

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

Date	6/11/19	Project Site	SW Corner of 147 th Ave NW and Armstrong Blvd
Project Title	PSD Armstrong Retail		
Escrow #	117012		
Department:	Community Development: Planning Division (Zoning Code)		
Technical Reviewer:	Name: Chloe McGuire, City Planner Phone: (763) 433-9821 Email: CMcGuire@ci.ramsey.mn.us		

Revisions

1. Plat property to provide fee title to the existing road right-of-way on north side
2. One building per property with driveway easements or a cross-access agreement for driveways on separate properties
3. Need to show an architectural wall on north side of building (similar to Casey's on Sunwood/Ramsey Blvd) instead of building property to 'build-to' line (COR Standards)
4. Connect existing trail on Armstrong Boulevard to existing pedestrian ramp
5. Sit down with Fire Marshal to discuss sprinkling and hydrants
6. Provide color renderings on sign for CUP

Final Plat

Process:

1. Site Plan – Planning Commission + City Council
2. Final Plat – City Council

Site Plan Review

General: The site is currently two separate lots, platted as Lots 2 and 3, Block 2 Highway 10, owned by the City of Ramsey. The site was acquired through a land exchange with the City. The City allows one building per property. There will be a required driveway easement to the site if crossing another property. The site is already platted, so only a final plat will be required. The site will be served with City utilities. The stormwater will be handled off-site which will be addressed in the required Development Agreement with the City.

The applicant does not have specific tenants yet, so the number of individual storefronts will change. The applicant has proposed a building with stone and red accents. The building will have a drive-thru. Staff not have concerns about the architecture at this time, but will require renderings of all building sides

(including end-caps). Staff will require an architecturally designed base for the bottom of the monument sign.

Zoning: The site is currently zoned COR within the MUSA Boundary. It is in the COR 2 Commercial District.

COR2 Objectives:

- “Accommodate larger, ‘big box’ retailing and auto-oriented uses within the COR2 sub-district only if innovative design approaches are used including two story buildings, use of liner stores facing the street, minimal blank walls, creative parking strategies, etc.”
- Buildings should always be located at all four corners of intersections. In the COR2 sub-district, if the City finds that there are unique circumstances where buildings cannot be located on the corner, **the City may approve the use of fences, walls or other design elements to create that “street edge”**
- Greater emphasis should be given to architectural elements, materials and other design features for buildings located at primary intersections, or where streets intersect with parks, such as the streets that front on or end near the Municipal Plaza. These locations can often be seen from several directions, perhaps terminate a view from a distance down the street or sit at a prominent node; They will likely become future landmarks or helpful orientation/wayfinding icons as The COR develops
- Use recessed entries and windows to create street-level interest, variety and enhance pedestrian scale along street frontage

COR Standards		
COR 2 (Retail District) Subdistrict		
	Required	Proposed
Minimum Lot Size	None	
Build To Line*		
Front Yard*	15 feet from building front to right-of-way	Architectural wall – southern lot so unique situation
Side Yard	No requirement	
Side Yard	No requirement	
Rear Yard	No requirement	
*In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.		
Max Building Height	1 – 4 Stories	1 Story
Planter Style	Boulevard Sod	See architectural review
Tree Spacing (on center)	35 feet	
Boulevard Width	6 feet	

Parking:

Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a **decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet (4 1/2') above the level of the parking lot, at the build-to line.** This screening may be broken into sections along the street edge provided it meets the forty (40%) percent required on all street frontages.

Signs:

In the COR2 District, the following signage shall be allowed:

- A. Ground sign. There shall not be more than one (1) ground sign for each parcel. The gross surface area of a ground sign shall not exceed one hundred (100) square feet for each exposed face nor exceed an aggregate gross surface area of two hundred (200) square feet. Ground signs may be shared and combined at areas of shared entrances for multiple users. Shared ground signs shall not exceed 150 square feet. A shared sign shall be allowed for each entrance to the site (defined as bordered by public streets).
- B. Menu board. One (1) on-site menu board per drive-up or walk-up lane of a drive-in restaurant up to a maximum of thirty-two (32) square feet each and a maximum height of three (3) feet. Menu boards are allowed a message on one (1) side only and cannot contain an advertising message.
- C. Directional signs.
 1. Directional or instructional signs are permitted in accordance with Section 117-463(I).
 2. Parking lot directional signs designating parking area entrances and exits are limited to one (1) sign for each entrance and/or exit and shall not exceed four (4) square feet for each exposed face. Parking lot directional signs shall not project higher than five feet (5') in height, as measured from the established grade of the parking area to which such signs are accessory.
 3. Parking lot instructional signs designating the conditions of use or identification parking areas shall not exceed eight (8) square feet and shall not project higher than ten (10) feet in height for wall signs and seven (7) feet in height for ground signs, as measured from the established grade of the parking area to which such signs are accessory.
- D. Wall signs shall be permitted on one (1) wall, except that lots with frontage on more than one (1) street may have signage on one (1) wall per street frontage.
- E. Multi-tenant signage
 - a. 50% of the sign face must be allocated to ground floor tenants

Parking: There are 53 proposed parking stalls onsite, with room for at least 17 cars to queue in the drive-thru lanes. The site does include shared parking with the future phase, which is a guideline/recommendation for parking in the COR Design Framework. The COR Design Framework states there should be 2 - 4 parking spaces per 1,000 square feet of retail space. This would correlate to approximately 30 - 60 spaces onsite for this retail node, which includes the amount proposed.

Landscaping: See landscaping report.

Lighting: Provide lighting plan.

Utilities and Municipal Services: Site will be serviced with City utilities.

Development Agreement: An executed Development Agreement will be required prior to releasing the building permit. Need to include stormwater information in Development Agreement.

Sub-District Framework - COR2 Commercial

Public Realm / Streetscape

While the Commercial Sub-district encourages a mix of large and small floor plates accommodating auto-oriented uses, this suggests even greater attention be paid to public realm and streetscape improvements that not only accommodate vehicles, but also invite bicycle and pedestrian traffic. Surface parking lots provide convenient access to storefronts, but present an additional challenge to the overall visual character and aesthetic appeal of this area. While no large public parks are identified for this sub-district, small pocket parks, squares or other gathering spaces are encouraged. A consistent, attractive streetscape is also essential.

Site Development

Site Design Framework for this sub-district focus on a unique opportunity to recast typical commercial development patterns into a contemporary and innovative strategy that responds to overall objectives for The COR. Specifically, this suggests that the majority of buildings front on the primary through streets, with parking and service areas on the side or in the back, away from view. However, the market realities suggest that the types of auto-oriented users in this district will have the potential for larger parking fields and drive-throughs that will make a true urban model challenging. The City will hold all users to this design vision while modifying the COR2 standards slightly to accommodate these types of more typical suburban land uses. A mix of uses within individual blocks, including retail, restaurant and residential, further enhances this model, addresses design character/aesthetics and promotes activity throughout much of the day and evening hours.

Architecture

Buildings in the Commercial Sub-district make a significant contribution to first impressions of The COR. Buildings form gateways at the major entries into the site, architectural elements and choice of materials convey a certain character and the scale or massing of structures begins to define the feel or experience of this place. These are not just 'commodity' buildings, but instead should raise the bar in terms of overall design and specific details that make The COR unique, inviting and memorable. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.