

**City of Ramsey**  
**Agenda**  
**Economic Development Authority (EDA)**  
**Thursday, January 14, 2021**  
**7:30 am**  
**Council Chambers, 7550 Sunwood Drive NW**

This meeting is being held in accordance with Minnesota Statutes 13D.021. Due to the COVID-19 Pandemic, it is not practical and prudent for all members of this board to attend in person. Current Minnesota law requires certain social distancing standards that impacts the capacity of the Council Chambers. For those at highest risk, it is advised to isolate themselves from the general public. For these reasons, it is not practical and prudent to have this meeting exclusively in person. Members of the public are welcome to attend in person or remotely.

Remote Attendance available at [www.cityoframsey.com/meetings](http://www.cityoframsey.com/meetings). To maximize social distancing due to the COVID-19 Pandemic, those that can join remotely are encouraged to do so. Those joining remotely and requesting to speak are asked to use a webcam when speaking.

1. **Call to Order**
2. **Approve Agenda**
3. **Approve Minutes**
  1. Approve Meeting Minutes for November 12, 2020
4. **EDA Business**
  1. Consider Second Amendment to Purchase Agreement with Gigi's Salon and Spa, Inc. (Portions of case may be closed to the public)
  2. Consider Loan Application for Restaurant Subsidy Program: Water Availability Charge Program for Pleasant Valley Sunrise Group LLC dba Aurelio's Pizza
  3. Anoka Area Chamber of Commerce: Manufacture Cohort: 2020-2021 Renewal
  4. Consider Water Treatment Plant Site Selection Recommendation
  5. Center Street Area Framework and Policy Plan
  6. Receive 2020 Business Retention and Expansion Presentation
  7. City of Ramsey 2020 Covid-19 Business Assistance Program Summary
5. **Member/Staff Input**
  1. Receive Update on Ramsey Gateway Project (US Highway 10/169 Plan)

## **6. Adjournment**

**Economic Development Authority (EDA)**

**3. 1.**

**Meeting Date:** 01/14/2021

**By:** Wendy Schlueter, Community  
Development

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**Title:**

Approve Meeting Minutes for November 12, 2020

**Purpose/Background:**

Purpose: The purpose is to approve the meeting minutes for the EDA meeting held the prior month. Background: The meeting minutes are attached for review and approval.

**Notification:**

**Observations/Alternatives:**

**Funding Source:**

**Recommendation:**

Approval of November 12, 2020 meeting minutes

**Action:**

Motion to approve November 12, 2020 EDA meeting minutes.

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**Attachments**

November Minutes

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**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Sean Sullivan	Wendy Schlueter	12/01/2020 02:49 PM
Sean Sullivan	Sean Sullivan	12/02/2020 08:49 AM
Tim Gladhill	Tim Gladhill	01/05/2021 08:03 PM
Form Started By: Wendy Schlueter		Started On: 11/18/2020 10:35 AM
Final Approval Date: 01/05/2021		

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

The City of Ramsey Economic Development Authority (EDA) conducted a regular meeting on Thursday, November 12, 2020, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:     Acting Chairperson Brian Burandt  
                          Member Scott Cords  
                          Member Ryan Heineman  
                          Member Mark Kuzma  
                          Member Chris Riley

Members Absent:     Chairperson Jim Steffen

Also Present:         Sean Sullivan, Economic Development Manager  
                          Tim Gladhill, Deputy City Administrator

**1.     CALL TO ORDER**

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

**2.     APPROVE AGENDA**

Economic Development Manager Sullivan requested to remove Item 4.03 from the agenda noting that the developer could not fit the desired size building onto the site and therefore has withdrawn the request to purchase the parcel.

Motion by Member Cords, seconded by Member Kuzma to approve the agenda as amended.

Motion carried. Voting Yes: Acting Chairperson Burandt, Members Cords, Kuzma, Heineman, and Riley. Voting No: None. Absent: Chairperson Steffen.

**3.     APPROVE MINUTES**

**3.01:   Approve Meeting Minutes Dated October 8, 2020**

Motion by Member Riley, seconded by Member Cords, to approve the October 8, 2020, minutes as presented.

Motion carried. Voting Yes: Acting Chairperson Burandt, Members Riley, Cords, Heineman, and Kuzma. Voting No: None. Absent: Chairperson Steffen.

#### **4. EDA BUSINESS**

##### **4.01: Consider Approval of Third Amendment to Purchase Agreement for Lots 1, 2, and 3, Block 1, COR TWO; Case of RGH RAMSEY LLC (Portions may be closed to the public)**

Economic Development Manager Sullivan presented the staff report.

Member Riley asked if there has been any other interest in these properties.

Economic Development Manager Sullivan stated that there have not been any additional requests in the site but noted that the site is not listed in the market due to an active PA. He stated that the market interest from retail is not strong right now because of COVID. He stated that the applicant has been working hard to bring different prospects to the site and has shared those communications with staff. He stated that the applicant has not been able to gain traction because the retail market remains in a holding pattern. He stated that the applicant has invested \$40,000 in the process thus far and still wants to make it work. He stated that due to the COVID environment and anticipated winter conditions, staff supports the amendment.

Commissioner Heineman asked if there are other similar parcels in the City that garnered retail interest recently.

Economic Development Manager Sullivan stated that the only retail interest in recent times has been for the site adjacent to Casey's Gas Station by O'Reilly's, noting that business has not been impacted by COVID in the same manner other businesses have been.

Member Cords asked how this project would compare to the strip mall constructed across Armstrong from this location. He asked if that would have similar tenants and whether it would compete for tenants.

Economic Development Manager Sullivan replied that rather than a multi-tenant building, which is across Armstrong, this project would have a different structure with three separate owner-occupied buildings.

Member Kuzma commented that this is a reasonable request with the challenges of COVID.

Motion by Member Kuzma, seconded by Member Cords, to recommend to City Council to approve the Third Amendment to Purchase Agreement for Lots 1, 2, and 3, Block 1, COR TWO; subject to City Attorney review as to legal form.

Further discussion: Member Cords agreed that this is a reasonable request based on the current economic and other conditions.

Motion carried. Voting Yes: Acting Chairperson Burandt, Members Kuzma, Cords, Heineman, and Riley. Voting No: None. Absent: Chairperson Steffen.

**4.02: Consider Lease Agreement for 6710 Highway 10 NW; Case of Potter’s House Christian Community Church (Portions of the meeting may be closed to the public)**

Economic Development Manager Sullivan presented the staff report.

Member Cords referenced the lease accepted the previous month and asked if this lease would occupy the remainder of the building.

Economic Development Manager Sullivan confirmed that this lease for Potter’s House Church would occupy the remainder of the space as the other portion is occupied by Youth First.

Member Cords noted the concern related to parking for a church use at the last meeting and asked for input on how there would be sufficient parking for two churches.

Economic Development Manager Sullivan explained that Connections Church withdrew its lease and therefore this lease would replace that and use that same proposed space which provided enough parking.

Member Kuzma asked the timeline if the City exercised the opt out clause.

Economic Development Manager Sullivan commented that the lease would require a 90-day notice from either side to terminate.

Member Kuzma hoped that more notice could be provided as the Highway 10 planning effort continues and more information is known.

Member Heineman asked if there are two different occupants for the north and south sides of the building.

Economic Development Manager Sullivan identified the areas of the building used by Youth First and proposed area to be leased by Potter’s House Church. He stated that the neighboring tenant has a lease that expires in March 2021 and additional parking opportunities could arise.

Motion by Member Cords, seconded by Member Kuzma, to recommend to City Council to approve of the lease as presented, subject to City Attorney review.

Motion carried. Voting Yes: Acting Chairperson Burandt, Members Cords, Kuzma, Heineman, and Riley. Voting No: None. Absent: Chairperson Steffen.

**~~4.03: Consider Purchase Agreement for 6590 141<sup>st</sup> Avenue NW; Case of City Moving and Storage (Portions of the meeting could be closed to the public)~~**

**5. MEMBER / STAFF UPDATE**

- Receive Update on Major Development Projects.

Economic Development Manager Sullivan highlighted potential commercial and industrial development projects that could come forward and also provided an update on the status of previously approved projects. He also provided an update on the City's small business grant program reporting that 30 grants were awarded for roughly \$295,000. He stated he also worked with Ramsey business owners to apply for the Anoka County grant program.

Deputy City Administrator Gladhill reviewed current development trends and provided an update on residential development in the community. He also provided an update on a possible water treatment facility, noting that much of the expense has already been planned for and believed that the majority of the project could potentially be funded through funds on hand that have been collected by sewer and water fees through development.

## **6. ADJOURNMENT**

Motion by Member Kuzma, seconded by Member Riley, to adjourn the meeting.

Motion carried. Voting Yes: Acting Chairperson Burandt, Members Kuzma, Riley, Cords, and Heineman. Voting No: None. Absent: Chairperson Steffen.

The regular meeting of the Economic Development Authority adjourned at 8:05 a.m.

Respectfully submitted,

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Sean Sullivan  
Economic Development Manager

ATTEST:

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Wendy Schlueter  
Economic Development Administrative Assistant

Draft by Amanda Staple  
*TimeSaver Off Site Secretarial, Inc.*

**Economic Development Authority (EDA)**

**4. 1.**

**Meeting Date:** 01/14/2021

**Submitted For:** Sean Sullivan, Community Development

**By:** Sean Sullivan, Community Development

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**Title:**

Consider Second Amendment to Purchase Agreement with Gigi's Salon and Spa, Inc. (Portions of case may be closed to the public)

**Purpose/Background:**

**Purpose:**

Gigi's Salon and Spa has requested the City extend the Closing Date from 1/31/21 to April 30, 2021 due to the Covid-19 Pandemic and its impact on the operations of Salons and Spas and the timing of its Site Plan submittal.

**Background:**

The Covid-19 Pandemic has impacted retail and service businesses greatly. Many of these businesses have been closed completely or have been able to operate on a very limited basis. GiGi's has been able to operate on a limited basis and business has been good. Gigi's has given a "Notice to Proceed" and has provided \$7,000 in non refundable earnest money. Gigi's is still working on its site plan and plans to submit a complete application for the February 2021 Planning Commission meeting. The timing of this submittal will not align with the terms of the PA and receipt of Site Plan approval. This project is slated for a Spring construction start and the April 30, 2021 deadline extension would allow for a smooth development process. Staff believes the request to extend the Closing Date through a Second Amendment to Purchase Agreement to reasonable based on the project timelines proposed. As part of the closing a Right of Re-Entry Agreement will need to be executed and filed on the real estate. Staff has also provided this draft agreement for consideration

**Notification:**

N/A

**Observations/Alternatives:**

Staff has drafted the attached Second Amendment to Purchase Agreement. The only change from the Original Purchase Agreement and First Amendment to Purchase Agreement is to change the **Closing Date** from January 31, 2021 to April 30, 2021. Staff is not recommending the collection of "additional non-refundable earnest money" as part of this amendment.

Alternative include:

1. Recommendation to City Council to approve the Second Amendment to Purchase Agreement and Right-of Re-Entry Agreement (as presented)
2. Recommendation to City Council to approve the Second Amendment to Purchase Agreement and Right of Re-Entry Agreement (with amendments)
3. Something else

**Funding Source:**

This action is being covered under Staff duties.

**Recommendation:**

Staff recommends the the EDA recommend approval of the attached Second Amendment to Purchase Agreement and Right of Re-Entry Agreement to the City Council; subject to City Attorney review. The project is progressing smoothly and is nearing complete plans to be ready for City Approval.

**Action:**

Motion to recommend approval of the attached Second Amendment to Purchase Agreement and Right of Re-Entry Agreement to the City Council; subject to City Attorney review.

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**Attachments**

[ACTION - Draft Second Amendment to PA](#)

[ACTION - Draft Right of Re-Entry Agreement](#)

[Original Purchase Agreement](#)

[First Amendment to PA](#)

[Request for Closing Extension](#)

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**Form Review**

**Inbox**

Sean Sullivan (Originator)  
Tim Gladhill  
Form Started By: Sean Sullivan  
Final Approval Date: 01/06/2021

**Reviewed By**

Sean Sullivan  
Tim Gladhill

**Date**

01/06/2021 08:17 AM  
01/06/2021 08:51 AM  
Started On: 12/29/2020 03:24 PM

**SECOND AMENDMENT  
TO  
PURCHASE AGREEMENT**

This is the Second Amendment to the Purchase Agreement and First Amendment to Purchase Agreement by and between the **City of Ramsey**, a Minnesota municipal corporation (“Seller”), and **GIGI’S SALON AND SPA, INC.** and/or its assigns, a Minnesota Corporation (“Buyer”), with an Effective Date of November 26, 2019.

Recitals

- 1. EFFECTIVE DATE.** The Effective Date remains November 26, 2019.
- 2. CLOSING** The Buyer and Seller agree to extend the Closing Date from January 31, 2021 to April 30, 2021.

Agreement

- 1. AMENDMENT APPROVAL.** Buyer and Seller hereby approve this Second Amendment to Purchase Agreement and First Amendment to Purchase Agreement as modified by above Recitals which are hereby incorporated herein.
- 2. REMAINING TERMS.** All other provisions of the Purchase Agreement, as amended, remain unchanged except to the extent inconsistent with the terms of this Second Amendment to Purchase Agreement. The terms used in this Second Amendment to Purchase Agreement have the same meaning as in the Purchase Agreement and First Amendment to Purchase Agreement.

**SELLER: The City of Ramsey**, a Minnesota municipal corporation

By: \_\_\_\_\_  
Mark E. Kuzma, Mayor

Dated: \_\_\_\_\_, 2021

By: \_\_\_\_\_  
Kurt Ulrich, City Administrator

Dated: \_\_\_\_\_, 2021

**BUYER: GIGI’S SALON AND SPA, INC.**

By: \_\_\_\_\_  
Ginger Edin, President

Dated: \_\_\_\_\_, 2021

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[Reserved for Recording Data]

## RIGHT OF RE-ENTRY AGREEMENT

This Right of Re-entry Agreement is entered into on \_\_\_\_\_, 2021, by and between the **City of Ramsey**, a Minnesota municipal corporation (“Seller”), and **GiGi’s Salon and Spa, Inc.**, a Minnesota Corporation (“Buyer”).

### Recitals

A. On \_\_\_\_\_, 2021, Seller conveyed title of the following Property to Buyer:

The west half of Outlot A, COR Stone Brook Academy, to be platted as:

Lot 1, Block 1, GIGI ADDITION, Anoka County, Minnesota

B. Title to the Property was conveyed subject to Buyer fulfilling certain Conditions as set forth below.

C. As indicated in the Purchase Agreement between the City of Ramsey and GiGi’s Salon and Spa, Inc., with an Effective Date of **November 26, 2019**, Section 28, it is the intent of the parties to create and set forth a right to impose a penalty or a right of re-entry in favor of Seller in the event Buyer fails to satisfy the Conditions.

### Agreement

1. The recitals are incorporated herein as if fully set forth.
2. Seller shall have the right, but not the obligation, to either impose a penalty against the Property pursuant to Paragraph 3, or to re-enter and take possession of the

Property pursuant to Paragraph 4, in the event that any of the following Conditions are not satisfied by Buyer:

- a. Buyer must obtain a certificate of occupancy from the City of Ramsey, for the project described below by (Insert Date 1 Year from Closing Date).

Project Description:

- i. GiGi's Salon and Spa, Inc. Site Plan, approved by the City of Ramsey on \_\_\_\_\_, 2021 by Resolution #21-XXX.
  - ii. Development Agreement for GiGi's Salon and Spa, Inc., approved by the City of Ramsey on \_\_\_\_\_, 2021 by Resolution #21-\_\_\_\_\_.
3. Seller may impose a penalty of \$50,000.00 against the Property if the certificate of occupancy is not obtained, for the construction of a minimum 5,000 square foot retail building, pursuant to the deadline set forth above. The penalty is due upon written notice to Buyer from Seller of the failure to satisfy a contingency. In the event the penalty is not paid within 30 days of receipt of the notice, Seller may, but is not required to, certify the penalty to Anoka County as an assessment against the Property. Buyer waives any and all rights under Minnesota Statutes, chapter 429, and any other applicable law, including any right to notice of hearing and hearing, the right to object, and the right to appeal the assessment. Buyer further waives any requirements of the City Charter that may apply to said assessment.
4. As an alternative to imposition of a financial penalty and not in addition thereto, Seller may re-enter and take physical possession of the Property. Title to the Property shall be restored in Seller, and Buyer shall execute whatever documents and undertake whatever steps are necessary to establish and confirm Seller's fee simple interest in the Property free of any claims or encumbrances, including mechanic's liens.
5. This document constitutes the entire Right of Re-entry Agreement between the parties. Any modifications or amendments to this Agreement must be in writing and signed by both parties.

**CITY OF RAMSEY**

By: \_\_\_\_\_  
Mark E. Kuzma, Mayor

By: \_\_\_\_\_  
Kurtis G. Ulrich, City Administrator

This instrument was acknowledged before me on \_\_\_\_\_, 2021,  
by Mark E. Kuzma and Kurtis G. Ulrich as Mayor and City Administrator, respectively,  
of the City of Ramsey, Minnesota.

\_\_\_\_\_  
Notary Public

**GiGi's Salon and Spa, Inc.**, a Minnesota Corporation.

By: \_\_\_\_\_  
Ginger Edin, President

This instrument was acknowledged before me on \_\_\_\_\_, 2021, by  
Ginger Edin, President of GiGi's Salon and Spa, Inc. on behalf of the Minnesota  
Corporation.

\_\_\_\_\_  
\_\_\_\_\_  
Notary Public

This instrument drafted by:  
Ratwik, Roszak & Maloney, P.A.  
730 Second Ave. S., Suite 300  
Minneapolis, MN 55402  
(612) 339-0060  
(JLL)

## PURCHASE AGREEMENT

This Agreement is entered into by and between the **City of Ramsey**, a Minnesota municipal corporation ("Seller"), and **GIGI'S SALON AND SPA, INC.** and/or its assigns, a Minnesota Corporation ("Buyer").

In consideration of the Earnest Money, the mutual covenants set forth below, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Seller and Buyer agree as follows:

1. **EFFECTIVE DATE.** The effective date of this Agreement is **November 26, 2019** (the "Effective Date").
2. **SALE OF PROPERTY.** Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller approximately 1.5 acres of vacant land, legally described as follows:

The West Half of Outlot A, COR Stone Brook Academy, to be platted as:

T.B.D. Anoka County PID Number: Portion of 28-32-25-0018

3. **PURCHASE PRICE.** The purchase price for the Property is \$4.00 per usable square foot including the easement area on +/- 1.5 acres (65,340 square feet) subject to a lot split as outlined in Exhibit B plus or minus the prorations and credits as provided for herein (the "Purchase Price").
4. **EARNEST MONEY AND ADDITIONAL EARNEST MONEY.** Within five business days after the Effective Date, Buyer must deposit the sum of \$5,000.00 (the "Earnest Money") with Commercial Partners Title Company ("Escrow Agent"), via wire transfer or delivery of a certified check payable to Escrow Agent.
  - a. If Buyer does not deposit the Earnest Money as required above, then Seller may terminate this Agreement by written notice to Buyer; provided, however, if Buyer deposits the Earnest Money with Escrow Agent before Seller exercises Seller's right to terminate, Seller's right to terminate is extinguished.
  - b. Upon Seller's receipt of a Notice to Proceed from Buyer in accordance with Section 9(b), all of the Earnest Money becomes non-refundable (except in accordance with Section 22 as a result of a default by Seller).

- c. If Buyer does not provide a Notice to Proceed to Seller in accordance with Section 9(b), this Agreement automatically terminates, and Escrow Agent must disburse all Earnest Money Escrow Agent holds to Buyer.
  - d. At Closing, Escrow Agent shall disburse to Seller any Earnest Money not previously disbursed to Seller, and Buyer shall receive a credit against the Purchase Price owing at Closing in an amount equal to the amount of the Earnest Money.
5. **SURVEY.** Seller has provided the Buyer an ALTA/NSPS 2016 survey (Table A, items 1-4 and 6, 8, and 11) for Outlot B, COR One (the "Survey") from a duly licensed surveyor dated April 18, 2017. Buyer may arrange with the surveyor to include additional information on the Survey at Buyer's expense.

6. **TITLE COMMITMENT.**

- a. Seller makes no representations or warranties with respect to the status of title to the Property. Within thirty (30) business days after the Effective Date, Seller shall, at Seller's expense, obtain a commitment from Escrow Agent to issue an owner's policy of title insurance insuring Buyer's title to the Property (the "Title Commitment") and deliver the Title Commitment and copies of or internet access to copies of all recorded documents referenced in the Title Commitment to Buyer.
- b. Buyer shall have until the date thirty (30) days after the receipt of the Title Commitment and the Survey (collectively, "**Title/Survey**") to review Title/Survey and to give Seller written notice of (i) any defects in the marketability of Seller title to the Property or any encumbrances on Seller's title to the Property that are objectionable to Buyer, and (ii) the specific actions Buyer requests that Seller take with respect to each such defect or encumbrance (a "**Title Objection Notice**"). Any defects in or encumbrances on Seller's title that Buyer does not identify in a timely Title Objection Notice are each a "**Permitted Exception**." Within three (3) business days after Seller's receipt of a Title Objection Notice from Buyer, Seller will notify Buyer, in writing, of the actions, if any, that Seller is willing to take with respect to each of the matters identified in the Title Objection Notice and the time frame in which Seller will take those actions ("**Seller's Title Notice**"). If Seller's Title Notice indicates that Seller unconditionally agrees to make Seller's title to the Property marketable on or before the closing date established pursuant to Section 10, the parties shall proceed to closing pursuant to the terms of this Agreement. If Seller's Title Notice indicates that Seller does not unconditionally agree to make Seller's Title to the Property marketable on or before the closing date established in Section 10, Buyer may, at any time with three (3) business days after Buyer's receipt of Seller's Title Notice, terminate this Agreement by written notice to Buyer in which case this Agreement is terminated and Escrow Agent must disburse any Earnest Money to Buyer ("**Buyer's Title Termination Notice**"). If Buyer does not deliver a Buyer's Title Termination Notice to Seller within the three (3)

business days after Buyer's receipt of Seller's Title Notice, than Seller must perform in accordance with Seller's Title Notice, Buyer shall be deemed to have waived Buyer's objections to the extent Seller has not agreed to address them in Seller's Title Notice, the matters to which Buyer objected and Seller did not agree to resolve are deemed Permitted Exceptions, and the parties shall proceed to Closing in accordance with the terms of this Agreement and the terms of Seller's Title Notice.

7. **RIGHT OF ENTRY.** At all times after Buyer has deposited the Earnest Money with Seller and before the Closing, Buyer (and its employees, agents, and contractors) may enter the Property for the purpose of conducting soil tests, environmental tests and additional survey work, subject to the following conditions:
- a. Within one week after the termination of this Agreement, if either Seller or Buyer terminate this Agreement in accordance with the provisions hereof prior to Closing, Buyer must repair and or restore any damage Buyer or its employees, agents or contractors cause to the Property and remove any personal property, refuse or debris Buyer or its employees, agents or contractors brought onto or authorized third parties to bring onto the Property.
  - b. Buyer must defend and indemnify Seller from and against and hold Seller harmless Seller from all "Claims," as defined in Section 10, arising out of, resulting from or relating to any loss of or damage to any property or business or out of any injury to or death of any person, if the loss, damage, injury, or death arises or is alleged to arise either directly or indirectly and either wholly or in part from: (a) any action or omission of Buyer or its employees, agents, or contractors, while on the Property pursuant to this Section; or (b) actions or omissions of Buyer or Buyer's employees, agents, or contractors that cause or result in the release of any Hazardous Substance onto the Property or onto other property.
  - c. Buyer must comply with and shall cause it employees, agents, and contractors to comply with all applicable laws, while on the Property.
  - d. Other than a standard Phase I environmental assessment, Buyer may not commence any environmental testing on the Property until Buyer submits a work plan for such testing to Seller and Seller approves the work plan, in writing. Seller may not unreasonably withhold, condition or delay Seller's approval of a work plan.
  - e. Buyer must, promptly and without demand from Seller, provide Seller with true and complete copies of all draft and final reports relating to Buyer's geotechnical and environmental investigations and testing of the Property including, without limitation, any reports relating to any Phase I Environmental Site Assessment of the Property.
  - f. The cost of any test or additional survey work will be borne solely by Buyer.

8. **PROPERTY SOLD AS IS.** Subject to Buyer's right to terminate this Agreement pursuant to Section 9, Buyer agrees to accept the Property in its current condition, including, without limitation, its current environmental and geological condition, and in an "AS-IS" and with "ALL FAULTS" condition. Buyer's payment of the Purchase Price at Closing constitutes Buyer's acknowledgment and agreement that:

- a. Seller has not made any written or oral representations or warranties of any kind with respect to the Property (including without limitation express or implied warranties of title, merchantability, or fitness for a particular purpose);
- b. Buyer has not relied on any written or oral representation or warranty made by Seller, its agents or employees with respect to the condition or value of the Property;
- c. Buyer has had an adequate opportunity to inspect the condition of the Property, including without limitation any environmental testing, and to inspect documents applicable thereto, and Buyer is relying solely on such inspection and testing; and
- d. The condition of the Property is fit for Buyer's intended use.
- e. Buyer accepts all risk of Claims (including without limitation all Claims under any Environmental Law and all Claims arising at common law, in equity or under a federal, state or local statute, rule or regulation) whether past, present or future, existing or contingent, known or unknown, arising out of, resulting from or relating to the condition of the Property, known or unknown, contemplated or un contemplated, suspected or unsuspected, including without limitation the presence of any Hazardous Substance on the Property, whether such Hazardous Substance is located on or under the Property, or has migrated from or to the Property.

9. **INSPECTION PERIOD.**

- a. Except as otherwise provided in Section 6, Buyer shall have from the date that Buyer deposits the Earnest Money with Escrow Agent to **May 30, 2020** (the "**Inspection Period**") to investigate the Property and determine, in Buyer's sole judgment, whether (i) the condition of the Property is suitable to Buyer's intended use; and (ii) Buyer will be able to obtain all governmental approvals (including, but not limited to, approvals necessary to subdivide and re-plat the Property) and utilities necessary for Buyer's intended use of the Property. Buyer acknowledges and agrees that Seller has not made any covenants, representations or warranties regarding Buyer's ability to obtain governmental approvals from the City of Ramsey or any other governmental entity. The City of Ramsey will review, consider and act on any applications Buyer submits to the City for governmental approvals in accordance with City Code.

- b. Buyer may, at any time on or before 5:00 p.m. on the last day of the Inspection Period, terminate the Agreement by written notice to Seller based on Buyer's determination, in Buyer's sole and absolute discretion, that the condition of the Property is not suitable for Buyer's intended use or that Buyer may not be able to obtain all governmental approvals and utilities necessary for Buyer's intended use of the Property. In addition, this Agreement automatically terminates at 5:00 p.m. on the last day of the Inspection Period unless, prior to that time Buyer delivers a written notice of Buyer's intention to proceed (a "**Notice to Proceed**") to Seller.
- c. If, pursuant to Section 9(b) either Buyer terminates this Agreement or this Agreement is automatically terminated, the Escrow Agent must disburse to Buyer any Earnest Money Escrow Agent holds.

**10. DEFINITIONS.** As used in this Agreement:

**"Claim"** or **"Claims"** means any and all liabilities, suits, claims, counterclaims, causes of action, demands, penalties, debts, obligations, promises, acts, fines, judgments, damages, consequential damages, losses, costs, and expenses of every kind (including without limitation any attorney's fees, consultant's fees, costs, remedial action costs, cleanup costs and expenses which may be related to any claims).

**"Environmental Law"** means the Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA"), 42 U.S.C. § 9601 et seq., the Resource Conservation and Recovery Act, 42 U.S.C. § 6901 et seq., the Federal Water Pollution Control Act (the Clean Water Act), 33 U.S.C. § 1251 et seq. the Clean Air Act, 42 U.S.C. § 7401 et seq., and the Toxic Substances Control Act, 15 U.S.C. § 2601 et seq., all as amended from time to time, and any other federal, state, local or other governmental statute, regulation, rule, law or ordinance dealing with the protection of human health, safety, natural resources or the environment now existing or hereafter enacted.

**"Hazardous Substance"** or **"Hazardous Substances"** means any pollutant, contaminant, hazardous substance or waste, solid waste, petroleum product, distillate, or fraction, radioactive material, chemical known to cause cancer or reproductive toxicity, polychlorinated biphenyl or any other chemical, substance or material listed or identified in or regulated by any Environmental Law.

- 11. RELEASE.** By accepting the deed to the Property, Buyer, for itself, its directors, officers, stockholders, divisions, agents, affiliates, subsidiaries, predecessors, successors, and assigns and anyone acting on its behalf or their behalf hereby fully releases and forever discharges Seller from any and all Claims (including without limitation all Claims arising under any Environmental Law and all Claims arising at common law, in equity or under a federal, state or local statute, rule or regulation), past, present and future, known and unknown, existing and contingent, arising out of, resulting from, or relating to the condition of the Property, and Buyer hereby waives any and all causes of action (including without limitation any right of contribution) Buyer had, has or may have against Seller and anyone acting on its behalf with respect to the condition of the

Property, whether arising at common law, in equity or under a federal, state or local statute, rule or regulation. The foregoing shall apply to any condition of the Property, known or unknown, contemplated or un contemplated, suspected or unsuspected, including without limitation the presence of any Hazardous Substance on the Property, whether such Hazardous Substance is located on or under the Property, or has migrated from or to the Property.

- 12. NOTICES.** Notices permitted or required by this Agreement must be in writing and shall be deemed given when delivered in legible form to the party to whom addressed. Notices may be sent by certified mail or e-mail. Notices are effective two business days after they are mailed via certified mail, return receipt requested or, if sent by email, upon email transmission (provided that any email transmission that occurs after 5:00 pm Pacific Time will be deemed provided on the following day). If delivered at the Closing, a notice shall be deemed given when hand-delivered to the party's representative at the Closing. The business addresses of the parties are as follows:

Seller: City Administrator  
City of Ramsey  
7550 Sunwood Drive N.W.  
Ramsey, MN 55303  
Email: kulrich@cityoframsey.com

Buyer: GIGI'S SALON AND SPA, INC.  
Ginger Edin  
36296 Xenon St NW  
Princeton, MN 55371  
Email: gingerberg80@yahoo.com

Notices not given in the manner or within the time limits set forth in this Agreement are of no effect and may be disregarded by the party to whom they are directed.

- 13. CLOSING.** This transaction shall close within 30 days after Buyer delivers a Notice to Proceed to Seller or on such earlier date as Seller and Buyer may establish by mutual, written agreement; provided, however, Buyer may extend the Closing a total of two (2) times, each time for a period of sixty (60) days, by depositing an additional One Thousand and 00/100 Dollars (\$1,000.00) earnest money with Escrow Agent for each extension. Each \$1,000 extension payment shall be non-refundable, but applicable to the Purchase Price. The Closing shall take place at the offices of the Escrow Agent, or at some other place as the parties may mutually agree prior to such date. At the option of either Party, the executed closing documents, Purchase Price and closing costs may be deposited with the Escrow Agent and disbursed by the Escrow Agent pursuant to avoid the necessity for a Closing at which the Parties are present.

- a. **Seller's Obligations at Closing.** At Closing, Seller must deliver to Escrow Agent, for delivery to Buyer:

- i. A limited warranty deed, duly executed and acknowledged on behalf of the City and with the City's seal affixed, conveying title to the Property, subject to (A) the lien of real estate taxes, if any, not yet due and payable and any installments of special assessments certified for payment therewith; (B) Building, Subdivision and Zoning Ordinances; (C) Matters that would be disclosed by an accurate survey of the Property; and (D) matters that constitute Permitted Exceptions pursuant to Section 6;
  - ii. A certified copy of a duly adopted City Ordinance and Resolution authorizing Seller's sale of the Property to Buyer; and
  - iii. Seller's affidavits, well disclosure certificate (if required), settlement statement approved by Seller and Buyer, and any other documents required by the Escrow Agent.
- b. **Buyer's Obligations at Closing.** At Closing, Buyer must:
  - i. Wire Transfer (or deliver a certified check in) an amount equal to the amount of the Purchase Price adjusted for to reflect Buyer's prior payment of the Earnest Money and to reflect amounts Buyer must pay or will receive pursuant to Section 14(c), to Escrow Agent for disbursement to Seller and others pursuant to this Agreement and the Settlement Statement; and
  - ii. File or cause Escrow Agent to file an Electronic Certificate of Real Estate Value, if required and necessary.
- c. **Closing Costs.**
  - i. At Closing, the following Seller closing costs and expenses must be paid from the Purchaser Price or, if the Purchase Price is not sufficient, paid by Seller:
    - 1. Seller shall pay all outstanding property taxes, including but not limited to, Payable 2019 for the Property.
    - 2. Seller's own attorney's fees.
    - 3. One-half the cost of any closing fees.
    - 4. The cost of real estate broker commission fees as prescribed in Section 14.
    - 5. State Deed Tax
  - ii. At Closing Buyer must pay the Purchase Price to Seller and the following costs and expenses:
    - 1. Buyer's portion of prorated property taxes.

2. Buyer's own attorney's fees.
3. One-half the cost of any closing fees.
4. Documentary and recording fees for the deed(s).
5. The cost of the owner's title insurance policy, if Buyer elects to purchase an Owner's title insurance policy.

d. **Possession.** Seller must deliver possession of the Property to Buyer at Closing.

- 14. REAL ESTATE BROKERS.** Seller and Buyer represent and warrant to each other that they have dealt with no brokers, real estate agents, finders or the like in connection with this transaction, other than Premier Commercial Properties LLC ("Buyer's Broker") and CBRE, Inc. ("Sellers Broker"). Seller shall pay Seller's Broker as required by their agreement 6% of final gross sale price to be evenly split between Premier Commercial Properties, LLC and CBRE, Inc.. Seller and Buyer agree to indemnify each other and to hold each other harmless against all claims, damages, costs or expenses of or for any broker's fees or commissions resulting for their actions or agreements regarding the execution or performance of this Agreement, other than the fees payable to Seller's Broker, and will pay all costs of defending any action or lawsuit brought to recover any such fees or commissions incurred by the other party, including reasonable attorney's fees.
- 15. ASSIGNMENT.** This Agreement may not be assigned without the written consent of the non-assigning Party. The Seller recognizes the Buyer intends to assign this Agreement to an affiliated special purpose entity that will be registered officially with the State of Minnesota.
- 16. THIRD PARTY BENEFICIARY.** There are no third-party beneficiaries of this Agreement, intended or otherwise.
- 17. JOINT VENTURE.** Seller and Buyer, by entering into this Agreement and completing the transactions described herein, shall not be considered joint ventures or partners.
- 18. CAPTIONS.** The paragraph headings or captions appearing in this Agreement are for convenience only, are not a part of this Agreement, and are not to be considered in interpreting this Agreement.
- 19. ENTIRE AGREEMENT / MODIFICATION.** This written Agreement constitutes the complete agreement between the parties and supersedes any prior oral or written agreements between the parties regarding the Property. There are no verbal agreements that change this Agreement and no waiver or modification of any of its terms will be effective unless in writing executed by the parties.
- 20. BINDING EFFECT.** This Agreement binds and benefits the Parties and their successors and assigns.

**21. CONTROLLING LAW.** This Agreement is made under the laws of the State of Minnesota and such laws will control its interpretation.

**22. REMEDIES.**

- a. If Buyer fails to perform any of the terms or conditions of this Agreement within the specified time limits, Seller may declare this Agreement terminated pursuant to Minnesota Statutes section 559.21. Seller's sole remedy in the event of Buyer's default is retention of the Earnest Money, unless Buyer defaults under Section 7 or 12 of this Agreement, in which case Seller may retain the Earnest money or suspend the performance of its obligations under this Agreement and commence an action in Anoka County District Court to recover its actual damages arising from the default.
- b. If Seller fails to perform any of the terms or conditions of this Agreement within the specified time limits, Buyer may, as its sole remedy, declare this Agreement terminated in which case Escrow Agent and, if applicable, Seller, shall refund the Earnest Money (both the Initial Disbursement and the Remaining Earnest Money) to Buyer, or, in the alternative, Buyer may have this Agreement specifically enforced and recover any incidental damages. Buyer waives all claims for consequential damages against Seller based on Seller's breach or alleged default hereunder.

**23. WAIVER.** Failure of Seller or Buyer to insist upon the performance of any of the covenants, agreements and/or conditions of this Agreement or to exercise any right or privilege herein shall not be deemed a waiver of any such covenant, condition or right.

**24. SURVIVAL OF TERMS AND CONDITIONS.** The terms and conditions of this Agreement shall survive and be in full force and effect after the delivery of the deed, and shall not be deemed to have merged therein.

**25. SEVERABILITY.** Each provision of this Agreement shall apply to the extent permitted by applicable law and is intended to be severable. If any provision is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the legality or validity of the remainder of the Agreement.

**26. CONSTRUCTION.** The Parties acknowledge that this Agreement was initially prepared by Seller solely as a convenience and that all Parties and their counsel hereto have read and full negotiated all the language used in this Agreement. The Parties acknowledge that because all Parties and their counsel participated in negotiating and drafting this Agreement, no rule of construction shall apply to this Agreement to construe ambiguous or unclear language in favor of or against any Party.

**27. COUNTERPARTS; DIGITAL COPIES.** This Agreement may be executed in any number of counterparts and the signature pages of the separate counterparts combined into a single copy of this Agreement which will then constitute a fully executed version

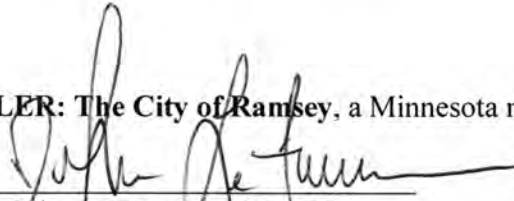
of this Agreement. A facsimile, .pdf file or digital copy of a signed counterpart or of an assemblage of counterparts of this Agreement shall be deemed to be an original thereof.

**28. CONSTRUCTION DEADLINE.** Buyer shall obtain a certificate of occupancy from the City of Ramsey for the construction of a minimum 5,000 SF building compliant with COR Zoning requirements to be further defined by an approved Site Plan a year after closing. At Closing, a "Right of Re-Entry Agreement" must be executed and recorded to the Property providing that, in the event the above deadline is not met, Seller has the right to reclaim title to the parcel(s) for which a certificate of occupancy was not obtained.

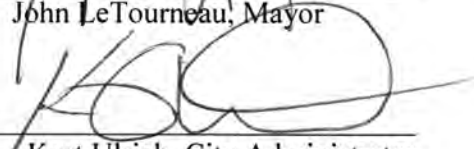
**29. TIME PERIODS.** The time for performance of any obligation or taking any action under this Agreement shall be deemed to expire at 5:00 p.m. Pacific Time on the last day of the applicable time period provided for in this Agreement. If the time for the performance of any obligation or taking any action under this Agreement expires on a Saturday, Sunday or legal holiday, the time for performance or taking such action shall be extended to the next succeeding day which is not a Saturday, Sunday or legal holiday.

**30. PLATTING & DEVELOPMENT AGREEMENT.** Buyer must be in the process of obtaining an approved final plat, development agreement, and building exterior visual renderings with the City of Ramsey for its intended project before Closing. The Development Agreement and Site Plan must comply with all local zoning ordinances and design standards, including The COR Design Standards. City of Ramsey will reimburse Buyer up to \$3500 for re-platting expense. The reimbursement will only take place upon a successful closing and City of Ramsey is not responsible for any cost reimbursement if Buyer does not close on subject property. Buyer to provide written documentation of platting costs for reimbursement.

**SELLER: The City of Ramsey**, a Minnesota municipal corporation

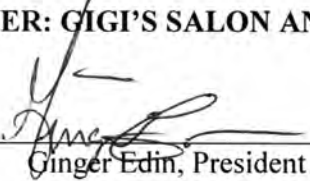
By:   
John LeTourneau, Mayor

Dated: 12-12, 2019

By:   
Kurt Ulrich, City Administrator

Dated: 12-12, 2019

**BUYER: GIGI'S SALON AND SPA, INC.**

By:  \_\_\_\_\_  
Ginger Edin, President

Dated: 12-4-19, 2019

**Exhibit A**

The West Half of Outlot A, COR Stone Brook Academy, to be platted as:

T.B.D. Anoka County PID Number: Portion of 28-32-25-0018

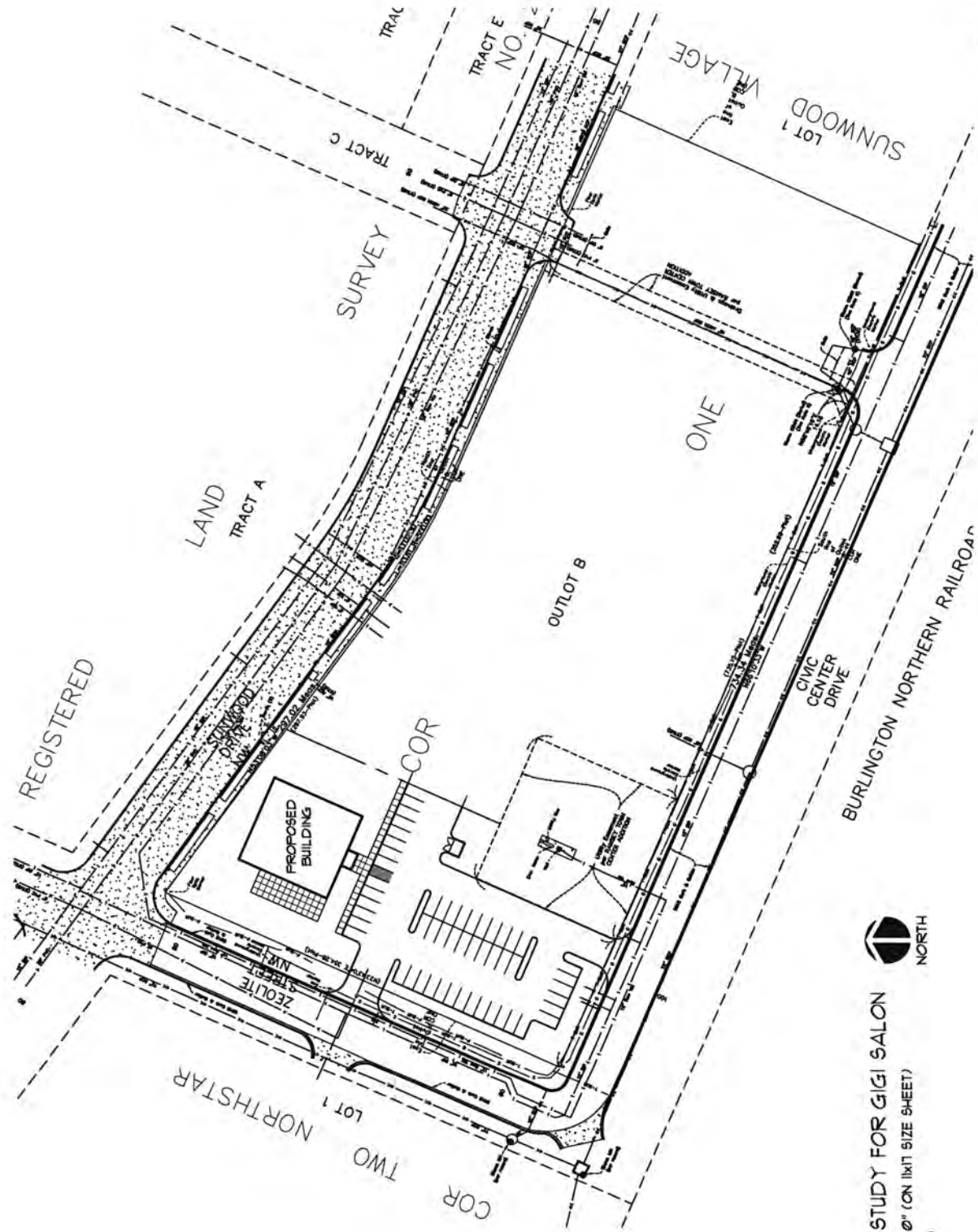


EXHIBIT B

SITE PLAN STUDY FOR GIGI SALON

SCALE: 1" = 80'-0" (ON 11x17 SIZE SHEET)

DATE: 9-27-2019



3132

**GIGI'S SALON & SPA, INC.**  
7962 SUNWOOD DR. NW SUITE 100  
RAMSEY, MN 55303  
763-367-6425

75-574-919


DATE Dec 4, 2019.

PAY  
TO THE  
ORDER OF

Commercial Partners Title Company

\$ 5000.<sup>00</sup> *KL*

five thousand dollars and <sup>00/100</sup>

DOLLARS  Security Features Included. Details on Back.



www.villagebankonline.com

FOR Lanist Money for Land.

*Angie Bodin*

MP

⑈0031432⑈ ⑆091905745⑆ 1 01 887 5⑈

**FIRST AMENDMENT  
TO  
PURCHASE AGREEMENT**

This is the First Amendment to the Purchase Agreement by and between the **City of Ramsey**, a Minnesota municipal corporation (“Seller”), and **GIGI’S SALON AND SPA, INC.** and/or its assigns, a Minnesota Corporation (“Buyer”), with an Effective Date of November 26, 2019.

Recitals

1. **EFFECTIVE DATE.** The Effective Date remains November 26, 2019.
2. **INSPECTION PERIOD.** The Buyer and Seller agree to extend the Inspection Period from May 30, 2020 to August 31, 2020.

Agreement

1. **AMENDMENT APPROVAL.** Buyer and Seller hereby approve this First Amendment to Purchase Agreement as modified by above Recitals which are hereby incorporated herein.
2. **REMAINING TERMS.** All other provisions of the Purchase Agreement, as amended, remain unchanged except to the extent inconsistent with the terms of this First Amendment to Purchase Agreement. The terms used in this First Amendment to Purchase Agreement have the same meaning as in the Purchase Agreement.

**SELLER:** The City of Ramsey, a Minnesota municipal corporation

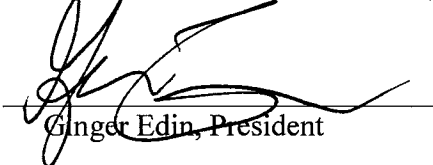
By:   
John LeFournier, Mayor

Dated: 06-01, 2020

By:   
Kurt Ulrich, City Administrator

Dated: 6/11, 2020

**BUYER:** GIGI’S SALON AND SPA, INC.

By:   
Ginger Edin, President

Dated: June 1,, 2020

January 4, 2021

Sean Sullivan  
City of Ramsey

**RE: Purchase Agreement Extension – Gigi's Salon**

Dear Sean and City Staff:

This letter shall serve as a request to extend the current Purchase Agreement Closing Date as outline in the Purchase Agreement with Gigi's Salon (Buyer) and the City of Ramsey (Seller)

Gigi's has been through several delays and the SBA financing has taken much longer than anticipated. We would like to formally request a new closing date of April 30, 2021. This will allow us ample time to go through the city process. We believe that this additional time will allow us to have a building permit in hand by the time we close. Our goal would be to break ground as soon as we close on the land.

We are committed open a new facility in the City of Ramsey, and we are committed to this project. We are not asking for any additional changes to the Purchase Agreement. We would just like additional time to properly go through the city process and SBA loan process.

Please feel free to reach out with any questions or comments.

Thank you,

Ginger Edin and Gillian Rote

The image shows two handwritten signatures in black ink. The top signature is cursive and appears to read 'Ginger Edin'. The bottom signature is also cursive and appears to read 'Gillian Rote'. Both signatures are written in a fluid, connected style.

## Economic Development Authority (EDA)

4. 2.

**Meeting Date:** 01/14/2021

**Submitted For:** Sean Sullivan, Community Development

**By:** Sean Sullivan, Community Development

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### **Title:**

Consider Loan Application for Restaurant Subsidy Program: Water Availability Charge Program for Pleasant Valley Sunrise Group LLC dba Aurelio's Pizza

### **Purpose/Background:**

#### **Purpose / Background:**

The purpose of this case is to review the proposed the request for assistance and to consider extending or amending the current Restaurant Subsidy Program. Feedback from residents, businesses, visitors, and elected/appointed officials states that attracting more restaurants is a priority for Ramsey. On July 24, 2018 the City of Ramsey adopted a WAC Assistance program that is set to sunset on July 31, 2021. This Restaurant Subsidy Program is only for "new for-profit restaurants" but does have the ability to consider exceptions for existing businesses that are relocating or expanding. The city has received an application from Pleasant Valley Sunrise Group LLC dba Aurelio's Pizza for financial assistance relating to SAC and WAC Fees for an expansion.

The Covid-19 Pandemic has been very hard on Ramsey restaurant businesses. The fact that we have an existing business willing to take the risk to expand its footprint during these times is amazing. The proposed expansion would add a banquet space and more efficiency to its existing restaurant concept. The SAC Charge (Metropolitan Council) is estimated to be \$14,910 and the WAC Charge (City of Ramsey) is estimated to be \$8,190. These fees total \$23,100. Pleasant Valley Sunrise Group LLC dba Aurelio's Pizza is requesting as much assistance as possible to help mitigate these fees. Staff supports the application and consideration for financial assistance.

### **Notification:**

N/A

### **Observations/Alternatives:**

#### **Observations:**

Project costs for this expansion are \$75,000. The owner is securing \$50,000 in SBA Financing, an injection of cash and a city SAC and WAC loan. Staff supports approval of a 70%, 0% interest loan, forgivable loan for both the SAC and WAC Fees in the amount of \$16,170; subject to satisfactory underwriting. The applicant would also be required to pay \$6,930 (30%) for the SAC and WAC charges upfront and closing costs estimated to be \$500-\$750. The financing of this deal would likely include a loan agreement, and a subordinated UCC filing against collateral owned by the applicant. The applicant leases the space and a real estate mortgage would not be obtainable in this circumstance. Staff will work with the applicant to gather necessary financial information necessary to complete underwriting of the loan.

The current Restaurant Subsidy Program would require an amendment or a City Council exception to allow for both the SAC and WAC forgivable loan. The program has been extended and/or modified multiple times in the past to address current economic conditions and City retail/restaurant goals.

The current Restaurant Subsidy Program sunsets on 7/31/21. The EDA could also consider an amendment to the program to extend the sunset date or to set aside a specific dollar amount for this program and have it end when funds are spent.

### **Alternatives:**

### Loan Approval

1. The EDA could recommend to the City Council approval of a \$16,170 SAC and WAC Loan to Pleasant Valley Sunrise Group LLC dba Aurelio's Pizza (would also need to amend the Restaurant Subsidy Program, or request action to allow for SAC and WAC to be eligible for the loan)
2. Something Else

### Restaurant Subsidy Program Changes and or Extensions

1. The EDA could recommend to the City Council to amend the Restaurant Subsidy Program to allow for both SAC and WAC charges to be eligible for loans and to Sunset on July 31, 2024 (3 year extension)
2. The EDA could recommend to the City Council to amend the current Restaurant Subsidy Program to Sunset on July 31, 2024 (3 year extension)
3. The EDA could recommend to the City Council to to amend the Restaurant Subsidy Program to allow for both SAC and WAC charges to be eligible for loans and allocate \$50,000 for the program.

### **Funding Source:**

Funding for financial assistance would come from the City's EDA Cash Balance. The EDA Cash Balance is estimated to be \$1.137M but the year has not been closed out by Finance.

### **Recommendation:**

Staff recommends the EDA to recommend to the City Council to to amend the Restaurant Subsidy Program to allow for both SAC and WAC charges to be eligible for loans and allocate \$50,000 for the program.

and;

Staff recommends approval of 70%, 0% interest loan, forgivable loan for both the SAC and WAC Charges in the amount of \$16,170 for Pleasant Valley Sunrise Group LLC dba Aurelio's Pizza; subject to satisfactory underwriting.

### **Action:**

Motion to recommend to the City Council to to amend the Restaurant Subsidy Program to allow for both SAC and WAC charges to be eligible for loans and allocate \$50,000 for the program.

and;

Motion to recommend to the City Council approval of 70%, 0% interest loan, forgivable loan for both the SAC and WAC Charges in the amount of \$16,170 for Pleasant Valley Sunrise Group, LLC dba Aurelio's Pizza; subject to satisfactory underwriting.

---

## **Attachments**

### Loan Application and Construction Plans

### Restaurant Subsidy Program 7.24.18

---

## **Form Review**

### **Inbox**

Sean Sullivan (Originator)  
Tim Gladhill  
Form Started By: Sean Sullivan  
Final Approval Date: 01/06/2021

### **Reviewed By**

Sean Sullivan  
Tim Gladhill

### **Date**

01/06/2021 03:45 PM  
01/06/2021 04:24 PM  
Started On: 01/04/2021 04:13 PM

EXHIBIT A  
BUSINESS ASSISTANCE APPLICATION

A. APPLICANT INFORMATION

Name of Corporation/Partnership Pleasant Valley Sunrise Group LLC  
Address 6415 US Hwy 10  
Primary Contact Randall Stawski  
Address [Redacted] Ramsey 55303  
Phone [Redacted] Fax [Redacted] E-mail [Redacted]

Type of business assistance requested (select one):

- Tax Abatement    Tax Increment Financing    Revolving Loan Fund    Other

Have you been, or are you currently, involved in any bankruptcy proceedings or lawsuits related to other development projects with which you have been involved? If yes, please provide an explanation.

- Yes    No

On a separate sheet, please provide the following:

- Brief description of the corporation/partnership's business, including history, principal product or service, etc. **Attach as Part 1.**
- List names of officers and shareholders/partners with more than five percent (5%) interest in the corporation/partnership. **Attach as Part 2.**
- Brief description of the proposed project. **Attach as Part 3.**
- A *but for* analysis and narrative. **Attach as Part 4.**
- Completed Revolving Loan Fund Application. **Attach as Part 5 if required.**

Attorney Name \_\_\_\_\_  
Address \_\_\_\_\_  
Phone \_\_\_\_\_ Fax \_\_\_\_\_ E-mail \_\_\_\_\_

Contractor Name Pleasant Valley Sunrise Group LLC  
Address [Redacted] Ramsey MN 55303  
Phone [Redacted] E-mail Randy@PVHMN.COM

Engineer Name \_\_\_\_\_  
Address \_\_\_\_\_  
Phone \_\_\_\_\_ Fax \_\_\_\_\_ E-mail \_\_\_\_\_

Architect Name Anderson Design  
Address 8400 Cedar Lake RD S St Louis Park 55426  
Phone [Redacted] E-mail \_\_\_\_\_

**B. PROJECT INFORMATION**

The project will be: (Check all that apply)

- Industrial: (  New Construction     Redevelopment/Rehab     Expansion )
- Office/research facility: (  New Construction     Redevelopment/Rehab     Expansion )
- Commercial: (  New Construction     Redevelopment/Rehab     Expansion )
- Housing: (  New Construction     Redevelopment/Rehab     Expansion )
- Other \_\_\_\_\_

The project will be:     Owner Occupied     Leased Space

- If leased space, please attach a list of names and addresses of future tenants and indicate the status of commitments or lease agreements. **Attach as Part 5.**

Project Address    6415 US Hwy 10 # 118 + 120

- Include Legal Description and PID number(s). **Attach as Part 6.**

Site Plan Attached:     Yes     No

Current Real Estate Taxes on Project Site: \$ NA

Estimated Real Estate Taxes Upon Completion:

Phase I	\$	<u>NA</u>
Phase II	\$	_____
Phase III	\$	_____
Total	\$	_____

Construction Start Date:    Jan 2021

Construction Completion Date:    May 15 2021

If Phased Project:    \_\_\_\_\_ % Completed in \_\_\_\_\_ years  
 \_\_\_\_\_ % Completed in \_\_\_\_\_ years  
 \_\_\_\_\_ % Completed in \_\_\_\_\_ years

**C. PUBLIC PURPOSE OBJECTIVES**

It is the policy of the City and EDA of Ramsey that the business assistance should result in a public benefit as identified in items 1-10 below. Please indicate how the proposed project will accomplish this by checking the appropriate boxes. **Attach additional narrative as Part 7.**

- 1. To encourage redevelopment.
- 2. To retain local jobs and/or increase the number and diversity of jobs that offer stable employment and/or attractive wages and benefits.
- 3. To enhance and/or diversify the City's economic base.
- 4. To encourage additional unsubsidized private (re)development.
- 5. To remove blight and/or encourage (re)development of commercial and industrial areas.
- 6. To create housing opportunities.
- 7. To provide a diversity of housing.
- 8. To provide a variety of family housing ownership alternatives and housing choices.
- 9. To promote neighborhood stabilization and revitalization by the removal of blight and the upgrading of existing housing stock in residential areas.
- 10. To accomplish other public policies which may be adopted such as the promotion of quality urban or architectural design, energy conservation, and decreasing capital and/or operating costs of local government.
  - Utilization of architectural and landscaping techniques that will enable the components of the project to blend with the natural environment.
  - Mitigation of project impact on the natural environment.

**D. SOURCES & USES OF FUNDS**

**Attach additional information as Part 8**

<u>SOURCES</u>	<u>AMOUNT</u>
Bank Loan <i>SBA</i>	\$ <u>50,000.00</u>
Other Loans <i>Wac/sac</i>	\$ <u>16,170.00</u>
Owner Equity	\$ <u>8,830.00</u>
Fed Grant/Loan	\$ _____
State Grant/Loan	\$ _____
Industrial Development Bonds	\$ _____
Tax Increment Financing	\$ _____
Tax Abatement	\$ _____
Revolving Loan Fund	\$ _____
Other	\$ _____
<b>TOTAL</b>	<b>\$ <u>75,000.00</u></b>

<u>USES</u>	<u>AMOUNT</u>
Land Acquisition	\$ _____
Site Development	\$ _____
Construction	\$ <u>51,900.00</u>
Machinery & Equipment	\$ _____
Architectural/Engineering Fees	\$ _____
Debt Service Reserve	\$ _____
Contingencies	\$ _____
Other <i>Sas/wac</i>	\$ <u>23,100.00</u>
<b>TOTAL</b>	\$ <u>75,000.00</u>

Total Amount of business assistance requested from either Revolving Loan Fund, Abatement, Tax Increment Financing or another source: \$ 16,170.00

**E. ADDITIONAL DOCUMENTATION AND CHECKLIST**

Applicants will also be required to provide the following documentation. All personal financial information will be kept private and confidential.

- 1. Written business plan or a description of the business, ownership/ management, date established, products and services, and future plans.
- 2. Financial statements for past two years, including profit and loss statements and balance sheets.
- 3. Two year financial projections.
- 4. Personal financial statements of all major shareholders (principals) including the most recent 2 years of tax returns. (If requested.)
- 5. Letter of commitment from other sources of financing, stating terms and conditions of their participation in the project.
- 6. Administrative fee of up to \$5,000. In addition to defraying the cost of staff time, the fee will be used to pay costs associated with processing this request for financial assistance such as legal, engineering and financial analysis. The City reserves the right to stop the processing of the request until additional fees are paid should the original amount be insufficient to pay such costs. That portion which remains unspent, if any, will be returned only if the project is denied approval.
- 7. Attach the following documentation:
  - \_\_\_\_\_ Part 1 – Corporation/Partnership Description
  - \_\_\_\_\_ Part 2 – List of Shareholders/Partners
  - \_\_\_\_\_ Part 3 – Description of Project
  - \_\_\_\_\_ Part 4 – *But For* Analysis
  - \_\_\_\_\_ Part 5 – List of Prospective Lessees (If requested)
  - \_\_\_\_\_ Part 6 – Legal Description, Property Identification Numbers, maps of the project area, and project renderings
  - \_\_\_\_\_ Part 7 – Public Purpose Narrative
  - \_\_\_\_\_ Part 8 – Sources & Uses of Funds – Additional Information

The undersigned certifies that all information provided in this application is true and correct to the best of the undersigned's knowledge. The undersigned authorizes the City and EDA of Ramsey to check credit references, verify financial and other information, and share this information with other political subdivisions as needed. The undersigned also agrees to provide any additional information as may be requested by the City after the filing of this application.

Applicant Name Randall J STAWSKI Date Jan 6 2021  
 By Randall J Stawski  
 Its OWNER

## **Part 1**

**Aurelio's Pizza is a franchise restaurant in business since 1959.**

**It all started in Chicago. We, the Stawski Family have been in Business for 37 years.**

**We offer pizza, salad, appetizers, sandwiches and full bar.**

**Dine-in, Carryout and Delivery.**

**We have a signed lease for 7 yrs with 5 yrs remaining.**

**We have added adjacent unit on to the lease.**

**Part 2**

**Randall J Stawski**



**Ramsey, MN 55303**

**Jerice E Stawski**



**Ramsey, MN 55303**

**Sara E Stawski**



**Anoka, MN 55303**

### **Part 3**

**We are adding on an outside bar and patio.**

**We are also expanding next door which will add 1700 sq ft**

**To the restaurant. The new space will have additional seating**

**And full bar. It will mainly be used as a banquet room for**

**Birthday Parties, Sports team year end celebrations and so on.**



### LIFE SAFETY PLAN GENERAL NOTES

1. SEPARATE PERMIT AND SHOP DRAWINGS FOR FIRE ALARM SYSTEM.
2. SEPARATE PERMIT AND SHOP DRAWINGS FOR FIRE SPRINKLER SYSTEM.
3. ALL DOORS IN THE MEAN OF EGRESS SHALL BE SINGLE ACTION RELEASE AND SHALL NOT REQUIRE THE USE OF A KEY, TOOL, OR SPECIAL KNOWLEDGE TO OPEN FROM EGRESS SIDE.
4. ALL FIRE EXTINGUISHERS SHALL BE CURRENTLY DATED AND TAGGED BY A LICENSED FIRE EQUIPMENT COMPANY

### LIFE SAFETY PLAN LEGEND

- EXIT SIGN LIGHTS. SEE MEP DESIGN-BUILD FOR MORE INFORMATION.
- ALL EXISTING FIRE EXTINGUISHERS TO REMAIN, VERIFY LOCATIONS WITH AUTHORITY HAVING JURISDICTION.
- CLASS 'K' EXTINGUISHERS REQUIRED AT ALL KITCHEN AREAS
- ABC EXTINGUISHERS REQUIRED AT ALL COMMON AREAS
- FIRE EXTINGUISHER CABINET W/ FIRE EXTINGUISHER. LOCATION TO BE VERIFIED BY THE AUTHORITY HAVING JURISDICTION.

