

**City of Ramsey**  
**Agenda**  
**Park and Recreation Commission**  
**Thursday, July 12, 2018**

**6:30 pm**

**Central Park, 7925 161st Avenue NW (Armstrong Blvd and 161st Avenue)**  
**Park Center building at the north end of the park.**

- 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 Concept Plans for Municipal Plaza and The Waterfront
- 6. Commission/Staff Input**
- 7. Adjournment**

**Park and Recreation Commission**

**4. 1.**

**Meeting Date:** 07/12/2018

**Submitted For:** Mark Riverblood, Engineering/Public Works

**By:** MaryJo Warner, Engineering/Public Works

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**Information**

**Title:**

Approve Park and Recreation Commission Meeting Minutes

**Purpose/Background:**

To review and approve the Park and Recreation Commission meeting minutes dated April 12, 2018.

**Notification:**

**Observations/Alternatives:**

**Funding Source:**

n/a

**Recommendation:**

**Action:**

Motion to approve the Park and Recreation Commission meeting minutes dated April 12, 2018.

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**Attachments**

Minutes

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**Form Review**

**Inbox**

Grant Riemer

Form Started By: MaryJo Warner

Final Approval Date: 07/09/2018

**Reviewed By**

Grant Riemer

**Date**

07/09/2018 11:07 AM

Started On: 05/03/2018 08:23 AM

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

The Ramsey Park and Recreation Commission conducted a regular meeting on April 12, 2018, at Ramsey City Council Chambers, 7550 Sunwood Drive NW.

Commission Members Present:      Chair Shane Bennett  
   Vice Chair Brandon Sis  
   Commissioner Andrew Andrusko  
   Commissioner Russell Bayer  
   Commissioner Jennifer Leistico  
   Commissioner Charles Tchuinkwa  
   Commissioner Jon Trappen

Commission Members Absent:      None

Also Present:                              Parks & Assistant Public Works Superintendent Mark Riverblood

**1.      CALL TO ORDER**

Chair Bennett called the Park and Recreation Commission meeting to order at 6:34 p.m.

**2.      CITIZEN INPUT**

None.

**3.      APPROVE AGENDA**

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

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

**4.      APPROVE MINUTES**

**4.01: Approve Park and Recreation Commission Meeting Minutes**

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

- 1) Park and Recreation Commission Regular Meeting Minutes dated March 8, 2018.

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

## **5. COMMISSION BUSINESS**

### **5.01: Review Draft Comprehensive Plan Update**

Parks & Assistant Public Works Superintendent Riverblood provided an update on the Comprehensive Plan update. He briefly reviewed the elements of the update, including land use, transportation, sewer and water, natural resources, and others. Many of the Commissioners have participated in the public engagement pieces over the last year and a half. The purpose of tonight's update is to forward the draft Comp Plan's Parks Chapter to the Planning Commission and City Council, at which point it goes out for a six-month peer review by neighboring communities.

Mr. Riverblood reviewed a couple salient points in the Comp Plan that might be new for viewers. He noted that he would also like to discuss one proposed future park, where the landowner is opposed to that designation.

### **Commissioner Tchuinkwa and Commissioner Trappen arrived at approximately 6:40 p.m.**

Mr. Riverblood discussed recreation districts, established in 1992, which are aggregates of neighborhoods. Those borders have been reconfigured to reflect the reality on the ground today. He displayed a map showing the recreation districts for planning purposes. The Parks system plan, which drills down deeper and in greater detail than the Comp Plan, will be completed in 2018. That is separate from the Comp Plan. At that time, planning will happen on a more detailed level, whereas the Comp Plan is more of a macro-level. This system does not allow for a neighborhood park in every neighborhood; as the initial funding and ongoing maintenance are not possible. The Greenway system, however, connects the various areas of the city and makes the existing parks more accessible, more well-used, and easier to maintain. He pointed out the gaps in the Greenway and highlighted the plans to connect those segments.

Mr. Riverblood also highlighted a "search area" as a future community park. It would be a 40-acre or larger park, hopefully in association with Trott Brook.

Mr. Riverblood brought up the issue of landowner opposition to a City designation of park land. This area is between Bowers Drive and Alpaca Estates. It is a narrow area along the river. This someday may be developed for residential housing. The premise is that the area should have some access to the river, rather than just a couple homes having access to the river. All of those future residents should have access to the river and park space. If those homes do come forward, Park Dedication and Trail Fees will be due, along with the other City development fees. By identifying this area as proposed park, should the land use convert from agriculture to residential, the City would likely look to take Park Dedication in the form of land as opposed to cash.

Mr. Riverblood explained that the other way that the proposed land could remain in the public domain is if a particularly subdivision would have greater densities, necessitating open space. Another example is if it was a PUD that requires open space over and above Park Dedication. In any of those scenarios, it would be in the developer's best interests to see park space there. That particular land is in the Mississippi River critical area, which encourages land protection along sensitive areas. Riverblood continued that the landowner concerned about that is present tonight and may wish to speak to the Commission.

**Dave Nathe, Riverside Farms, 15238 Adams Street NW, Elk River; and also 144534 Llama Street;**

Mr. Nathe indicated he has lived in the area since 1971, and he purchased the farm in 1996. In 2003, he was approached for this bridge site that was supposed to come on the property. A plan was made so he knew where the development would be. The bridge site did not go through. In his opinion, taking that land for park will take all of his river lots. He stated that there are plenty of parks around, and many of them are empty. He indicated that he is already stuck with a solar farm, as a result of the County. And if this bridge site goes in, his land will not be worth anything.

Chair Bennett thanked Mr. Nathe for coming before the Commission and sharing his comments. He asked Mr. Riverblood to point out Mr. Nathe's land on an overhead map.

Chair Bennett asked whether there are proposed changes for this area, from the 2030 to the 2040 Comp Plan. Mr. Riverblood indicated the proposed park plan for the area in question remains the same from the 2030 Comp Plan, and even prior to that in the City's park planning.

Chair Bennett stated the existing plan was written ten years ago. This is a plan, and it is not anyone's intention to take land; rather, it established a plan for a future developer that provides them a framework within which they may think about a particular development. This is a guideline and establishes a plan in an effort to highlight some of the things the City is trying to accomplish. He reiterated that it is not anyone's desire to take any land from the landowner.

Mr. Riverblood confirmed that is the case. He noted that April 26<sup>th</sup> is open for Mr. Nathe to meet with himself and the Community Development Director. Additionally, the next step for this part of the Comp Plan process is a presentation before the Planning Commission and City Council in May. Those are additional opportunities to express concern in addition to April 26<sup>th</sup>, as well as during the six months of peer community review.

Mr. Nathe stated Alpaca Estates has no park. It was put it in the 70s, but he should not be held accountable for having a park in his land, when he could have river lots. Residents could have docks on the river. There is a sandy beach, which would be available to all those who live there. Right now, it is used as farm ground. The trees that are left down there are not that great, which is not ideal for a park.

Commissioner Sis asked about the route of the proposed bridge.

Mr. Riverblood pointed out the proposed area for the bridge. He noted it is not something the Park and Recreation Commission would be expected to weigh in on. It would be coming from an area of new intersection and cross over into Dayton.

Chair Bennett stated the bridge has been discussed, but it is out of the purview of the Parks Commission. He also explained the Comp Plan peer review process.

Mr. Riverblood added that developers, when they purchase land, want to know what is desired there by the City. Many developers understand that park space adds value to all the lots in the subdivision, rather than adding sole value to a premium area. He also put on the overhead an earlier planning exercise for Sunfish Lake, as an example to illustrate what park space could look like on Mr. Nathe's land. He pointed out it could mean a trail easement through the area, or a trail down in the protected bluff zone, which might not be visible from the residential lots. There are several options that dedicated park space might eventually look like. It all depends on what the character of the development might look like.

Chair Bennett commented that the Park and Rec Commission often works with developers and their proposals. As part of the Comp Plan committee, the Commission is looking to ensure a connected community with park resources for all. Maintaining the rural and natural character for Ramsey is part of the mission statement of the Comp Plan. If this area gets developed, this Commission would work with the developer to ensure that whatever the park space potentially looks like will meet the needs of the developer, the landowner, and the folks looking to build and live there.

Mr. Nathe stated it is his understanding that developers have a choice to donate the land or pay the park fees; he would plan to pay the park fees rather than donate the land.

Chair Bennett thanked Mr. Nathe for coming to the meeting and sharing concerns.

Chair Bennett noted that the Comp Plan process has been exhaustive at this point, with a lot of citizen input. The plan is in alignment with what the citizens have expressed. Hopefully the Park and Rec Commission will be able to work with Mr. Nathe and also stay true to the 2040 Comp Plan going forward

Mr. Riverblood suggested that over half of the City's parks are where they are at because they were shown as proposed designations, such that when development came forward, the City was able to communicate to the buyer what was intended there. Oftentimes, the proposed park areas are what drives the developer to buy the space.

Commissioner Andrusko stated one of the main concerns during his time on the Planning Commission, related to developments, was where would the children play. That continues to be a priority for the Park and Rec Commission. Right now, there is not a great way to cross Highway 10. The kids need to be considered throughout this process.

Commissioner Sis asked what drives the alignment of the park space dedication. He wondered whether a different bridge alignment, perhaps north-south, would be more amenable to Mr. Nathe and would preserve the shoreland that he is concerned about.

Mr. Riverblood responded that the preponderance of the Mississippi River is already taken up by single-family homes, with the exception of King's Island and Mississippi West Regional Park. There will likely be hundreds of families living in close proximity to the proposed park along the river. Lining up 4 or 6 or 12 homes allows those residents the benefit of the resource, but it shuts off the resource to the hundreds of families in that same area. From a developer's standpoint, having the river access spread out over 300 to 500 homes means that every home value increases more than \$10,000. Mr. Nathe had commented on the 300-foot setback. That is part of the critical river areas corridor, which is a planning distinction that says the resource needs to be protected. That is where the layers of planning come in, to cause the City to be prudent about protecting that resource in perpetuity. As a prospective homeowner, if maintaining just an individual lawn is the priority, there are hundreds of homes along the Mississippi regularly for sale with private access to the river.

Chair Bennett stated a goal of the Comp Plan is to develop parks and communities and have something for everyone. The river is a prominent resource in this community, but it is not leveraged by many people. This could be a really unique development with some really interesting amenities, and everyone in the City of Ramsey would benefit from it.

Mr. Riverblood noted there clearly would be those internal neighborhood connections to the space under consideration. Roads and sidewalks and all those things are looked at when a development comes forward. Developers want to know what the plans are for the area. Developers do not want to buy a \$1 million tract of property, to then invest millions of dollars in it, to make a 4 or 6 or 8 percent margin of profit, only to be surprised by the City's plans.

Chair Bennett reiterated that this was also part of the 2030 Comp Plan.

Commissioner Sis asked whether there was a Comp Plan prior to the 2030 version.

Mr. Riverblood responded there had been Comp Plans dating back to the establishment of the Met Council right after 1967. However, the Comp Plans continue to get more sophisticated with each iteration. Twenty or thirty years ago, this community had nowhere near the density. The character of the community continues to change, and the densities continue to change, which drives up the need for park spaces, particularly for needs within the urban service area. Similar to the recreation districts.

Motion by Commissioner Andrusko, seconded by Commissioner Bayer, to approve the draft recommendations for the Parks and Recreation section of the 2040 Comp Plan as written.

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

## **5.02: Recommend Park Dedication for Rum River Prairie**

**Park and Recreation Commission/April 12, 2018**

**Page 5 of 7**

Parks & Assistant Public Works Superintendent Riverblood stated this subdivision is a good representative of what was just discussed, as residential densities decrease moving north and west in the city. The developer is proposing 25 single-family lots, most of them averaging about 2.5 acres per lot. Staff recommends that Park Dedication and Trail Fees consist of a cash payment, however, that the City also work with the developer to extend the trail from the area that they are required to build the trail, along Armstrong Blvd north and northwesterly up to 173<sup>rd</sup> Avenue. That area of the plat, approximately 1800 feet, beyond the plat boundary would be credit-eligible toward Trail Fees first, and then Park Dedication fees if the trail fees did not cover it.

Mr. Riverblood noted this has received preliminary plat and is awaiting final plat submittal documents before it goes before the City Council.

Chair Bennett noted this plan is an illustration of the City working with the developer to meet the needs of the specific development.

Commissioner Bayer commented that the trail currently goes all the way to Autumn Heights, which is just southeast of the proposed development. The trail is on the east side of the road. He asked whether the trail continue to 173<sup>rd</sup> on that side of the road.

Mr. Riverblood responded that ideally, it would remain on the east side. There are also power poles there. The developer would say he wants to do it on the east side. It is a fairly high-speed roadway, County Road 83. These pedestrian crossings are important, because safety is a priority, but they are not possible at every single crossing. All these developments also go forward to the County for approval.

Commissioner Trappen inquired about the fees being charged to the developer.

Mr. Riverblood responded the City staff works with the developer's engineering staff to come to an agreement on the actual costs. The City plans on \$50/linear foot on average to build a 10-foot bituminous trail, by the time all aspects of a constructing a trail are considered.

Motion by Commissioner Bayer, seconded by Commissioner Sis, that Park Dedication consist of cash, and that the Developer of Rum River Prairie be required to extend the trail from the Plat, north to 173<sup>rd</sup> Avenue—with this segment credit eligible against the Trail Fees owed.

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

### **5.03: Consider Park and Recreation Commission Outdoor Meeting Schedule**

Parks & Assistant Public Works Superintendent Riverblood stated the Park and Rec Commission has used the summer meetings as opportunities to visit the parks, interact with residents, and these meetings are enjoyable times for the Commission. For inclement weather, the Commission meets in Council chambers.

Chair Bennett stated the Commission definitely looks forward to these meetings in the parks. He is comfortable with the meeting schedule.

The Commissioner agreed with the proposed summer meeting schedule.

## **6. COMMISSION/STAFF INPUT**

Parks & Assistant Public Works Superintendent Riverblood provided no updates.

Chair Bennett inquired about the readiness of sports fields, given the inclement weather.

Mr. Riverblood stated that in normal years, the athletic associations have been very good about staying off the fields so as to avoid turf damage. But this year, the weather has been so inclement that it is now getting close to game time, which generally begins the first week of May. Probably, some fields will be beat up this year. If the snow this weekend does not materialize, then perhaps things will green up. Usually, Ramsey begins mowing a few of the warmer spaces with good soils as soon as the last week in April. That will not happen this year.

Chair Bennett cautioned all of the viewers to do the athletes a favor and stay off the fields as long as possible to ensure a good, long playing season.

## **7. ADJOURNMENT**

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

Motion carried. Voting Yes: Chair Bennett; Commissioners Bayer, Trappen, Andrusko, Leistico, Tchuinkwa, Trappen. Voting No: None. Absent: None.

The Park and Recreation Commission meeting adjourned at 7:34 p.m.

Respectfully submitted,

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Mark Riverblood  
Parks & Assistant Public Works Superintendent

Drafted by Allison Burr  
*TimeSaver off Site Secretarial, Inc.*

**Park and Recreation Commission**

5. 1.

**Meeting Date:** 07/12/2018  
**Submitted For:** Mark Riverblood, Engineering/Public Works  
**By:** MaryJo Warner, Engineering/Public Works

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**Information**

**Title:**  
**Approve Concept Plans for Municipal Plaza and The Waterfront**

**Purpose/Background:**

The purpose of this case is to approve the concept plans for Municipal Plaza and The Waterfront. For the meeting, staff will review in detail, the various program elements (featured in the first attachment), as well as the theme and philosophy for the two parks.

**Notification:**

**Observations/Alternatives:**

Important background on the subject of this case is included within the Decemember 12th, 2017 City Council case and attachments:

[http://156.142.212.178:8080/agenda\\_publish.cfm?id=0&mt=ALL&get\\_month=12&get\\_year=2017&dsp=agm&seq=8224&rev=0&ag=11402&ln=33609&nseq=8211&nrev=0&pseq=8176&prev=0#ReturnTo33609](http://156.142.212.178:8080/agenda_publish.cfm?id=0&mt=ALL&get_month=12&get_year=2017&dsp=agm&seq=8224&rev=0&ag=11402&ln=33609&nseq=8211&nrev=0&pseq=8176&prev=0#ReturnTo33609)

**Funding Source:**

This case does not request or authorize funding. Staff is in the process of developing program cost estimates for the two park spaces and additional information may be available for the meeting.

**Recommendation:**

Staff recommends approval of the plans for the two adjoining parks—noting that revisions to the concept plans will occur during detailed design development as part of construction plans and specifications.

**Action:**

Motion to: approve the concept plans for Municipal Plaza and The Waterfront, (based upon discussion).

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**Attachments**

[concept plan\(s\) highlights](#)

[framework for parks in The COR](#)

[COR Interim Development](#)

[Public input](#)

[Public input continued](#)

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**Form Review**

**Inbox**  
Grant Riemer  
Form Started By: MaryJo Warner  
Final Approval Date: 07/11/2018

**Reviewed By**  
Grant Riemer

**Date**  
07/11/2018 03:38 PM  
Started On: 07/11/2018 12:42 PM



**RAMSEY COR PARKS**  
**Municipal Plaza + The Waterfront**  
schematic design concepts + components

15 May 2018

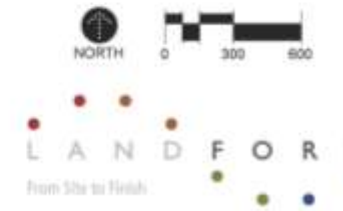


- DEVELOPMENT STATUS**
- EXISTING DEVELOPMENT
  - PROPOSED DEVELOPMENT
  - ACTIVE DEALS
  - UNDER CONTRACT
  - COMPLETED

- ACCESS**
- EXISTING SIGNALIZED INTERSECTION
  - FUTURE SIGNALIZED INTERSECTION
  - FULL INTERSECTION
  - NO LEFT OUTBOUND MOVEMENTS
  - PARKING RAMP

**TRAFFIC INFORMATION**

ADT INFORMATION TAKEN FROM 2009 ACTUAL COUNTS AND 2030 PROJECTED VOLUMES



**DEVELOPMENT PLAN 6.0**  
05.15.2012



The COR Parks + Public Places  
City of Ramsey, Minnesota  
Public Realm Framework + Cost Evaluation  
December 2015

# RAMSEY COR PARKS guiding documents

Armstrong Boulevard

**2 The Waterfront**

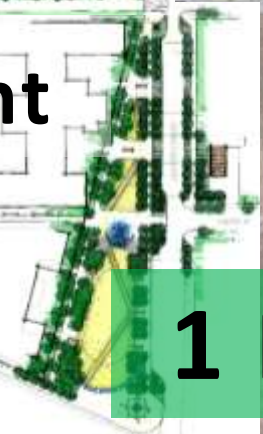
Bunker Lake Boulevard



Ramsey Parkway

Affinity Development

The Draw



**1 Municipal Plaza**

Highway 10

Ramsey City Hall

Sunwood Drive

**RAMSEY COR PARKS**  
context map

# RAMSEY COR – PARK SYSTEM COMPONENTS



**1**  
**Municipal Plaza**  
(previous design study)

# RAMSEY COR – PARK SYSTEM COMPONENTS



1

**Municipal Plaza**  
(previous design study)

# RAMSEY COR – PARK SYSTEM COMPONENTS



Forest walk, connection to lake Ramsey



Woonerf, & commercial edge



Fountain, iconic tree, & Open field



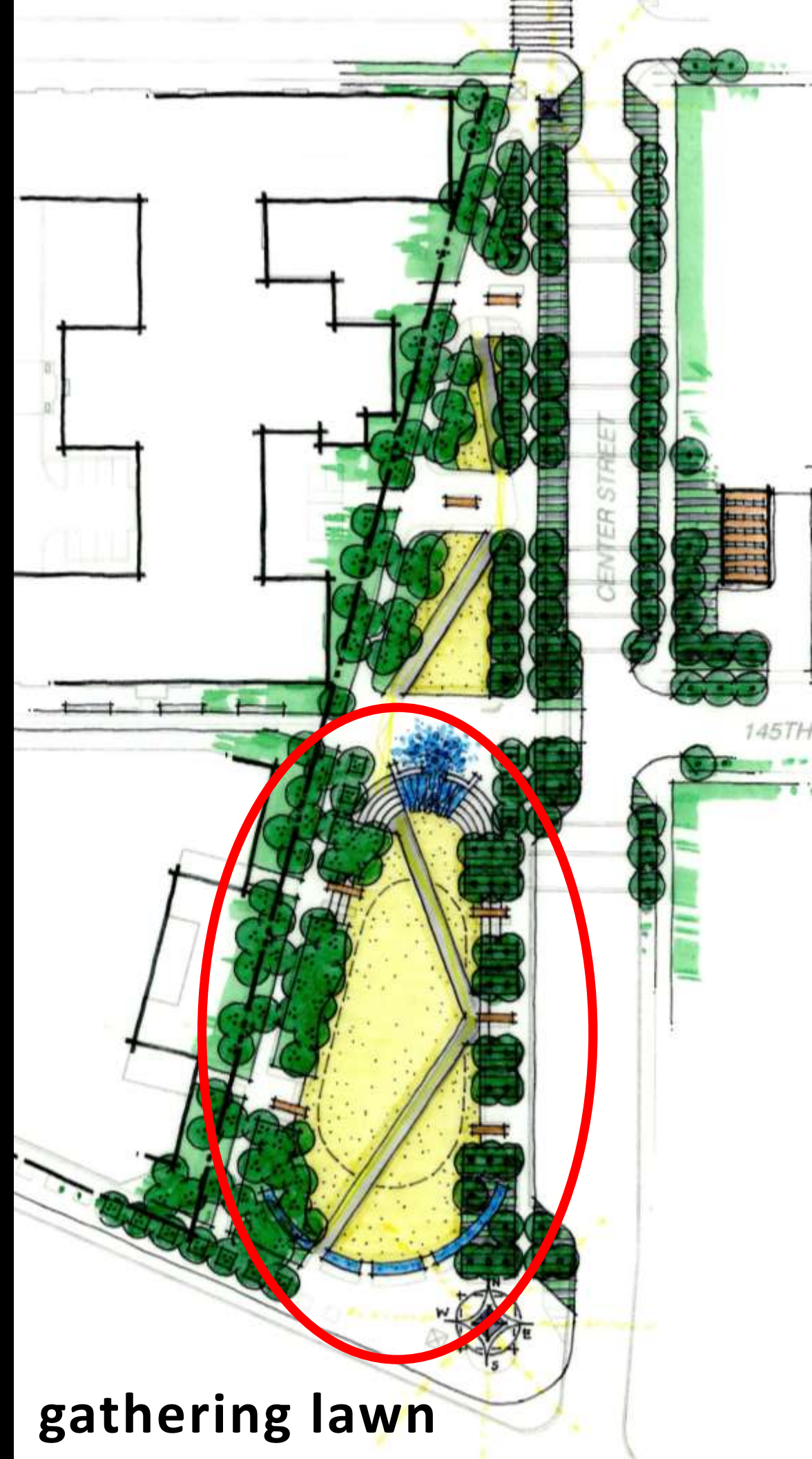
Entryway



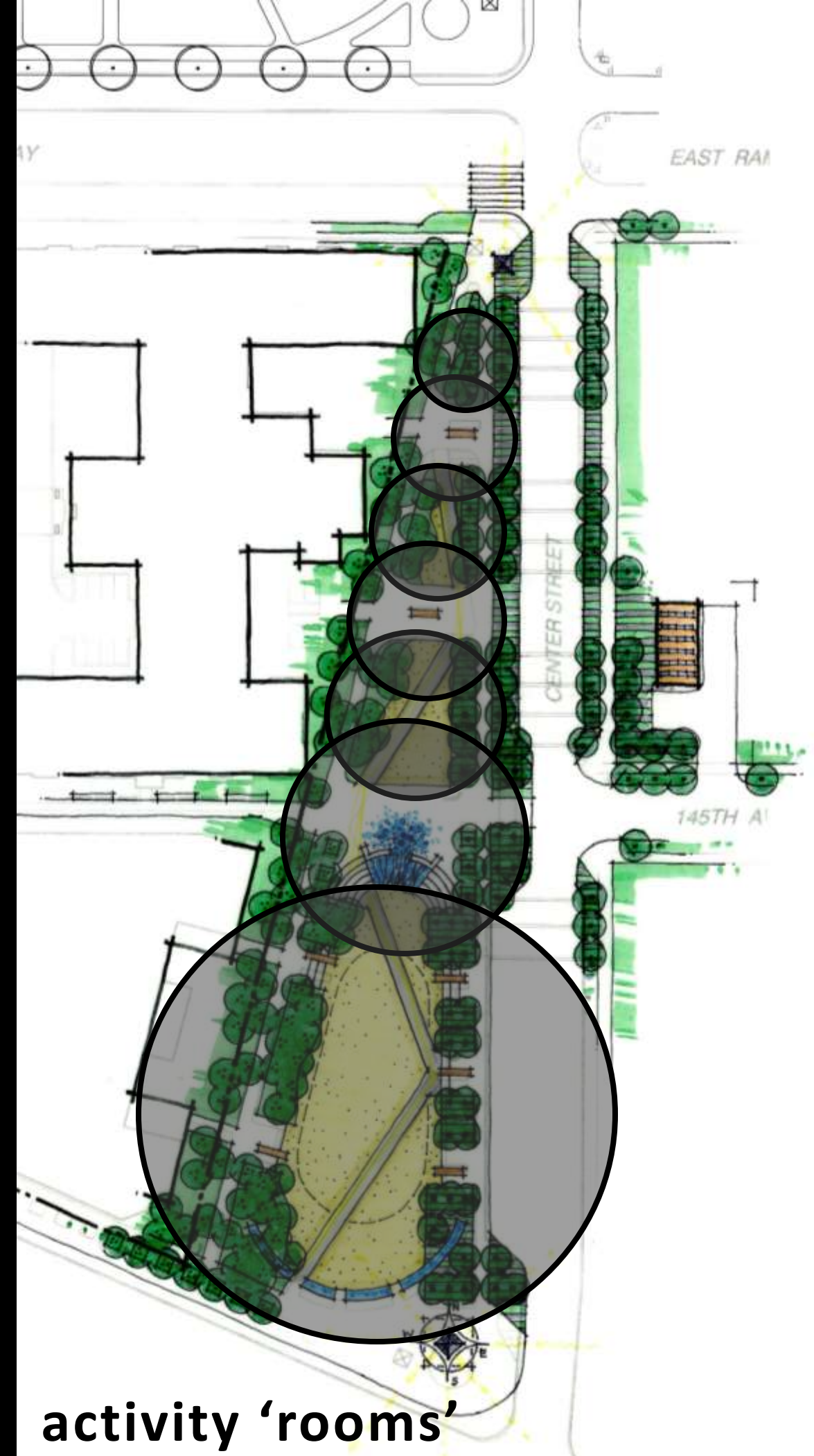
1  
**Municipal Plaza**  
(previous design study)



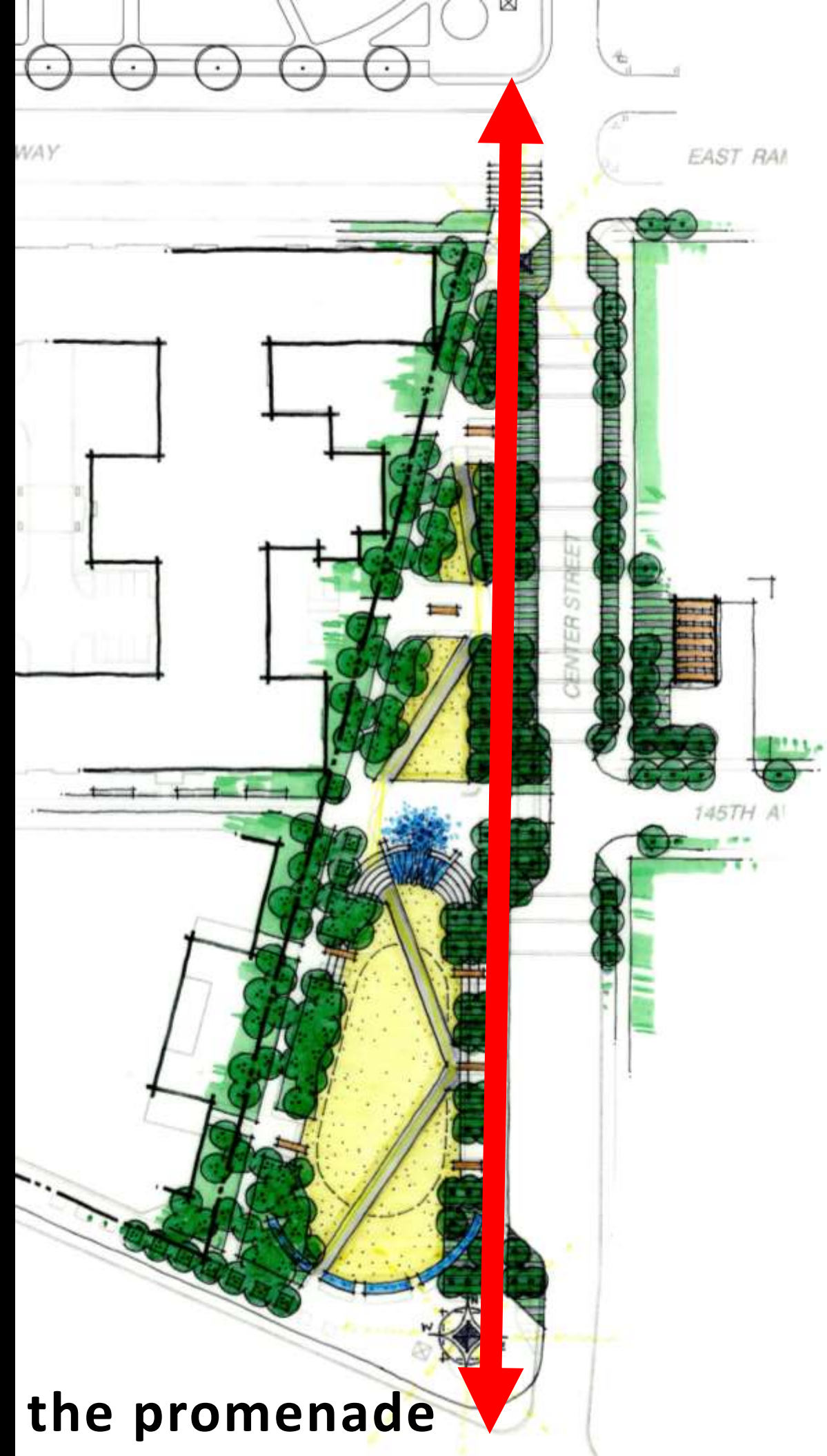
the 'linear park'



