds for each component.



Gold Medal Park
~\$15/SF



Bloomington Central Station
~\$50/SF



Target Field Plaza
~\$100/SF

Municipal Plaza



Alternative Plan for Consideration (Jacobson/LHB 2015)

Simply stated, Municipal Plaza is the single most important component of the COR Public Realm Framework. It is the place to meet, the orientation point for wayfinding in The COR, and serves as the gateway to other public amenities and attractions nearby. Sitting at the crossroads of strong civic presence, residential density, transit options and retail storefronts, this location brings together all the elements of innovative and sustainable city-building.

Exploring several possible configurations confirmed the need to fully integrate uses, amenities and materials with Sunwood Drive (Ramsey's Main Street) while creating a clearly visible and accessible connection between the proposed Mississippi Skyway and Lake Ramsey Commons. This vital 'public promenade' along Center Street provides the primary north/south armature through The COR and also links a variety of facilities and amenities such as the Regional Park, The Draw, North Commons and other destinations. (See also the document addressing a realigned Regional Trail through The COR along Center Street, entitled 'Central Anoka County Trail and connection to Mississippi West Regional Park'.)

For the purposes of defining potential costs for future construction, a preliminary list of park elements (or a basic design program) was discussed including:

- Flexible use, paved plaza area to accommodate special events such as Happy Days
- Interactive, decorative, sculptural water feature as a City icon
- Integrated stormwater management and other infrastructure systems
- Formalized planting design representing Minnesota landscapes (lake, prairie, woodland, etc.)
- Lighting, furniture, art and other elements to create unique identity and character

Recommendations

The Municipal Plaza will clearly identify the center of civic life and support a variety of daily activities within The COR. This key public PLACE represents a rare opportunity within the City of Ramsey to encourage vertical mixed-use development, with restaurants (and future retail stores) fronting the plaza. The relationship between The COR's Main Street (Sunwood Drive) and the Municipal Plaza as completely integrated pieces of the whole, is critical for the success of this district.

When completed as envisioned, the combined presence of these two public realm components, The Plaza and Main Street, will create a signature destination, and will leverage additional private-sector investment in this area. 'Restaurant Row', as part of the unique mix of uses within and adjacent to the Municipal Plaza, will contribute to the intensity and vibrant street life that characterize successful placemaking. To realize its full potential at this location (in contrast to sites along Lake Ramsey) will require a solid commitment from both public and private participants to integrate these types of ground floor uses within development projects near the Plaza.

District parking strategies need to be explored and pursued to address issues related to vehicle movement, convenient access, and to provide maximum benefit/support for mixed-use development throughout The COR—and this is true for the park spaces too. While district parking is likely to begin with centrally located surface lots, over time, as new development intensifies, these will be converted to structured parking, either as stand-alone facilities (meeting specific design standards) or fully integrated within creatively designed development sites close to the Plaza. There are many precedent projects, local and national examples, which illustrate the variety of options available, from traditional approaches to the latest advancements in flat floor, flex-use/convertible strategies.

Primary Project Elements



Fountain and open space



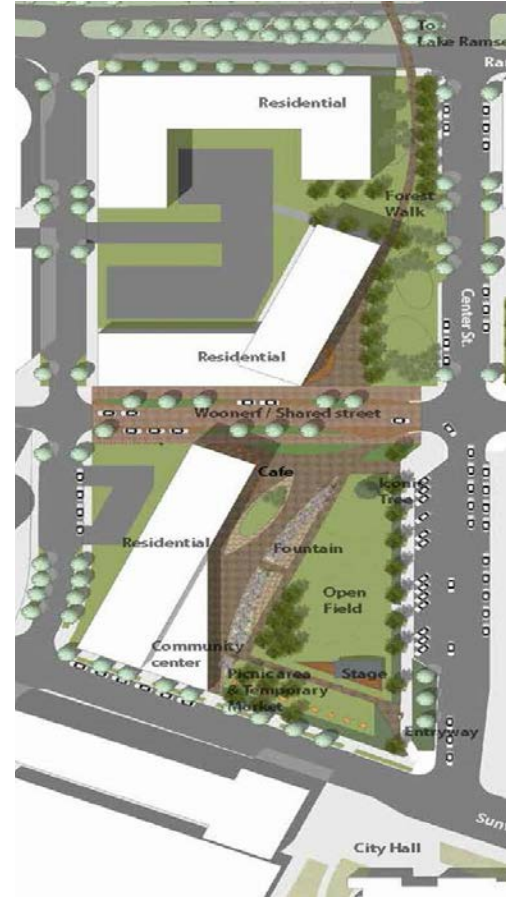
Shared street in commercial district



Welcoming edges, gateway to park



Forest walk to Lake Ramsey



Illustrative Plan (Cunningham Group 2013)

Municipal Plaza

Basic assumptions that support Estimate of Potential Construction Costs:

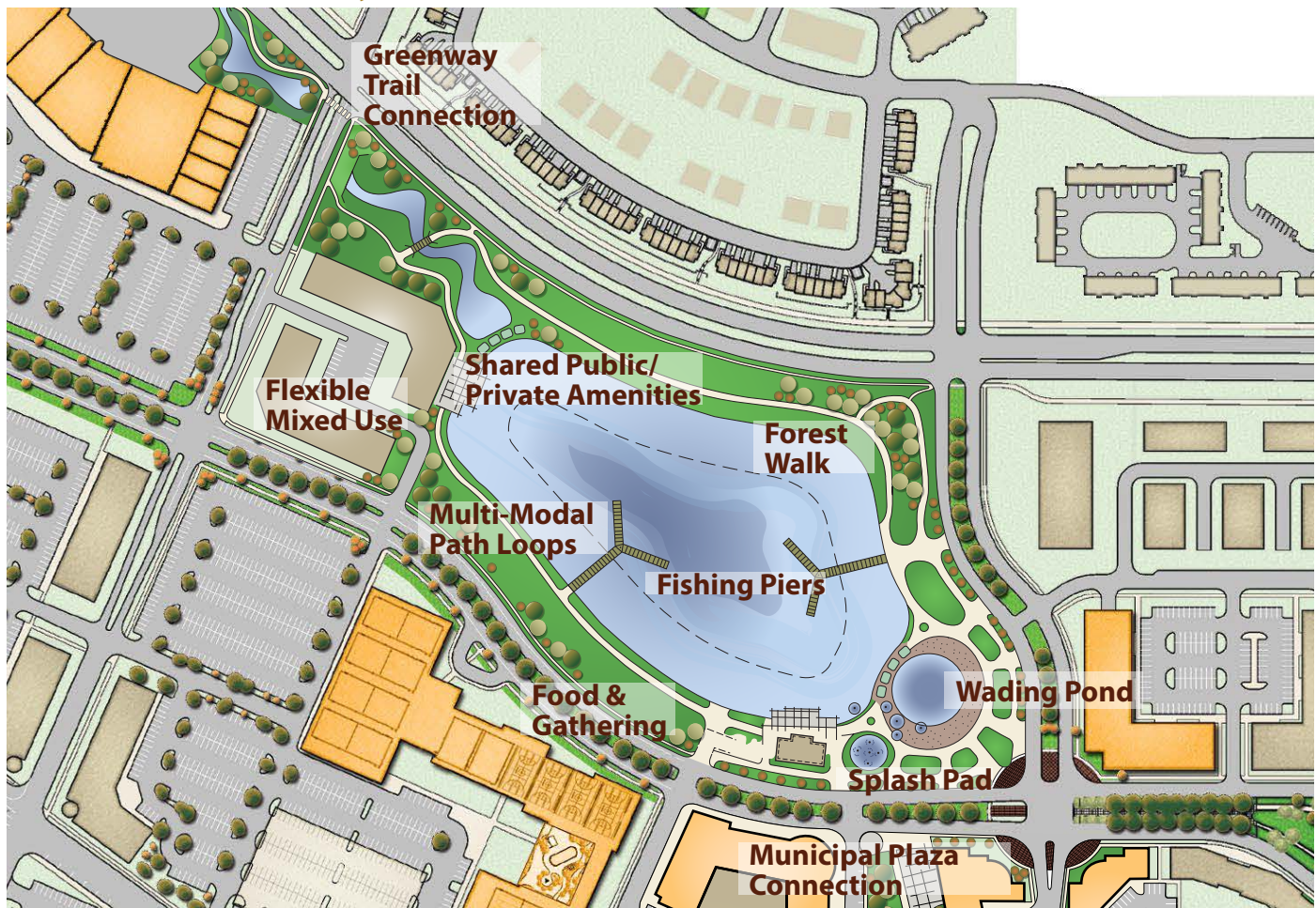
- Total acres/square footage (approximate): 2 acres/87,120 square feet

Estimate based on park elements illustrated on Concept Studies:

| | |
|--|--|
| 1. pavement (1/2 of total park area) 43,560 x \$15/square foot | \$ 650,000 |
| 2. plantings (1/2 of total park area) 43,560 x \$12/square foot | \$ 525,000 |
| 3. stage area canopy (space frame/awning) | \$ 250,000 |
| 4. lighting 70 pedestrian scale fixtures x \$5,000 each | \$ 350,000 |
| 5. furniture i.e. planter walls, benches, bike racks, receptacles, etc | \$ 300,000 |
| 6. signage including large monument, information, direction | \$ 100,000 |
| 7. water feature (decorative, interactive, sculptural) | \$ 200,000 |
| 8. excavation/grading 25,000 cubic yards x \$3/cubic yard | \$ 75,000 |
| 9. stormwater (surface / below ground), utilities, infrastructure* | \$ 250,000 |
| Subtotal | \$ 2,700,000 |
| Contingency and Soft Costs | \$ 810,000 |
| TOTAL | \$ 3,510,000 or \$ 40.29 per square foot |

*District systems approach vs. site by site.

Lake Ramsey Commons



Lake Ramsey Commons Plan (Jacobson/LHB 2015)

As a major new public amenity, Lake Ramsey Commons has the potential to fulfill a list of much-discussed objectives related to water-oriented recreational uses in the community. This is an opportunity to integrate natural systems, with a focus on water resources and native landscapes, within an urban, pedestrian-oriented environment. As an added benefit, this will create an inviting backdrop for new development, active and passive recreation venues and other attractions. A destination in and of itself with proposed loop walkways and bicycle trails, The Lake also makes important connections to similar systems at The Draw and to points west as part of the proposed Greenway Trail connection to a proposed new community park at Lake Itasca. For the purposes of defining potential costs for future construction, a preliminary list of park elements (or basic design program) was discussed including:

- Concrete lined wading pond and sand beach
- Splash pad play area / water feature
- 6 to 7 acre lake with fishing pier(s) and other public access locations
- Pavilion/picnic shelter designed as a multi-purpose structure

Recommendations

Prepare a preliminary (schematic design) drawing set for the Lake Ramsey Commons land parcel to guide ongoing, and future excavation in this area. Define a prescribed phasing

sequence that supports both future park construction and the need for fill material in the rest of The COR. Complete a detailed survey of this land parcel; stake out the extent of proposed lake boundaries and other park elements to clearly define the limits of disturbance and the potential for tree planting and other restorative landscape installations relating to the lake and greenway connections.

Survey a specific parcel along the lake edge to be reserved for future food / concession venue; promote the idea of one lakeside restaurant similar to Tin Fish (Lake Calhoun) or Bread and Pickle (Lake Harriet) in Minneapolis. This singular food venue will provide the desired lakeside dining experience without diminishing the level of intensity and street activity needed to support successful mixed-use and restaurant development around the Municipal Plaza.