### APPLICABLE CODES

THE FOLLOWING IS AN ANALYSIS AND SUMMARY OF THE APPLICABLE BUILDING CODES:

MINNESOTA STATE BUILDING CODE (SBC)	2020 EDITION
MINNESOTA PLUMBING CODE (SPC)	2015 EDITION
INTERNATIONAL MECHANICAL CODE (IMC)	2020 EDITION
INTERNATIONAL FUEL GAS CODE (IFGC)	2020 EDITION
NATIONAL ELECTRIC CODE (NEC)	2017 EDITION
MINNESOTA FIRE CODE	2020 EDITION
MINNESOTA ACCESSIBILITY CODE	2020 EDITION
COMMERCIAL ENERGY CODE	2020 EDITION

### OCCUPANCY/ CONST. TYPE

OCCUPANCY TYPE: ASSEMBLY A-2 RESTAURANT  
 CONSTRUCTION TYPE: TYPE II-B SPRINKLERED  
 REMODEL AREA: 1,687 SF ADDITION  
 4,845 SF INTERIOR, TOTAL

### OCCUPANCY CALCULATIONS

OCCUPANCY AREAS	SF/LF PER OCC	AREA	OCCUPANTS
DINING: TABLES & CHAIRS INTERIOR	15 SF	1,905 SF	127 OCC
DINING: TABLES & CHAIRS PATIO	15 SF	977 SF	66 OCC
FIXED SEATING	2 LF	90 LF	45 OCC
KITCHEN	200 SF	1,207 SF	7 OCC
OFFICE	150 SF	94 SF	1 OCC
STORAGE	300 SF	212 SF	1 OCC
MECHANICAL	300 SF	146 SF	1 OCC
<b>TOTAL:</b>			<b>248 OCCUPANTS</b>

### REQUIRED EGRESS & EXITING:

MEANS OF EGRESS SIZING:  
 TOTAL EGRESS WIDTH REQUIRED: = 49.8'  
 (248 OCCUPANTS) X .20 W/ SPRINKLER  
 TOTAL EGRESS WIDTH PROVIDED: = 134'

EXIT CAPACITY:  
 NUMBER OF EXITS REQUIRED: = 2  
 (2 EXITS REQ'D IF OCCUPANT LOAD IS LESS THAN 500)  
 NUMBER OF EXITS PROVIDED: = 4

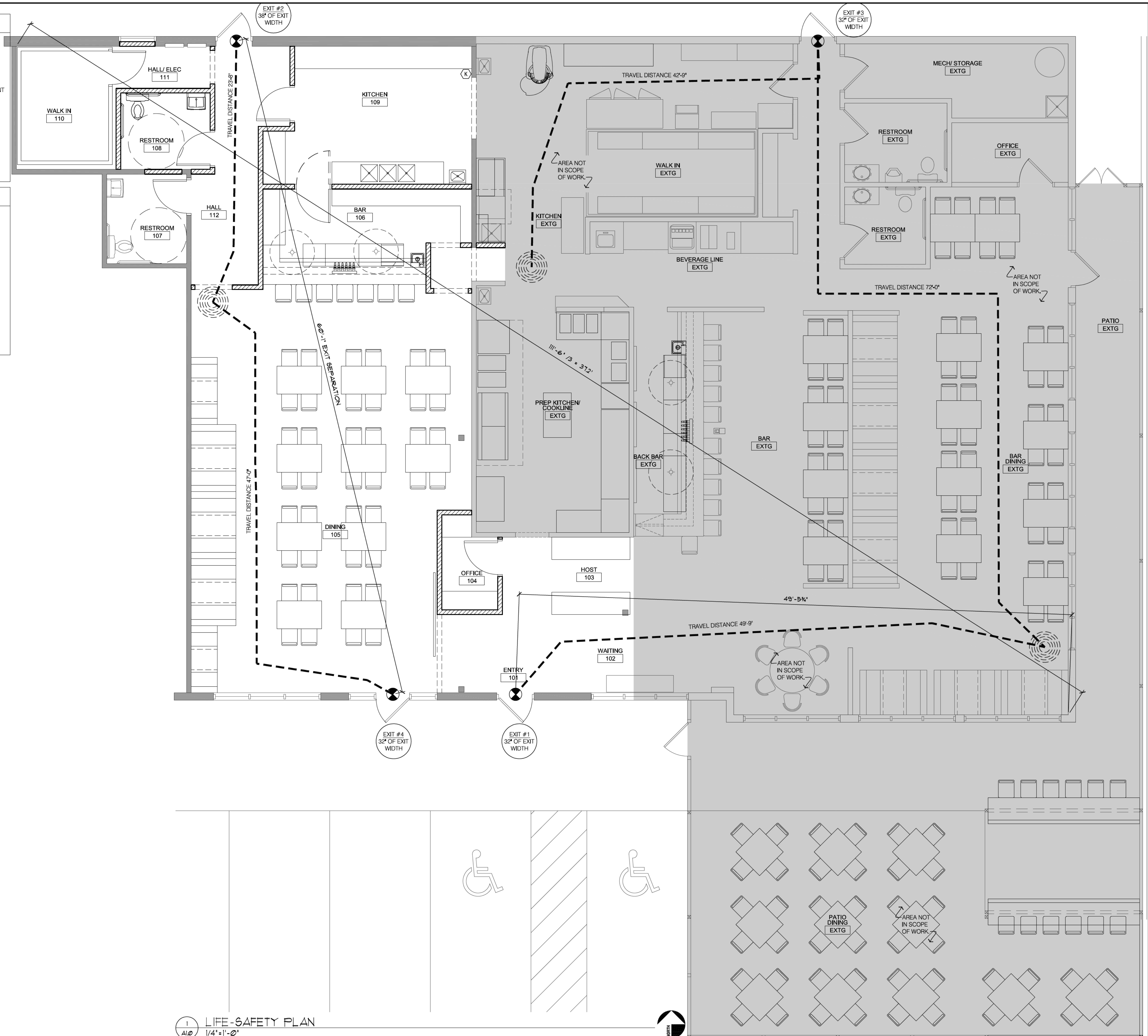
EXIT SEPARATION:  
 MINIMUM DISTANCE REQUIRED: = 111'-6 2/3" = 37.2'  
 (DIST. OF OVERALL DIAGONAL DIST. W/SPRINKLER SYST.)  
 DISTANCE PROVIDED: = 60'-1"

TRAVEL DISTANCE:  
 EXIT ACCESS TRAVEL DISTANCE REQ'D: 250'-0" MAX. W/ SPRINKLER SYSTEM  
 COMMON PATH OF TRAVEL DISTANCE REQ'D: 75'-0" MAX. W/ SPRINKLER SYSTEM

### PLUMBING FIXTURE COUNT

2015 MINNESOTA STATE PC	WATER CLOSETS		LAVATORIES		SERVICE SINK	DRINKING FOUNTAIN
	MALE	FEMALE	MALE	FEMALE		
TOTAL OCC: 248	124	124	124	124		
CODE REQUIREMENT:	1:75	1:75	1:200	1:200		
REQUIRED FIXTURE:	2	2	1	1		
FIXTURES PROVIDED:	2	2	2	2	1	

\*URINALS CAN NOT BE MORE THAN 67% OF THE FIXTURES REQUIRED



**Anderson Design, Inc**  
 612-203-1815  
 Consulting with Registered Architect Gregory T. Houck

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

Gregory T. Houck, AIA  
 MN Lic# 45999  
 Signature: [Signature] Date: 9/18/2020

Project:  
 AURELIO'S PIZZA  
 6415 US-10 SUITE 120  
 RAMSEY, MN 55303

Revisions:

Date	Description
7/13/20	Demo Permit
9/18/20	Permit

Project #: 20-106

Drawn by:  
 Checked by:  
 Date: 9/18/2020  
 Scale: 1/4" = 1'-0"

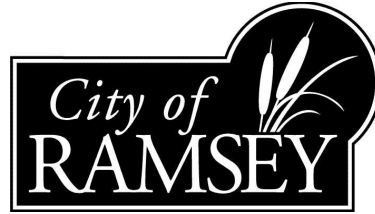
Sheet Title  
 LIFE-SAFETY PLAN

Sheet Number

**A1.0**

1 LIFE-SAFETY PLAN  
 1/4" = 1'-0"

Approved 7/24/18



## **Full-Service Restaurant Subsidy: Water Availability Charge Program**

### **The Program**

This subsidy program is intended to serve as a catalyst for securing new restaurants in Ramsey by providing financial assistance to qualified restaurant businesses. The full-service restaurant must be located in The City of Ramsey.

To facilitate new full-service restaurants, the EDA would provide zero interest, forgivable loans to eligible full-service restaurants for the purpose of financing their water connection fees. The maximum loan amount would be 70% of the proposed restaurant's Water Availability Charge (WAC fee). The 70% cap would ensure that the businesses are covering some of the fixed capital costs for the City's water system. The loan would be recorded as a subordinated mortgage and the principal would be forgiven if the restaurant remained in operation and in good standing with the City for five years. The loan principal would be forgiven at a rate of 20% per year.

In establishing the loan amount and the percentage of WAC subsidy, the EDA would advise the Ramsey City Council regarding several factors. The factors are (1) the size of the restaurant's capital investment, (2) the financial need and potential for long-term viability, and (3) the quality of the restaurant's concept. A full-service restaurant is defined as one that has washable plates, cups and utensils, wait staff, food served at tables, and whose projected SAC/WAC fees are charged at a rate of X unit per seat.

### **Funding Source**

The funding for the Water Availability Charge Program will come from the EDA Fund.

### **Eligibility**

Eligible applicants are for-profit restaurant businesses considering new or additional restaurants in The City of Ramsey. The City is willing to consider exceptions for existing business who are relocating or expanding. Eligible businesses must devote a majority of their floor space to the restaurant concept. All applicants must be a permitted use in compliance with all laws, zoning ordinances, rules and regulations applicable to the business. The Ramsey EDA will review each application on a case-by-case basis and reserves the right to exclude activities not consistent with the City's Comprehensive Plan, or if the concept does not benefit the health, safety and welfare of the community.

**Application Process**

The applicant must submit a completed Business Assistance Application and all required attachments to the City's Economic Development Department. The Ramsey Economic Development Authority will make a recommendation on the full-service restaurant subsidy to the Ramsey City Council. Applicants will be notified of EDA and City Council meetings and may be asked to attend to present their request for assistance. Any financial assistance to full-service restaurants as part of this program is subject to City Council approval. Moreover, such financial assistance is limited by the availability of City Water Funds.

**Implementation Procedures**

The program does require the applicant pay upfront permit fees and all applicable Sewer Access Charge (SAC fees) that the City of Ramsey is required to pay on behalf of the project to the Metropolitan Council. To be in good standing with the City, applicant and/or landlords must be current on all municipal taxes, special assessments, City utility bills, or EDA loans. Principal forgiveness will cease if the applicant and/or landlords fail to be current on these obligations. Principal forgiveness will cease if the applicant discontinues the business, moves the business, or fails to comply with any and all building, fire, health, or zoning codes or regulations.

**Sunset Date (7/31/2021)**

The Full-Service Restaurant Subsidy Policy and Program Guidelines will expire three years (and at the end of the month) from the date this policy is approved. Financial assistance that has been approved for projects that have not yet begun by the sunset date would still be valid, unless otherwise determined by the City Council.

**Economic Development Authority (EDA)**

**4. 3.**

**Meeting Date:** 01/14/2021

**Submitted For:** Sean Sullivan, Community Development

**By:** Sean Sullivan, Community Development

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**Title:**

Anoka Area Chamber of Commerce: Manufacture Cohort: 2020-2021 Renewal

**Purpose/Background:**

The purpose of this case is consider renewal payment for the 2020-2021 Manufacture Cohort Season

**Chamber Background**

The City of Ramsey is a member of the Anoka Area Chamber of Commerce. The Anoka Area Chamber of Commerce has a rich history of success in catering to the needs of retail, food, and professional service industries. The Chamber specializes in events, marketing, and networking.

**Manufacturing Coalition/ Manufacture Cohort Background**

In 2015, the Chamber identified the need to better serve the large "manufacturing" sector physically located in the Chamber's service territory. Commonly, the Chamber's standard "events/ marketing/ networking" opportunities do not provide significant value to manufacturers. NOTE: the Cities of Ramsey and Anoka share a roughly 1,000 acre business park that includes over 10,000 jobs--most of said jobs are manufacturing (or related to manufacturing).

With this in mind, the Chamber began a "sub-group" known as the "Manufacturing Coalition" about five years ago. The group has now self identified as the Manufacture Cohort. The mission of the Manufacture Cohort is to: become a catalyst for strengthening community manufacturing; accelerating transformation into a more efficient and powerful engine of innovation, job creation and economic growth.

In summary, the Manufacture Cohort is a group of leaders from local manufacturers that meet periodically to discuss and address issues unique to their industry and identify an ongoing topic list. In some cases, meetings are purely the exchange of best practices. In other cases, the Manufacture Cohort asks the Chamber to implement and develop a service or product to help the group. The Manufacture Cohort, through Chamber Staff, has routinely facilitated outreach with Legislators, businesses, and school districts to drive initiatives developed by this group.

Staff attended a Manufacturing Signing Day event held at Anoka Technical College in February 2019. This event was well attended by both businesses and high school students. The event is geared to educate potential future workforce about the manufacturing field and the demand for workers. Staff also attended a another Cohort event in May 2019. At this event, Mike Mulrooney gave a presentation on the state of manufacturing industry and trends. The businesses in attendance seemed engaged and the event was well attended. Staff has attended other events since and has found them to be engaging and helpful to Ramsey businesses. a list of Ramsey businesses that have participated in Cohort over the past year is included as an attachment.

Although the Chamber does receive some funding for the Manufacture Cohort via subscriptions from manufacturing businesses, this initiative needs financial support to keep operating. The purpose of this case is to consider continued support of the Manufacture Cohort by providing \$5,000 for the 2020-2021 program year. These dollars would be utilized for "facilitation/ operation" expenses related to the Manufacturing Cohort (meetings/communications/ etc.). NOTE: the City has supported the program 2016-2020.

John LeTourneau has been asked to attend this meeting to provide information on what the Cohort has been up to and what lies ahead in 2021. He has provided attachments recapping the 2019-2020 year and a work plan for 2020-2021. The current focus is on workforce development, education and coordination. Mr. LeTourneau serves as

the facilitator of this process on behalf of the Anoka Area Chamber.

**Notification:**

N/A

**Observations/Alternatives:**

Mr. Letourneau has been active over the past year working on workforce issues and education. His work has included research and education in the most recent trends relating to workforce readiness and coordination between school district, professional and industry partners. He has also presented increasing access and equity in career & technical education to the Bipartisan House Career and Technical Education (CTE) Caucus in Washington, DC. He has worked the the Department of Labor and industry and worked to get Cohort Members connected to grant programs and education opportunities. In addition, John was involved in outreach to the Cohort to work with connections to the Payroll Protection Program (PPP) and Personal Protection Equipment (PPE) readiness.

Due to COVID-19, there has been less programming and events available for Staff. Here are the structured events and meetings that City Staff has attended since in 2020

- 1/23/20 Rapid Packaging Tour - Champlin

There was a July 2020 Manufacturing Cohort - Covid and Manufacturing that staff did not attend.

Typically the Cohort would have had a Manufacturing Career Signing day at Anoka Technical College. However, due to COVID-19, this event did not occur this year. Staff is hopeful that there will be more programming/events/visits when conditions are more favorable.

**Funding Source:**

Consistent with the past several years, the City is being asked to consider funding \$5,000.00. This expense has historically come from the EDA Budget.

Other Trusted Sponsors that have provided 2019-2020 financial support for the Manufacture Cohort include: Anoka Technical College, Connexus Energy, Anoka Public Utility (City of Anoka), Village Bank and Rapid Packaging.

**Recommendation:**

Considering Ramsey's limited internal resources (staff time) to pro-actively and effectively address large regional issues that effect our manufactures, the Anoka Area Chamber Manufacture Cohort provides the City an efficient opportunity to get involved. The group has a focus on workforce development and this is a pressing issue in today's economy and our local businesses. The Cohort group has provided a helpful service to our local businesses/manufactures (i.e. B & F Fastener Supply, Minnesota Tool and Die, Dynamic Group, Life Fitness, Hoya Vision Care and others).

Staff is seeking broad policy direction from the EDA at this point as to whether or not to continue our financial contribution to this specific program of the Anoka Area Chamber of Commerce.

**Action:**

Motion to recommend that the City continue/not continue its contribution to the Anoka Area Chamber of Commerce Manufacture Cohort.

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**Attachments**

[2019 2020 Manufacture Cohort Recap](#)

[2020 Ramsey Manufacturers and Trusted Sponsors](#)

[2020 2021 Workplan](#)

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## Form Review

### Inbox

Sean Sullivan (Originator)  
Tim Gladhill  
Kurt Ulrich  
Tim Gladhill  
Form Started By: Sean Sullivan  
Final Approval Date: 01/06/2021

### Reviewed By

Sean Sullivan  
Tim Gladhill  
Kurt Ulrich  
Tim Gladhill

### Date

12/31/2020 09:24 AM  
01/05/2021 08:03 PM  
01/06/2021 09:38 AM  
01/06/2021 01:14 PM  
Started On: 12/23/2020 10:38 AM

# 2019/2020 Manufacture CoHort Recap:

## Launched the 2019/2020 Manufacturing CoHort Season:

October, Manufacturing month, was supported with a major workforce rally and outreach to the community.

- Anoka Area Chamber Manufacturing CoHort member, Safety Speed, in Ham Lake, hosted a manufacturing rally.
- Featured keynote address from Governor Tim Walz.
- Department of Labor Commissioner Nancy Leppink, spoke on industry trends.
- Independent School District 11 Superintendent, David Law, informed the audience on K12 readiness efforts.
- Anoka Area Chamber of Commerce Manufacturing Director, John LeTourneau, presented on Local Manufacturing and its impact on the community.

## Industry Topic Automation:

January CoHort – Automation, Hosted by Trusted Partner, Rapid Packaging.

- Acted upon the request of the Automation CoHort meeting to do an automation assessment of CoHort members. The outcome of this assessment will inform future CoHort activity on meeting the demand and challenges with automation integration.

## Industry Topic Workforce Readiness:

Traveled to Colorado to tour the MiLL, Manufacturing Industry Learning Lab:

- The MiLL is a massive group effort between school districts, professionals, and industry partners.
- This national training center is focused on empowering the next generation of leaders.
- Be trained in the industry's most sophisticated machinery.
- Gain skills that will transfer to various manufacturing industries.
- Receive national certification and be ready to hire after completion.
- Use your training to build a solid career and future for yourself and loved ones.

Broadly looking to answer the question on our willingness or interest in scaling something like this to serve manufacturing in our region.

## Workforce CTE, Equity and Inclusion:

November 2019, Traveled to Washington DC, by invitation of Bi-partisan House Career and Technical Education (CTE) caucus. Presented on the topic of Increasing Access and Equity in Career & Technical Education.

- Created a picture of how the Anoka Area Chamber of Commerce Manufacture CoHort is representing best practices in the community with collaboration and focused efforts in support of workforce and the manufacturing industry.
- Career and technical education (CTE) programs provide students with pathways to high-skill, high-paying careers in in-demand industries.
- Ensuring that all students have access to high-quality programs must be a priority for policymakers.
- Shared that, in Minnesota, Youth Skills Training is an effective way to support efforts in career and technical education for students through providing them with meaningful and safe paid work experiences paired with related education at their high school.

Continued to expand the outreach with local school districts and tech college.

- Continue the discussion on process to best utilize workforce capacity that resides in different socioeconomic sub-groups.
- Specific address to these sub-groups in the K12 population. Focus on removing barriers to success that show up as challenges to how students have access to opportunities and how to best meet their learning needs from where they are at.

The outcomes brought insight into aligning local resources to accommodate the “non-traditional” learner. Peeling back barriers around technology, in person learning, non-traditional learning times and lifestyle challenges effecting success in coursework. These techniques and practices are imbedded in the curriculum now, and an additional level of awareness to solving new barriers is now also present in the learning culture.

## **COVID 19 – Pandemic**

Mid-March until year end:

- Outreach to become available to everyone in the CoHort on any questions or resources locally, state, federal level in support of the “shutdown” phase of this pandemic.
- The Anoka Area Chamber of Commerce and the Manufacture CoHort transformed into a very reliable resource for PPP application challenges and questions.
- Supported many of the Manufacturing CoHort with direct connections to lending institutions that would configure and navigate the PPP loan process.
- Assisted with PPE readiness and demand, worked with local health care providers and government to “solve” COVID related planning.
- Opened multiple conversations with CoHort members on applications for CARES monies.
- July Manufacturing CoHort: COVID and Manufacturing.
  - Where we have been?
  - How has the past few months affected us?
  - What are some of the ways that we have adapted?
  - What will be the next direction for our industry? Can we be a futurist?
  - And, ultimately, how can we support each other moving forward?

During unprecedented disruption, the Anoka Area Chamber of Commerce and the Manufacturing CoHort effort supported local business by holding communication open, advocating for business, acting as a reliable trusted local resource as well as a sounding board for the frustration that continues inside of this difficult time.

## **Minnesota Department of Labor and Industry**

Continue to partner and represent the multitude of resource opportunities that are offered by the MN Dpt of Labor.

- Served a second term on the review board for the MN Pipeline Dual Training grants.
  - The office of higher education had officially received and processed 64 applications totaling more than \$3.7M in grant requests.
- Shared, and attended with many of the CoHort members, several of the MN Dual Training Pipeline Speaker Series.
  - Topics on: Exploring the intersections between the work of equity and inclusion .., Industry workforce trends, discussion on how Pipeline can enhance company diversity, business mentoring and networking etc.

## **An Amazing Connection to Education and Workforce Need**

Responded and interacted to a request from Manufacture CoHort Trusted Partner, The Village Bank, to identify and meet the need of someone in the community with a monetary donation.

- Reached out to the Anoka Technical College to see if there were unmet needs in the student population.
- Specifically found two PSEO students who were short on resources and were in need of some gear that would support their education and industry training. If not but for this donation, these students would have been challenged to perform at the appropriate level of other students. They would have been hindered by using borrowed tools or sharing of tools. Because of their age and the lack of access to personal resources, these students would struggle in course work.
- Coordinated with the students/instructors/vendor and Village Bank to secure a list of materials and tools that the students could own, and not only use in their course work, but also use throughout their careers.
- Early in December a meeting was arranged to present the students with these materials and tools. Everyone that was involved was able to see how the students would use these tools and how much this donation meant to them and the development of the skills that support good careers in manufacturing.

This is a list of the Ramsey Manufacturer's that have interacted with the CoHort activities during the 2019/2020 season.

Altron, Inc.  
B&F Fastener Supply  
Cabinetry Concepts  
Dedicated Networks, Inc  
Digital Tool & Automation  
Dynamic Group  
Heritage Millwork  
HOYA Vision Care  
In'Tech Industries  
Life Fitness  
MN Tool & Die Works, Inc  
Moline Concrete  
Multisource Manufacturing  
Northwoods Machine  
Panther Precision  
QDP Technologies  
RJM Distributing, Inc.  
Team Packaging Company  
Triple D Welding, Inc  
Wendell's Inc.  
Zero Zone, Inc.

There are a number of Trusted Partners that support the effort of the Anoka Area Chamber of Commerce Manufacture CoHort. These trusted community partners are:

- Connexus Energy
- City of Ramsey
- Anoka Public Utility ( City of Anoka)
- Anoka Technical College
- Rapid Packaging
- Village Bank

# 2020/2021 Manufacture CoHort Workplan:

## **Industry Topic Automation:**

Continue to build off of the interest and need to find scalable solutions to the increasing need to integrate automation inside of manufacturing operations.

## **Industry Topic Workforce Readiness:**

With the Pandemic moving into what would appear it final stages of influence ( let's hope) it would make sense to continue to explore our appetite and or the need for us to identify opportunities for a regional training center to support our industry. (Modeled after the National Training Center in Colorado; The MiLL) This training center would involve the collaboration of multiple stakeholders. Like much of the work that is successful for our community the commitment from many different players is key to success. We will be open to where this may or may not take us.

Continuing to cultivate relationships and be a resource for local education K12 and post-secondary is still extremely important. We will conduct ourselves in a way that builds these relationships and allows for Manufacturing to have access to a solid pipeline of future workforce.

## **Minnesota Department of Labor and Industry**

Continue to partner and represent the multitude of resource opportunities that are offered by the MN Dpt of Labor.

## **Specific Areas of Focus:**

- Anticipate a return to “in person” Manufacturing CoHort events. With willingness to deliver on virtual events if the environment is not ready to meet in person. Expectation that we could host five CoHort events in 2021. Topics to be determined.
- The annual “Career Signing Day” was canceled last year. Let’s consider late February or early March as a date to host this event again. Huge success very well received by students, and a great way to showcase careers in Manufacturing.
- This year the Manufacture Director would expect to conduct “one on one” interviews with each CoHort member or members inside CoHort companies. The area of discovery for these meetings would be to better understand what is happening in the industry and

to how the Anoka Area Chamber of Commerce Manufacturing CoHort can support the membership. Additionally, I would be interesting to share with each member on what resources or opportunities lie within the communities that our manufactures call home.

- This year the Manufacture Director would expect to conduct a sequence of check in “one on one” interview with each CoHort Trusted Partner. The focus to these interactions would be to continue to assure that the efforts of the CoHort are meeting the expectation of everyone. Additionally, these interviews will open up discussion on how the Trusted Partner can better communicate with the CoHort membership. Make sure we are all supporting each other.....
- COVID - The world has changed. Are we able to meet and support our membership in a way that is meaningful them? I would like to propose that the CoHort experiment with the concept of creating content that has benefit to the membership and sharing this content in or on a platform that all can have access too. Let’s take a look at conducting and producing a series of Podcasts that explore topics of interest to the members. In 2021, let’s see if we can publish maybe three to five of these podcasts. We can feature guest spots from our members or feature local talent or resources to deliver meaningful content.
- The effort that is represented in the Manufacturing CoHort needs to be shared with a greater regional audience. I would expect that during the 2021 season we will have a minimum of five “touches” to share the message of the CoHort. This can be delivered to City Halls in council meetings, or other city functions that fit, School Board meetings, Broadcast on community tv, write ups in newsletters. This list of possibilities is beyond these suggestions.
- The Anoka Area Chamber of Commerce Manufacture CoHort is for manufacturing by manufacturing. The focus is on what needs to be discovered or implemented in a manner that supports your sustained success. Activities not outlined in this document are open to consideration and inclusion in the workplan.

Meeting Date: 01/14/2021

By: Bruce Westby, Engineering/Public Works

**Title:**

Consider Water Treatment Plant Site Selection Recommendation

**Purpose/Background:**

**Purpose:**

The purpose of this case is to consider providing a Water Treatment Plant (WTP) site selection recommendation to the City Council.

**Background:**

The City of Ramsey has eight water supply wells with concentrations of manganese ranging from 0.02 milligrams per liter (mg/L) to 0.37 mg/L. The Minnesota Department of Health (MDH) has established a Health Based Value (HBV) for manganese of 0.100 mg/L. Four of Ramsey's eight water supply wells exceed the MDH HBV for manganese. MDH has recommended to the City that they develop plans to address the manganese.

In addition to the potential health concerns with manganese, Ramsey's drinking water also exceeds the Secondary Standards for iron and manganese. Water with concentrations of iron and manganese above the Secondary Standard causes aesthetic problems including red and black staining of plumbing fixtures and laundry and taste complaints.

The most cost effective method for removing manganese and iron from drinking water is chemical oxidation followed by sand filtration. These processes require construction of a water treatment plant. Based upon an analysis of Ramsey's 2040 water demand, the capacity of the water treatment plant should be 10 million gallons per day (MGD).

The City of Ramsey currently utilizes groundwater from the Tunnel City-Wonewoc (TCW) aquifer as its exclusive source of drinking water. An evaluation of the TCW aquifer was conducted which determined that the TCW should be able to continue to produce potable water in sufficient quantities to meet present and foreseeable future demands. The Water Treatment Plant is therefore proposed to be a 10 MGD groundwater treatment plant, with planned future expansion to 20 MGD, which generally requires a minimum site area of 3.5 acres.

The following four potential water treatment plant sites were identified and evaluated.

- Fire Station Site - 3.2 acres undeveloped private property immediately south of Fire Station #1.
- Public Works Site - 3.5 acres City-owned undeveloped property immediately north of the new Public Works facility, which is currently under construction.
- Water Shop Site - 3.5 acres City-owned property immediately west of Jasper Street where the current Public Works Utilities Shop is located.
- Vacant City Property Site - 4.1 acres City-owned undeveloped property immediately east of Ramsey Boulevard and north of the BNSF rail line.

The locations of the four potential WTP sites are shown in relation to each other in attached **Figure 1**. Each site is shown in more detail in attached **Figures 4 – 7**.

The draft preliminary estimated project cost for constructing the WTP as proposed within the Feasibility Report is \$31,890,000. Project costs include the capital cost plus contingency, administration, and engineering costs.

Below is a table showing additional preliminary estimated project costs needed to prepare each of the four potential WTP sites in advance of constructing the proposed WTP on each site, which includes such costs as extending raw

and finished watermain lines to the site, acquiring property, and constructing garages. Also tabulated are notable pros and cons associated with each site.

Potential WTP Site	Added Estimated Project Cost	Pros	Cons
Fire Station Site	\$3,253,000	<ul style="list-style-type: none"> <li>• Shared access and parking with Fire Station #1</li> </ul>	<ul style="list-style-type: none"> <li>• Private property acquisition required</li> <li>• Near residential parcels</li> <li>• Requires trip to site</li> <li>• Requires garage</li> </ul>
Public Works Site	\$3,058,000	<ul style="list-style-type: none"> <li>• City owns property</li> <li>• Shared access and parking with PW facility</li> <li>• Shared security facilities</li> <li>• Shared generator</li> <li>• Garage not required</li> </ul>	<ul style="list-style-type: none"> <li>• City has received multiple inquiries to purchase this site for private development</li> <li>• Last large "City owned" parcel zoned for industrial development</li> <li>• City paid for Shovel Ready certification for private development and marketing of this site</li> </ul>
Water Shop Site	\$3,583,000	<ul style="list-style-type: none"> <li>• City owns property</li> <li>• Garage not required</li> <li>• Could be considered for replacement of redevelopment/economic development</li> </ul>	<ul style="list-style-type: none"> <li>• Requires trip to site</li> <li>• Requires demo of existing building</li> </ul>
Vacant City Property Site	\$4,738,000	<ul style="list-style-type: none"> <li>• City owns property</li> </ul>	<ul style="list-style-type: none"> <li>• Requires trip to site</li> <li>• Requires garage</li> <li>• Property impacted by Ramsey Gateway Highway 10 Improvements</li> </ul>

In all scenarios, the properties remain or become tax exempt. There would be some degree of opportunity cost by not facilitating private development either as industrial or residential. The current Public Works parcels provide opportunities for economic development. For historical perspective, the former Bury and Carlson Site (now the listed as the Public Works Site above) was originally purchased exclusively for Public Works purposes. Several years ago, prior to the Bunker Lake Industrial Park and now Pearson South industrial area, there was an exercise to look at approximately 10 acres of the Public Works Site for economic development purposes. A lot has changed since that time in terms of new economic development opportunities as well as the current manganese level concern. From an operations and cost savings standpoint, the Public Works Site presents the best option for the Water Treatment Plant and is more in line with the original intent of the purchase. There will be remnant land available on this site after construction (3.5 acres) as well as the opportunity to redevelop the Water Shop Site and Vacant City Site (collectively). The urgent need for economic development opportunities is not the same when the Public Works Site was originally explored for economic development purposes. The economic development opportunities lost can be made whole while still benefiting Public Works Operations at a lower cost (reduced by \$500,000).

**Notification:**

**Observations/Alternatives:**

Alternative #1 – Motion recommending City Council approval of the \_\_\_\_\_ site for the proposed Water Treatment Plant.

Alternative #2 – Motion of other.

**Funding Source:**

**Recommendation:**

Based on the tabulated information above, as well as other operational benefits and cost savings that would be realized over time, Engineering and Public Works Staff recommend locating the proposed WTP on the Public Works Site.

It is important to note that the City has been primarily running only two to four of its municipal wells to supply water to the City since mid-2019. Since these wells are constantly in operation they are not able to be taken off-line for routine maintenance. Staff therefore recommends proceeding with the proposed WTP construction in as timely a manner as possible to ensure that the City is able to continue providing water in compliance with the MDH HBV for manganese. If the City elects to proceed with construction of the WTP, it could be operational by spring of 2023.

**Action:**

Motion recommending City Council approval of the \_\_\_\_\_ site for the proposed Water Treatment Plant.

---

**Attachments**

Figure 1

Figure 4

Figure 5

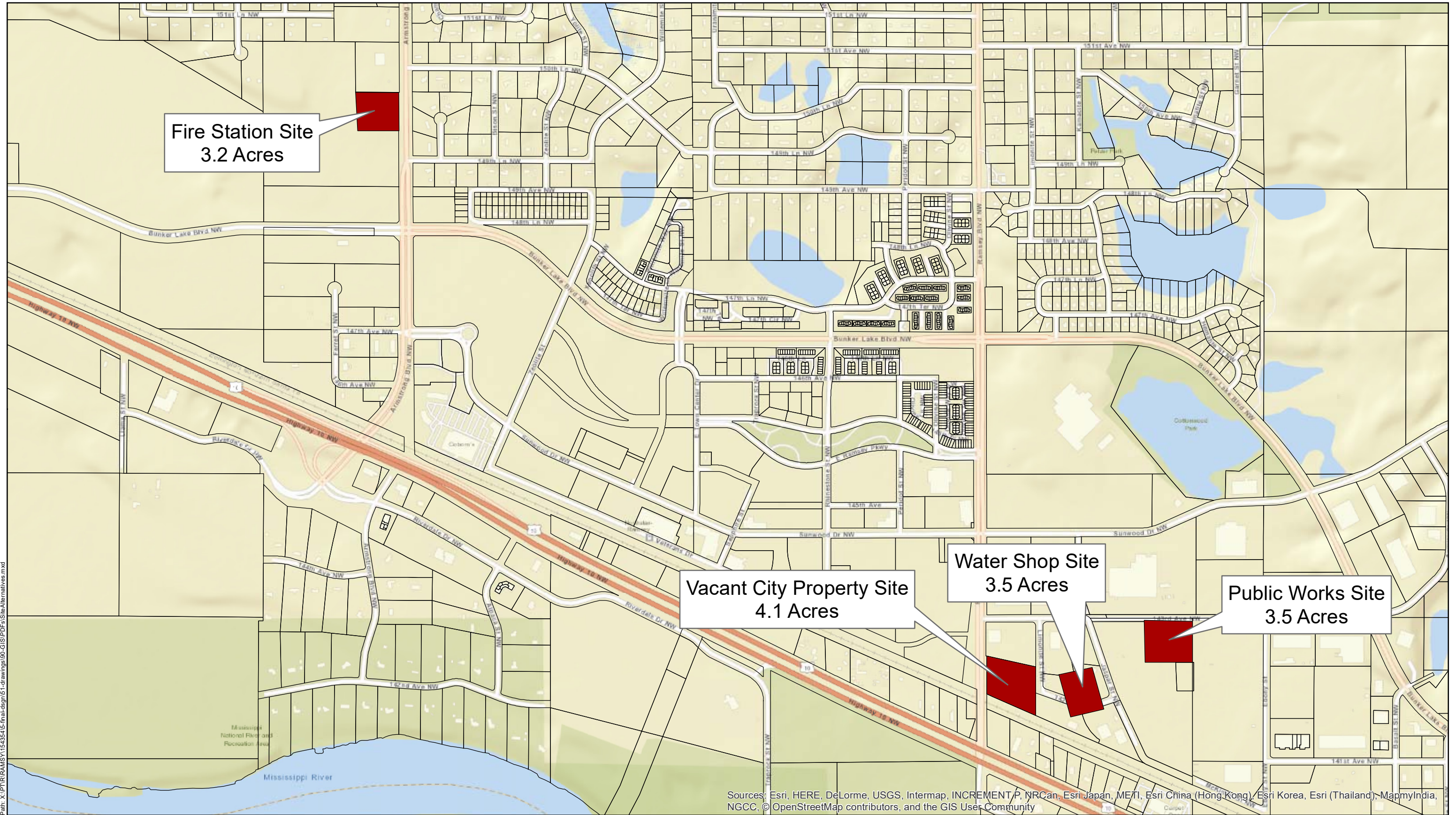
Figure 6

Figure 7

---

**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Tim Gladhill	Tim Gladhill	01/06/2021 01:16 PM
Sean Sullivan	Sean Sullivan	01/06/2021 03:48 PM
Tim Gladhill	Tim Gladhill	01/06/2021 04:14 PM
Form Started By: Bruce Westby		Started On: 01/06/2021 10:16 AM
Final Approval Date: 01/06/2021		



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

Path: X:\P\TR\RAMS\11543545-Plan-dsgn\1-drawings\90-GIS\PDFs\SiteAlternatives.mxd

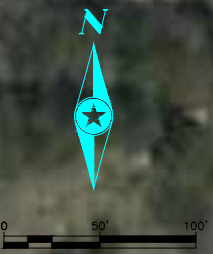
 SEH  
3535 VADNAIS CENTER DR.  
ST. PAUL, MN 55110  
PHONE: (651) 490-2000  
FAX: (888) 908-8166  
TF: (800) 325-2055  
www.sehinc.com

Project: XXXXX 000000  
Print Date: 12/8/2020

**WTP SITE ALTERNATIVES**  
Ramey, Minnesota

Figure  
1

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



150th Ln NW

Armstrong Blvd

FUTURE CLEARWELL

CLEARWELL

TREATMENT PLANT

FUTURE FILTERS

BW TANK

NEW 24" FINISHED WATERMAIN. CONNECT TO 24" WATERMAIN IN ARMSTRONG BLVD

NEW 24" RAW WATERMAIN

X:\Projects\150thLnNW\150thLnNW.dwg - 11/30/2020 10:00 AM - 11/30/2020 10:00 AM



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Print Date: 11/30/2020

### WTP Alternatives - Fire Station Site Ramsey, Minnesota

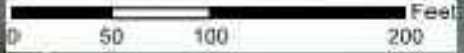
Figure  
4



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## WTP Alternatives - Public Works Site Ramsey, Minnesota



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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Print Date: 11/30/2020

### WTP Alternatives - Water Shop Site Ramsey, Minnesota

Figure  
6



Meeting Date: 01/14/2021

By: Mark Riverblood, Engineering/Public Works

**Title:**

Center Street Area Framework and Policy Plan

**Purpose/Background:**

The primary purpose of this case is to acknowledge and provide comment on this planning document, which will be an update to The COR Design Guidelines and Framework (only for the Downtown District), which is the second attachment. The first attachment, the Draft Center Street Area Framework and Policy Plan details streetscapes, future stormwater elements (water reuse), sidewalks, aspects of Municipal Plaza, the Regional Trail and other pedestrian elements/walkability. The plan also specifies facade improvements to Pumphouse #3. The Park & Recreation Commission acknowledged this plan at their November regular meeting. It is anticipated the planning document will go to each of the boards and commissions for comment, and then to City Council, thereafter for Adoption.

As indicated, the purpose of this case is to obtain feedback on Center Street Area Framework and Policy Plan, but also to advance the planning activity for several interrelated projects around Center Street—some of which having timelines that require the work to commence soon.

A summary of these projects (and a brief description of the interrelatedness) is as follows:

Center Street sidewalk(s) in front of the Sapphire Apartments

The City has the obligation to construct the Center Street public sidewalk/streetscape improvements for a city-lead construction project. The developer has the Sapphire apartment building substantially complete and ready for these improvements. The specific design work for matching the public realm (sidewalk and streetscape) to the adjoining and parallel private sidewalk and building is underway, and should be constructed in the Spring of 2021.

Center Street Streetscape/Trail (west side) near the interface of the Affinity at Ramsey Senior Apartments and Municipal Plaza:

East of the Affinity building is a narrow area of park, south of a new segment of Ramsey Parkway. This is also the Central Anoka County Regional Trail which consists of a temporary section of bituminous, with the plan to convert it to concrete, (like the finished 10' foot concrete trail immediately to the south, parallel to Center Street). The 2021 Parks Capital Improvement Plan (CIP) includes a proposed project page for this, with some of the preliminary conceptual work done.

Municipal Plaza at the interface with Affinity at Ramsey Senior Apartments:

This area is to grade, with turf established in the Fall of 2020, but with no irrigation or other improvements. The preliminary concept plans for the park, show a plaza-like extension of the streetscape/trail blending into the park for a usable, programmable space. The final design (to include public furniture, hearth, landscape, for the narrow north portion of the park) should be considered for completion in 2021 to match the Affinity project's edge. This project would allow for the irrigation system to be designed for larger area of this park area as well. Additionally, the city has the obligation to 'take over' the irrigation for the median swale within the Ramsey Parkway, (this city property is

presently being served by the Affinity building at their expense). Completing this specific park area would be of benefit to the future residents who will reside on either side of this space as well as other park patrons, including for Happy Days' programming—and improve the marketability of the city-owned vacant lot West of Municipal Plaza.

Municipal Plaza, south of the above (the larger, Happy Days site):

The fill from the 2019 COR Infiltration Basin was placed in the park as referenced above. The city may also consider an underground irrigation for the park as the first phase of development, as large scale park improvements may be a few or more years out. This flat, turfed area would function as a lush park space until the final improvements to the park are funded and complete.

Pump House Plaza:

The area immediately surrounding the small Pump House No. #3 is unimproved and consists of sand-burs and weedy grasses. As part of the 2019 Metropolitan Council Local Community Development grant exploration, the Pump House site was evaluated and found that its grounds can bring significant value to Ramsey's downtown by functioning as a plaza and practical extension of the sidewalk and connected park (especially when Center Street may be closed for public events). The cost and design of adding a public restroom to this site to serve the the area parks and trails will be evaluated as this planning document and process moves forward.

Pump House Exterior completion:

The facade treatment was withheld from the Pump House when it was constructed over a decade and a half ago. This was deliberate, so as to match the building with the municipal architecture at such time as this was known. It is believed that this project is timely, in that the city has made the investments in civic place and architecture, and the other related improvements (Municipal Plaza and the future Waterfront) can be considered along with this endeavor—each informing the other, thus setting forth the civic architecture for establishing the sense of place, in the very center of Ramsey's walkable downtown. Additionally, the Pump House is stark in appearance (without the architectural cladding), and finishing the building will meet with the same standards as other private projects are held to in The COR, raising property values, and at the same time the site's utility (discussed above). The city's Capital Improvement Plan (CIP) shows this project occurring in 2020-21, (with that worksheet as the third attachment).

145th Avenue sidewalk:

As of the Fall of 2020, the Sapphire project site is substantially complete, including a widened sidewalk from Sapphire Street, westerly along 145th Avenue to the Pump House site. The city is required to complete approximately 100' feet of sidewalk on the south side of the Pump House to make the connection to Center Street. The planning for this sidewalk will occur alongside the above Pump House Plaza planning activity.

**Notification:**

**Observations/Alternatives:**

Additional detail will be presented at the meeting.

**Funding Source:**

Funding for the various capital improvements (to be approved outside the scope of this case) are identified within the respective portions of the CIP or other separate Council authorization.

**Recommendation:**

Staff will highlight the *Center Street Area Framework and Policy Plan* for the meeting, and welcomes any comments or feedback the Economic Development Authority may have on draft plan or its elements.

**Action:**

Provide comment and feedback on the Draft *Center Street Area Framework and Policy Plan*.

---

**Attachments**

Center Street Area Framework and Policy Plan

The COR Design Framework

CIP page on pumphouse

Pump House existing conditions

Pages from COR plan

The COR Interim Plan

Site Context

---

**Form Review**

**Inbox**

Tim Gladhill

Sean Sullivan

Tim Gladhill

Form Started By: Mark Riverblood

Final Approval Date: 01/06/2021

**Reviewed By**

Tim Gladhill

Sean Sullivan

Tim Gladhill

**Date**

01/06/2021 01:18 PM

01/06/2021 03:49 PM

01/06/2021 04:13 PM

Started On: 01/06/2021 09:23 AM

# CENTER STREET AREA FRAMEWORK + POLICY PLAN



## Pump House Plaza + Pump House Building + Municipal Plaza + Center Street

City of Ramsey, Minnesota  
November, 2020

## ACKNOWLEDGMENTS

This Framework and Policy Plan focuses on the very center of The Center of Ramsey's 320 acre downtown referred to as The COR. The fact that the community is succeeding in the primary vision of having its own downtown and identity cannot be understated. The COR is over half built-out according to plan, with favorable progress continuing even within and through the Great Recession. This is attributable to Ramsey residents, and leadership, holding to the original vision for a pedestrian oriented, successful, vibrant downtown—this Center Street Area Framework and Policy Plan is an implementation strategy that supports the vision and objectives of The COR Design Framework which cites an 'implied responsibility' to carry forth the goals in site planning and design:

*"All participants in the development of The COR recognize the local and regional impacts of this project and the various systems that play an important role. Each parcel and each building must fit within the context of the entire plan. Individual projects must complement, not compete with, adjacent development in terms of public green space, walk and trail connections, stormwater management solutions, street layout, parking strategies, land use mix and building design."* The Center Street Area Framework and Policy Plan does just this, by integrating and interrelating the above tenets.

The COR Design Framework goes on to list the three Objectives:

- Overall COR design (and all new private development within The COR) will accommodate stormwater from new projects and from off-site, and highlight stormwater features as an amenity.
- Bikeways and pedestrian routes into The COR from adjacent neighborhoods must be designed for safety and ease of access, suggesting that a person on a bicycle has an equally accessible route to [and within] downtown.
- Parks and open space will be easily accessible to all COR residents, visitors, people who work here and also for the citizens of Ramsey and the surrounding area. \*This connected green system is reminiscent of the world renowned 'Grand Rounds' of Minneapolis.

\* The above is also mirrored in The Circle of Ramsey Greenway, of which The COR, is an integral part and a destination within.

The COR was an organic, citizen led movement in delivering an urban downtown with its amenities for the whole community, while also 'taking some of the development pressure off' the more rural areas of the city. The success in finding that balance has been due to thoughtful, reasoned residents—unified in mission and vision. Future Ramsey residents can thank today's residents and Planning Commission, Economic Development Authority, the Park and Recreation Commission, and City Council for coming together in their collective service to the community.

Parks & Assist. Public Works Superintendent,  
Mark Riverblood

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## TABLE OF CONTENTS

Background + Purpose (Context/Coverage Area/Components).....	3
Pump House Building (Location/Site Plan/Project Description/Design Program).....	5
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# Background + Purpose

## Overview

The purpose of the Center Street Area Framework + Policy Plan is to advance the planning activity for several interrelated projects within this district. Several of these project have timelines that require the work to commence as soon as possible. A summary list of current and potential future projects includes:

- Center Street sidewalk(s) in front of the Sapphire building;
- Center Street streetscape/trail (west side) near the interface of the Affinity and Municipal Plaza;
- Municipal Plaza (north) at the interface with Affinity;
- Municipal Plaza (south) the larger Happy Days site;
- Pump House Plaza the area immediately surrounding the small Pump House No. #3;
- Pump House Exterior potential facade improvements;
- 145th Avenue sidewalk connecting to Center Street.

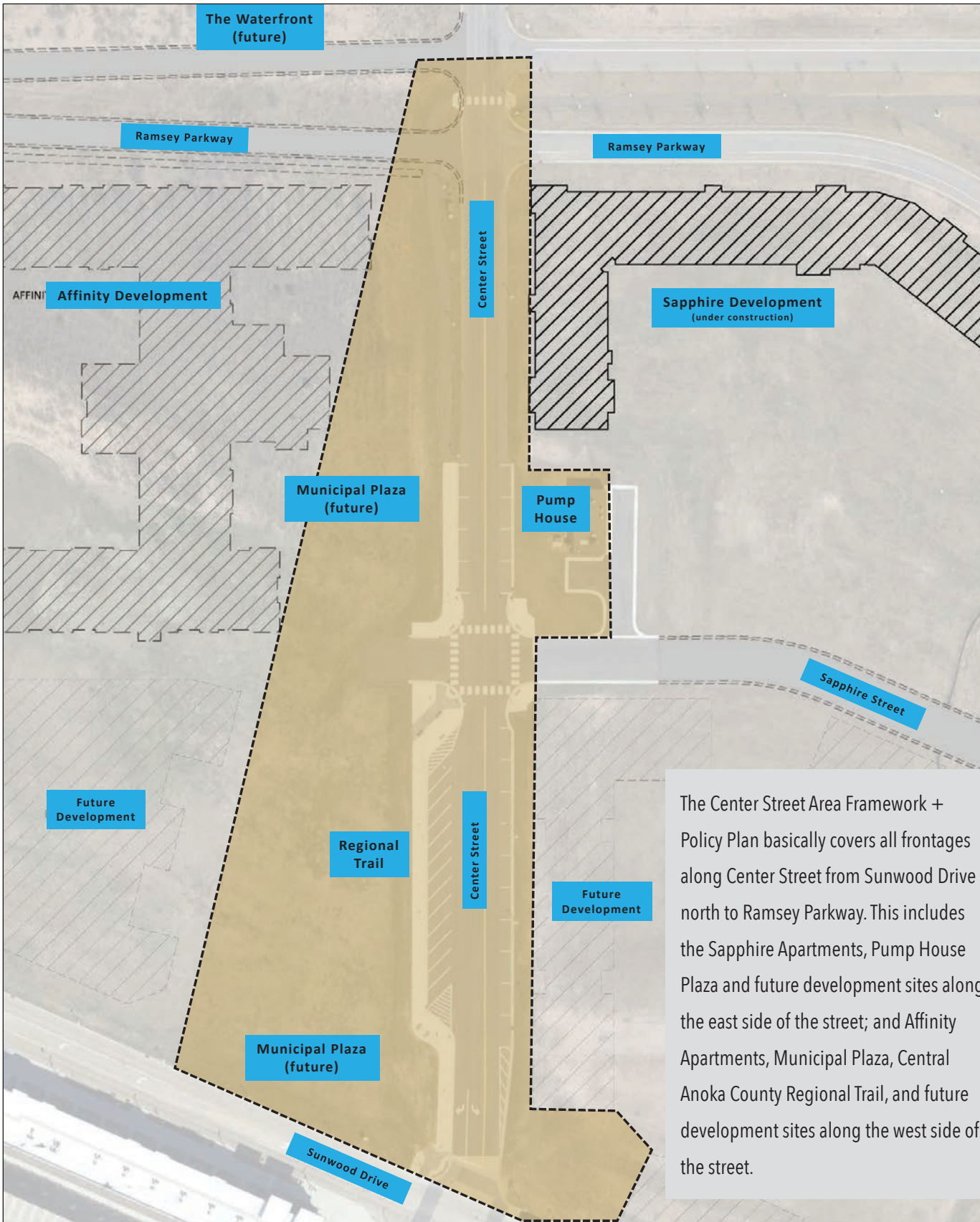
## Outcomes + Deliverables

As indicated, the above project listing is merely a summary outline of the work to be performed; the detailed Scope of Services (provided by the Consultant Team), will result in design guidelines to allow the city to develop specifications (cross-sections with details) such that quotations may be sought for work that must be completed like the sidewalk/streetscape adjoining the Sapphire building. Additionally, the scope and cost of other features may be better understood, and accordingly, will result in the ability to proceed with improvements to Municipal Plaza, and the Pump House site (plaza, concrete, landscaping and conceivably an attached public restroom), at such time it is authorized by City Council, (in 2021 or thereafter).

Further, the above referenced Scope of Services will develop the design for the Pump House facade and related architectural treatments, and result in a Design-build RFP that will provide City Council with the cost and contractor (upon approval) that can complete the 2020 Capital Improvement Project for Municipal Pump House #3.

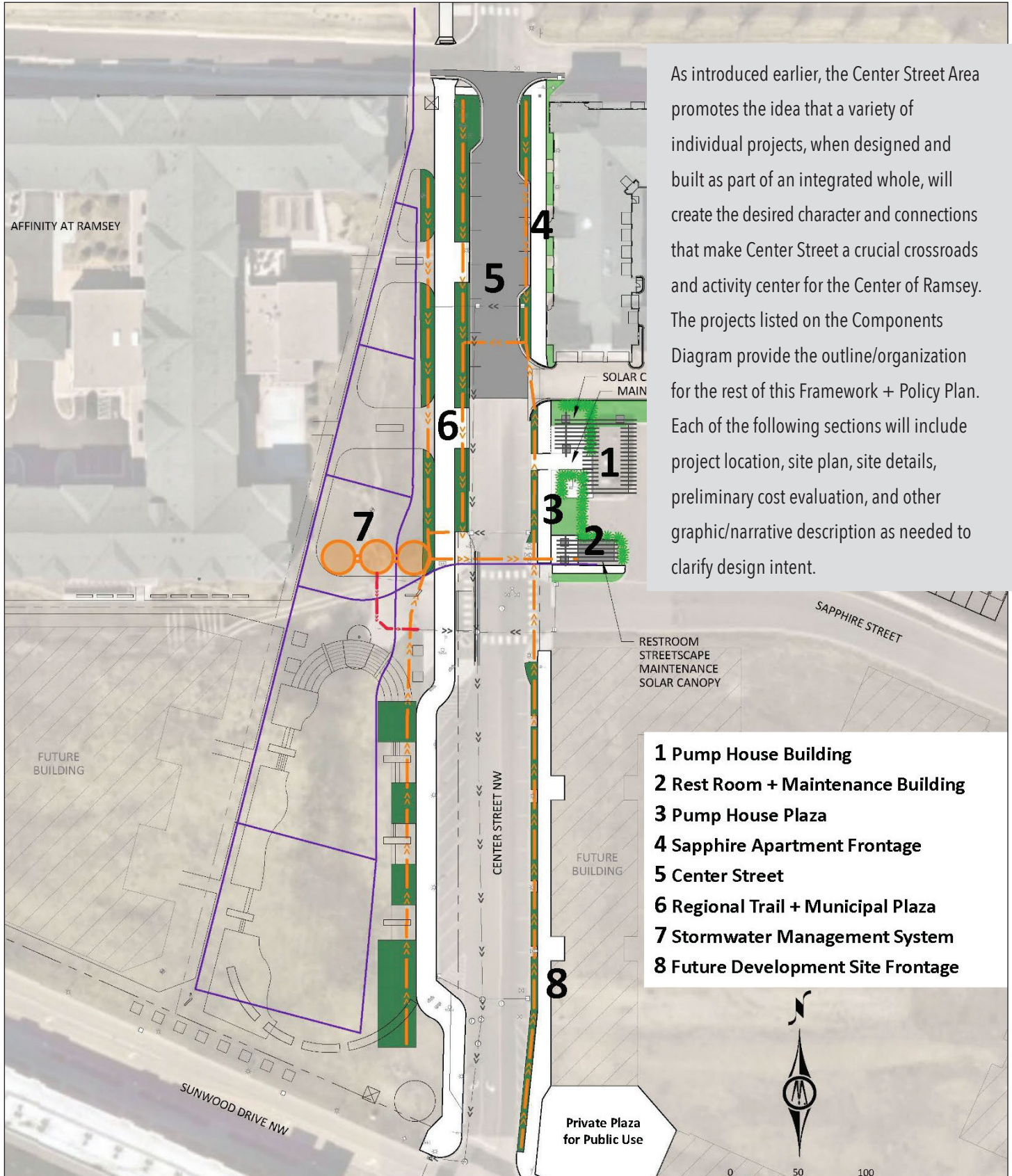


# Coverage Diagram



The Center Street Area Framework + Policy Plan basically covers all frontages along Center Street from Sunwood Drive north to Ramsey Parkway. This includes the Sapphire Apartments, Pump House Plaza and future development sites along the east side of the street; and Affinity Apartments, Municipal Plaza, Central Anoka County Regional Trail, and future development sites along the west side of the street.

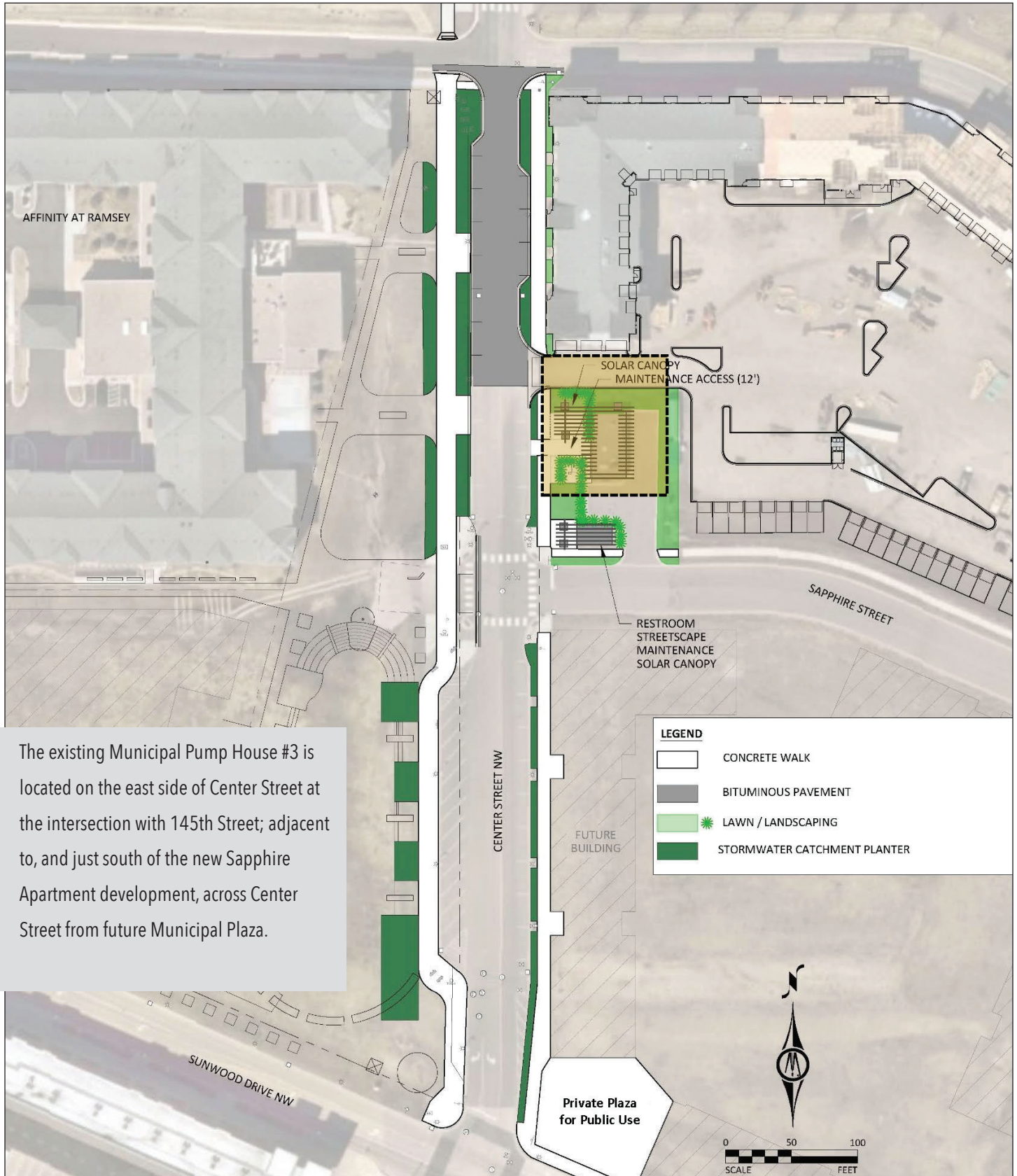
# Components Diagram



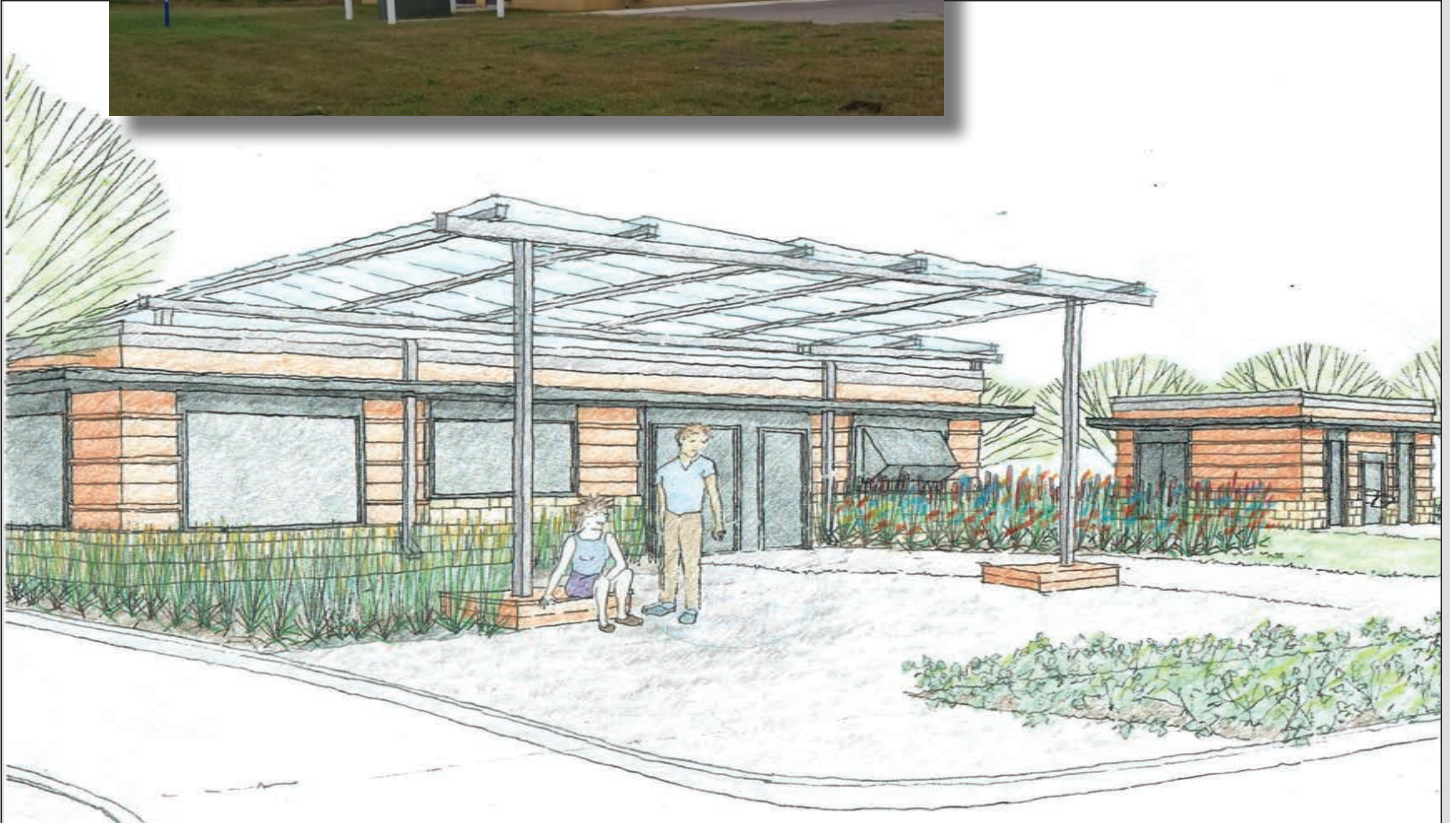
As introduced earlier, the Center Street Area promotes the idea that a variety of individual projects, when designed and built as part of an integrated whole, will create the desired character and connections that make Center Street a crucial crossroads and activity center for the Center of Ramsey. The projects listed on the Components Diagram provide the outline/organization for the rest of this Framework + Policy Plan. Each of the following sections will include project location, site plan, site details, preliminary cost evaluation, and other graphic/narrative description as needed to clarify design intent.