**gathering lawn**



activity 'rooms'



**the promenade**



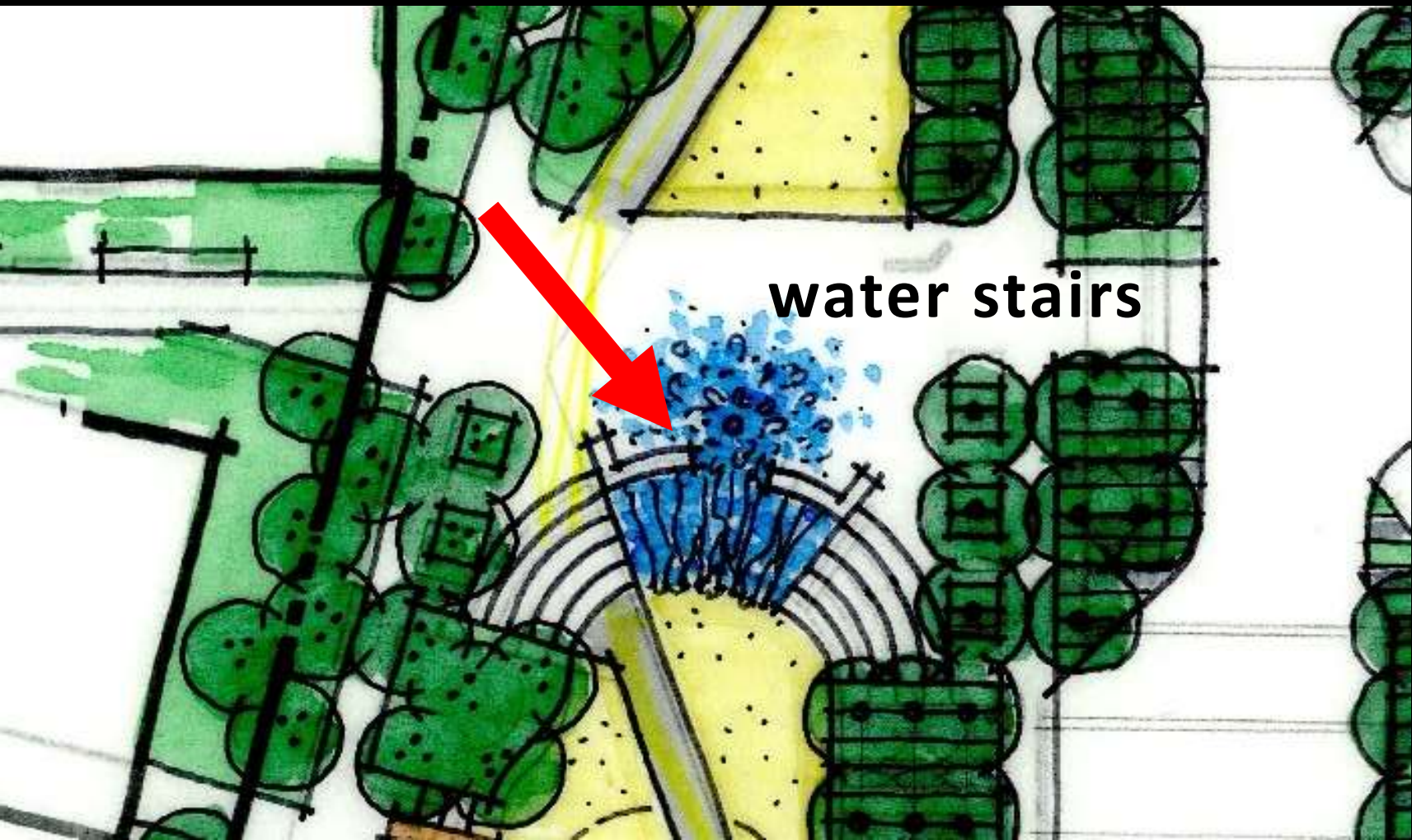
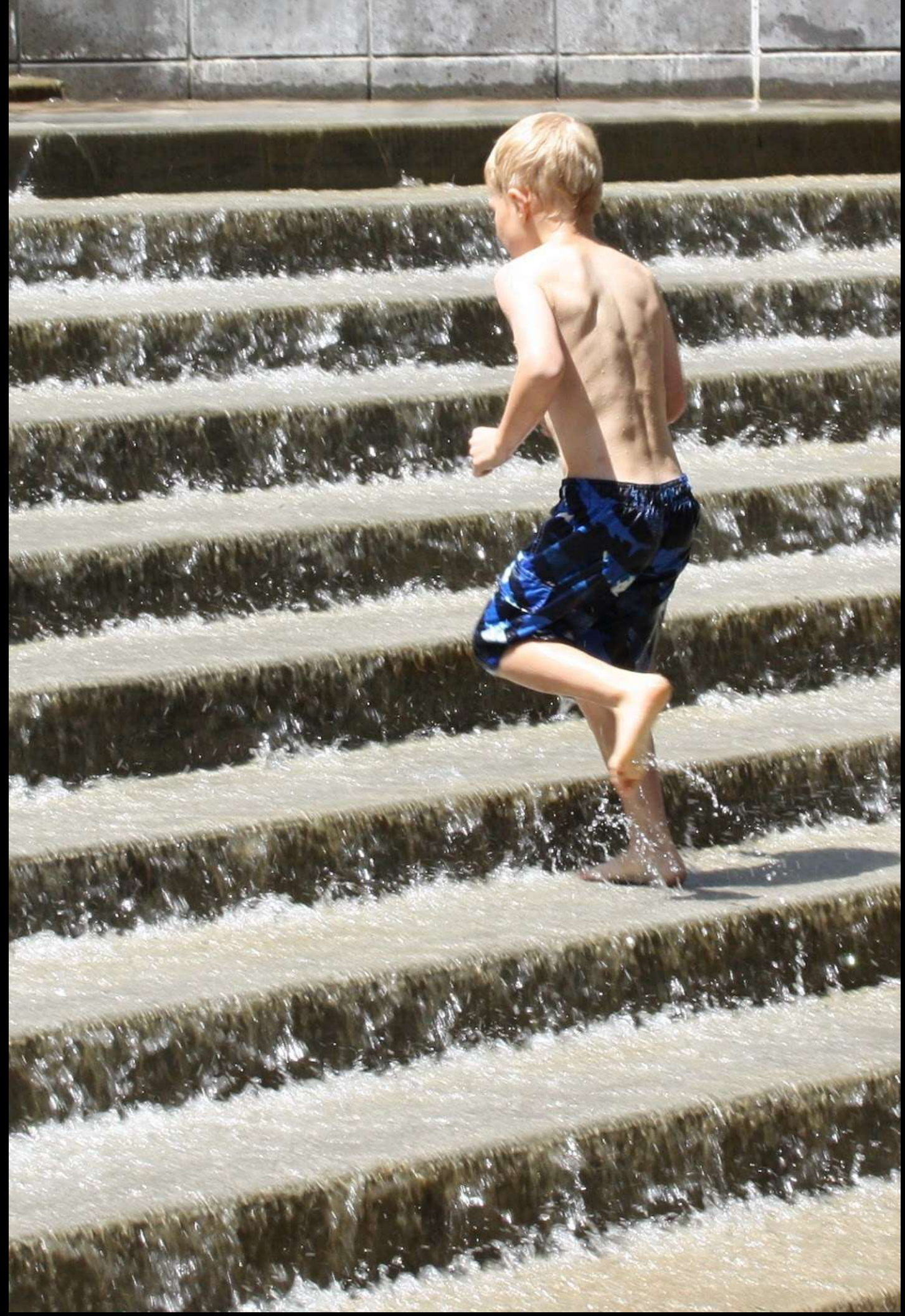
**serpentine stone wall**



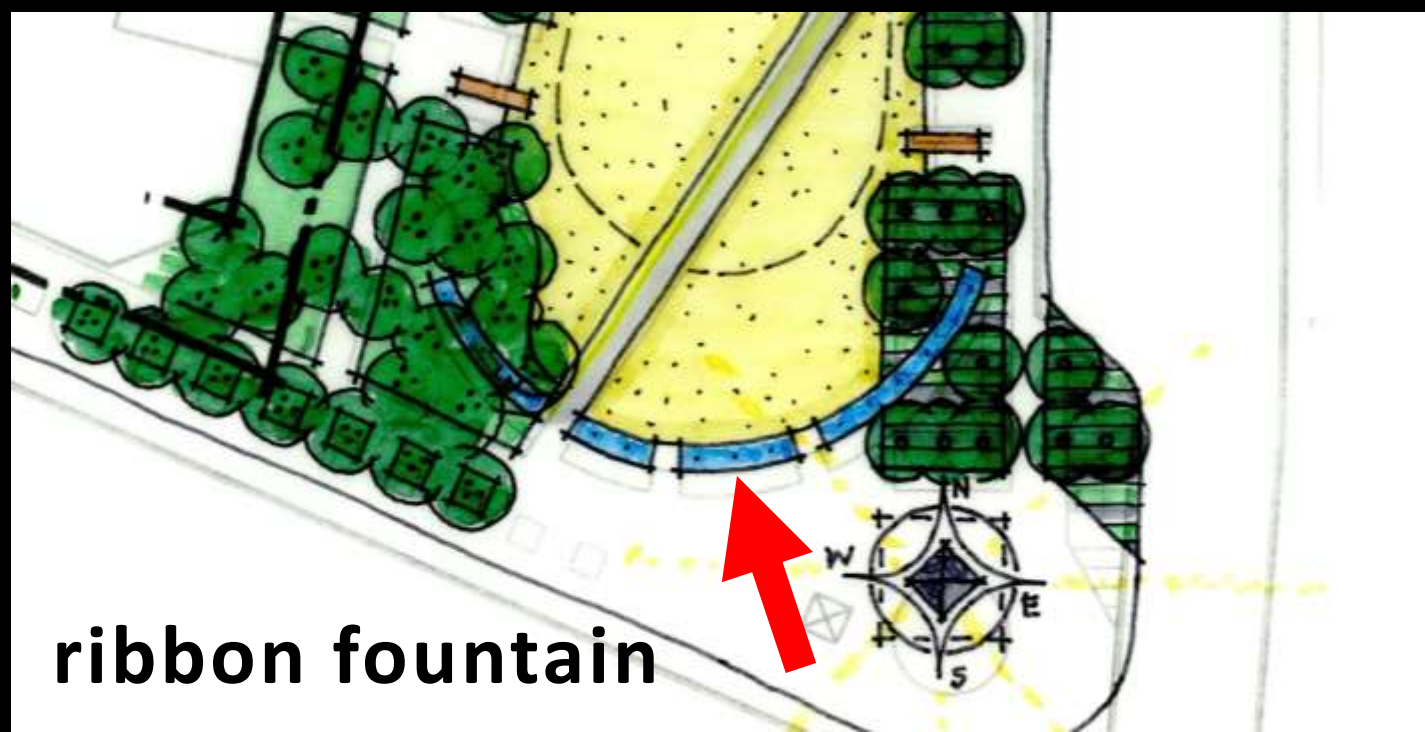
**forest trail (walkway will be paved)**



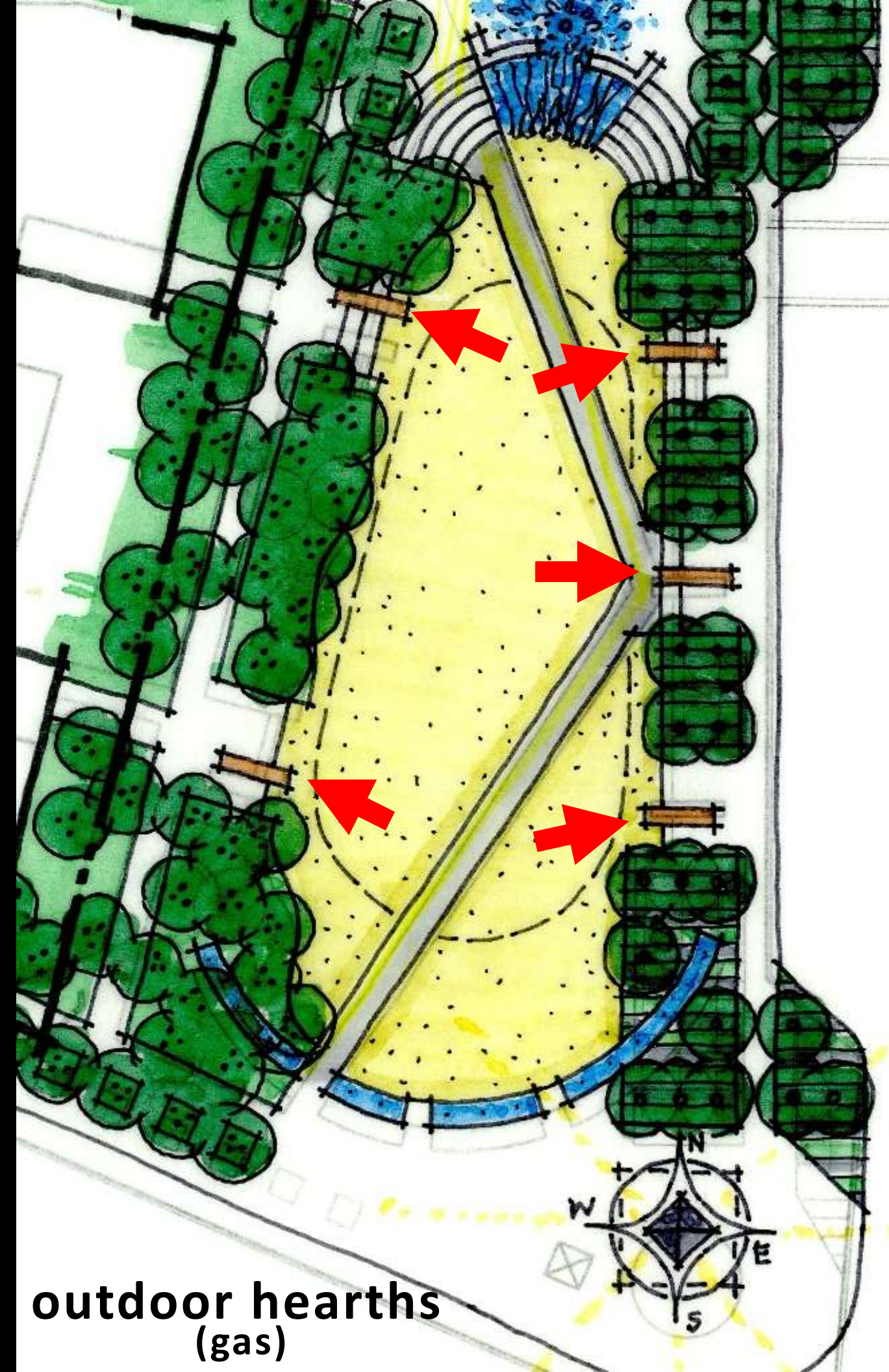
**forest trail**



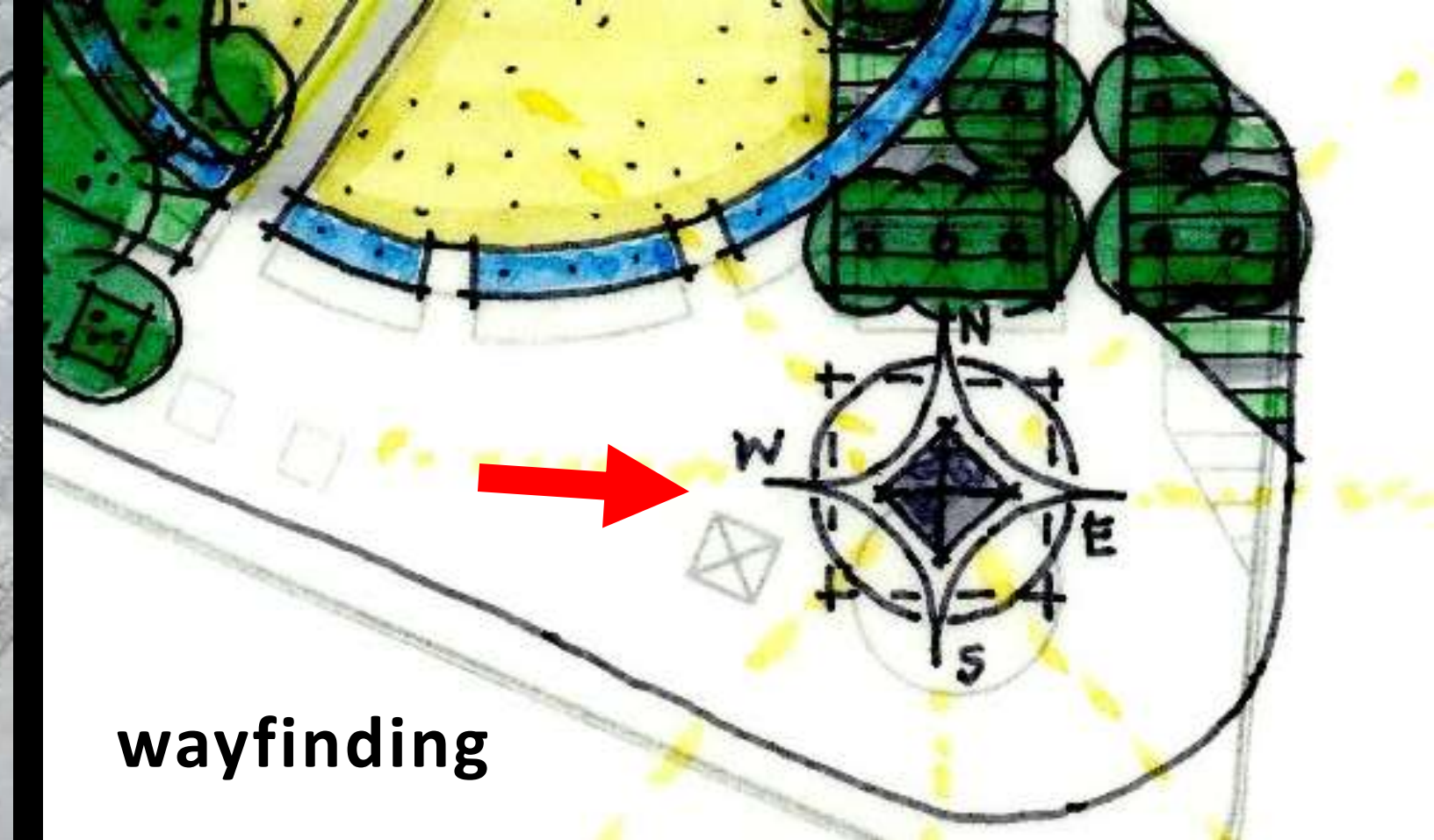
**water stairs**



**ribbon fountain**



outdoor hearths  
(gas)



# Harvesting the Value of Water

STORMWATER, GREEN INFRASTRUCTURE, AND REAL ESTATE



**ULI** Urban Land Institute Center for Sustainability and Economic Performance

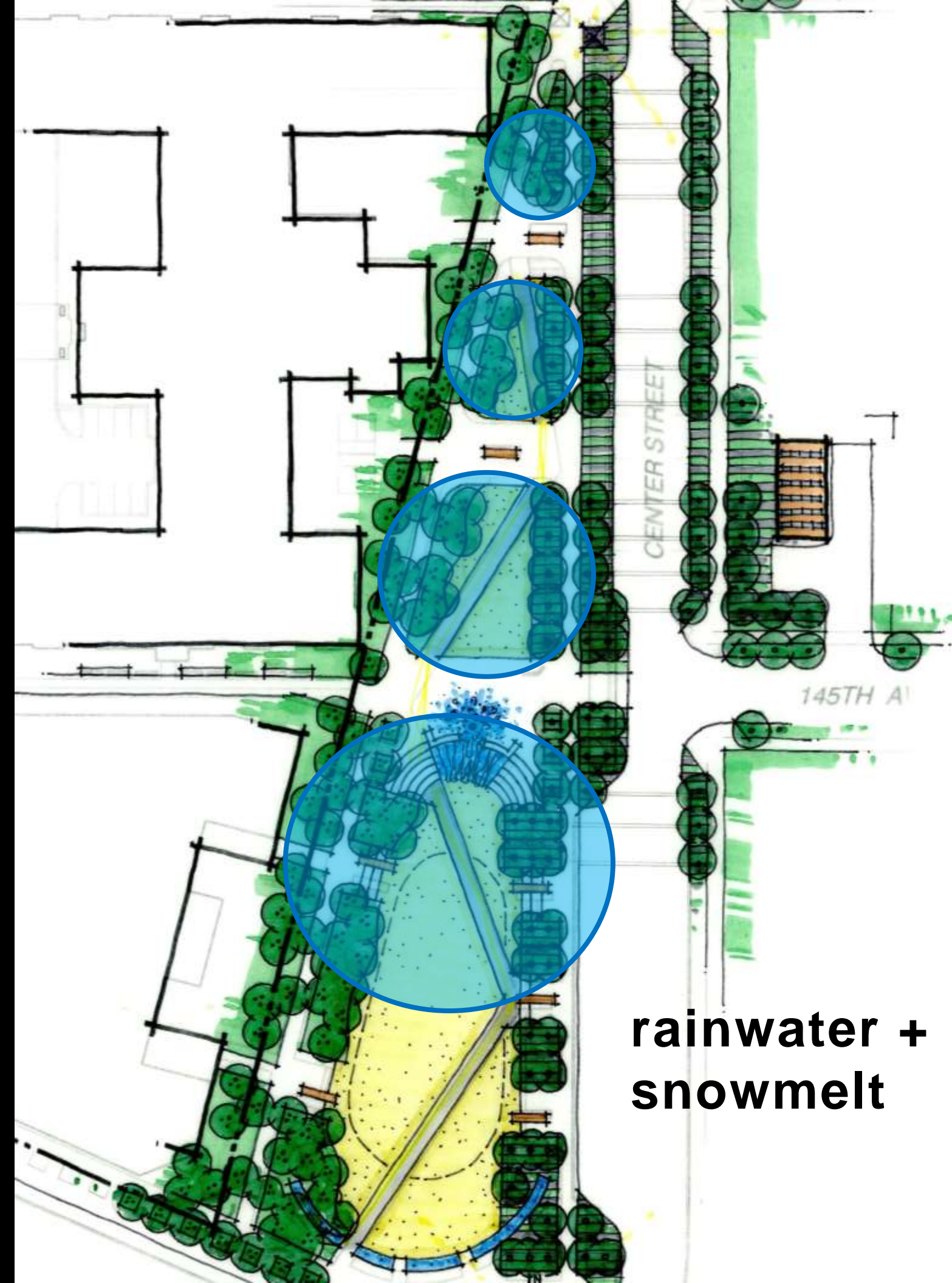
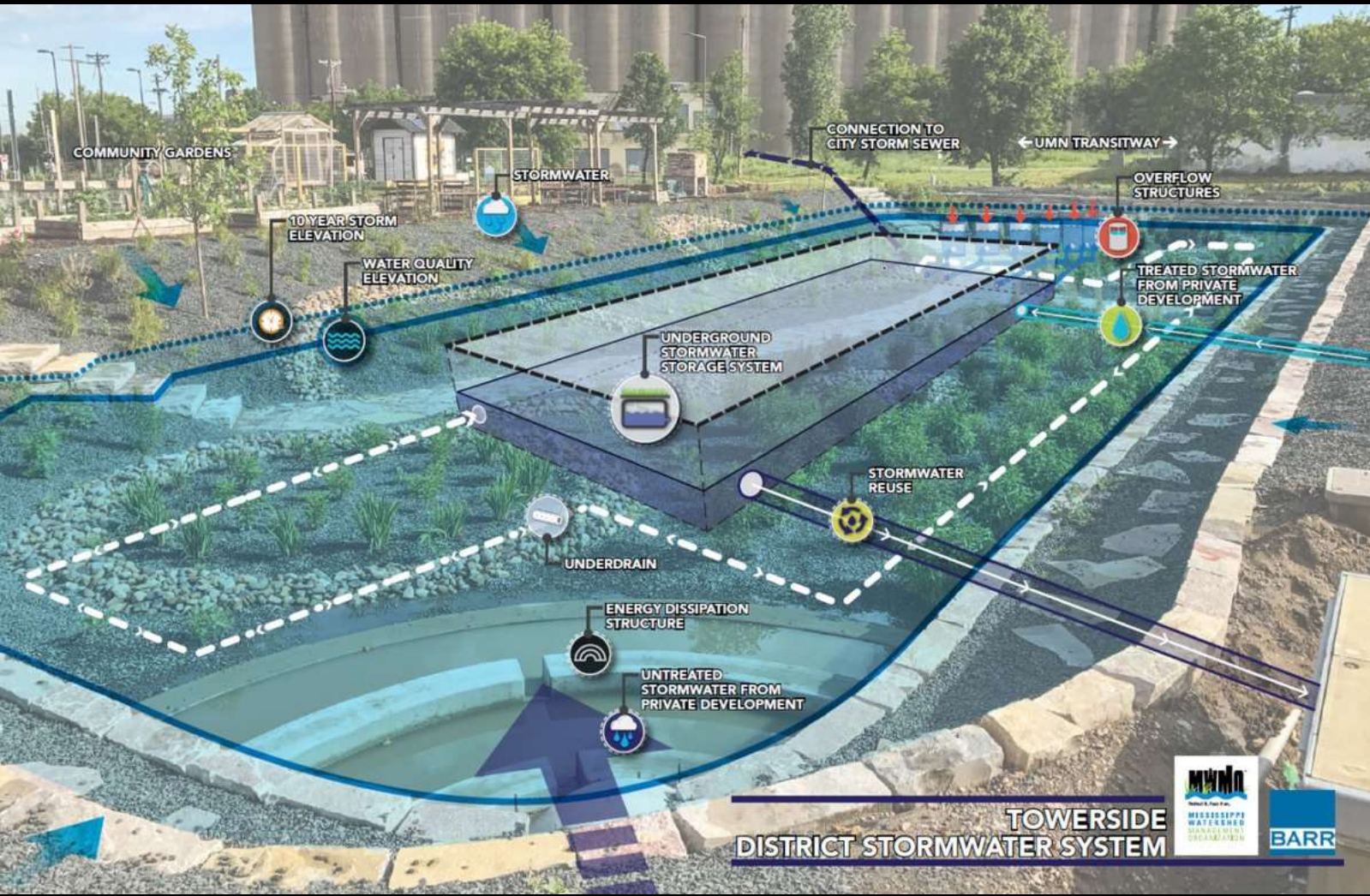


green infrastructure

PARK AND POND



IN MINNEAPOLIS, A DISTRICT-SCALE STORMWATER SYSTEM DOUBLES AS PUBLIC SPACE.