Lake Ramsey Commons Rendering (Satoko Muratake, 2016)

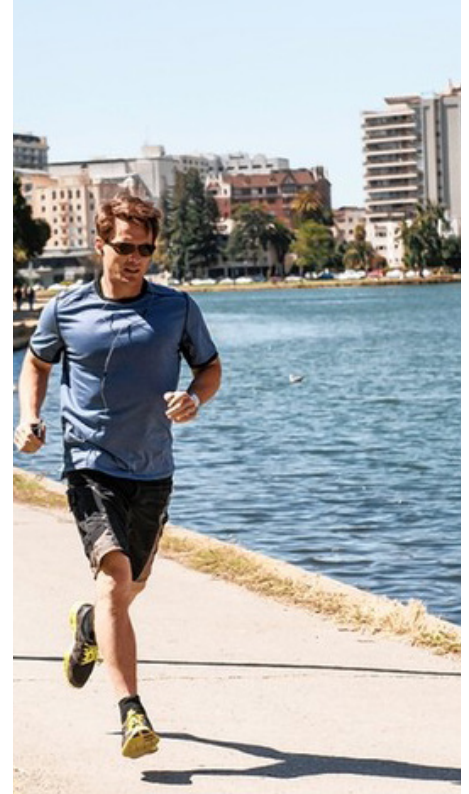
Primary Project Elements



Bike trail and path



Wading Pond and splash pad



Pedestrian paths



Planted, soft edges



Flex use pavilion

Lake Ramsey Commons

Basic assumptions that support Estimate of Potential Construction Costs:

- Total acres/square footage for park area (approx.): 13.5 acres / 588,060 square feet
- Total acres/square footage for lake (surface area approx.): 6 acres / 261,360 square feet

Estimate based on park elements illustrated on Concept Studies:

| | |
|---|-----------------------------|
| 1. concrete wading pond, overlook; \$6/sf | \$130,800 |
| 2. concrete bike trail and pedestrian path; \$5/sf | \$ 270,000 |
| 3. plantings ~ 200,000 square feet x \$5/square foot | \$ 1,000,000 |
| 4. lighting 70 pedestrian scale fixtures x \$5,000 each | \$ 350,000 |
| 5. furniture, signage and lighting | \$ 750,000 |
| 6. splash pad play water feature (interactive, sculptural) | \$ 300,000 |
| 7. entry plaza including pavement, sculpture | \$ 100,000 |
| 8. fishing pier | \$ 30,000 |
| 9. pavilion (flex use, picnic shelter, no rest rooms) | \$ 250,000 |
| 10. excavation/grading 183,000 cubic yards x \$3/cubic yard | \$ 540,000 |
| 11. lake liner 300,000 square feet x \$3.50/square foot | \$ 1,050,000 |
| 12. stormwater (surface / below ground), utilities, infrastructure* | \$ 300,000 |
| Subtotal | \$ 4,710,800 |
| Contingency and Soft Costs | \$ 1,413,240 |
| TOTAL | \$ 6,224,040 |
| | or \$ 10.58 per square foot |

*District systems approach vs. site by site.

Greenway Trail Connection



Greenway Trail Connection Plan (Jacobson/LHB 2015)

This essential Greenway Trail Connection provides another opportunity within The COR to meet overlapping objectives for multiple use, district systems, wildlife habitat and other desired functional and aesthetic outcomes. While traditional bicycle/pedestrian trails and related amenities will certainly be a key component, the series of ponds, wetlands and other water-resource related features will provide the unique setting and ecological benefit derived from a more innovative approach to greenway design. For the purposes of defining potential costs for future construction, a preliminary list of greenway trail elements (or basic design program) includes:

- Combined bicycle / pedestrian trail
- Multiple locations for rest stops, interpretive / educational elements
- Multiple locations for boardwalk / bridge crossings
- Integrated drainage / stormwater management system to serve this district

Recommendations

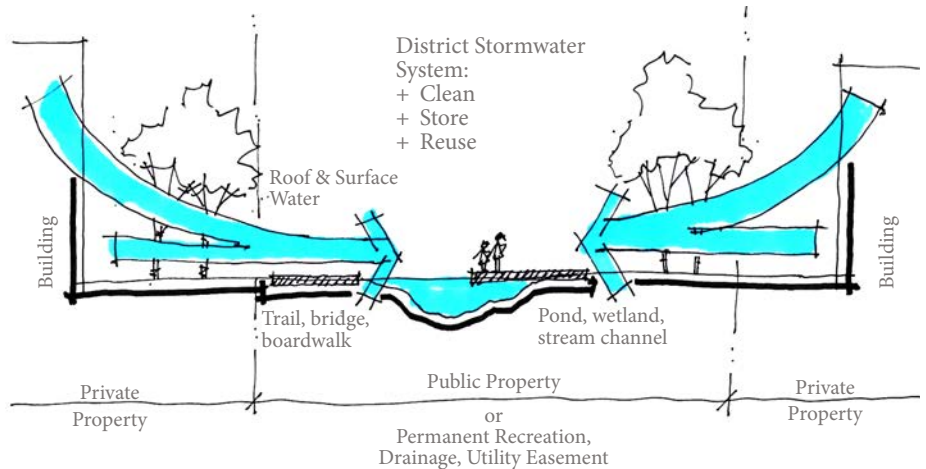
There is an opportunity to explore alignments for this Greenway Trail Connection that might provide greater benefits to the northwest quadrant of The COR – measured in social, economic and environmental value added. With modest enhancements to the existing trail along Bunker Lake Boulevard, and expanded greening initiatives west of the Ramsey Parkway, there is

great potential to frame this quadrant on the north and south with attractive green corridors. Both of these travel routes accommodate multi-modal options, but with heavy emphasis on the automobile.

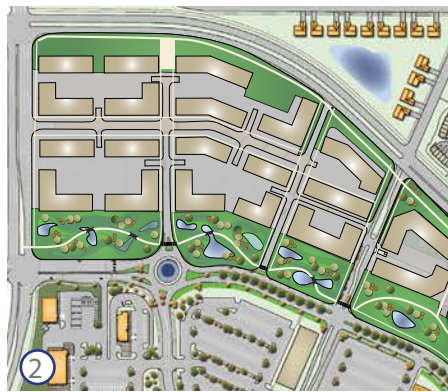
A third option, a meandering Greenway Trail Connection through the center of this quadrant not only provides a much-needed green amenity in this part of The COR, but also creates another valuable development ‘frontage’ to enhance land value and encourage private investment. This centrally located alignment will also provide opportunities for innovative approaches to district systems, particularly water resources – with the added benefit of an off-street, dedicated bicycle and pedestrian corridor linking local and regional trail networks.