- 1 Pump House Building**
- 2 Rest Room + Maintenance Building**
- 3 Pump House Plaza**
- 4 Sapphire Apartment Frontage**
- 5 Center Street**
- 6 Regional Trail + Municipal Plaza**
- 7 Stormwater Management System**
- 8 Future Development Site Frontage**

# Pump House Building Location Map



The existing Municipal Pump House #3 is located on the east side of Center Street at the intersection with 145th Street; adjacent to, and just south of the new Sapphire Apartment development, across Center Street from future Municipal Plaza.



## Pump House Building

PROJECT DESCRIPTION

Since the time of its construction, Municipal Pump House #3 has been a simple concrete masonry building. As new development occurs around it, Pump House #3's appearance can contribute to the character of surrounding buildings and the proposed plaza by applying new exterior finishes to the existing building. Stone, wood, and metal finishes and colors compliment other civic buildings in Ramsey Downtown District.

Note: the sequence of project design and construction will begin with Pump House Building facade improvements, followed by Pump House Plaza site and landscape improvements, and then additional project feasibility evaluation and detailed design related to the Rest Room + Maintenance Building.

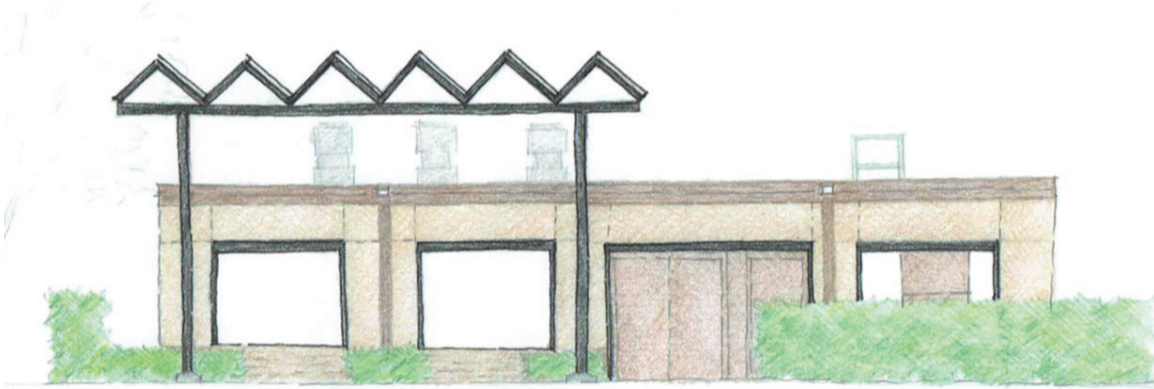
Preliminary estimate of potential construction cost: \$175,000 - 190,000



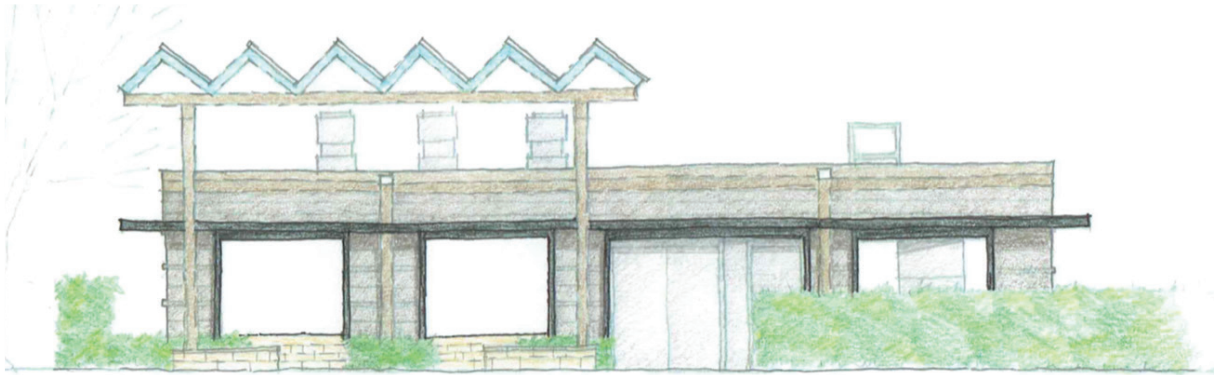
The feasibility of adding photo-voltaic array over Pump House #3 and the adjacent plaza, shall be evaluated based upon additional cost estimates and pay-back timeline.

# Pump House Building Project Elements

Three alternative exterior façade treatments have been considered:



- Concept A: Split-faced concrete masonry & cement board siding



- Concept B: Limestone & wood siding

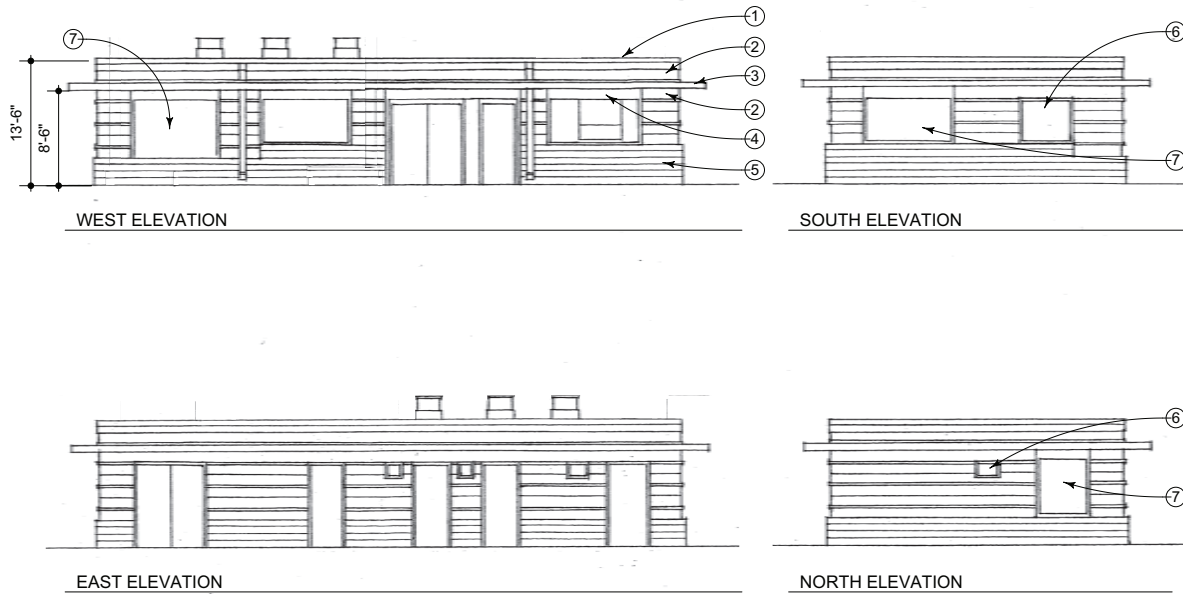


- Concept C: Limestone & brick

Based on design refinements, cost considerations, the limestone and wood siding alternative has been selected for design development.

# Pump House Building Project Elements

Concept B Developed Design.

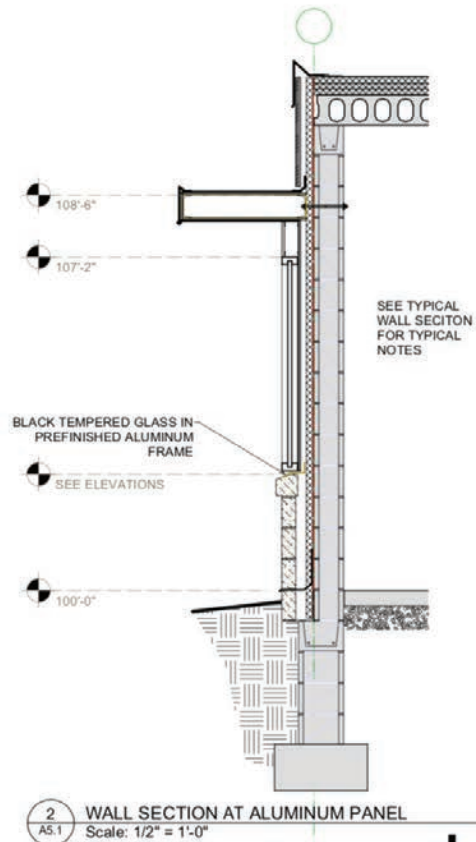
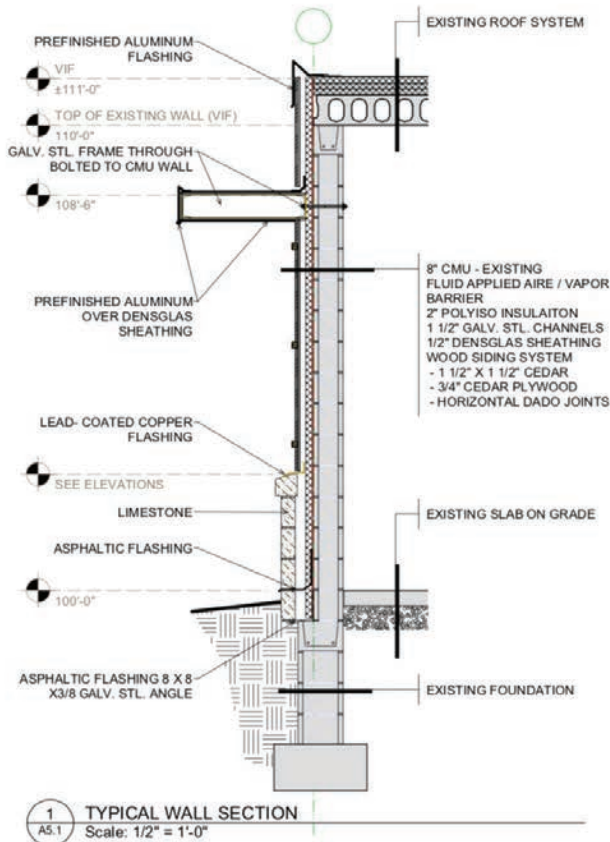


**NOTES**

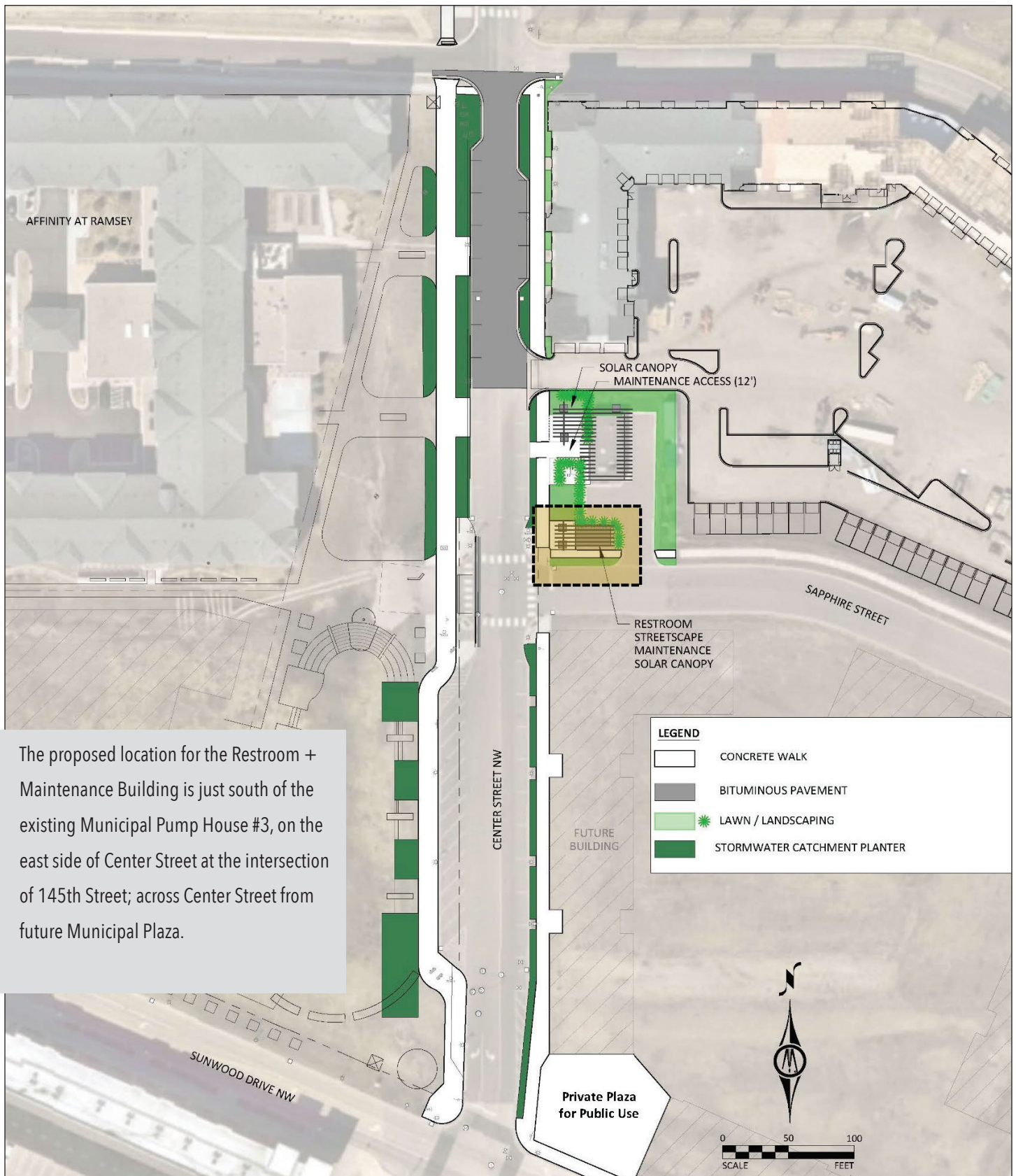
- 1 ALUMINUM CAP FLASHING
- 2 WOOD SIDING
- 3 ALUMINUM EYEBROW
- 4 ALUMINUM FRAME
- 5 LIMESTONE BASE
- 6 EXISTING VENT
- 7 SMOKED GLASS WITH ALUMINUM FRAME

BUILDING ELEVATIONS AT PUMP HOUSE- CONCEPT B.1

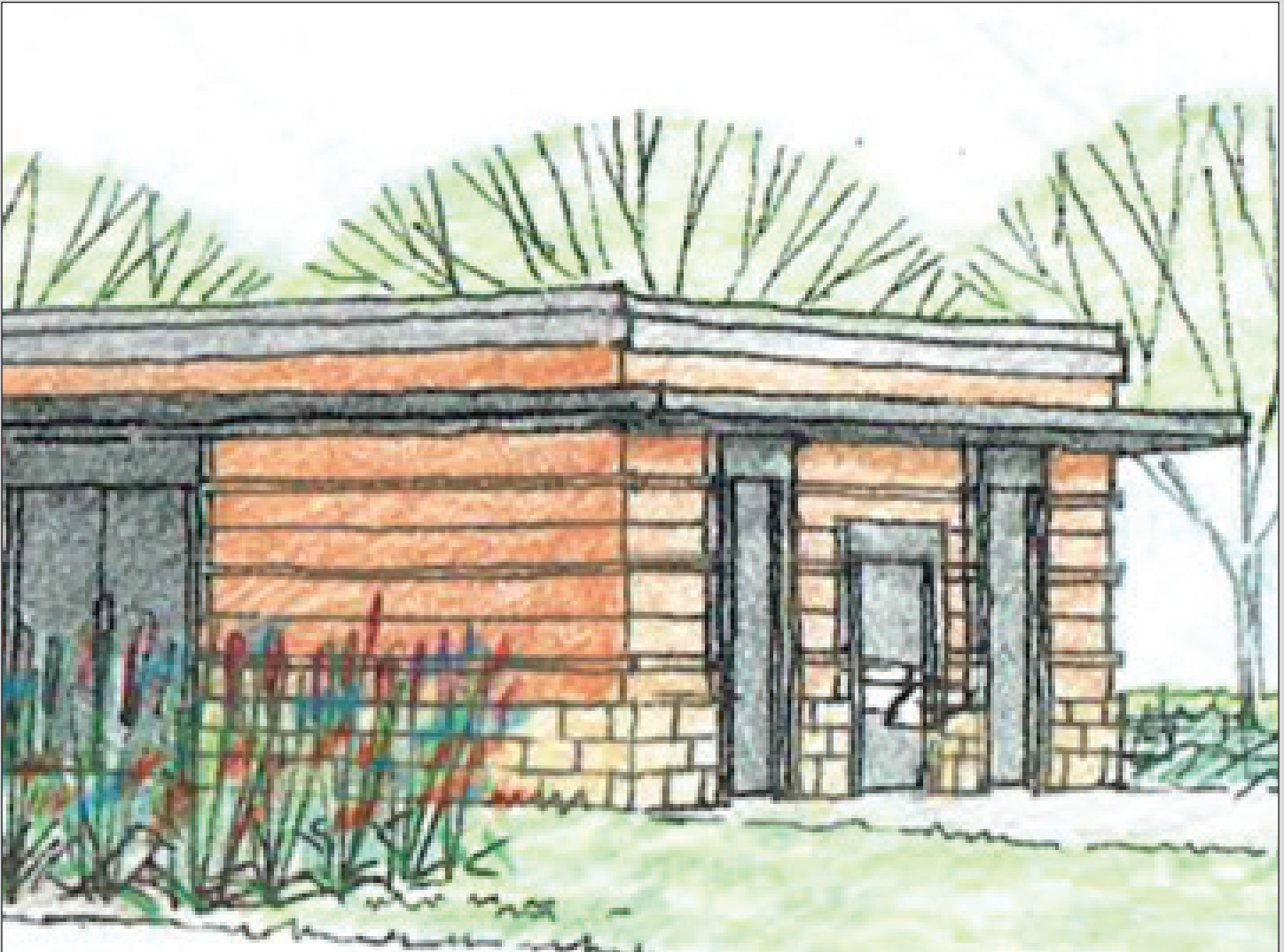
SCALE: 1/8" = 1'-0"



# Restroom + Maintenance Building Location Map



The proposed location for the Restroom + Maintenance Building is just south of the existing Municipal Pump House #3, on the east side of Center Street at the intersection of 145th Street; across Center Street from future Municipal Plaza.



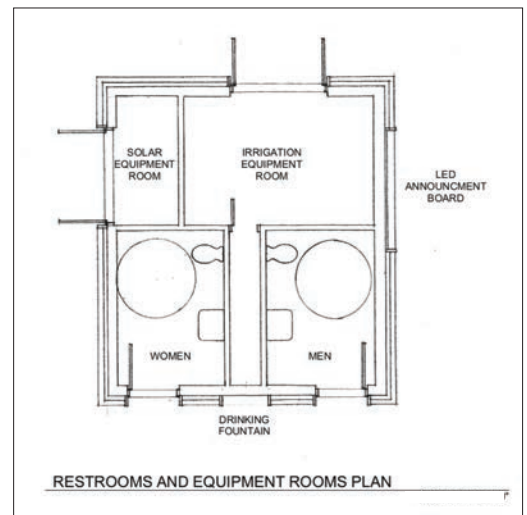
## Restroom + Maintenance Bldg

### PROJECT DESCRIPTION

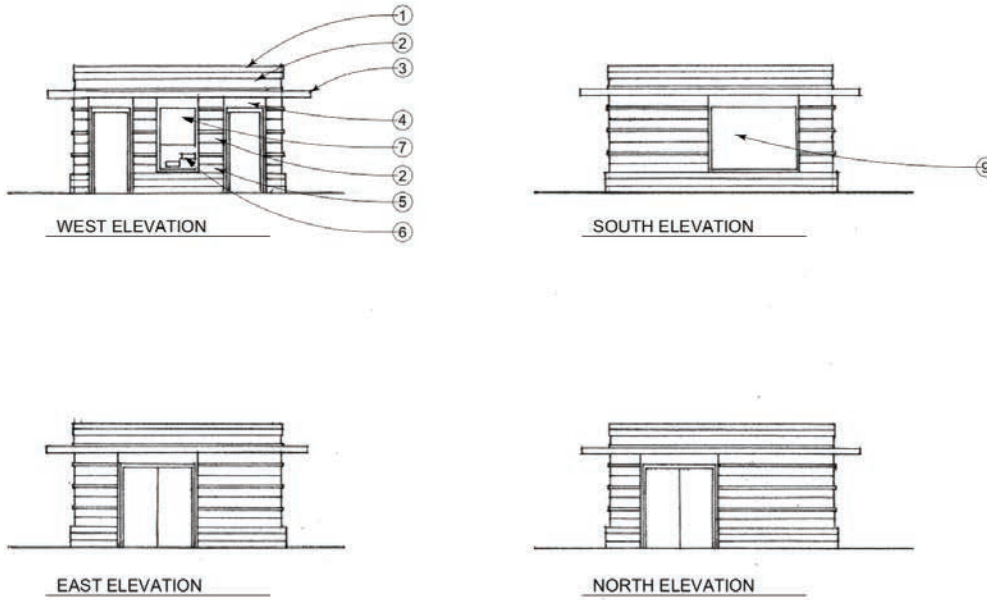
A proposed Restroom + Maintenance Building will be sided with the same materials as the adjacent Pump House #3. This building will support community activities at Center Street’s Municipal Plaza. It will also house equipment for the plaza’s irrigation system and for the solar array at the Pump House building.

Note: the sequence of project design and construction will begin with Pump House Building facade improvements, followed by Pump House Plaza site and landscape improvements, and then additional project feasibility evaluation and detailed design related to the Rest Room + Maintenance Building.

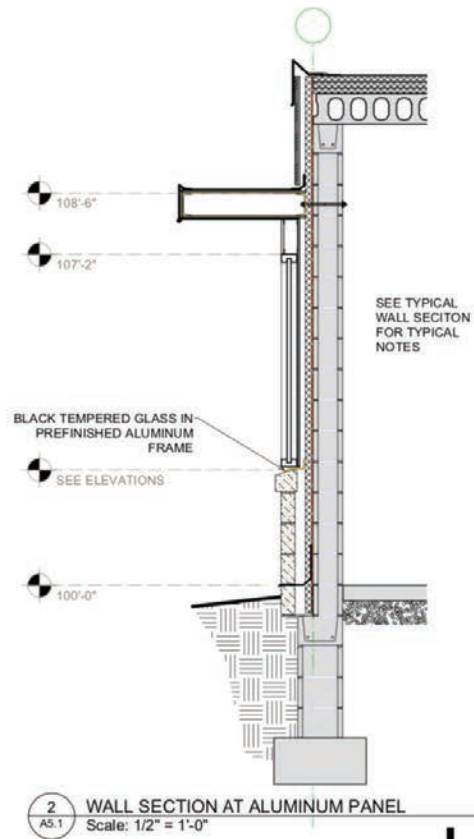
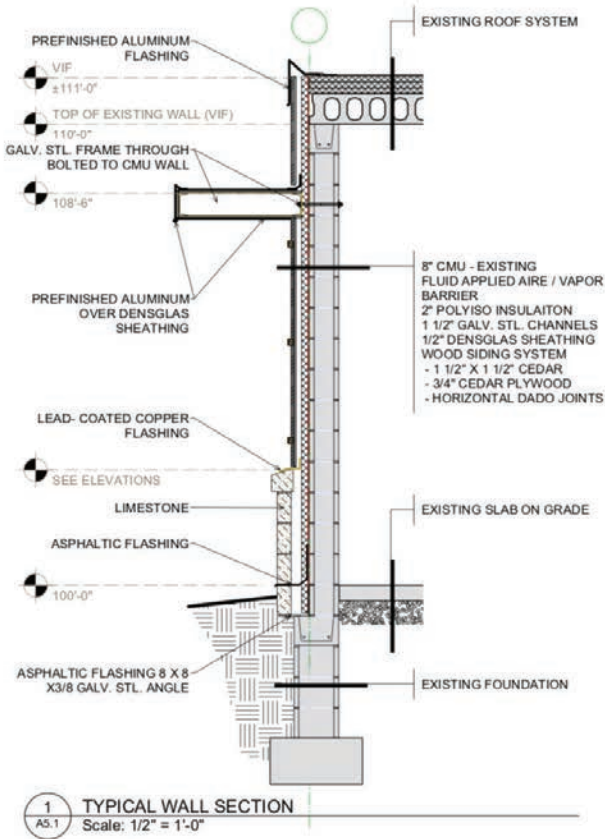
Potential construction cost included in preliminary estimate for the Stormwater Management System described on page 27.



# Restroom + Maintenance Bldg Project Elements



- NOTES**
- 1 ALUMINUM CAP FLASHING
  - 2 WOOD SIDING
  - 3 ALUMINUM EYEBROW
  - 4 ALUMINUM FRAME
  - 5 LIMESTONE BASE
  - 6 DRINKING FOUNTAIN
  - 7 LED DISPLAY
  - 8 EXISTING VENT
  - 9 SMOKED GLASS WITH ALUMINUM FRAME

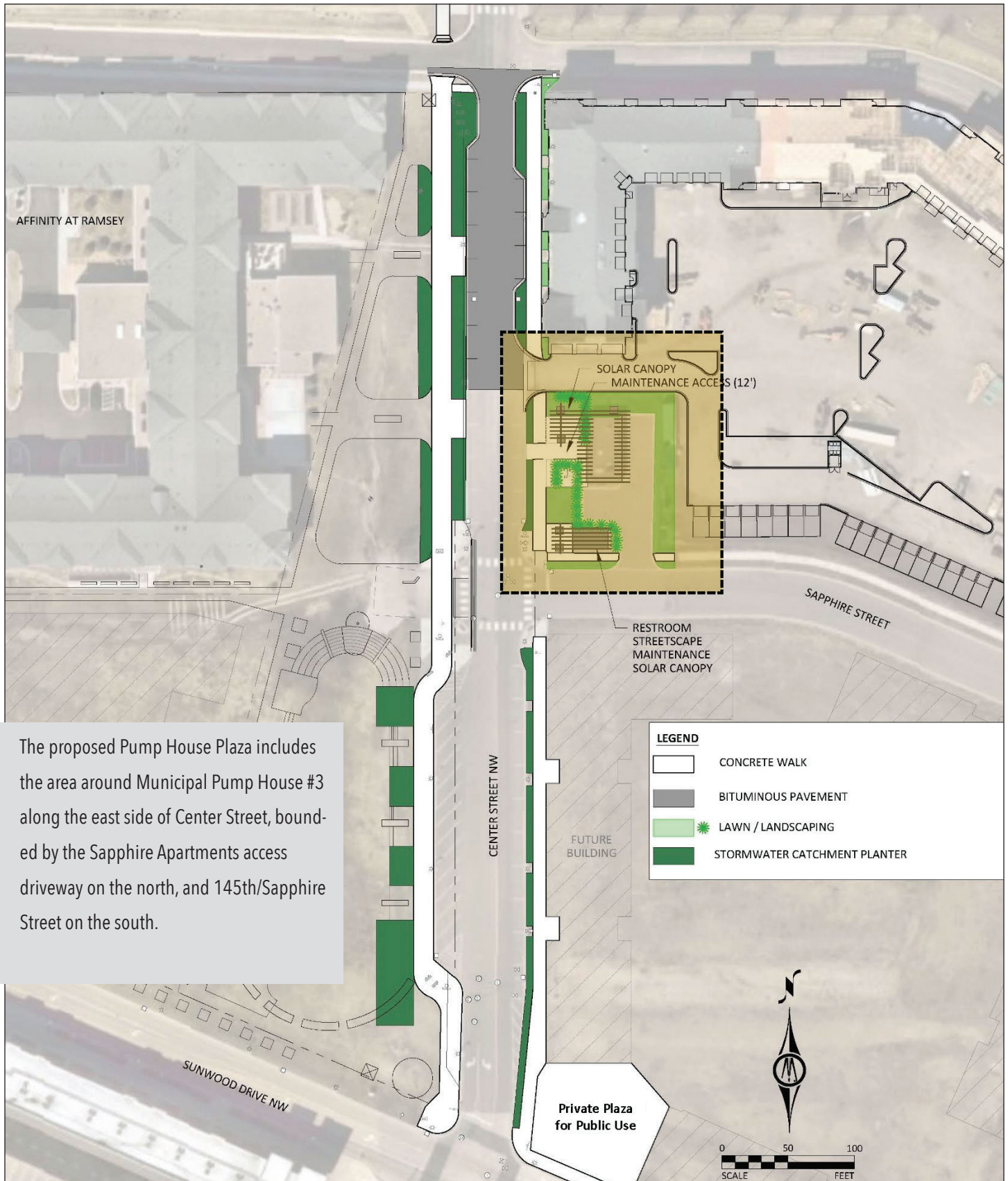


# Restroom + Maintenance Bldg Project Elements

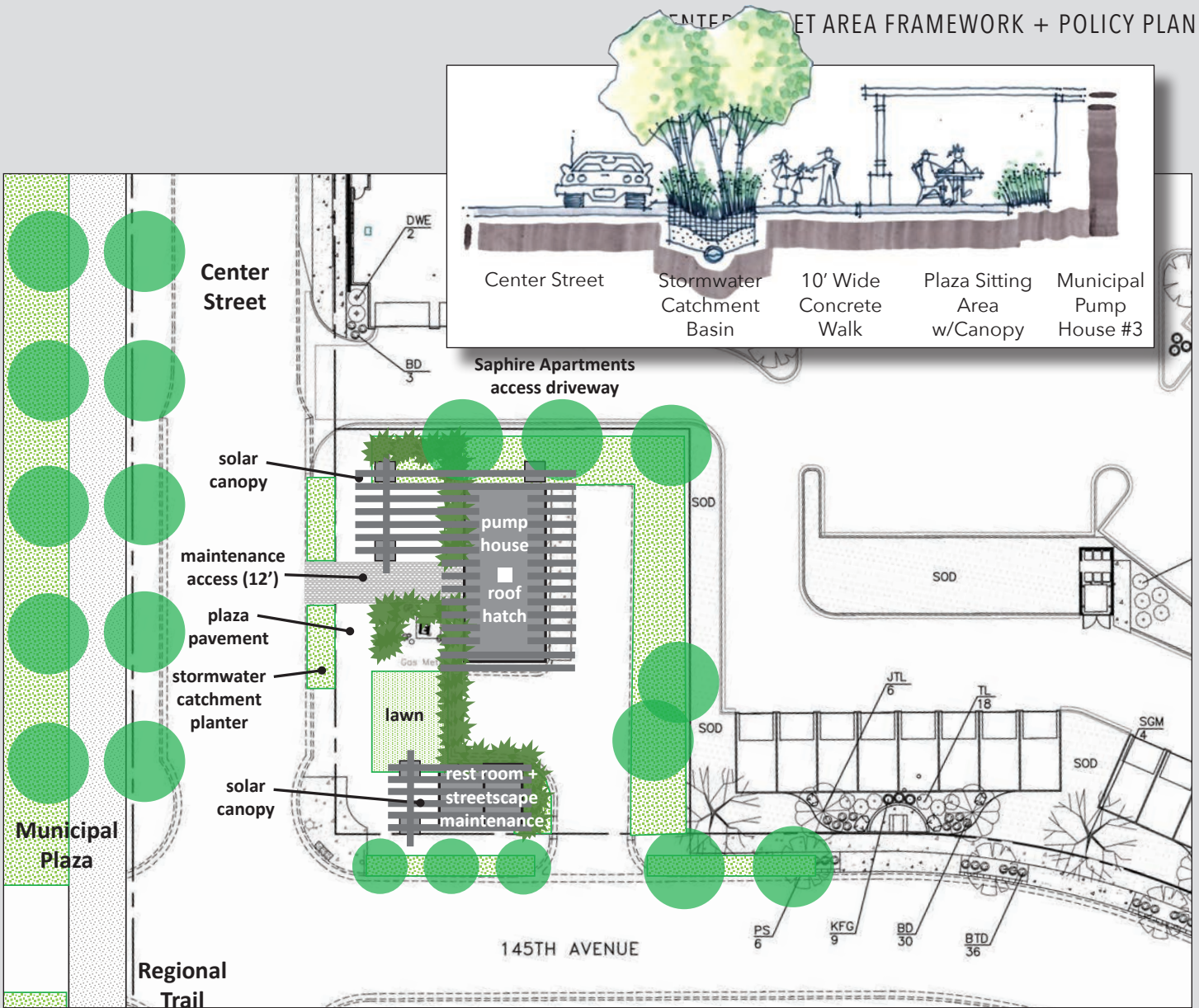


A LED Community Information Board is proposed for the Sapphire Street façade of the Restroom + Maintenance Building. This LED display panel can be used to announce events of community interest, to present the schedule for Municipal Plaza activities, display digital art, etc.(These images shows the capabilities of LED panels.)

# Pump House Plaza Location Map



The proposed Pump House Plaza includes the area around Municipal Pump House #3 along the east side of Center Street, bounded by the Sapphire Apartments access driveway on the north, and 145th/Sapphire Street on the south.



## Pump House Plaza

PROJECT DESCRIPTION

The Conceptual Site Plan for Pump House Plaza includes the following elements:

- Paved plaza/sitting area along east façade of the Pump House Building;
- Solar canopy/shade structure over the plaza/sitting area;
- Paved (10' minimum width) north/south pedestrian walkway;
- Stormwater catchment basin/planters between pedestrian walk and Center Street;
- Small open lawn/flex space for information/crafts/food tent and other uses;
- Variety of landscape plantings to provide shade, color, screening.

Note: the sequence of project design and construction will begin with Pump House Building facade improvements, followed by Pump House Plaza site and landscape improvements, and then additional project feasibility evaluation and detailed design related to the Rest Room + Maintenance Building.

Preliminary estimate of potential construction cost: \$70,000 - 90,000

The primary objective is to create a series of smaller, pedestrian-scaled public spaces along the east side of Center Street to complement and enhance Municipal Plaza, especially for various events that include the temporary closure of the street. All three of these major elements (Municipal Plaza, Center Street, east frontage public spaces) will seamlessly fit together, including consistent materials, finishes and furnishings to create a unique identity and inviting destination crossroads in the heart of the COR District.

# Pump House Plaza Project Elements

## Pavement



Concrete plaza with broom finish and tooled joints to create interesting pattern is preferred; color additives, acid tints or etching, and exposed aggregate are other acceptable options.

## Furniture



Light weight (moveable) and stackable furniture in a variety of colors is preferred; many choices available, but should consider consistent or complimentary 'family' of furniture for all COR public places.

## Stormwater Basins



Curb-cuts on both street side and plaza side of each basin direct surface water flow, but still create a physical/visual separation for pedestrian circulation, snowplowing and other maintenance operations.

# Pump House Plaza Project Elements

## Water Feature



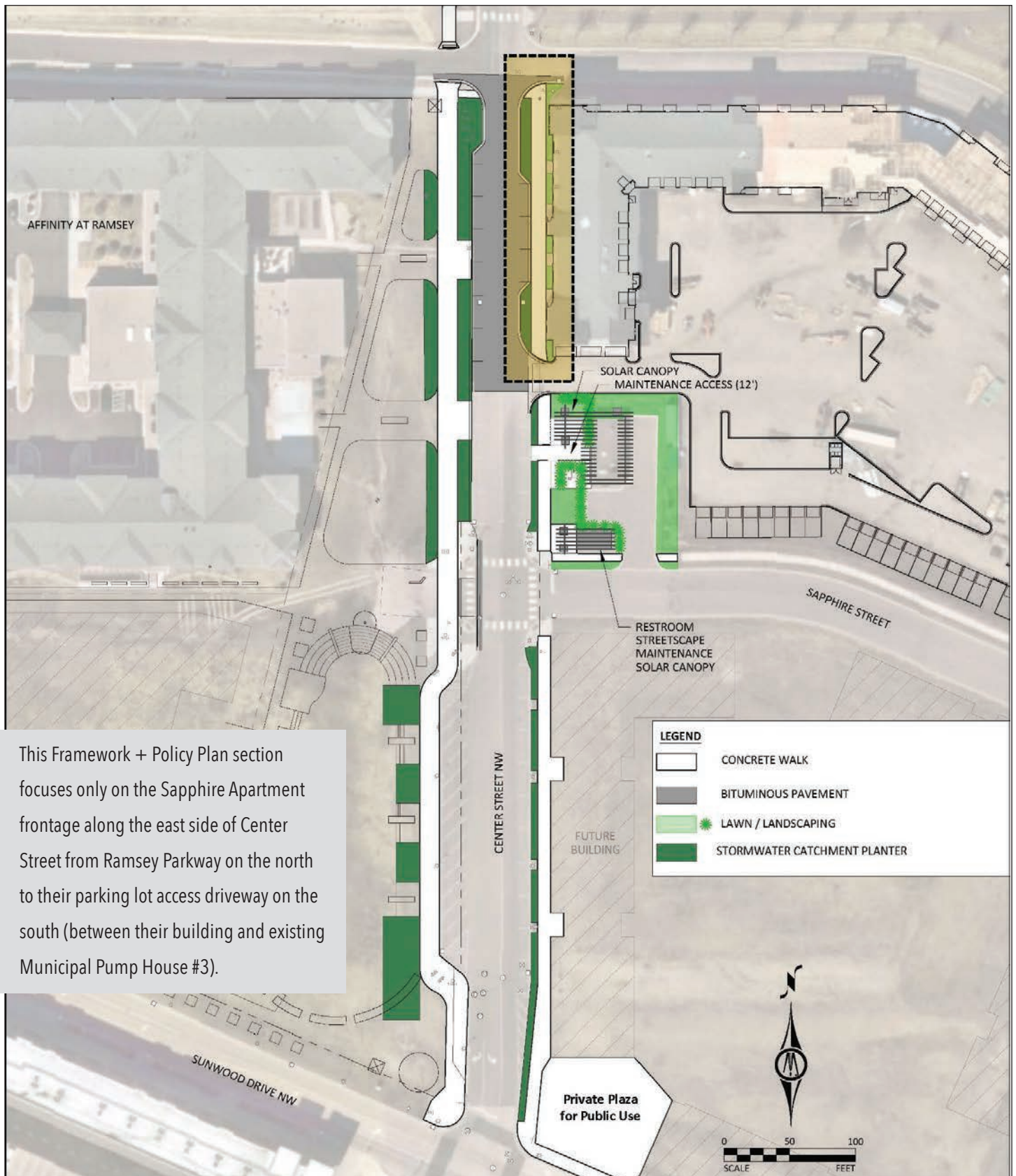
The soothing sound of water can be an important element in the design of public places; small, self-contained water features are preferred, for ease of maintenance, winter shut-down and other considerations.

## Landscape

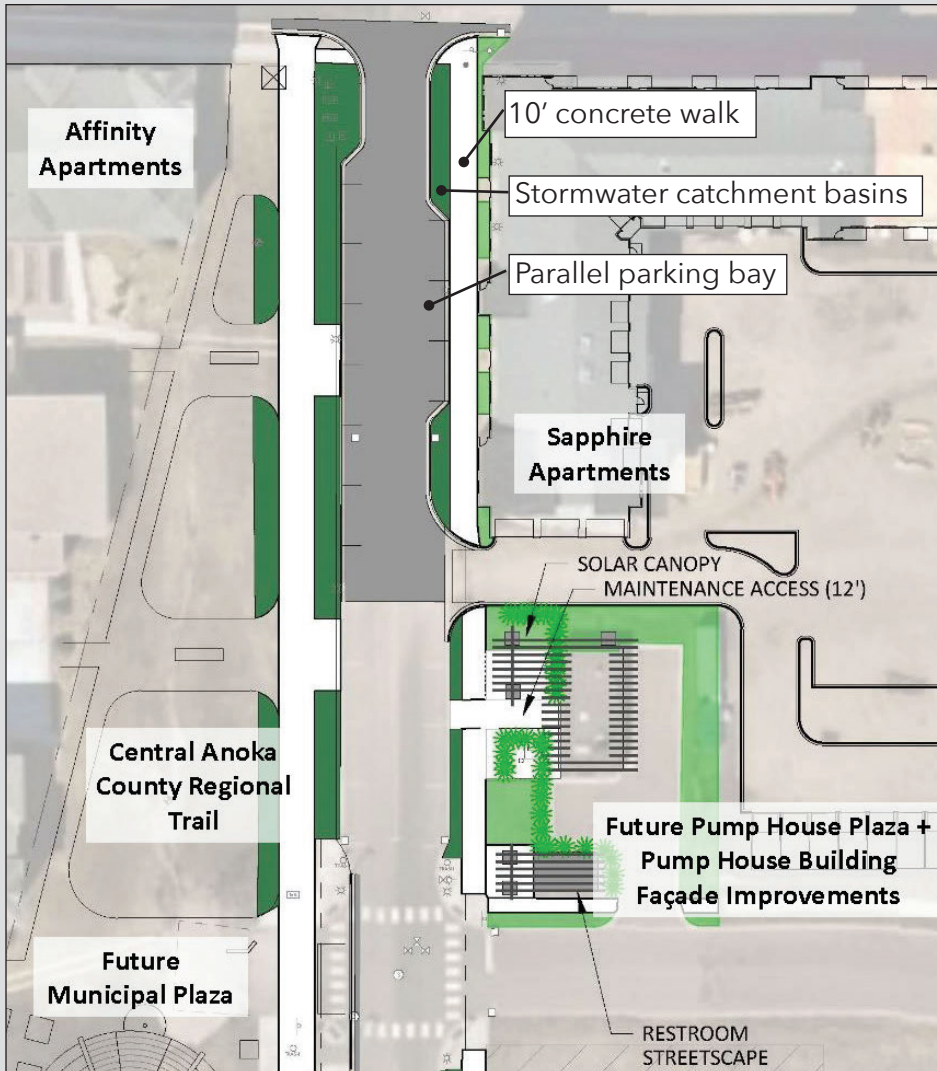


Landscape elements should reflect, or compliment, existing streetscape plantings, and further promote a consistent COR District identity and character; a simple landscape palette provides shade, seasonal color, screening (parking areas/utility boxes), and softens building elevations.

# Sapphire Apartment Frontage Location Map



This Framework + Policy Plan section focuses only on the Sapphire Apartment frontage along the east side of Center Street from Ramsey Parkway on the north to their parking lot access driveway on the south (between their building and existing Municipal Pump House #3).



## Sapphire Apartment Frontage

### PROJECT DESCRIPTION

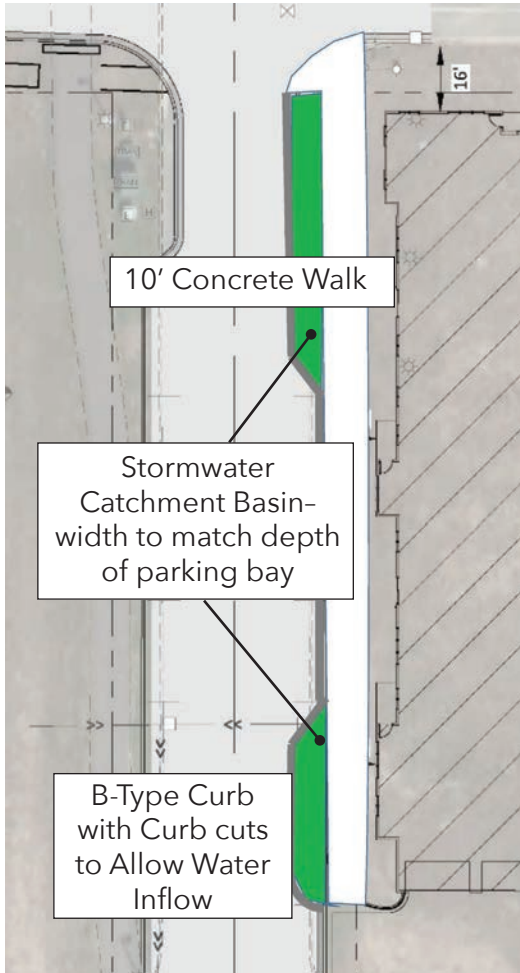
The Concept Site Plan for the Sapphire Apartment Frontage along the east side of Center Street includes three primary elements:

- A 10' wide concrete walk;
- Stormwater catchment basins;
- Parallel parking bay.

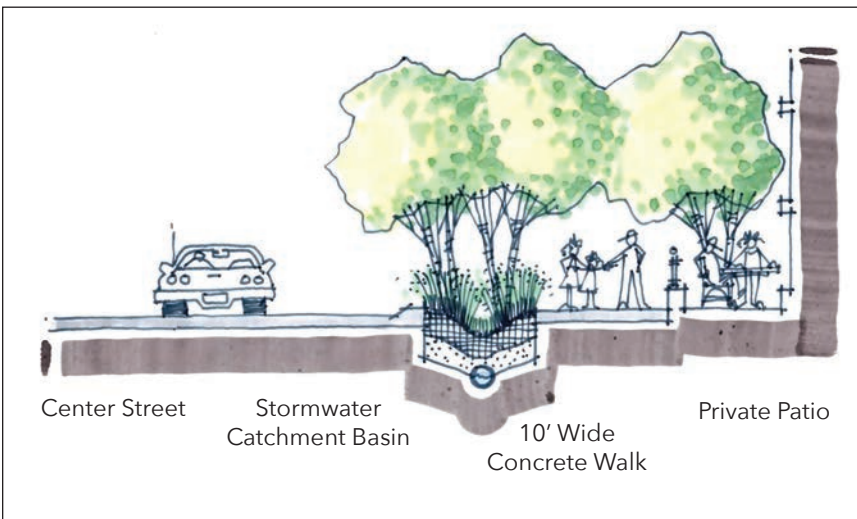
Preliminary estimate of potential construction cost: \$65,000 - 80,000

The Sapphire Apartment Frontage will be the first segment of public (pedestrian) realm to be completed, and as such plays an important role in establishing these elements as the benchmark for future projects along the east side of Center Street. A gracious walkway width (10'), connected stormwater basins, and landscape plantings that complement existing streetscape, will not only further enhance the desired Downtown District street character, but also set design expectations for Pump House Plaza and the now-vacant development site at Sunwood Drive.

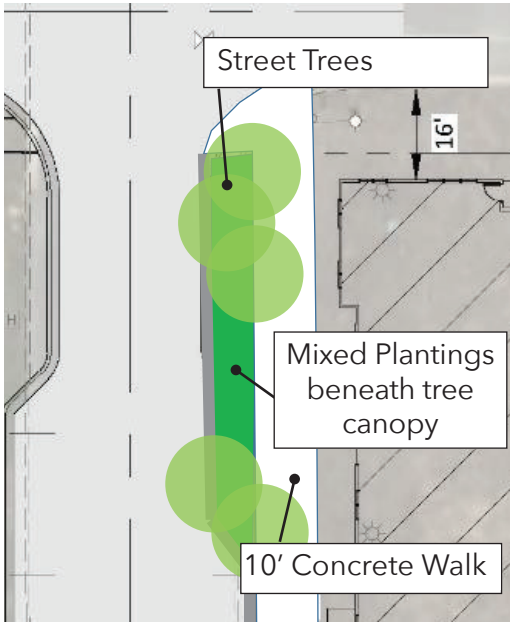
# Sapphire Apartment Frontage Project Elements



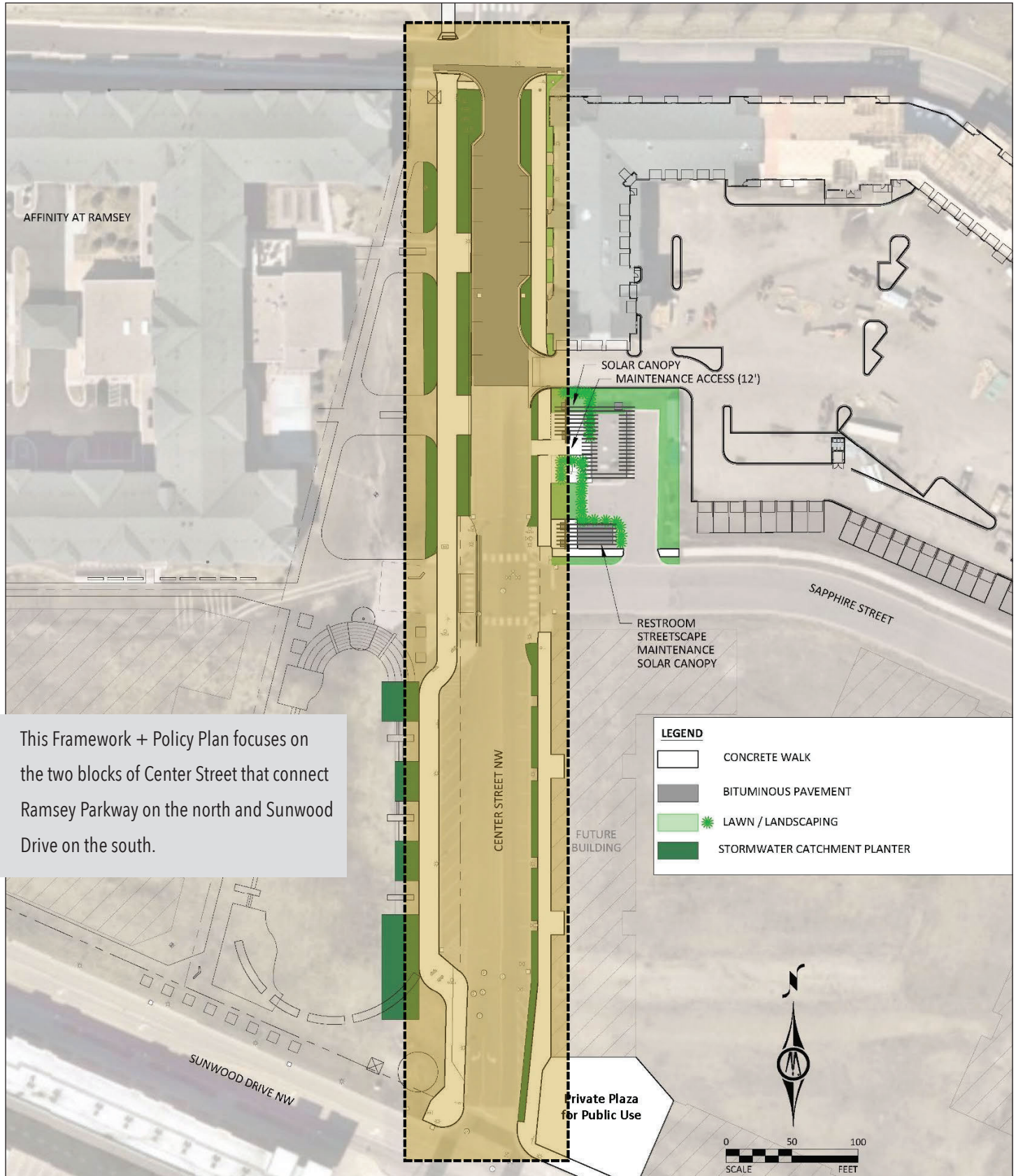
Stormwater catchment basins will be connected to existing storm sewer located in Center Street - future phases will route this water to underground cisterns in Municipal Plaza for irrigation and other re-use purposes.



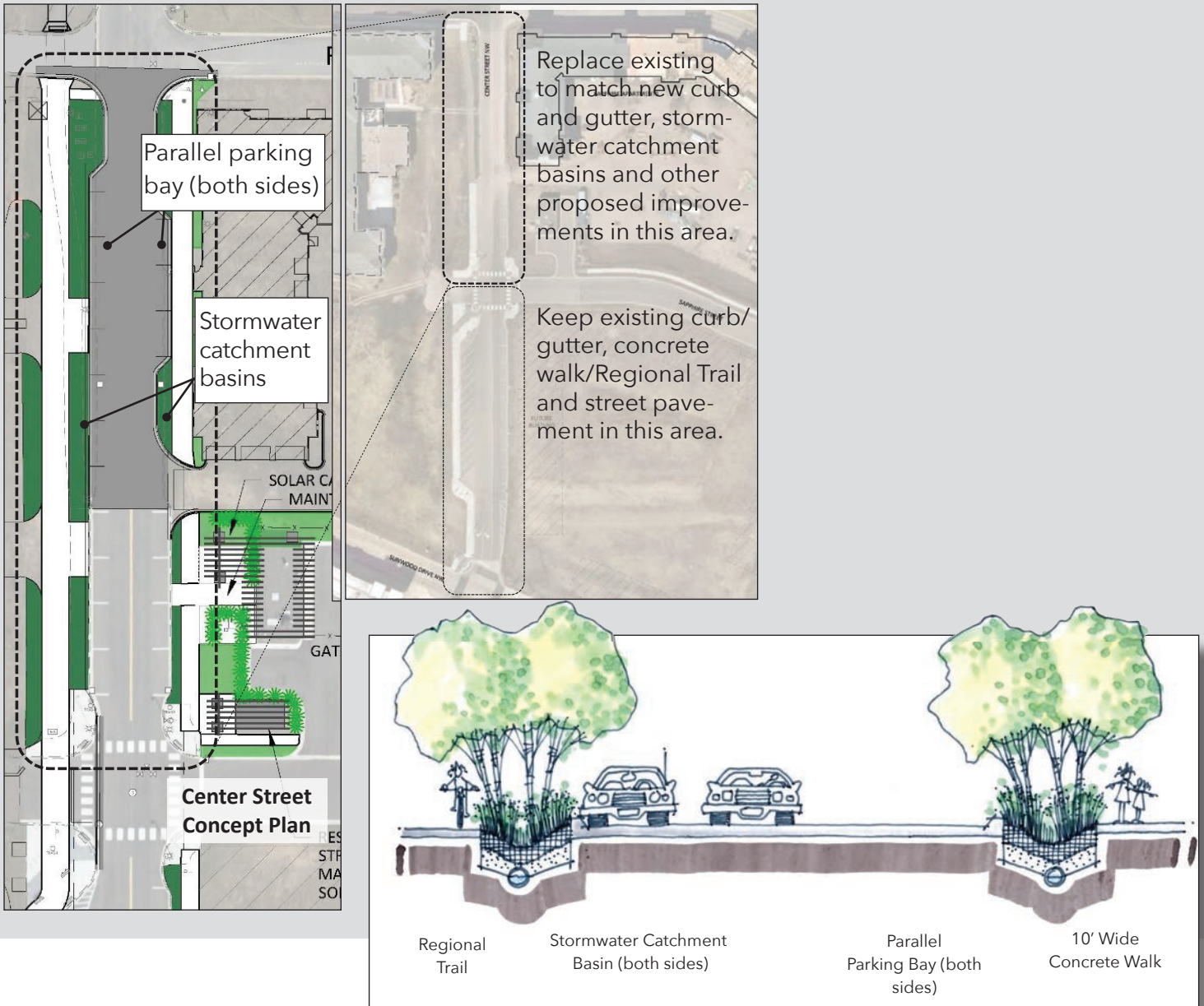
# Sapphire Apartment Frontage Project Elements



# Center Street Location Map



This Framework + Policy Plan focuses on the two blocks of Center Street that connect Ramsey Parkway on the north and Sunwood Drive on the south.



## Center Street

### PROJECT DESCRIPTION

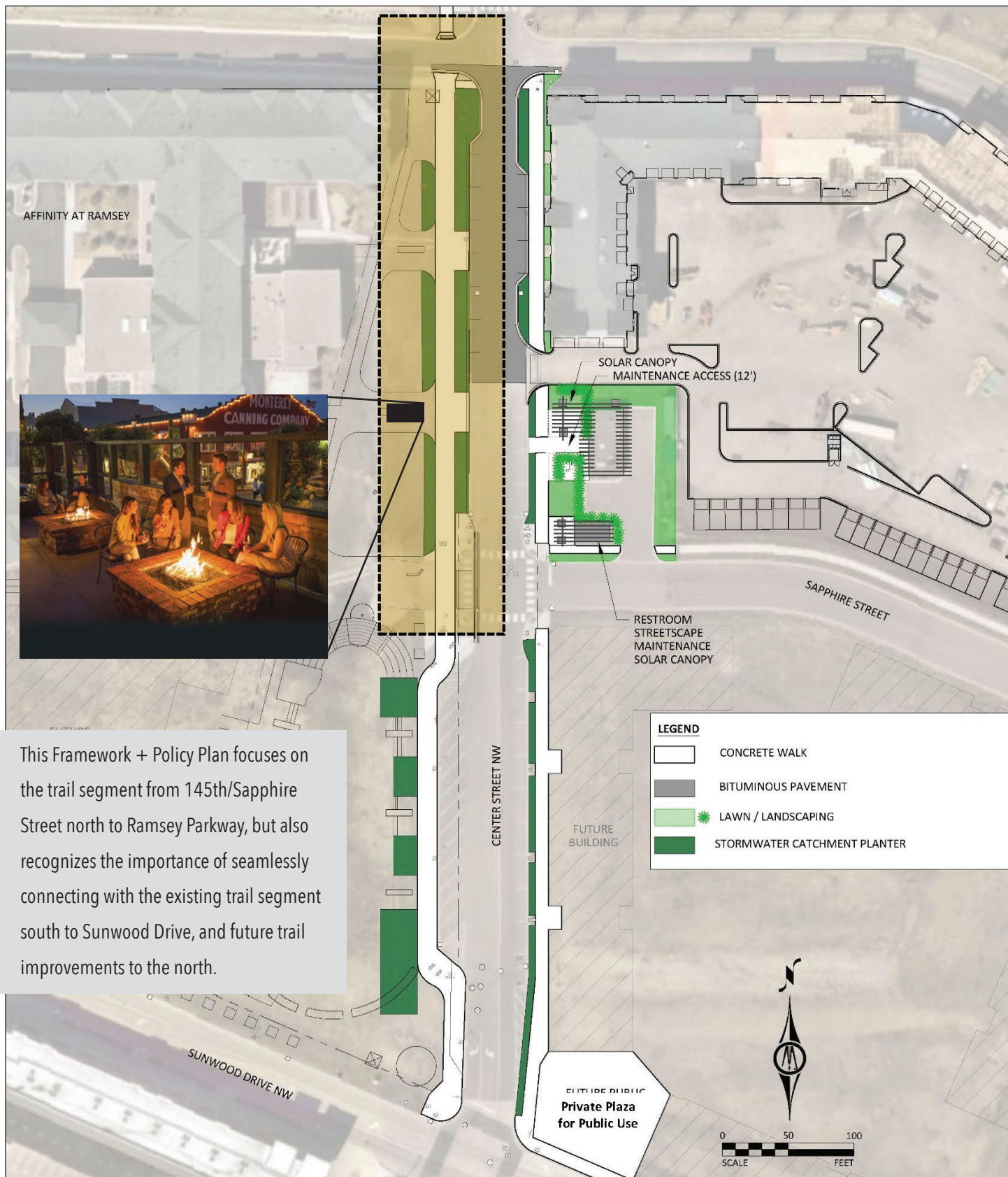
The primary purpose of the Conceptual Site Plan for Center Street is to illustrate how this key north/south connector ties together all the other pieces of this Framework + Policy Plan.

At the same time, it also promotes various opportunities for innovative district infrastructure as an integral part of current and proposed street, park, trail and private development project design – suggesting shared systems for stormwater capture/reuse, energy production/distribution, waste handling/recycling and other technologies.