rainwater + snowmelt

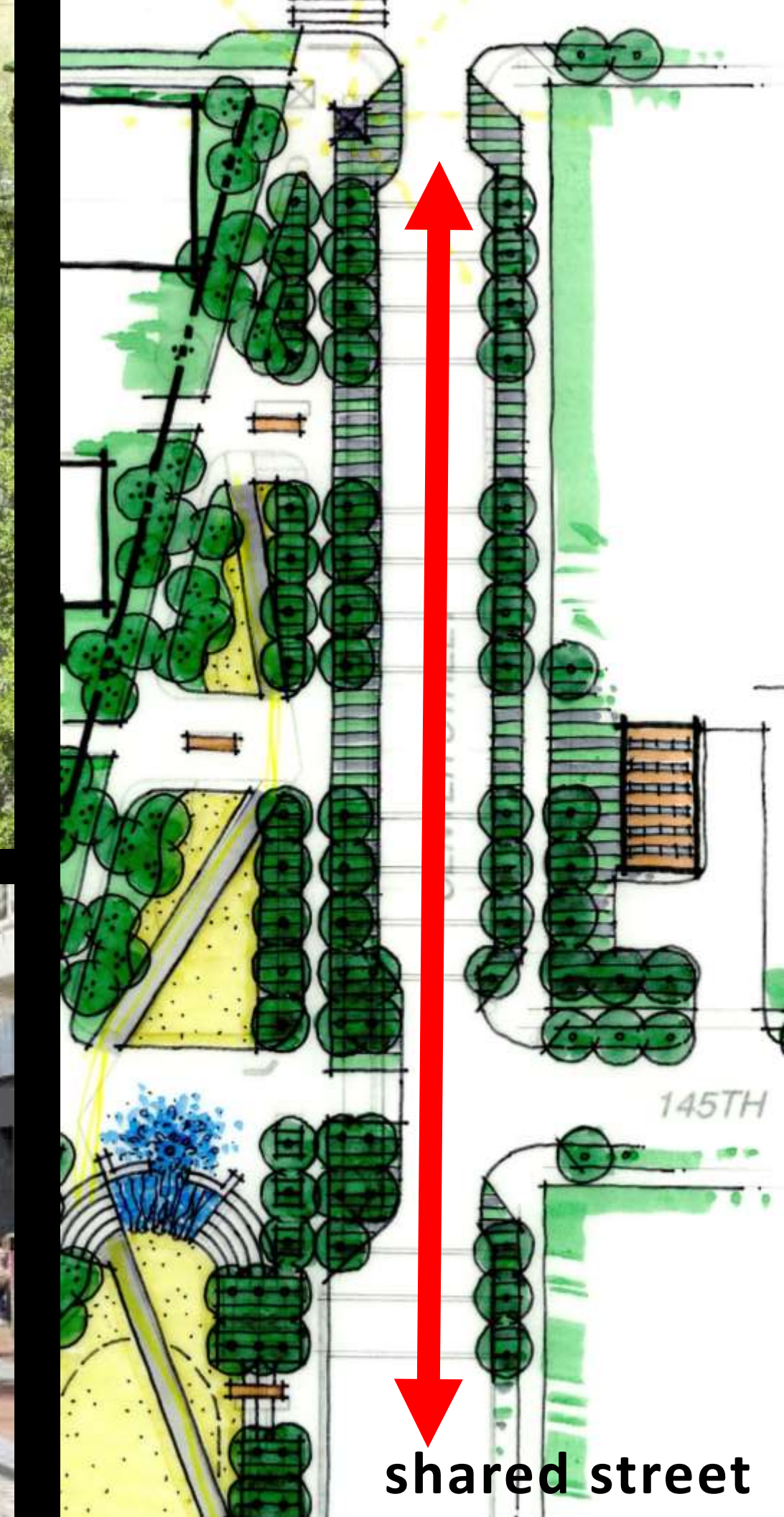
# RAMSEY COR – PARK SYSTEM COMPONENTS



concept idea – street + plaza + connections

1

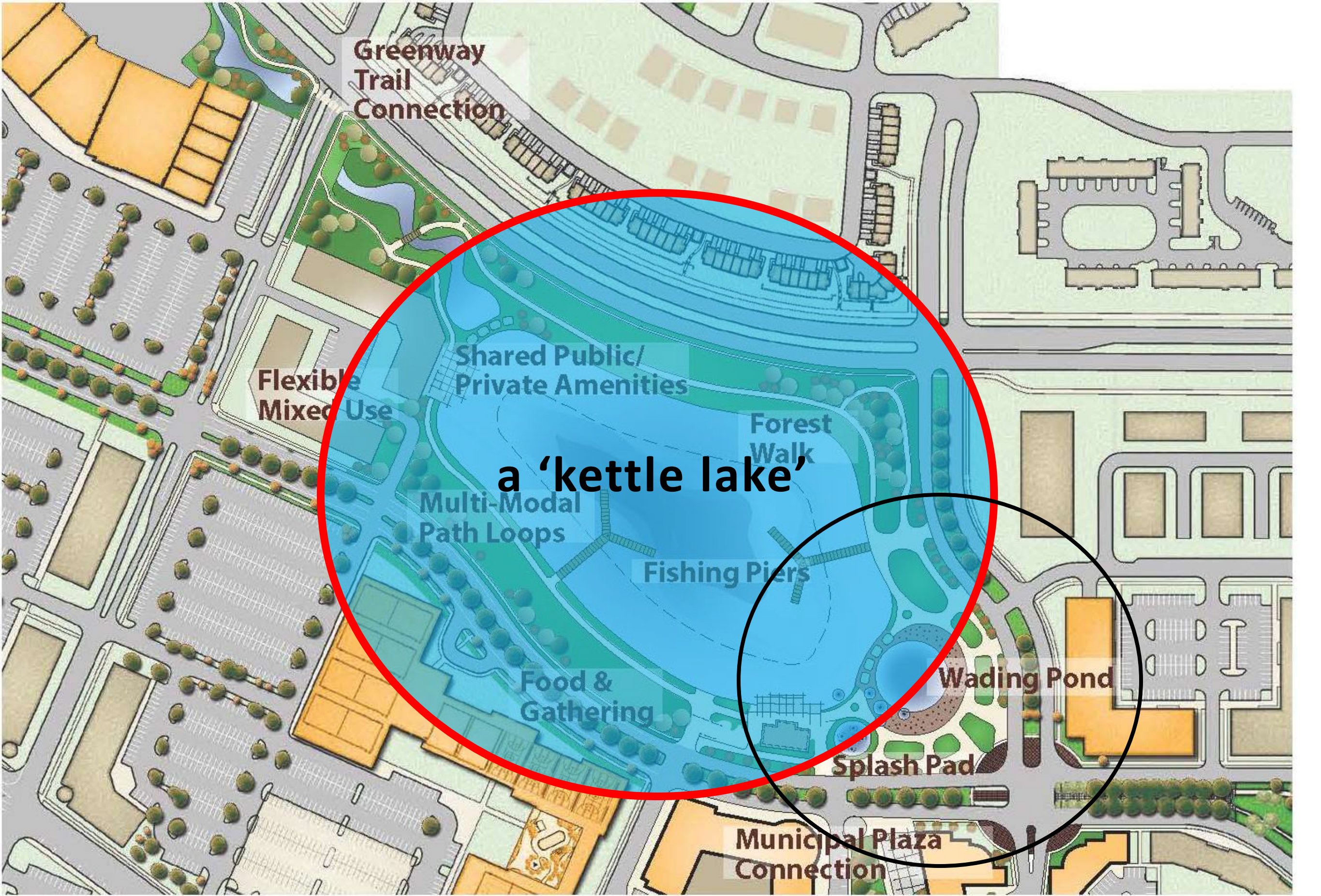
**Municipal Plaza**  
(previous design study)



shared street

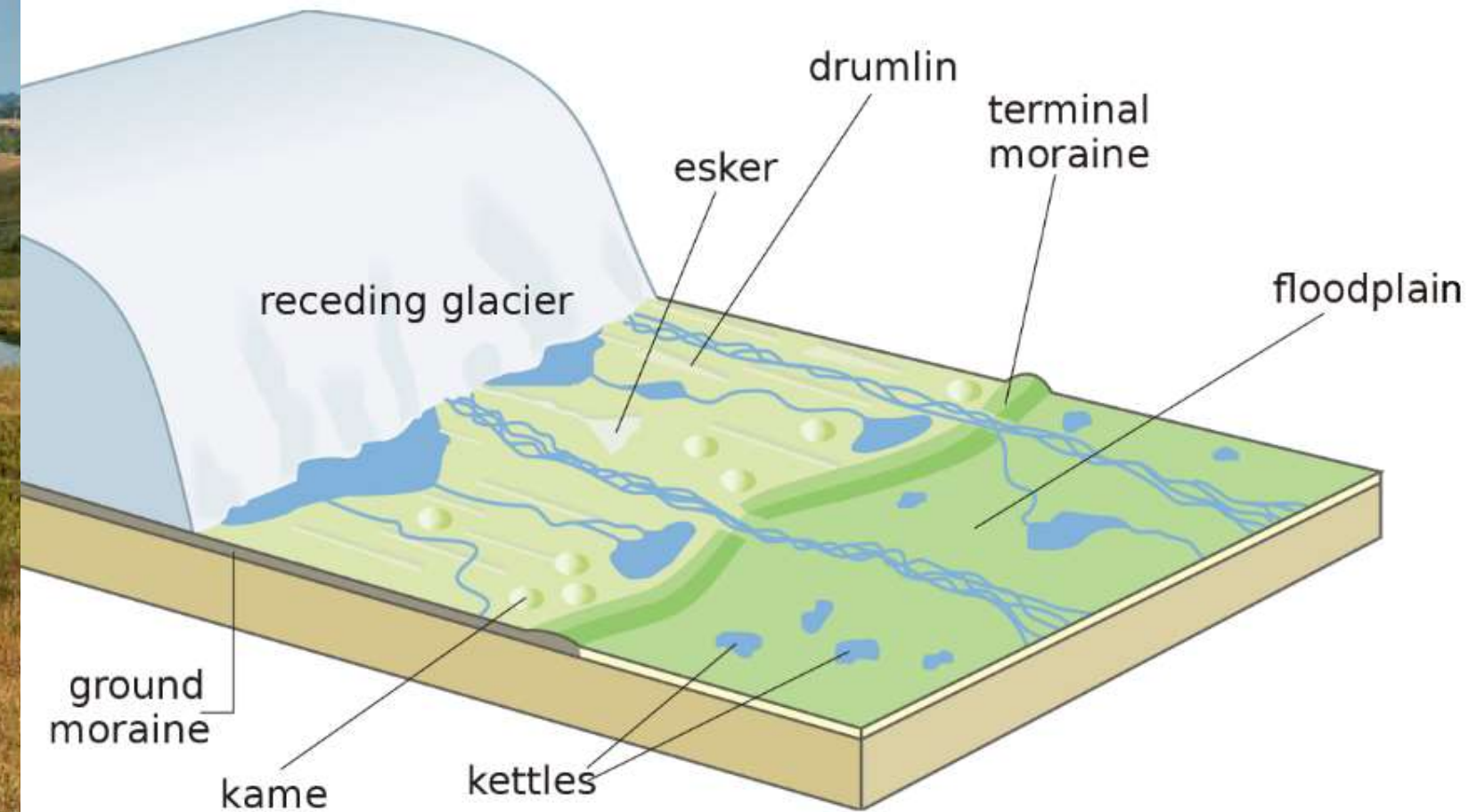


# The Waterfront





# The Glacier **Did It**



**geologic history + design context**

resource: Minnesota Conservation Volunteer

March / April 2018 Issue

Mary Hoff and Gary Alan Nelson

**kettle lake**



**esker**



kames



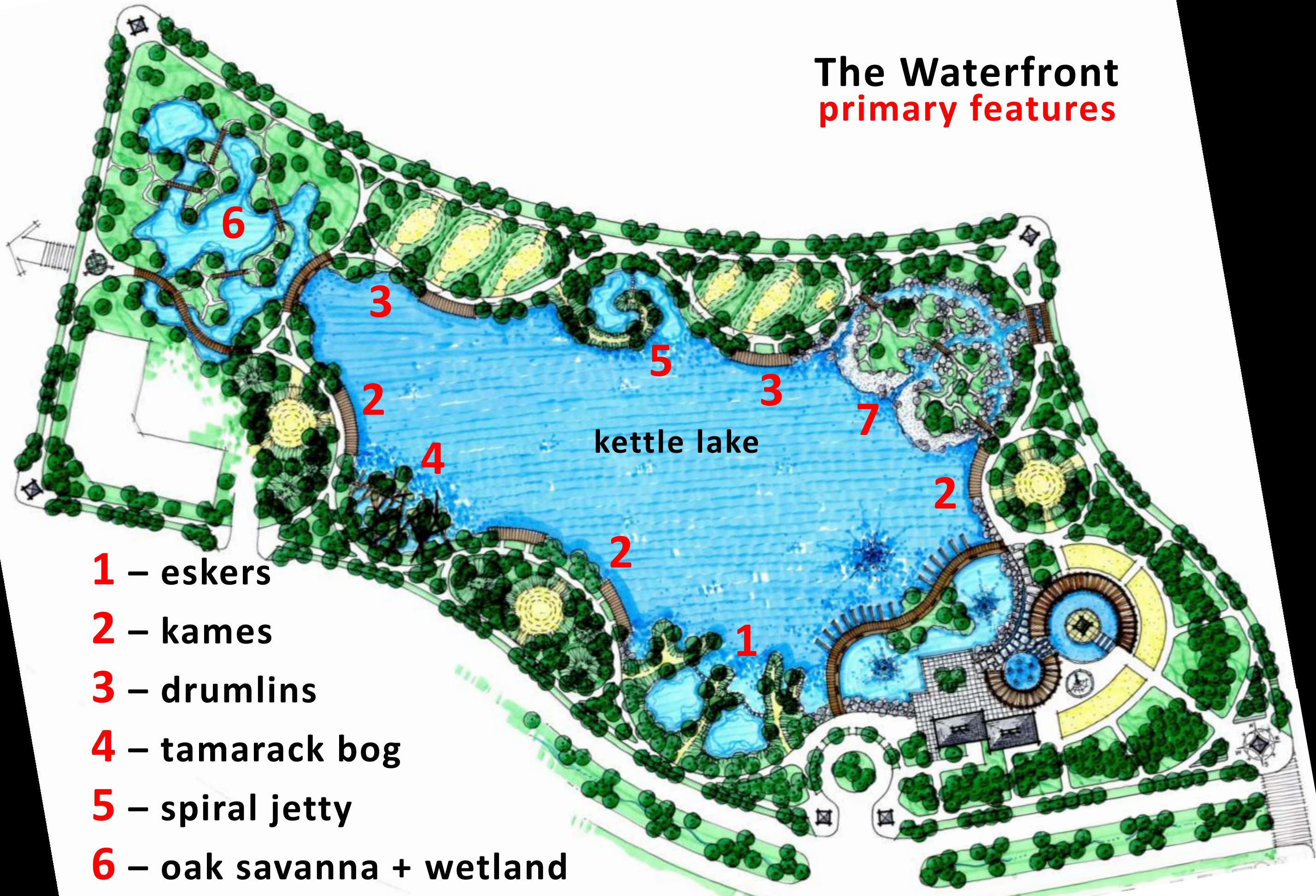
erratic



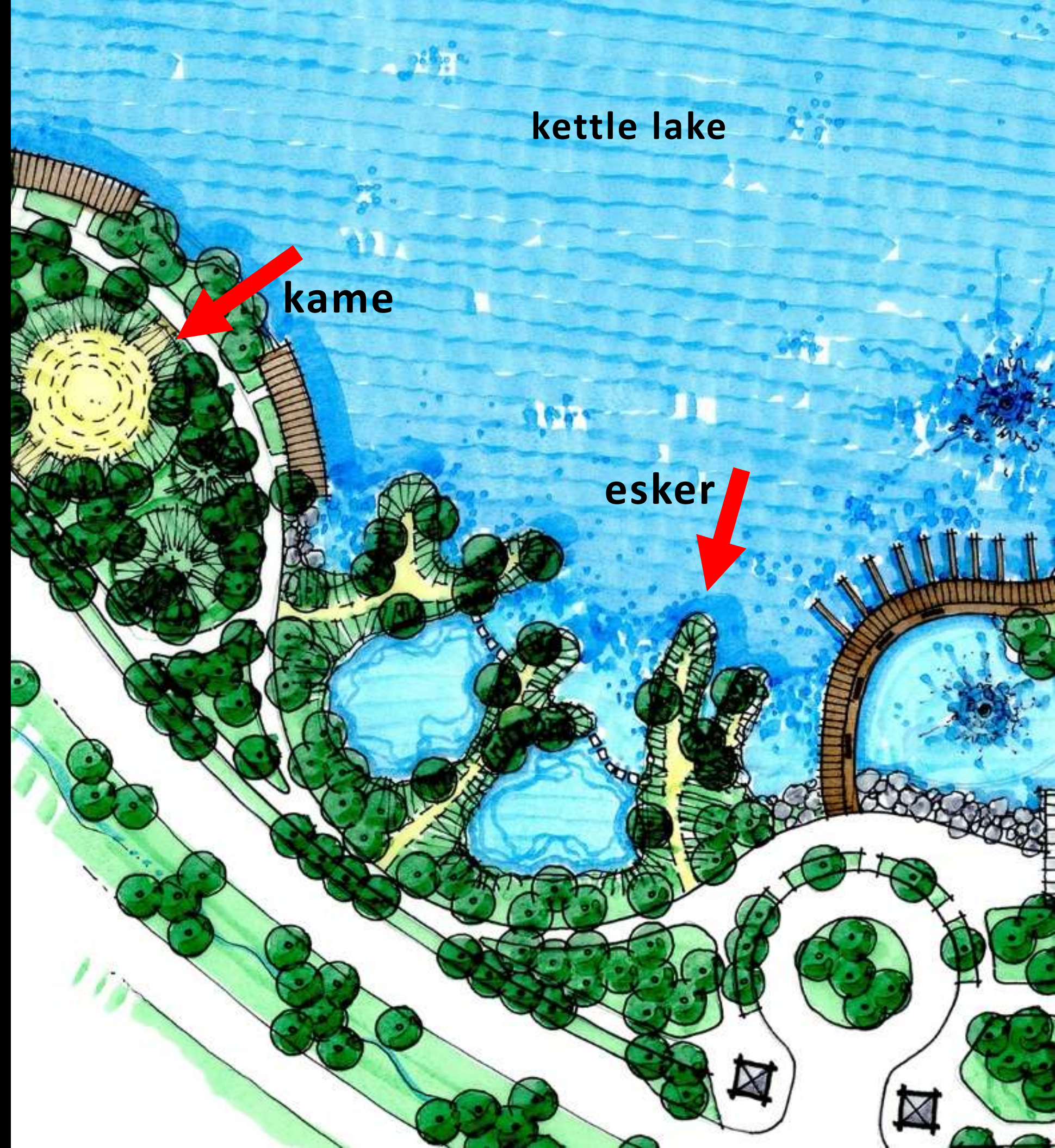
drumlin

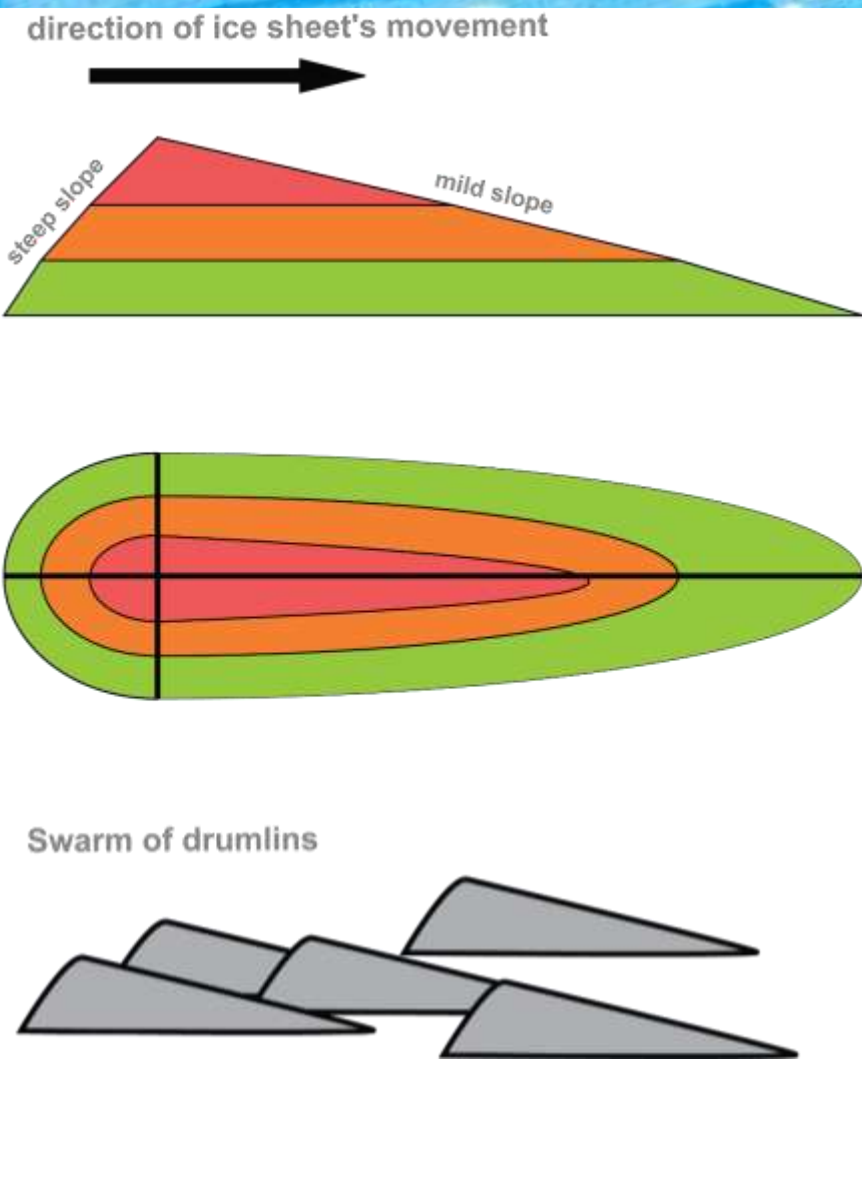
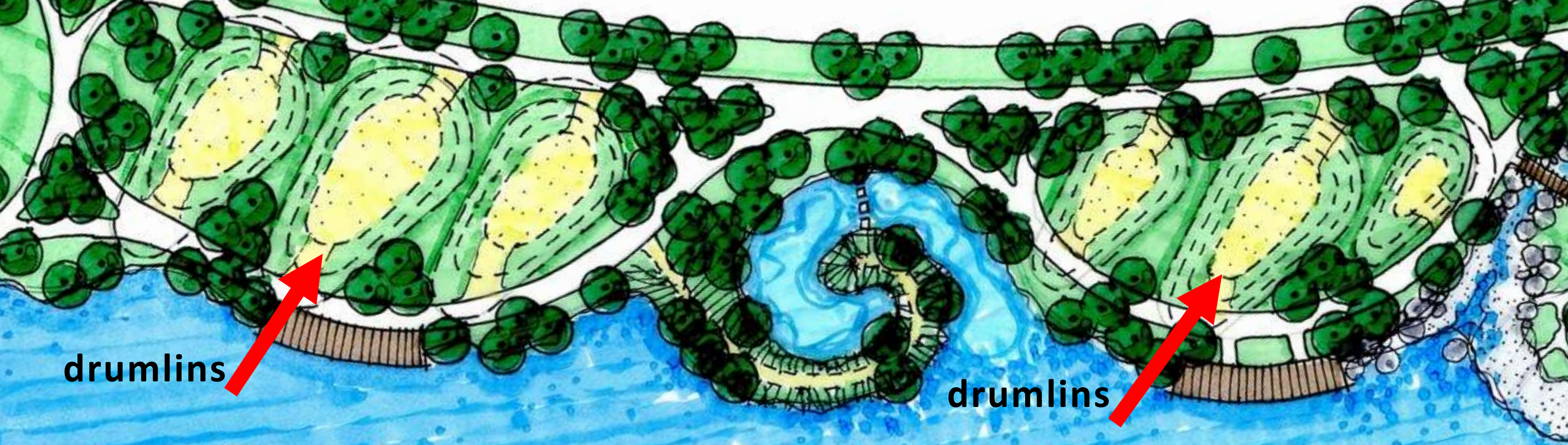


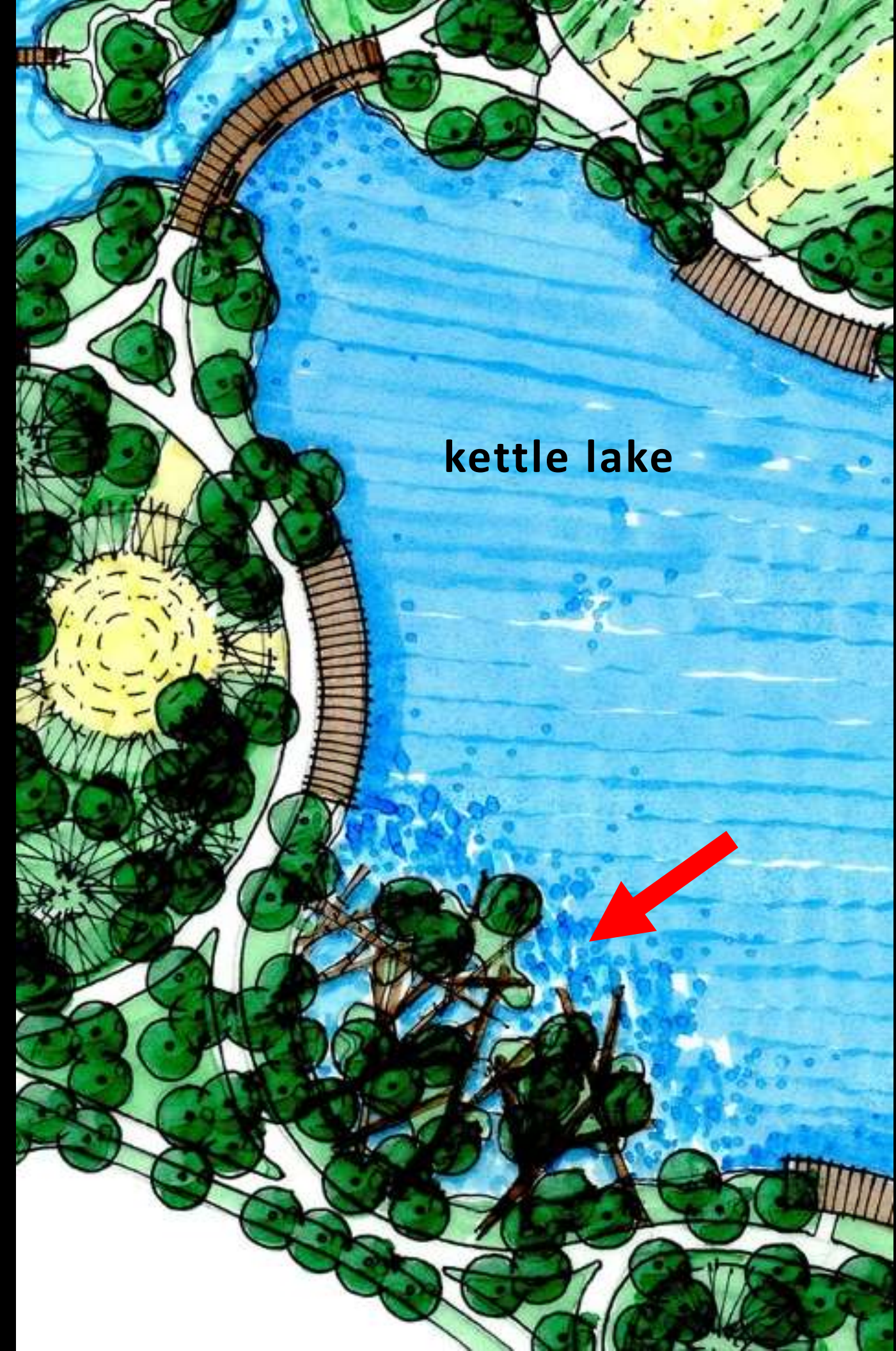
# The Waterfront primary features



- 1** – eskers
- 2** – kames
- 3** – drumlins
- 4** – tamarack bog
- 5** – spiral jetty
- 6** – oak savanna + wetland
- 7** – boulder hopping + outwash plain