The location and alignment of the Greenway Trail Connection will have considerable influence on development patterns in this quadrant of the COR. The various scenarios illustrated on pages 10 and 11 attest to the wide range of land use options; from ‘super block’, car oriented, destination convenience shopping, to finer grained, pedestrian-scaled, residential neighborhoods. This kind of imbedded public amenity will build value across multiple objectives, at individual site and district scale—leading to innovative, economically sustainable outcomes.

Greenway Trail Alternative Alignments



6.0 Plan Greenway Trail Opportunity (Jacobson/LHB 2015)



Alternative: South Greenway Trail Alignment (Jacobson/LHB 2015)



Ramsey Town Center Master Plan (CLOSE, 2001)

Greenway Trail Connection

Basic assumptions that support Estimate of Potential Construction Costs:

- Total acres/square footage for COR Greenway Connection (approx.): 2.5 acres / 108,900 square feet

Estimate based on park elements illustrated on Concept Studies:

| | |
|---|---|
| 1. excavation/grading 2,000'L x 30'w x 10'd x \$3/cubic yard | \$ 100,000 |
| 2. concrete combined trail (10') 20,000 square feet x \$5/square foot | \$ 100,000 |
| 3. rest stops along trail including pavement, bench, canopy (4) | \$ 120,000 |
| 4. pedestrian/bike bridges across stormwater features (4) | \$ 200,000 |
| 5. lighting 20 pedestrian scale fixtures x \$5,000 each | \$ 100,000 |
| 6. signage including large monument, information, direction | \$ 50,000 |
| 7. miscellaneous utilities/infrastructure | \$ 50,000 |
| 8. plantings 100,000 square feet x \$5/square foot | \$ 500,000 |
| 9. stormwater (surface / below ground), utilities, infrastructure* | \$ 300,000 |
| Subtotal | \$ 1,520,000 |
| Contingency and Soft Costs | \$ 366,000 |
| TOTAL | \$ 1,886,000 or \$17.30 per square foot |

*District systems approach vs. site by site.

Funding Scenarios and Strategies

Scenario 1 - Proximity to Parks; Revenue Producing Factors

This Scenario is based on a series of studies conducted by the Trust for Public Land (TPL), and more specifically their 2011 study for the City of Seattle (see attached). Similar calculations for The COR might offer several strategies to capture revenue specifically allocated for park and trail improvements.



- Value of properties within 500 feet of parks
- Value attributable to parks (4.84%)
- Property tax revenue from properties within 500 feet of parks
- Tax revenue attributable to parks (4.84%)

Strategies:

1. Capture a portion of increased property value – park and trail fees calculated as a percentage of property values attributed to nearby parks (adjusted premium per acre land sale cost)
2. Capture a portion of increased tax revenue – park and trail improvements calculated as a percentage of tax revenue attributed to nearby parks (then defined within the Parks' CIP)

Scenario 2 - District Stormwater Management System; Shared Costs for Infrastructure

This Scenario is based on recent work with the Mississippi River Watershed Management Organization to design and implement a district stormwater management system for the Prospect North redevelopment project in Minneapolis. Through additional research/design provided by Barr Engineering (and other sources) overall project objectives and design parameters were defined that would yield savings (and produce better overall outcomes) for both the City and property owners/developers. This approach used the following baseline assumptions:



To meet city standards for stormwater management through a traditional site-by-site approach, property owners/developers would typically spend between \$90,000 – 150,000 per impervious acre to be treated.

To meet city standards for stormwater management through a district/shared system approach, costs will typically range from \$50,000 – 90,000 per impervious acre to be treated (depending on the level of detail/intensity of the final design).

A couple things to note: The ranges shown above include both engineering/design fees and final construction costs. Ultimately this demonstrated multiple benefits and project efficiencies that meet functional (permitting) requirements and yield significant cost savings using the district/shared system approach, while at the same time raising the bar in terms of aesthetics, habitat creation, recreational use, increased property values and other positive outcomes.

Strategies:

1. Secure commitments from potential/future property owners/developers to pay to the City, no more than they typically would for site stormwater management components (site-by-site), but discounted per the savings realized for participating in a district stormwater management approach. For example: agreeing to pay \$75,000 per impervious acre instead

of something around \$100,000 per impervious acre – and using the northwest quadrant of the COR to demonstrate how this might work, take the approximately 30 acres (north of the parkway and west of the Lake Ramsey), multiplied by 80% impervious land cover (buildings, parking lots, streets, etc.) equals 24 acres, multiplied by \$75,000 per acre (mid-range cost for shared approach) and the City would receive \$1,800,000 from property owners/developers to design and build the system (see Estimate of Probable Construction Costs – Greenway Trail + Stormwater Management Corridor).

2. Define permanent stormwater/utility/recreation/access easements (that run with the land) that will reserve adequate acreage to accommodate district system design and construction.
3. Draft agreements (we have a successful template/model for this) between property owners/developers and the City to clearly define relationships, roles/responsibilities, timelines and other considerations.

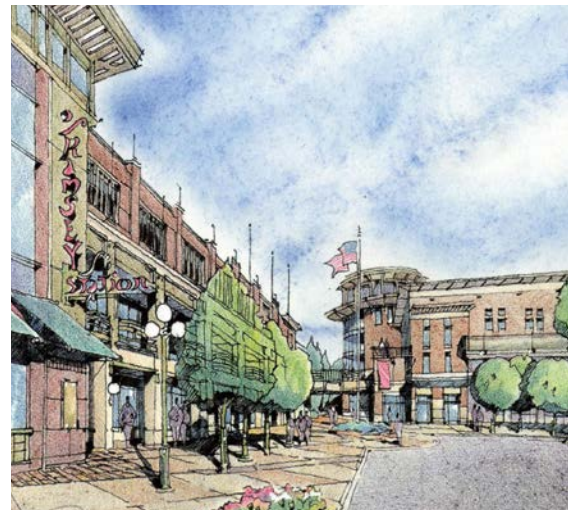
Scenario 3 - Metropolitan Council – Livable Communities Demonstration Account (LCDA)

This Scenario is based on recent success securing grant monies from the Metropolitan Council to support design and construction of public realm improvements. Over the past several years, their project selection/award criteria has changed somewhat to reflect more contemporary and innovative development approaches. Toward that end, they are no longer funding purely infrastructure projects, but are more interested in proposals that link specific development sites with public transit, district systems (stormwater, parking, etc.) and creative design of ‘signature public places’.