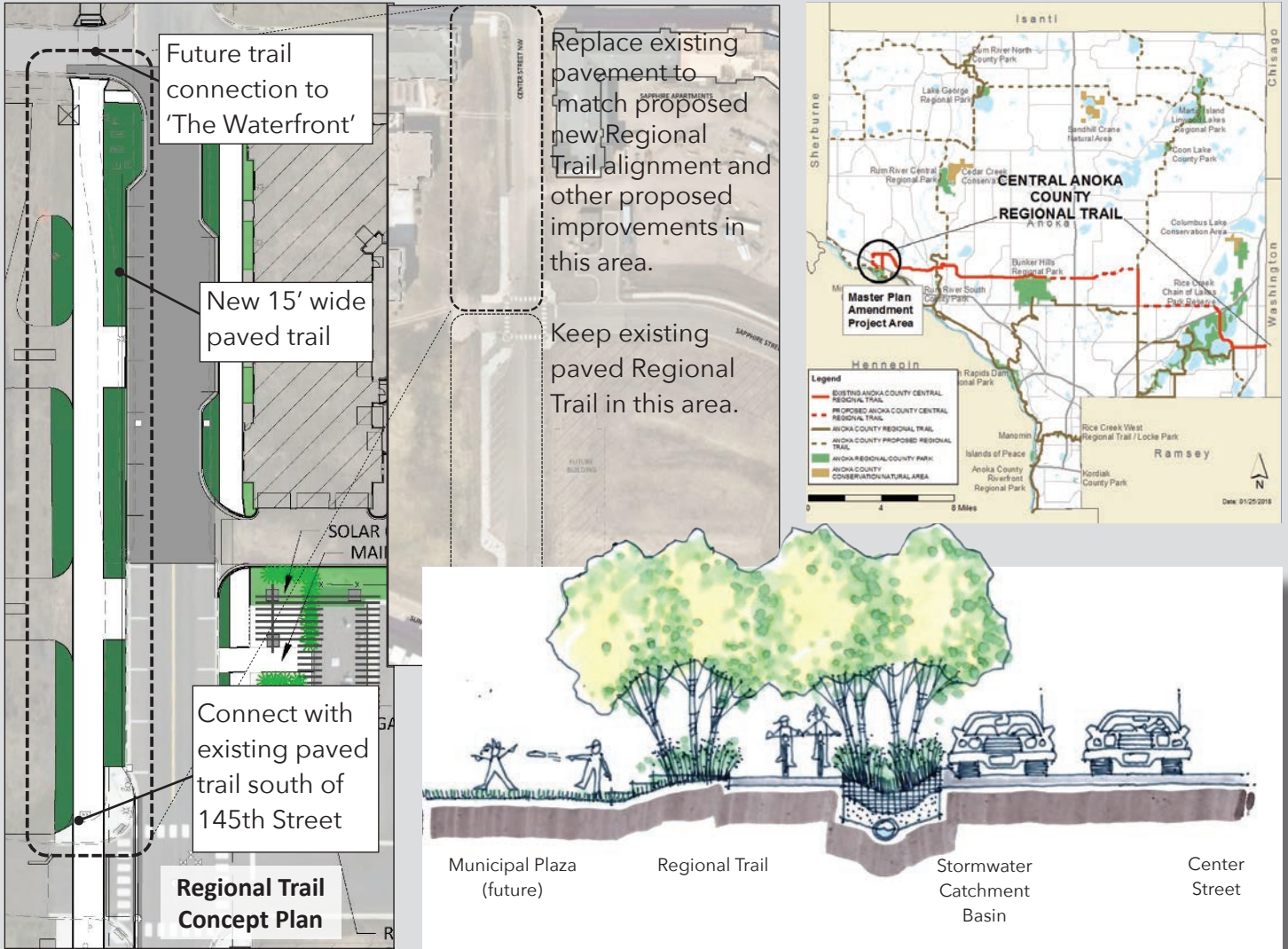
Potential construction cost to be determined as part of other Center Street projects.

It's important to note however, that this document also presents a somewhat cautious approach, seeking to minimize disruption to existing Center Street improvements. The basic objective is to work with existing curb lines, parking bays and other pavement dimensions as the starting point for completing street construction to Ramsey Parkway and northward to Bunker Lake Boulevard. (Also refer to the Sapphire Apartments Frontage and Central Anoka County Regional Trail information in this Plan)

# Regional Trail + Municipal Plaza Location Map



This Framework + Policy Plan focuses on the trail segment from 145th/Sapphire Street north to Ramsey Parkway, but also recognizes the importance of seamlessly connecting with the existing trail segment south to Sunwood Drive, and future trail improvements to the north.



# Regional Trail + Municipal Plaza

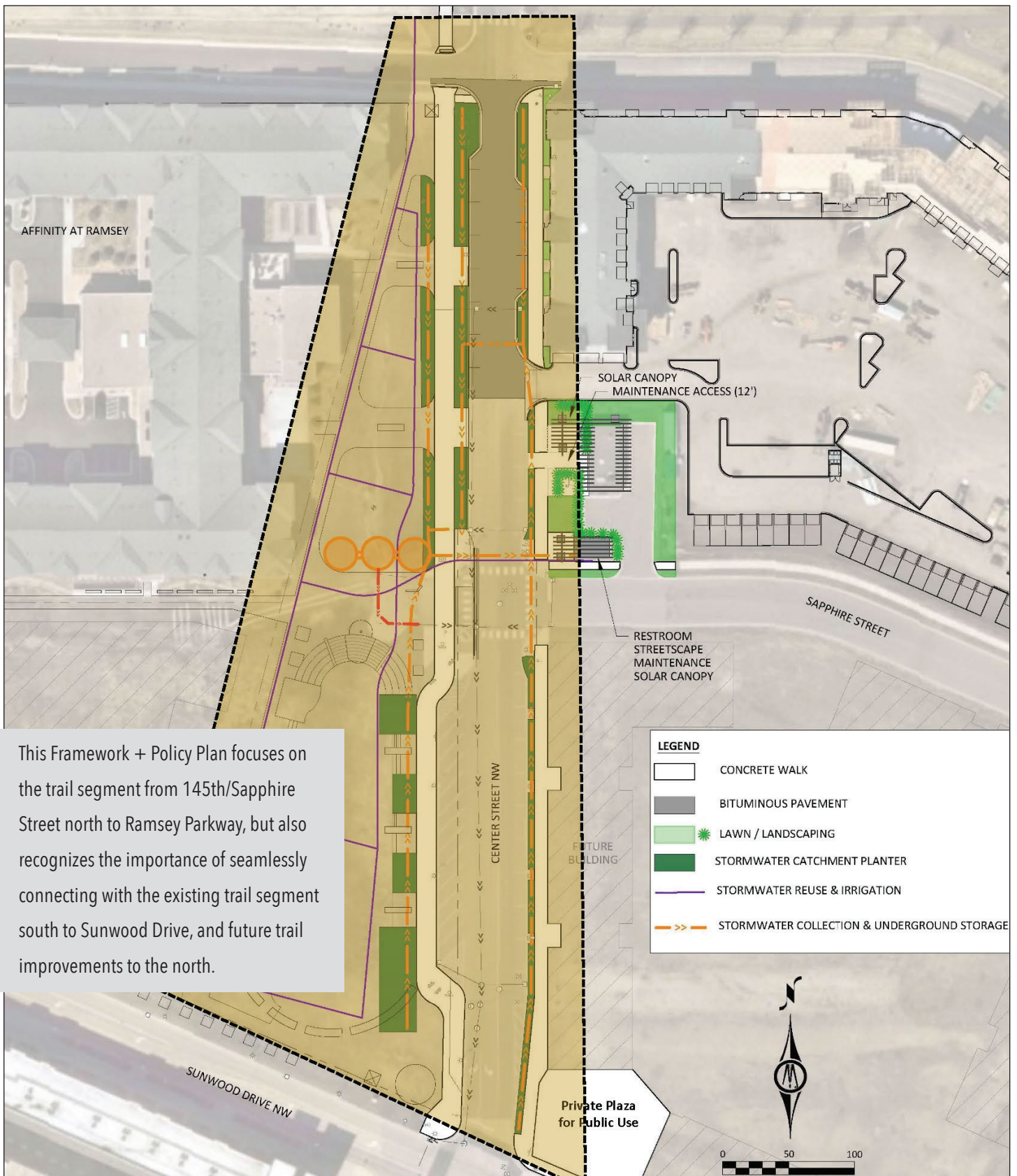
## PROJECT DESCRIPTION

The Central Anoka County Regional Trail is a 26 - mile paved regional trail that traverses the middle of the county connecting Mississippi West Regional Park in Ramsey, to Bunker Lake Regional Park, on to the Rice Creek Chain of Lakes Park Reserve in Lino Lakes and Centerville, MN. All but a portion of this Regional Trail in Ham Lake is off-roadway, in place, and in use today, linking residents and trail users to many different destinations and facilities in the county—recreational, business, schools and residential. The trail will be an important connection to the Mississippi River and Mississippi West Regional Park once the remaining portions of the elevated pedestrian crossing over Hwy #10 are funded and the bridge is in place. This pedestrian and bicycle route links not only the isolated Mississippi Recreation District to the other of the 10 districts (and the rest of the city)—but also welcomes all the residents on the South side of Hwy #10, safely to Ramsey's downtown businesses and related recreational opportunities.

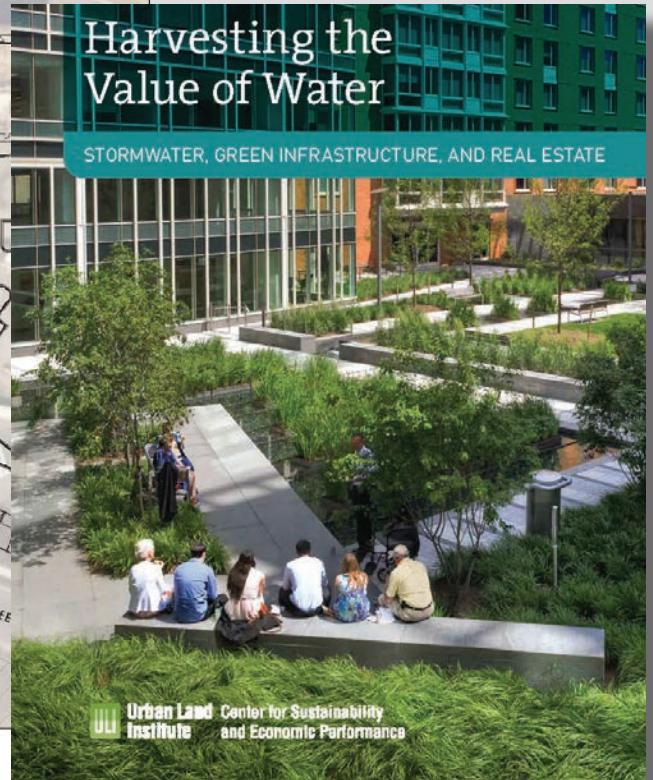
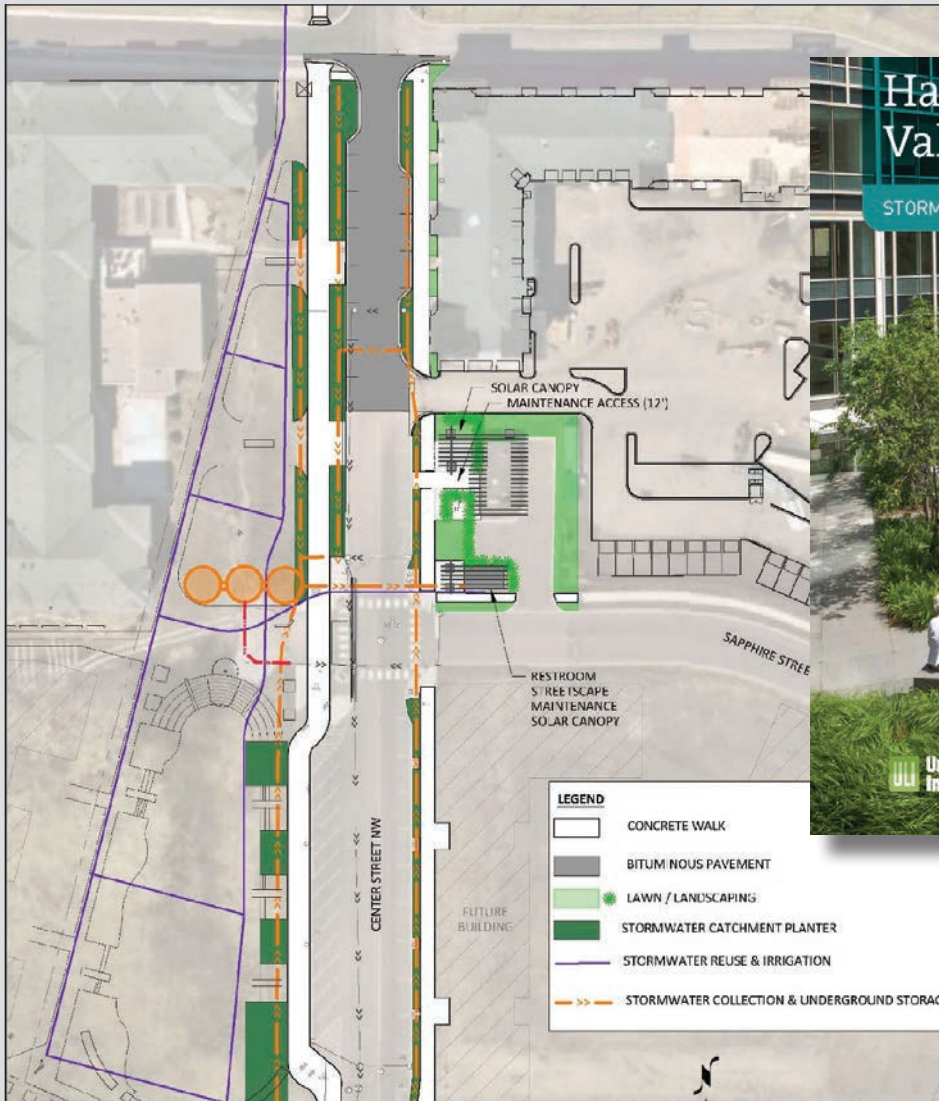
It may be noted, that this trail is an integral part of the Circle of Ramsey Greenway, and accordingly, this downtown area in Ramsey becomes both the nexus of the regional trail system, local trail system, as well as providing non-motorized opportunities in connecting the rest of Ramsey to The COR.

Preliminary estimate of potential construction cost: \$80,000 - 100,000

# Stormwater Management System Location Map



This Framework + Policy Plan focuses on the trail segment from 145th/Sapphire Street north to Ramsey Parkway, but also recognizes the importance of seamlessly connecting with the existing trail segment south to Sunwood Drive, and future trail improvements to the north.



# Stormwater Management System

## PROJECT DESCRIPTION

Bolton & Menk, has completed a preliminary study that analyzes the feasibility of integrating stormwater reuse for irrigation of the proposed Municipal Plaza and adjacent Center Street landscape improvements. The reuse system envisioned will include best management practices to collect and treat runoff, storage tanks to store the runoff, and a pump station and piping to convey reuse water to irrigation areas and surface water features. Most of the stormwater runoff will be generated from Center Street NW and the sidewalks on either side of the road. Stormwater runoff is proposed to be collected and treated by a combination of tree vaults and rain gardens located within the boulevard and parking 'bump-outs' on both sides of the street. It is assumed that the runoff would drain directly into each of the rain gardens and tree vaults through surface capture systems (i.e., curb cuts). Water collected and stored within the storage tanks will discharge via gravity flow to the

pump house wet well, where it will be filtered and treated. The Metropolitan Council Stormwater Reuse Guide Water Balance Tool for Constant Irrigation Demand was used to determine the percent of time the stormwater reuse system would be functioning, and assumed 1" of water over the irrigable area per week is required for adequate vegetation growth and health. Preliminary estimate of potential construction cost: \$800,000 - 950,000

# Stormwater Management System Project Elements

SOURCE Site Data			
Impervious Area	83,417	square feet	
Impervious Area	1.91	acres	
USE Demand Data			
Irrigation Area	57,206	square feet	
Irrigation Area	1.31	acres	
Irrigation Season	13	39	week number
Storage Data			
Storage Provided	150,000	gallons	
Total Storage Required	454,037	gallons	%
Weeks that Flows Must be Augmented	85	weeks	10.2%
Weeks that Reuse System will Meet Demand	752	weeks	89.8%

Exhibit 1: Excerpt from the Met Council Reuse Water Balance Tool.



Exhibit 2: Example concrete vault storage tank (Storm Trap).



Exhibit 3: Example underground fiberglass storage tanks (Xerxes).

Exhibit 1 summarizes the preliminary reuse system sizing. According to the reuse calculator, there will be enough captured stormwater water in approximately 90% of the pumping season weeks to apply 1-inch per week of water over the area to be irrigated (a total of 454,000 gallons required). Since rainfall contributes to that total, as well as stored water in that tank, the total required volume per year does not translate to the size of the tank required. Instead, the volume of the tank can be modified to target an irrigation efficiency.

The storage volume could be a single concrete vault or multiple fiberglass underground units. Given the size of individual cisterns, plastic is not available. Fiberglass tanks generally are available up to 50,000 gallons in size. A 50,000-gallon tank has dimensions of approximately 68 feet long with a 12-foot diameter. Three tanks, with space between, could fill a footprint of approximately 5,000 square feet. Concrete vaults can be sized to fit multiple footprint sizes.

# Stormwater Management System Project Elements

Rainfall Event	Rainfall Depth (IN)	Runoff Volume (CF)	Runoff Volume (GA)
1" Event	1.00	5,500	41,140
1-Year	2.46	14,700	109,956
2-Year	2.86	17,600	131,648
5-Year	3.58	22,700	169,796
10-Year	4.26	27,500	205,700

Table 1: Summary of expected runoff volumes.

### Additional Considerations

A simplified estimate of stormwater runoff expected from the street section was assembled to ensure the watershed can produce enough runoff to adequately fill the tanks. Table 1 is a summary of expected runoff volumes for a variety of events. A rainfall event producing between 3.6 and 4.3 inches in 24 hours (5-year to 10-year return interval) can completely fill the tank.

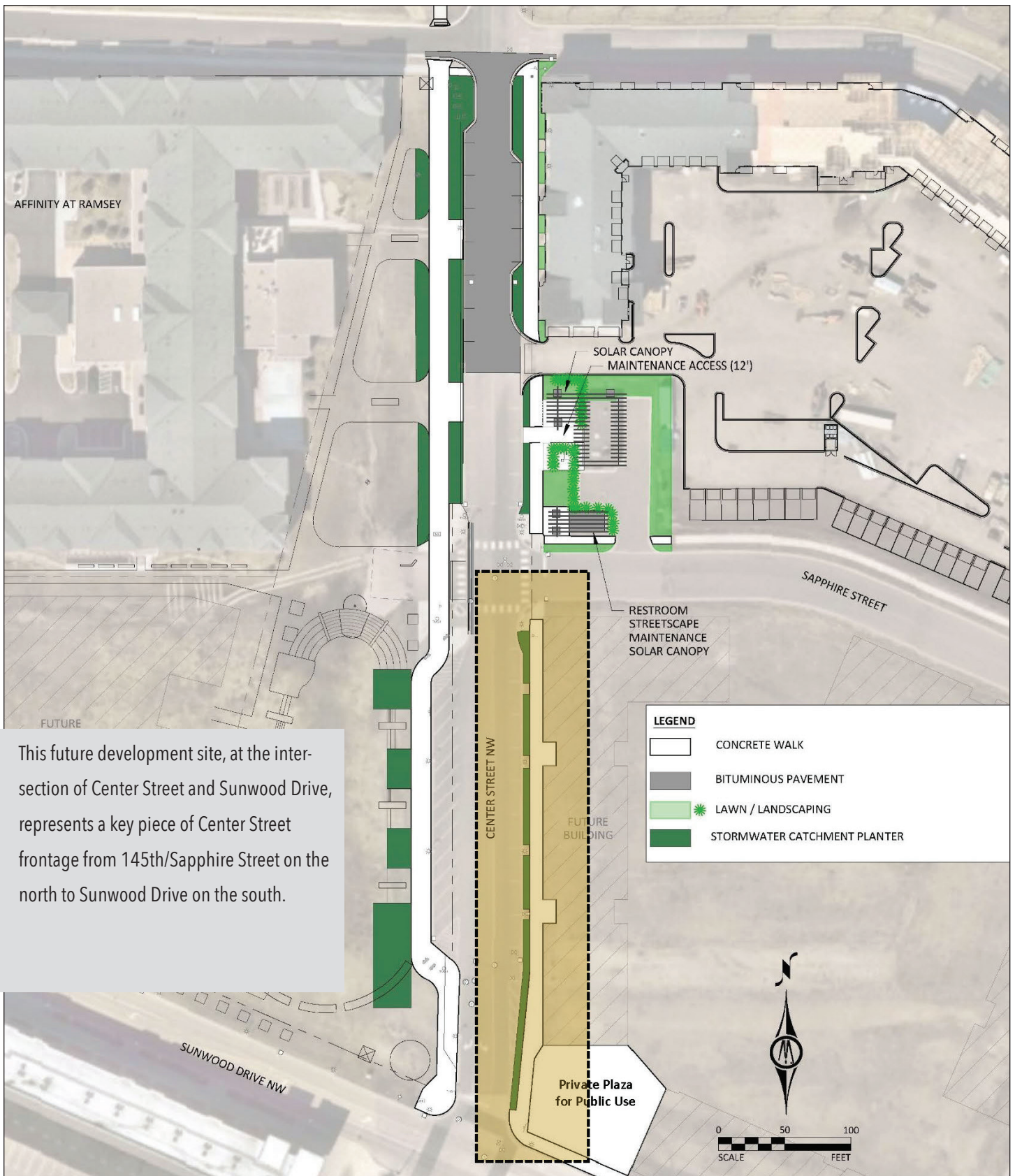
During final design, additional hydraulic information will be provided to provide an effective high flow bypass system. In other words, if the tank is full and the City experiences a 100-year rainfall event, there will be adequate bypass capacity to reduce local

flooding and protect the tank(s). Also, since the COR trunk storm sewer system is already designed to accommodate a 100-year rainfall event with discharge to regional flood storage areas, the bypass system will effectively mimic the originally designed scenario. In between events when irrigation is occurring, or the tanks is being filled, there will be hydraulic relief on the trunk system and volume control provided.

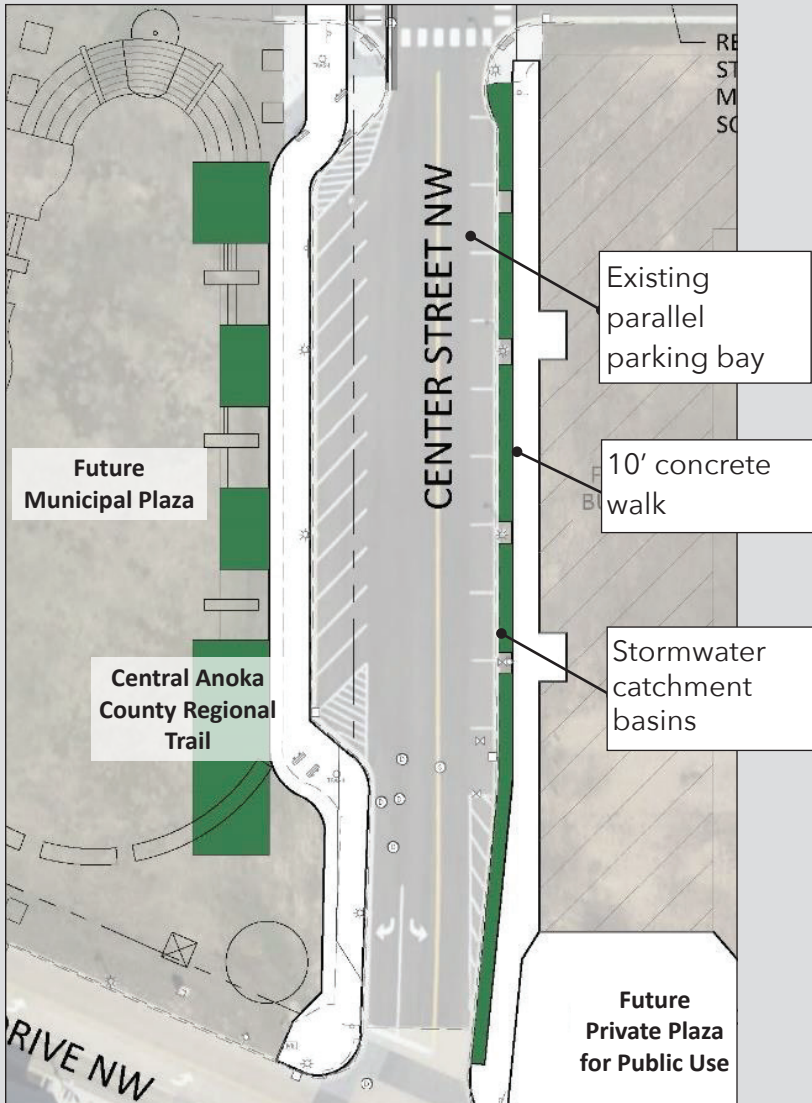
Since the reuse water will pass through a filter and potentially other treatment methods, the impact to groundwater resources through the infiltration of irrigation water is expected to be very minimal. Impacts to groundwater resources in the Downtown District are not anticipated.



# Future Development Site Frontage Location Map



This future development site, at the intersection of Center Street and Sunwood Drive, represents a key piece of Center Street frontage from 145th/Sapphire Street on the north to Sunwood Drive on the south.



## Future Development Site Frontage

### PROJECT DESCRIPTION

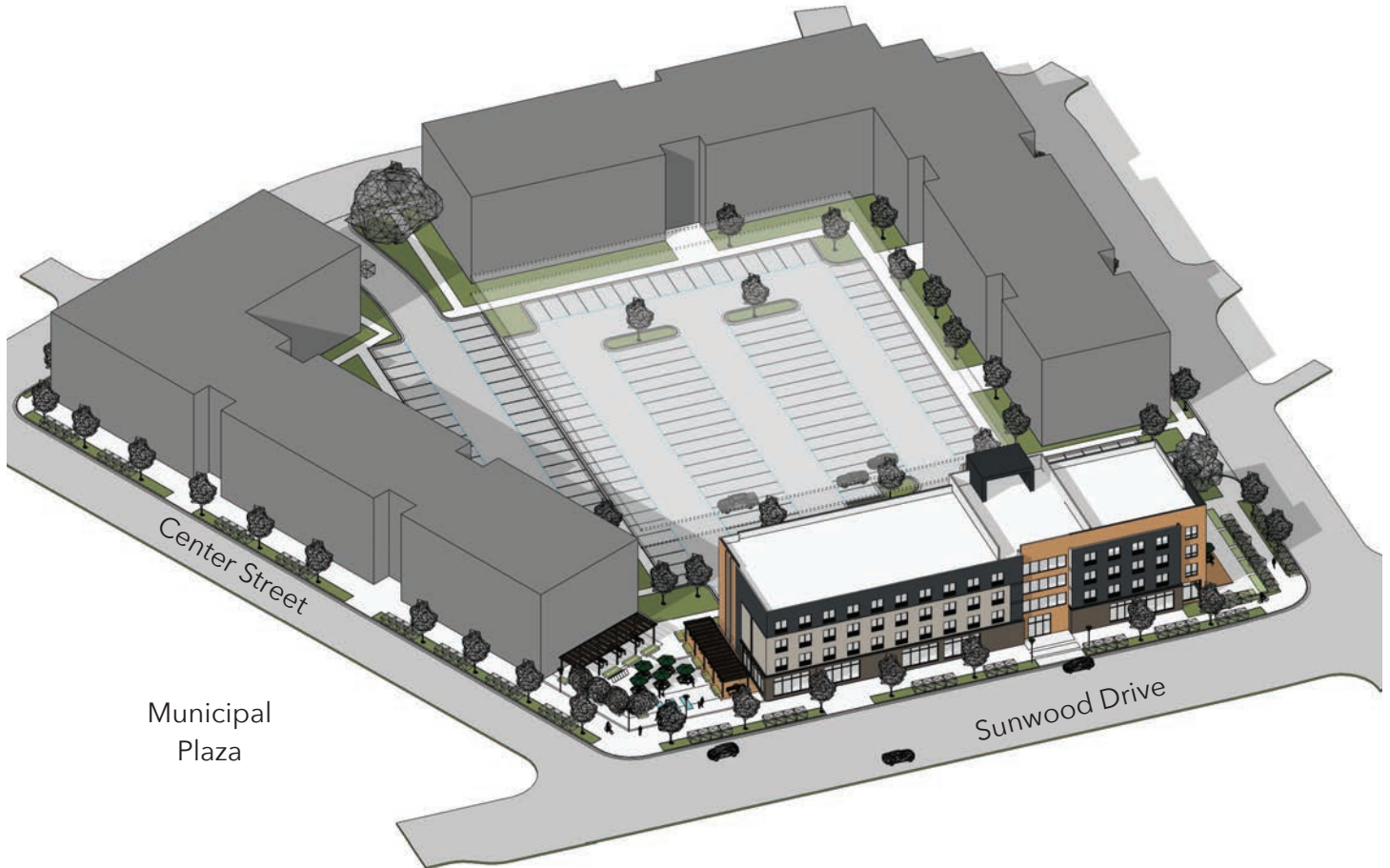
The Concept Site Plan for the Future Development Site Frontage along the east side of Center Street matches recommendations for Sapphire Apartment Frontage and Pump House Plaza to the north, including three primary elements:

- A 10' wide concrete walk;
- Stormwater catchment basins;
- Parallel parking bay.

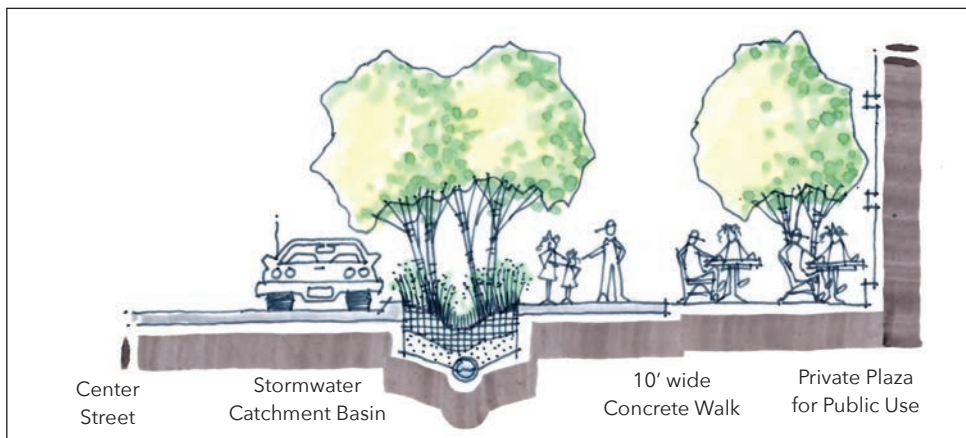
Preliminary estimate of potential construction cost: \$80,000 - 100,000

Following in the footsteps of the Sapphire Apartment project, future development of this site will also include a gracious pedestrian walkway (10' width), connected stormwater basins, and landscape plantings that complement existing streetscape, further enhancing the desired Downtown District street character as a welcoming local and regional destination.

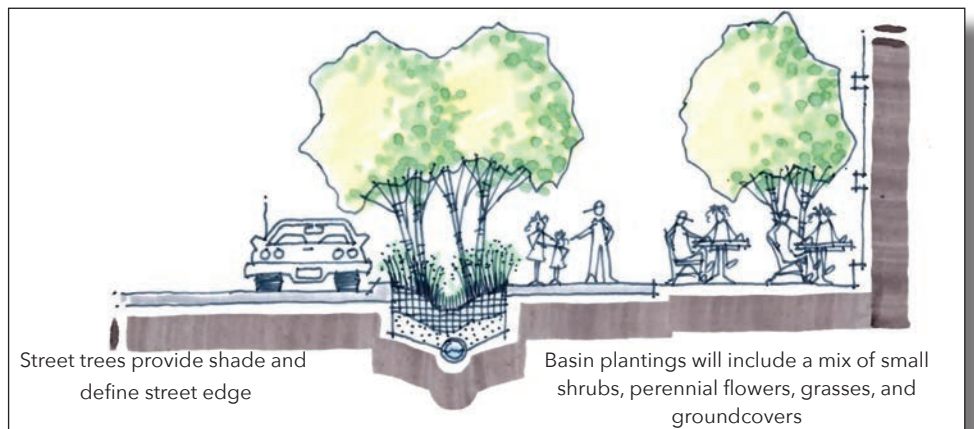
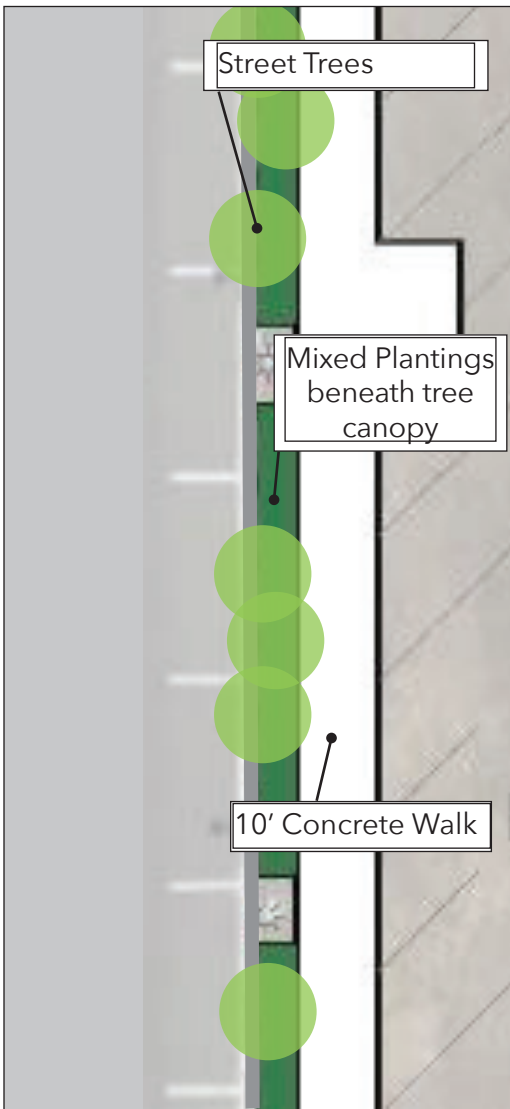
# Future Development Site Frontage Project Elements



Stormwater catchment basins will be connected to existing storm sewer located in Center Street - future phases will route this water to underground cisterns in Municipal Plaza for irrigation and other re-use purposes.



# Future Development Site Frontage Project Elements







# Design Framework



February 28, 2012

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## Appendix A: Specifications and Details

## Design Framework – The COR

### Purpose

The primary purpose of Design Framework is to set basic parameters, describe preferences and illustrate design intent. These framework standards serve as a framework within which creative design can and should occur – there is no one solution, but many options that meet the basic requirements of this document.

### Application

The format and content of this framework are specifically tailored for use as a supplement to the Zoning Ordinance. This document is organized into two sections. The first section outlines issues and recommendations that apply to the entire COR. The second section highlights specific framework that apply to each sub-district within The COR. The City of Ramsey has adopted Development Plan 5.03 as the Master Plan for The COR. This master plan provides illustrative guidance for building locations and orientation. Any changes to this approved master plan must be reviewed and approved by the City Council as part of the development application. This Development Plan will be updated by the City as changes are approved.

### Implied Responsibility

All participants in the development of The COR recognize the local and regional impacts of this project and the various systems that play an important role. Each parcel and each building must fit within the context of the entire plan. Individual projects must complement, not compete with, adjacent development in terms of public green space, walk and trail connections, stormwater management solutions, street layout, parking strategies, land use mix and building design.

## Part One: Overall Framework

There are a number of framework standards that apply to the entire COR, including recommendations for stormwater management, parks, streets, land use, parking, transit and other development components. Many of these overall COR framework standards overlap, or are integrated with one another. For ease of discussion they are categorized according to the same list of 'layers' that formed the basic structure for the Master Framework:

- Context – local, city, regional
- Street Hierarchy--access, circulation, arrangement
- Streetscape—preferred design, location
- Parking -- quantity, location, type
- Building Design-- preferred uses, horizontal/vertical mixed use, built form, character of development
- Signage—design, location, quantity, type
- Stormwater Management-- surface water features, stormwater management
- Parks/Public Spaces – parks, trails and open space

It is essential that proposed design solutions for development projects and other improvements within The COR demonstrate an understanding of the interplay between these layers.

## Overall Framework - Context

### Overview

The COR is a unique area within the City; but it is a part of, and connected with, a variety of local, city-wide and regional systems (See Figure 1: Development Master Plan 5.03). Each development project, whether a single building, one lot, or a series of blocks, must provide reasonable links to these systems as a primary design objective.

### Guideline Recommendations

To ensure that The COR takes full advantage of local and regional systems, development should:

- Provide safe, easily recognized connections to city, county and state trail corridors
- Make provisions for city and regional transit service and amenities (including the Northstar Line) and encourage their use
- Tie into, and improve, the Ramsey utility network
- Integrate with and complement the existing (and future) street framework
- Become an integral part of the city and county drainage/stormwater management plan

### Objectives

- Overall COR design (and all new private development within The COR) will accommodate stormwater from new projects and from off-site, and highlight stormwater features as an amenity
- Bikeways and pedestrian routes into The COR from adjacent neighborhoods must be designed for safety and ease of access, suggesting that a person on a bicycle has an equally accessible route to downtown.
- Parks and open space will be easily accessible to all COR residents, visitors, people who work here and also for the citizens of Ramsey and the surrounding area. This connected green system is reminiscent of the world renowned 'Grand Rounds' of Minneapolis.

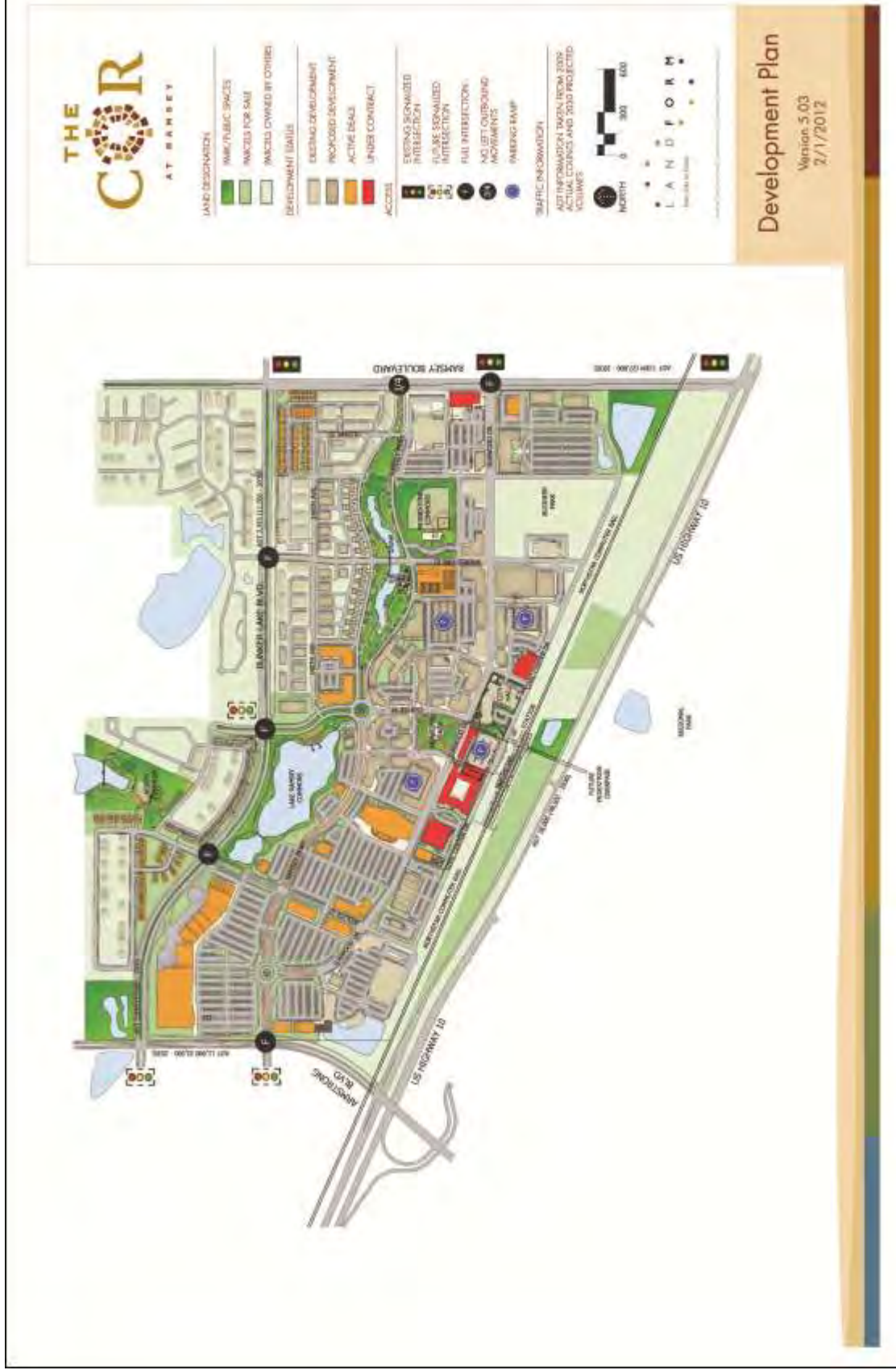


Figure 1: Development Master Plan 5.03

## Overall Framework – Street Hierarchy

### Overview

The Development Master Plan defines a specific strategy for the layout of streets and blocks within, and around The COR. The size, type and configuration of this street hierarchy (See Figure 2: Street Hierarchy) is based on a combination of projected traffic volume, level of service at intersections, proposed adjacent land use (destination commercial, residential, civic, recreation, etc.) and desired aesthetic character.

Great streets are essential components of an attractive and inviting public realm. These guidelines promote a street system that balances pedestrian and vehicular use. Providing streets that support traffic flow is important, but also creating ample space for street-side activities, strolling promenades, pockets of green and other amenities is critical to the success of The COR. Streets will promote convenient access by car – to storefronts, to parking lots and ramps, to entertainment attractions – but will also encourage foot traffic as a primary way to move about and conduct business in the core area.

### Guideline Recommendations

The proposed street and block pattern reflects a compact urban character, not allowing dead end streets or cul-de-sacs, in favor of a traditional grid pattern and connected streets including the following:

- Provide a street network that distributes pedestrian and vehicular traffic throughout the various districts in The COR and encourages a more dispersed and less congested traffic flow (many choices or travel paths).
- Provide a clear hierarchy of streets resulting in a simple and understandable system for movement – easy access and convenient circulation throughout The COR.
- Work with Anoka County to convert primary perimeter streets (arterials such as Ramsey, Armstrong and Bunker Lake Boulevards) to urban street sections, providing sidewalks and street trees to replace roadside ditches.
- Promote improvements that invite pedestrian and bicycle use including wide sidewalks, streetscape amenities and designated bicycle trails (both on and off-street).



### Objectives

Creative design solutions for public realm improvements should reflect these basic street classifications (street hierarchy) including:

- Arterial street – these streets provide the boundary of The COR and all access into The COR will be from one of these three streets:
  - Bunker Lake Boulevard
  - Armstrong Boulevard
  - Ramsey Boulevard
- Destination street – signature addresses for shopping, entertainment, services, work place and other primary amenities
  - Sunwood Drive



- Parkway – premier ‘green streets’ adjacent to primary public park / green space, with more landscaping than other streets in The COR
  - Ramsey Parkway
  - Center Street (north of the roundabout)
- Connector street – primary routes that link various districts within The COR, usually providing the most direct means of getting from point A to point B
  - Rhinestone Street
  - Zeolite Street
  - Veterans Drive
- Downtown street – the most urban of street sections where high pedestrian traffic is intended and traffic calming measures such as on street parking, bump outs and other methods will be employed
  - Center Street (south of the roundabout)
  - Sapphire Street (north of Sunwood)
  - Other streets as shown on the Street Hierarchy Map
- Local street – neither destination nor primary connector routes, these streets provide much of the rest of the street grid throughout The COR.



These street hierarchy classifications are intended to provide guidance regarding the streetscape, but it should be noted that within a street classification, there may be construction or design distinctions, based on the sub-district classification. For example, Sunwood Drive is defined as a destination street throughout The COR, but the design may be different between the COR1 and COR2 sub-districts. The Master Streetscape Map will provide design direction.



### *Transit Overview*

The COR is designed to be a Transit Oriented Development (TOD) in a variety of ways that go beyond providing a walkable public realm and connected street grid. The Master Plan also includes a multimodal transit station, with dedicated commuter parking, integrated with other uses at the heart of the retail, restaurant and entertainment district. This station functions as a hub where local circulator transit comes together with regional transit service and the Northstar Corridor. The COR is the Twin Cities' first and only transit-oriented development along the new Northstar Commuter Rail Line. Ramsey Station at The COR will open for riders boarding the train in November 2012. As Northstar's most visible station, The COR will immediately bolster the ridership on the line and continue to build recognition for this regional service.



Transit components include the following:

- Ramsey Star Express service provides peak period, peak direction bus service between downtown Minneapolis and Ramsey until the Northstar Commuter Rail station stop is complete
- Northstar Commuter Rail provides train service between Big Lake and downtown Minneapolis
- 350 park and ride parking spaces are provided for commuters adjacent to the transit station
- Pedestrian and bicycle connections are emphasized in the Master Plan as major links between the transit station, various districts within The COR and into the surrounding neighborhoods
- The COR can accommodate Metro Mobility, citywide circulator bus or town trolley connections as part of local and regional service to the transit station



The COR also encourages developers to participate in a Travel Demand Management (TDM) program to both assist and encourage residents and visitors to take advantage of the various modes available for their commuting and travel needs. The TDM program draws from incentives and services available through Anoka County and Metro Commuter Services that match riders with carpools and vanpools, provide discounted transit passes and manage work hours among other functions.

- Developers shall submit a TDM plan with their site plan application for new development and work with the City to implement their plans.

### *Transit Guideline Recommendations*

Transit is an important component of the overall plan, with expectations for more ridership, using a greater range of transit options as they become available. More people, together with the mix of activities and amenities in The COR, encourages better designed, better connected transit service. It is a shared responsibility between city, county and developer to promote transit use, with both policy and bricks-and-mortar attention to the following framework:

- Understand and take advantage of opportunities to use existing and proposed transit components

- Provide transit related facilities specifically linked to uses and character within each COR district, including signage and lighting for way-finding and bicycle amenities
- Building future Northstar Commuter Rail riders through the Ramsey Star Express bus service

### *Transit Objectives*

The primary objective is to provide a balance of transit service, bicycle and pedestrian connections and lanes to move traffic. The framework for The COR promotes public transportation as part of the solution and suggests a variety of street improvements and other amenities to invite increased use. Photographs throughout the framework suggest some of the many possibilities.

## Overall Framework - Streetscape

### Overview

The Master Plan defines a specific strategy for the layout of streets and blocks within and around The COR. The amenities within the public right-of-way -and immediately adjacent -play an important role in the aesthetics of The COR. Great streets are essential components of an attractive and inviting public realm. Developing a streetscape that is comfortable and inviting to pedestrians is important to realizing the vision for The COR. The framework will encourage interesting and inviting places for the public.

The Streetscape framework defines the visual character and physical improvements for all public spaces within The COR. The document also provides the general framework and examples for design of proposed quasi-public and private space located within each development parcel.

Public realm/streetscape framework focus on the following elements:

- Parks, plazas and other public gathering spaces
- Street/sidewalk character and streetscape elements
- Bicycle/pedestrian connections (on-street and off-street)
- Residential courts, pocket parks and other private green space



The goal is to foster a safe and interesting public realm that will invite pedestrian activity, promote traffic calming, increase transit use and encourage community gathering. Street trees, lighting and decorative fencing provide the backbone for streetscape improvements. Added detail, such as special pavements, street furniture, public art and layered plantings will highlight specific nodes or uses. The City has developed a series of street cross-sections to illustrate these design expectations. Typical street sections are provided in Appendix A as a reference.

Destination and Connector streets must balance a high level of service for the automobile with attractive and inviting amenities for the pedestrian including:

- Provide gracious sidewalk width to support intensity of pedestrian traffic in the core
- Install street trees to frame the street and provide shade
- Provide street lighting that meets all safety standards and design criteria, while creating a signature character for this district
- Explore a range of options for streetscape improvements including special pavements, interesting concrete tinting or scoring patterns, additional plantings, ornamental fencing and other features (note, however, that simpler is better and too much clutter is a negative)



The COR includes a network of bicycle/pedestrian trails and walkways (both on and off-street) that connect adjacent sub-districts to the Mixed Use Core. As you approach the core, these connections tend to become part of the shared right of way along the major streets, or become part of the urban park spaces. Bicycle riders may choose to share the street with vehicular traffic, or dismount and walk their bicycles along with the other pedestrians using the sidewalks. Providing and maintaining these bicycle and pedestrian connections should be a key component for all development projects in the core.



Figure 3: Master Lighting Plan

## Guideline Recommendations

The proposed street and block pattern reflects a compact urban character, including the following:

- Bike racks interspersed throughout The COR to encourage cycling as an alternative mode of transportation.
- Benches on the public sidewalks to encourage people to linger in The COR
- Trees and planters along the streets to create an inviting space
- Wide sidewalks and both on- and off-street bicycle trails
- Kiosks and other way finding tools for visitors and residents in The COR
- Outdoor dining is encouraged on the street side of buildings within all districts.
- Public plaza space is strongly encouraged to be located adjacent to the streets



## Objectives

Creative design solutions for streetscape improvements should include:

- Streetscape improvements that provide traffic calming, particularly along Destination and Downtown streets
- Inviting streets that draw you into and through The COR
- A marriage of building design and streetscape design that encourages active spaces near the streets



## Street Trees and Plantings

Street trees and planter boxes are a critical element in the unique character of The COR and will be used to help distinguish between different street types and sub-districts within The COR. However, there may be variety within the same street when the street crosses into sub-districts.

- Street trees will be chosen to ensure that the species allow for clear pedestrian access along the streets and require minimal maintenance.
- Along Destination, Downtown, Parkway and Local streets, where regularly spaced blocks exist, one (1) tree species shall be provided per block. In order to provide variety and protect against disease, adjacent blocks shall not be allowed the same street tree. Initial development along a block shall establish the tree species for that block, subject to City review and approval.
- Along streets without regular block space or longer blocks, such as Connector and Arterial streets, the City may approve groupings of 3-6 trees of one (1) species in lieu of the regular block spacing.
- Alternatives to the above mentioned planting plan shall be subject to review and approval by the City Council.

## Destination Street Trees:

- Autumn Blaze Maple (*Acer x freemanii* 'Jeffersed')
- Bicolor Oak (*Quercus bicolor*)
- Sienna Glenn Maple (*Acer x freemanii* 'Sienna')
- Skyline Honeylocust (*Gleditsia triacanthos var. inermis* 'Skyline')
- Ginkgo (*Ginkgo biloba*)
- Accolade Elm (*Ulmus x 'Accolade'*)

### Parkway Street Trees:

- Valley Forge Elm (*Ulmus americana* 'Valley Forge')
- Bitternut Hickory (*Carya cordiformis*)
- Siouxsland Poplar (*Populus deltoides* 'Siouxsland')
- Sienna Glen Maple (*Acer x freemanii* 'Sienna')
- Boulevard Linden (*Tilia americana* 'Boulevard')
- Northern Catalpa (*Catalpa speciosa*)
- Spring Snow Crabapple (*Malus* 'Spring Snow')
- Kelsey Crabapple (*Malus* 'Kelsey')
- Korean Mountain Ash (*Sorbus alnifolia*)
- Ohio Buckeye (*Aesculus glabra*)
- Ginkgo (*Ginkgo biloba*)

### Connector Street Trees:

- Bicolor Oak (*Quercus bicolor*)
- Northern Red Oak (*Quercus rubra*)
- Princeton Elm (*Ulmus americana* 'Princeton')
- Accolade Elm (*Ulmus x 'Accolade'*)
- Autumn Blaze Maple (*Acer x freemanii* 'Jeffersed')
- Skyline Honeylocust (*Gleditsia triacanthos var. inermis* 'Skyline')
- Kentucky Coffeytree (male) (*Gymnocladus dioicus*)
- River Birch (single stem) (*Betula nigra*)
- Black Alder (*Alnus glutinosa*)
- Black Cherry (*Prunus serotina*)
- Spring Snow Crabapple (*Malus* 'Spring Snow')
- Kelsey Crabapple (*Malus* 'Kelsey')
- Japanese Tree Lilac (*Syringa reticulate*)
- Thornless Cockspur Hawthorne (*Crataegus crus-galli var. inermis*)

### Downtown Street Trees:

- Princeton Elm (*Ulmus americana* 'Princeton')
- Accolade Elm (*Ulmus x 'Accolade'*)
- Autumn Blaze Maple (*Acer x freemanii* 'Jeffersed')
- Skyline Honeylocust (*Gleditsia triacanthos var. inermis* 'Skyline')
- Kentucky Coffeytree (male) (*Gymnocladus dioicus*)
- River Birch (single stem) (*Betula nigra*)
- Black Alder (*Alnus glutinosa*)
- Black Cherry (*Prunus serotina*)
- Spring Snow Crabapple (*Malus* 'Spring Snow')
- Kelsey Crabapple (*Malus* 'Kelsey')
- Japanese Tree Lilac (*Syringa reticulate*)
- Thornless Cockspur Hawthorne (*Crataegus crus-galli var. inermis*)

### Local and Arterial Street Trees:

Local and Arterial Street trees may be chosen from any species on the above lists.

### Planter Beds/Boxes/Tree Grates

- Planter beds, tree grates and planters shall be as shown on the Streetscape Master Plan. Details and specification shall be added to Appendix A as developed and approved by the City. Appendix A shall be amended as needed.
- Irrigation shall be provided to ensure survival of plant materials. The City shall provide irrigation systems along the Parkway and Destination streets. Unless otherwise approved, all other irrigation shall be the responsibility of the landowner.

### Street Furniture

Bike racks, trash enclosures and benches are encouraged on all streets, but will be required on Destination, Connector and Parkways and other streets as shown conceptually on the Streetscape Master Plan.

Bike racks shall be the standard bike rack (see Appendix A for specifications).

Trash enclosures shall be the standard trash enclosures (see Appendix A for specifications).

Benches shall be the standard bench (See Appendix A for specifications).

Benches shall be grouped in twos that face each other and provide an opportunity for an outdoor conversation space.

Alternative bike rack, trash enclosures and bench designs will be considered on a case-by-case basis. The City will review alternative designs as part of the site plan review and will evaluate these alternatives based on the following:

- Does the design maintain the character of the district?
- Does the alternative design maintain the quality of the standard feature?
- Does the design provide a relationship between the public elements of the streetscape and the building that would not otherwise be possible?



### Sidewalks and Boulevard

In the design framework, the term “boulevard” is defined as “the space between the sidewalk and the curb.” The boulevard area provides the required space for public features such as street lights, benches, fire hydrants, street signs, etc. The boulevard will have different characteristics based on the street hierarchy.

The street width and layout within different zones may affect the ability of a particular development to provide the minimum boulevard width and the minimum sidewalk width within the existing public right-of-way. In those cases, the landowner shall provide a permanent public easement over the portion of the sidewalk that is located on private property.

### ***Street Lights***

Street lights are owned and installed by Connexus Energy. The streetlight design was developed in conjunction with the City of Ramsey and Connexus (See Figure 3: Master Lighting Plan). The standard street lights are designed to accommodate banner arms should banner signage be desired. The banner arms should be the manufacturer's standard break-away banner arms to ensure safety and minimize maintenance costs. Connexus provides street light maintenance for the City. Connexus bills the City of Ramsey for the cost of installation and maintenance.

The choice of street light was intended to emphasize the pedestrian scale of The COR. Light poles within the public right-of-way should be planned to accommodate banners, flowers, hanging artwork and electrical outlets.

There are three (3) different streetlight types within The COR:

- 24-foot high poles at intersections
- 14-foot high poles at mid-block
- 12-foot high poles at The Draw



The City will ensure that the appropriate streetlights are installed on all public streets as described by the Design Framework. Private developers shall provide parking lot or other project lighting that retains these design

objectives. All lighting shall comply with City Code performance standards for lighting. All lighting shall be reviewed by City staff to ensure compliance with the Design Framework and City Code standards described above.

### ***Standards for Outdoor Dining.***

Outdoor dining is encouraged as an attractive addition to a pedestrian- and retail-friendly, vital COR. Such dining is encouraged subject to the standards in Section 117-118 of the Zoning Ordinance.

## Overall Framework - Parking

### Overview

Balancing the realities of car-related necessities (streets, parking and so on) with future transit service and the desired character of The COR is a significant challenge. The goal is to provide adequate parking; both quantity and location, while promoting new strategies that support the overall needs of The COR. Parking will be provided through a combination of on street spaces, off-street surface lots, underground lots and structured ramps to support the mix of uses at the core.

Parking structures should contribute to the overall character and image of The COR. Ramp design should include elements, colors and materials that reflect, or complement surrounding buildings. Liner stores or other street level uses should be integrated into ramp design along important street frontages. The City also encourages developers to wrap the ramp with multi-story uses that will provide commercial and residential opportunities and help to define the street edge.

### Guideline Recommendations

Parking guidelines encourage the following:

- Locate surface parking lots away from the major streets, either behind or to the side of primary buildings; surface parking lots along major street frontage are not allowed in the core area
- Minimize surface parking lots in favor of other solutions including underground parking to serve residential buildings, on-street parking to serve retail shops and parking ramps
- Provide a combination of fencing, landscaping and landform to screen parking areas from major streets and important views, soften parking area edges, provide shade, integrate native plantings, offset islands and reduce to 'sea of parking' image
- Create strategies for shared parking between adjacent uses, taking advantage of peak and off-peak cycles, business hours, nighttime activities, special events and other needs
- Provide alternative surfaces for secondary (less frequently used) parking areas including porous pavements, green pavements and so on
- Provide facilities or services that respond to and connect with future transit to reduce required parking, including shuttle/circulator bus, bicycle lockers
- Provide flexibility including hours for on-street parking, security and enforcement practices, permit or metering
- Provide parallel parking on both public and private streets throughout The COR, to add parking and create a traffic calming, pedestrian buffer; Bumpouts are encouraged as a traffic calming measure on all streets within the COR.
- Explore options to integrate stormwater management requirements into parking area design
- Provide parking spaces for typical daily use, satisfying both quantity and location needs through a mix of on street, small surface lot, underground and ramped parking solutions
- Provide options for additional/overflow parking to support holiday traffic and special events including porous pavements, turf parking areas (Netlon and other soil amendments) or shuttle service from nearby parking areas
- Encourage shared parking solutions that target around the clock shifts in destination, audience or take advantage of peak/off-peak hours of operation for various uses within the core area

- Promote municipal parking ramps as the primary facility to meet public parking needs within the core area
- Discourage driveway access to parking facilities along Arterial, Destination and Parkway streets, in favor of side streets.

### Objectives

The primary objective is to provide a balance of surface lots, on-street and structured parking, with ample quantities and close proximity to serve the mix of uses in The COR. The Design Framework anticipates the construction of a total of 3 parking structures in COR1 to serve the needs of the area by providing structured parking that can be shared among users, allow developers to maximize the development on each individual lot.

As discussed later in this section, sizing and timing of the structured parking will be finalized as the area develops and parking demand grows. In addition to providing adequate space, excellent design is a major factor as well. The framework for The COR encourages creativity, innovation, quality and attention to detail in every aspect of project development, including parking solutions. Photographs throughout the Design Framework suggest some of the many possibilities.





Figure 4: Streetscape Master Plan

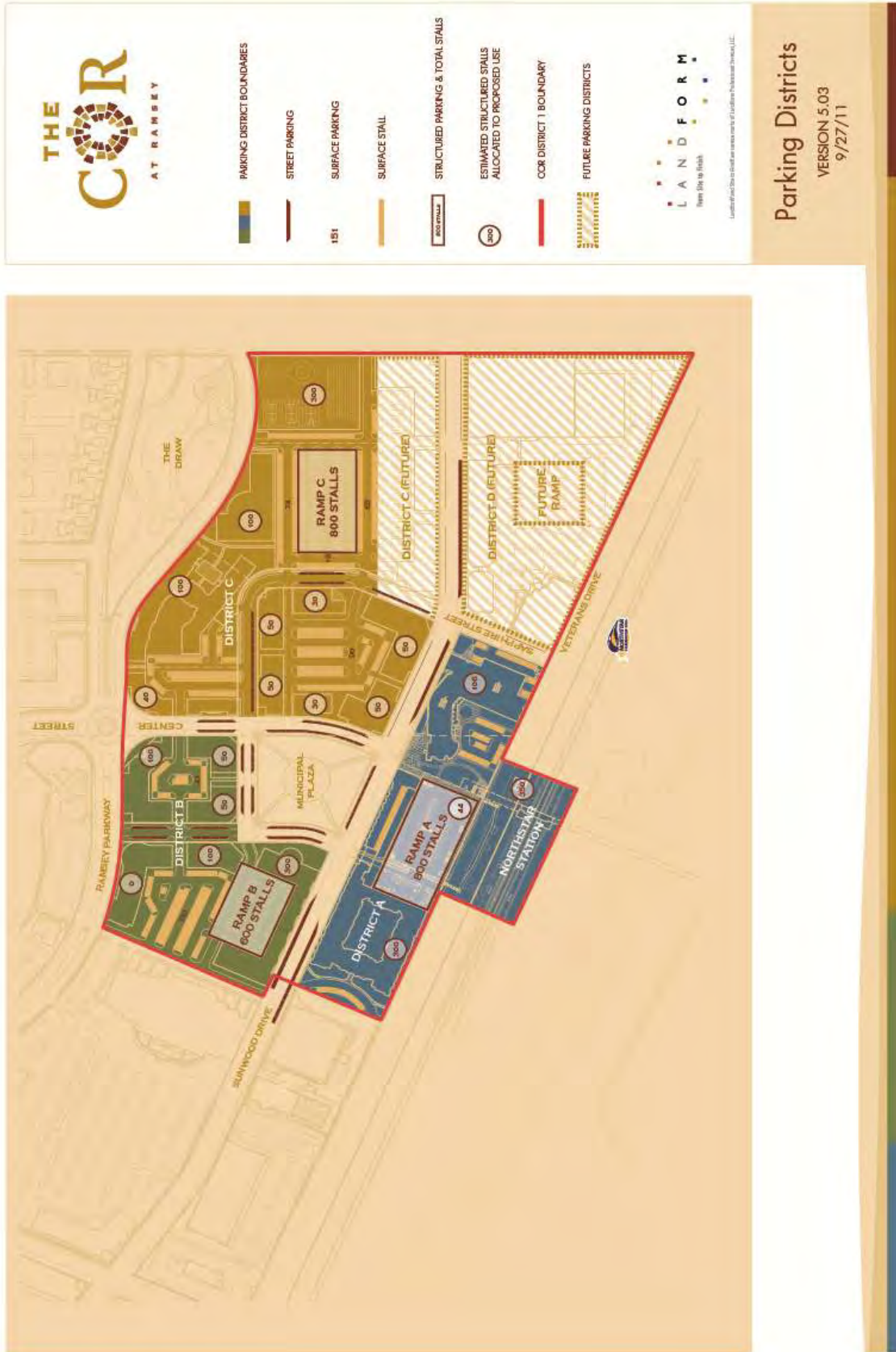
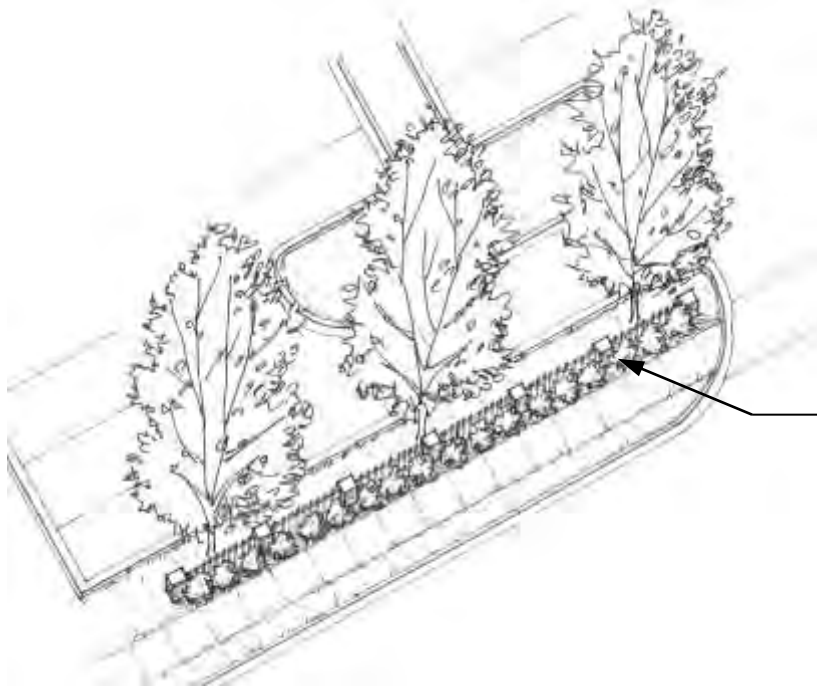


Figure 5: Parking District Map

### *Minimum Standards*

Parking in The COR is intended to be shared to the greatest extent practicable in all mixed-use areas. The parking standards are intended to provide a practical basis for providing adequate parking within the COR District through a careful analysis of uses, shared parking arrangements, use of public street parking and reduction allowances for the proximity to the transit station. A parking plan has been prepared to identify the planned number, location, sharing arrangements and public use (see Figure 4: Streetscape Master Plan and Figure 5: Parking District Map). The parking plan provides information that can be used to help address longer term parking arrangements where the possibility of use conversion or building expansion exists. Parking shall be provided under any of the following arrangements:

- A. No parking shall be located between the front of the principal structure and the street on parcels abutting Destination and Downtown streets in COR1.
- B. Not more than fifty (50%) percent of the parking shall be located in front of the principal structure and the street on parcels abutting Arterial, Parkway, Connector and Local streets.
  - 1. In the COR2 district, developments may be allowed more than fifty (50%) percent parking in the front yard, provided all other design standards have been met, including the use of a wall, railing, hedge or combination to create a street edge and screen parking.
- C. 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<sup>1</sup>/<sub>2</sub>') above the level of the parking lot, at the build-to line required for the property. The amount of required screening may vary by sub-district and street frontage and is described in Part Two of this document.