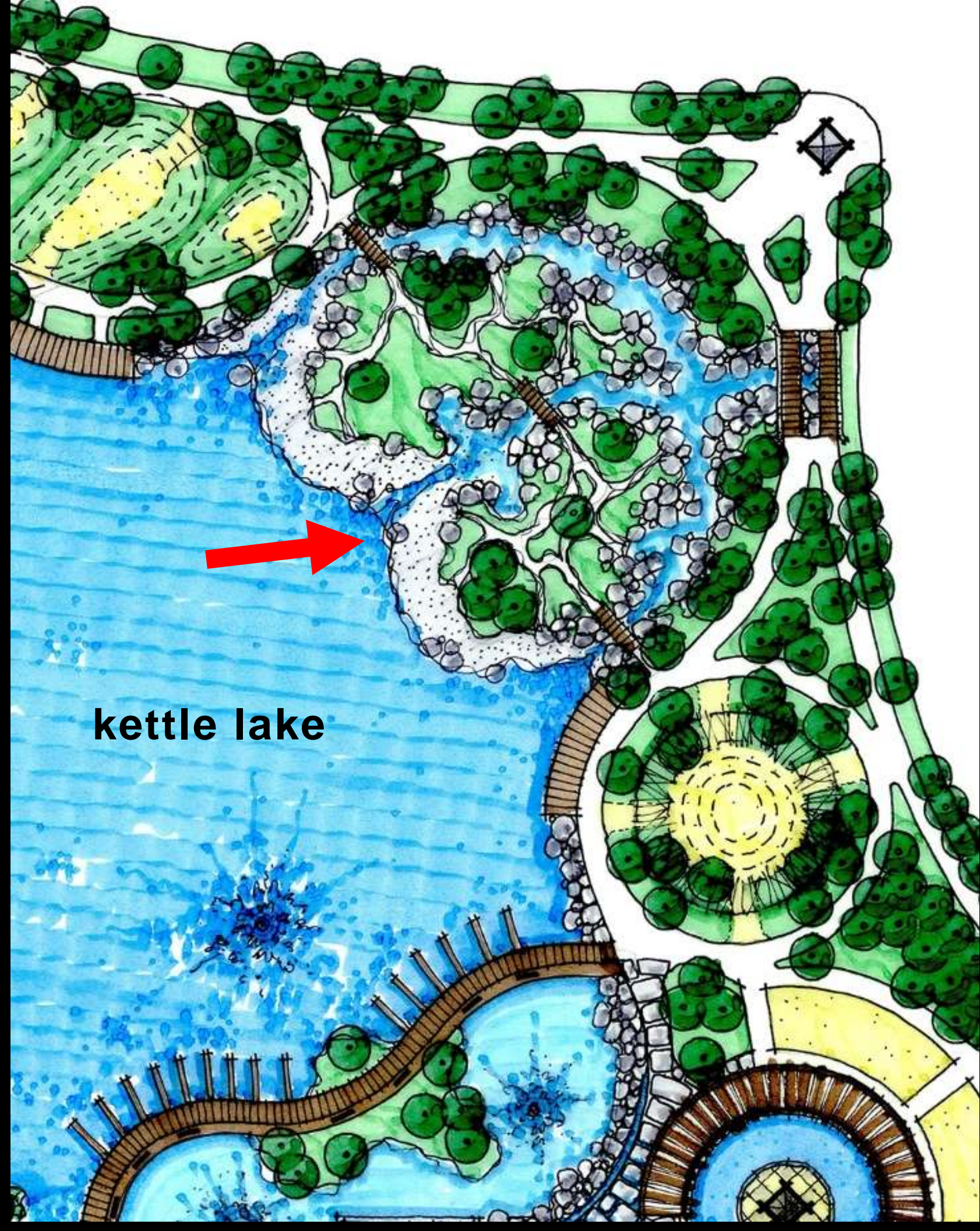




**boulder hopping**

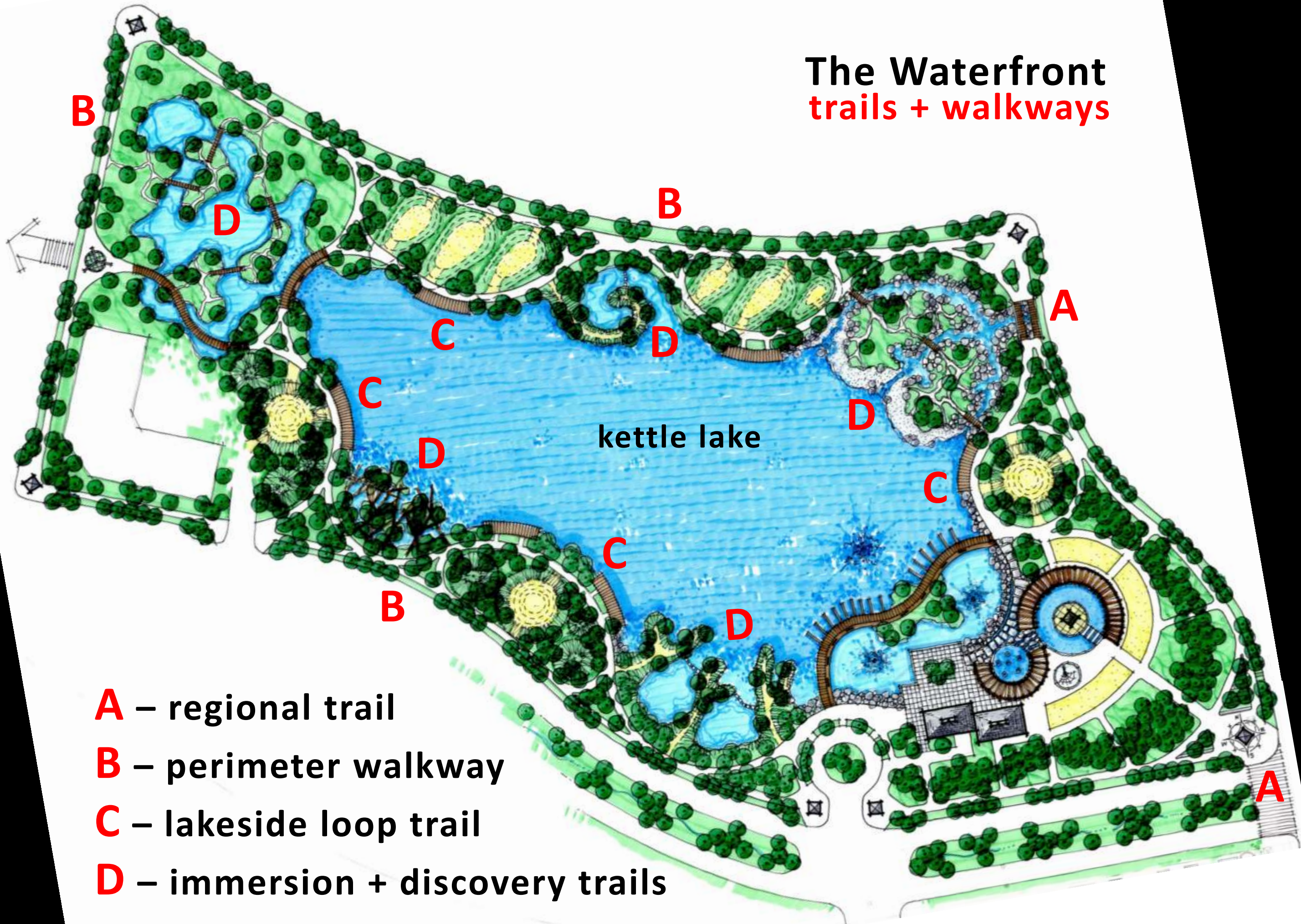


**outwash plain**

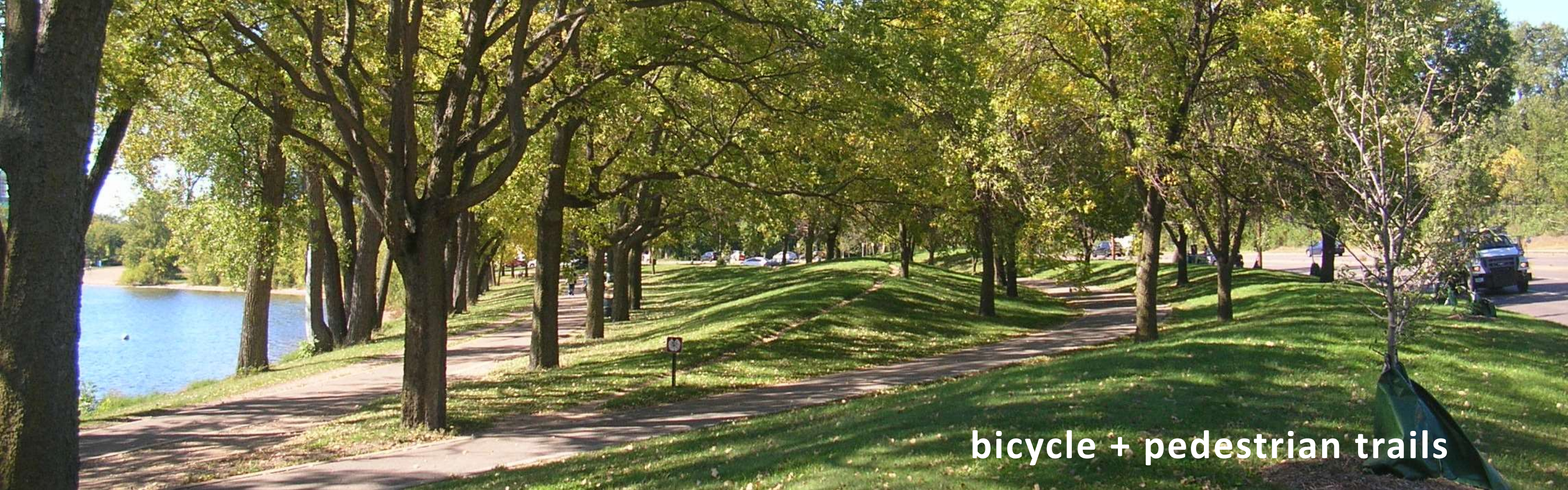


**kettle lake**

# The Waterfront trails + walkways

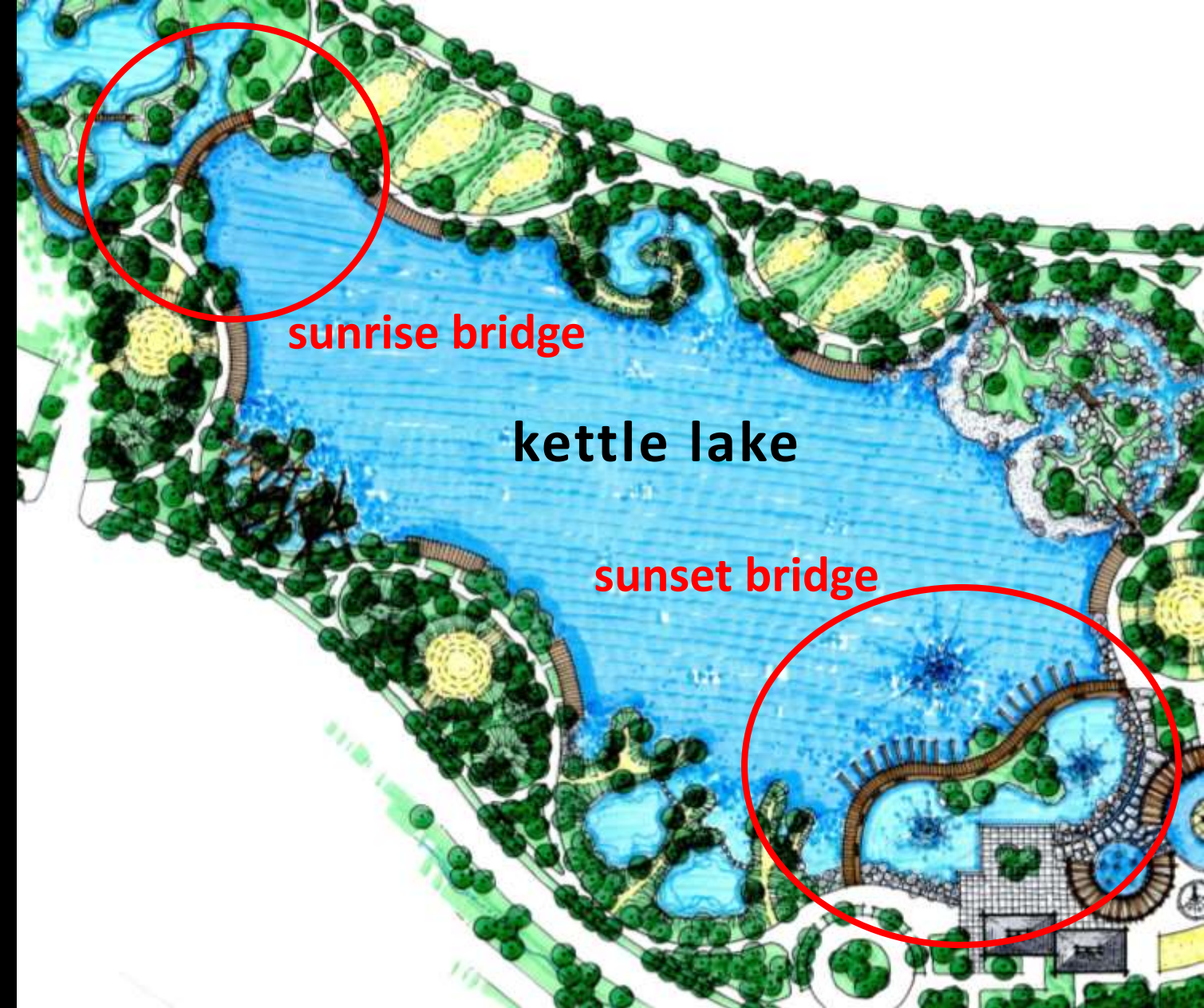


- A** – regional trail
- B** – perimeter walkway
- C** – lakeside loop trail
- D** – immersion + discovery trails

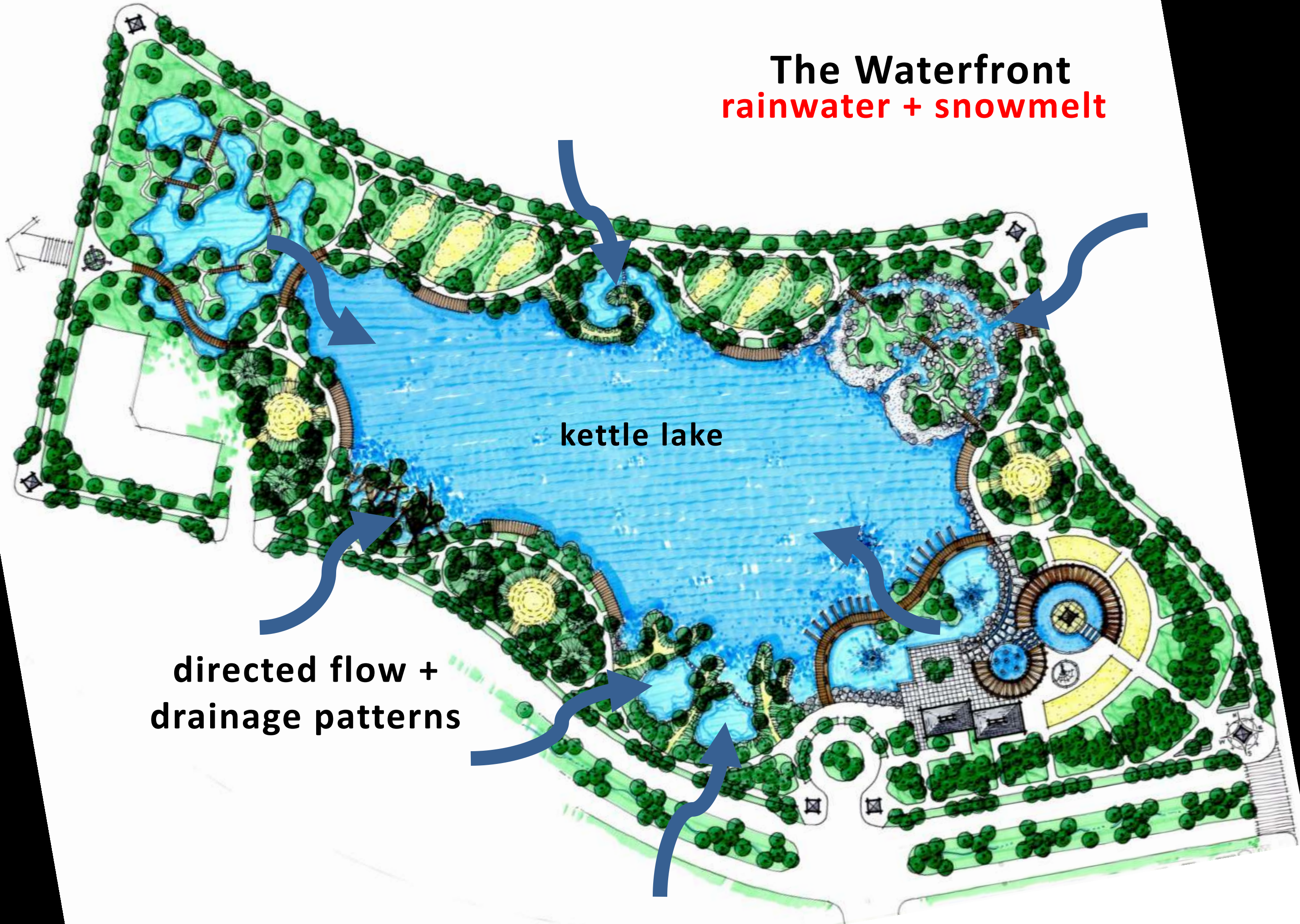


bicycle + pedestrian trails





**The Waterfront**  
**rainwater + snowmelt**



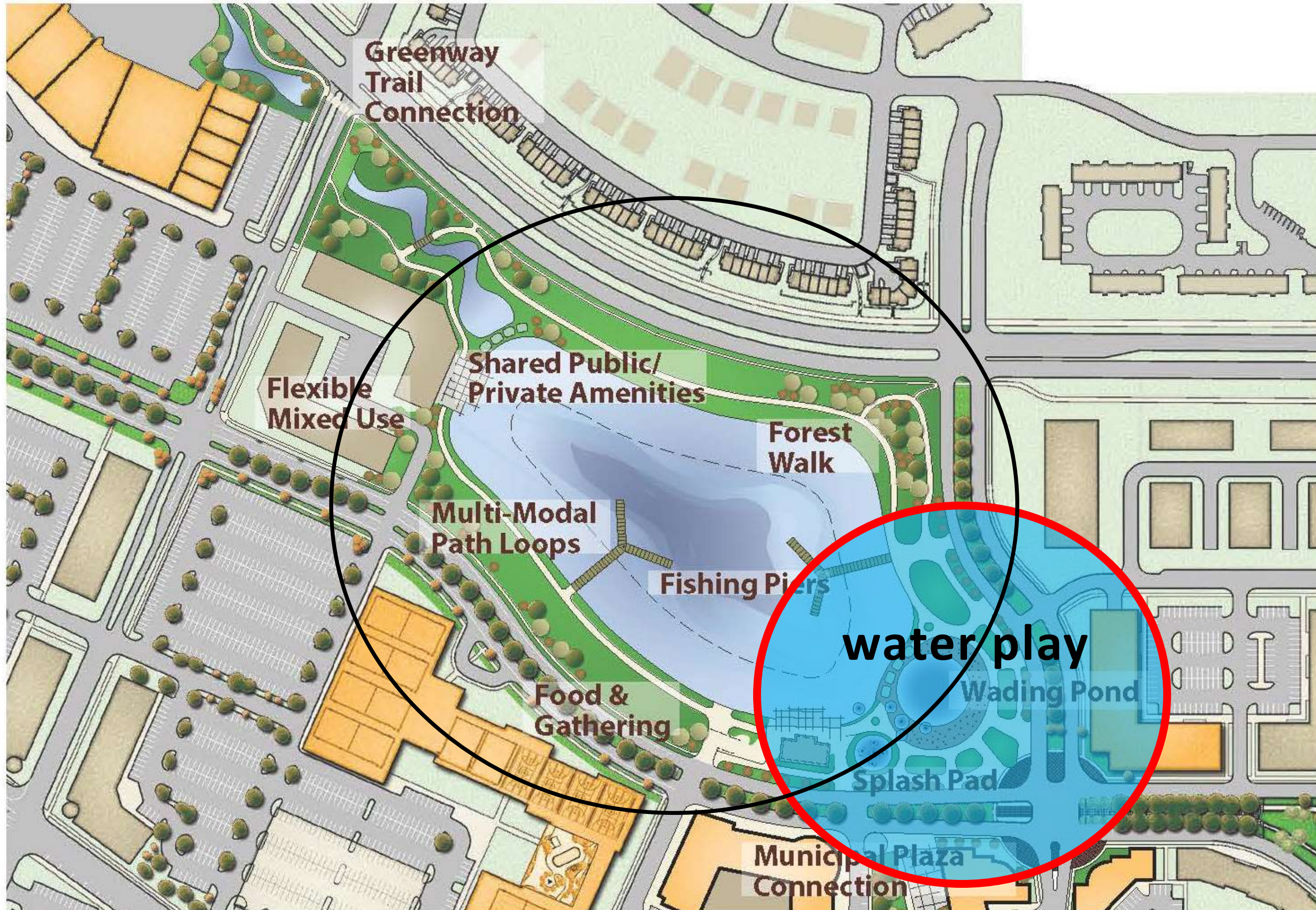
kettle lake

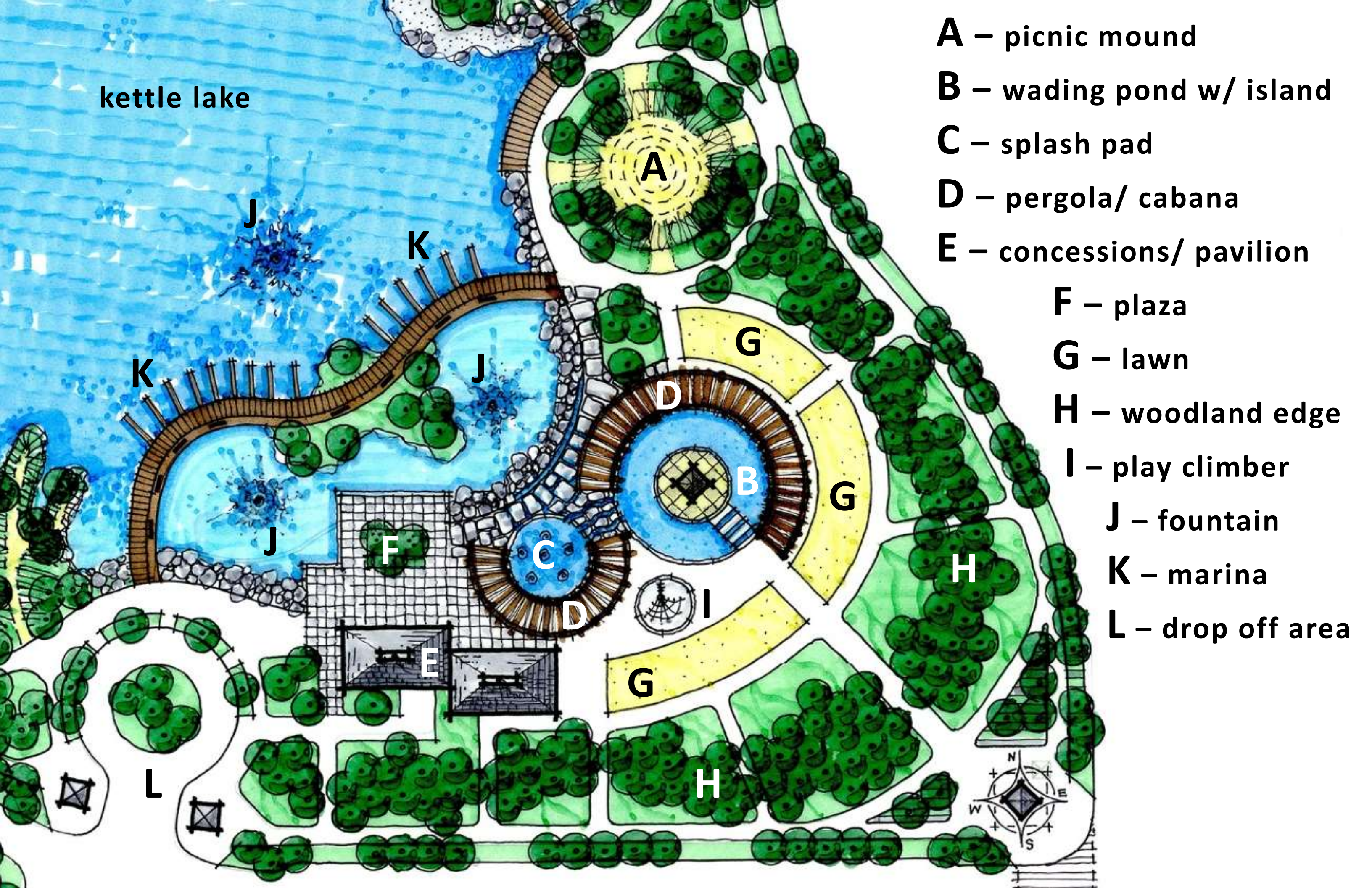
**directed flow +  
drainage patterns**



**habitat restoration**

# Lake Ramsey Commons (aka – The Waterfront)





kettle lake

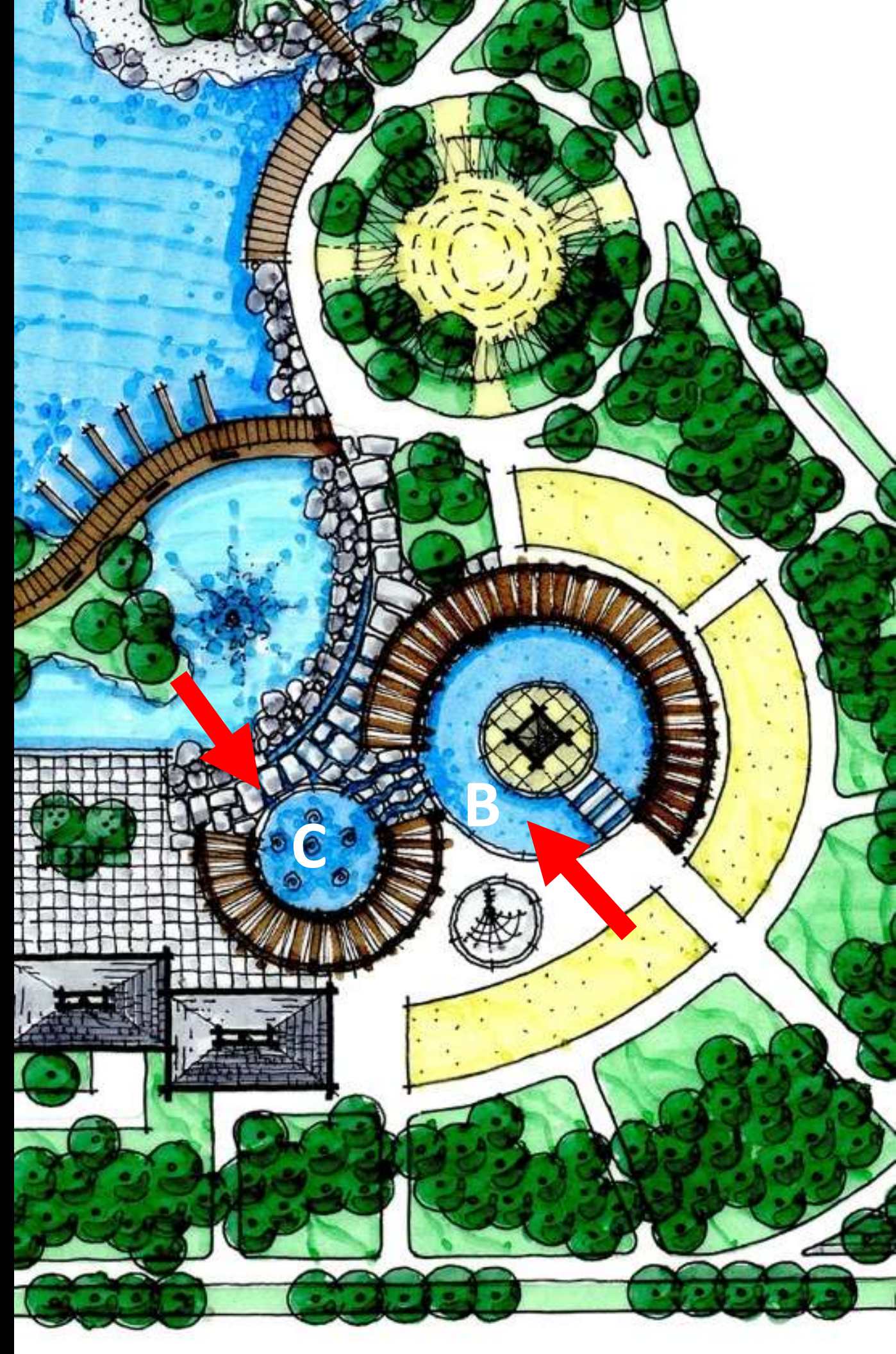
- A** – picnic mound
- B** – wading pond w/ island
- C** – splash pad
- D** – pergola/ cabana
- E** – concessions/ pavilion
- F** – plaza
- G** – lawn
- H** – woodland edge
- I** – play climber
- J** – fountain
- K** – marina
- L** – drop off area