For example, in a recent successful application for the Prospect North Redevelopment District, the Metropolitan Council LCDA awarded one million dollars for improvements to Fourth Street (named “Green Fourth”), but also to be shared with the adjacent Cornerstone Development (mixed-use, housing over retail). Basically this one-third, two-thirds split is a mandate intended to thoughtfully integrate design solutions for both projects, including streetscape, stormwater management and other district system elements.

Strategies:

1. Seek willing development partners who will participate in shared-project scenarios similar to the example described above; with a specific focus on joint funding applications to help pay for various elements of your proposed signature parks and public spaces.
2. Carefully blend the interface between public and private property, particularly along the edges of proposed signature parks and public spaces, promoting flexible use, vibrant/inviting destinations and universal access. This will build a strong case for shared funding while illustrating the many shared benefits of an integrated design and project implementation approach.



Funding Scenarios and Strategies, con't

Scenario 4 - 'Pilot Cities' + Demonstration Projects – Renewable Energy Corridors

This Scenario is a bit more complicated and potentially involves the shared efforts of the City, the Metropolitan Council, the McKnight Foundation and the Metropolitan Design Center (University of Minnesota, College of Design). For the next round of Comprehensive Planning (required for all/most cities), the Metropolitan Council and other participants have suggested an updated approach and expanded planning criteria that perhaps better respond to the “Grand Challenges” of our time (U of M President Kaler). These include at the very least; climate change, equity and health.



To support cities, both large and small, already beginning the process to update their Comprehensive Plans, this group of stakeholders have proposed a series of workshops and city-by-city roundtables that will drill down and help address the specific challenges and needs for candidate ‘Pilot Cities + Demonstration Projects’ that meet their criteria. While the specifics of this approach, and the selection criteria/process, are still being resolved, the City of Ramsey might ‘jump the queue’ by expressing interest and beginning to organize your planning steps to take advantage of this opportunity. Benefits include, precedent research and best practice models from around the world, facilitated workshops with specific focus on Ramsey issues, funding support for planning studies to help redefine objectives, and final Comprehensive Plan document preparation that highlights innovation and implementation priorities.

Strategies:

1. Meet with leadership at the University of Minnesota, Metropolitan Design Center to learn more about this opportunity and, if interested, begin to define your commitment and potential next steps.
2. Schedule working session(s) to draft a plan/approach tailored specifically to your needs, including overall process, preliminary task outline, schedule, participants, roles and responsibilities, issues/ideas and other study requirements.
3. Schedule first Ramsey Workshop and Focus Topic Roundtable meetings to officially launch this process.

Scenario 5 - Seek Partnerships – Grants + Loans + Other Funding Sources

While this Scenario may at first glance seem very familiar as a means to secure project funding, there is a much broader playing field and an increasing menu of opportunities across the local, state and federal spectrum. There have been numerous recent successful applications that integrated project objectives with various essential infrastructure and development components including:

- Shared eco/environmental outcomes and benefits
- Energy innovation demonstration projects
- Health initiatives matched with wellness programs
- Affordable/life-cycle housing
- Living-wage jobs and other initiatives

One example: Prospect Park Minneapolis was just awarded a McKnight grant for \$350,00 through their ‘Regional Communities and Energy Program’ to be used for detailed design of a district heating and cooling system (through District Energy Saint Paul) that will eventually serve more than 300 acres of mixed use/‘Innovation District’ development projects. This represents another major step toward sustainability goals, carbon reduction and a shift to renewable energy sources.

It is also important to note that this project is part of a layered approach that concurrently is working to integrate district infrastructure within a variety of proposed public realm improvements (parks, trails and so on). This includes district stormwater management, district energy and district parking, with a long-term view that shared systems will bring us much closer to the realities of living within our ‘resource budget’.

Specifically related to infrastructure, district systems and the public realm, this is an opportunity to take a leadership role in demonstrating how shared corridors (for example: the proposed Ramsey Greenway Trail + Stormwater Management Corridor) could integrate solar hot water, photo-voltaics, geothermal heating and cooling, and other innovative approaches. We can no longer afford to approach these opportunities as ‘single-issue’ projects; it’s not just a greenway with a trail, but it also needs to answer the question - “What else can it do?”

Strategies:

1. Take decisive steps toward creating a comprehensive list of public realm and infrastructure projects needed to support economic development outcomes you envision for the COR (and adjacent acreage).
2. Prioritize this list, seeking projects with overlapping/intersecting missions and objectives from various stakeholder groups, agencies and other funders; i.e. what types of projects fit their criteria that are also ready to move into the next stages of design and implementation.
3. Continue to develop a complete list of grant opportunities including key contact people, timeline, criteria, review process, examples of past applications and other factors that will improve your chances for success.