Landscaped edge that combines fence with trees, low shrubs and ground cover for parking lot screening and buffering along sidewalk to screen parking

- D. No parking spaces shall be located on corner lots at the point of street intersections.
- E. Shared parking in COR1 will be accomplished through a Parking Use and Maintenance Agreement (PUMA).
- F. Off-street parking in the COR2 and COR3 sub-districts shall be secured for public use through parking easements and other appropriate conveyances. Shared parking arrangements between nearby uses are encouraged in both sub-districts.
  - 1. The City may approve joint parking for one or more businesses where the total number of parking stalls provided for joint use is less than the sum of the total required for each business should they provide them separately. The applicant must demonstrate the feasibility of the arrangement in a written report. Such a permit shall not be granted except when the following conditions are found to exist:
    - i. Proximity. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within three hundred (300') feet of such parking facilities, excluding public rights-of-way.
    - ii. Conflict in Hours. The applicant shall demonstrate in documented fashion that there is no substantial conflict in the principal operating hours of the two (2) buildings or uses for which joint use of off-street parking facilities is proposed.
    - iii. Written Consent and Agreement. A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities, duly approved as

to title of grantors or lessors, and in a form and manner of execution approved by the City Attorney, shall be filed with the City Clerk and recorded with the Anoka County Recorder or Registrar of Titles, and a certified copy of the recorded document shall be filed with the City within sixty (60) days after approval of the joint parking use by the City or the interim use permit shall be considered null and void.

- G. On-street parking adjacent to buildings shall not be used for the purposes of calculating parking requirements.
- H. Within the COR-4 sub-district, parking on individual parcels serving individual uses may be provided if designated and approved as part of the master plan.
- I. Within all sub-districts, a minimum driveway length of twenty-five (25') feet is required to limit conflicts between vehicles parked in the driveway and street or sidewalk users.
- J. In order to ensure the pedestrian orientation of the COR Districts, minimum/maximum on-site parking standards are set based on the following table:

**Table 1**

Use	Minimum number of parking stalls	Maximum number of parking stalls*
Retail	2 per 1,000 sq. ft.	4 per 1,000 sq. ft.
Restaurants	3 per 1,000 sq. ft.	5 per 1,000 sq. ft.
Offices	2 per 1,000 sq. ft.	3 per 1,000 sq. ft.
Medical offices, clinics	2 per 1,000 sq. ft.	4 per 1,000 sq. ft.
Health clubs	3 per 1,000 sq. ft.	5 per 1,000 sq. ft.
Theaters, places of assembly	1 per 5 seats	1 per 3 seats
Residential		
Attached or detached	1 per unit	2 per unit
Multifamily units	1 per unit	2 per unit

\*If a parking structure is provided on site, maximum parking stalls do not apply.

- K. Non-Specified Uses. For uses not specifically listed above, off-street parking requirements shall be computed by the Zoning Administrator on the same basis as required for the most similar listed uses. In such cases, the Zoning Administrator shall also consult off-street parking reference materials including, but not limited to, manuals prepared by the American Planning Association and Institute of Transportation Engineers.
- L. Handicap Parking. The size, number, and location of stalls reserved for handicapped parking shall be provided and identified as required by applicable regulations. These spaces are included in the computation for the minimum parking space requirement.
- M. Change in Land Use. When the site intensity or use of a building and/or property is increased with consequential effect upon the parking requirements as prescribed in this Section, the

parking requirements as prescribed herein shall be used to provide for such increase in the site intensity and/or use.

- N. Use of required parking spaces. Required parking spaces must be available for the use of residents, customers or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. Also, required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.
- O. Transit Service Reduction. The minimum number of parking stalls required on site may be reduced by 10% for any parcel located within  $\frac{1}{4}$  mile of a transit stop. To qualify for this reduction, the transit stop must provide regular service on all days of the week and direct pedestrian access must be provided between the building and the transit stop.
- P. Bike Racks. In addition to the bike racks provided as part of the streetscape, individual businesses are encouraged to provide bike racks for customers. Bike rack locations will be reviewed and approved by the City as part of the site plan review.
- Q. Increase to Maximum Required Parking. If additional parking is sought to exceed these maximum requirements, a conditional use permit can be sought to increase maximums up to twenty-five (25%) percent.
  - 1. In the COR-2 sub-district, an increase of twenty-five (25%) percent in the maximum number of parking stalls is permitted without the issuance of a conditional use permit if approved as part of the site plan.
- R. In the COR1 sub-district, a PUMA (Parking Use and Maintenance Agreement) shall be applied to all development as follows:
  - 1. It is the City's intent to maximize development on individual lots. In order to help landowners accomplish this goal, the City will develop public parking ramps, which will be available for public parking within The COR. In order to minimize the amount of the site required for parking, the landowner may choose to enter into the PUMA for utilization of the public parking ramps to meet all or a portion of their minimum parking requirements.
  - 2. Each development shall be subject to a PUMA that specifies that each property in the COR1 shall be financially responsible for its proportionate share of a shared parking facility. The proportionate share shall be determined on the basis of the property's off-street parking needs, as determined by the parking requirements of Item J above.

3. The City shall establish fees by ordinance. The developer shall be responsible for payment in an amount equal to the value of the required parking on a per-stall price basis for ramp parking through the PUMA. The City will determine the appropriate contribution.
4. Funds collected by the City shall be deposited in a special fund used only to acquire and/or develop off-street parking facilities for the COR. Financial responsibility shall cover the construction and continuing maintenance of the parking facility.
5. The parking facility may be constructed and maintained by the City or by a private management entity acceptable to the City.

### *Private Streets*

Private streets may be allowed within residential subdivisions, subject to the standards in Section 117-112 (e)3.b. of the Zoning Ordinance.

### *Loading Areas*

- A. Loading areas and docks shall be located in the rear of the building.
- B. Loading areas shall not be located in the front yard and shall be fully screened from public streets, public parks and residential areas through landscaping and building design measures.



## Overall Framework – Building Design

### Overview

The COR Development Plan 5.03 identifies the preferred mix and approximate location of a variety of land use types. Together with the Zoning Code, this Design Framework focuses on the following overall objectives:

- Promote vertical and horizontal mixed use (within a building, within a block, within a district)
- Provide a variety of housing types, styles, pricing
- Encourage increased density in and around the central core area
- Promote an interesting mix of building styles, scales and massing for each sub-district
- Support creative, innovative, high quality design solutions as the benchmark for success
- Integrate mix of uses with public green space within each district
- Provide a variety of commercial types
- Mix residential and commercial uses to promote street-level activity throughout the day

### Guideline Recommendations

The mix of land uses in The COR will encourage activity during the day and into the evening and nighttime hours. As a focus of commerce, employment, recreation and housing, The COR resembles a small to medium size Midwestern downtown in scale and character. Land uses are intentionally mixed, to bring shoppers and workers into the area during the day and attract new residents and visitors to entertainment venues in the evening.

The civic component of The COR, anchored by City Hall, Police Station and variety of public spaces and squares, adds an important element to the land use mix and brings a level of authenticity to the district.

### Objectives

- Encourage vertical mixed-use in the core with housing and office space over retail uses along the street, particularly in the center of the district.
- In residential districts, particularly closer to the core, a limited amount of retail uses will be encouraged to service residents and provide nearby places to gather.
- Promote innovative models for housing that include a mix of townhomes, flats and lofts within single buildings or on the same block.
- 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.
- Where similar uses create a ‘family’ or campus of buildings (e.g. medical campus), buildings should reinforce the street edge and parking should be set within the core of the block.
- Uses shall promote pedestrian friendly streets, contributing to street level activities and overall visual character of each district.
- All uses should reinforce the street edge.



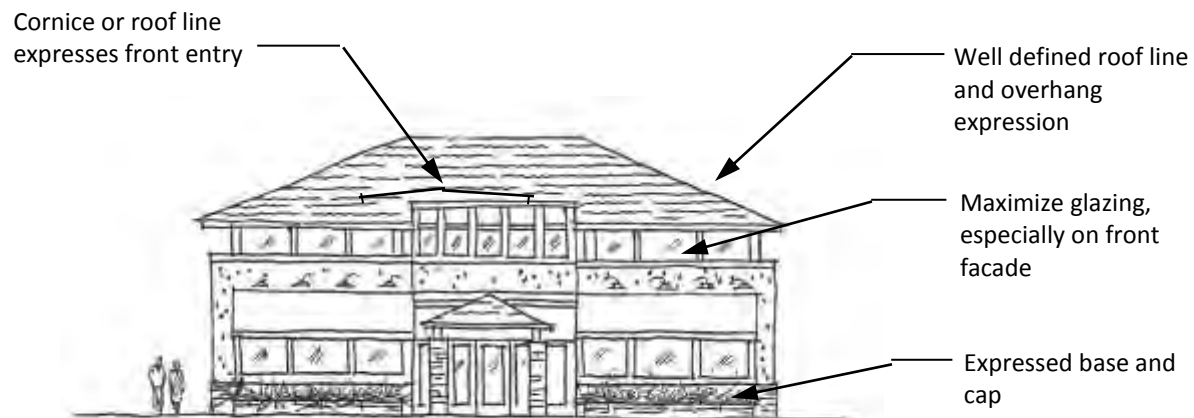
## Architectural Overview

High quality architecture is an essential component in fulfilling the objectives of the Design Framework. Rather than prescribing a particular style, these architectural guidelines are intended to encourage an integration of both traditional and contemporary design. Architectural designs should provide a consistent quality, measured, to a great degree, by the pedestrian experience along the street and by an architectural expression that provides character without being thematic, obtrusive, or artificial. Architectural character should strive to be authentic and varied, but not 'thematic'.

## Architecture Recommendations

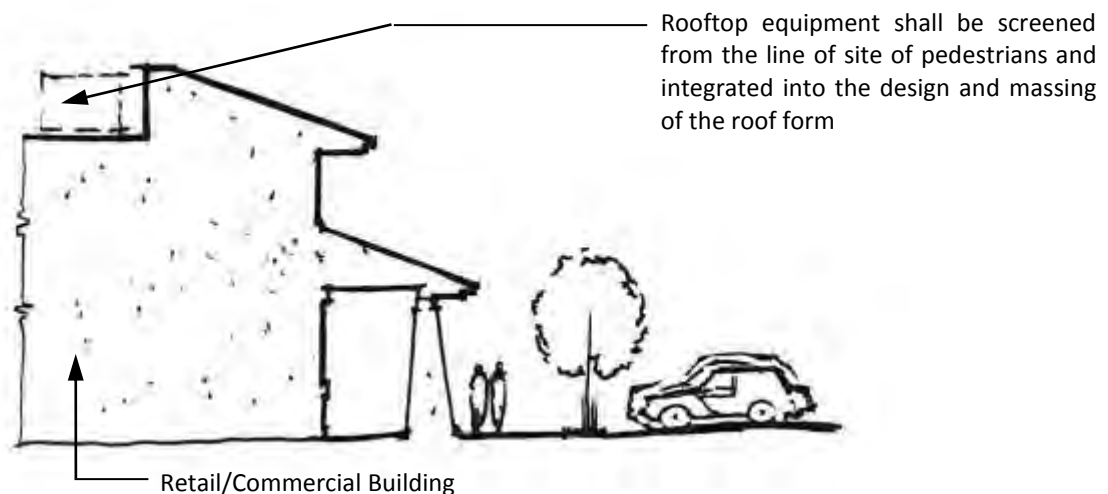
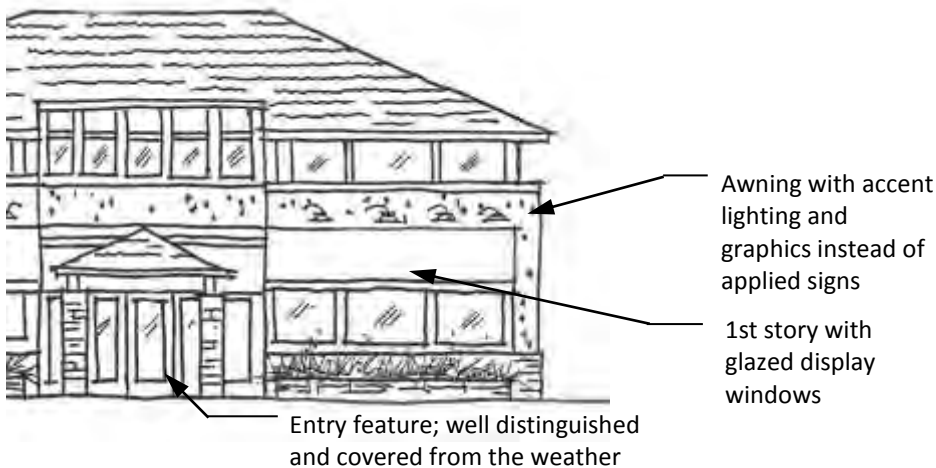
Of all the layers that combine to form The COR Development Plan, architecture will typically be the most prominent development component. Both visually and physically, architecture will play a major role in defining the overall design character and mix of uses for The COR. It is crucial that the design and location of buildings address these architectural guidelines, with specific emphasis on the following:

- An animated street presence with a mix of street-level uses, interesting building façades, many doors and windows on the street, careful design of lighting, awnings, signage and other elements that animate the pedestrian experience

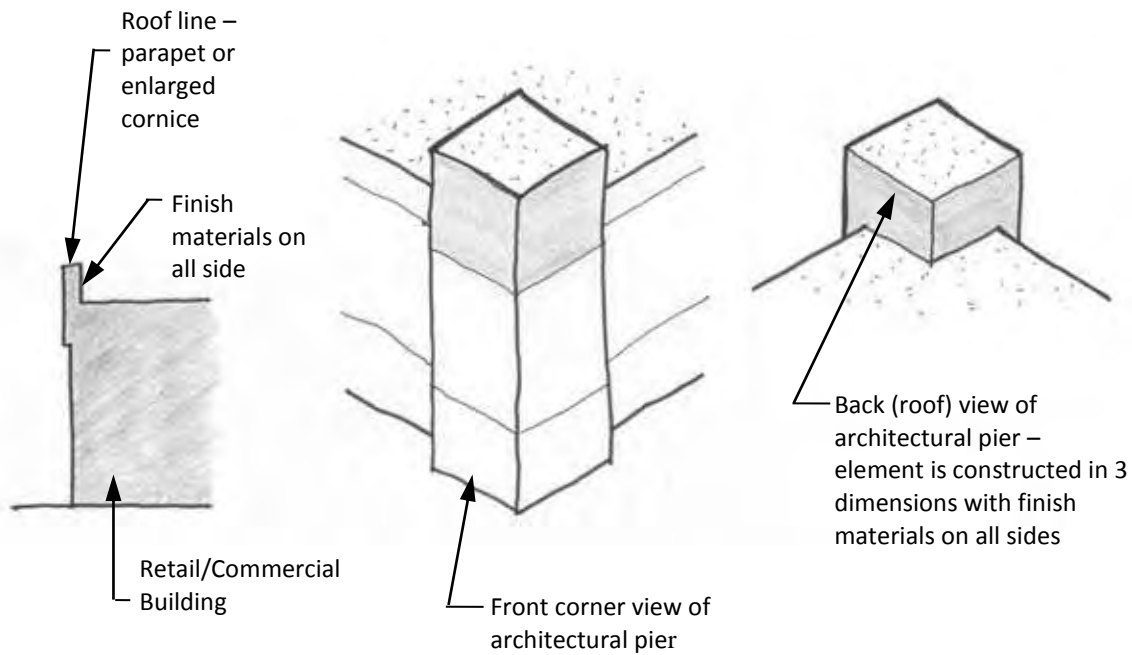


- Variety in building design, character and expression; not one theme or building style, but a thoughtful integration of many design solutions
- Variety of building types including a range of height, scale and proportion, that support an integrated mix of housing options, shopping destinations, entertainment venues, civic structures and other COR uses
- Use of high quality materials, suggesting a preference toward native materials and masonry elements, with respect for local building techniques
- Building location is as important as building style; special architectural elements, character, transparency and a higher level of materials and detailing should be used to highlight key streets and important crossroads throughout The COR
- 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"

- Buildings will be located at the street right-of-way line (zero setback), but also allow recessed space for outdoor dining and other street level activities providing some minor deviation for variety
- 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
- Encourage both vertical mixed use (within each building) and horizontal mixed use (within each block) throughout this district
- Include a mix of housing, civic, retail, restaurant, entertainment, performance and other uses that encourage a variety of activities throughout the day.
- Minimize openings between buildings, although limited driveway access and some provision for pedestrian connections through blocks are encouraged – gaps between buildings to accommodate surface parking lots, greater building setbacks or other purposes are discouraged
- Use recessed entries and windows to create street-level interest, variety and enhance pedestrian scale along street frontage



- Equipment, mechanical systems, transformers, etc. must be screened from view in a way that is integral to the architecture of the building. Screening should be accomplished with materials similar to or compatible with materials used on the main structure; metal fencing or mechanical vent screens alone are not sufficient.
- Roof lines and cornice details shall be completed in a 3-dimensional manner so that the back of roof features or similar unfinished areas are not visible.



## Overall Framework - Signage

### Overview

Signage within The COR should provide a system for clear wayfinding for all modes of transportation and should ensure successful business operation while maintaining the design aesthetic of this unique project. These sign standards are intended to allow flexibility and creativity while maintaining the design concepts of The COR. Due to the distinctive nature of The COR, the sign standards from the City Code are not applicable and signage shall be allowed as prescribed by the Design Framework. A Master Sign Plan identifies the location of key sign locations (see Figure 6: Signage Plan).

### Guideline Recommendations

The COR development manager shall prepare a Master Sign Plan for the public elements of the project, which are in compliance with the design framework and will be adopted by reference. The Master Sign Plan will specifically address public signs including:

- The three (3) off-site community signs
- Banner signs on light poles
- Signage for public parks
- Signage for public parking ramps
- Signage for public buildings
- Community kiosks



### Objectives

Signage should be used as a tool to help identify businesses and neighborhoods with The COR and should have elements that are focused on the pedestrian nature of The COR as well as the signage needs for businesses.

- Signage and lighting which is integrated into the design of the building is encouraged.

### Definitions

*Awning Sign* means a sign incorporated into or attached to an awning.

*Community sign* means an off-site sign identifying the development name and key tenants. Community signs may also include public information. Reader boards are allowed to be incorporated into community signs within The COR.

*Temporary Sign* means a sign which is erected or displayed for a limited period of time and not affixed to a Minnesota State Building Code approved structure.

*Project sign* means a freestanding area identification sign which identifies a single-family or multifamily residential subdivision, a commercial development or an industrial park or office park and which is located on the same parcel as the development it identifies.

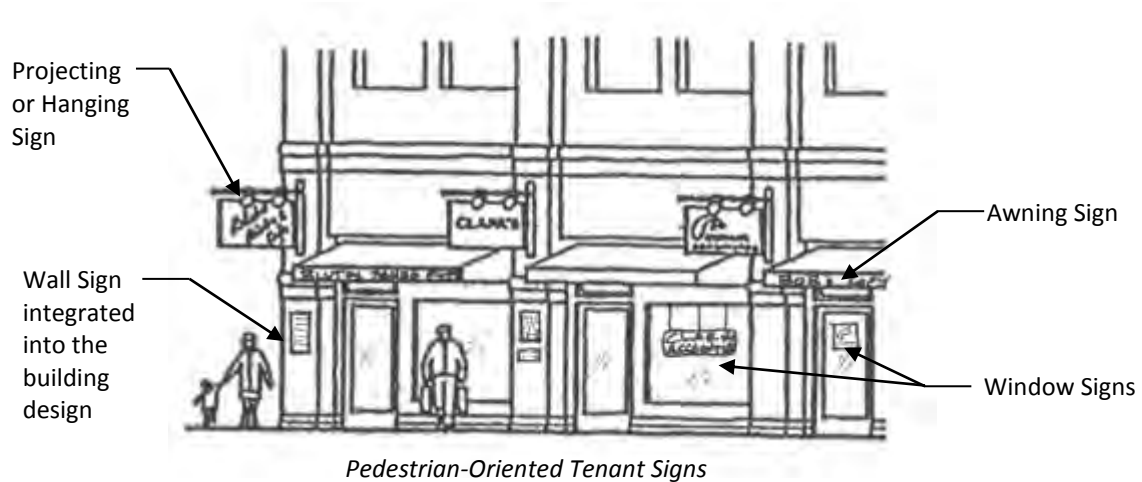
*Projecting sign* means any sign, all or any part of which extends beyond the surface of the building or wall by more than 16 inches.

*Public Realm/Streetscape sign* means any sign erected and maintained by public officials or public agencies, or approved and authorized for use by state or local governmental authorities.

*Sandwich Board Signs* means a self-supporting, freestanding temporary sign with only two (2) sides that are situated adjacent to a business with the intent to attract pedestrian traffic to businesses. Sandwich board signs are not meant to be read by vehicular traffic.

*Wall sign* means any sign which is affixed to a wall of any building. This definition includes individual letter signs and signs on mansards.

*Window sign* means a sign installed inside a window, or any sign placed within a building for the purpose of being visible from the public right-of-way. This does not include merchandise on display.



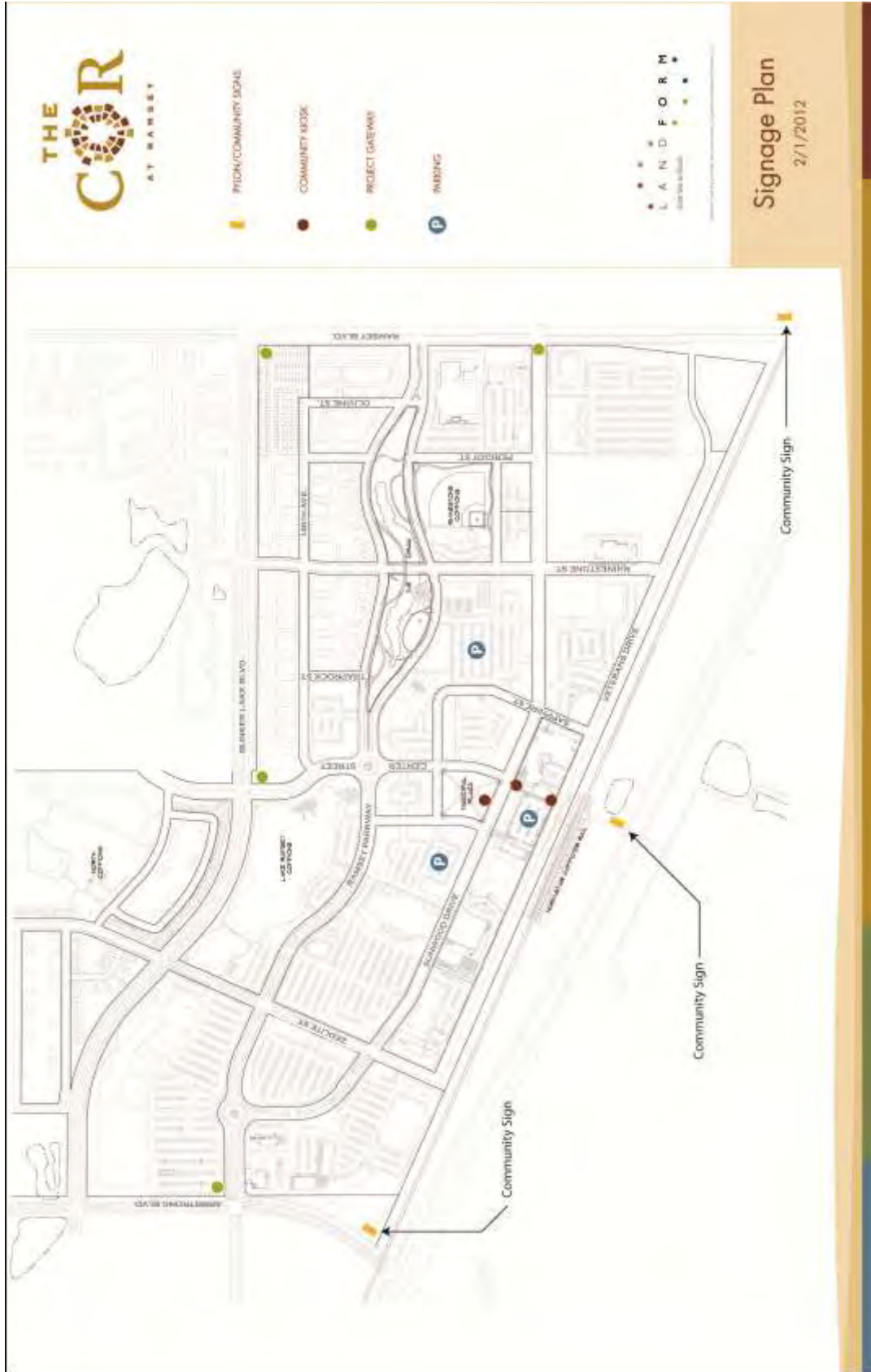


Figure 6: Signage Plan

## Standards

### Public Realm/Streetscape Signs

The pedestrian oriented nature of The COR requires unique signage that will build on the design concepts for The COR. These types of signs include banner signs on the streetlights, kiosks, street signs, wayfinding signs, signage for public parking ramps, etc. As the design concept for The COR has been refined, so has the signage plan. The COR development manager shall develop standards for these public realm signs as part of the Master Sign Plan. The Master Sign Plan shall be incorporated by reference and may be updated from time to time. Such signage shall be allowed on public spaces as needed to provide information and wayfinding. No advertising shall be allowed on Public Realm/Streetscape Signs except for community events.

### Community signs

Community signs include are planned to include three (3) signs on Highway 10, as shown on the Signage Plan (see Figure 6: Signage Plan). The signs include the existing Community Sign near the future transit plaza, the sign at the northwest corner of Highway 10 and Ramsey Boulevard and the planned sign at the northwest corner of Highway 10 and Armstrong Boulevard.

These off-site signs are allowed as shown on the signage plan and shall have consistent materials and colors. The Master Sign Plan shall detail the materials, colors and standards for these three (3) community signs. The Master Sign Plan shall include standards for which tenants shall be allowed on the community signs.



*Desirable signs are designed to be architecturally compatible with buildings within the development and other signage within the development*

### Project Signs

Project signs are permitted within all COR sub-districts.

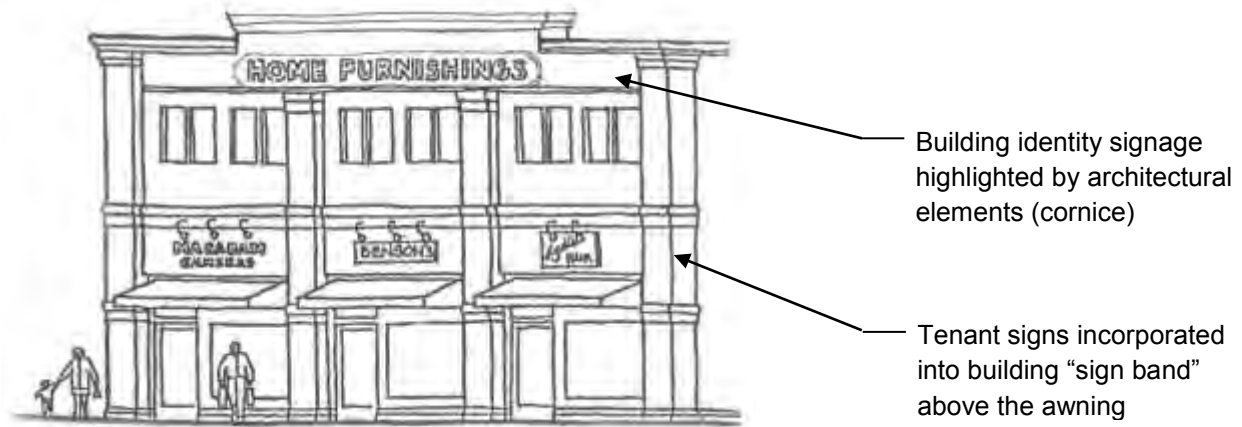
One (1) freestanding sign is allowed per building, provided that the following standards are met:

- A. The building in which the advertising business is located, shall be set back a minimum of six (6) feet from a public street right-of-way.
- B. The area of each face of the signboard shall not exceed six (6) square feet and the signboard shall not have more than two (2) readable faces
- C. The height of the top of the signboard, or of any posts, brackets, or other supporting elements shall not exceed six (6') feet from the ground.

- D. The signboard shall be constructed of wood, acrylic, aluminum or metal and shall be architecturally compatible with the style, composition, materials, colors and details of the building.
- E. No part of the sign shall encroach on the right-of-way and its location shall not interfere with pedestrian or vehicular circulation.
- F. Limited to one (1) sign per building and shall not be in addition to wall-mounted, applied letter or projecting signs.
- G. The readable faces of the sign shall be perpendicular to the adjacent street.

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.
- 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.



### Wall Signs

Wall signs are permitted within all COR sub-districts.

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.

Within the COR1, COR3, COR4 and COR5 districts, the following standards apply:

- A. Wall-mounted or painted signs, provided the following standards are met:
  1. The sign shall be affixed to the front facade of the building, and shall project outward from the wall to which it is attached no more than six inches (6").
  2. Single Tenant Buildings. Each building shall be allowed one (1) wall sign per street frontage. Signage must be located on the street elevation. The area of the sign shall not exceed five (5%) percent of the ground floor building facade area or fifty (50) square feet, whichever is less.
  3. Multi-Tenant Buildings.
    - a. Each building shall be allowed wall signage on the street frontage elevation. For buildings with multiple street frontages, the allowable signage is per street frontage. Signage must be located on the street elevation.
    - b. Each building is allowed wall signage that shall not exceed 5% of the wall area of the building façade adjacent to the street or 50 square feet, whichever is less.
    - c. Tenant signage must be located on the tenant lease space.
    - d. At least fifty (50%) percent of the allowed signage must be allocated to ground floor tenants and located on the ground floor.
    - e. Signage is limited to a maximum of one (1) sign per business/tenant, except that tenants with frontage on multiple streets may be permitted to have signage on each street frontage.
    - f. Multi-tenant buildings must have wall signs of similar design. Sign permits for tenants in multi-tenant buildings shall only be permitted by the City after the

building owner has submitted a comprehensive sign plan approved by the Zoning Administrator. The comprehensive sign plan for the building shall include similar design standards including sign material, color, style, spacing and size.

4. Signs for buildings facing Highway 10. Single or multi-tenant buildings that have frontage on Highway 10 or are separated from Highway 10 only by other public right-of-way, shall be allowed to have signage on that street elevation that is up to five (5%) percent of the wall area of that building façade with no maximum square footage.
- B. Wall-mounted building directory signs identifying the occupants of a commercial building, including upper story business uses, provided the following standards are met:
1. The sign is located next to the entrance.
  2. The sign shall project outward from the wall to which it is attached no more than six inches (6").
  3. The sign shall not extend above the parapet, eave, or building facade.
  4. The area of the signboard shall not exceed three (3) square feet, with each tenant limited to one (1) square foot.
  5. The height of the lettering, numbers, or graphics shall not exceed four inches (4").
  6. One (1) such sign is allowed per public building entrance and is allowed in addition to other permitted wall signage.
- C. Applied letters may substitute for wall-mounted signs, if constructed of painted wood, painted cast metal, bronze, brass, acrylic or black anodized aluminum. The height of applied letters shall not exceed 12 inches.
- D. Logos are considered signs and shall be included in the maximum allowable sign area.
- E. Window or door signs, provided that the following standards are met:
1. The sign shall not exceed ten percent of the window or door area or four (4) square feet, whichever is less.
  2. The sign shall be silk screened, hand painted, applied letters/graphics, neon tubing or other sign technologies that meet these standards.
  3. Limited to one (1) sign per business, applied on either the window or the door, but not on both.
  4. The sign shall not have an opaque backing of any type although smoked glass is allowed.

5. Window signage (includes graphics) shall be permitted on the same building walls that have, or are allowed to have, wall signage pursuant to Item A above. Window signage shall be deducted from the allowable wall signage area.

Within the COR2 district, where more conventional suburban development is expected, rather than the neo-traditional development planned for the other COR sub-districts, the following standards apply:

- A. Wall, canopy or marquee sign. Total sign area may not exceed 15 percent of the front building facade. At least 50 percent of the signage area must be placed on the measured wall with remaining signage area, if desired, distributed on any other wall. Sign height shall not exceed the top of the parapet wall or, if no parapet wall, sign height shall not exceed the height of the eaves. The gross surface area of a wall, canopy or marquee sign may be increased by ten percent if such wall sign:
  1. Consists only of individual, outlined alphabetic, numeric and/or symbolic characters without background except that provided by the building surface to which the sign is to be affixed;
  2. Illumination, if any, is achieved through shielded illumination, shielded silhouette lighting, or shielded spot lighting but not any lighting where the light source is visible or exposed on the face or sides of the characters; and
  3. A wall, canopy or marquee sign may be located on the outermost wall of any principle building but shall not project more than 16 inches from the wall to which the sign is to be affixed. A wall sign shall not project higher than the parapet line of the wall to which the sign is to be affixed.
- B. Window signs are restricted to 30 percent of the area of the window in which the sign is to be displayed.

In all COR sub-districts, restaurants and cafes shall be permitted one (1) wall-mounted display featuring the actual menu as used at the dining table, to be contained within a shallow wood or metal case and clearly visible through a glass front. The display case shall be attached to the building wall, next to the main entrance, at a height of approximately five feet (5'), shall not exceed a total area of two square feet, and may be lighted. This signage is allowed in addition to other permitted wall signage.

### Projecting Signs

Projecting signs are permitted within all COR sub-districts.

Projecting signs, including graphics or icon signs, mounted perpendicular to the building wall, are encouraged in all sub-districts, provided the following standards are met:

- A. The sign area shall not exceed six (6) square feet.
- B. The distance from the ground to the lower edge of the signboard shall be ten feet or greater.



- C. The height of the top edge of the signboard shall not exceed the height of the wall from which the sign projects, if attached to a single story building, or the height of the sill or bottom of any second story window, if attached to a multistory building.
- D. The distance from the building wall to the signboard shall not exceed six inches (6").
- E. The width of the signboard shall not exceed three (3) feet.
- F. Limited to one (1) sign per business. Projecting sign area shall be deducted from the allowable wall signage area.
- G. Granted to ground floor commercial uses only.

### Awning Signs

Awning signs are allowed in all COR sub-districts. Awning signs are allowed for ground floor uses only, provided that the following standards are met:

- A. If acting as the main business sign, it shall not exceed 24 square feet in area, and the height of the lettering, numbers, or graphics shall not exceed 12 inches.
- B. If acting as an auxiliary business sign, it shall be located on the valance only, shall not exceed four (4) square feet in area, and the height of the lettering, numbers, or graphics shall not exceed four inches (4").
- C. Limited to two such signs per business.
- D. If acting as the main business sign, it shall not be in addition to a wall-mounted or applied letter sign.

### Sandwich Board Signs

Sandwich board signs are permitted within all COR sub-districts.

- A. One (1) sandwich board sign per business is permitted in any business, commercial and mixed use district and shall be located within five feet (5') of the main building entrance to the business it advertises.
- B. Sandwich board signs shall be displayed only during open business hours and must be removed daily.
- C. Sandwich board signs shall be no more than a total of two feet (2') in width and three feet (3') in height



- D. Sandwich board signs must leave a minimum of five feet (5') of clearance for pedestrian access if placed on a public or private sidewalk. Sandwich board signs may not hinder the ability of persons to access vehicles parked at the curb and/or access to a building.
- E. Acceptable materials for sandwich board signs shall include the following: metal, wood synthetic materials such as a chalk board and whiteboard. Sandwich board signs shall not be illuminated, nor shall they contain moving parts, or have balloons, streamers, stringers, pennants or similar adornments attached to them. Sandwich board signs shall be maintained in a good appearance at all times.
- F. No sandwich board sign shall be secured, tethered or installed on traffic devices, utility equipment, street furniture, street lights, or any other public fixture.
- G. Sandwich board signs are temporary signs and shall not be counted towards the total sign area of the site for permanent signage.

### Temporary Signs

Temporary signs are allowed per Section 117-465 (Temporary signs) of the Zoning Ordinance, except as noted below:

- A. Freestanding temporary signs shall only be allowed in the COR1 District.
- B. In all other COR districts, temporary signs shall be limited to temporary sandwich board signs or temporary wall signage.

### Off-Site Signs

Off-site signs are prohibited except for wayfinding and community signage specifically allowed by the Design Framework.

**Table 2**

<b>Sign Standards</b>					
<b>Development Standard</b>	<b>COR1</b>	<b>COR2</b>	<b>COR3</b>	<b>COR4</b>	<b>COR5</b>
<b>Project Signs</b>					
Number of signs allowed	1*	1*	1*	1*	1*
Size of Sign (maximum)	6 sq. ft./6 feet high	100 sq. ft./6 feet high	6 sq. ft./6 feet high	6 sq. ft./6 feet high	6 sq. ft./6 feet high
Menu Board**	N/A	1 per drive-through/36 sq. ft. max.	N/A	N/A	N/A
Directional Sign	N/A	Per 117-463(l)	N/A	N/A	N/A
<b>Wall Sign</b>					
Number of signs allowed	1*	1*	1*	1*	1*
<b>Size of Sign</b>					
Single Tenant Building	50 sq. ft. or 5% of the ground floor façade area, whichever is less	15% of façade area	50 sq. ft. or 5% of the ground floor façade area, whichever is less	50 sq. ft. or 5% of the ground floor façade area, whichever is less	50 sq. ft. or 5% of the ground floor façade area, whichever is less
Multi-Tenant Buildings	50 sq. ft. or 5% of the façade area, whichever is less	15% of façade area	50 sq. ft. or 5% of the façade area, whichever is less	50 sq. ft. or 5% of the façade area, whichever is less	50 sq. ft. or 5% of the façade area, whichever is less
Building Facing Highway 10	5% of the façade area	15% of façade area	5% of the façade area	5% of the façade area	5% of the façade area
<b>Window Sign</b>					
Number of signs allowed	1	1	1	1	1
Size of Sign	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.	30% of area of window. Deducted from allowable wall sign area.	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.
<b>Directory Sign</b>					
Number of signs allowed	1 per building entrance	1 per building entrance	1 per building entrance	1 per building entrance	1 per building entrance
Size of Sign	3 sq. ft. maximum	3 sq. ft. maximum	3 sq. ft. maximum	3 sq. ft. maximum	3 sq. ft. maximum
<b>Projecting Sign</b>					
Number of signs allowed	1*	1*	1*	1*	1*
Size of Sign	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide
<b>Awning Sign</b>					
Number of signs allowed	2 per business	2 per business	2 per business	2 per business	2 per business
Size of Sign	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inches if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inches if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inches if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inches if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inches if auxiliary. Area is deducted from allowable wall sign area.

\*One (1) sign is allowed per street frontage (either wall or project)

\*\*Restaurants and cafes in all districts are allowed one (1) wall mounted menu board not to exceed 2 sq. ft. in addition to other permitted wall signage.

**Additional standards**

- A. Businesses with service entrances may identify these with one (1) wall-mounted or applied letter sign not exceeding two square feet.

- B. One (1) directional sign, facing a rear parking lot. This sign may be any type of permitted sign other than a freestanding sign, but shall be limited to four (4) square feet in area.

### Creative Sign Standards

- A. *Purpose.* This section establishes standards and procedures for the design, review, and approval of creative signs. The purposes of this creative sign program are to:
  - 1. Encourage signs of unique design, and that exhibit a high degree of thoughtfulness, imagination, inventiveness, and spirit; and
  - 2. Provide a process for the application of sign regulations in ways that will allow creatively designed signs that make a positive visual contribution to the overall image of the city, while mitigating the impacts of large or unusually designed signs.
- B. *Applicability.* An applicant may request approval of a sign permit for a creative sign to authorize onsite signs that employ standards that differ from the other provisions of this chapter but comply with the provisions of this section.
- C. *Application Requirements.* A sign permit application for a creative sign shall include all information and materials required by the City.
- D. *Procedure.* A sign permit application for a creative sign shall be subject to review and approval by the City as part of the Site Plan review process. When the creative sign is proposed after site plan review is complete, a creative sign may be approved by the Zoning Administrator when the proposed sign is fifty square feet or less, and shall be approved by the City Council when the sign is larger than fifty square feet.
- E. *Design Criteria.* In approving an application for a creative sign, the review authority shall ensure that a proposed sign meets the following design criteria:
  - 1. Design Quality. The sign shall:
    - a. Constitute a substantial aesthetic improvement to the site and shall have a positive visual impact on the surrounding area;
    - b. Be of unique design, and exhibit a high degree of thoughtfulness, imagination, inventiveness, and spirit; and
    - c. Provide strong graphic character through the imaginative use of graphics, color, texture, quality materials, scale, and proportion.
  - 2. Contextual Criteria. The sign shall contain at least one (1) of the following elements:
    - a. Classic historic design style;
    - b. Creative image reflecting current or historic character of the City;
    - c. Inventive representation of the use, name, or logo of the structure or business.

3. Architectural Criteria. The sign shall:
  - a. Utilize or enhance the architectural elements of the building; and
  - b. Be placed in a logical location in relation to the overall composition of the building's façade and not cover any key architectural features and details of the façade.
  
4. Neighborhood Impacts. The sign shall be located and designed not to cause light and glare impacts on neighboring residential uses.

#### Prohibited signs

The following signs are prohibited:

- A. Box signs or cabinet signs, whether on a wall, projecting or on canopies are prohibited except for logo signs permitted as part of an overall sign plan.
  
- B. Signs employing mercury vapor, low pressure and high pressure sodium and metal halide lighting; plastic panel rear-lighted signs.
  
- C. Signs on roofs, dormers, and balconies.
  
- D. Billboards.
  
- E. Signs painted or mounted upon the exterior side or rear walls on any principle or accessory building or structure, except as otherwise permitted hereunder.
  
- F. Free standing pylon signs over six (6) feet in height, except community signs.
  
- G. Back-lit awnings.
  
- H. Interchangeable letter boards or panels.
  
- I. Flashing signs.
  
- J. Off-premises signs, except community signs.

## Overall Framework – Stormwater Management

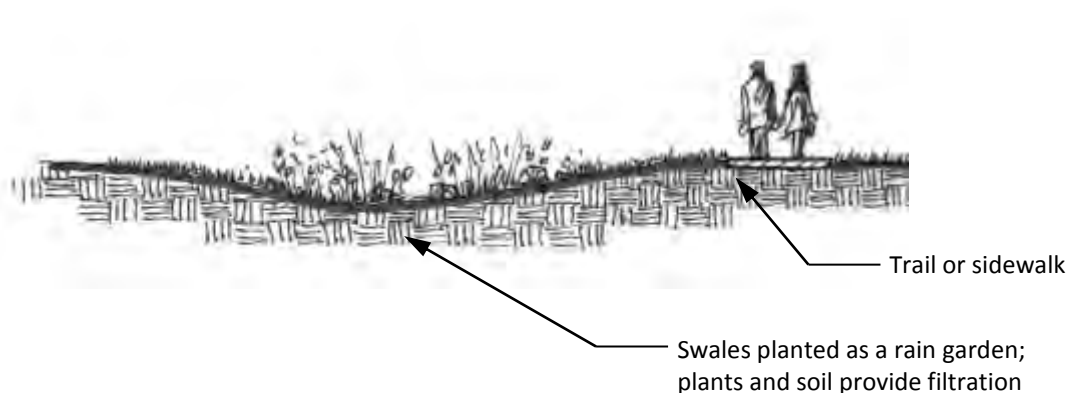
### Overview

Water features and drainage systems are essential components of The COR Master Plan. The mix of ponds, streams, fountains and other water elements will provide focal amenities and year round activities within the framework of an environmentally responsible, visually pleasing strategy to manage stormwater. Because the Mississippi River is a restricted discharge water of the state, and because we are creating a new discharge from this development, each sub-district and each site has a responsibility to utilize ‘best management practices’ (BMP) to pretreat run-off, reduce erosion and encourage infiltration, with the understanding that regional treatment will be provided. Water elements are not intended to be separate stand-alone features, but instead should be integrated with the variety of parks, trails and public open space proposed for The COR. Water and landscape should be designed and utilized within multipurpose areas that accommodate both active and passive recreational use.

### Objectives

Integration of water and landscape, design creativity, use of high quality materials and safety concerns are the critical objectives to be met – the following examples illustrate only a few of many possibilities:

- Innovative new products, such as special soil systems (Netlon, structural soils), pervious pavements for parking areas, storm ceptors, underground storage and other creative techniques should be used to BMP standards
- ‘Green architecture’, expressed through green roofs, gray water recycling and other techniques should be included to reduce the impact of new development on stormwater systems
- Water feature design should include both formal elements (such as reflecting pools or fountains) and natural/informal forms (such as ponds, streams, waterfalls) and should explore creative ways to integrate wetland/rain garden landscapes with active, urban spaces.



### Guideline Recommendations

This framework not only defines the overall role and character of The COR, but also encourages each development parcel to address the following:

- **Create** signature water features (ponds, pools, fountains, waterfalls, etc.) as major visual amenities throughout The COR
- **Promote** high quality, creative and appealing aesthetics for all system elements
- **Integrate** stormwater management components (meeting both water quality and quantity requirements)

A great deal of time and effort has gone into the calculation and design of a 'watershed-based' stormwater management plan to support COR development. While this overall strategy addresses the water quantity issue for the entire COR by providing storage and conveyance facilities for storm events, individual development projects (block-by-block) have an equal responsibility to meet water quality standards as a primary goal. Each project should integrate a variety of techniques, materials and methods to promote multiple use, maximum flexibility, improved aesthetics for parking areas, park spaces, drainage swales and other site features.

## Overall Framework – Parks/Public Spaces

### Overview

The overall design framework of The COR is based on a system of linked parks, trails and open space. The City of Ramsey, Anoka County, and to some extent, the State of Minnesota all play a role in local and regional parks programming, design review, construction sequencing, implementation and ultimately maintenance and operation of key public spaces within this framework. The goal is to link existing and proposed parks and trails defined in regional park plans with proposed new parks and trails within The COR. Of equal importance is the contribution from each block and each development project to this network of green, adding a variety of private, semi-private, and perhaps some additional public space throughout The COR. Private development will share the responsibility to provide inviting, innovative and useable green space as integral parts of individual parcel site design.

### Guideline Recommendations

The Design Framework encourages the following:

- Work with the City to create an integrated, comprehensive open space system that links with existing city and county trails and open space networks
- Encourage private development (block-by-block) to share in the responsibility to provide inviting, innovative and useable green space as integral parts of each development project
- Integrate stormwater management components (meeting water quality and quantity requirements) within both public / private park and open space improvements



Together, the system of public and semi-public green space will result in a welcoming public realm throughout the new community.

### Objectives

Based on the Development Master Plan for The COR, a variety of public and private green space is proposed including:

- Each block and each project will provide intentional, creative, innovative, useable green areas as integral components of site development and building design.
- At the individual block scale, small squares and greens will provide places for gathering and relaxation, especially targeted to meet the demands of adjacent, or nearby buildings. Elements such as gardens, gazebos and fountains should characterize these more intimate public spaces.
- At the neighborhood scale, parks will provide space for more active recreation, and should be flexible enough to accommodate a variety of recreational activities.
- Playgrounds, game fields and park buildings are park amenities that will target a wider user demand from the surrounding community.
- The Municipal Plaza will connect with all other parks and open space elements, providing a focal point for activity and a sense of place. Gardens, public pavilions and shelters, play lots and open play fields are amenities that will provide built-in flexibility to meet the demands of both the local population and regional visitors to The COR.



## Part Two: Sub-district Framework

### Overview

The Master Plan and Zoning Ordinance identify five (5) distinct sub-districts within The COR. Each of these sub-districts is defined by a unique mix of uses, specific site development patterns and perhaps a distinctive character or image. The sub-districts complement one another as part of the overall plan. The sub-districts are shown the attached Sub-district Map (Figure 7: Sub-district Map). They include:

- **COR1 Mixed Use Core** – provides the broadest variety, highest density and greatest intensity of development, encouraging both vertical and horizontal mixed use
- **COR2 Commercial** – provides a location for larger scale retail and other auto-orientated commercial uses
- **COR3 Workplace** – provides a location for uses with high concentrations of employees, such as medical/technology related office, and other corporate or institutional uses
- **COR4 Neighborhood** – provides opportunities for a range of housing types from small lot single family to townhouse, to high density senior or rental apartment
- **COR5 Park and Open Space** – preserves environmental features and provides neighborhood/community amenities throughout The COR

Development plans must respond to the overall COR Design Framework described in Part One of this document, but also must address the following detailed framework standards for each sub-district. To further clarify and illustrate proposed features in the Master Plan, these sub-district guidelines are organized under the following categories:

- Public Realm / Streetscape Framework
- Site Design Framework
- Architectural Framework

In all cases, the sub-district framework must be applied in harmony with the overall COR framework and with other existing city, county, state codes, design criteria, plans and studies that support broader goals for regional growth and development. However, within each district, development standards shall be based, in part, on the street hierarchy established in The COR.

### Public Realm/Streetscape

- A. The developer shall be responsible for construction of all streetscape improvements along adjacent streets. These improvements include all hardscape improvements, such as trails, sidewalks, benches, bike racks, etc., as well as street trees and other greenscape.
- B. The landowner shall be responsible for maintenance of the streetscape improvements along adjacent streets. Such maintenance may be managed as part of a Special Service District (SSD) or similar.

### Plazas

- A. All properties with principal buildings in excess of 30,000 square feet shall be required to have a public plaza space.
- B. The public plaza space shall include benches, bike racks trash receptacles, lighting fixtures and other amenities to create a welcoming space for tenants of the building and members of the public.

C. These plaza spaces should be visible from the public street.

### Architecture

These architectural framework standards provide an important balance between design continuity, desirable variety and the notion that buildings should complement, and perhaps contrast, but not compete with one another. The lasting appeal of the final outcome must be grounded in the authenticity of the design and the acceptable level of ‘messiness’ that comes with creating a real downtown over time; ‘faux’ second floors, stage set or themed solutions, and large faceless buildings are not acceptable.



**Auto Versus Human Design:** Providing rear alleys or side loaded garages enables the home to present itself to the street, which promotes sociability and walkability.

### Minimum Standards

#### Definitions

**Build to line:** The line at which construction of a building facade is to occur on a lot. The build to line provides a maximum setback for all building facades from the right-of-way or inside edge of the sidewalk, whichever is greater. The build to line applies to all facades abutting a street right of way. Build to line standards are based on the sub-district the parcel is located and the street in which the building is located upon.

**Setback:** The minimum required distance between a parking lot or the vertical wall of a building and a lot line. Setbacks are typically more flexible than build to lines and allow a building to be set further back from the lot line and street right-of-way.

#### Requirements:

- A. Additional development standards shall be defined within each sub-district.
- B. Provide a diverse mix of materials, applied in a variety of proportions, exposures and detailing within a block, or along a street.

C. Buildings should be articulated to break up the mass of the building façade on all elevations. Large blank exterior walls shall be prohibited. Windows are encouraged to be used to break up the mass of the building. Rooflines and building elevations should be articulated to break up the mass of buildings. Buildings must be broken at a minimum of every fifty (50) feet. This variation can be accomplished through one (1) or more of the following:

1. Wall face variations (minimum depth of two (2) feet)
2. Pilasters or columns (minimum depth of two (2) feet)
3. Upper wall break in color and/or materials (minimum of 2/3 up the height of the wall)
4. Wainscot (minimum of four (4) feet high)
5. Canopies (minimum four (4) foot width)
6. Corner and demising wall or building separations



More Desirable

D. Each development application must list building materials, roofing materials and building colors on the plans. Building articulation, mechanical screening by architectural elements and design elements on all building elevations must be identified on the plans. The plans shall be subject to City review and approval to ensure that the design intent of the Framework has been met.



Less Desirable

E. Building materials shall be high-quality durable materials, such as glass, stone, brick, windows, canvas awnings, etc.

1. Use local sources if available
2. Siding is not allowed (vinyl, metal, wood) except as a complimentary use
3. Use clear or lightly tinted glass for all windows and doors – mirrored, reflective or highly tinted glazing is not acceptable
4. Metal and wood components are acceptable as a complimentary, not primary, building material
5. COR1 sub-district buildings shall be primarily brick or a comparable alternative and shall comprise a minimum of fifty (50%) percent of the non-glazed wall area

F. Residential development should provide variety within the subdivision to avoid monotony. Developers will include front porches and windows that face all streets. Corner units shall have more than one (1) window per side of building to help create a sense of place in the community and promote safety on the street.

G. Garage forward or “snout houses” are highly discouraged on all residential development as they dominate the view from the street and sidewalk.

H. All sides of buildings shall have an equal finish in terms of materials and general design.

I. The main entrance of each principal building must face the street. On corner lots, the main entrance may face either of the streets or be oriented to the corner. With buildings that have more than one (1) main entrance, only one (1) entrance must meet this requirement.

- J. Building massing shall be oriented parallel to the street frontage of the lot.
- K. Trash and recycling areas shall be designed internal to the building.
- L. Provide recessed entries wherever possible.
- M. Buildings shall have a base and top to the architecture.
- N. Multi-story buildings are preferred in the COR1 sub-district, but occasional single story buildings are acceptable; single story buildings should not dominate any street frontage and should be a minimum of twenty (20) feet to the roofline.
- O. Maximize glass openings for all ground level, street front façades – especially for retail, restaurant and other commercial uses – fifty (50%) minimum of total ground level façade, or demonstrate great design through other means.
- P. Provide real window openings for all street facing façades above ground level in all districts—a minimum of forty (40%) percent of total façade.



Residential uses in COR4 and COR5 must also comply with the following:

- A. *Location of main entrance*
  1. A building must include a front porch or covered balcony/patio at all main entrances that face a street. The porch or stoop shall adjoin the main entrance and the main entrance shall be accessible from the porch.
  2. The main entrance of each principal building must face the street. On corner lots, the main entrance may face either of the streets or be oriented to the corner. With buildings that have more than one (1) main entrance, only one (1) entrance must meet this requirement.
- B. *Porches:* Porches used to satisfy the design criteria shall comply with the following:
  1. Porches shall be covered by a solid roof. The roof shall not be located more than 12 feet above the floor of the porch. If the roof of a required porch is developed as a deck or balcony, it may be flat.
  2. The porch shall have minimum dimensions of 6 feet by 6 feet. (6' x 6'). For single-family detached dwelling units, the covered area provided by the porch must be at least



forty-eight (48) square feet and a minimum of eight (8) feet wide. If the main entrance is for more than one (1) dwelling unit, the covered area provided by the porch must be at least sixty-three (63) square feet and a minimum of nine (9) feet wide.



C. *Covered balconies/patio*: The covered area must be at least forty-eight (48) square feet, a minimum of eight (8) feet wide, and no more than fifteen (15) feet above grade. The covered area must be accessible from the interior living space of the house.

D. *Openings between porch floor and ground*: Openings of more than one (1) foot between the porch floor and the ground must be covered with a solid material or lattice.

E. *Roofs*

1. *Slope*: Principal structures must have a roof that is sloped, with a pitch that is no flatter than six (6) units of horizontal run to twelve (12) units of horizontal rise.
2. *Architectural features*: The roof of a principal structure shall include the following architectural details:
  - a. At least one (1) dormer facing the street. If only one (1) dormer is included, it shall be at least five (5) feet wide and shall be centered horizontally between each end of the front elevation. If more than one (1) dormer is provided, a dormer at least four (4) feet wide must be provided on each side of the front elevation;  
or
  - b. A gabled end, or a gabled end of a roof projection, facing the street.
3. *Roof eaves*: Roof eaves must project from the building wall at least twelve (12) inches, measured horizontally, on at least the front and side elevations.



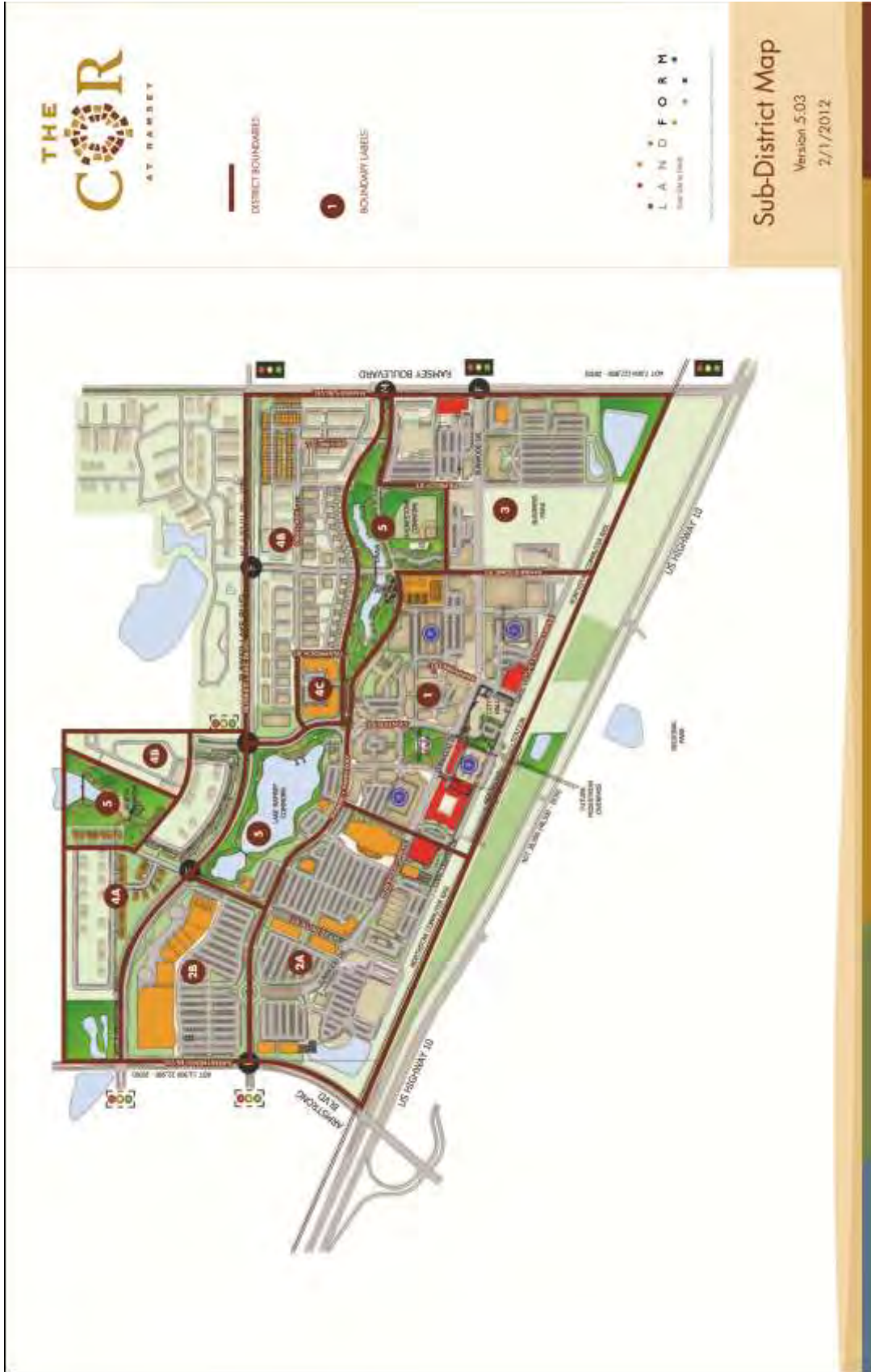


Figure 7: Sub-district Map

## **Sub-District Framework - COR1 Mixed Use Core**

### **Public Realm / Streetscape**

Public realm and streetscape improvements define the character of The COR and create a memorable signature for the Mixed Use Core sub-district. This is the most urban of all sub-districts in The COR and will be developed with a very urban pattern. Great parks and great streets, encourage intensified levels of activity, support the proposed mix of uses, invite community gathering and accommodate special events throughout the year.