B – wading pond

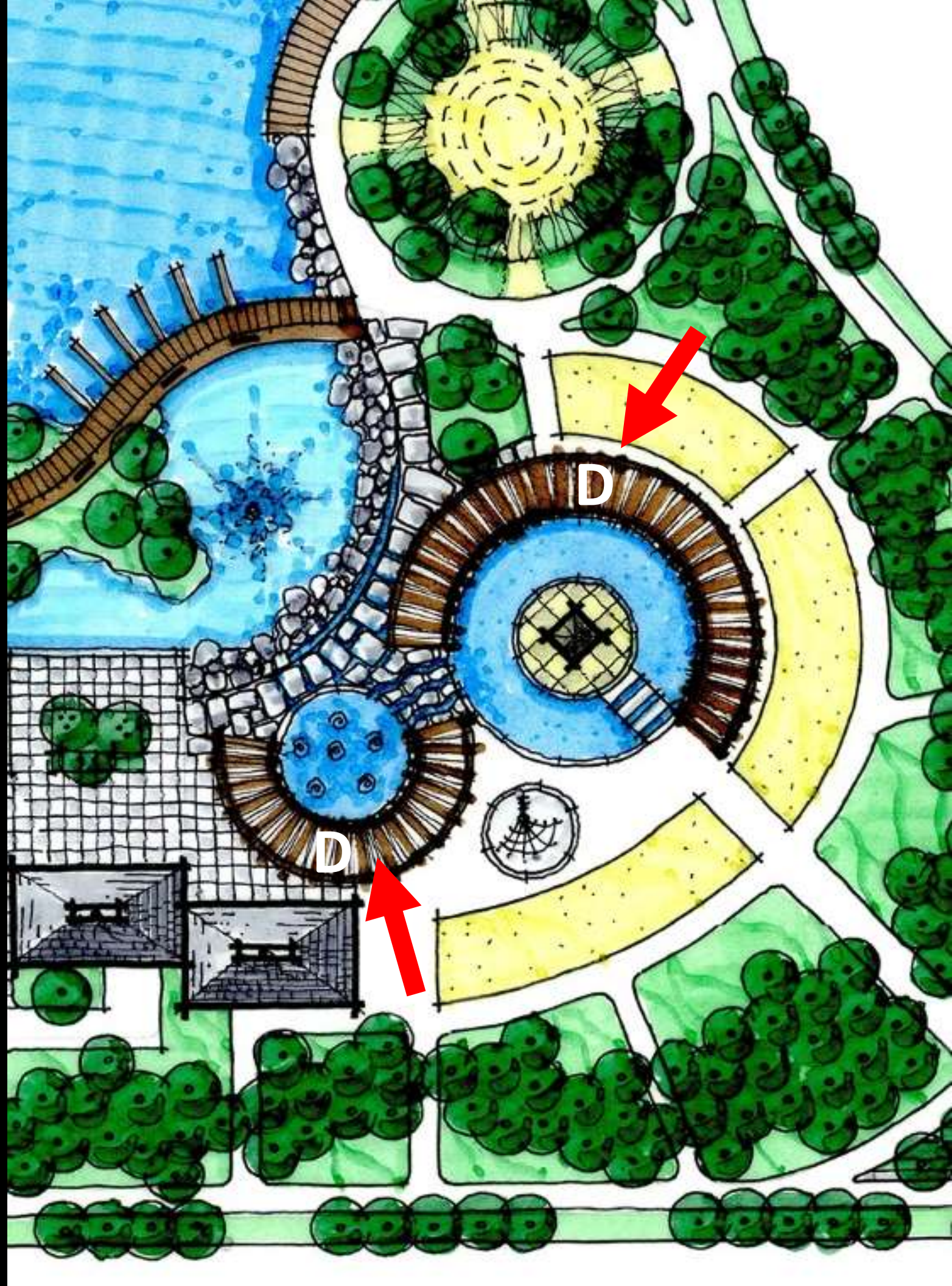


C – splash pad





D – pergola / cabana



E – concessions + pavilion



F – plaza

kettle lake

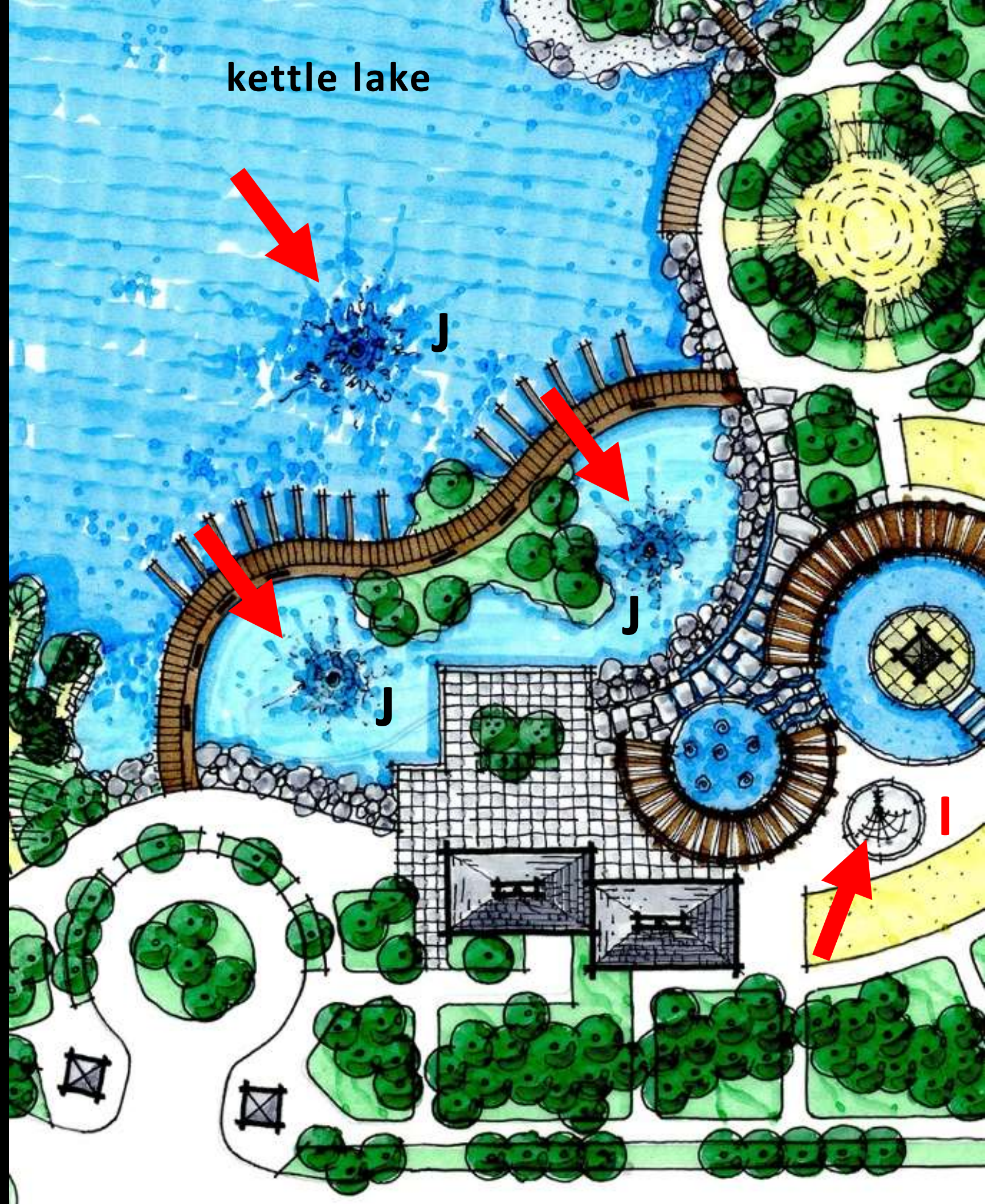


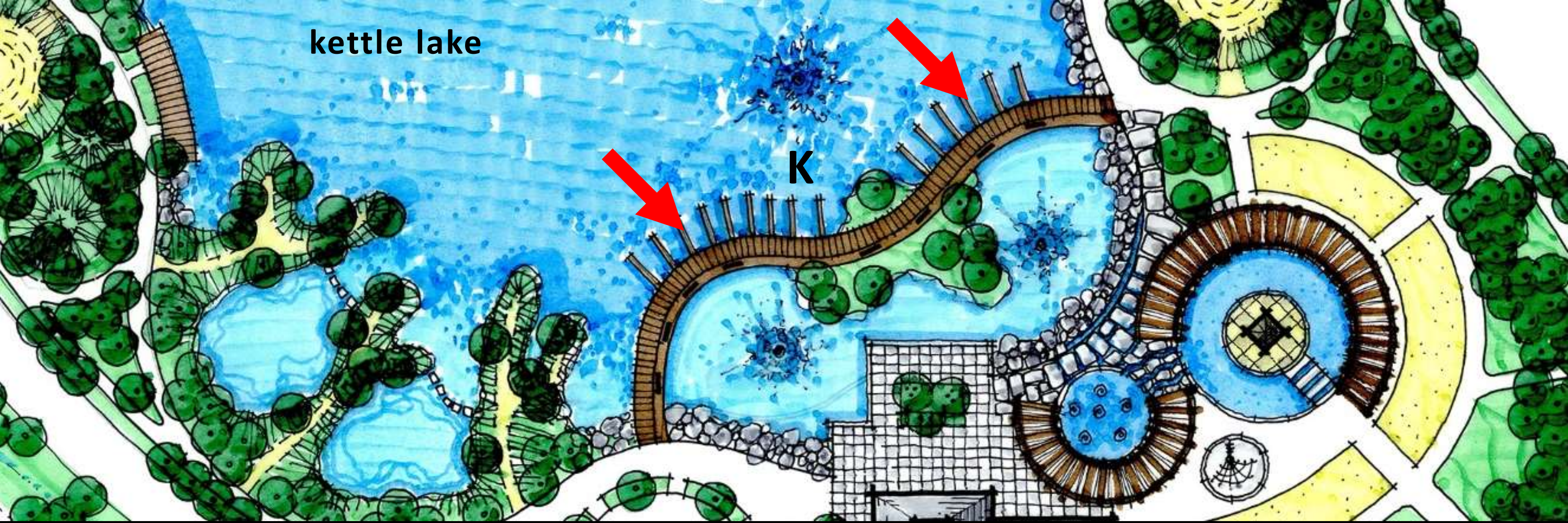


I – play climber



J – fountain



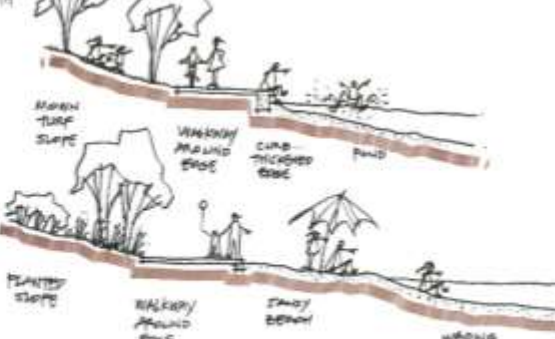
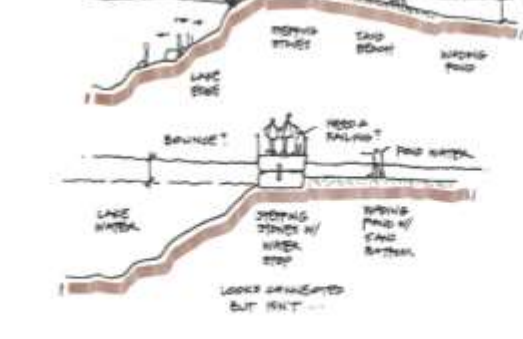
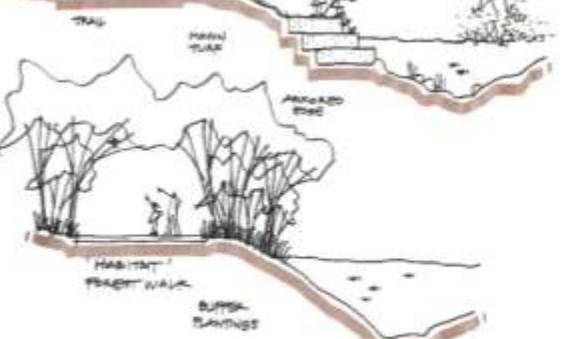
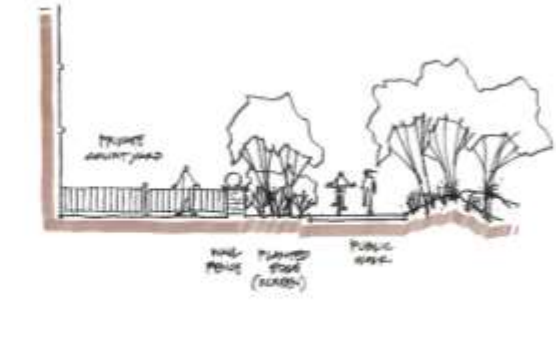
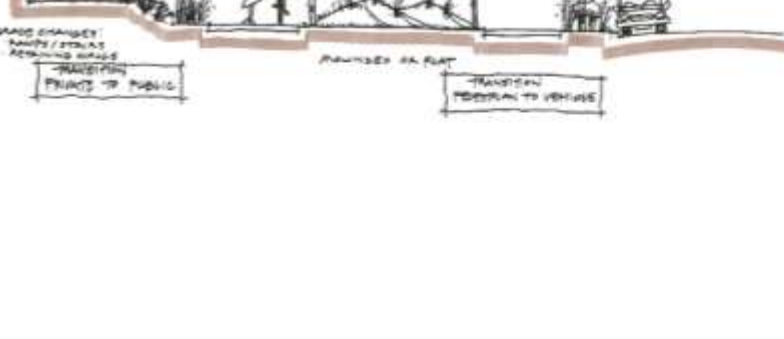
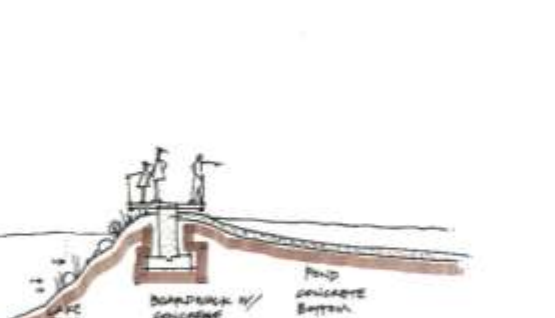
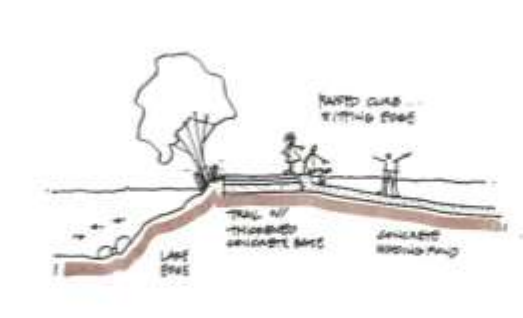
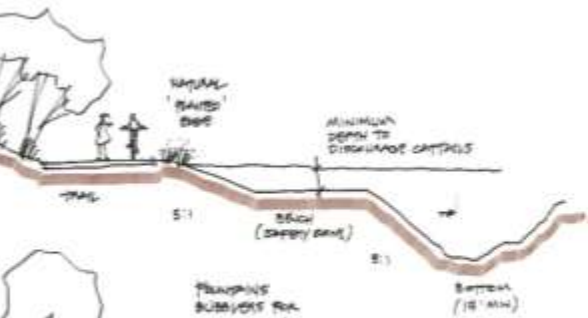
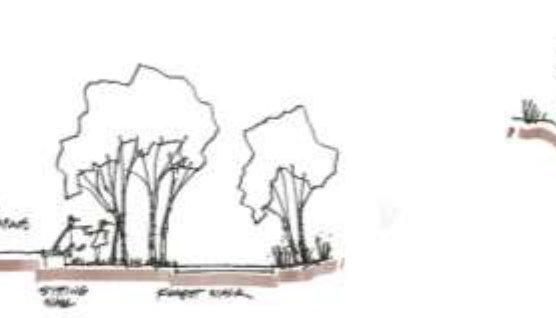
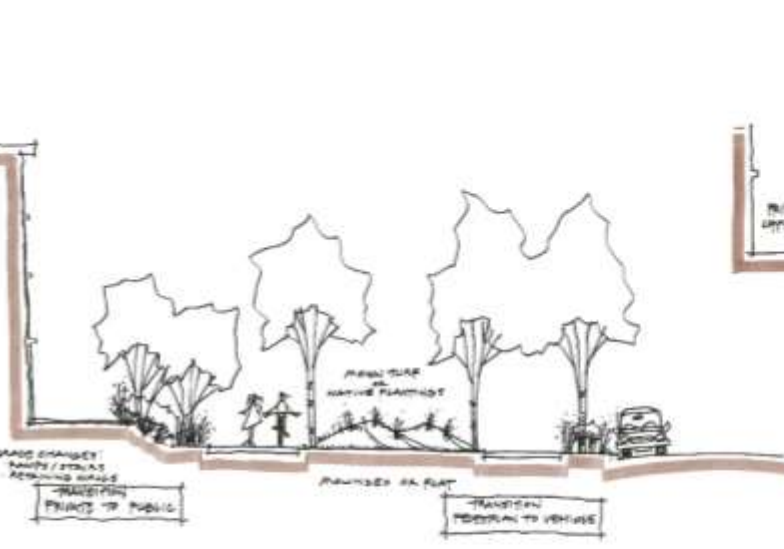
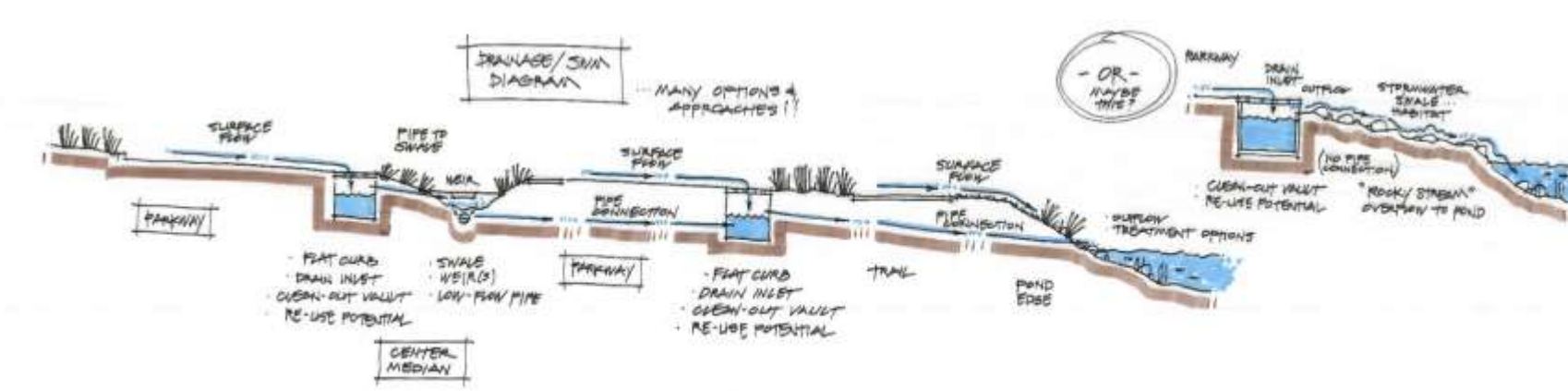
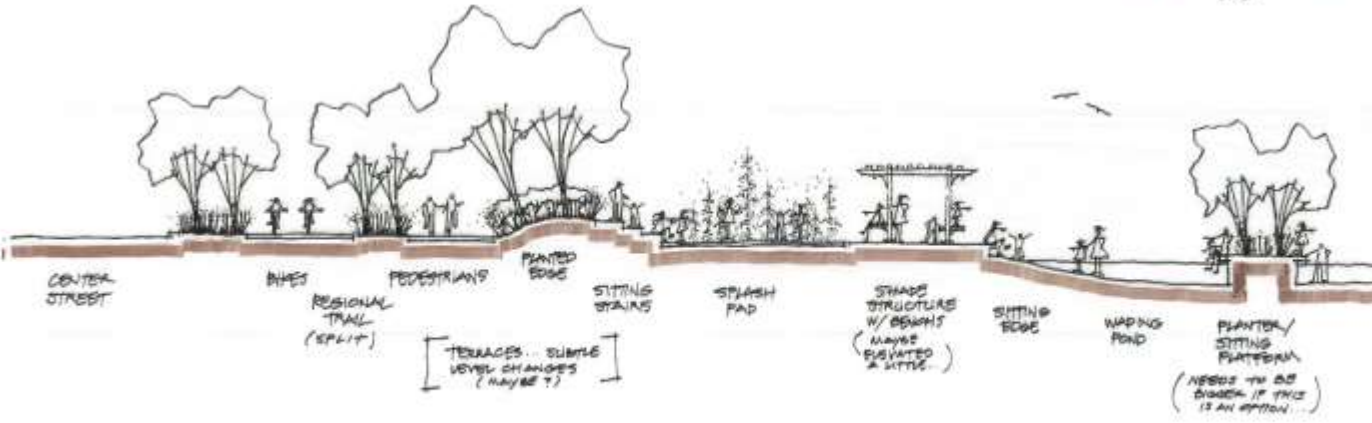
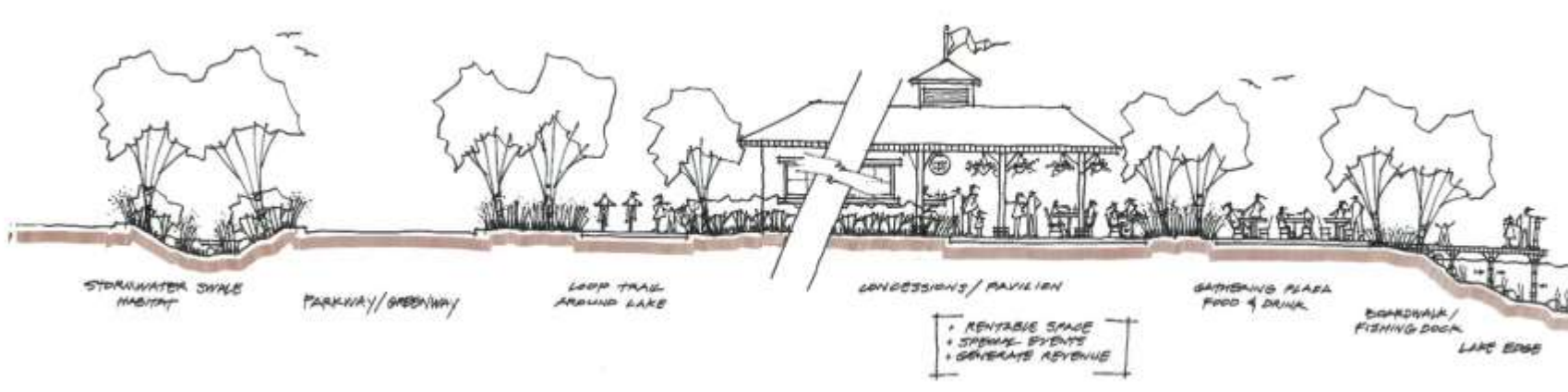
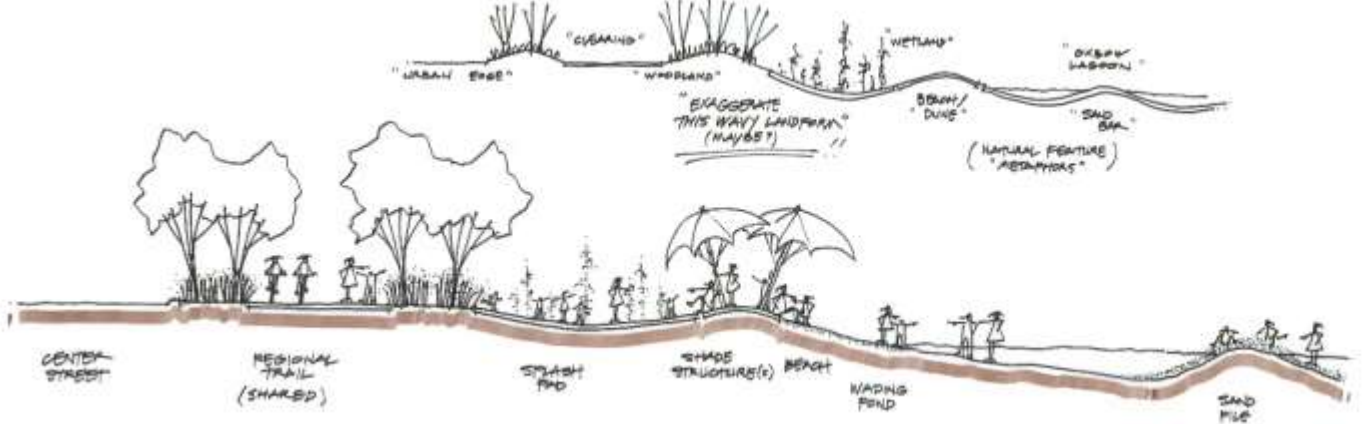


kettle lake

K



K – marina



cross-sections for various park elements

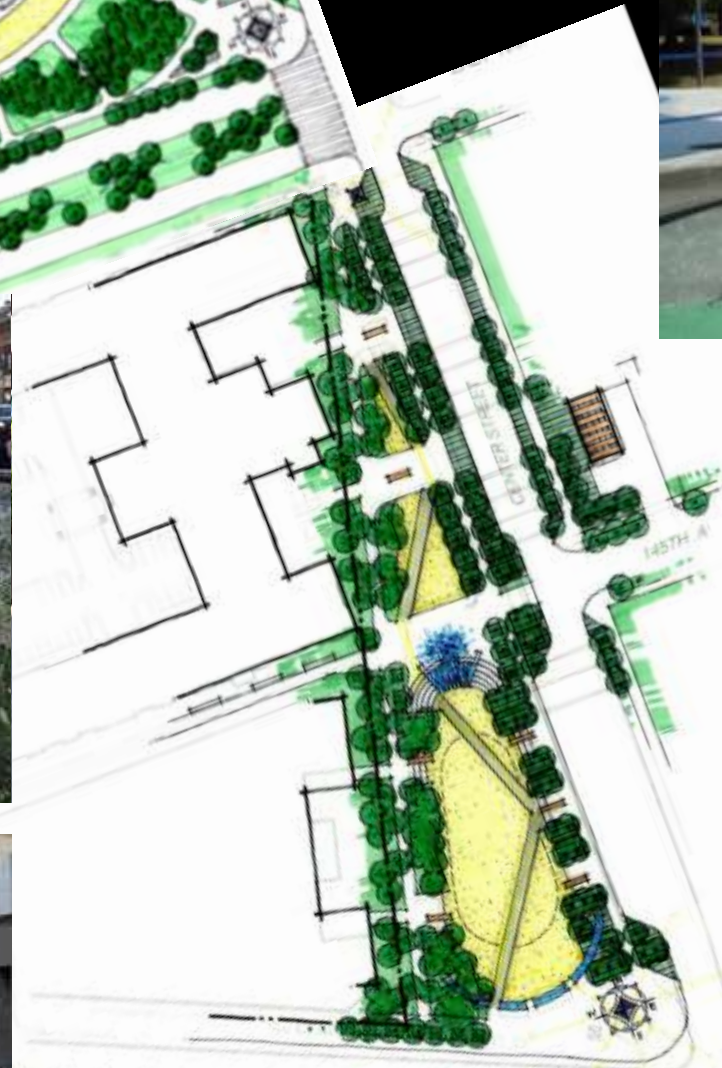


# The Waterfront

**Municipal Plaza**

**preliminary grading studies**

# The Waterfront



# Municipal Plaza



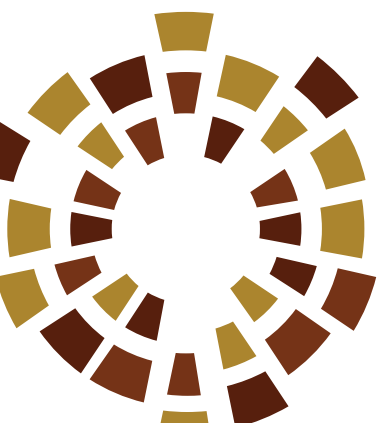


*The COR Public Realm Framework*

*Municipal Plaza*

*Lake Ramsey Commons*

*Greenway Trail Connection*



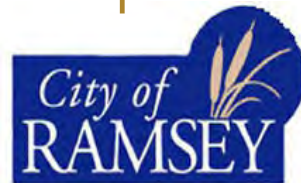
# The COR Parks + Public Places City of Ramsey, Minnesota

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)

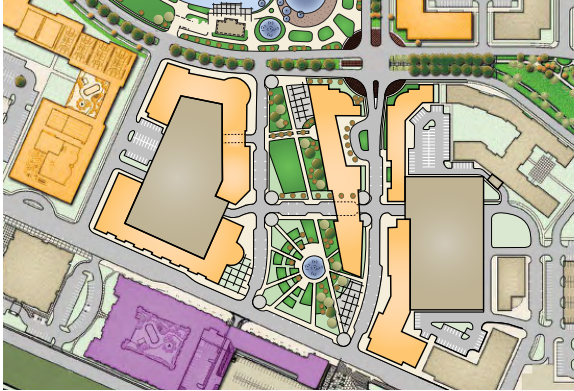
The Public Realm is what gives cities, districts and neighborhoods their identity - their unique sense of PLACE. Typically the public realm includes streets, parks, plazas, trails and other amenities, oftentimes integrating both public and private property. For the City of Ramsey, it is this network 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.

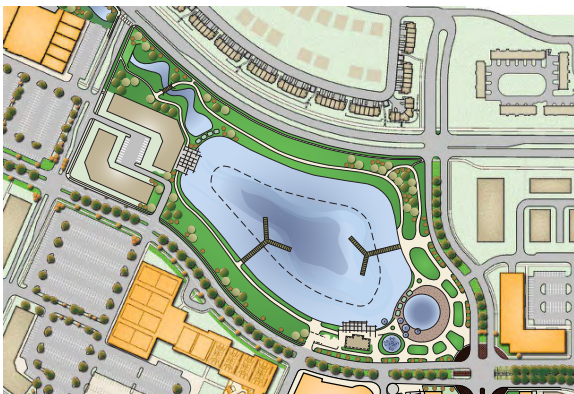
This study values the many contributions made by others, both in previous planning work and completed projects. While this study acknowledges the overall context of these various accomplishments, the primary focus here is on three primary components within The COR including: the Municipal Plaza, Lake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

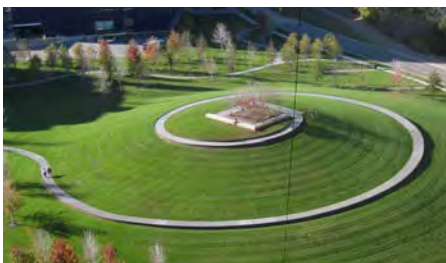


## *Greenway Trail Connection*

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



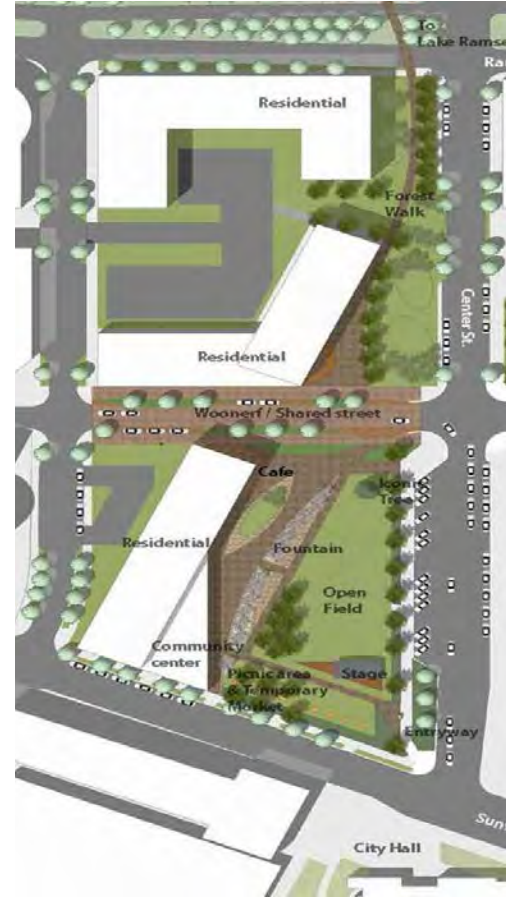
Shared street in commercial district



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
<b>TOTAL</b>	<b>\$ 3,510,000</b> 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)

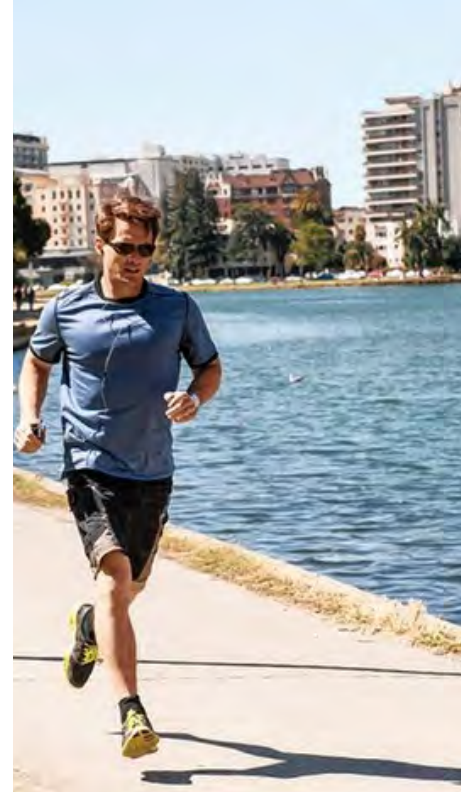
## Primary Project Elements



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
<b>TOTAL</b>	<b>\$ 6,224,040</b>
	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

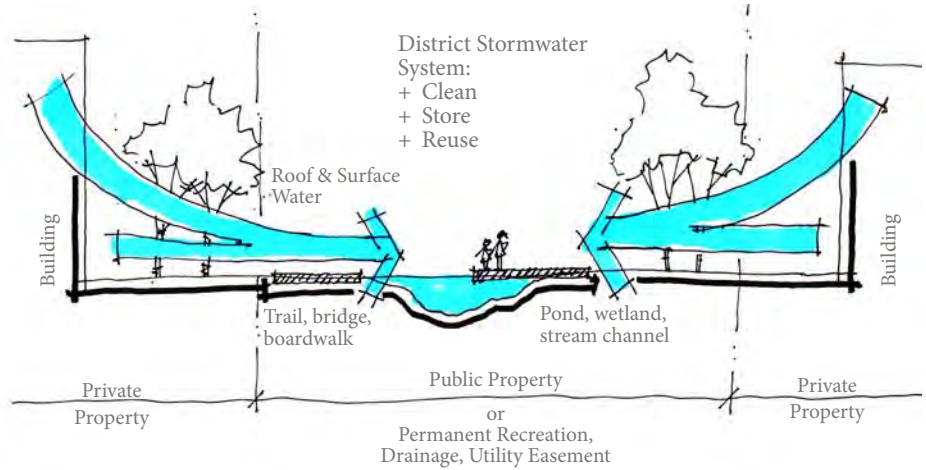
There is an opportunity to explore alignments for this Greenway Trail Connection that might provide greater benefits to the northwest quadrant of The COR – measured in social, economic and environmental value added. With modest enhancements to the existing trail along Bunker Lake Boulevard, and expanded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

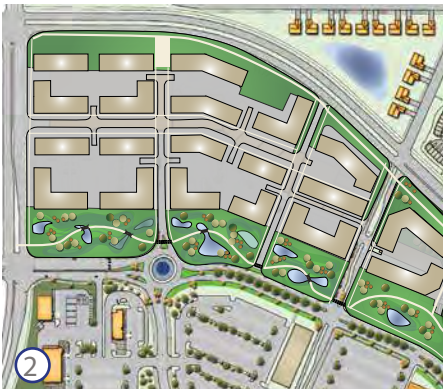
A third option, a meandering Greenway Trail Connection through the center of this quadrant not only provides a much-needed green amenity in this part of The COR, but also creates another valuable development ‘frontage’ to enhance land value and encourage private investment. This centrally located alignment 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
<b>TOTAL</b>	<b>\$ 1,886,000</b> 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.