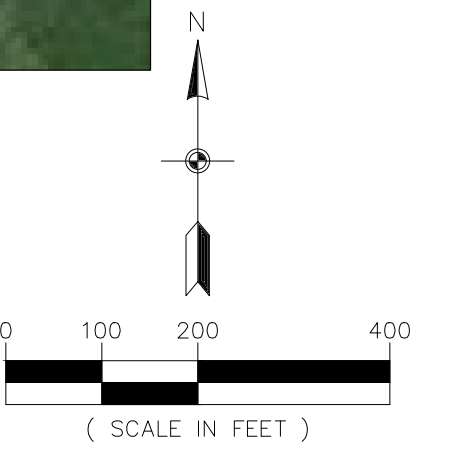
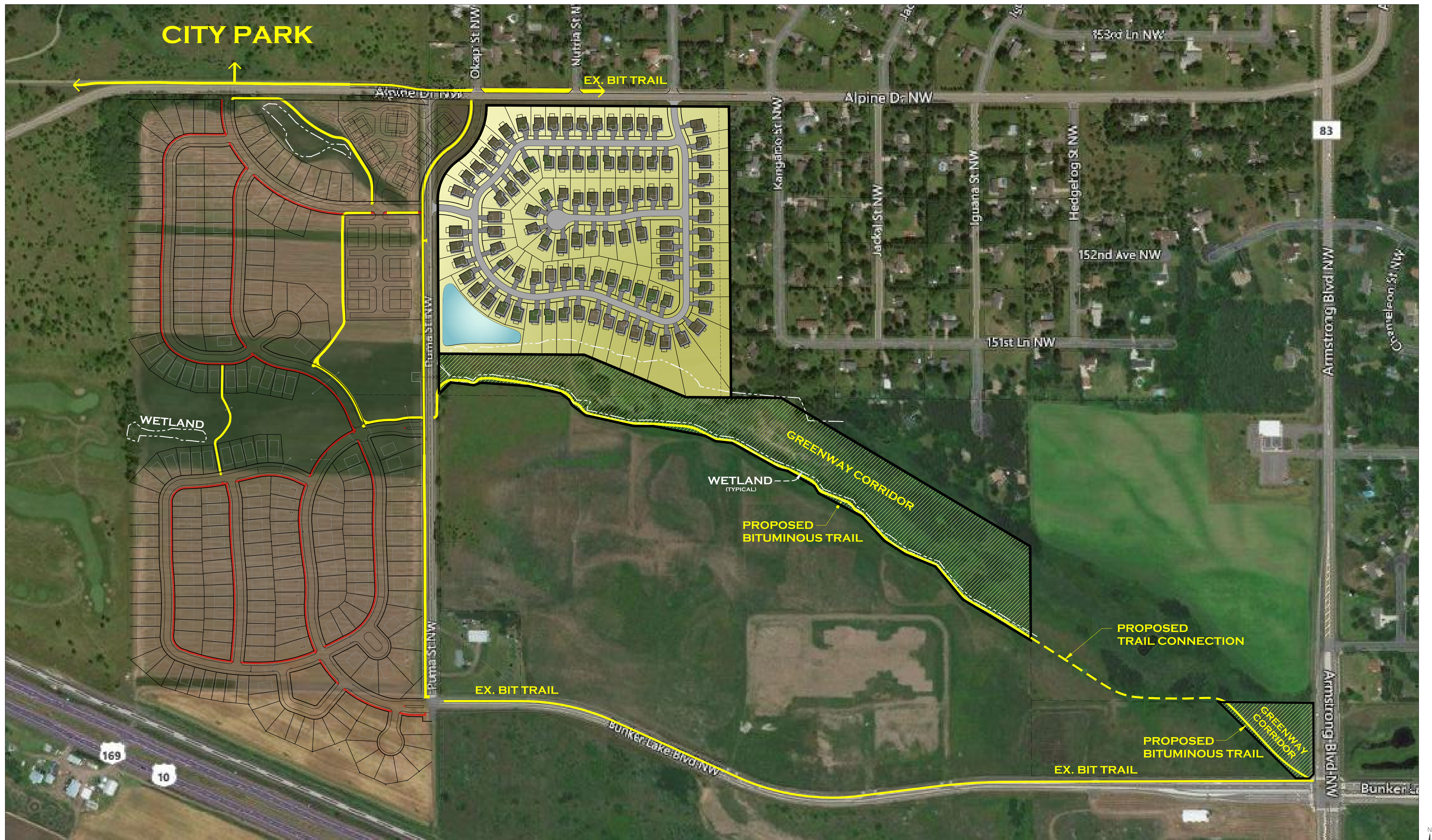


Lake Ramsey Commons Rendering (Satoko Muratake, 2016)



For additional information
please contact:

Mark Riverblood
Parks & Assistant Public Works Superintendent
763.433.9853
mriverblood@cityoframsey.com



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CURA RCP: Scoping Meeting for Greenway and Community Center Projects | ARCH 3250

Friday, December 1, 2017 | Eddy Lake Room, Ramsey Municipal Plaza

Attendees: Mark Riverblood, Parks and Assistant Public Works Superintendent; James Wheeler, Course Instructor; Mike Greco, RCP Director; Dan Herrera, RCP Program Associate

Course Description. Architecture Workshop – Community Landscapes and Architecture (ARCH 3250-001) is an undergraduate class co-taught by James Wheeler and Joseph Favour. The class focuses on teaching students how to work with community partners and design green infrastructure and space. 20-24 students will be working in interdisciplinary teams of three with two teams on each project. The class meets on Mondays, Wednesdays and Fridays from 9:00 am – 12:00 pm. Mark and RCP are invited to frame the project to the class and field questions in the beginning of the term.

Important Dates

Mark and RCP will visit the class on January 17, 19, 22, 24, or 26 depending on James' schedule

Mid-Semester Check-in Presentation will occur on March 5, 7 or 9

Both of the above mentioned events will occur between 9:00 am and 12:00 pm. The class's meeting location is has not yet been decided.