### **Site Development**

Framework standards that address building location, organization of space and parking options tend to focus on what can be measured – dimensions, setbacks, number of spaces and so on. But in addition to these issues, the Design Framework also describes the aesthetic qualities and design character of a preferred ‘urban form’ for the Mixed Use Core. The compact and higher density blocks that define this sub-district encourage a mix of uses, with a continuous built edge along street frontage. Innovative parking strategies support this mix, providing easy access to destination shopping, restaurant and entertainment venues. Together these elements will promote the core area as the center of activity – the place to see and be seen within The COR.

### **Architecture**

Buildings in the Mixed Use Core will play a major role in defining the overall character of The COR. The proposed mix of uses for this signature destination suggests the potential for a variety of building types, demanding creativity and innovation to highlight unique architecture, while knitting the entire sub-district together as a coherent whole. Overall building design is an important consideration, but emphasis on first floor façade treatments is essential to encourage street-level activity and enhance the pedestrian experience. Architecture to be ‘4-sided’ at all locations visible to public areas. Emphasis will be on great design along public street frontage.

Table 3

COR1 Development Standards						
	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Minimum lot depth	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Allowable residential density in dwelling units per acre <sup>(1)</sup>	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.75	.75	.75	.75	.75	.75
Build to Line						
Front yard <sup>(4)</sup>	30 feet as measured from building front to right-of-way <sup>(2)(3)</sup> (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.
Planter Style	N/A	Planter Bed	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	10 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. 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.

A. At least sixty (60%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply on each side fronting a street. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the sixty (60%) percent street frontage requirement.

B. 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 ½') 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 sixty (60%) percent required.

## 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.

Table 4

COR2 Development Standards						
	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Minimum lot depth	100 feet	100 feet	100 feet	100 feet	100 feet	100 feet
Allowable residential density in dwelling units per acre <sup>(1)</sup>	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC
Build to Line						
Front yard <sup>(4)</sup>	30 feet as measured from building front to right-of-way <sup>(2)(3)</sup> (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (40% of front facade w/in max.)	30 feet as measured from building front to right-of-way <sup>(2)(3)</sup> (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (40% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.
Planter Style	N/A	Boulevard Sod	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	6 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. 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.

- A. At least forty (40%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply only to one (1) street frontage.
  1. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the forty (40%) percent street frontage requirement.
  2. The City may approve a variation from the required build to line if the applicant provides a street edge consisting of fencing, decorative wall and/or landscaping with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the forty (40%) percent street frontage requirement.
- B. 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 ½') 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.

## Sub-District Framework - COR3 Workplace

### Public Realm/Streetscape

The Workplace Sub-district also encourages a mix of large and small floor plate buildings, but instead of commercial or entertainment, this area of The COR is dominated by office and institutional uses. With opportunities for corporate or medical campus development comes the attendant auto-related infrastructure – easy access, bigger streets and large surface parking lots. Once again, this suggests that equal attention be paid to public realm and streetscape improvements that not only accommodate vehicles, but also invite bicycle and pedestrian traffic. The Draw, an active, neighborhood scale, recreational play space has been included in this sub-district, but small pocket parks, squares or other gathering places are also encouraged. In addition, streetscape improvements provide an important public amenity and inviting pedestrian connection to adjacent sub-districts.

### Site Development

The mix of medical, office, institutional and other uses in this sub-district suggest the potential for a campus-like arrangement of buildings on some blocks. These blocks would tend to be more internally oriented than in other districts, with driveways, parking lots, courtyards and walkway connections in the center, ringed by buildings around the outside. Buildings would still face adjacent streets, with both primary and secondary entries provided to animate these important façades, particularly along Ramsey Boulevard, Sunwood Drive and Rhinestone Street. While the Workplace sub-district also encourages mixed use, this desired development objective will likely occur mostly within blocks, not within individual buildings as seen in other districts.

### Architecture

Buildings in the Workplace Sub-district also make a significant contribution to first impressions as people enter The COR via Highway 10, Ramsey Boulevard and Sunwood Drive. Buildings form gateways at the major entries into the site, architectural elements and choice of materials convey quality and permanence, and the scale or massing of structures begins to define the feel and character of this place. The proposed mix of uses within this sub-district suggest a variety of potential building types – blending medical campus with small office, storefront and some housing -- demands design creativity and innovation to highlight unique architecture, and knit the entire sub-district together as a coherent whole. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

Table 5

COR3 Development Standards						
	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	40 feet	40 feet	40 feet	40 feet	40 feet	40 feet
Minimum lot depth	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Allowable residential density in dwelling units per acre <sup>(1)</sup>	none	none	none	none	none	none
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.25	.25	.25	.25	.25	.25
Build to Line						
Front yard <sup>(4)</sup>	30 feet as measured from building front to right-of-way <sup>(2)(3)</sup> (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.
Planter Style	N/A	Planter Bed	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	10 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. 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.

A. At least sixty (60%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply on each side fronting a street. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the sixty (60%) percent street frontage requirement.

B. 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 ½') 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 sixty (60%) percent required.

## **Sub-District Framework - COR4 Neighborhood**

### **Public Realm/Streetscape**

Two prominent public parks supply much of the informal green space for The COR, and more specifically, provide the valuable park frontage and mix of amenities needed to support housing development within the Neighborhood Sub-district. North Commons surrounds an existing wetland and provides open space for year-round activities including a proposed sledding hill. The sub-district is adjacent to The Draw, which is characterized by wetlands, ponds and a meandering stream channel surrounded by gently sloping hills. Other park features include active and passive recreation areas, natural and manicured landscapes, education and interpretation opportunities, pedestrian and bicycle trails and many other amenities. Tree-lined streets connect these parks to surrounding residential neighborhoods and to nearby parks and amenities throughout The COR.

### **Site Development**

The Neighborhood Sub-district emphasizes residential development. To support the proposed mix of housing, a framework of streets and blocks, based on the traditional grid system, encourages compact development patterns with increasing densities closer to the heart of The COR. Typical blocks either front onto signature parks or include some private green space within the site; many blocks have both. The arterial streets that frame this property, including Ramsey, Armstrong and Bunker Lake Boulevards, provide an important 'face' for this sub-district. Residential front doors will connect with public walks along each of these streets promoting the urban character of The COR.

### **Architecture**

The largest in terms of overall acreage, the Neighborhood Sub-district will define the character and quality of the entire northern half of The COR property. With prominent street frontage along most of the major thoroughfares that serve this site, the variety of choices for building type, architectural style and design detailing are crucial decisions that together will promote a safe and attractive residential neighborhood. Integrating contemporary and traditional styles is also an important consideration, central to the notion that a unique and creative model for housing development will be a signature for The COR. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

Table 6

COR4 Development Standards						
	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Minimum lot depth	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Allowable residential density in dwelling units per acre <sup>(1)</sup>	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.25	.25	.25	.25	.25	.25
Build to Line						
Front yard <sup>(4)</sup>	30 feet as measured from building front to right-of-way <sup>(2)(3)</sup> (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.
Planter Style	N/A	Planter Bed	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	10 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. 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.

A. 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 (4½') 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 sixty (60%) percent required.

## **Sub-District Framework - COR5 Parks & Open Space**

### **Public Realm/Streetscape**

The overall structure of The COR is based on a system of linked parks, trails and open space. This includes existing and proposed parks and trails defined in city and regional parks plans, joined with new parks and trails within The COR. Of equal importance is the contribution from each block and each development project to this green structure, adding a variety of private, semi-private and perhaps some additional public space throughout each sub-district. Great strolling streets provide connections between commercial, workplace, entertainment and residential neighborhoods and encourage shared use for cars, pedestrians and bicycles.

### **Site Development**

The COR Master Plan illustrates a strong framework of green space, including a mix of public parks, destination amenities, courtyards, commons and other features. As a key component of the overall plan, this integrated system of parks, trails and open space provides the framework around which all other land uses are organized. Placemaking and connectivity are important site development considerations, linking each block and each sub-district with major public spaces nearby and with many other amenities and attractions in The COR.

### **Architecture**

There are numerous opportunities to include buildings and other structures as significant design features within the proposed parks, trails and open space system for The COR. These could range from simple picnic shelters and landscaped arbors to more complex park buildings that might contain meeting rooms, rest rooms, storage areas and other facilities. Design of these important buildings should respond to the specific setting and landscape features in each park, and complement the overall character and quality of buildings located within surrounding blocks. Additionally, limited retail is planned along the perimeter of the park.

Table 7

COR5 Development Standards						
	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	0.5	N/A	0.5	0.5	0.5	0.5
Minimum lot width	N/A	N/A	N/A	N/A	N/A	N/A
Minimum lot depth	N/A	N/A	N/A	N/A	N/A	N/A
Allowable residential density in dwelling units per acre <sup>(1)</sup>	N/A	N/A	N/A	N/A	N/A	N/A
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	N/A	N/A	N/A	N/A	N/A	N/A
Build to Line						
Front yard <sup>(4)</sup>	30 feet as measured from building front to right-of-way <sup>(2)(3)</sup> (60% of front facade w/in max.)	N/A	10 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	10 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	10 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	10 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)
Side yard	no req.	N/A	no req.	no req.	no req.	no req.
Rear yard	no req.	N/A	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet	N/A	25 feet	25 feet	25 feet	25 feet
Building height (min. - max.)	1-2 stories.	N/A	1-2 stories.	1-2 stories.	1-2 stories.	1-2 stories.
Planter Style	N/A	N/A	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	N/A	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	N/A	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	N/A	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. 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.

A. Where commercial buildings are planned, at least sixty (60%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply on each side fronting a street. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the sixty (60%) percent street frontage requirement.

B. 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 ½') 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 sixty (60%) percent required.

## Implementation

### Introduction

This framework provides distinct strategies for guiding The COR's form and appearance. This framework's vision for the COR will take several years to implement. Successful implementation will require consistent application of the Design Framework by City staff. Zoning enforcement and design framework standards will not succeed without the cooperation and commitment of landowners, development interests, and the rest of the community.

### Design Review

The Design Framework will be administered by staff as part of the development review process. Staff will incorporate design review to ensure compliance with the Design Framework as a standard step in the development review process.

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# APPENDIX A: SPECIFICATIONS AND DETAILS

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## Appendix A: Specifications and Details

## **Design Framework – The COR**

### **Purpose**

The primary purpose of Design Framework is to set basic parameters, describe preferences and illustrate design intent. These framework standards serve as a framework within which creative design can and should occur – there is no one solution, but many options that meet the basic requirements of this document.

### **Application**

The format and content of this framework are specifically tailored for use as a supplement to the Zoning Ordinance. This document is organized into two sections. The first section outlines issues and recommendations that apply to the entire COR. The second section highlights specific framework that apply to each sub-district within The COR. The City of Ramsey has adopted Development Plan 5.03 as the Master Plan for The COR. This master plan provides illustrative guidance for building locations and orientation. Any changes to this approved master plan must be reviewed and approved by the City Council as part of the development application. This Development Plan will be updated by the City as changes are approved.

### **Implied Responsibility**

All participants in the development of The COR recognize the local and regional impacts of this project and the various systems that play an important role. Each parcel and each building must fit within the context of the entire plan. Individual projects must complement, not compete with, adjacent development in terms of public green space, walk and trail connections, stormwater management solutions, street layout, parking strategies, land use mix and building design.

## Part One: Overall Framework

There are a number of framework standards that apply to the entire COR, including recommendations for stormwater management, parks, streets, land use, parking, transit and other development components. Many of these overall COR framework standards overlap, or are integrated with one another. For ease of discussion they are categorized according to the same list of 'layers' that formed the basic structure for the Master Framework:

- Context – local, city, regional
- Street Hierarchy--access, circulation, arrangement
- Streetscape—preferred design, location
- Parking -- quantity, location, type
- Building Design-- preferred uses, horizontal/vertical mixed use, built form, character of development
- Signage—design, location, quantity, type
- Stormwater Management-- surface water features, stormwater management
- Parks/Public Spaces – parks, trails and open space

It is essential that proposed design solutions for development projects and other improvements within The COR demonstrate an understanding of the interplay between these layers.

## Overall Framework - Context

### Overview

The COR is a unique area within the City; but it is a part of, and connected with, a variety of local, city-wide and regional systems. Each development project, whether a single building, one lot, or a series of blocks, must provide reasonable links to these systems as a primary design objective.

### Guideline Recommendations

To ensure that The COR takes full advantage of local and regional systems, development should:

- Provide safe, easily recognized connections to city, county and state trail corridors
- Make provisions for city and regional transit service and amenities (including the Northstar Line) and encourage their use
- Tie into, and improve, the Ramsey utility network
- Integrate with and complement the existing (and future) street framework
- Become an integral part of the city and county drainage/stormwater management plan

### Objectives

- Overall COR design (and all new private development within The COR) will accommodate stormwater from new projects and from off-site, and highlight stormwater features as an amenity
- Bikeways and pedestrian routes into The COR from adjacent neighborhoods must be designed for safety and ease of access, suggesting that a person on a bicycle has an equally accessible route to downtown.
- Parks and open space will be easily accessible to all COR residents, visitors, people who work here and also for the citizens of Ramsey and the surrounding area. This connected green system is reminiscent of the world renowned 'Grand Rounds' of Minneapolis.

- 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 6.1**

09/06/2012  
 Landmark and Urban Form - an integrated approach to planning and design, LLC

## Overall Framework – Street Hierarchy

### Overview

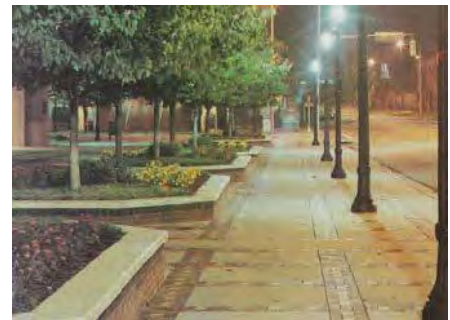
The Development Master Plan defines a specific strategy for the layout of streets and blocks within, and around The COR. The size, type and configuration of this street hierarchy (See Figure 1: Street Hierarchy) is based on a combination of projected traffic volume, level of service at intersections, proposed adjacent land use (destination commercial, residential, civic, recreation, etc.) and desired aesthetic character.

Great streets are essential components of an attractive and inviting public realm. These guidelines promote a street system that balances pedestrian and vehicular use. Providing streets that support traffic flow is important, but also creating ample space for street-side activities, strolling promenades, pockets of green and other amenities is critical to the success of The COR. Streets will promote convenient access by car – to storefronts, to parking lots and ramps, to entertainment attractions – but will also encourage foot traffic as a primary way to move about and conduct business in the core area.

### Guideline Recommendations

The proposed street and block pattern reflects a compact urban character, not allowing dead end streets or cul-de-sacs, in favor of a traditional grid pattern and connected streets including the following:

- Provide a street network that distributes pedestrian and vehicular traffic throughout the various districts in The COR and encourages a more dispersed and less congested traffic flow (many choices or travel paths).
- Provide a clear hierarchy of streets resulting in a simple and understandable system for movement – easy access and convenient circulation throughout The COR.
- Work with Anoka County to convert primary perimeter streets (arterials such as Ramsey, Armstrong and Bunker Lake Boulevards) to urban street sections, providing sidewalks and street trees to replace roadside ditches.
- Promote improvements that invite pedestrian and bicycle use including wide sidewalks, streetscape amenities and designated bicycle trails (both on and off-street).



### Objectives

Creative design solutions for public realm improvements should reflect these basic street classifications (street hierarchy) including:

- Arterial street – these streets provide the boundary of The COR and all access into The COR will be from one of these three streets:
  - Bunker Lake Boulevard
  - Armstrong Boulevard
  - Ramsey Boulevard
- Destination street – signature addresses for shopping, entertainment, services, work place and other primary amenities
  - Sunwood Drive



- Parkway – premier ‘green streets’ adjacent to primary public park / green space, with more landscaping than other streets in The COR
  - Ramsey Parkway
  - Center Street (north of the roundabout)
- Connector street – primary routes that link various districts within The COR, usually providing the most direct means of getting from point A to point B
  - Rhinestone Street
  - Zeolite Street
  - Veterans Drive
- Downtown street – the most urban of street sections where high pedestrian traffic is intended and traffic calming measures such as on street parking, bump outs and other methods will be employed
  - Center Street (south of the roundabout)
  - Sapphire Street (north of Sunwood)
  - Other streets as shown on the Street Hierarchy Map
- Local street – neither destination nor primary connector routes, these streets provide much of the rest of the street grid throughout The COR.



These street hierarchy classifications are intended to provide guidance regarding the streetscape, but it should be noted that within a street classification, there may be construction or design distinctions, based on the sub-district classification. For example, Sunwood Drive is defined as a destination street throughout The COR, but the design may be different between the COR1 and COR2 sub-districts. The Master Streetscape Map will provide design direction.



Figure 1: Street Hierarchy Map

### *Transit Overview*

The COR is designed to be a Transit Oriented Development (TOD) in a variety of ways that go beyond providing a walkable public realm and connected street grid. The Master Plan also includes a multimodal transit station, with dedicated commuter parking, integrated with other uses at the heart of the retail, restaurant and entertainment district. This station functions as a hub where local circulator transit comes together with regional transit service and the Northstar Corridor. The COR is the Twin Cities' first and only transit-oriented development along the new Northstar Commuter Rail Line. Ramsey Station at The COR will open for riders boarding the train in November 2012. As Northstar's most visible station, The COR will immediately bolster the ridership on the line and continue to build recognition for this regional service.



Transit components include the following:

- Ramsey Star Express service provides peak period, peak direction bus service between downtown Minneapolis and Ramsey until the Northstar Commuter Rail station stop is complete
- Northstar Commuter Rail provides train service between Big Lake and downtown Minneapolis
- 350 park and ride parking spaces are provided for commuters adjacent to the transit station
- Pedestrian and bicycle connections are emphasized in the Master Plan as major links between the transit station, various districts within The COR and into the surrounding neighborhoods
- The COR can accommodate Metro Mobility, citywide circulator bus or town trolley connections as part of local and regional service to the transit station



The COR also encourages developers to participate in a Travel Demand Management (TDM) program to both assist and encourage residents and visitors to take advantage of the various modes available for their commuting and travel needs. The TDM program draws from incentives and services available through Anoka County and Metro Commuter Services that match riders with carpools and vanpools, provide discounted transit passes and manage work hours among other functions.

- Developers shall submit a TDM plan with their site plan application for new development and work with the City to implement their plans.

### *Transit Guideline Recommendations*

Transit is an important component of the overall plan, with expectations for more ridership, using a greater range of transit options as they become available. More people, together with the mix of activities and amenities in The COR, encourages better designed, better connected transit service. It is a shared responsibility between city, county and developer to promote transit use, with both policy and bricks-and-mortar attention to the following framework:

- Understand and take advantage of opportunities to use existing and proposed transit components

- Provide transit related facilities specifically linked to uses and character within each COR district, including signage and lighting for way-finding and bicycle amenities
- Building future Northstar Commuter Rail riders through the Ramsey Star Express bus service

### *Transit Objectives*

The primary objective is to provide a balance of transit service, bicycle and pedestrian connections and lanes to move traffic. The framework for The COR promotes public transportation as part of the solution and suggests a variety of street improvements and other amenities to invite increased use. Photographs throughout the framework suggest some of the many possibilities.

## Overall Framework - Streetscape

### Overview

The Master Plan defines a specific strategy for the layout of streets and blocks within and around The COR. The amenities within the public right-of-way -and immediately adjacent -play an important role in the aesthetics of The COR. Great streets are essential components of an attractive and inviting public realm. Developing a streetscape that is comfortable and inviting to pedestrians is important to realizing the vision for The COR. The framework will encourage interesting and inviting places for the public.

The Streetscape framework defines the visual character and physical improvements for all public spaces within The COR. The document also provides the general framework and examples for design of proposed quasi-public and private space located within each development parcel.

Public realm/streetscape framework focus on the following elements:

- Parks, plazas and other public gathering spaces
- Street/sidewalk character and streetscape elements
- Bicycle/pedestrian connections (on-street and off-street)
- Residential courts, pocket parks and other private green space



The goal is to foster a safe and interesting public realm that will invite pedestrian activity, promote traffic calming, increase transit use and encourage community gathering. Street trees, lighting and decorative fencing provide the backbone for streetscape improvements. Added detail, such as special pavements, street furniture, public art and layered plantings will highlight specific nodes or uses. The City has developed a series of street cross -sections to illustrate these design expectations. Typical street sections are provided in Appendix A as a reference.

Destination and Connector streets must balance a high level of service for the automobile with attractive and inviting amenities for the pedestrian including:

- Provide gracious sidewalk width to support intensity of pedestrian traffic in the core
- Install street trees to frame the street and provide shade
- Provide street lighting that meets all safety standards and design criteria, while creating a signature character for this district
- Explore a range of options for streetscape improvements including special pavements, interesting concrete tinting or scoring patterns, additional plantings, ornamental fencing and other features (note, however, that simpler is better and too much clutter is a negative)



The COR includes a network of bicycle/pedestrian trails and walkways (both on and off-street) that connect adjacent sub-districts to the Mixed Use Core. As you approach the core, these connections tend to become part of the shared right of way along the major streets, or become part of the urban park spaces. Bicycle riders may choose to share the street with vehicular traffic, or dismount and walk their bicycles along with the other pedestrians using the sidewalks. Providing and maintaining these bicycle and pedestrian connections should be a key component for all development projects in the core.



Figure 2: Master Lighting Plan

## Guideline Recommendations

The proposed street and block pattern reflects a compact urban character, including the following:

- Bike racks interspersed throughout The COR to encourage cycling as an alternative mode of transportation.
- Benches on the public sidewalks to encourage people to linger in The COR
- Trees and planters along the streets to create an inviting space
- Wide sidewalks and both on- and off-street bicycle trails
- Kiosks and other way finding tools for visitors and residents in The COR
- Outdoor dining is encouraged on the street side of buildings within all districts.
- Public plaza space is strongly encouraged to be located adjacent to the streets



## Objectives

Creative design solutions for streetscape improvements should include:

- Streetscape improvements that provide traffic calming, particularly along Destination and Downtown streets
- Inviting streets that draw you into and through The COR
- A marriage of building design and streetscape design that encourages active spaces near the streets

## Street Trees and Plantings

Street trees and planter boxes are a critical element in the unique character of The COR and will be used to help distinguish between different street types and sub-districts within The COR. However, there may be variety within the same street when the street crosses into sub-districts.



- Street trees will be chosen to ensure that the species allow for clear pedestrian access along the streets and require minimal maintenance.
- Along Destination, Downtown, Parkway and Local streets, where regularly spaced blocks exists, one (1) tree species shall be provided per block. In order to provide variety and protect against disease, adjacent blocks shall not be allowed the same street tree. Initial development along a block shall establish the tree species for that block, subject to City review and approval.
- Along streets without regular block space or longer blocks, such as Connector and Arterial streets, the City may approve groupings of 3-6 trees of one (1) species in lieu of the regular block spacing.
- Alternatives to the above mentioned planting plan shall be subject to review and approval by the City Council.

## Destination Street Trees:

- Autumn Blaze Maple (*Acer x freemanii* 'Jeffersed')
- Bicolor Oak (*Quercus bicolor*)
- Sienna Glenn Maple (*Acer x freemanii* 'Sienna')
- Skyline Honeylocust (*Gleditsia triacanthos var. inermis* 'Skyline')
- Ginko (*Ginkgo biloba*)
- Accolade Elm (*Ulmus x 'Accolade'*)

### Parkway Street Trees:

- Valley Forge Elm (*Ulmus americana* 'Valley Forge')
- Bitternut Hickory (*Carya cordiformis*)
- Siouland Poplar (*Populus deltoides* 'Siouland')
- Sienna Glen Maple (*Acer x freemanii* 'Sienna')
- Boulevard Linden (*Tilia americana* 'Boulevard')
- Northern Catalpa (*Catalpa speciosa*)
- Spring Snow Crabapple (*Malus* 'Spring Snow')
- Kelsey Crabapple (*Malus* 'Kelsey')
- Korean Mountain Ash (*Sorbus alnifolia*)
- Ohio Buckeye (*Aesculus glabra*)
- Ginkgo (*Ginkgo biloba*)

### Connector Street Trees:

- Bicolor Oak (*Quercus bicolor*)
- Northern Red Oak (*Quercus rubra*)
- Princeton Elm (*Ulmus americana* 'Princeton')
- Accolade Elm (*Ulmus x 'Accolade'*)
- Autumn Blaze Maple (*Acer x freemanii* 'Jeffersed')
- Skyline Honeylocust (*Gleditsia triacanthos var. inermis* 'Skyline')
- Kentucky Coffeytree (male) (*Gymnocladus dioicus*)
- River Birch (single stem) (*Betula nigra*)
- Black Alder (*Alnus glutinosa*)
- Black Cherry (*Prunus serotina*)
- Spring Snow Crabapple (*Malus* 'Spring Snow')
- Kelsey Crabapple (*Malus* 'Kelsey')
- Japanese Tree Lilac (*Syringa reticulate*)
- Thornless Cockspur Hawthorne (*Crataegus crus-galli var. inermis*)

### Downtown Street Trees:

- Princeton Elm (*Ulmus americana* 'Princeton')
- Accolade Elm (*Ulmus x 'Accolade'*)
- Autumn Blaze Maple (*Acer x freemanii* 'Jeffersed')
- Skyline Honeylocust (*Gleditsia triacanthos var. inermis* 'Skyline')
- Kentucky Coffeytree (male) (*Gymnocladus dioicus*)
- River Birch (single stem) (*Betula nigra*)
- Black Alder (*Alnus glutinosa*)
- Black Cherry (*Prunus serotina*)
- Spring Snow Crabapple (*Malus* 'Spring Snow')
- Kelsey Crabapple (*Malus* 'Kelsey')
- Japanese Tree Lilac (*Syringa reticulate*)
- Thornless Cockspur Hawthorne (*Crataegus crus-galli var. inermis*)

### Local and Arterial Street Trees:

Local and Arterial Street trees may be chosen from any species on the above lists.

### Planter Beds/Boxes/Tree Grates

- Planter beds, tree grates and planters shall be as shown on the Streetscape Master Plan. Details and specification shall be added to Appendix A as developed and approved by the City. Appendix A shall be amended as needed.
- Irrigation shall be provided to ensure survival of plant materials. The City shall provide irrigation systems along the Parkway and Destination streets. Unless otherwise approved, all other irrigation shall be the responsibility of the landowner.

### Street Furniture

Bike racks, trash enclosures and benches are encouraged on all streets, but will be required on Destination, Connector and Parkways and other streets as shown conceptually on the Streetscape Master Plan.

Bike racks shall be the standard bike rack (see Appendix A for specifications).

Trash enclosures shall be the standard trash enclosures (see Appendix A for specifications).

Benches shall be the standard bench (See Appendix A for specifications).

Benches shall be grouped in twos that face each other and provide an opportunity for an outdoor conversation space.

Alternative bike rack, trash enclosures and bench designs will be considered on a case-by-case basis. The City will review alternative designs as part of the site plan review and will evaluate these alternatives based on the following:

- Does the design maintain the character of the district?
- Does the alternative design maintain the quality of the standard feature?
- Does the design provide a relationship between the public elements of the streetscape and the building that would not otherwise be possible?



### Sidewalks and Boulevard

In the design framework, the term “boulevard” is defined as “the space between the sidewalk and the curb.” The boulevard area provides the required space for public features such as street lights, benches, fire hydrants, street signs, etc. The boulevard will have different characteristics based on the street hierarchy.

The street width and layout within different zones may affect the ability of a particular development to provide the minimum boulevard width and the minimum sidewalk width within the existing public right-of-way. In those cases, the landowner shall provide a permanent public easement over the portion of the sidewalk that is located on private property.

### ***Street Lights***

Street lights are owned and installed by Connexus Energy. The streetlight design was developed in conjunction with the City of Ramsey and Connexus (See Figure 2: Master Lighting Plan). The standard street lights are designed to accommodate banner arms should banner signage be desired. The banner arms should be the manufacturer's standard break-away banner arms to ensure safety and minimize maintenance costs. Connexus provides street light maintenance for the City. Connexus bills the City of Ramsey for the cost of installation and maintenance.

The choice of street light was intended to emphasize the pedestrian scale of The COR. Light poles within the public right-of-way should be planned to accommodate banners, flowers, hanging artwork and electrical outlets.

There are three (3) different streetlight types within The COR:

- 24-foot high poles at intersections
- 14-foot high poles at mid-block
- 12-foot high poles at The Draw



The City will ensure that the appropriate streetlights are installed on all public streets as described by the Design Framework. Private developers shall provide parking lot or other project lighting that retains these design

objectives. All lighting shall comply with City Code performance standards for lighting. All lighting shall be reviewed by City staff to ensure compliance with the Design Framework and City Code standards described above.

### ***Standards for Outdoor Dining.***

Outdoor dining is encouraged as an attractive addition to a pedestrian- and retail-friendly, vital COR. Such dining is encouraged subject to the standards in Section 117-118 of the Zoning Ordinance.

## Overall Framework - Parking

### Overview

Balancing the realities of car-related necessities (streets, parking and so on) with future transit service and the desired character of The COR is a significant challenge. The goal is to provide adequate parking; both quantity and location, while promoting new strategies that support the overall needs of The COR. Parking will be provided through a combination of on street spaces, off-street surface lots, underground lots and structured ramps to support the mix of uses at the core.

Parking structures should contribute to the overall character and image of The COR. Ramp design should include elements, colors and materials that reflect, or complement surrounding buildings. Liner stores or other street level uses should be integrated into ramp design along important street frontages. The City also encourages developers to wrap the ramp with multi-story uses that will provide commercial and residential opportunities and help to define the street edge.

### Guideline Recommendations

Parking guidelines encourage the following:

- Locate surface parking lots away from the major streets, either behind or to the side of primary buildings; surface parking lots along major street frontage are not allowed in the core area
- Minimize surface parking lots in favor of other solutions including underground parking to serve residential buildings, on-street parking to serve retail shops and parking ramps
- Provide a combination of fencing, landscaping and landform to screen parking areas from major streets and important views, soften parking area edges, provide shade, integrate native plantings, offset islands and reduce to 'sea of parking' image
- Create strategies for shared parking between adjacent uses, taking advantage of peak and off-peak cycles, business hours, nighttime activities, special events and other needs
- Provide alternative surfaces for secondary (less frequently used) parking areas including porous pavements, green pavements and so on
- Provide facilities or services that respond to and connect with future transit to reduce required parking, including shuttle/circulator bus, bicycle lockers
- Provide flexibility including hours for on-street parking, security and enforcement practices, permit or metering
- Provide parallel parking on both public and private streets throughout The COR, to add parking and create a traffic calming, pedestrian buffer; Bumpouts are encouraged as a traffic calming measure on all streets within the COR.
- Explore options to integrate stormwater management requirements into parking area design
- Provide parking spaces for typical daily use, satisfying both quantity and location needs through a mix of on street, small surface lot, underground and ramped parking solutions
- Provide options for additional/overflow parking to support holiday traffic and special events including porous pavements, turf parking areas (Netlon and other soil amendments) or shuttle service from nearby parking areas
- Encourage shared parking solutions that target around the clock shifts in destination, audience or take advantage of peak/off-peak hours of operation for various uses within the core area

- Promote municipal parking ramps as the primary facility to meet public parking needs within the core area
- Discourage driveway access to parking facilities along Arterial, Destination and Parkway streets, in favor of side streets.

### Objectives

The primary objective is to provide a balance of surface lots, on-street and structured parking, with ample quantities and close proximity to serve the mix of uses in The COR. The Design Framework anticipates the construction of a total of 3 parking structures in COR1 to serve the needs of the area by providing structured parking that can be shared among users, allow developers to maximize the development on each individual lot.

As discussed later in this section, sizing and timing of the structured parking will be finalized as the area develops and parking demand grows. In addition to providing adequate space, excellent design is a major factor as well. The framework for The COR encourages creativity, innovation, quality and attention to detail in every aspect of project development, including parking solutions. Photographs throughout the Design Framework suggest some of the many possibilities.



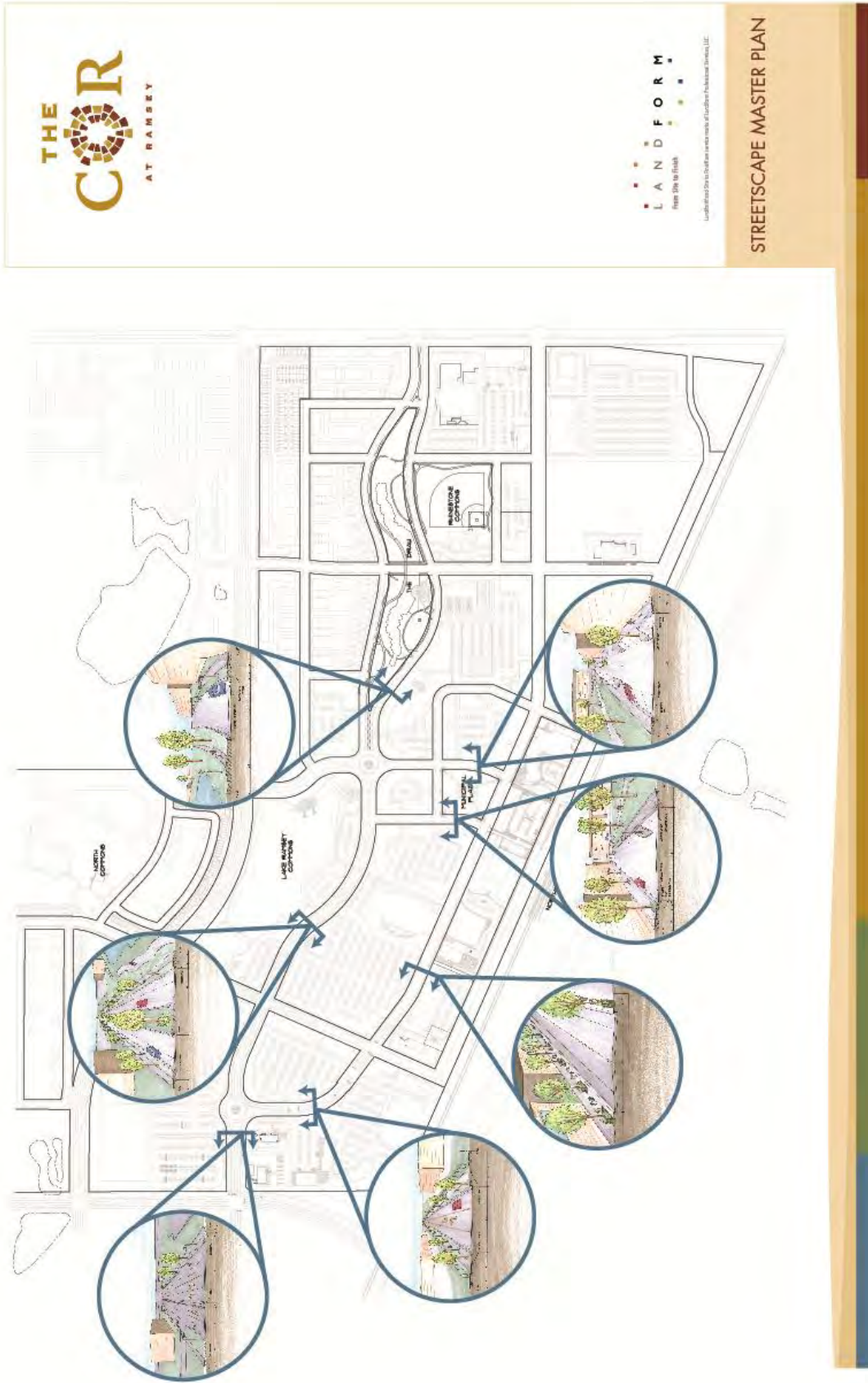


Figure 3: Streetscape Master Plan

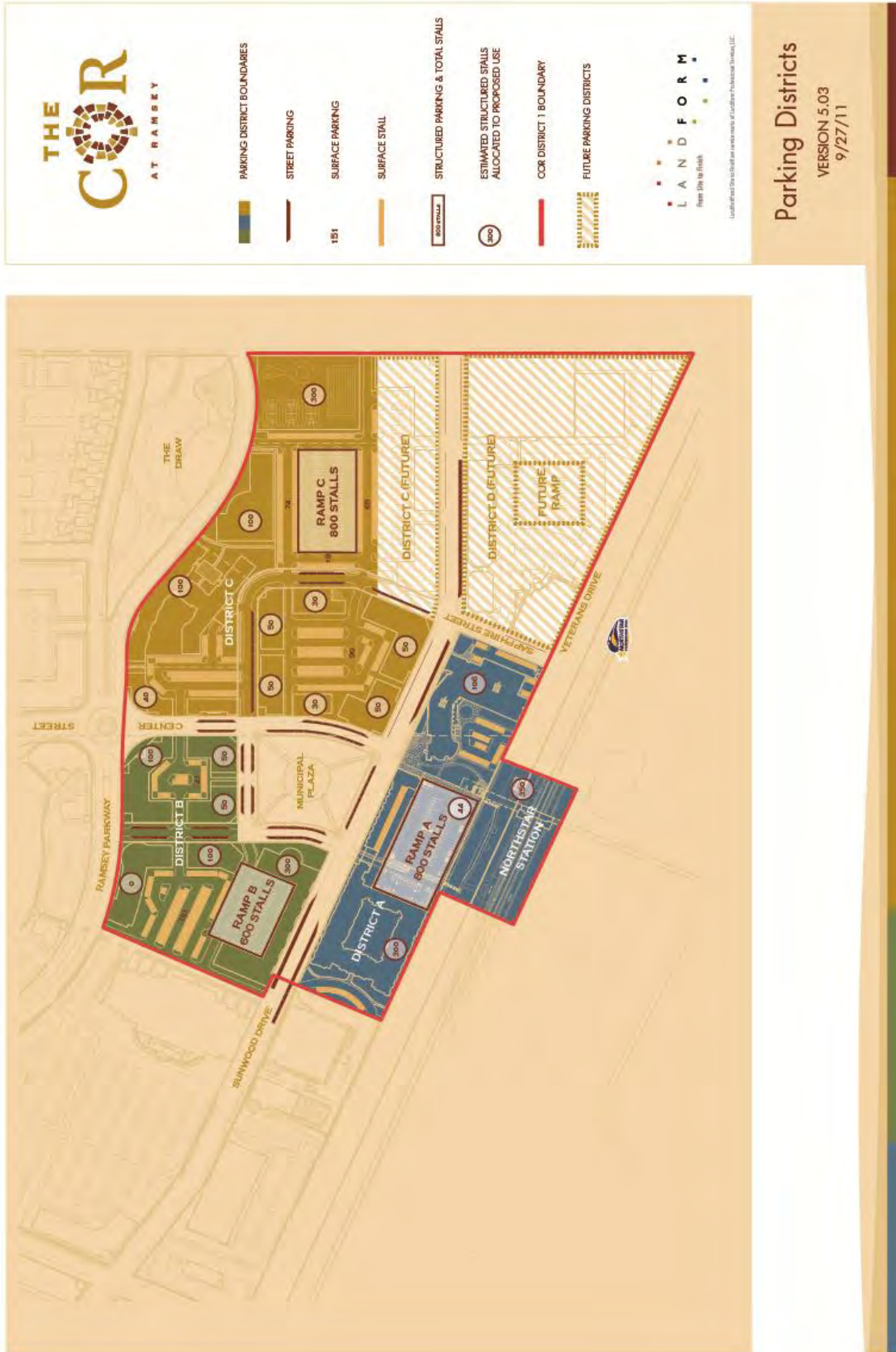
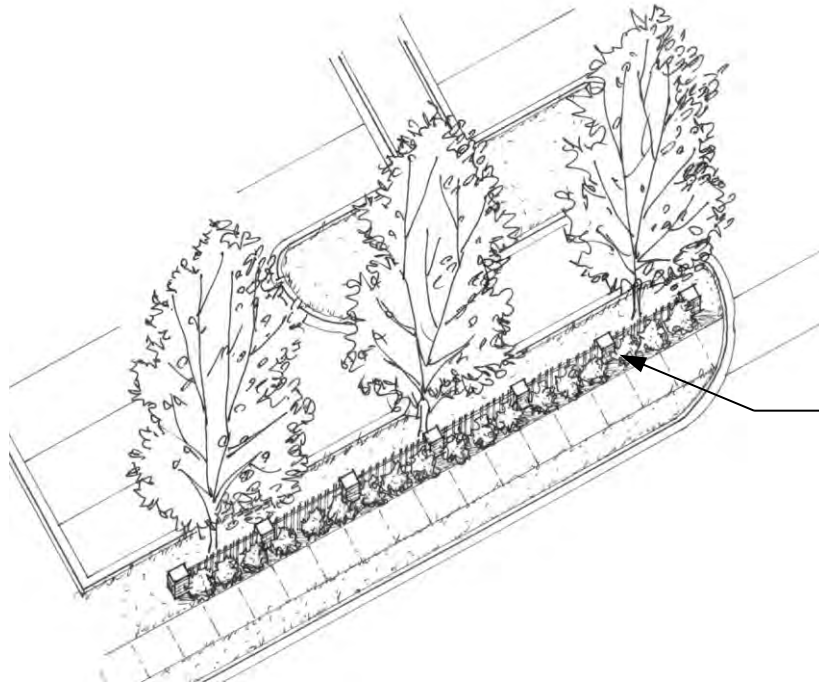


Figure 4: Parking District Map

### *Minimum Standards*

Parking in The COR is intended to be shared to the greatest extent practicable in all mixed-use areas. The parking standards are intended to provide a practical basis for providing adequate parking within the COR District through a careful analysis of uses, shared parking arrangements, use of public street parking and reduction allowances for the proximity to the transit station. A parking plan has been prepared to identify the planned number, location, sharing arrangements and public use (see Figure 3: Streetscape Master Plan and Figure 4: Parking District Map). The parking plan provides information that can be used to help address longer term parking arrangements where the possibility of use conversion or building expansion exists. Parking shall be provided under any of the following arrangements:

- A. No parking shall be located between the front of the principal structure and the street on parcels abutting Destination and Downtown streets in COR1.
- B. Not more than fifty (50%) percent of the parking shall be located in front of the principal structure and the street on parcels abutting Arterial, Parkway, Connector and Local streets.
  1. In the COR2 district, developments may be allowed more than fifty (50%) percent parking in the front yard, provided all other design standards have been met, including the use of a wall, railing, hedge or combination to create a street edge and screen parking.
- C. 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<sup>1</sup>/<sub>2</sub>') above the level of the parking lot, at the build-to line required for the property. The amount of required screening may vary by sub-district and street frontage and is described in Part Two of this document.



Landscaped edge that combines fence with trees, low shrubs and ground cover for parking lot screening and buffering along sidewalk to screen parking

- D. No parking spaces shall be located on corner lots at the point of street intersections.
- E. Shared parking in COR1 will be accomplished through a Parking Use and Maintenance Agreement (PUMA).
- F. Off-street parking in the COR2 and COR3 sub-districts shall be secured for public use through parking easements and other appropriate conveyances. Shared parking arrangements between nearby uses are encouraged in both sub-districts.
  - 1. The City may approve joint parking for one or more businesses where the total number of parking stalls provided for joint use is less than the sum of the total required for each business should they provide them separately. The applicant must demonstrate the feasibility of the arrangement in a written report. Such a permit shall not be granted except when the following conditions are found to exist:
    - i. Proximity. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within three hundred (300') feet of such parking facilities, excluding public rights-of-way.
    - ii. Conflict in Hours. The applicant shall demonstrate in documented fashion that there is no substantial conflict in the principal operating hours of the two (2) buildings or uses for which joint use of off-street parking facilities is proposed.
    - iii. Written Consent and Agreement. A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities, duly approved as

to title of grantors or lessors, and in a form and manner of execution approved by the City Attorney, shall be filed with the City Clerk and recorded with the Anoka County Recorder or Registrar of Titles, and a certified copy of the recorded document shall be filed with the City within sixty (60) days after approval of the joint parking use by the City or the interim use permit shall be considered null and void.

- G. On-street parking adjacent to buildings shall not be used for the purposes of calculating parking requirements.
- H. Within the COR-4 sub-district, parking on individual parcels serving individual uses may be provided if designated and approved as part of the master plan.
- I. Within all sub-districts, a minimum driveway length of twenty-five (25') feet is required to limit conflicts between vehicles parked in the driveway and street or sidewalk users.
- J. In order to ensure the pedestrian orientation of the COR Districts, minimum/maximum on-site parking standards are set based on the following table:

**Table 1**

Use	Minimum number of parking stalls	Maximum number of parking stalls*
Retail	2 per 1,000 sq. ft.	4 per 1,000 sq. ft.
Restaurants	1 per each 2 seats	1 per each 1 seats.
Offices	2 per 1,000 sq. ft.	3 per 1,000 sq. ft.
Medical offices, clinics	2 per 1,000 sq. ft.	4 per 1,000 sq. ft.
Health clubs	3 per 1,000 sq. ft.	5 per 1,000 sq. ft.
Theaters, places of assembly	1 per 5 seats	1 per 3 seats
Residential		
Attached or detached	1 per unit	2 per unit
Multifamily units	1 per unit	2 per unit

\*If a parking structure is provided on site, maximum parking stalls do not apply.

- K. Non-Specified Uses. For uses not specifically listed above, off-street parking requirements shall be computed by the Zoning Administrator on the same basis as required for the most similar listed uses. In such cases, the Zoning Administrator shall also consult off-street parking reference materials including, but not limited to, manuals prepared by the American Planning Association and Institute of Transportation Engineers.
- L. Handicap Parking. The size, number, and location of stalls reserved for handicapped parking shall be provided and identified as required by applicable regulations. These spaces are included in the computation for the minimum parking space requirement.
- M. Change in Land Use. When the site intensity or use of a building and/or property is increased with consequential effect upon the parking requirements as prescribed in this Section, the

parking requirements as prescribed herein shall be used to provide for such increase in the site intensity and/or use.

- N. Use of required parking spaces. Required parking spaces must be available for the use of residents, customers or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. Also, required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.
- O. Transit Service Reduction. The minimum number of parking stalls required on site may be reduced by 10% for any parcel located within ¼ mile of a transit stop. To qualify for this reduction, the transit stop must provide regular service on all days of the week and direct pedestrian access must be provided between the building and the transit stop.
- P. Bike Racks. In addition to the bike racks provided as part of the streetscape, individual businesses are encouraged to provide bike racks for customers. Bike rack locations will be reviewed and approved by the City as part of the site plan review.
- Q. Increase to Maximum Required Parking. If additional parking is sought to exceed these maximum requirements, a conditional use permit can be sought to increase maximums up to twenty-five (25%) percent.
  - 1. In the COR-2 sub-district, an increase of twenty-five (25%) percent in the maximum number of parking stalls is permitted without the issuance of a conditional use permit if approved as part of the site plan.
- R. In the COR1 sub-district, a PUMA (Parking Use and Maintenance Agreement) shall be applied to all development as follows:
  - 1. It is the City's intent to maximize development on individual lots. In order to help landowners accomplish this goal, the City will develop public parking ramps, which will be available for public parking within The COR. In order to minimize the amount of the site required for parking, the landowner may choose to enter into the PUMA for utilization of the public parking ramps to meet all or a portion of their minimum parking requirements.
  - 2. Each development shall be subject to a PUMA that specifies that each property in the COR1 shall be financially responsible for its proportionate share of a shared parking facility. The proportionate share shall be determined on the basis of the property's off-street parking needs, as determined by the parking requirements of Item J above.

3. The City shall establish fees by ordinance. The developer shall be responsible for payment in an amount equal to the value of the required parking on a per-stall price basis for ramp parking through the PUMA. The City will determine the appropriate contribution.
4. Funds collected by the City shall be deposited in a special fund used only to acquire and/or develop off-street parking facilities for the COR. Financial responsibility shall cover the construction and continuing maintenance of the parking facility.
5. The parking facility may be constructed and maintained by the City or by a private management entity acceptable to the City.

### *Private Streets*

Private streets may be allowed within residential subdivisions, subject to the standards in Section 117-112 (e)3.b. of the Zoning Ordinance.

### *Loading Areas*

- A. Loading areas and docks shall be located in the rear of the building.
- B. Loading areas shall not be located in the front yard and shall be fully screened from public streets, public parks and residential areas through landscaping and building design measures.



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## Overall Framework – Building Design

### Overview

The COR Development Plan 5.03 identifies the preferred mix and approximate location of a variety of land use types. Together with the Zoning Code, this Design Framework focuses on the following overall objectives:

- Promote vertical and horizontal mixed use (within a building, within a block, within a district)
- Provide a variety of housing types, styles, pricing
- Encourage increased density in and around the central core area
- Promote an interesting mix of building styles, scales and massing for each sub-district
- Support creative, innovative, high quality design solutions as the benchmark for success
- Integrate mix of uses with public green space within each district
- Provide a variety of commercial types
- Mix residential and commercial uses to promote street-level activity throughout the day

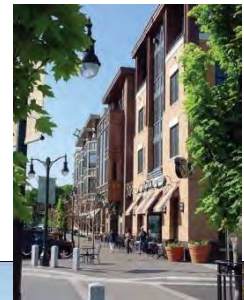
### Guideline Recommendations

The mix of land uses in The COR will encourage activity during the day and into the evening and nighttime hours. As a focus of commerce, employment, recreation and housing, The COR resembles a small to medium size Midwestern downtown in scale and character. Land uses are intentionally mixed, to bring shoppers and workers into the area during the day and attract new residents and visitors to entertainment venues in the evening.

The civic component of The COR, anchored by City Hall, Police Station and variety of public spaces and squares, adds an important element to the land use mix and brings a level of authenticity to the district.

### Objectives

- Encourage vertical mixed-use in the core with housing and office space over retail uses along the street, particularly in the center of the district.
- In residential districts, particularly closer to the core, a limited amount of retail uses will be encouraged to service residents and provide nearby places to gather.
- Promote innovative models for housing that include a mix of townhomes, flats and lofts within single buildings or on the same block.
- 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.
- Where similar uses create a ‘family’ or campus of buildings (e.g. medical campus), buildings should reinforce the street edge and parking should be set within the core of the block.
- Uses shall promote pedestrian friendly streets, contributing to street level activities and overall visual character of each district.
- All uses should reinforce the street edge.



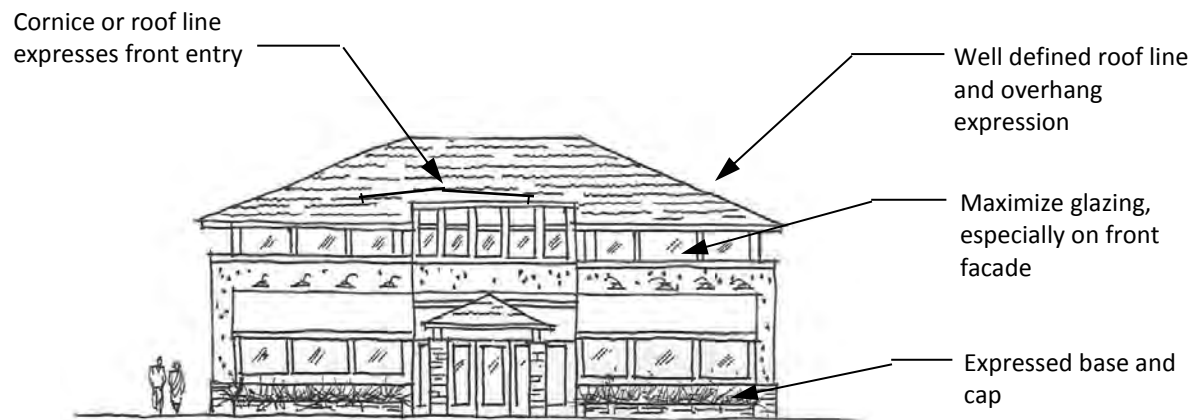
## Architectural Overview

High quality architecture is an essential component in fulfilling the objectives of the Design Framework. Rather than prescribing a particular style, these architectural guidelines are intended to encourage an integration of both traditional and contemporary design. Architectural designs should provide a consistent quality, measured, to a great degree, by the pedestrian experience along the street and by an architectural expression that provides character without being thematic, obtrusive, or artificial. Architectural character should strive to be authentic and varied, but not 'thematic'.

## Architecture Recommendations

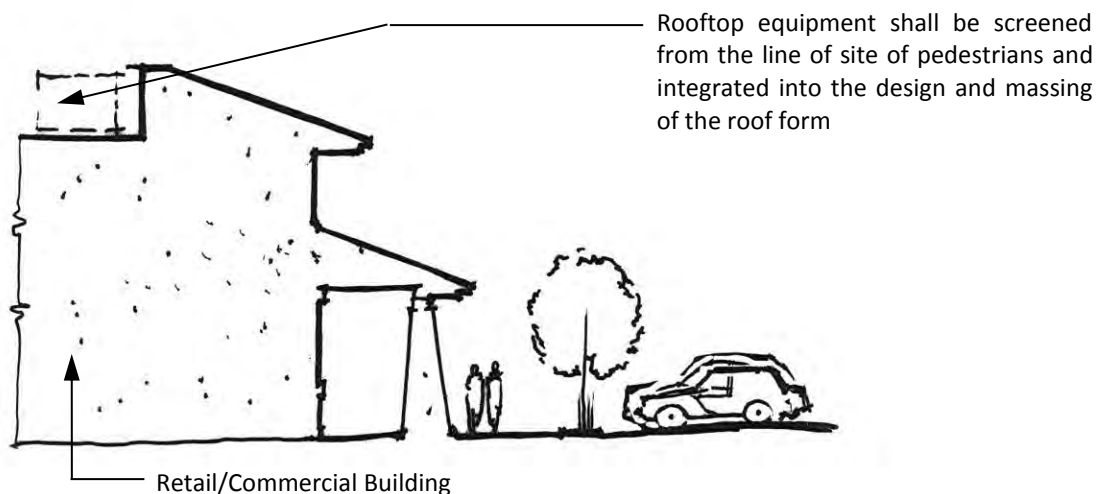
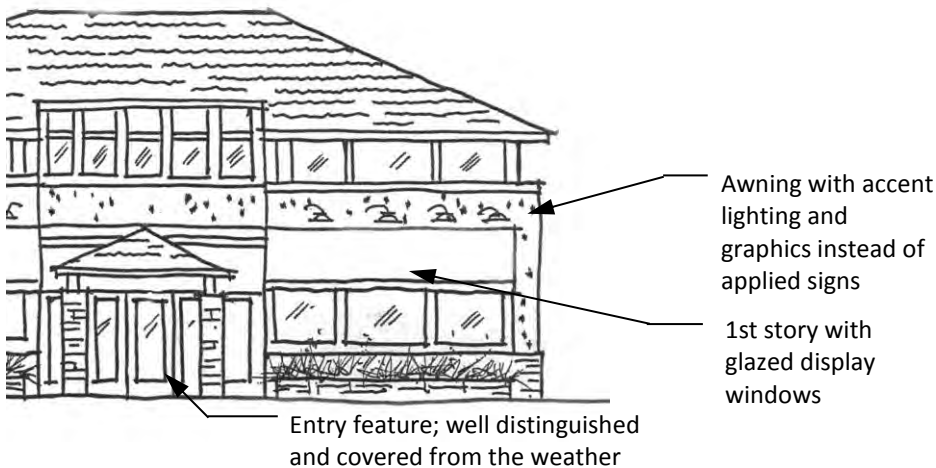
Of all the layers that combine to form The COR Development Plan, architecture will typically be the most prominent development component. Both visually and physically, architecture will play a major role in defining the overall design character and mix of uses for The COR. It is crucial that the design and location of buildings address these architectural guidelines, with specific emphasis on the following:

- An animated street presence with a mix of street-level uses, interesting building façades, many doors and windows on the street, careful design of lighting, awnings, signage and other elements that animate the pedestrian experience

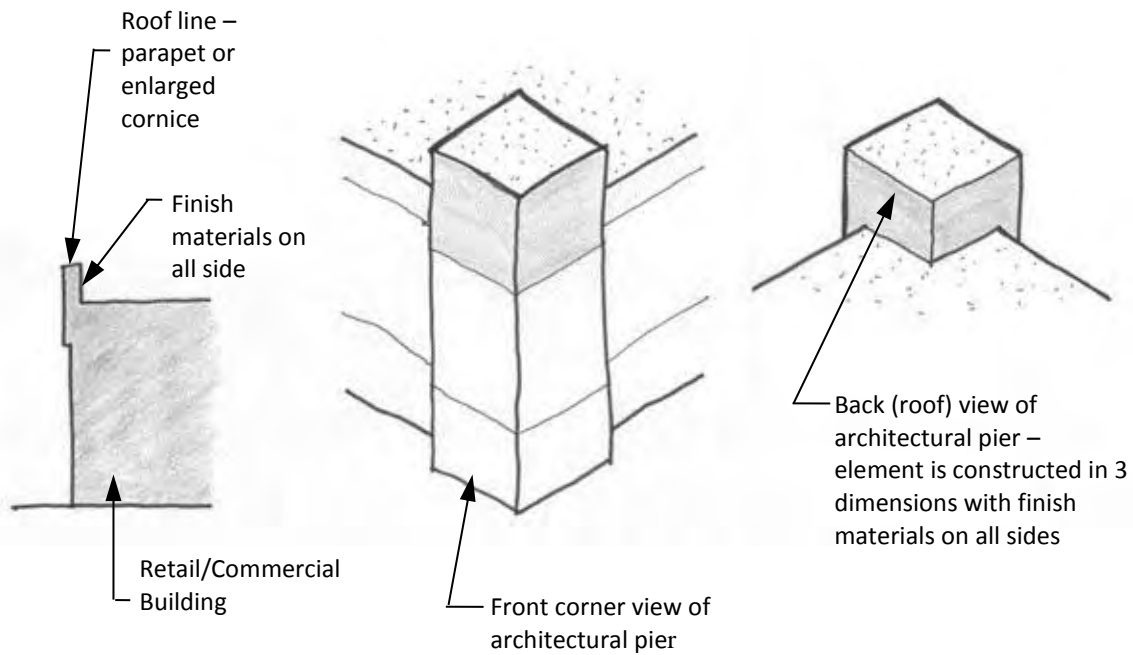


- Variety in building design, character and expression; not one theme or building style, but a thoughtful integration of many design solutions
- Variety of building types including a range of height, scale and proportion, that support an integrated mix of housing options, shopping destinations, entertainment venues, civic structures and other COR uses
- Use of high quality materials, suggesting a preference toward native materials and masonry elements, with respect for local building techniques
- Building location is as important as building style; special architectural elements, character, transparency and a higher level of materials and detailing should be used to highlight key streets and important crossroads throughout The COR
- 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”

- Buildings will be located at the street right-of-way line (zero setback), but also allow recessed space for outdoor dining and other street level activities providing some minor deviation for variety
- 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
- Encourage both vertical mixed use (within each building) and horizontal mixed use (within each block) throughout this district
- Include a mix of housing, civic, retail, restaurant, entertainment, performance and other uses that encourage a variety of activities throughout the day.
- Minimize openings between buildings, although limited driveway access and some provision for pedestrian connections through blocks are encouraged – gaps between buildings to accommodate surface parking lots, greater building setbacks or other purposes are discouraged
- Use recessed entries and windows to create street-level interest, variety and enhance pedestrian scale along street frontage



- Equipment, mechanical systems, transformers, etc. must be screened from view in a way that is integral to the architecture of the building. Screening should be accomplished with materials similar to or compatible with materials used on the main structure; metal fencing or mechanical vent screens alone are not sufficient.
- Roof lines and cornice details shall be completed in a 3-dimensional manner so that the back of roof features or similar unfinished areas are not visible.



## Overall Framework - Signage

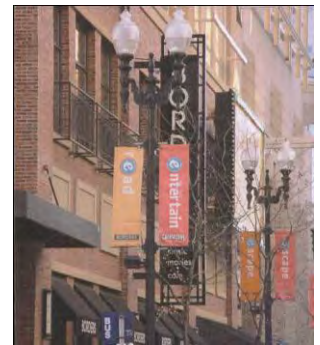
### Overview

Signage within The COR should provide a system for clear wayfinding for all modes of transportation and should ensure successful business operation while maintaining the design aesthetic of this unique project. These sign standards are intended to allow flexibility and creativity while maintaining the design concepts of The COR. Due to the distinctive nature of The COR, the sign standards from the City Code are not applicable and signage shall be allowed as prescribed by the Design Framework. A Master Sign Plan identifies the location of key sign locations (see Figure 5: Signage Plan).

### Guideline Recommendations

The COR development manager shall prepare a Master Sign Plan for the public elements of the project, which are in compliance with the design framework and will be adopted by reference. The Master Sign Plan will specifically address public signs including:

- The three (3) off-site community signs
- Banner signs on light poles
- Signage for public parks
- Signage for public parking ramps
- Signage for public buildings
- Community kiosks



### Objectives

Signage should be used as a tool to help identify businesses and neighborhoods with The COR and should have elements that are focused on the pedestrian nature of The COR as well as the signage needs for businesses.

- Signage and lighting which is integrated into the design of the building is encouraged.

### Definitions

*Awning Sign* means a sign incorporated into or attached to an awning.

*Community sign* means an off-site sign identifying the development name and key tenants. Community signs may also include public information. Reader boards are allowed to be incorporated into community signs within The COR. Gateway and kiosk signs are part of this category.

*Temporary Sign* means a sign which is erected or displayed for a limited period of time and not affixed to a Minnesota State Building Code approved structure.

*Project sign* means a freestanding area identification sign which identifies a single-family or multifamily residential subdivision, a commercial development or an industrial park or office park and which is located on the same site as the development it identifies. A site shall be identified as the block in which the use is located.