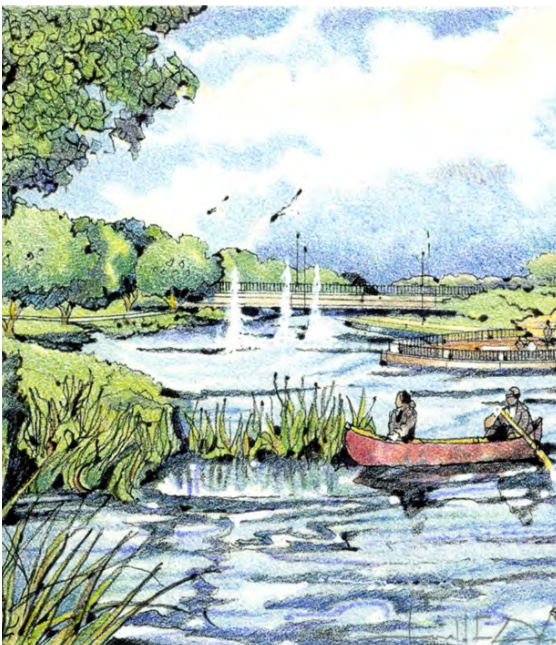
- Value of properties within 500 feet of parks
- Value attributable to parks (4.84%)
- Property tax revenue from properties within 500 feet of parks
- Tax revenue attributable to parks (4.84%)

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.

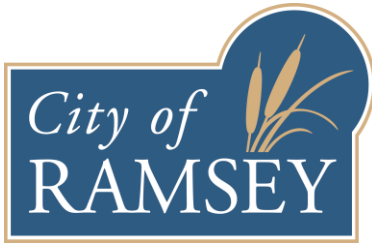


Lake Ramsey Commons Rendering (Satoko Muratake, 2016)



For additional information  
please contact:

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# The COR Interim Development Plan

Anticipated Adoption: 2017

## City Council

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

## Planning Commission

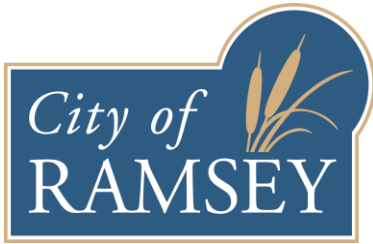
Chairperson Randy Bauer  
Vice-Chairperson Gary Van Scoy  
Bruce Anderson  
Ralph Brauer  
Cheri Gengler  
Cindy Nosan  
Patrick Surma  
Former Chairperson Gary Levine (in memory)

## Economic Development Authority

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

## Parks and Recreation Commission:

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



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Environmental Policy Board

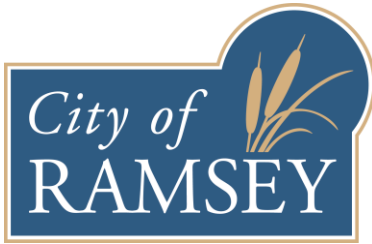
Thomas Stadola, Chairperson  
Michael Valentine, Vice-Chairperson  
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Reid Bernard  
Jane Covart  
Michael Hiatt  
Lucas Trossen

Staff Team:

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

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## Purpose of Interim Plan

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

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

## Common Terms

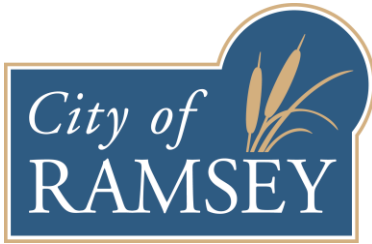
**The COR Development Plan.** This is the existing land use plan for The COR circa 2011. This is the official control and legal basis for land use decisions within The COR. Also referred to as the 'Development Plan'. This is the 'second generation plan' for the development, preceded by the Ramsey Town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

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

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

## Using this Document

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



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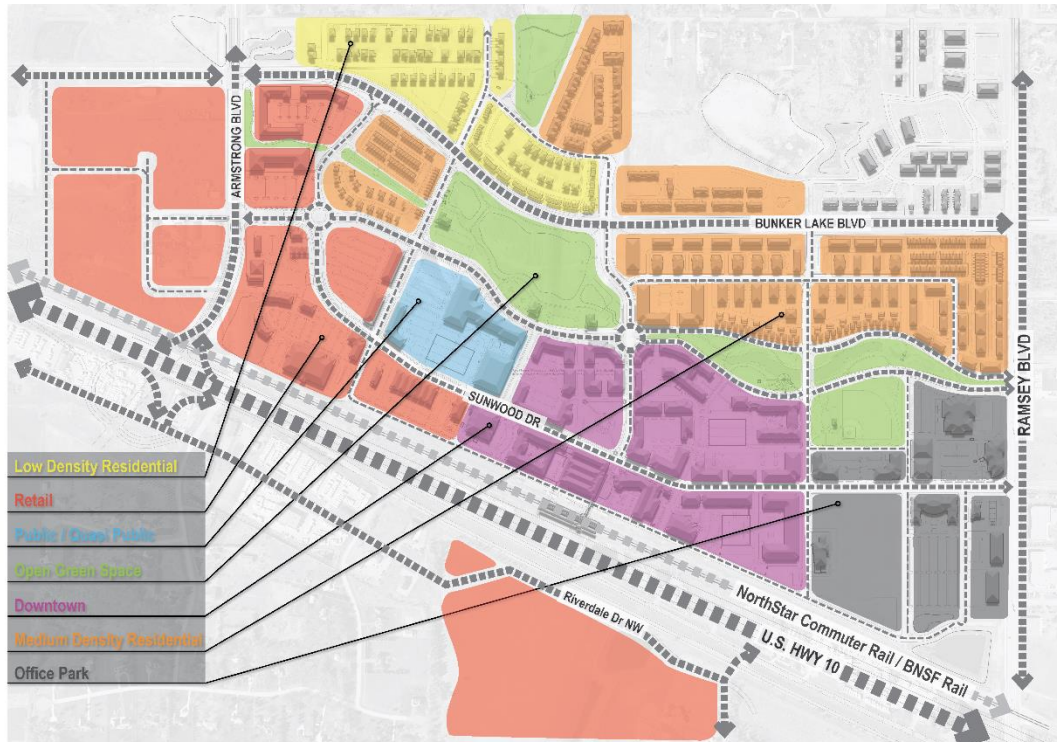
## Vision

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

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

## Development-Wide Assumptions

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

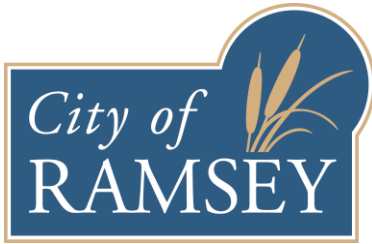


 The COR Land Use  

## Land Use District (Sub-District) Descriptions and Requirements

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

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



### The Downtown District (COR-1)

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

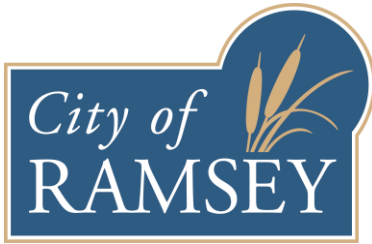
This district is the focal point of the development. This quarter-mile radius is key to land use supportive of transit and other City land use goals. The City of Ramsey and its funding partners (Anoka County, CTIB-Counties Transit Improvement Board, and Metropolitan Council) invested nearly \$14 Million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

**Planning Commission Recommendation:**

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

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

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



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## The Retail District (COR-2)

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

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

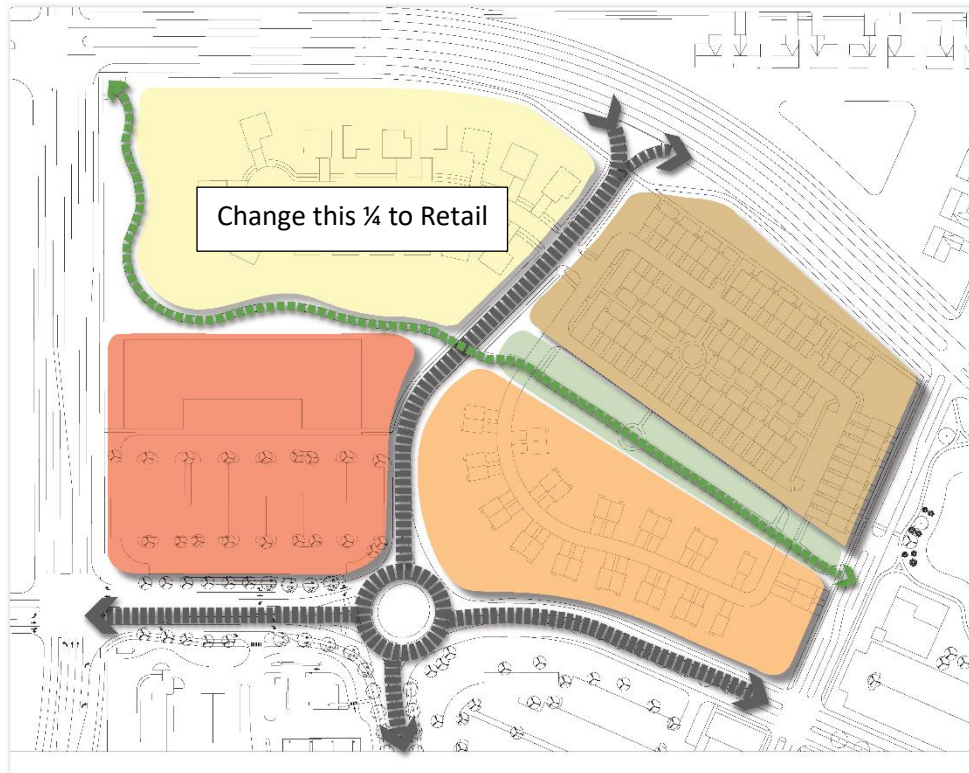
Citywide, the community has over 150 acres of undeveloped or redevelopment areas guided for future retail growth. In comparison, the Riverdale shopping center in Coon Rapids is approximately 200 acres. Coupled with proximity to Elk River and physical barriers such as the Mississippi River and Rum River,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

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

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

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

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





#### Strengths

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

#### Weaknesses

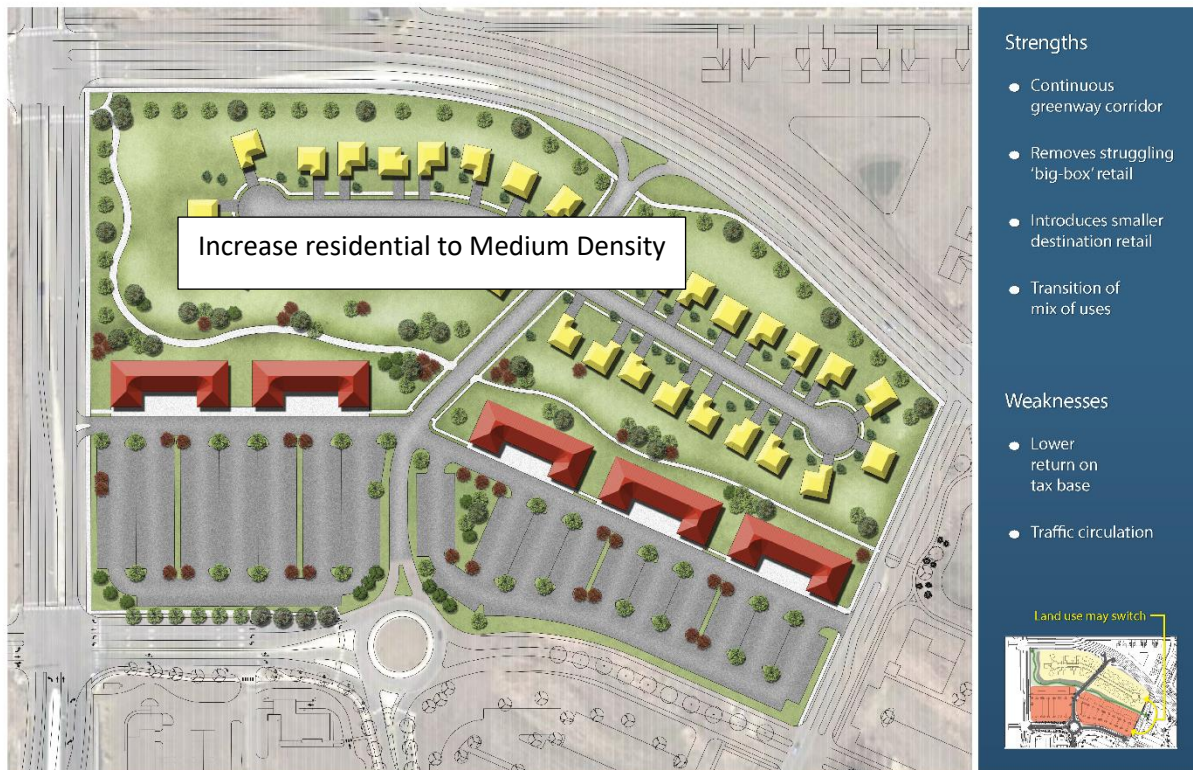
- Land use types desired by community

Continued on next page.

### NW Quadrant Acceptable Alternatives

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

#### NW Quadrant Horizontal Split



Continued on next page.

NW Quadrant All Retail



Strengths

- Continuous greenway corridor
- Removes struggling 'big-box' retail
- Introduces smaller destination retail
- Higher return on tax base

Weaknesses

- Transition of mix of uses

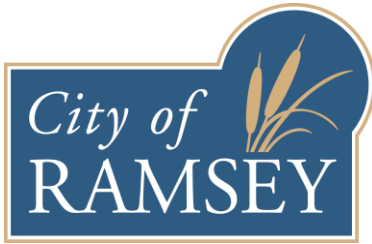


The Office District (COR-3)

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

**Planning Commission Recommendation:**

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



Note. During the January 24, 2017 Joint Work Session between the City Council and Planning Commission, it was noted that an office user may be possible in the northeast quadrant currently guided for retail use. Staff's recommendation, while a potentially positive amendment, would be to consider this possibility under a separate amendment, as the overall plan currently has a good balance of office planned, and a more comprehensive look would be needed for such an amendment.

### The Residential District (COR-4)

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

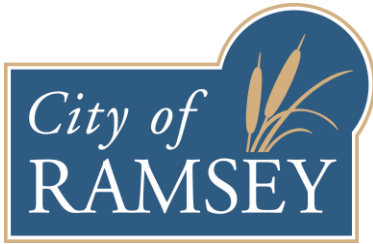
- 'Low' Density (COR-4a). This is predominantly detached single-family located north of Bunker Lake Boulevard. The minimum density shall be four (4) units per acre and densities up to fifteen (15) units per acre shall be allowed.
- Medium Density (COR-4b). These predominantly include townhomes, both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

#### **Planning Commission Recommendation:**

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

### Parks and Public Spaces (COR-5)

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



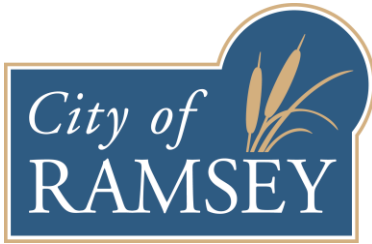
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## Implementation Plan

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

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

Continued on next page.



### Major Planning COR Planning Efforts

**EFFORT #1**  
**COR Re-Visioning**

**PURPOSE**  
Update/ amend the vision for The COR.

1. Update COR Master Plan (map that shows vision, how the COR will look, how buildings will be oriented, where infrastructure should be located, etc.)
2. Update zoning district map (underlying land use regulations that will ensure the master plan will be implemented at the time individual projects come forward for review by the City)
3. Direction on outstanding major policy items:
  - Is vertically mixed use development a requirement?
  - appropriate size and location of retail uses?
  - Is there flexibility in location of zoning district borders?
  - Define basic vision and policy for community center.
  - Define basic vision and policy for parking ramps.

**RESPONSIBLE BOARD**  
Planning Commission will draft a recommendation for Council consideration.

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

**EFFORT #2**  
**COR System Plans**

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

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

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

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

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

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

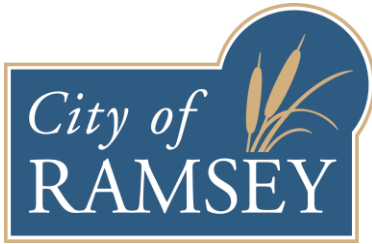
**EFFORT #3**  
**COR Pro-Forma**

**PURPOSE**

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

**RESPONSIBLE BOARD**  
EDA will draft a recommendation for Council consideration.

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



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

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

### Public Engagement

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

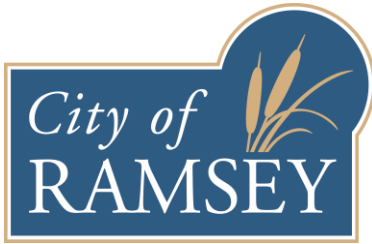
**4/25/17 City Council Work Session Note:** All Boards and Commissions should review this document before the City Council considers formal adoption. The City Council should review the final document and approve before distributing to the public and stakeholders/landowners.

### Mobile Comprehensive Plan Tour

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

### Market Analysis

The Planning Commission recommends completion of a market analysis to confirm the policy directives of this document as it relates to the planned retail area. The Planning Commission continues to stress



the importance of attracting retail uses to the Development, but want to ensure that there is not too much areas guided for retail growth beyond what the community can sustain.

### Community Center

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

### Architectural Standards

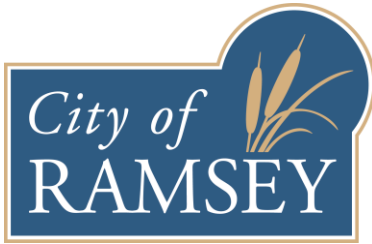
A key component of the policy discussion for The COR has been architectural design standards. The Planning Commission believes several recent projects fell short of community expectations. While originally intended to be part of Phase I of The COR Development Plan Update, the Planning Commission continues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

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

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

### Planning Commission Recommendation:

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



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**Additional Discussion Points:**

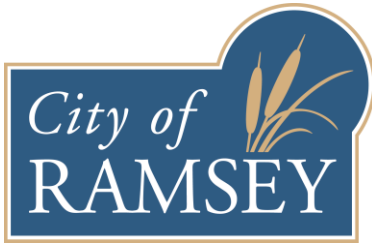
- \* The intent of design requirements is to maintain a consistent development look and acknowledge the pride and planning that went into the vision of this development. The tradeoff of a more densely developed areas was an acknowledgement of the need to 'step up' architectural design.
- \* All single-family homes in The COR shall include/not include a porch that protrudes from the front of the home, even with the garage, and not a recessed entry in the middle of the home.
- \* Over the next several months, the Planning Commission will better define front porches and if any additional design requirements or restrictions (i.e. split entry homes) are warranted. .
- \* Buildings in the Downtown District shall include a minimum of 50% brick. Vinyl siding shall not be allowed. Fiber cement panels shall be allowed as a complimentary material.
- \* Buildings in the Residential District shall have a minimum of 35% brick or stone on the front façade. Vinyl siding is allowed.

### Private Open Space and Stormwater Design

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

### Site Selection Process

The City is in a unique situation as Property Owner and Regulatory Authority. This presents opportunity, but also requires special attention to remain accountable to the public. In order to balance this



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approach without creating burdensome processes, the following steps shall be followed when considering a Purchase Agreement with the City in The COR.

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

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

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

## History of Policy Discussion

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

## Joint Work Sessions

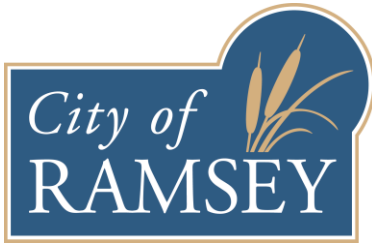
The City Council and Planning Commission have met on multiple occasions to frame the policy question, discuss strategies, and identify solutions.

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

## Surveys

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

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



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### Market Panel Event

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

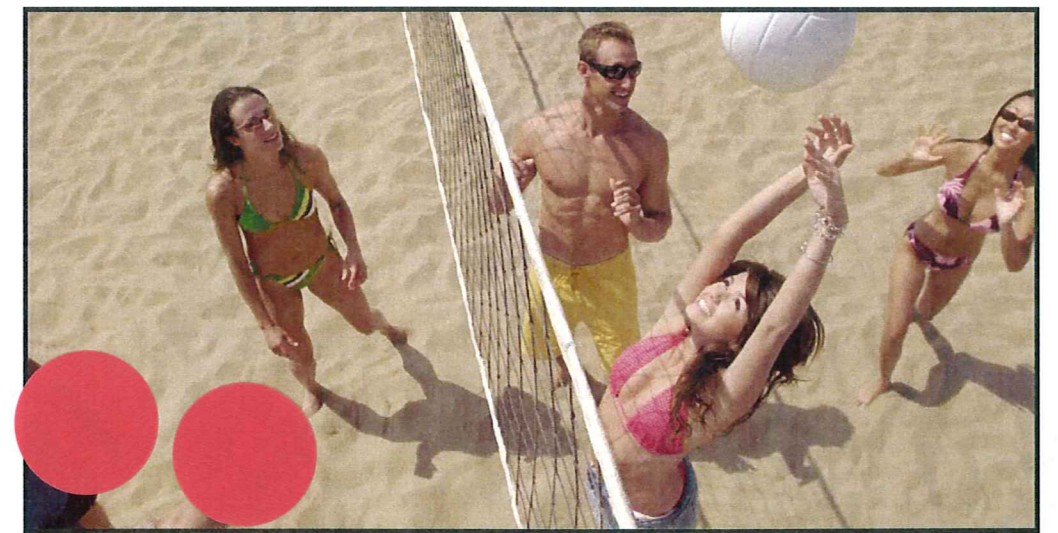
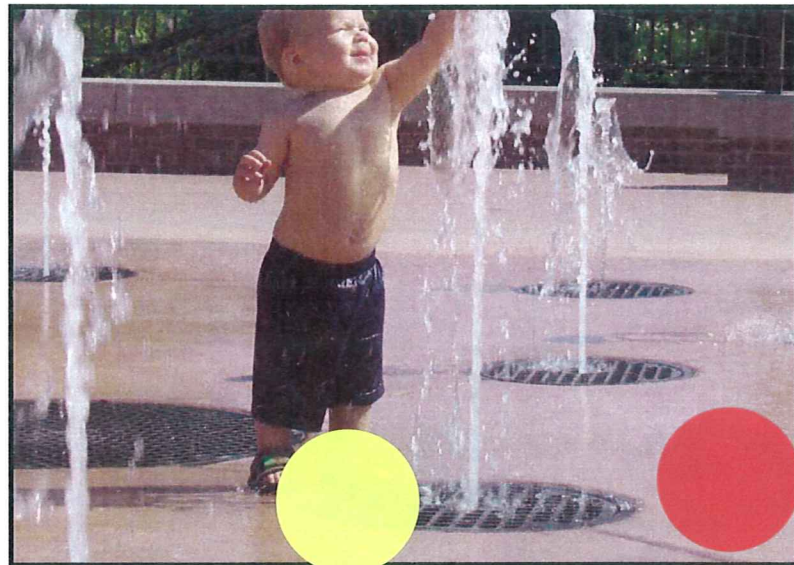
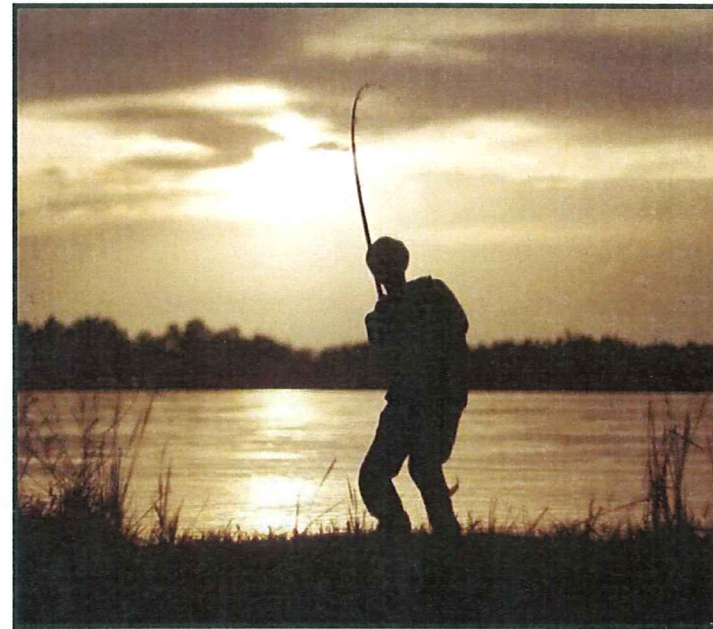
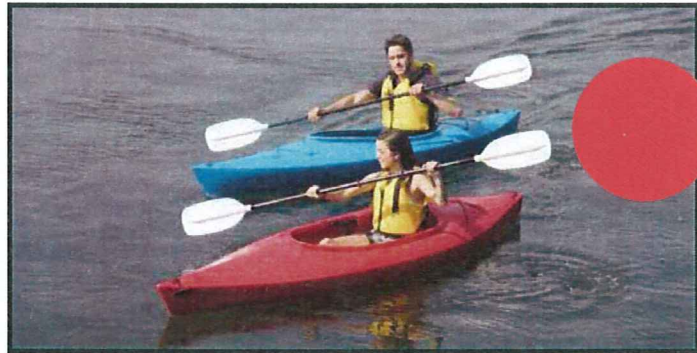
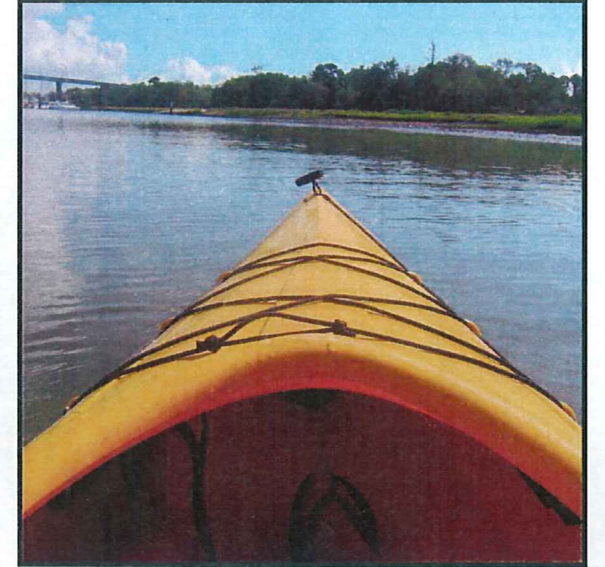
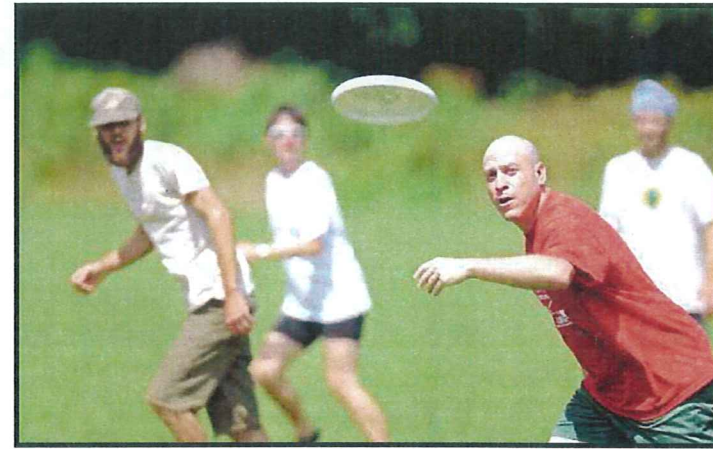
### Planning Commission Work Sessions