Project 4 – Community Center Plan

- The City of Ramsey is looking to build a community center for its residents, and is investigating whether this should be done in a centralized or decentralized model. Students in fall semester classes are currently researching what would be involved in either model
- The initial idea for the involvement of this class was for students to retool the Flagship Fitness proposal to make it meet the needs of Ramsey as a centralized community center
 - The Flagship Fitness plan has since been abandoned, but the location is still secured
 - Students could focus on the building and its uses
 - Specifically look into sustainable building practices, such as the construction of a green roof, etc.
- If the city decides to use the decentralized model, the buildings' uses must be flexible and avoid redundancy.
- Because residents in northern Ramsey have a strong preference to maintain their rural character, they would likely be opposed to building community center buildings
 - Instead, the city could turn the underutilized city-owned parcels in that area into public recreation areas that maintain the rural characteristic of northern Ramsey, such as edible landscapes
 - Students should look to see what gaps exist in recreation resources around the city, and how those gaps can be met in these dispersed parcels, as well as how to connect residents to these recreation areas

- Students can investigate what the city can do to design these parcels to be visually-unobtrusive recreation areas
- Students should read and interoperate the work of the fall semester students as they work on these projects

Project 8 – Greenway Plan

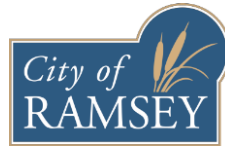
- Ramsey has several regional parks for its residents to use, but some residents have limited access to these resources. The City of Ramsey has proposed that a greenway be built that circles to the community to connect residents to the parks across the city
- There are currently gaps within the greenway that need to be filled, such as the section of trail that will connect the COR, Ramsey's downtown district, to Lake Itasca
 - A tentative plan for this connection was recently dismissed because it lacked specificity
- The students could design this trail paying particular focus to the following aspects:
 - The specific route the trail will follow
 - The design landscape design surrounding the trail
 - Storm water retention systems for the greenway
 - Where infrastructure such as benches or signs will be placed
 - How the trail will connect with the COR
 - The city currently has several concept designs for this connection that the students can use as a foundation
- This clearly defined concept design will be used to create a city-approved greenway plan that ensures its development
- This project will allow for the collaboration of all three professors and an interdisciplinary team of students

General Meeting Discussion

- The three proposed projects are listed below:
 1. Building concept for a centralized community center in the COR with a particular focus on sustainable and green architecture
 2. Identify underutilized parcels in rural Ramsey and create concept designs for decentralized recreation areas/facilities that will not detract from the area's rural character
 3. Create a detailed concept design for a greenway that connects Lake Itasca and the COR that incorporates storm water management and trail space
- James will discuss these projects with his co-instructors on Monday
- Students in the class will be working on the projects that are proposed. That is to say, there is no chance of a project being proposed and not being selected by the students
- The instructors will write project proposals for each of these projects and share them with Mark and RCP before presenting them to the students
- Mark and RCP are invited to come to class to speak on and field questions about the projects

- The students will undergo a formal mid-semester check-in via a presentation to Mark on March 5, 7 or 9
- The students will work with the instructors to write Scope of Work (SOW) documents for the projects
 - These will act as RCP SOW agreements
- Mark identified the Lake Itasca Greenway project as the priority if projects must be paired down or dropped

DRAFT



Connecting Ramsey (Ramsey Greenway Plan)

University of Minnesota–City of Ramsey
Scope of Work Agreement
#RCP 2017-8d

CONTACT INFORMATION

Project Lead: Mark Riverblood, Parks and Assistant Public Works Superintendent, City of Ramsey, mriverblood@ci.ramsey.mn.us, 763.433.9853 (o), 763.238.1733 (c)

RCP Contact: Dan Herrera, RCP Program Associate, dherrera@umn.edu, 612.624.9397 (o), 630.485.1937 (c)

U of MN Faculty Contact: Ying Song, Assistant Professor, Geography Environment and Society, College of Liberal Arts, yingsong@umn.edu, 612.625.2056 (o), 715.808.5029 (c)

Participating U of MN Course:

- GEOG 5564: Urban Geographic Information Science and Analysis
- Class Meeting Time: Tuesdays and Thursdays, 2:30-3:45 pm
- Class Meeting Location: 330 & 455 [Blegen Hall](#) (UMN West Bank Campus, Minneapolis)

U of MN Student Contacts: *To encourage efficient communication between the project lead and student groups, please identify one key contact per student team/group. Include name, U of MN email, and phone.*

Group 1 (Marsh Gap Region): TBD once student teams are formed

Group 2 (School Gap Region): TBD once student teams are formed

Group 3 (Greenway Accessibility): TBD once student teams are formed

Group 4 (Storymap): TBD once student teams are formed

RCP Dropbox Access: *RCP has set up a Dropbox folder with background information on the project for students and faculty. The site is password protected to prevent unauthorized use. Instructors should feel free to include this information in their course syllabus.*

- URL:
<https://www.dropbox.com/sh/nu1tvdyn9npj6g6/AAAnkh2hz4RAUI8tbsSsYJFda?dl=0>
- password: rcpRMY2017

PROJECT INFORMATION

Project Background: Provide the context for the project, including the specific problem or opportunity to be addressed and why it is being addressed now.

The City of Ramsey has numerous public parks for residents to use, but their location precludes some residents from being able to reach them without an auto. The City's broader vision, referred to as the "Circle of Ramsey," employs a strategy to connect key ecological areas with larger community parks, neighborhoods and other destinations—using greenways and trail corridors. The Circle of Ramsey concept has utility to focus discussion about Park Dedication for new developments, and to identify priority trails for construction within the city.

One of the key planned connections is represented by the Lake Itasca Greenway, which connects Lake Itasca and the adjacent community park with The COR, the city's "Center of Ramsey" mixed-use commercial-residential-recreation destination. Several gaps still exist within the larger greenway that encircles the city, and may require acquiring private land to fill. The city requests guidance on potential route planning for the greenway, and a geographically based method of communicating the value of a greenway to residents, policy makers and developers.

Project Description: Provide a general description of what students will do and how they will do it.

Using Ramsey's geospatial data, in conjunction with publicly available data, teams of students in GEOG 5564 will investigate the questions and topics listed below.

Group 1 (Marsh Gap Region)

1. How can Ramsey connect segments of trail that already exist, through this area?
 - How can land cover, ownership, safety concerns, etc. be considered when planning a greenway?
 - How can potential routes be proposed to residents in a non-confrontational manner?
 - What are the premiere and alternative routes between already existing sections of trail?

Group 2 (School Gap Region)

1. How can Ramsey connect segments of trail that already exist, through this area?
 - How can land cover, ownership, safety concerns, etc. be considered when planning a greenway?
 - How can potential routes be proposed to residents in a non-confrontational manner?
 - What are the premiere and alternative routes between already existing sections of trail?