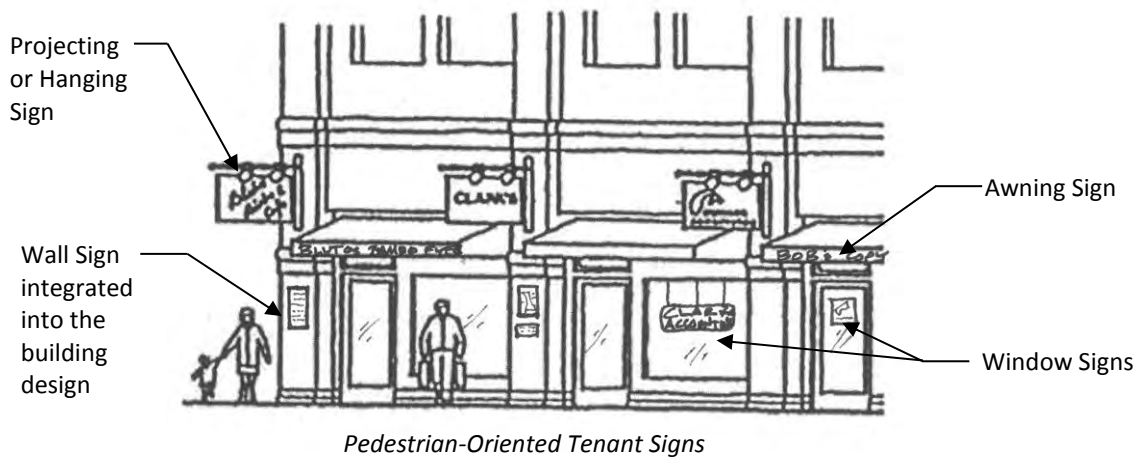
*Projecting sign* means any sign, all or any part of which extends beyond the surface of the building or wall by more than 16 inches.

*Public Realm/Streetscape sign* means any sign erected and maintained by public officials or public agencies, or approved and authorized for use by state or local governmental authorities.

*Sandwich Board Signs* means a self-supporting, freestanding temporary sign with only two (2) sides that are situated adjacent to a business with the intent to attract pedestrian traffic to businesses. Sandwich board signs are not meant to be read by vehicular traffic.

*Wall sign* means any sign which is affixed to a wall of any building. This definition includes individual letter signs and signs on mansards.

*Window sign* means a sign installed inside a window, or any sign placed within a building for the purpose of being visible from the public right-of-way. This does not include merchandise on display.





## *Standards*

### *Public Realm/Streetscape Signs*

The pedestrian oriented nature of The COR requires unique signage that will build on the design concepts for The COR. These types of signs include banner signs on the streetlights, kiosks, street signs, wayfinding signs, signage for public parking ramps, etc. As the design concept for The COR has been refined, so has the signage plan. The Master Sign Plan is included as Appendix B. Size, location, and construction specifications of these signs shall be determined by the Master Sign Plan, which must be approved by the City Council, after a recommendation by the Planning Commission. Careful foresight has been given to size of signs based on needs of the adjacent roadways in order to maintain adequate safety standards that may otherwise be compromised by poor design. Roadways with higher speeds warrant larger lettering to maintain safe travel.

### *Community and Gateway signs*

Community signs include are planned to include three (3) signs on Highway 10, as shown on the Signage Plan (see Figure 5: Signage Plan). The signs include the existing Community Sign near the future transit plaza, the sign at the northwest corner of Highway 10 and Ramsey Boulevard and the planned sign at the northwest corner of Highway 10 and Armstrong Boulevard.

Gateway signs are planned at multiple locations at entrances to The COR from major roadways, as shown on the Signage Plan. General gateway signs may identify The COR only. Retail Gateway signs may include provisions for off-premise, tenant sign panels.

These off-site signs, part of a unified development, are allowed as shown on the signage plan and shall have consistent materials and colors. Community and Gateway Signs shall conform to the design of the Master Sign Plan. Tenants within the unified development shall be allowed to utilize tenant panels on the Community and Retail Gateway Signs.

Amendments to the Master Sign Plan and Approved Community Signs. As the Master Sign Plan is adopted as part of the zoning ordinance, and has the effect of being a zoning ordinance, amendments to the Master Sign Plan must be processed by Ordinance and approved by City Council after review and recommendation by the Planning Commission.

Sign Type	Allowable Size	Architecture	Allowable Height
Community Sign	300 Square Feet	Per Appendix B	30 Feet *
Gateway Sign	50 Square Feet	Per Appendix B	10 Feet
Retail Gateway Sign	150 Square Feet	Per Appendix B	12 Feet
Community Kiosk	32 Square Feet	Per Appendix B	10 Feet*
Parking Ramp Signage	100 Square Feet	Per Appendix B	(Wall Signage)

\* From highest point of adjacent road centerline



*Desirable signs are designed to be architecturally compatible with buildings within the development and other signage within the development*

### Project Signs

Project signs are permitted within all COR sub-districts.

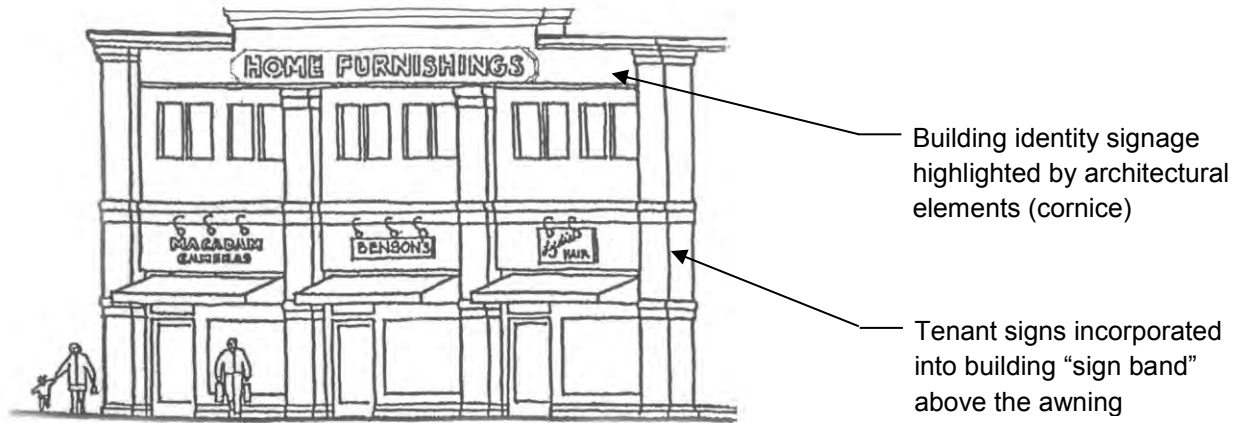
One (1) freestanding sign is allowed per building, provided that the following standards are met:

- A. The building in which the advertising business is located, shall be set back a minimum of six (6) feet from a public street right-of-way.
- B. The area of each face of the signboard shall not exceed six (6) square feet and the signboard shall not have more than two (2) readable faces. The signboard may exceed six (6) square feet, but not more than 32 square feet, provided that the sign consists of individual letters, without internally illuminated box letters. Lighting may be achieved through 'halo' lighting effects.
- C. The height of the top of the signboard, or of any posts, brackets, or other supporting elements shall not exceed six (6') feet from the ground.
- D. The signboard shall be constructed of wood, acrylic, aluminum or metal and shall be architecturally compatible with the style, composition, materials, colors and details of the building.
- E. No part of the sign shall encroach on the right-of-way and its location shall not interfere with pedestrian or vehicular circulation.
- F. Limited to one (1) sign per building and shall not be in addition to wall-mounted, applied letter or projecting signs.

- G. The readable faces of the sign shall be perpendicular to the adjacent street.

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.



### Wall Signs

Wall signs are permitted within all COR sub-districts.

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.

Within the COR1, COR3, COR4 and COR5 districts, the following standards apply:

- A. Wall-mounted or painted signs, provided the following standards are met:
  1. The sign shall be affixed to the front facade of the building, and shall project outward from the wall to which it is attached no more than six inches (6").
  2. Single Tenant Buildings. Each building shall be allowed one (1) wall sign per street frontage. Signage must be located on the street elevation. The area of the sign shall not exceed fifteen (15%) percent of the ground floor building facade area. Individual signs may not exceed.
  3. Multi-Tenant Buildings.
    - a. Each building shall be allowed wall signage on the street frontage elevation. For buildings with multiple street frontages, the allowable signage is per street frontage. Signage must be located on the street elevation.
    - b. Each building is allowed wall signage that shall not exceed 5% of the wall area of the building façade adjacent to the street. Individual signs may not exceed 50 square feet.
    - c. Tenant signage must be located on the tenant lease space.
    - d. At least fifty (50%) percent of the allowed signage must be allocated to ground floor tenants and located on the ground floor.
    - e. Signage is limited to a maximum of one (1) sign per business/tenant, except that tenants with frontage on multiple streets may be permitted to have signage on each street frontage.
    - f. Multi-tenant buildings must have wall signs of similar design. Sign permits for

tenants in multi-tenant buildings shall only be permitted by the City after the building owner has submitted a comprehensive sign plan approved by the Zoning Administrator. The comprehensive sign plan for the building shall include similar design standards including sign material, color, style, spacing and size.

4. Signs for buildings facing Highway 10. Single or multi-tenant buildings that have frontage on Highway 10 or are separated from Highway 10 only by other public right-of-way, shall be allowed to have signage on that street elevation that is up to fifteen (15%) percent of the wall area of that building façade with no maximum square footage.
- B. Wall-mounted building directory signs identifying the occupants of a commercial building, including upper story business uses, provided the following standards are met:
1. The sign is located next to the entrance.
  2. The sign shall project outward from the wall to which it is attached no more than six inches (6”).
  3. The sign shall not extend above the parapet, eave, or building facade.
  4. The height of the lettering, numbers, or graphics shall not exceed twelve inches (12”).
  5. One (1) such sign is allowed per public building entrance and is allowed in addition to other permitted wall signage.
- C. Applied letters may substitute for wall-mounted signs, if constructed of painted wood, painted cast metal, bronze, brass, acrylic or black anodized aluminum. The height of applied letters shall not exceed 12 inches.
- D. Logos are considered signs and shall be included in the maximum allowable sign area.
- E. Window or door signs, provided that the following standards are met:
1. The sign shall not exceed ten percent of the window or door area or four (4) square feet, whichever is less.
  2. The sign shall be silk screened, hand painted, applied letters/graphics, neon tubing or other sign technologies that meet these standards.
  3. Limited to one (1) sign per business, applied on either the window or the door, but not on both.
  4. The sign shall not have an opaque backing of any type although smoked glass is allowed.
  5. Window signage (includes graphics) shall be permitted on the same building walls that have, or are allowed to have, wall signage pursuant to Item A above. Window signage

shall be deducted from the allowable wall signage area.

Within the COR2 district, where more conventional suburban development is expected, rather than the neo-traditional development planned for the other COR sub-districts, the following standards apply:

- A. Wall, canopy or marquee sign. Total sign area may not exceed 15 percent of the front building facade. At least 50 percent of the signage area must be placed on the measured wall with remaining signage area, if desired, distributed on any other wall. Sign height shall not exceed the top of the parapet wall or, if no parapet wall, sign height shall not exceed the height of the eaves. The gross surface area of a wall, canopy or marquee sign may be increased by ten percent if such wall sign:
  1. Consists only of individual, outlined alphabetic, numeric and/or symbolic characters without background except that provided by the building surface to which the sign is to be affixed;
  2. Illumination, if any, is achieved through shielded illumination, shielded silhouette lighting, or shielded spot lighting but not any lighting where the light source is visible or exposed on the face or sides of the characters; and
  3. A wall, canopy or marquee sign may be located on the outermost wall of any principle building but shall not project more than 16 inches from the wall to which the sign is to be affixed. A wall sign shall not project higher than the parapet line of the wall to which the sign is to be affixed.
- B. Window signs are restricted to 30 percent of the area of the window in which the sign is to be displayed.

In all COR sub-districts, restaurants and cafes shall be permitted one (1) wall-mounted display featuring the actual menu as used at the dining table, to be contained within a shallow wood or metal case and clearly visible through a glass front. The display case shall be attached to the building wall, next to the main entrance, at a height of approximately five feet (5'), shall not exceed a total area of two square feet, and may be lighted. This signage is allowed in addition to other permitted wall signage.

### Projecting Signs

Projecting signs are permitted within all COR sub-districts.

Projecting signs, including graphics or icon signs, mounted perpendicular to the building wall, are encouraged in all sub-districts, provided the following standards are met:

- A. The sign area shall not exceed thirty-two (32) square feet.
- B. The distance from the ground to the lower edge of the signboard shall be ten feet or greater.
- C. The height of the top edge of the signboard shall not exceed the height of the wall from which the sign projects, if attached to a single story building, or the



- height of the sill or bottom of any second story window, if attached to a multistory building.
- D. The distance from the building wall to the signboard shall not exceed six inches (6”).
- E. The width of the signboard shall not exceed three (3) feet.
- F. Limited to one (1) sign per business. Projecting sign area shall be deducted from the allowable wall signage area.
- G. Granted to ground floor commercial uses only.

### Awning Signs

Awning signs are allowed in all COR sub-districts. Awning signs are allowed for ground floor uses only, provided that the following standards are met:

- A. If acting as the main business sign, it shall not exceed 24 square feet in area.
- B. If acting as an auxiliary business sign, it shall be located on the valance only, shall not exceed four (4) square feet in area, and the height of the lettering, numbers, or graphics shall not exceed four inches (4”).
- C. Limited to two such signs per business, per frontage.
- D. If acting as the main business sign, it shall not be in addition to a wall-mounted or applied letter sign.

### Sandwich Board Signs

Sandwich board signs are permitted within all COR sub-districts.

- A. One (1) sandwich board sign per business is permitted in any business, commercial and mixed use district and shall be located within five feet (5’) of the main building entrance to the business it advertises.
- B. Sandwich board signs shall be displayed only during open business hours and must be removed daily.
- C. Sandwich board signs shall be no more than a total of two feet (2’) in width and three feet (3’) in height
- D. Sandwich board signs must leave a minimum of five feet (5’) of clearance for pedestrian access if placed on a public or private sidewalk. Sandwich board signs may not hinder the ability of persons to access vehicles parked at the curb and/or access to a building.



- E. Acceptable materials for sandwich board signs shall include the following: metal, wood synthetic materials such as a chalk board and whiteboard. Sandwich board signs shall not be illuminated, nor shall they contain moving parts, or have balloons, streamers, stringers, pennants or similar adornments attached to them. Sandwich board signs shall be maintained in a good appearance at all times.
- F. No sandwich board sign shall be secured, tethered or installed on traffic devices, utility equipment, street furniture, street lights, or any other public fixture.
- G. Sandwich board signs are temporary signs and shall not be counted towards the total sign area of the site for permanent signage.

### Temporary Signs

Temporary signs are allowed per Section 117-465 (Temporary signs) of the Zoning Ordinance, except as noted below:

- A. Freestanding temporary signs shall only be allowed in the COR2 and COR3 Districts.
- B. In all other COR districts, temporary signs shall be limited to temporary sandwich board signs or temporary wall signage, without interchangeable letters.
- C. Real estate and leasing signs shall be exempt from temporary and permanent sign regulations, provided that these signs do not exceed thirty-two (32) square feet.

### Off-Site Signs

Off-site signs are prohibited except for wayfinding and community signage specifically allowed by the Design Framework.

**Table 2**

<b>Sign Standards</b>					
<b>Development Standard</b>	<b>COR1</b>	<b>COR2</b>	<b>COR3</b>	<b>COR4</b>	<b>COR5</b>
<b>Project Signs</b>					
Number of signs allowed	1*	1*	1*	1*	1*
Size of Sign (maximum)	6 sq. ft./6 feet high***	100 sq. ft./6 feet high	6 sq. ft./6 feet high***	6 sq. ft./6 feet high	6 sq. ft./6 feet high
Menu Board**	N/A	1 per drive-through lane/40 sq. ft. max.	N/A	N/A	N/A
Directional Sign	N/A	Per 117-463(l)	N/A	N/A	N/A
<b>Wall Sign</b>					
Number of signs allowed	1*	1*	1*	1*	1*
Size of Sign					
Single Tenant Building	15% of the ground floor façade area, - or- 15% of the front façade area when facing Highway 10.	15% of façade area	15% of the ground floor façade area,	5% of the ground floor façade area,	5% of the ground floor façade area,
Multi-Tenant Buildings	15% of the façade area,	15% of façade area	15% of the façade area,	15% of the façade area,	15% of the façade area,
Building Facing Highway 10	15% of the façade area	15% of façade area	15% of the façade area	15% of the façade area	15% of the façade area
<b>Window Sign</b>					
Number of signs allowed	1	1	1	1	1
Size of Sign	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.	30% of area of window. Deducted from allowable wall sign area.	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.
<b>Directory Sign</b>					
Number of signs allowed	1 per building entrance	1 per building entrance	1 per building entrance	1 per building entrance	1 per building entrance
Size of Sign	3 sq. ft. maximum	3 sq. ft. maximum	3 sq. ft. maximum	3 sq. ft. maximum	3 sq. ft. maximum
<b>Projecting Sign</b>					
Number of signs allowed	1*	1*	1*	1*	1*
Size of Sign	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide
<b>Awning Sign</b>					
Number of signs allowed	2 per business	2 per business	2 per business	2 per business	2 per business
Size of Sign	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inches if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inches if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inches if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inches if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inches if auxiliary. Area is deducted from allowable wall sign area.

\*One (1) sign is allowed per street frontage (either wall or project)

\*\*Restaurants and cafes in all districts are allowed one (1) wall mounted menu board not to exceed 2 sq. ft. in addition to other permitted wall signage.

\*\*\*See Page 32, 'Project Signs' for allowances up to 32 square feet.

### Additional standards

- A. Businesses with service entrances may identify these with one (1) wall-mounted or applied letter sign not exceeding two square feet.
- B. One (1) directional sign, facing a rear parking lot. This sign may be any type of permitted sign other than a freestanding sign, but shall be limited to four (4) square feet in area.

### Creative Sign Standards

- A. *Purpose.* This section establishes standards and procedures for the design, review, and approval of creative signs. The purposes of this creative sign program are to:
  - 1. Encourage signs of unique design, and that exhibit a high degree of thoughtfulness, imagination, inventiveness, and spirit; and
  - 2. Provide a process for the application of sign regulations in ways that will allow creatively designed signs that make a positive visual contribution to the overall image of the city, while mitigating the impacts of large or unusually designed signs.
- B. *Applicability.* An applicant may request approval of a sign permit for a creative sign to authorize onsite signs that employ standards that differ from the other provisions of this chapter but comply with the provisions of this section.
- C. *Application Requirements.* A sign permit application for a creative sign shall include all information and materials required by the City.
- D. *Procedure.* A sign permit application for a creative sign shall be subject to review and approval by the City as part of the Site Plan review process. When the creative sign is proposed after site plan review is complete, a creative sign may be approved by the Zoning Administrator when the proposed sign is fifty square feet or less, and shall be approved by the City Council when the sign is larger than fifty square feet.
- E. *Design Criteria.* In approving an application for a creative sign, the review authority shall ensure that a proposed sign meets the following design criteria:
  - 1. Design Quality. The sign shall:
    - a. Constitute a substantial aesthetic improvement to the site and shall have a positive visual impact on the surrounding area;
    - b. Be of unique design, and exhibit a high degree of thoughtfulness, imagination, inventiveness, and spirit; and
    - c. Provide strong graphic character through the imaginative use of graphics, color, texture, quality materials, scale, and proportion.
  - 2. Contextual Criteria. The sign shall contain at least one (1) of the following elements:
    - a. Classic historic design style;

- b. Creative image reflecting current or historic character of the City;
  - c. Inventive representation of the use, name, or logo of the structure or business.
3. Architectural Criteria. The sign shall:
  - a. Utilize or enhance the architectural elements of the building; and
  - b. Be placed in a logical location in relation to the overall composition of the building's façade and not cover any key architectural features and details of the façade.
4. Neighborhood Impacts. The sign shall be located and designed not to cause light and glare impacts on neighboring residential uses.

### Prohibited signs

The following signs are prohibited:

- A. Box signs or cabinet signs, whether on a wall, projecting or on canopies are prohibited except for logo signs permitted as part of an overall sign plan.
- B. Signs employing mercury vapor, low pressure and high pressure sodium and metal halide lighting; plastic panel rear-lighted signs.
- C. Signs on roofs, dormers, and balconies.
- D. Billboards.
- E. Signs painted or mounted upon the exterior side or rear walls on any principle or accessory building or structure, except as otherwise permitted hereunder.
- F. Free standing pylon signs over six (6) feet in height, except community signs.
- G. Back-lit awnings.
- H. Interchangeable letter boards or panels.
- I. Flashing signs.
- J. Off-premises signs, except community signs.

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## Overall Framework – Stormwater Management

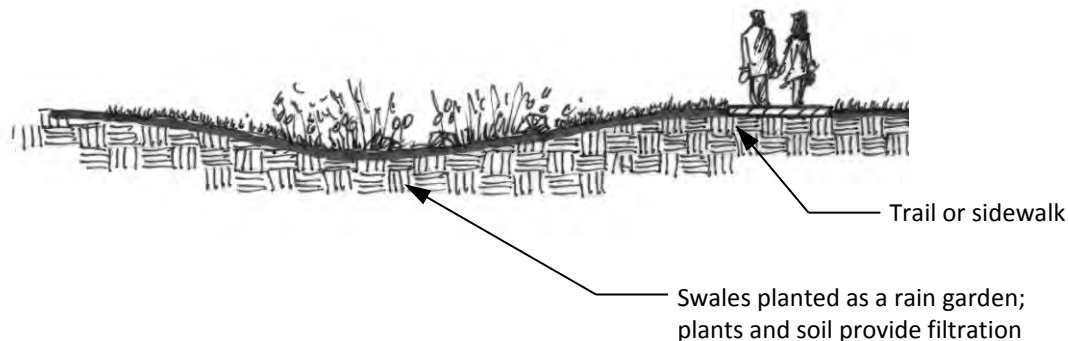
### Overview

Water features and drainage systems are essential components of The COR Master Plan. The mix of ponds, streams, fountains and other water elements will provide focal amenities and year round activities within the framework of an environmentally responsible, visually pleasing strategy to manage stormwater. Because the Mississippi River is a restricted discharge water of the state, and because we are creating a new discharge from this development, each sub-district and each site has a responsibility to utilize ‘best management practices’ (BMP) to pretreat run-off, reduce erosion and encourage infiltration, with the understanding that regional treatment will be provided. Water elements are not intended to be separate stand-alone features, but instead should be integrated with the variety of parks, trails and public open space proposed for The COR. Water and landscape should be designed and utilized within multipurpose areas that accommodate both active and passive recreational use.

### Objectives

Integration of water and landscape, design creativity, use of high quality materials and safety concerns are the critical objectives to be met – the following examples illustrate only a few of many possibilities:

- Innovative new products, such as special soil systems (Netlon, structural soils), pervious pavements for parking areas, storm ceptors, underground storage and other creative techniques should be used to BMP standards
- ‘Green architecture’, expressed through green roofs, gray water recycling and other techniques should be included to reduce the impact of new development on stormwater systems
- Water feature design should include both formal elements (such as reflecting pools or fountains) and natural/informal forms (such as ponds, streams, waterfalls) and should explore creative ways to integrate wetland/rain garden landscapes with active, urban spaces.



### Guideline Recommendations

This framework not only defines the overall role and character of The COR, but also encourages each development parcel to address the following:

- **Create** signature water features (ponds, pools, fountains, waterfalls, etc.) as major visual amenities throughout The COR
- **Promote** high quality, creative and appealing aesthetics for all system elements
- **Integrate** stormwater management components (meeting both water quality and quantity requirements)

A great deal of time and effort has gone into the calculation and design of a 'watershed-based' stormwater management plan to support COR development. While this overall strategy addresses the water quantity issue for the entire COR by providing storage and conveyance facilities for storm events, individual development projects (block-by-block) have an equal responsibility to meet water quality standards as a primary goal. Each project should integrate a variety of techniques, materials and methods to promote multiple use, maximum flexibility, improved aesthetics for parking areas, park spaces, drainage swales and other site features.

## Overall Framework – Parks/Public Spaces

### Overview

The overall design framework of The COR is based on a system of linked parks, trails and open space. The City of Ramsey, Anoka County, and to some extent, the State of Minnesota all play a role in local and regional parks programming, design review, construction sequencing, implementation and ultimately maintenance and operation of key public spaces within this framework. The goal is to link existing and proposed parks and trails defined in regional park plans with proposed new parks and trails within The COR. Of equal importance is the contribution from each block and each development project to this network of green, adding a variety of private, semi-private, and perhaps some additional public space throughout The COR. Private development will share the responsibility to provide inviting, innovative and useable green space as integral parts of individual parcel site design.

### Guideline Recommendations

The Design Framework encourages the following:

- Work with the City to create an integrated, comprehensive open space system that links with existing city and county trails and open space networks
- Encourage private development (block-by-block) to share in the responsibility to provide inviting, innovative and useable green space as integral parts of each development project
- Integrate stormwater management components (meeting water quality and quantity requirements) within both public / private park and open space improvements



Together, the system of public and semi-public green space will result in a welcoming public realm throughout the new community.

### Objectives

Based on the Development Master Plan for The COR, a variety of public and private green space is proposed including:

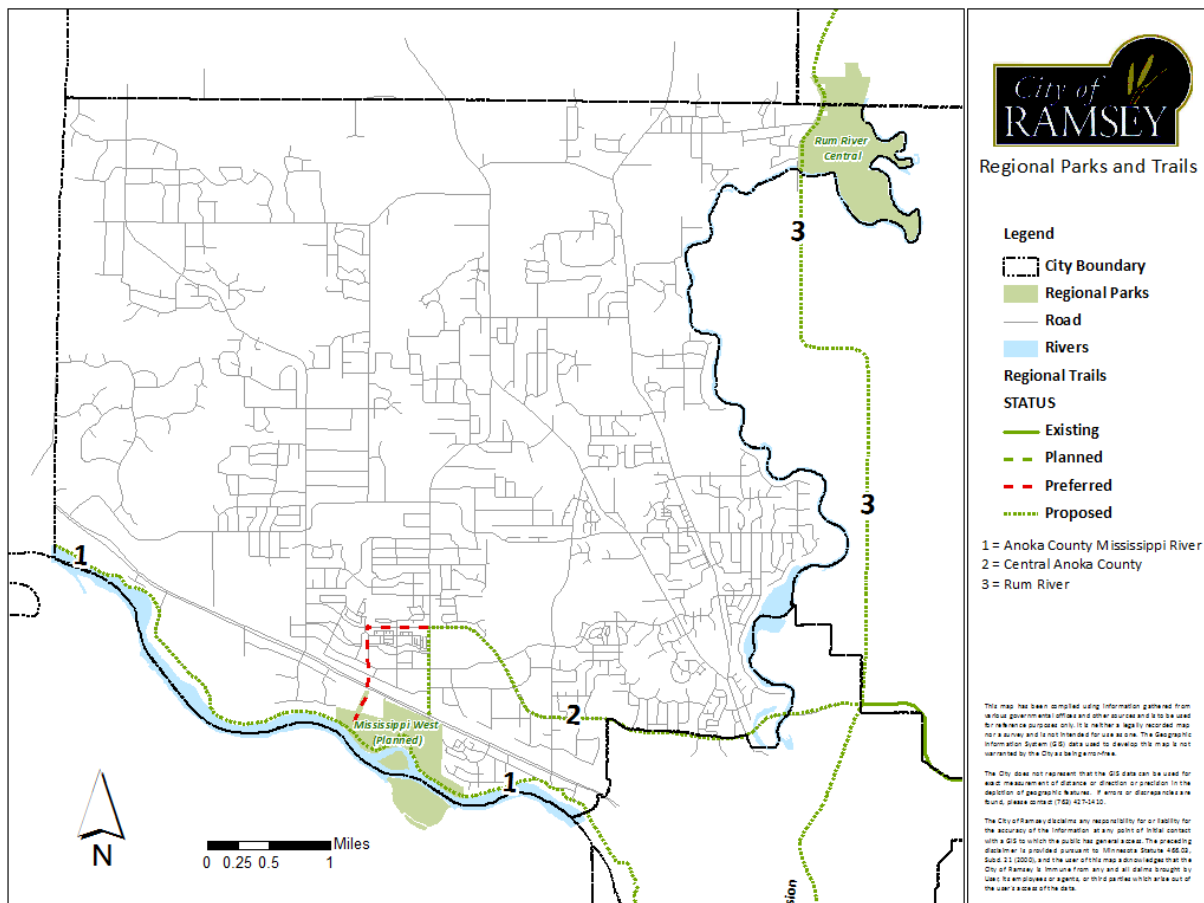
- Each block and each project will provide intentional, creative, innovative, useable green areas as integral components of site development and building design.
- At the individual block scale, small squares and greens will provide places for gathering and relaxation, especially targeted to meet the demands of adjacent, or nearby buildings. Elements such as gardens, gazebos and fountains should characterize these more intimate public spaces.
- At the neighborhood scale, parks will provide space for more active recreation, and should be flexible enough to accommodate a variety of recreational activities.
- Playgrounds, game fields and park buildings are park amenities that will target a wider user demand from the surrounding community.
- The Municipal Plaza will connect with all other parks and open space elements, providing a focal point for activity and a sense of place. Gardens, public pavilions and shelters, play lots and open play fields are amenities that will provide built-in flexibility to meet the demands of both the local population and regional visitors to The COR.



## Regional Systems

The COR is the heart of several regional systems that are either located within or adjacent to The COR. These regional systems include the Northstar Commuter Rail, the Central Anoka County Regional Trail, the Mississippi West Regional Park, and the Mississippi River Trail.

A number of these systems have a pedestrian component. As such, Ramsey desires to locate the future Central Anoka County Regional Trail through the heart of The COR, along Center Street. The map below indicates Ramsey's preferred route for this trail. As this trail requires crossing Highway 10, it is imperative that a safe, grade-separated crossing is realized. This pedestrian overpass is envisioned to be connected to the Northstar Commuter Rail – Ramsey Station, and has been named the 'Mississippi Skyway'.



## Part Two: Sub-district Framework

### Overview

The Master Plan and Zoning Ordinance identify five (5) distinct sub-districts within The COR. Each of these sub-districts is defined by a unique mix of uses, specific site development patterns and perhaps a distinctive character or image. The sub-districts complement one another as part of the overall plan. The sub-districts are shown the attached Sub-district Map (**Error! Reference source not found.**). They include:

- **COR1 Mixed Use Core** – provides the broadest variety, highest density and greatest intensity of development, encouraging both vertical and horizontal mixed use
- **COR2 Commercial** – provides a location for larger scale retail and other auto-orientated commercial uses
- **COR3 Workplace** – provides a location for uses with high concentrations of employees, such as medical/technology related office, and other corporate or institutional uses
- **COR4 Neighborhood** – provides opportunities for a range of housing types from small lot single family to townhouse, to high density senior or rental apartment
- **COR5 Park and Open Space** – preserves environmental features and provides neighborhood/community amenities throughout The COR

Development plans must respond to the overall COR Design Framework described in Part One of this document, but also must address the following detailed framework standards for each sub-district. To further clarify and illustrate proposed features in the Master Plan, these sub-district guidelines are organized under the following categories:

- Public Realm / Streetscape Framework
- Site Design Framework
- Architectural Framework

In all cases, the sub-district framework must be applied in harmony with the overall COR framework and with other existing city, county, state codes, design criteria, plans and studies that support broader goals for regional growth and development. However, within each district, development standards shall be based, in part, on the street hierarchy established in The COR.

### Public Realm/Streetscape

- A. The developer shall be responsible for construction of all streetscape improvements along adjacent streets. These improvements include all hardscape improvements, such as trails, sidewalks, benches, bike racks, etc., as well as street trees and other greenscape.
- B. The landowner shall be responsible for maintenance of the streetscape improvements along adjacent streets. Such maintenance may be managed as part of a Special Service District (SSD) or similar.

### Plazas

- A. All properties with principal buildings in excess of 30,000 square feet shall be required to have a public plaza space.

- B. The public plaza space shall include benches, bike racks trash receptacles, lighting fixtures and other amenities to create a welcoming space for tenants of the building and members of the public.
- C. These plaza spaces should be visible from the public street.

**Architecture**

These architectural framework standards provide an important balance between design continuity, desirable variety and the notion that buildings should complement, and perhaps contrast, but not compete with one another. The lasting appeal of the final outcome must be grounded in the authenticity of the design and the acceptable level of ‘messiness’ that comes with creating a real downtown over time; ‘faux’ second floors, stage set or themed solutions, and large faceless buildings are not acceptable.



**Auto Versus Human Design:** Providing rear alleys or side loaded garages enables the home to present itself to the street, which promotes sociability and walkability.

**Minimum Standards**

**Definitions**

**Build to line:** The line at which construction of a building facade is to occur on a lot. The build to line provides a maximum setback for all building facades from the right-of-way or inside edge of the sidewalk, whichever is greater. The build to line applies to all facades abutting a street right of way. Build to line standards are based on the sub-district the parcel is located and the street in which the building is located upon.

**Setback:** The minimum required distance between a parking lot or the vertical wall of a building and a lot line. Setbacks are typically more flexible than build to lines and allow a building to be set further back from the lot line and street right-of-way.

**Requirements:**

- A. Additional development standards shall be defined within each sub-district.

- B. Provide a diverse mix of materials, applied in a variety of proportions, exposures and detailing within a block, or along a street.
- C. Buildings should be articulated to break up the mass of the building façade on all elevations. Large blank exterior walls shall be prohibited. Windows are encouraged to be used to break up the mass of the building. Rooflines and building elevations should be articulated to break up the mass of buildings. Buildings must be broken at a minimum of every fifty (50) feet. This variation can be accomplished through one (1) or more of the following:
  1. Wall face variations (minimum depth of two (2) feet)
  2. Pilasters or columns (minimum depth of two (2) feet)
  3. Upper wall break in color and/or materials (minimum of 2/3 up the height of the wall)
  4. Wainscot (minimum of four (4) feet high)
  5. Canopies (minimum four (4) foot width)
  6. Corner and demising wall or building separations



More Desirable

- D. Each development application must list building materials, roofing materials and building colors on the plans. Building articulation, mechanical screening by architectural elements and design elements on all building elevations must be identified on the plans. The plans shall be subject to City review and approval to ensure that the design intent of the Framework has been met.



Less Desirable

- E. Building materials shall be high-quality durable materials, such as glass, stone, brick, windows, canvas awnings, etc.
  1. Use local sources if available
  2. Siding is not allowed (vinyl, metal, wood) except as a complimentary use
  3. Use clear or lightly tinted glass for all windows and doors – mirrored, reflective or highly tinted glazing is not acceptable
  4. Metal and wood components are acceptable as a complimentary, not primary, building material
  5. COR1 sub-district buildings shall be primarily brick or a comparable alternative and shall comprise a minimum of fifty (50%) percent of the non-glazed wall area
- F. Residential development should provide variety within the subdivision to avoid monotony. Developers will include front porches and windows that face all streets. Corner units shall have more than one (1) window per side of building to help create a sense of place in the community and promote safety on the street.
- G. Garage forward or “snout houses” are highly discouraged on all residential development as they dominate the view from the street and sidewalk.
- H. All sides of buildings shall have an equal finish in terms of materials and general design.

I. The main entrance of each principal building must face the street. On corner lots, the main entrance may face either of the streets or be oriented to the corner. With buildings that have more than one (1) main entrance, only one (1) entrance must meet this requirement.



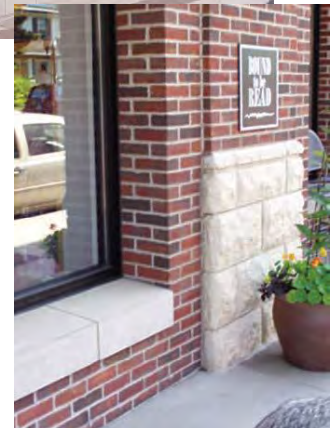
J. Building massing shall be oriented parallel to the street frontage of the lot.

K. Trash and recycling areas shall be designed internal to the building.

L. Provide recessed entries wherever possible.

M. Buildings shall have a base and top to the architecture.

N. Multi-story buildings are preferred in the COR1 sub-district, but occasional single story buildings are acceptable; single story buildings should not dominate any street frontage and should be a minimum of twenty (20) feet to the roofline.



O. Maximize glass openings for all ground level, street front façades – especially for retail, restaurant and other commercial uses – fifty (50%) minimum of total ground level façade, or demonstrate great design through other means.

P. Provide real window openings for all street facing façades above ground level in all districts—a minimum of forty (40%) percent of total façade.

Residential uses in COR4 and COR5 must also comply with the following:

A. *Location of main entrance*

1. A building must include a front porch or covered balcony/patio at all main entrances that face a street. The porch or stoop shall adjoin the main entrance and the main entrance shall be accessible from the porch.
2. The main entrance of each principal building must face the street. On corner lots, the main entrance may face either of the streets or be oriented to the corner. With buildings that have more than one (1) main entrance, only one (1) entrance must meet this requirement.



B. *Porches:* Porches used to satisfy the design criteria shall comply with the following:

1. Porches shall be covered by a solid roof. The roof shall not

be located more than 12 feet above the floor of the porch. If the roof of a required porch is developed as a deck or balcony, it may be flat.

2. The porch shall have minimum dimensions of 6 feet by 6 feet. (6' x 6'). For single-family detached dwelling units, the covered area provided by the porch must be at least forty-eight (48) square feet and a minimum of eight (8) feet wide. If the main entrance is for more than one (1) dwelling unit, the covered area provided by the porch must be at least sixty-three (63) square feet and a minimum of nine (9) feet wide.



- C. *Covered balconies/patio*: The covered area must be at least forty-eight (48) square feet, a minimum of eight (8) feet wide, and no more than fifteen (15) feet above grade. The covered area must be accessible from the interior living space of the house.

- D. *Openings between porch floor and ground*: Openings of more than one (1) foot between the porch floor and the ground must be covered with a solid material or lattice.

E. *Roofs*

1. *Slope*: Principal structures must have a roof that is sloped, with a pitch that is no flatter than six (6) units of horizontal run to twelve (12) units of horizontal rise.
2. *Architectural features*: The roof of a principal structure shall include the following architectural details:
  - a. At least one (1) dormer facing the street. If only one (1) dormer is included, it shall be at least five (5) feet wide and shall be centered horizontally between each end of the front elevation. If more than one (1) dormer is provided, a dormer at least four (4) feet wide must be provided on each side of the front elevation; or
  - b. A gabled end, or a gabled end of a roof projection, facing the street.
3. *Roof eaves*: Roof eaves must project from the building wall at least twelve (12) inches, measured horizontally, on at least the front and side elevations.





DISTRICT BOUNDARIES

BOUNDARY LABELS



LANDFORM  
From State to English

Landform and tree height are provided for illustrative purposes only. © Landform Software, Inc.

# Sub-District Map

Version 6.2  
11/07/2012



## **Sub-District Framework - COR1 Mixed Use Core**

### **Public Realm / Streetscape**

Public realm and streetscape improvements define the character of The COR and create a memorable signature for the Mixed Use Core sub-district. This is the most urban of all sub-districts in The COR and will be developed with a very urban pattern. Great parks and great streets, encourage intensified levels of activity, support the proposed mix of uses, invite community gathering and accommodate special events throughout the year.

### **Site Development**

Framework standards that address building location, organization of space and parking options tend to focus on what can be measured – dimensions, setbacks, number of spaces and so on. But in addition to these issues, the Design Framework also describes the aesthetic qualities and design character of a preferred ‘urban form’ for the Mixed Use Core. The compact and higher density blocks that define this sub-district encourage a mix of uses, with a continuous built edge along street frontage. Innovative parking strategies support this mix, providing easy access to destination shopping, restaurant and entertainment venues. Together these elements will promote the core area as the center of activity – the place to see and be seen within The COR.

### **Architecture**

Buildings in the Mixed Use Core will play a major role in defining the overall character of The COR. The proposed mix of uses for this signature destination suggests the potential for a variety of building types, demanding creativity and innovation to highlight unique architecture, while knitting the entire sub-district together as a coherent whole. Overall building design is an important consideration, but emphasis on first floor façade treatments is essential to encourage street-level activity and enhance the pedestrian experience. Architecture to be ‘4-sided’ at all locations visible to public areas. Emphasis will be on great design along public street frontage.

Table 3

COR1 Development Standards						
	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Minimum lot depth	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Allowable residential density in dwelling units per acre <sup>(1)</sup>	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.75	.75	.75	.75	.75	.75
Build to Line						
Front yard <sup>(4)</sup>	30 feet as measured from building front to right-of-way <sup>(2)(3)</sup> (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.
Planter Style	N/A	Planter Bed	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	10 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. 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.

A. At least sixty (60%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply on each side fronting a street. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the sixty (60%) percent street frontage requirement.

B. 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 ½') 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 sixty (60%) percent required.

## **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.

**Table 4**

<b>COR2 Development Standards</b>						
	<b>Arterial Street</b>	<b>Destination Street</b>	<b>Parkway</b>	<b>Connector Street</b>	<b>Downtown Street</b>	<b>Local Street</b>
Minimum lot size	None	None	None	None	None	None
Minimum lot width	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Minimum lot depth	100 feet	100 feet	100 feet	100 feet	100 feet	100 feet
Allowable residential density in dwelling units per acre <sup>(1)</sup>	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC
<b>Build to Line</b>						
Front yard <sup>(4)</sup>	30 feet as measured from building front to right-of-way <sup>(2)(3)</sup> (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (40% of front facade w/in max.)	30 feet as measured from building front to right-of-way <sup>(2)(3)</sup> (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (40% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.
Planter Style	N/A	Boulevard Sod	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	6 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. 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.

- A. At least forty (40%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply only to one (1) street frontage.
  1. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the forty (40%) percent street frontage requirement.
  2. The City may approve a variation from the required build to line if the applicant provides a street edge consisting of fencing, decorative wall and/or landscaping with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the forty (40%) percent street frontage requirement.
- B. 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 ½') 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.

## **Sub-District Framework - COR3 Workplace**

### **Public Realm/Streetscape**

The Workplace Sub-district also encourages a mix of large and small floor plate buildings, but instead of commercial or entertainment, this area of The COR is dominated by office and institutional uses. With opportunities for corporate or medical campus development comes the attendant auto-related infrastructure – easy access, bigger streets and large surface parking lots. Once again, this suggests that equal attention be paid to public realm and streetscape improvements that not only accommodate vehicles, but also invite bicycle and pedestrian traffic. The Draw, an active, neighborhood scale, recreational play space has been included in this sub-district, but small pocket parks, squares or other gathering places are also encouraged. In addition, streetscape improvements provide an important public amenity and inviting pedestrian connection to adjacent sub-districts.

### **Site Development**

The mix of medical, office, institutional and other uses in this sub-district suggest the potential for a campus-like arrangement of buildings on some blocks. These blocks would tend to be more internally oriented than in other districts, with driveways, parking lots, courtyards and walkway connections in the center, ringed by buildings around the outside. Buildings would still face adjacent streets, with both primary and secondary entries provided to animate these important façades, particularly along Ramsey Boulevard, Sunwood Drive and Rhinestone Street. While the Workplace sub-district also encourages mixed use, this desired development objective will likely occur mostly within blocks, not within individual buildings as seen in other districts.

### **Architecture**

Buildings in the Workplace Sub-district also make a significant contribution to first impressions as people enter The COR via Highway 10, Ramsey Boulevard and Sunwood Drive. Buildings form gateways at the major entries into the site, architectural elements and choice of materials convey quality and permanence, and the scale or massing of structures begins to define the feel and character of this place. The proposed mix of uses within this sub-district suggest a variety of potential building types – blending medical campus with small office, storefront and some housing -- demands design creativity and innovation to highlight unique architecture, and knit the entire sub-district together as a coherent whole. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

Table 5

COR3 Development Standards						
	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	40 feet	40 feet	40 feet	40 feet	40 feet	40 feet
Minimum lot depth	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Allowable residential density in dwelling units per acre <sup>(1)</sup>	none	none	none	none	none	none
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.25	.25	.25	.25	.25	.25
Build to Line						
Front yard <sup>(4)</sup>	30 feet as measured from building front to right-of-way <sup>(2)(3)</sup> (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.
Planter Style	N/A	Planter Bed	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	10 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. 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.

A. At least sixty (60%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply on each side fronting a street. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the sixty (60%) percent street frontage requirement.

B. 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 ½') 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 sixty (60%) percent required.

## **Sub-District Framework - COR4 Neighborhood**

### **Public Realm/Streetscape**

Two prominent public parks supply much of the informal green space for The COR, and more specifically, provide the valuable park frontage and mix of amenities needed to support housing development within the Neighborhood Sub-district. North Commons surrounds an existing wetland and provides open space for year-round activities including a proposed sledding hill. The sub-district is adjacent to The Draw, which is characterized by wetlands, ponds and a meandering stream channel surrounded by gently sloping hills. Other park features include active and passive recreation areas, natural and manicured landscapes, education and interpretation opportunities, pedestrian and bicycle trails and many other amenities. Tree-lined streets connect these parks to surrounding residential neighborhoods and to nearby parks and amenities throughout The COR.

### **Site Development**

The Neighborhood Sub-district emphasizes residential development. To support the proposed mix of housing, a framework of streets and blocks, based on the traditional grid system, encourages compact development patterns with increasing densities closer to the heart of The COR. Typical blocks either front onto signature parks or include some private green space within the site; many blocks have both. The arterial streets that frame this property, including Ramsey, Armstrong and Bunker Lake Boulevards, provide an important 'face' for this sub-district. Residential front doors will connect with public walks along each of these streets promoting the urban character of The COR.

### **Architecture**

The largest in terms of overall acreage, the Neighborhood Sub-district will define the character and quality of the entire northern half of The COR property. With prominent street frontage along most of the major thoroughfares that serve this site, the variety of choices for building type, architectural style and design detailing are crucial decisions that together will promote a safe and attractive residential neighborhood. Integrating contemporary and traditional styles is also an important consideration, central to the notion that a unique and creative model for housing development will be a signature for The COR. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

Table 6

COR4 Development Standards						
	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Minimum lot depth	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Allowable residential density in dwelling units per acre <sup>(1)</sup>	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.25	.25	.25	.25	.25	.25
Build to Line						
Front yard <sup>(4)</sup>	30 feet as measured from building front to right-of-way <sup>(2)(3)</sup> (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.
Planter Style	N/A	Planter Bed	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	10 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. 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.

A. 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 (4½') 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 sixty (60%) percent required.

## **Sub-District Framework - COR5 Parks & Open Space**

### **Public Realm/Streetscape**

The overall structure of The COR is based on a system of linked parks, trails and open space. This includes existing and proposed parks and trails defined in city and regional parks plans, joined with new parks and trails within The COR. Of equal importance is the contribution from each block and each development project to this green structure, adding a variety of private, semi-private and perhaps some additional public space throughout each sub-district. Great strolling streets provide connections between commercial, workplace, entertainment and residential neighborhoods and encourage shared use for cars, pedestrians and bicycles.

### **Site Development**

The COR Master Plan illustrates a strong framework of green space, including a mix of public parks, destination amenities, courtyards, commons and other features. As a key component of the overall plan, this integrated system of parks, trails and open space provides the framework around which all other land uses are organized. Placemaking and connectivity are important site development considerations, linking each block and each sub-district with major public spaces nearby and with many other amenities and attractions in The COR.

### **Architecture**

There are numerous opportunities to include buildings and other structures as significant design features within the proposed parks, trails and open space system for The COR. These could range from simple picnic shelters and landscaped arbors to more complex park buildings that might contain meeting rooms, rest rooms, storage areas and other facilities. Design of these important buildings should respond to the specific setting and landscape features in each park, and complement the overall character and quality of buildings located within surrounding blocks. Additionally, limited retail is planned along the perimeter of the park.

**Table 7**

<b>COR5 Development Standards</b>						
	<b>Arterial Street</b>	<b>Destination Street</b>	<b>Parkway</b>	<b>Connector Street</b>	<b>Downtown Street</b>	<b>Local Street</b>
Minimum lot size	0.5	N/A	0.5	0.5	0.5	0.5
Minimum lot width	N/A	N/A	N/A	N/A	N/A	N/A
Minimum lot depth	N/A	N/A	N/A	N/A	N/A	N/A
Allowable residential density in dwelling units per acre <sup>(1)</sup>	N/A	N/A	N/A	N/A	N/A	N/A
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	N/A	N/A	N/A	N/A	N/A	N/A
<b>Build to Line</b>						
Front yard <sup>(4)</sup>	30 feet as measured from building front to right-of-way <sup>(2)(3)</sup> (60% of front facade w/in max.)	N/A	10 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	10 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	10 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)	10 feet as measured from building front to right-of-way <sup>(2)</sup> (60% of front facade w/in max.)
Side yard	no req.	N/A	no req.	no req.	no req.	no req.
Rear yard	no req.	N/A	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet	N/A	25 feet	25 feet	25 feet	25 feet
Building height (min. - max.)	1-2 stories.	N/A	1-2 stories.	1-2 stories.	1-2 stories.	1-2 stories.
Planter Style	N/A	N/A	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	N/A	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	N/A	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	N/A	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. 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.

A. Where commercial buildings are planned, at least sixty (60%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply on each side fronting a street. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the sixty (60%) percent street frontage requirement.

B. 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 ½') 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 sixty (60%) percent required.

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## Implementation

### Introduction

This framework provides distinct strategies for guiding The COR's form and appearance. This framework's vision for the COR will take several years to implement. Successful implementation will require consistent application of the Design Framework by City staff. Zoning enforcement and design framework standards will not succeed without the cooperation and commitment of landowners, development interests, and the rest of the community.

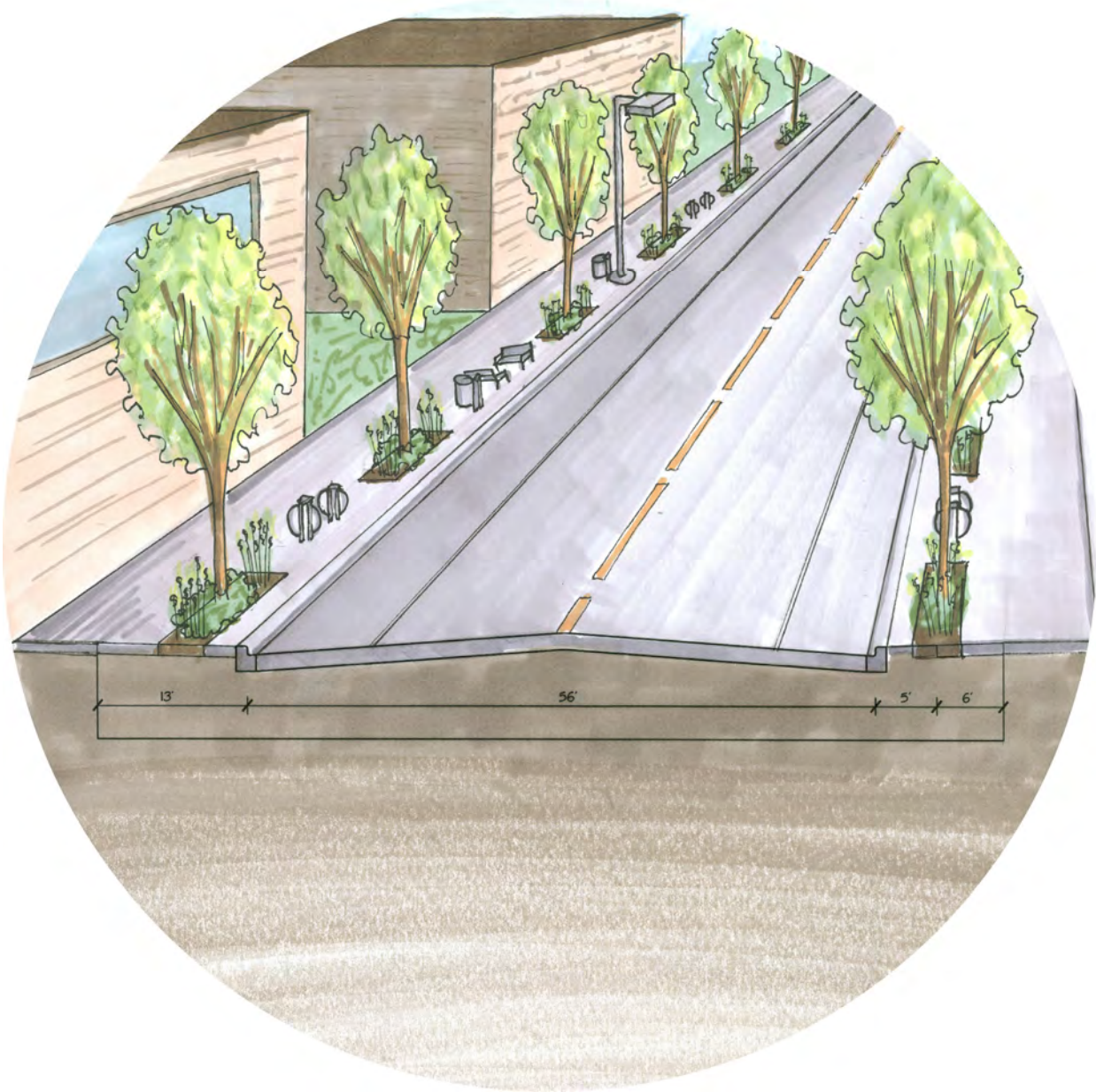
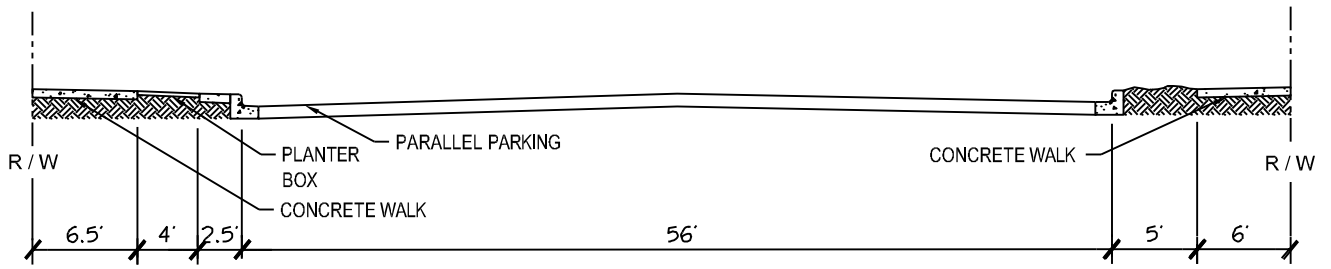
### Design Review

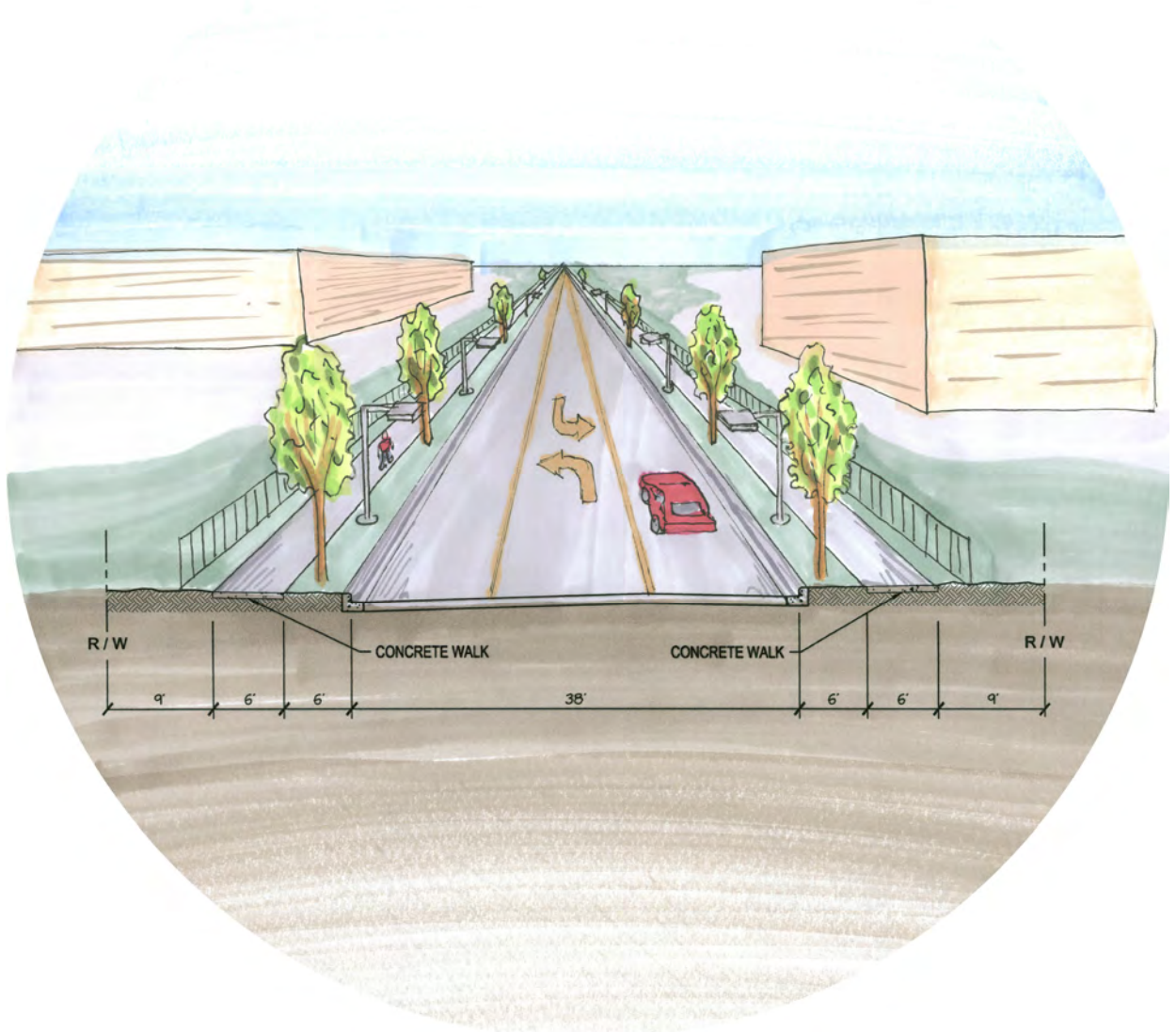
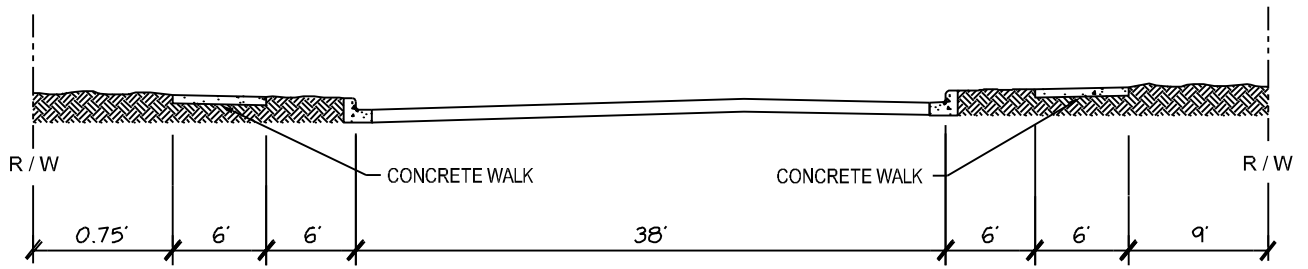
The Design Framework will be administered by staff as part of the development review process. Staff will incorporate design review to ensure compliance with the Design Framework as a standard step in the development review process.