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

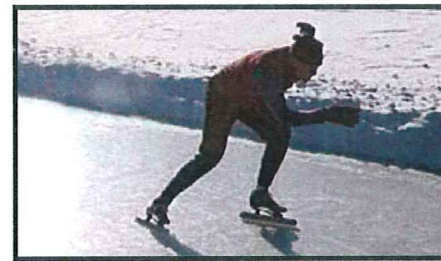
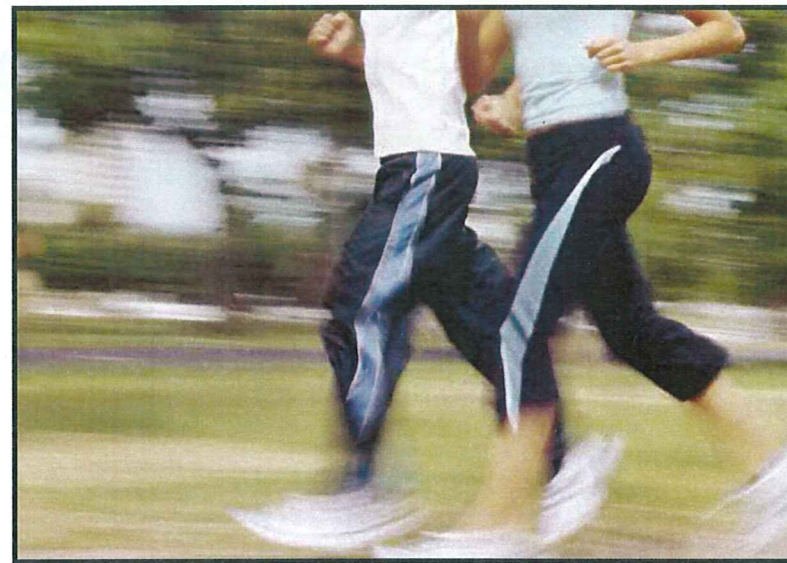
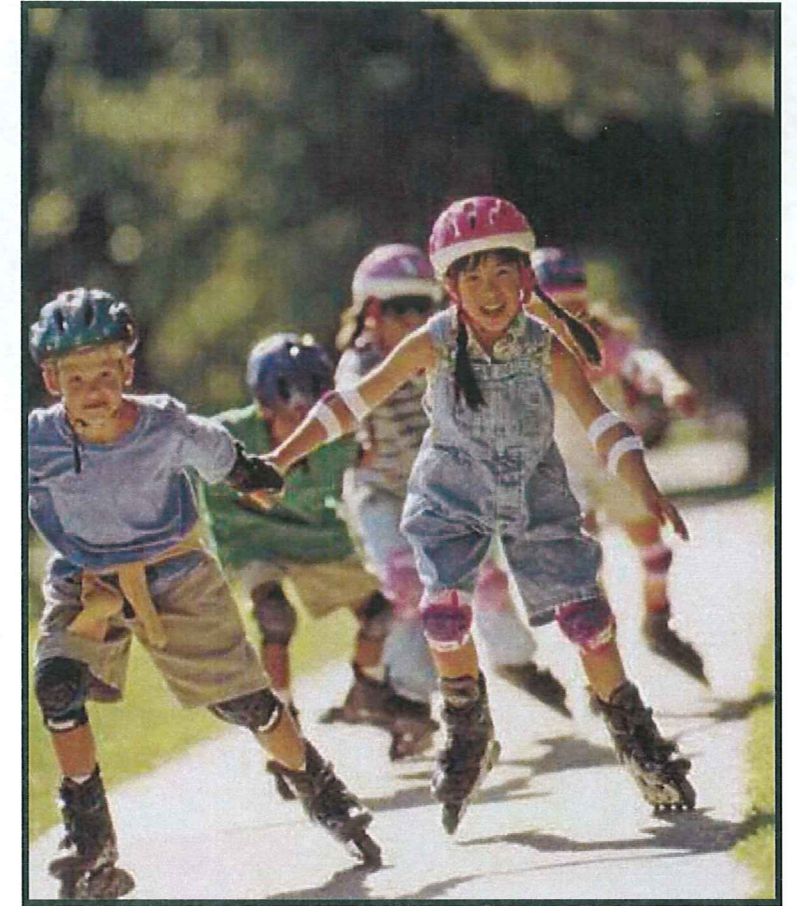
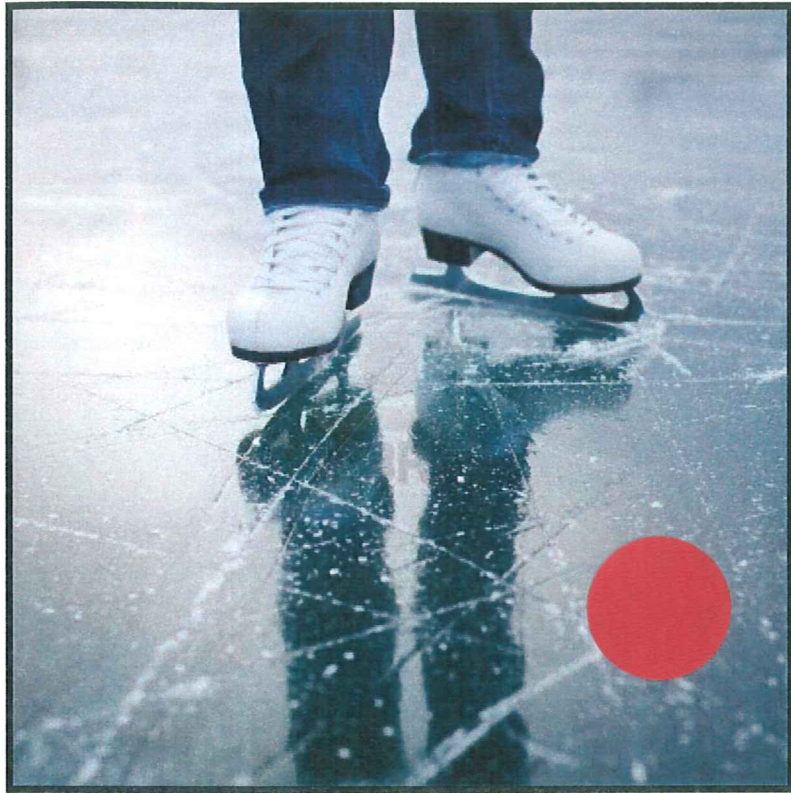
- January 5, 2017 (to prepare for the January 24, 2017 Joint Work Session with the City Council)
  - Develop a Vision Statement
- February 2, 2017
  - Refine the Vision Statement
  - Collaborate on a Future Land Use Map
- March 2, 2017
  - Refine the Vision Statement
  - Refine the Future Land Use Map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

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

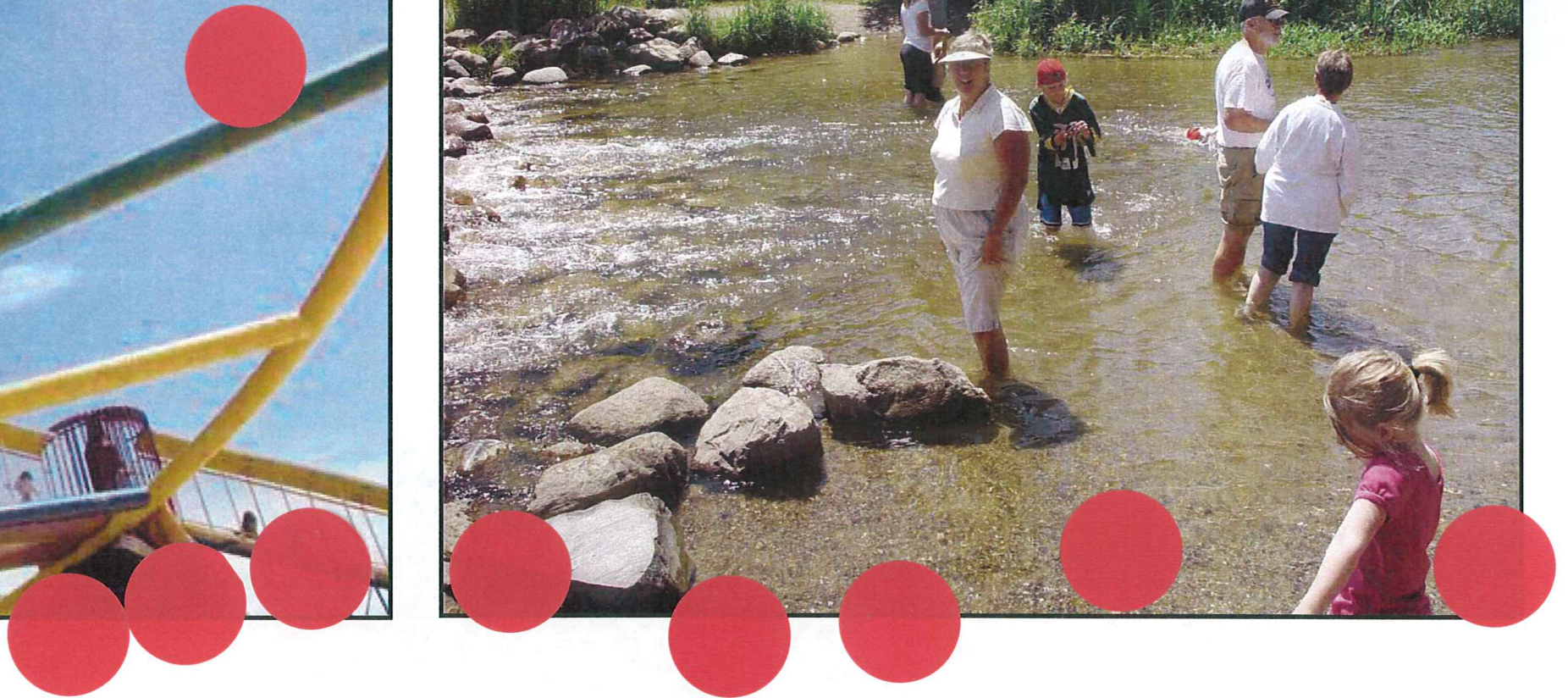
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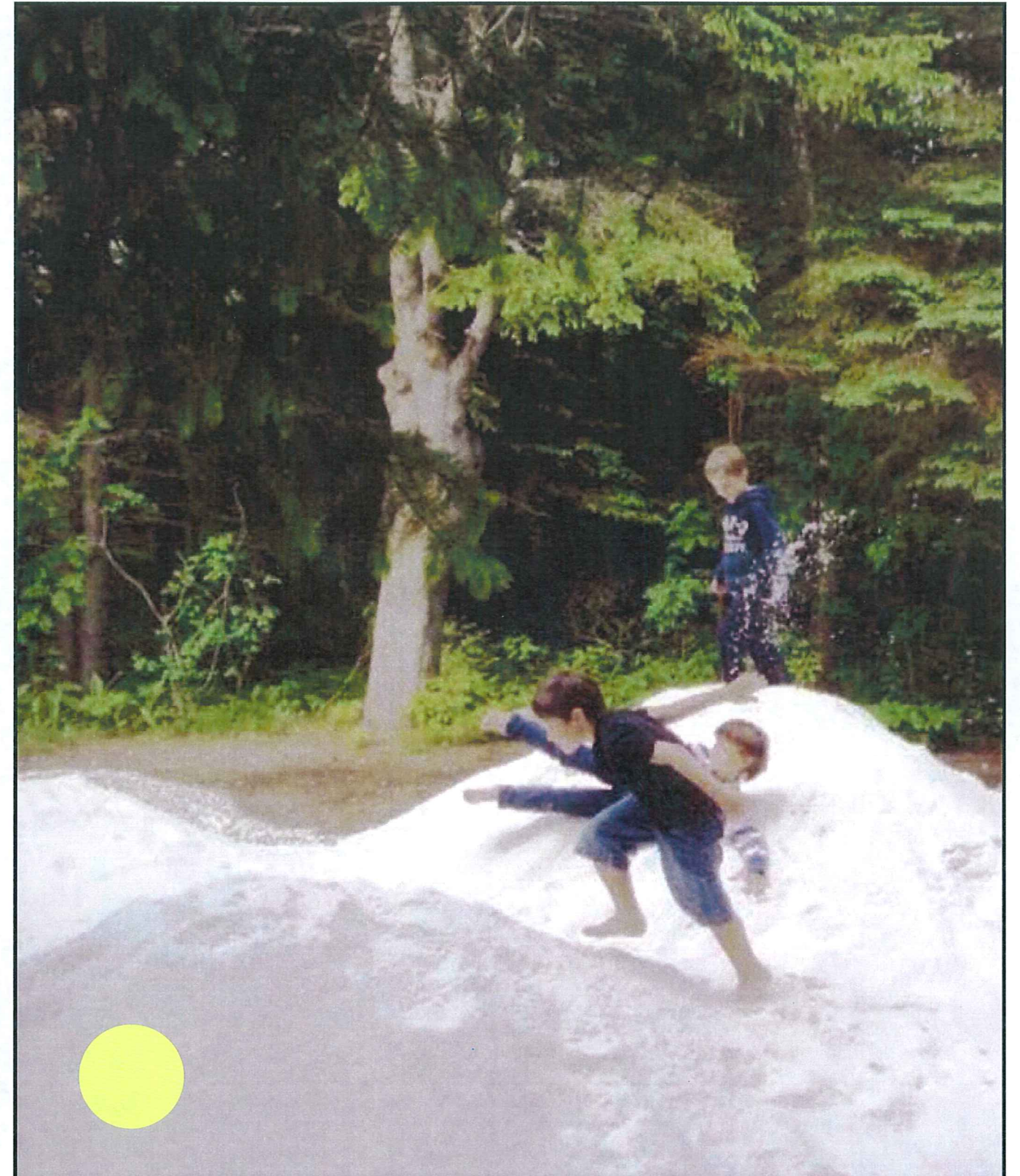
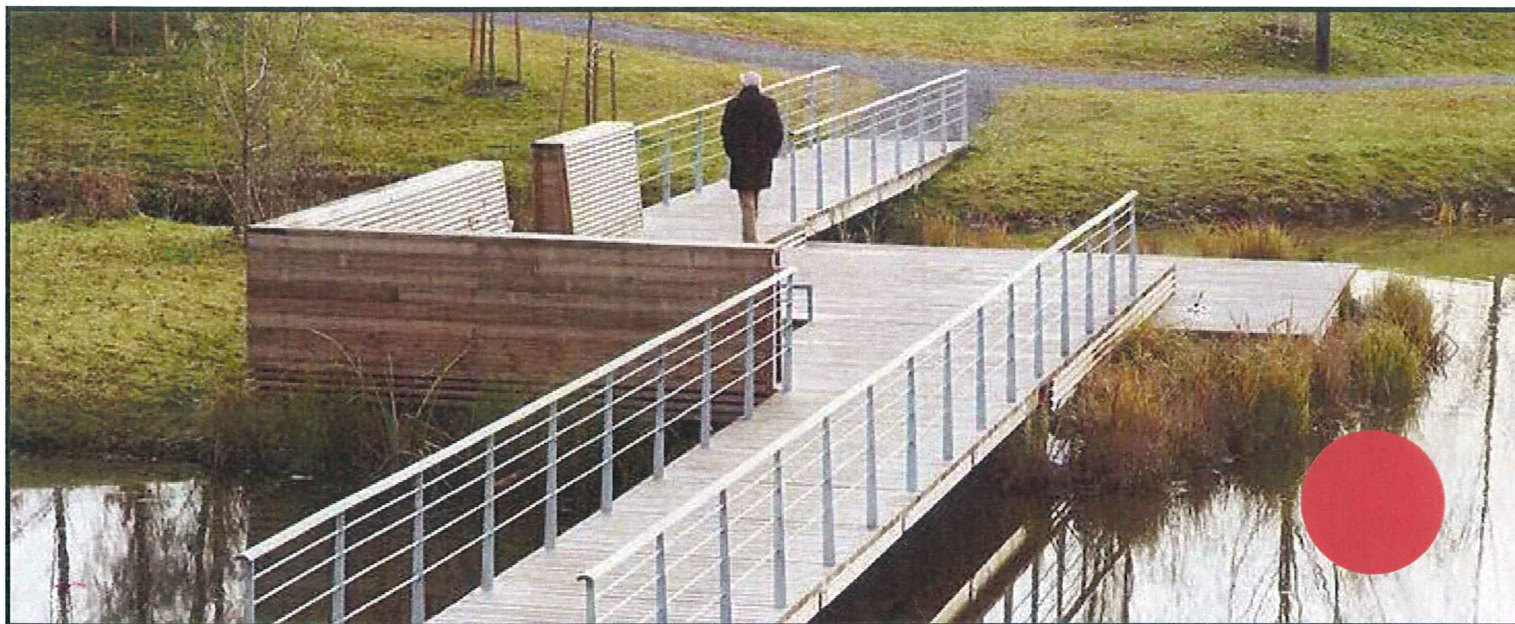
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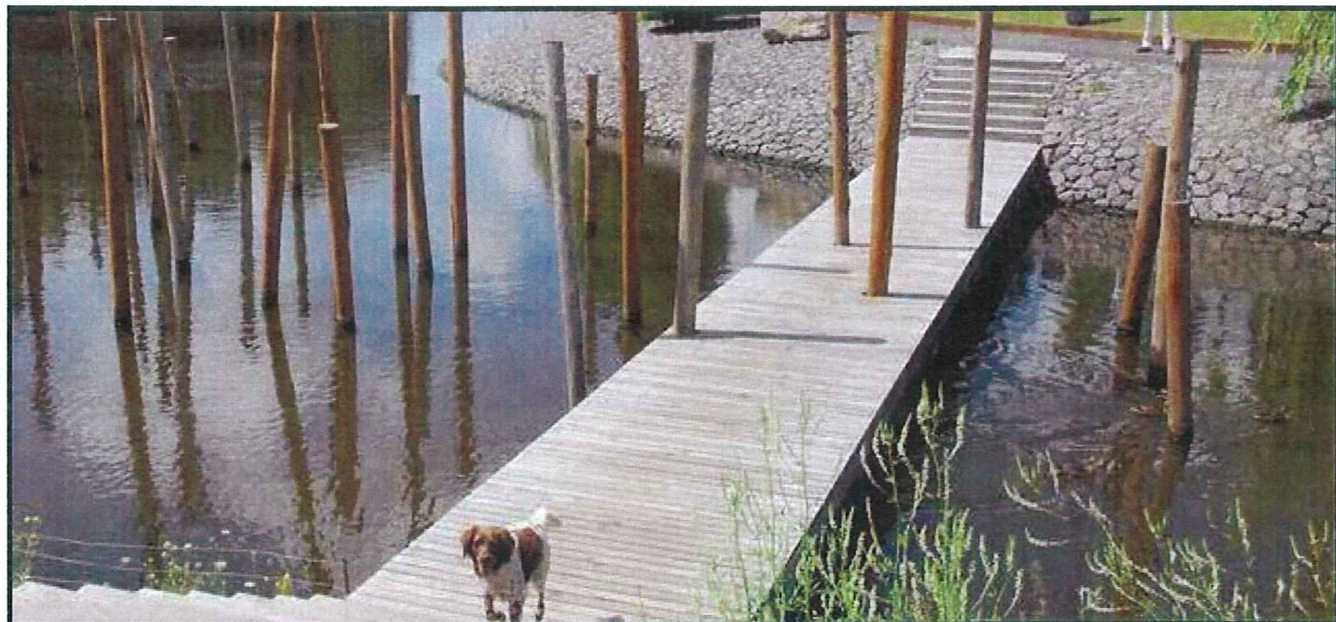
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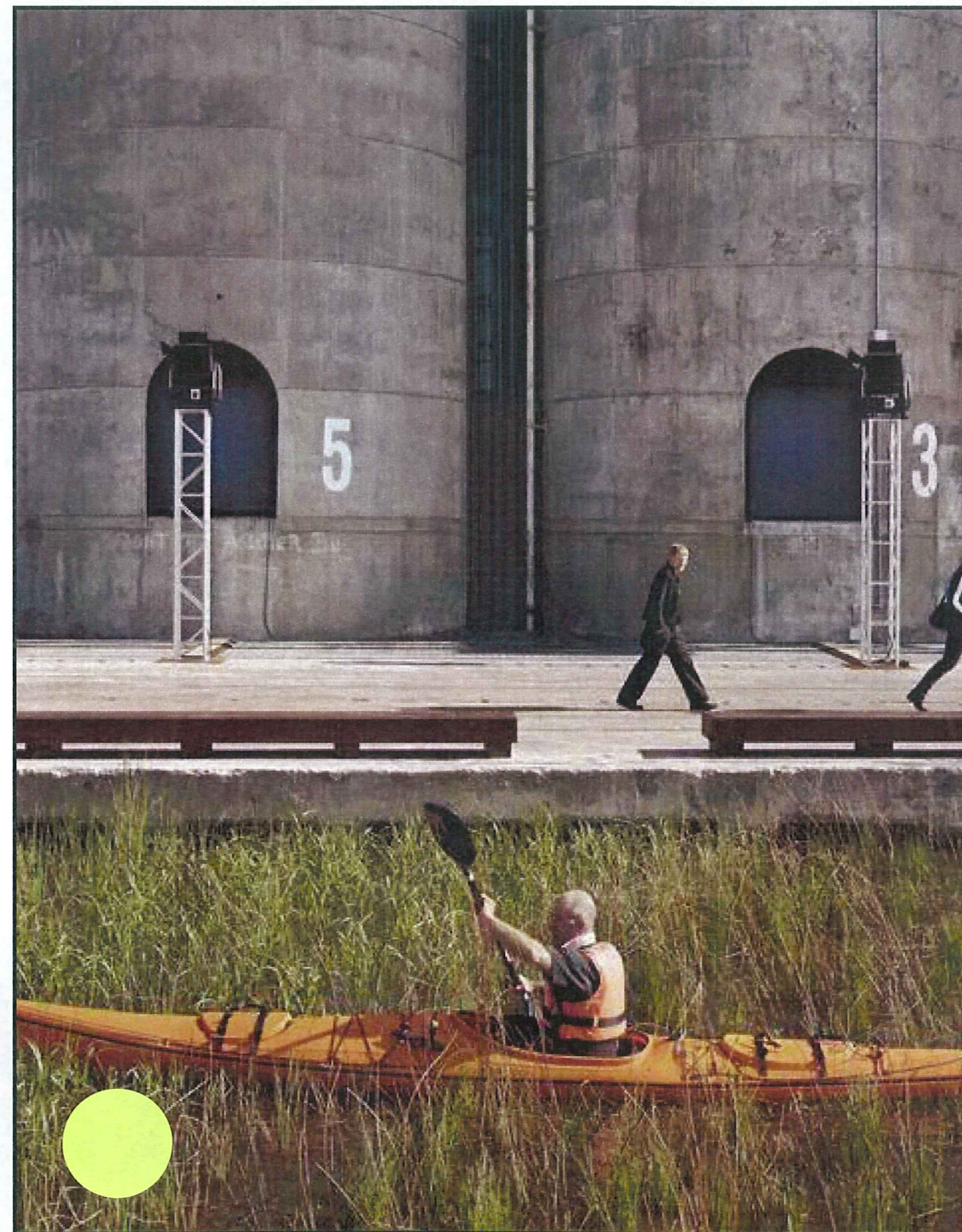
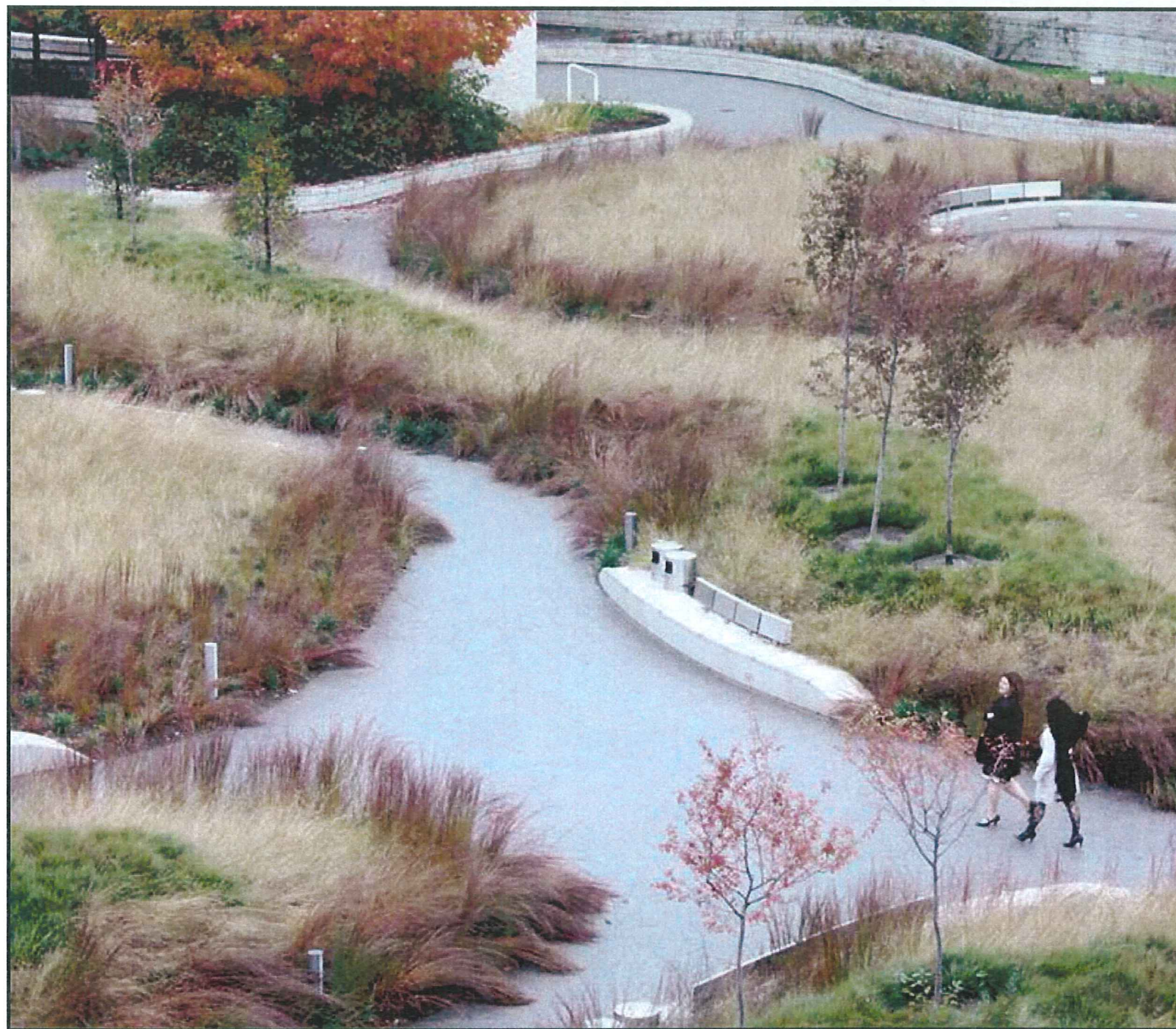
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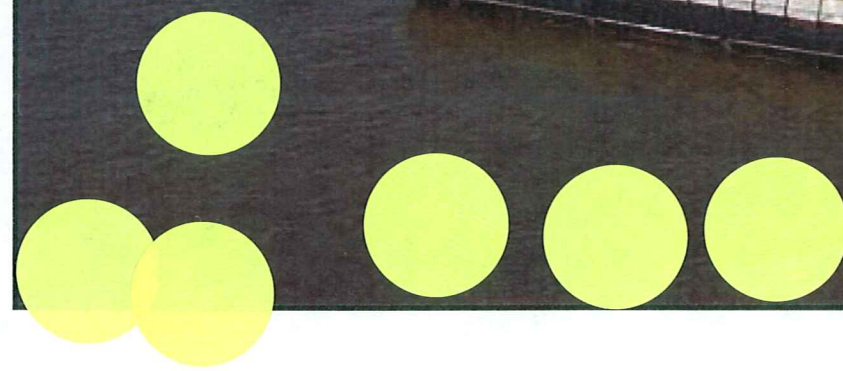
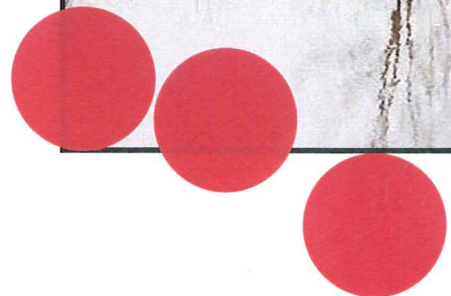
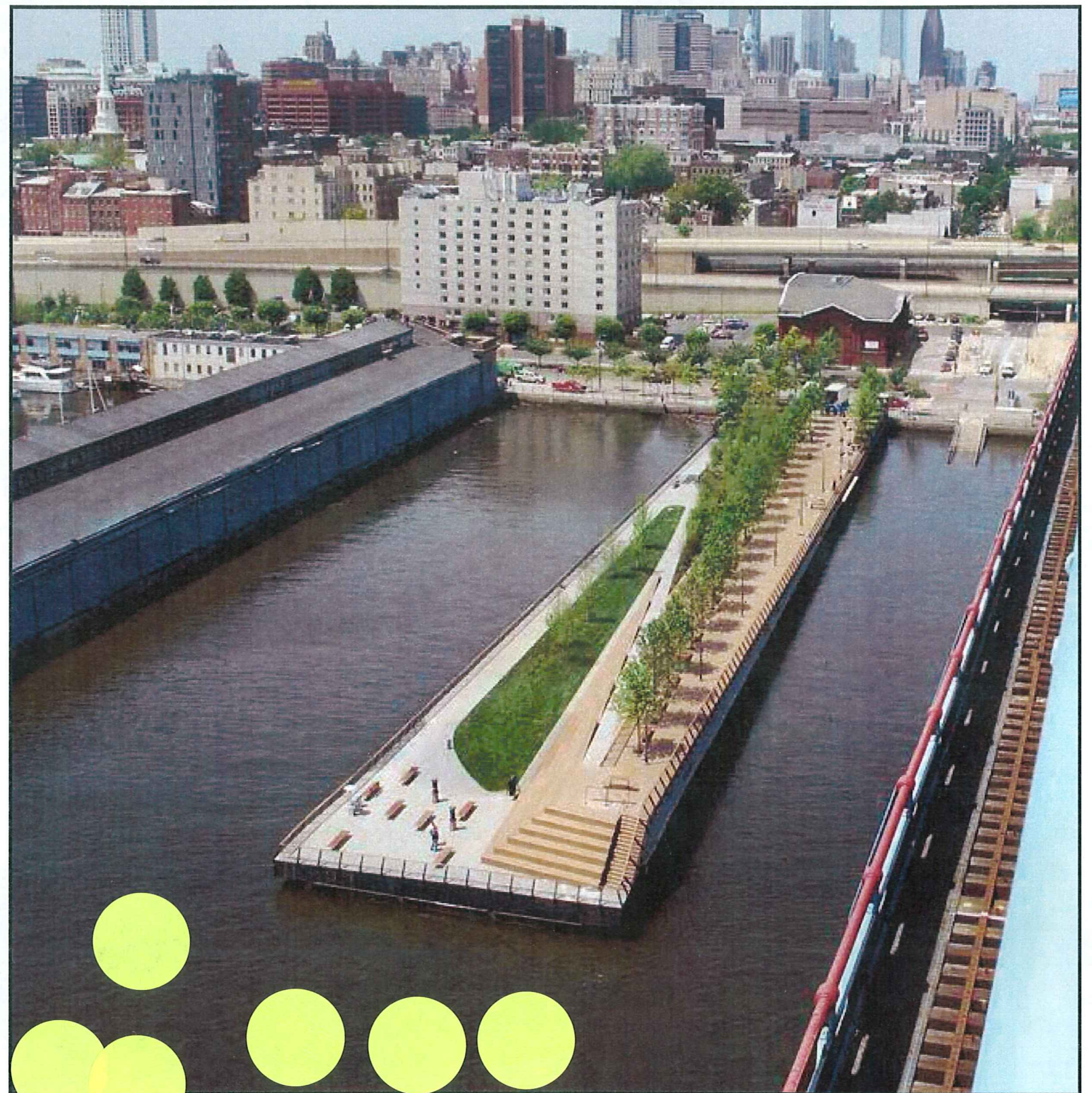
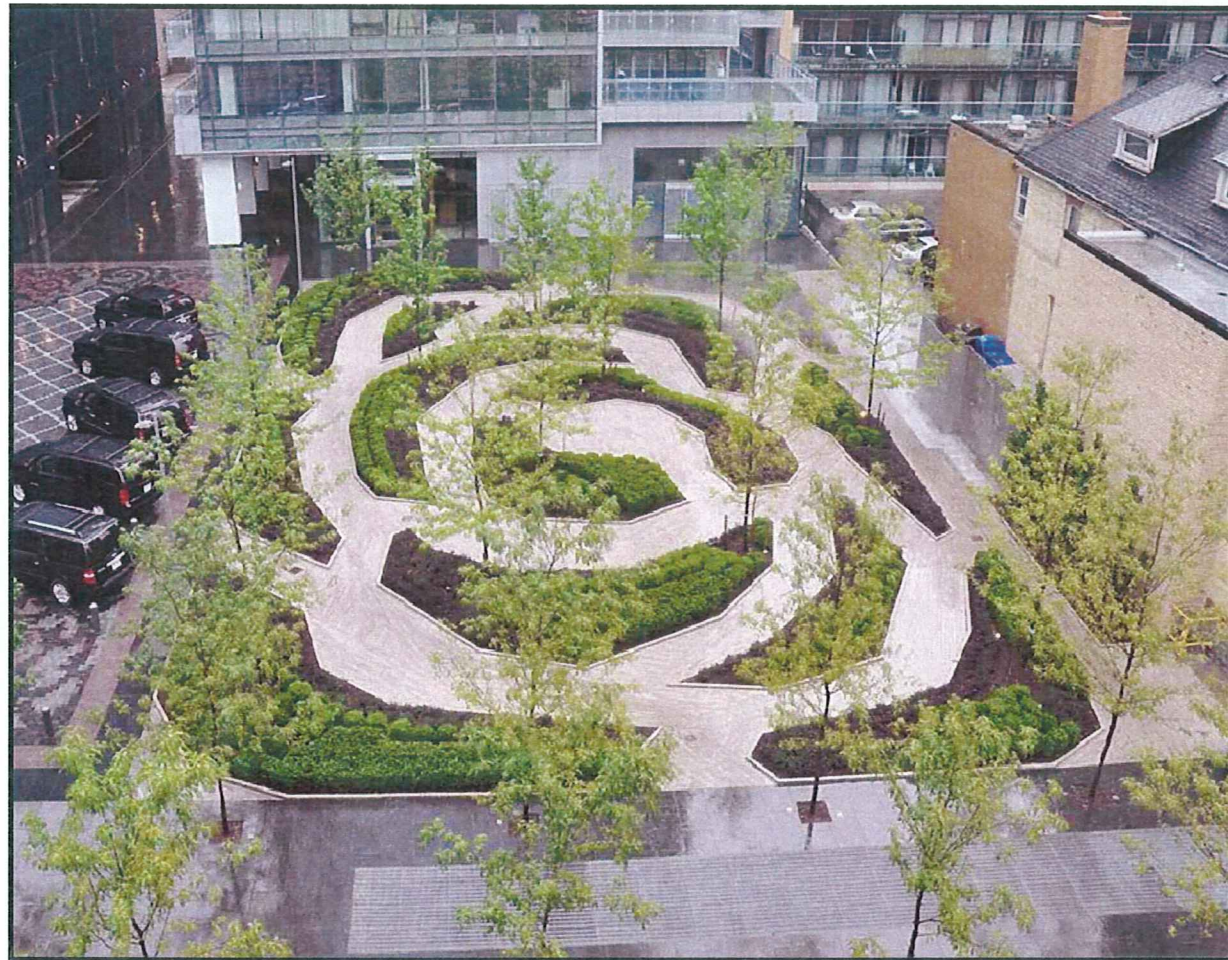
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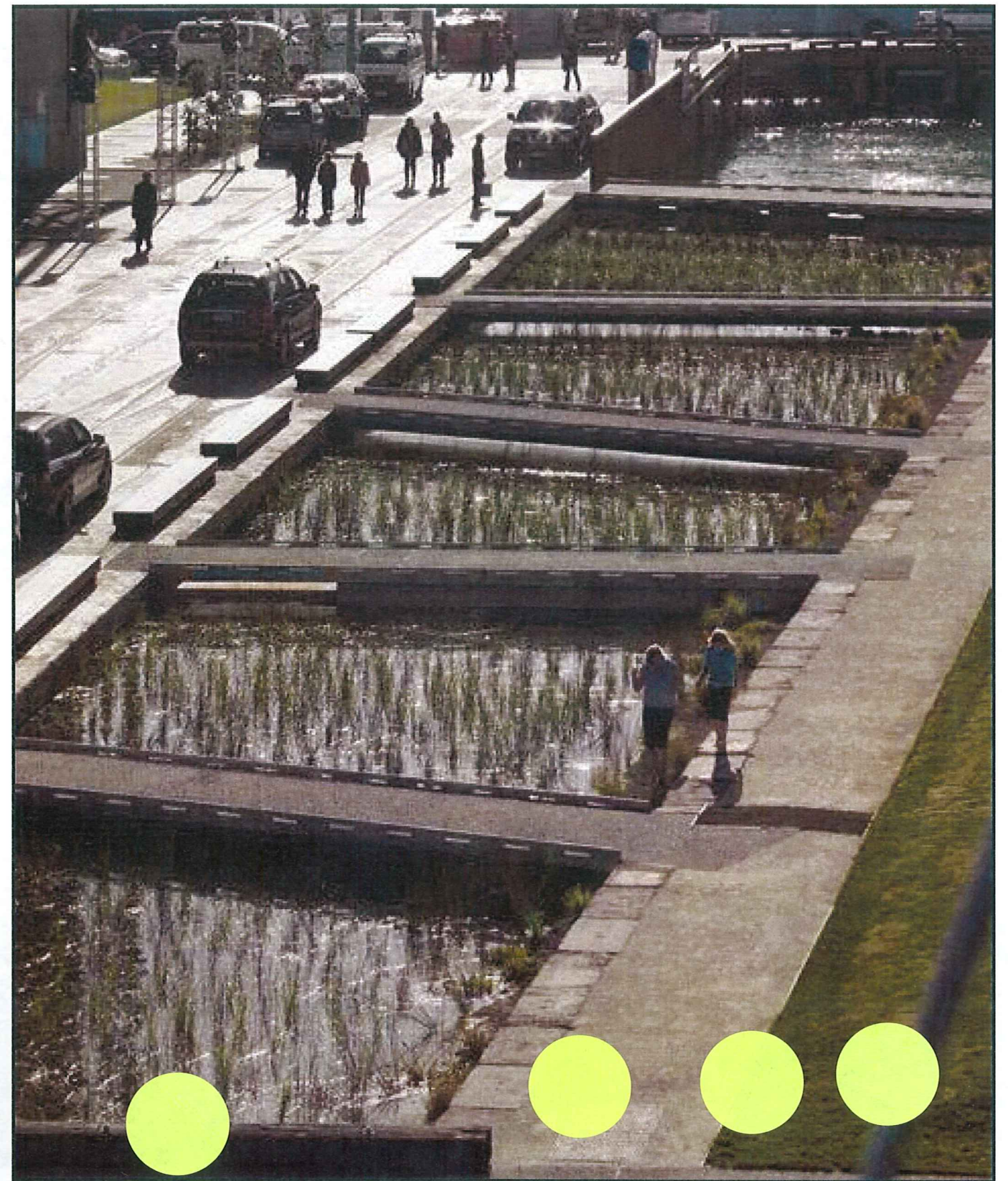
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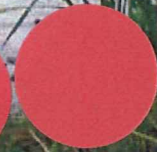
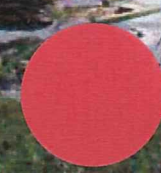
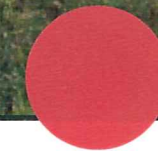
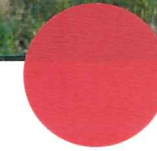
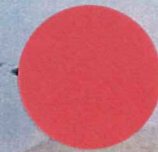
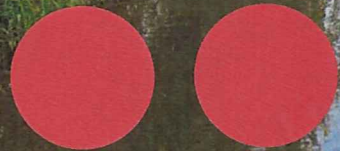
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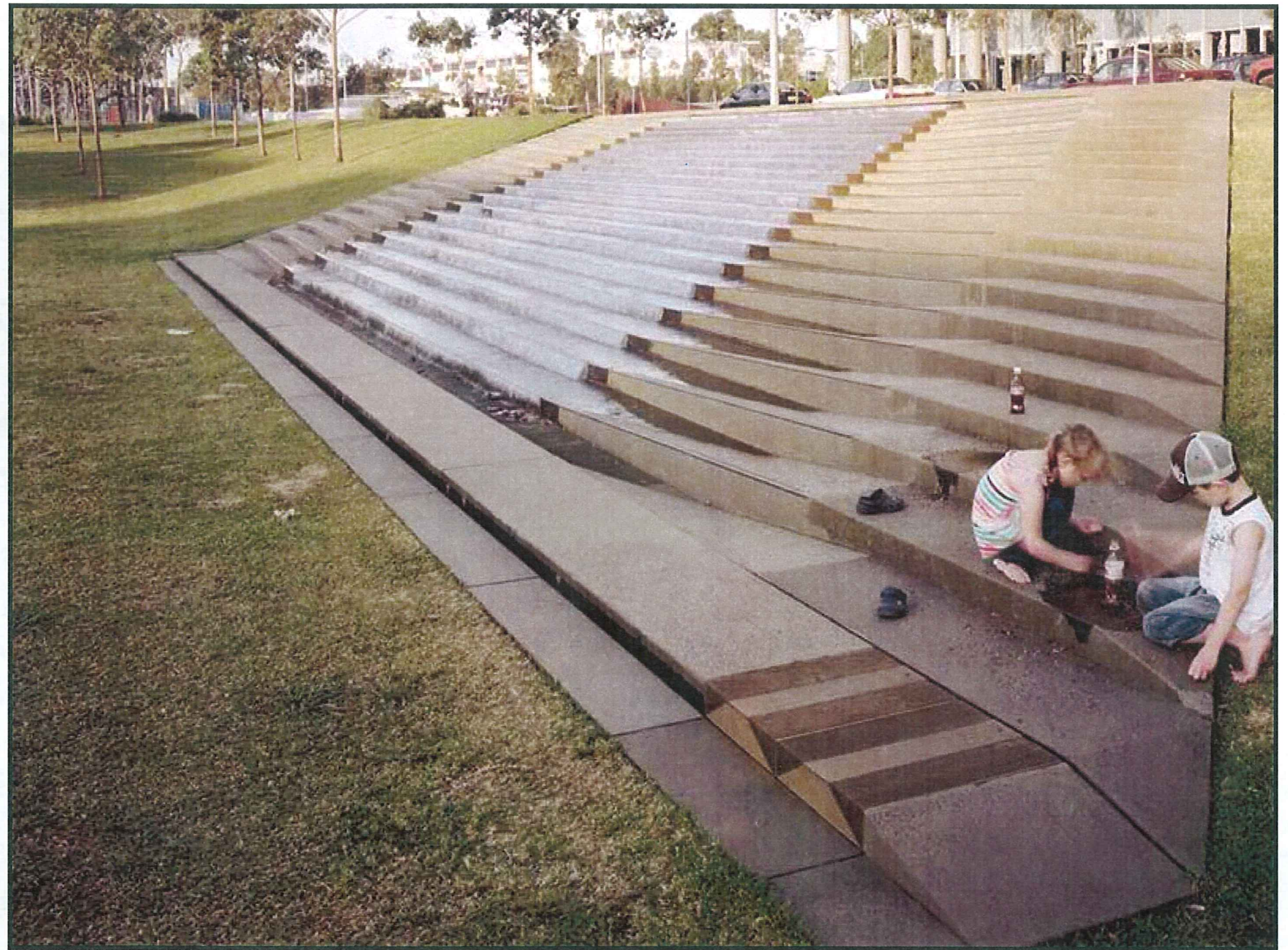
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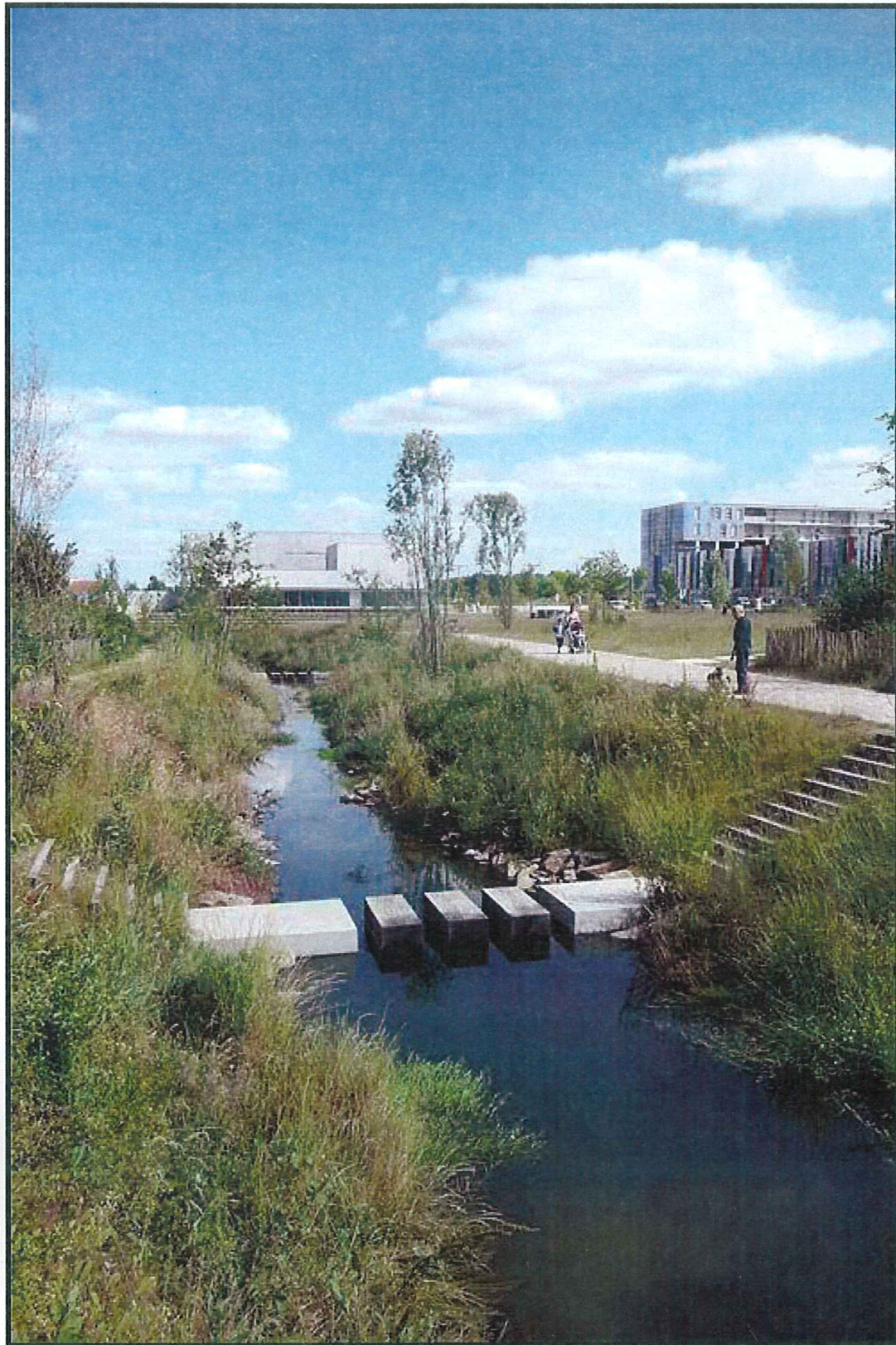