Group 3 (Greenway Accessibility)

1. How accessible is the greenway?
 - As the greenway stands now, what is the average distance between Ramsey homes and a trail connection?
 - What areas of Ramsey must travel disproportionately longer distances to enter the greenway system?
2. How can the greenway become more accessible?
 - If the routes suggested by groups 1 and 2 are installed, how does the accessibility change for residents
 - In what general direction and areas should the city focus on constructing greenways to make the park system more accessible to all?

Group 4 (Story map)

1. How can the value of a greenway be shown to residents in a geographical context?
 - How have other cities used story maps to build support for a public cause?
 - How can a story map be used to help build support for the greenway?
 - How can potential routes be shown to residents in a way that avoids confrontation with land use planning, or mistrust in the city?
 - What aspects of the greenway would be best represented in a story map?
 - How can the findings of groups 1, 2, and 3 be depicted in a story map?

Project Goals/Objectives: *List the intended goals, objectives, or outcomes of the project as they relate to the community's needs and interests. (Note: faculty may also ask students as part of the project to do additional work that does not explicitly meet—or goes beyond—the community's stated objectives, but those objectives do not need to be included here.)*

Group 1 (Marsh Gap Region)

1. Use geospatial data to create a premier route that traverses marsh area gaps in the Circle of Ramsey plan that considers factors such as land cover, land ownership, etc.
2. Use geospatial data to create three alternative routes to bridge the same gap and consider the same variables as goal 1.

Group 2 (School Gap Region)

1. Use geospatial data to create a premier route that traverses elementary school area gaps in the Circle of Ramsey plan that considers factors such as land cover, land ownership, etc.
2. Use geospatial data to create three alternative routes to bridge the same gap and consider the same variables as goal 1.

Group 3 (Greenway Accessibility)

1. Determine the accessibility of the greenway system as it stands now.
2. Identify what the improved accessibility of the greenway would be if the recommendations of groups 1 and 2 are used.

Group 4 (Story map)

1. Communicate the potential value and benefits of a greenway to residents by creating a story map that highlights specific aspects (photos, elevation views and simulations) around the Circle of Ramsey.
2. Include aspects of Groups 1, 2, and 3's findings in the story map gap areas to be used by the City of Ramsey.

Student deliverables created through the RCP partnership will be used to help plan the route of the greenway gaps, as well as communicate the value and benefits of greenways to residents and stake-holders.

Final Deliverables/Work Products: *identify specific deliverables/work product (this may include presentations, survey data, reports, video, or other deliverables from the course). Provide as much detail as possible about expected content.*

- Final written report with appended maps (or reference to online maps)
- Classroom presentation

Background Information and Data Needs: *Include all data or other information needed from the City or community partners for students to complete the class project. **The project lead** is responsible for ensuring all data listed here are available to students through Dropbox at the beginning of the semester.*

- Natural Resources Inventory
- Conceptual Greenway Plan (Circle of Ramsey)
- Park and Trail Map
- Recreation Districts Map
- Comprehensive Plan – Parks and Recreation Chapter
- [Minnesota Land Cover Data](#)
- [Minnesota LiDAR Data](#)
- [Ramsey Geodatabase](#)
- [Example Storymaps](#)

Project Timeline: *The purpose is to identify dates when the project lead would need to be available, either on campus or in Ramsey, to interact with students. Add or remove items from this list as needed; where possible, include specific date, time, and location.*

- City and RCP staff visit to class: January 16, 23, 2:30-3:45 pm, 330 [Blegen Hall](#) (UMN West Bank Campus)
- Class field trip(s) or site visit(s): TBD with project lead and students
- Mid-project check-in: February 8
- Classroom presentation dates: April 24, April 26, May 1 & May 3
- Community presentation (optional): TBD with students if desired
- Course deliverables/work products: June/July 2018

PARTICIPANT RESPONSIBILITIES

Ramsey and Community Partner Responsibilities:

- Convene all staff necessary to facilitate project development and completion.
- Engage external community partners and stakeholders as needed to support project development and completion.
- Provide in a timely fashion any data, reports, or other documents that are relevant to the project and scope of work.
- Respond in a timely manner (ideally 48 hours) to project-related inquiries from faculty, students, and RCP staff.
- Help to facilitate student field trips and site visits, as needed.
- Participate in initial project scoping meeting and mid-project check-in meeting.
- Have at least one staff member present at the final student presentation on the U of MN campus (if applicable) to comment on student work.
- Schedule and coordinate final presentation to community (if applicable).
- Communicate to Ramsey RCP Program Coordinator Tim Gladhill in a timely manner any issues or concerns regarding the project that cannot be directly resolved with the faculty contact for the course.

U of MN Faculty/Instructor Responsibilities:

- Supervise student coursework to ensure high-quality project deliverables/work products that meet the project goals/objectives.
- Communicate to RCP staff early in the semester the names and email addresses of all students in your course working on RCP projects so that RCP can communicate with them directly.
- Maintain regular communication with students, project lead, and RCP staff as needed throughout the project to ensure collaborative working relationship.
- Respond in a timely manner (ideally 48 hours) to project-related inquiries from the project lead or RCP staff.
- If student teams will be in direct communication with the project lead, identify one primary student contact for the project from each student team.
- Communicate to RCP Director Mike Greco in a timely manner any issues or concerns regarding the project that cannot be directly resolved with the project lead.

Expense Reimbursement: RCP will reimburse reasonable project-related expenses incurred by faculty or students, including travel to and from the City of Ramsey, printing, and supplies.

Lodging, meals, computer hardware or software, and parking at the University of Minnesota are NOT eligible expenses. To request reimbursement, you must submit a completed and signed U of MN Reimbursement Form, as well as itemized receipts for any eligible expenses, to: Dan Herrera, dherrera@umn.edu, 330 HHHSPA, Fax: 612-626-0273. A copy of the form is available

upon request.

Approved by:

Tim Gladhill, RCP Program Coordinator, City of Ramsey

Mark Riverblood, Project Lead, City of Ramsey

Ying Song, Course Instructor, University of Minnesota

Mike Greco, Director, Resilient Communities Project

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