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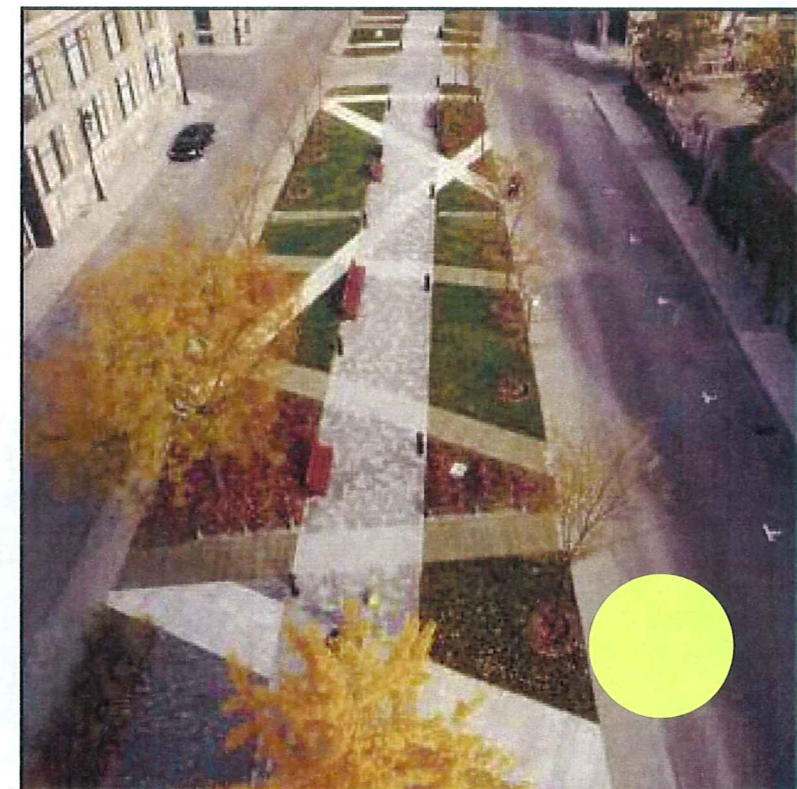
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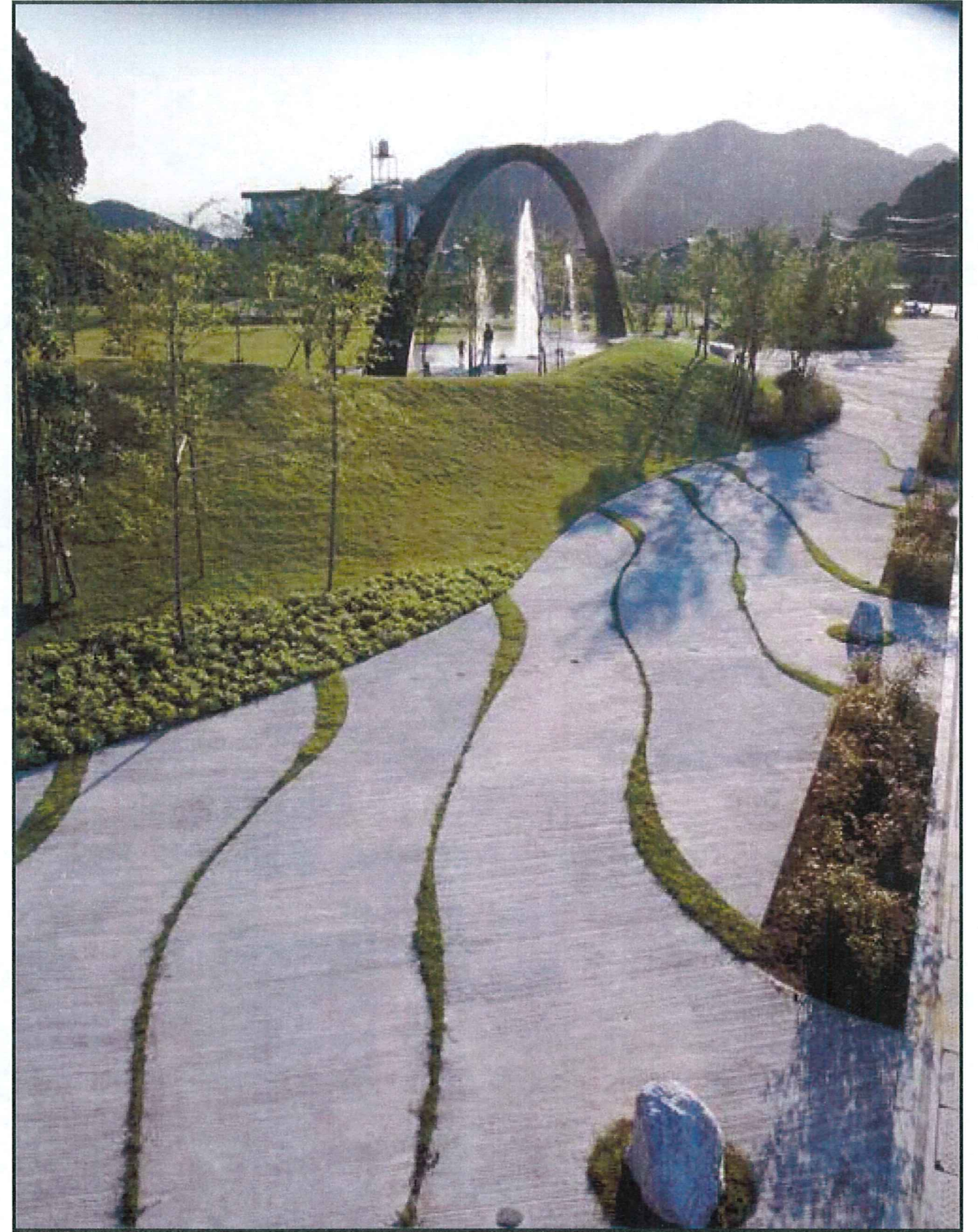
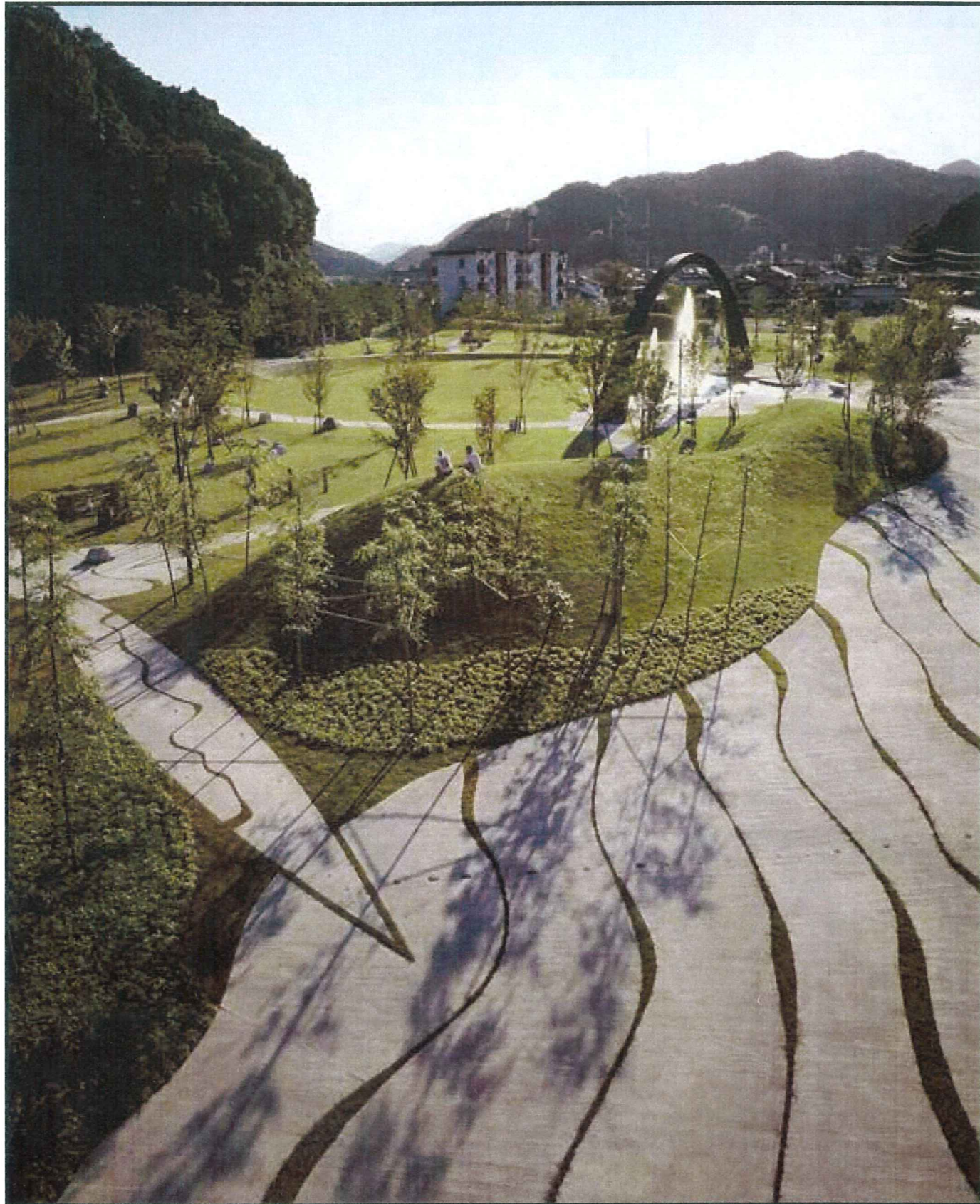
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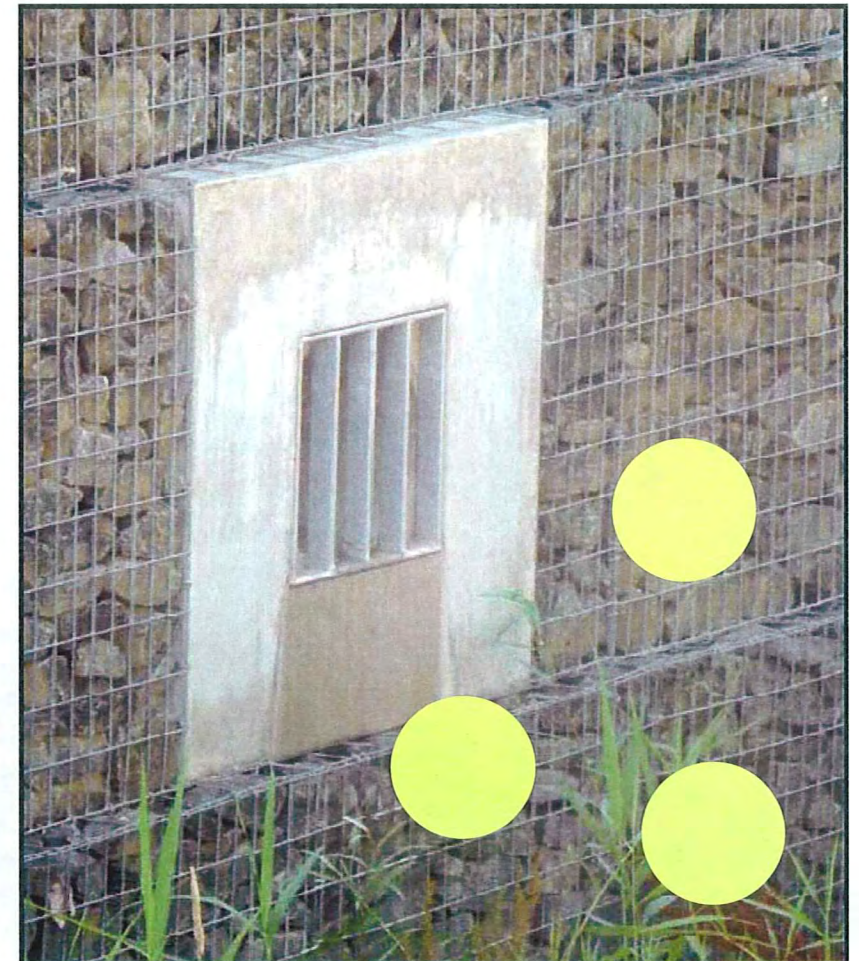
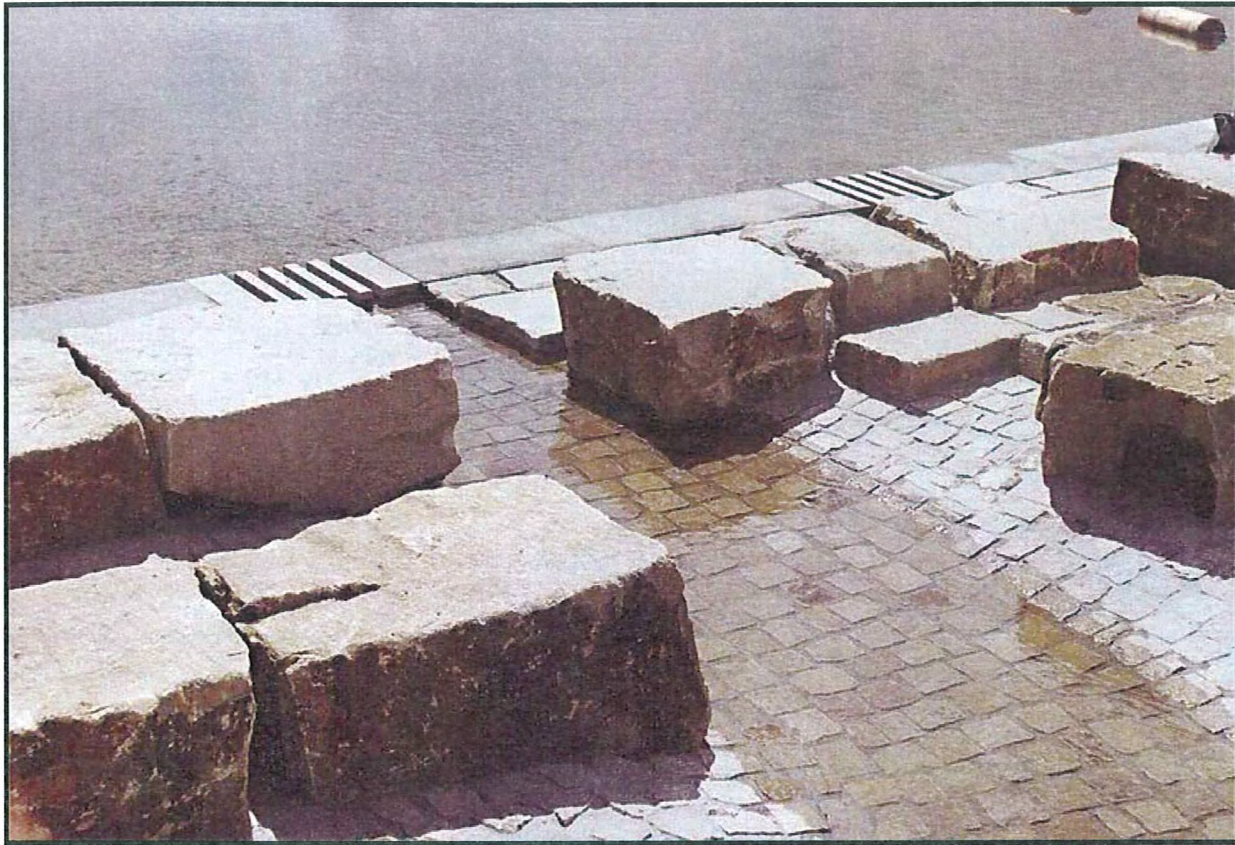


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# DETAILS



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