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# APPENDIX A: SPECIFICATIONS AND DETAILS

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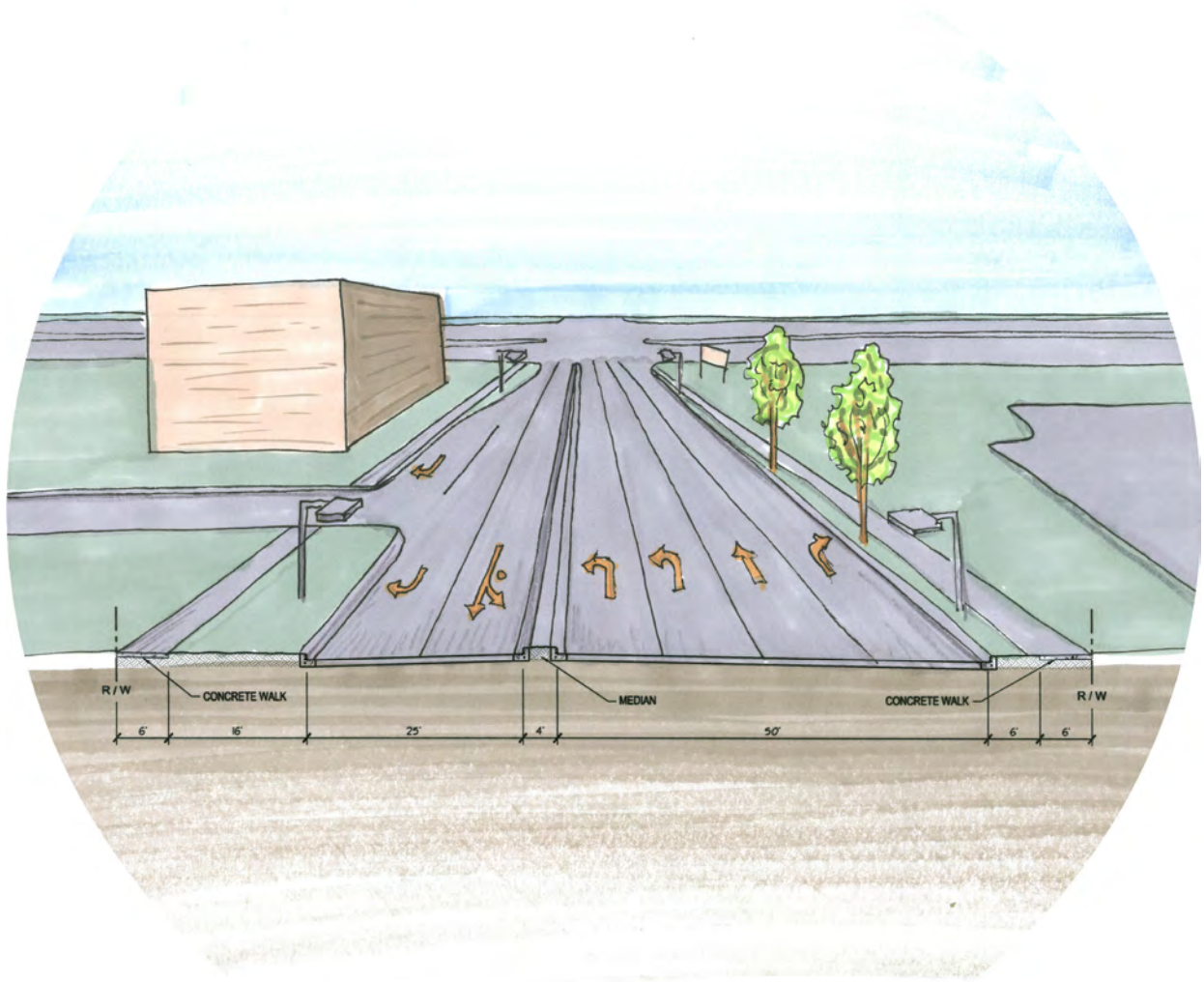
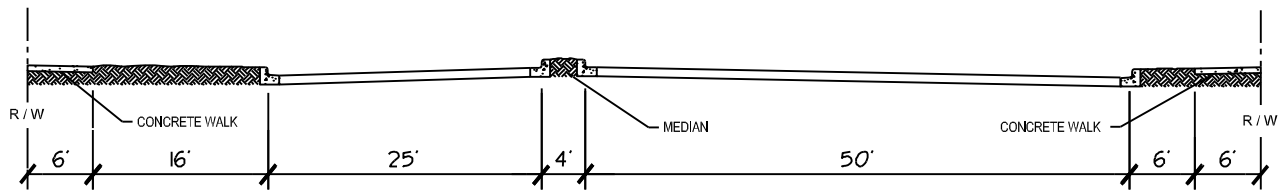




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**L A N D F O R M**
  
 From Site to Finish

**DESIGN FRAMEWORK**  
 The COR at Ramsey  
 PERSPECTIVE SECTION #2  
 Sunwood Dr. West of Zeolite St.

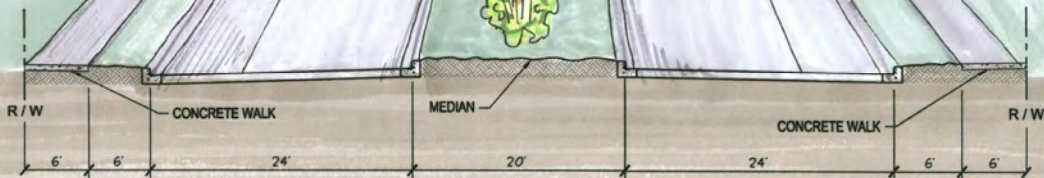
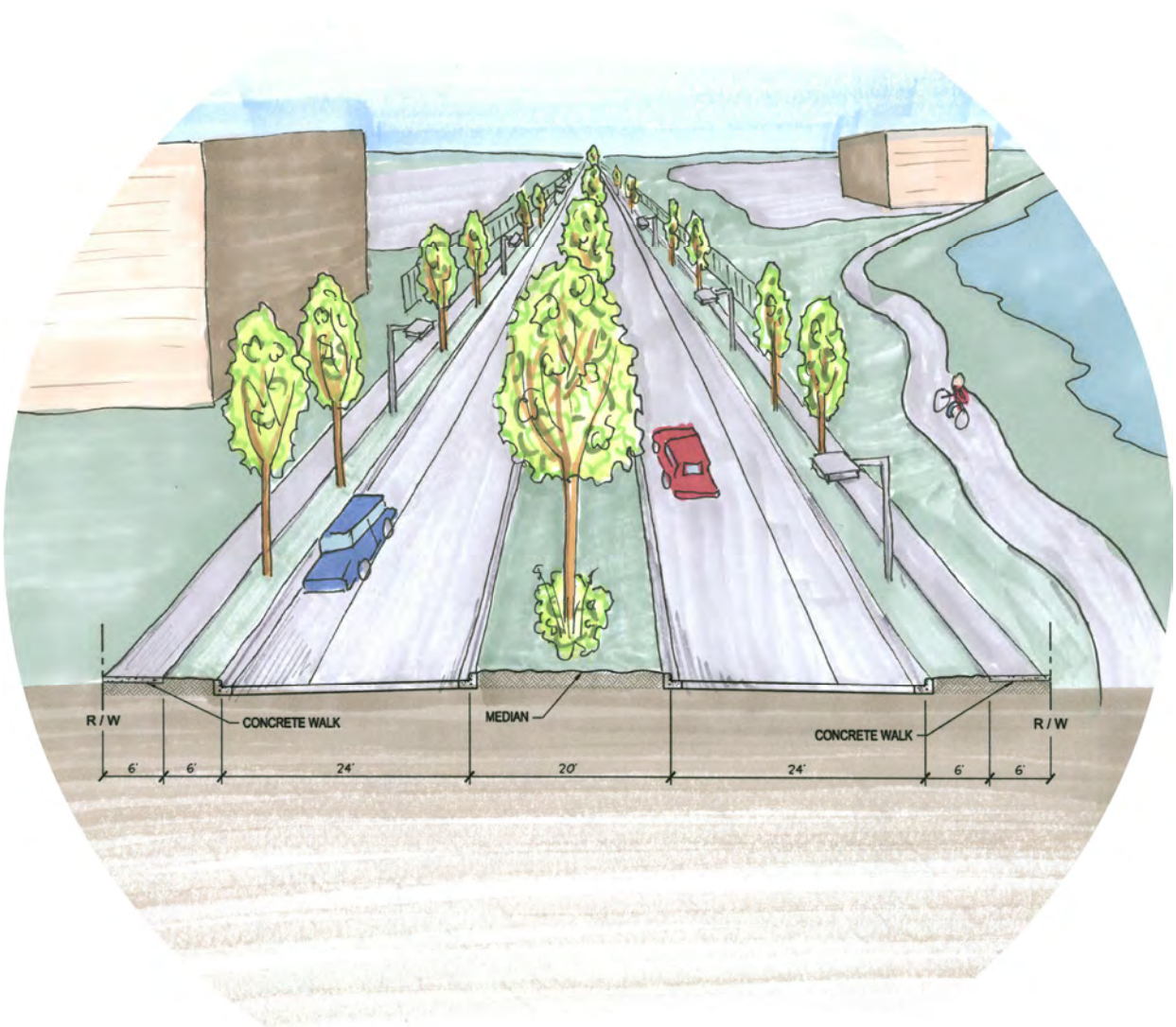
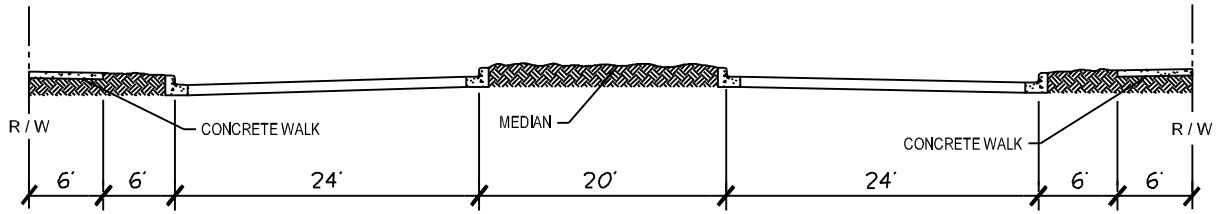
**THE**  
**COR**  
 RAMSEY, MINNESOTA

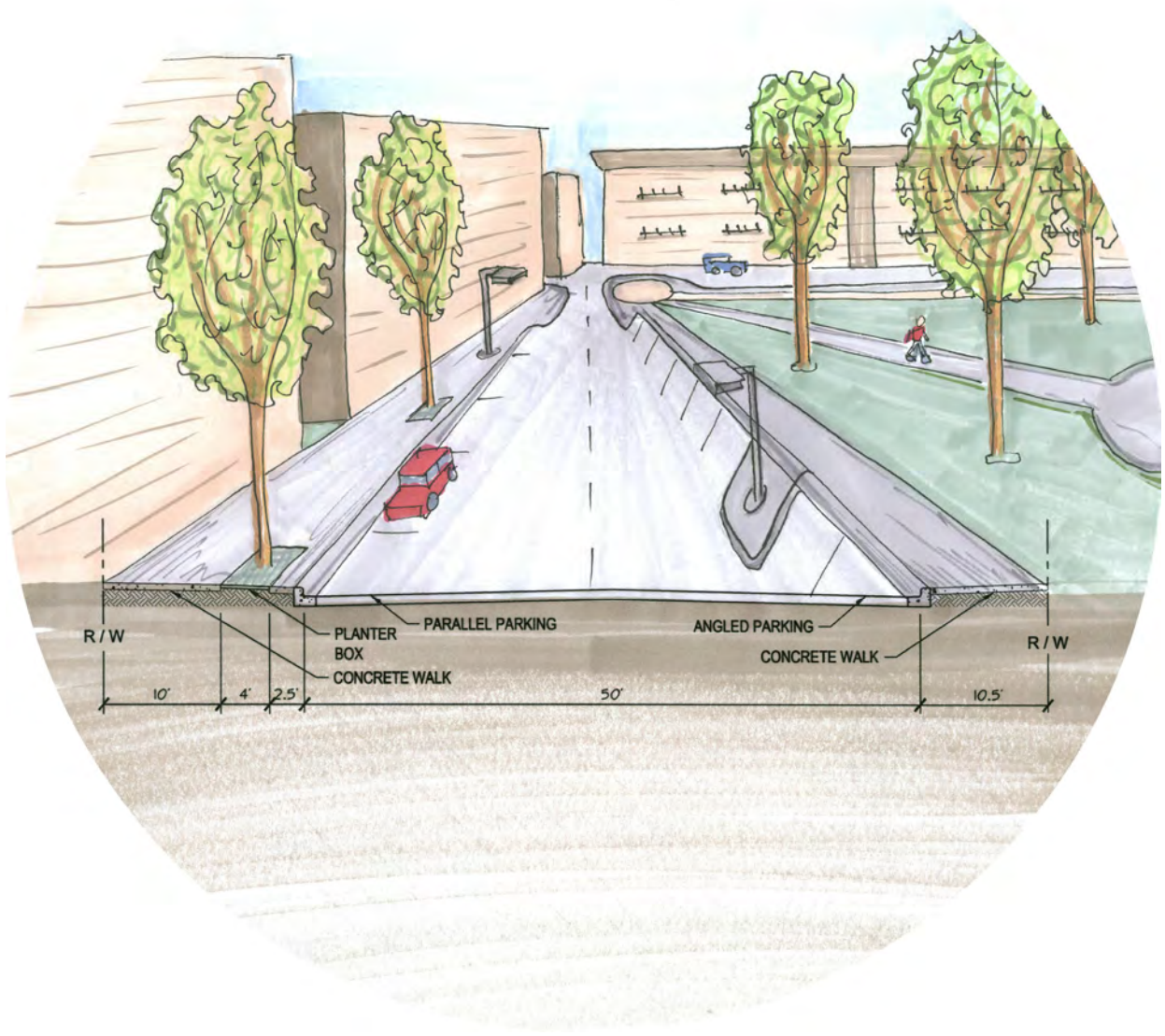
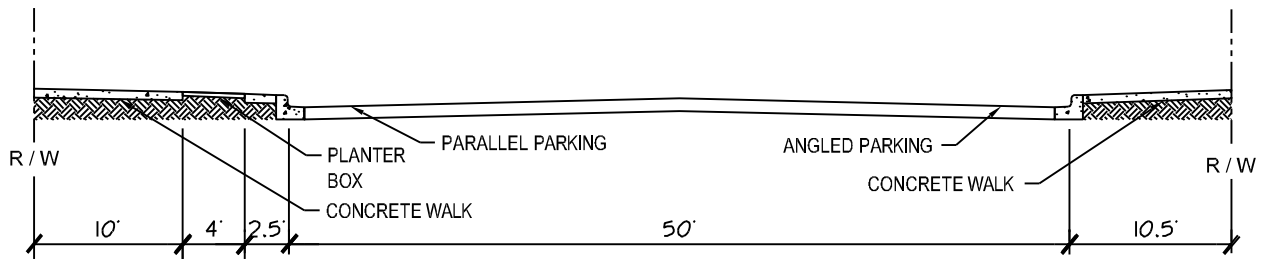


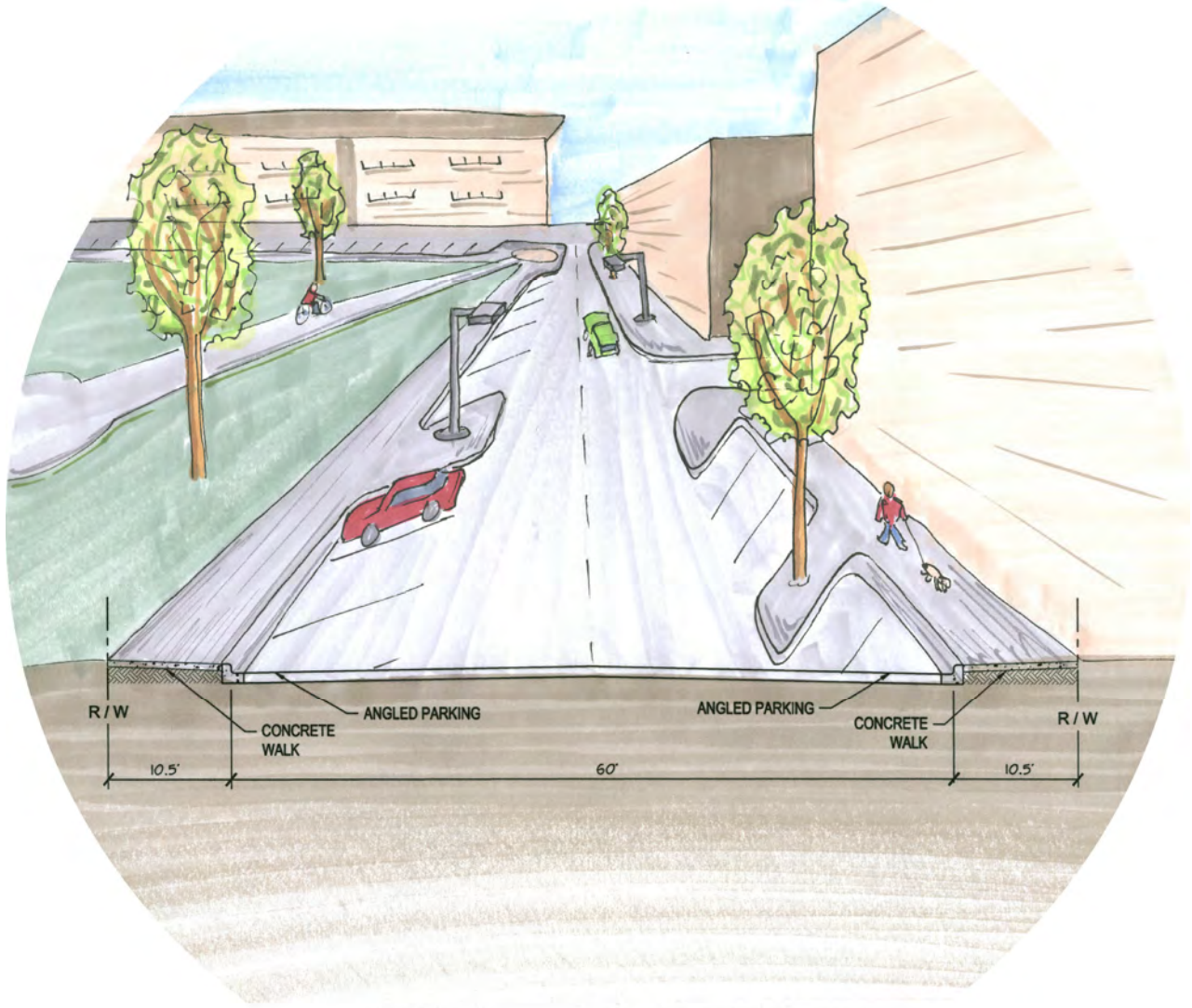
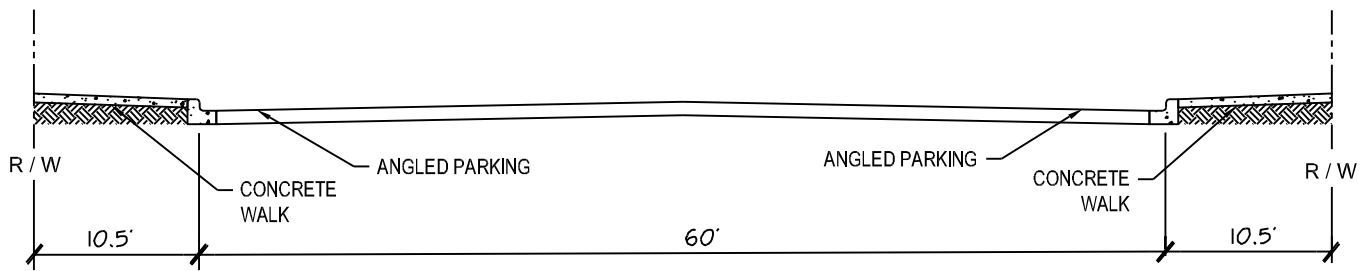
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**L A N D F O R M**
  
 From Site to Finish

**DESIGN FRAMEWORK**  
**The COR at Ramsey**  
 PERSPECTIVE SECTION #3  
 Ramsey Pkwy. West of Roundabout





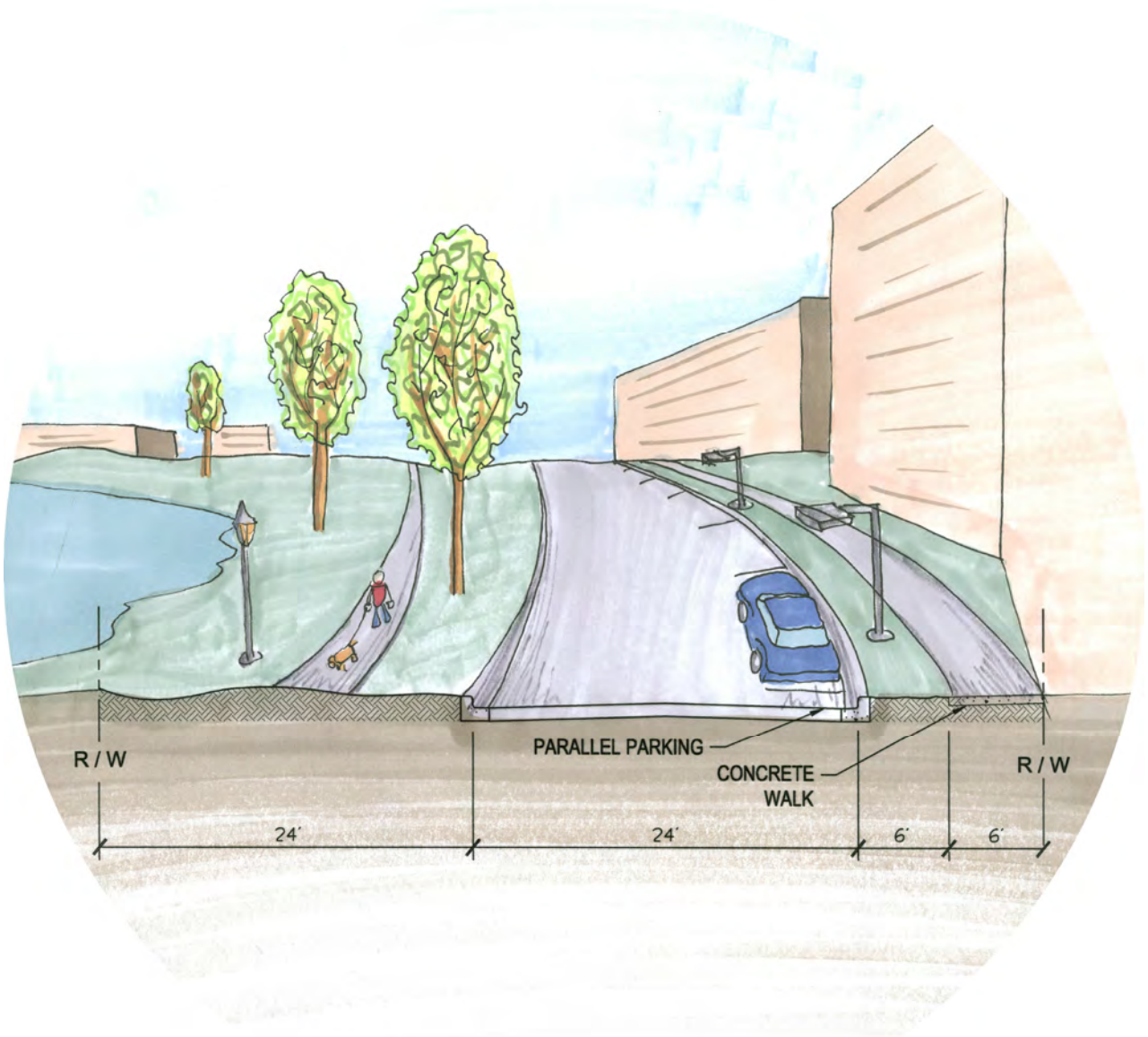
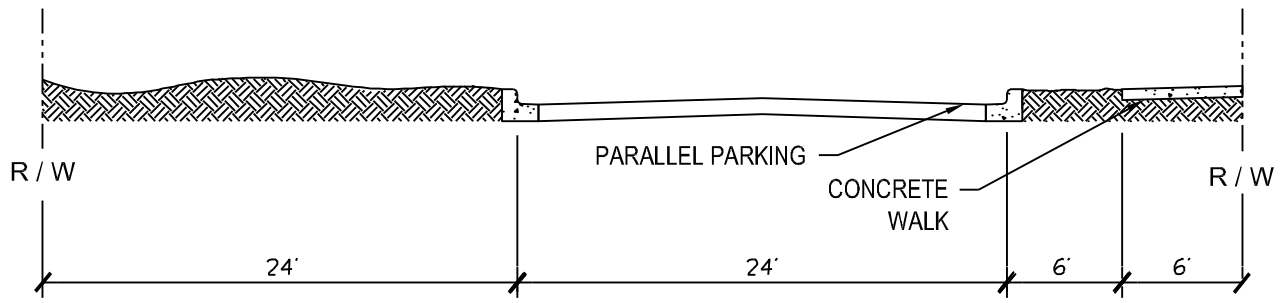




LANDFORM  
From Site to Finish

DESIGN FRAMEWORK  
The COR at Ramsey  
PERSPECTIVE SECTION #6  
Center St. East of Municipal Plaza





● ●  
**L A N D F O R M**  
 From Site to Finish

**DESIGN FRAMEWORK**  
 The COR at Ramsey  
 PERSPECTIVE SECTION #7  
 Ramsey Pkwy. South of The Draw





EXHIBIT B.1

<p><b>LANDFORM</b> From Site to Finish</p>	<p><b>DESIGN FRAMEWORK</b> The COR at Ramsey</p>	<p><b>THE COR</b> AT RAMSEY RAMSEY, MINNESOTA</p>
	<p>PYLON/COMMUNITY SIGN 'A' Armstrong Blvd. &amp; Highway 10</p>	



Eastbound



Westbound

EXHIBIT B.2



DESIGN FRAMEWORK  
The COR at Ramsey

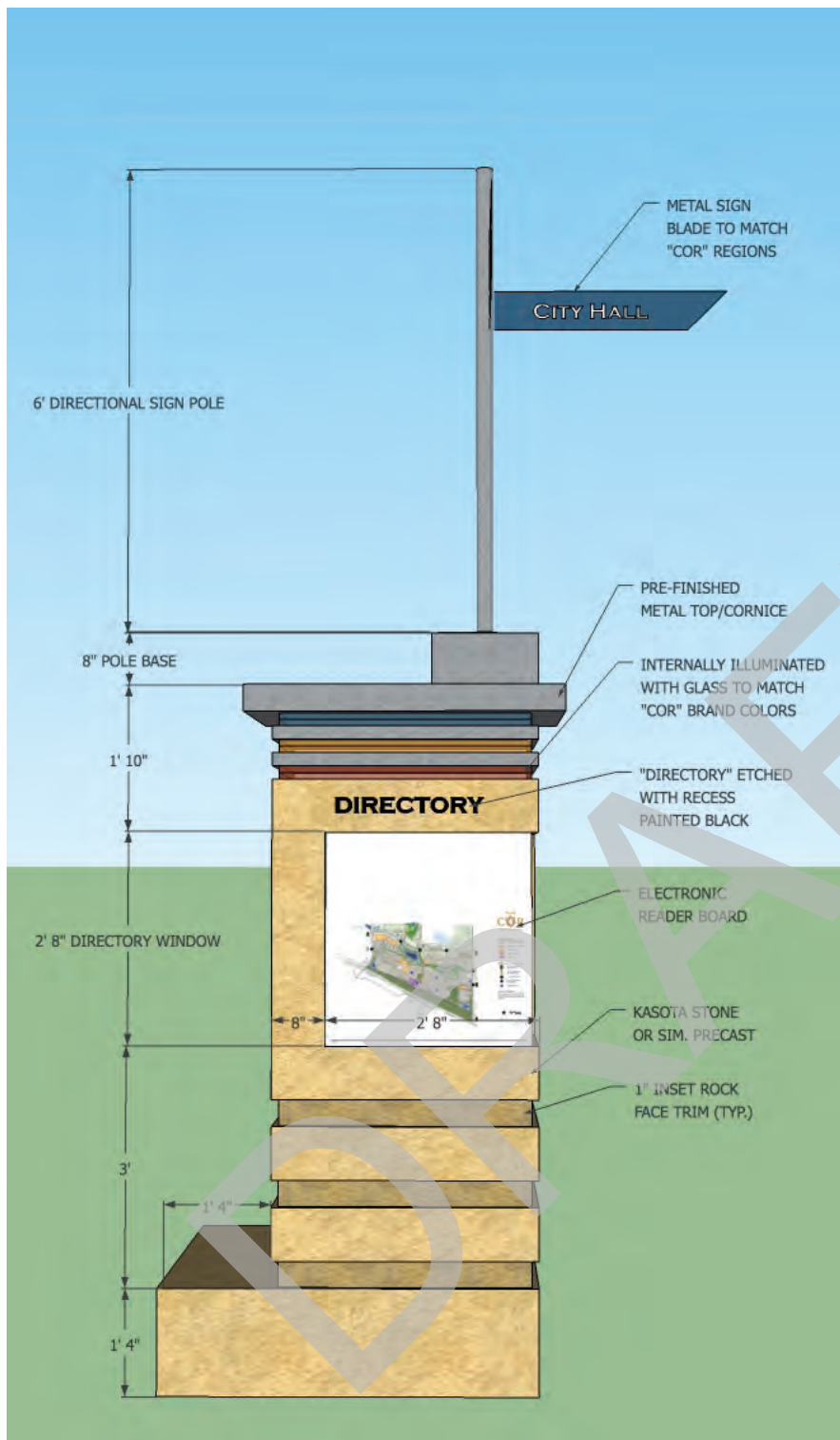
PYLON/COMMUNITY SIGN 'B'  
Commuter Rail & Highway 10





EXHIBIT B.3

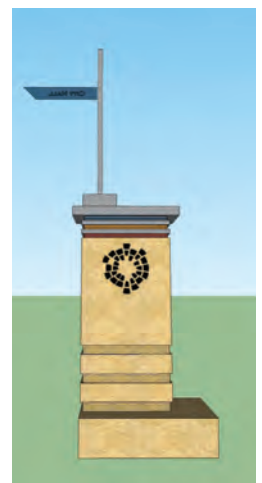
	<p><b>DESIGN FRAMEWORK</b>  <b>The COR at Ramsey</b></p> <hr/> <p>PYLON/COMMUNITY SIGN 'C'          Ramsey Blvd. &amp; Highway 10</p>	
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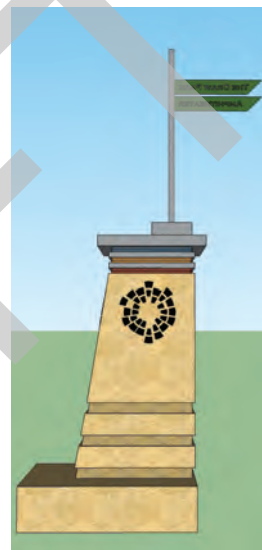
DIRECTORY PANEL VIEW



EVENTS PANEL VIEW



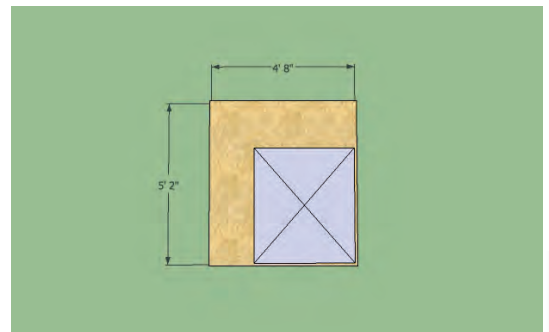
REAR VIEW



SIDE VIEW



PERSPECTIVE



PLAN VIEW

EXHIBIT B.4



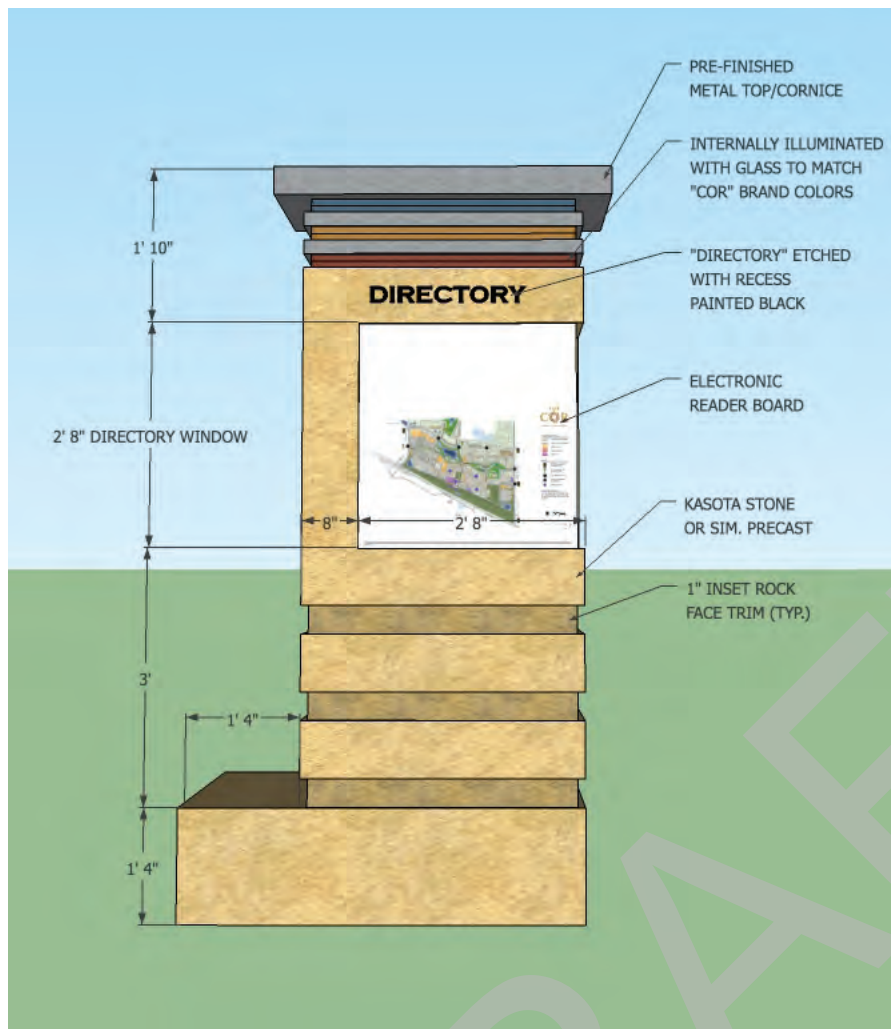
DESIGN FRAMEWORK

The COR at Ramsey

COMMUNITY KIOSK 'A'

Commuter Rail & Veterans Dr.

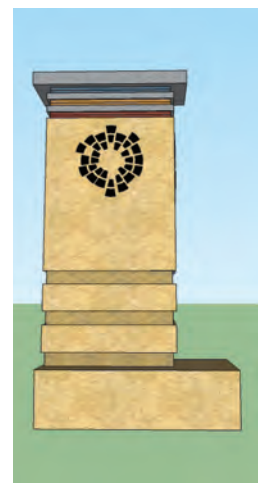




DIRECTORY PANEL VIEW



EVENTS PANEL VIEW



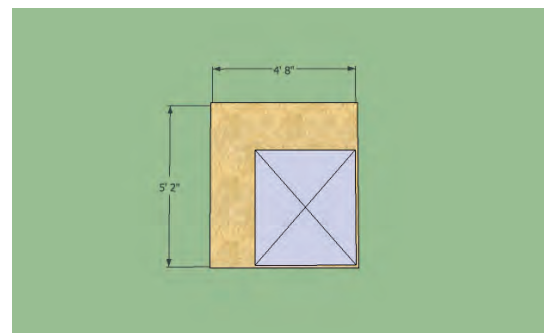
REAR VIEW



SIDE VIEW



PERSPECTIVE



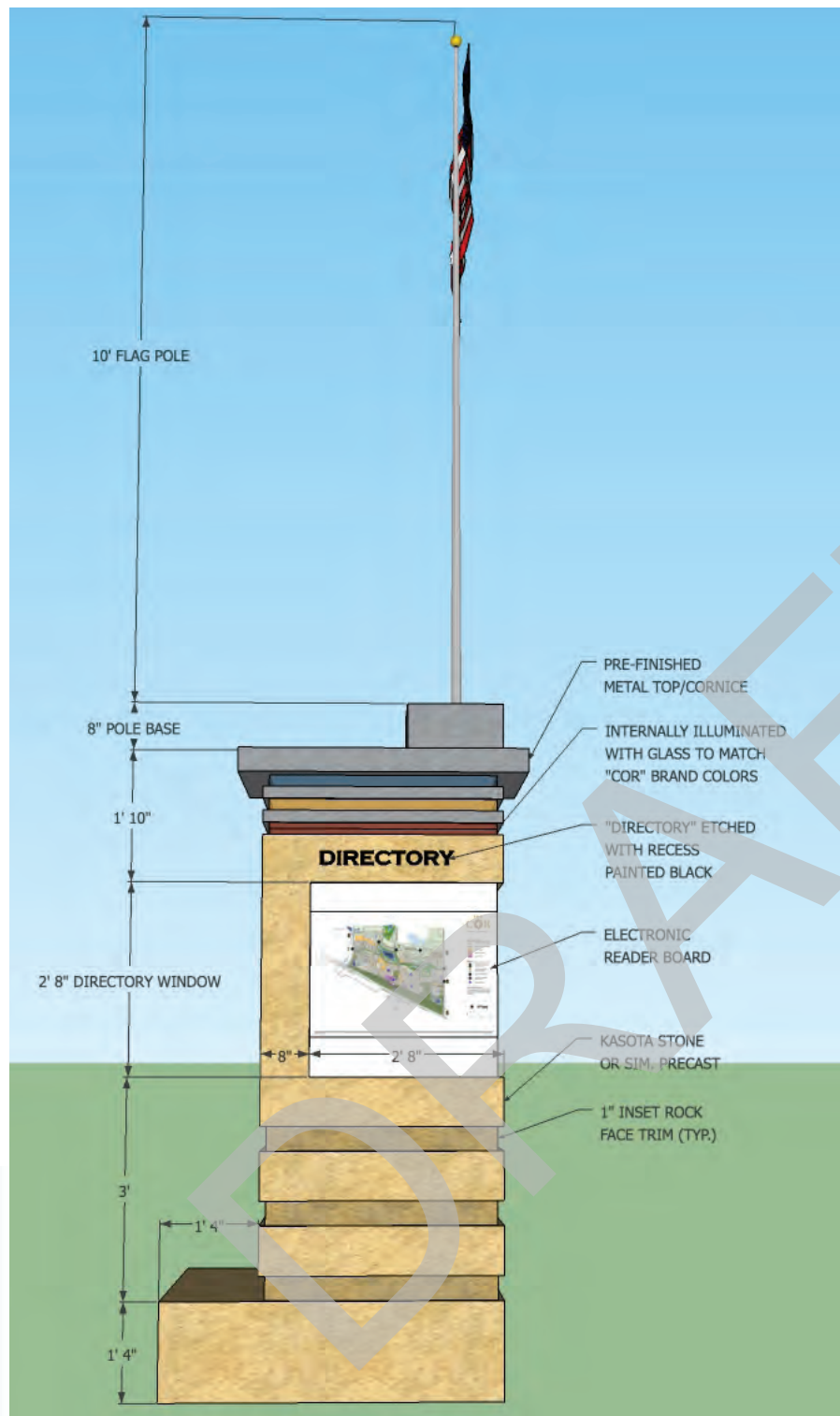
PLAN VIEW

EXHIBIT B.5



DESIGN FRAMEWORK  
 The COR at Ramsey  
 COMMUNITY KIOSK 'B'  
 Sunwood Dr. & Center St.

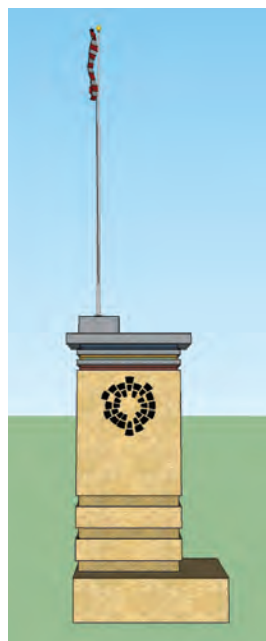




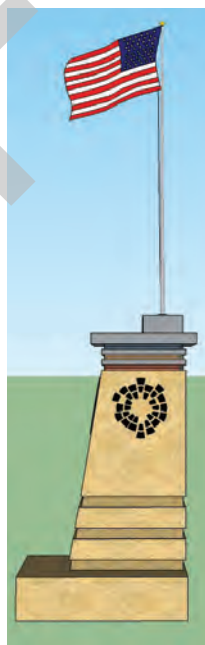
DIRECTORY PANEL VIEW



EVENTS PANEL VIEW



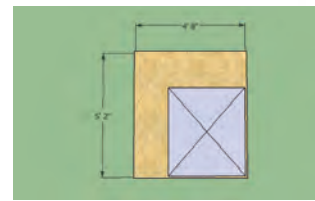
REAR VIEW



SIDE VIEW



PERSPECTIVE



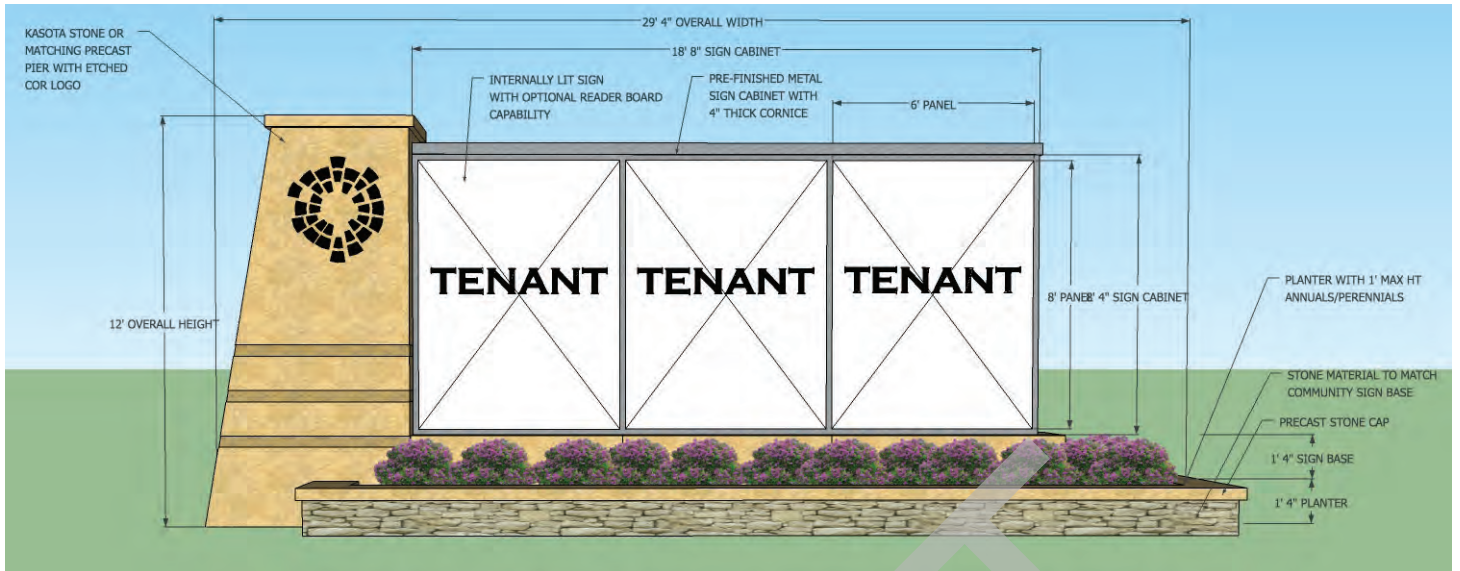
PLAN VIEW

EXHIBIT B.6

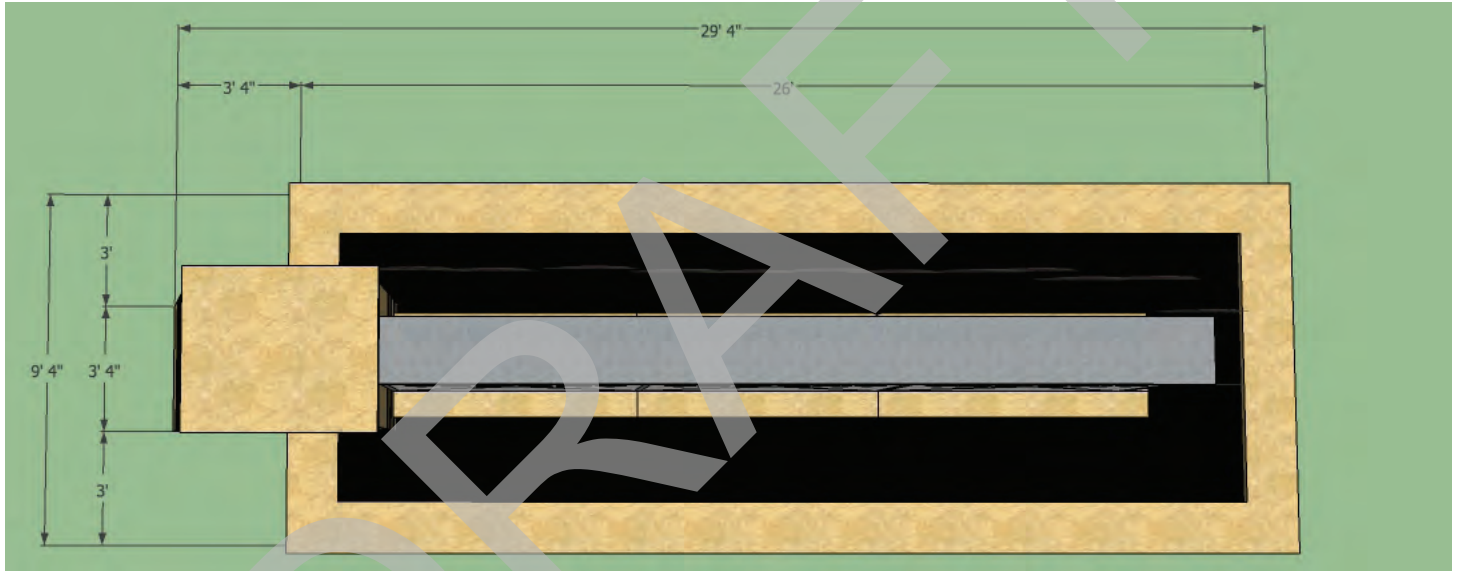
**LANDFORM**  
From Site to Finish

**DESIGN FRAMEWORK**  
The COR at Ramsey  
COMMUNITY KIOSK 'C'  
Sunwood Dr. at Municipal Plaza

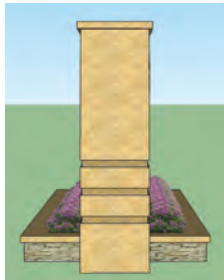
**THE COR**  
RAMSEY, MINNESOTA



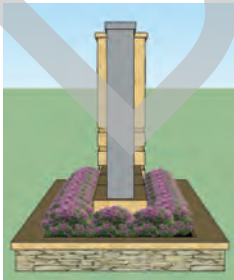
ELEVATION AT SUNWOOD



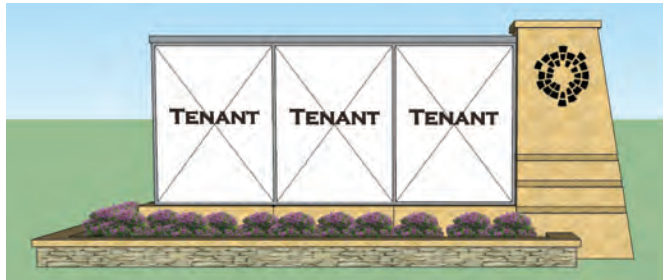
PLAN VIEW



PROFILE VIEW



PROFILE VIEW



ELEVATION

EXHIBIT B.7



**DESIGN FRAMEWORK**  
**The COR at Ramsey**  
 PROJECT GATEWAY SIGN 'A'  
 Sunwood Dr. & Armstrong Blvd.



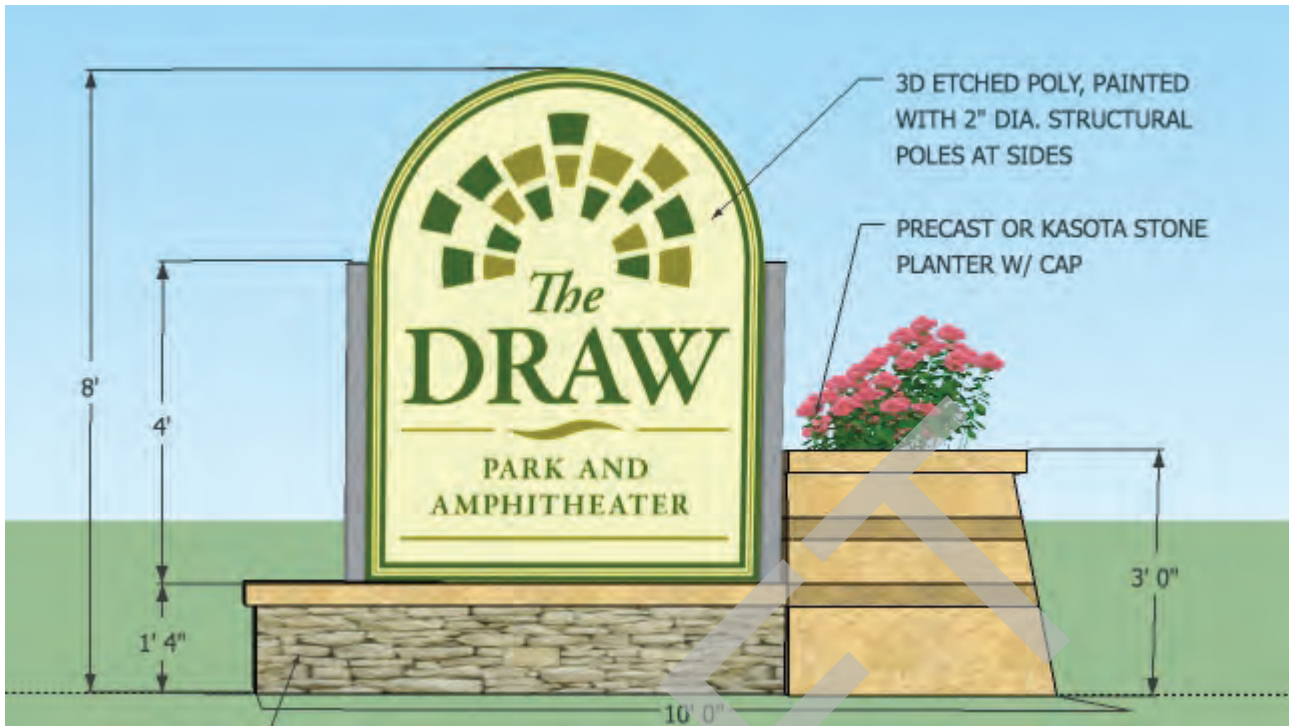
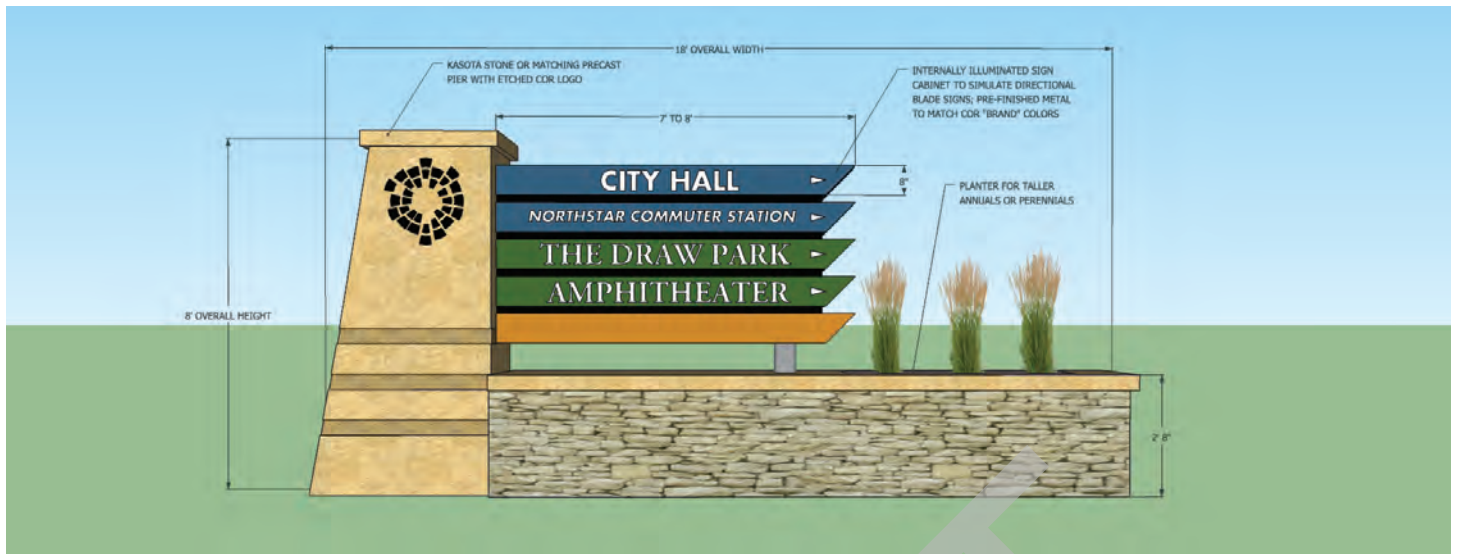
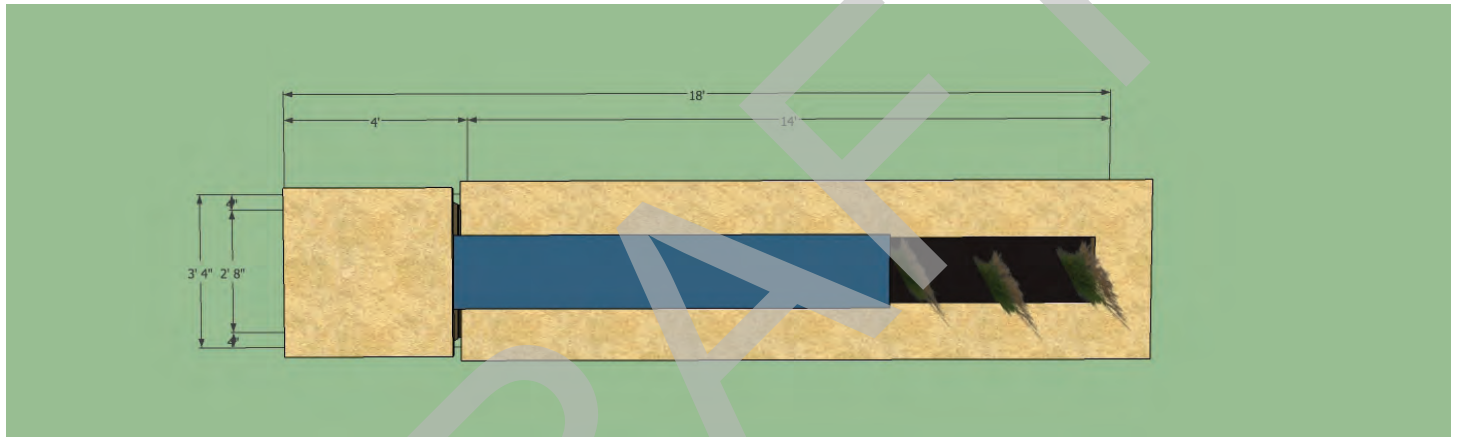


EXHIBIT B.8



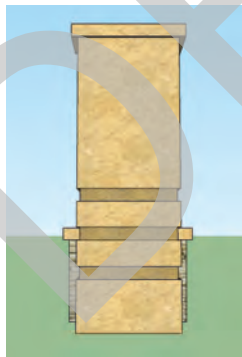
ELEVATION AT EASTBOUND BUNKER LAKE



PLAN VIEW



PROFILE VIEW



PROFILE VIEW



ELEVATION AT WESTBOUND BUNKER LAKE

EXHIBIT B.9

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●
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**L A N D F O R M**

From Site to Finish

**DESIGN FRAMEWORK**

**The COR at Ramsey**

PROJECT GATEWAY SIGN 'C'

Bunker Lake Blvd. & Center St.

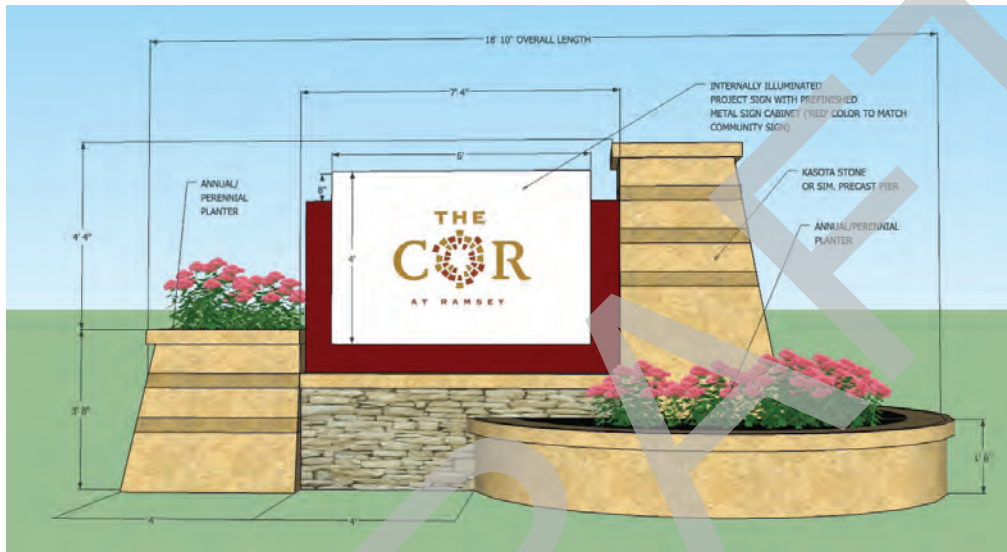
**THE**

**COR**

RAMSEY, MINNESOTA



ELEVATION AT SOUTH BOUND RAMSEY



ELEVATION AT WESTBOUND BUNKER LAKE



PERSPECTIVE

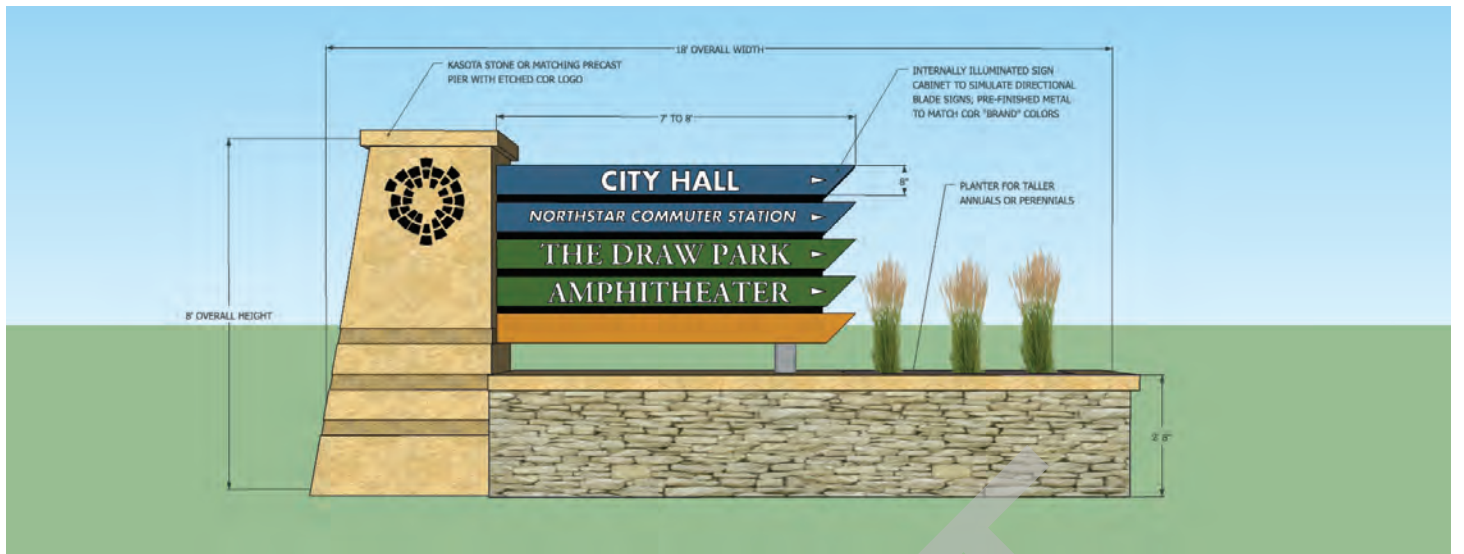
EXHIBIT B.10



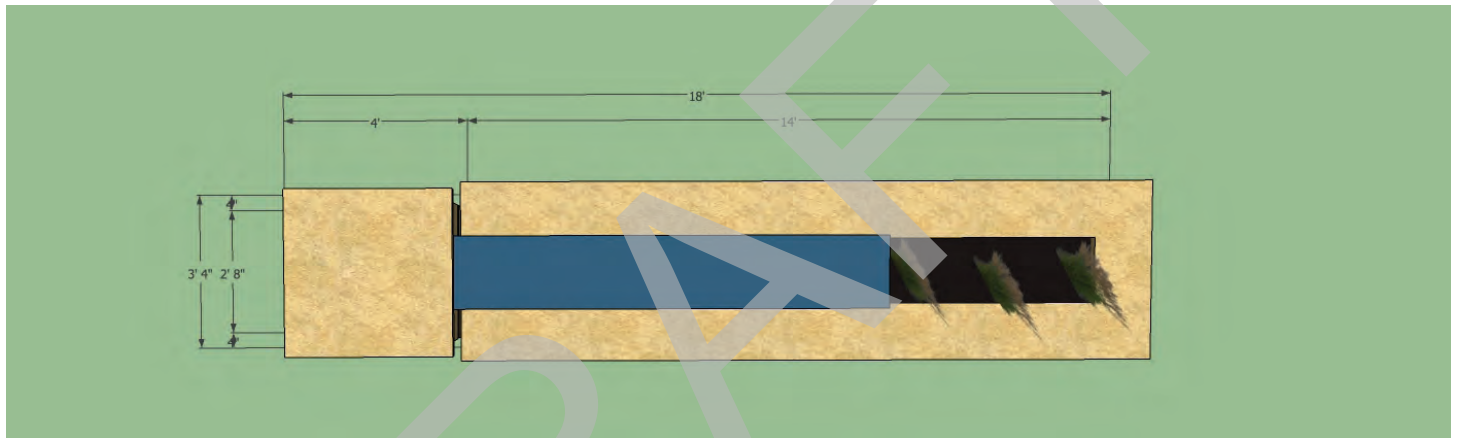
**DESIGN FRAMEWORK**  
**The COR at Ramsey**

PROJECT GATEWAY SIGN 'D'  
 Bunker Lake Blvd. & Ramsey Blvd.





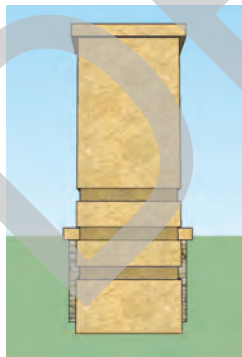
ELEVATION AT SOUTHBOUND RAMSEY



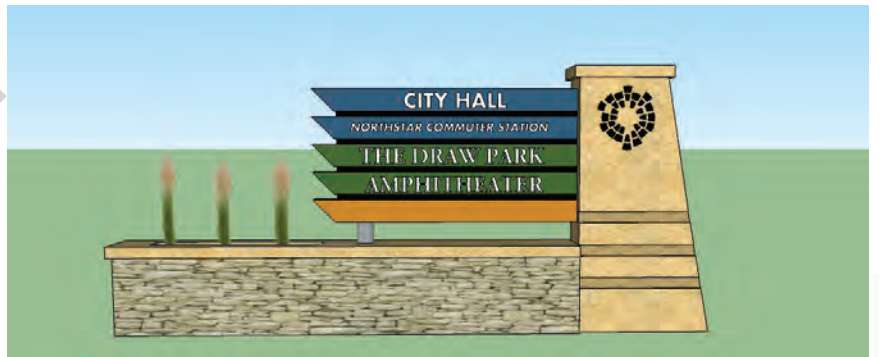
PLAN VIEW



PROFILE VIEW



PROFILE VIEW



ELEVATION AT NORTHBOUND RAMSEY

EXHIBIT B.11

From Site to Finish

**DESIGN FRAMEWORK**  
**The COR at Ramsey**  
 PROJECT GATEWAY SIGN 'E'  
 Sunwood Dr. & Ramsey Blvd.

RAMSEY, MINNESOTA



EXHIBIT B.12

  
 From Site to Finish

**DESIGN FRAMEWORK**  
 The COR at Ramsey

PUBLIC PARKING SIGNAGE  
 Standard Signage

  
 RAMSEY, MINNESOTA



EXHIBIT B.13

**LANDFORM**
  
 From Site to Finish

**DESIGN FRAMEWORK**
  
**The COR at Ramsey**
  
 LIGHT POLE BANNER SIGNS
   
 Standard Signage











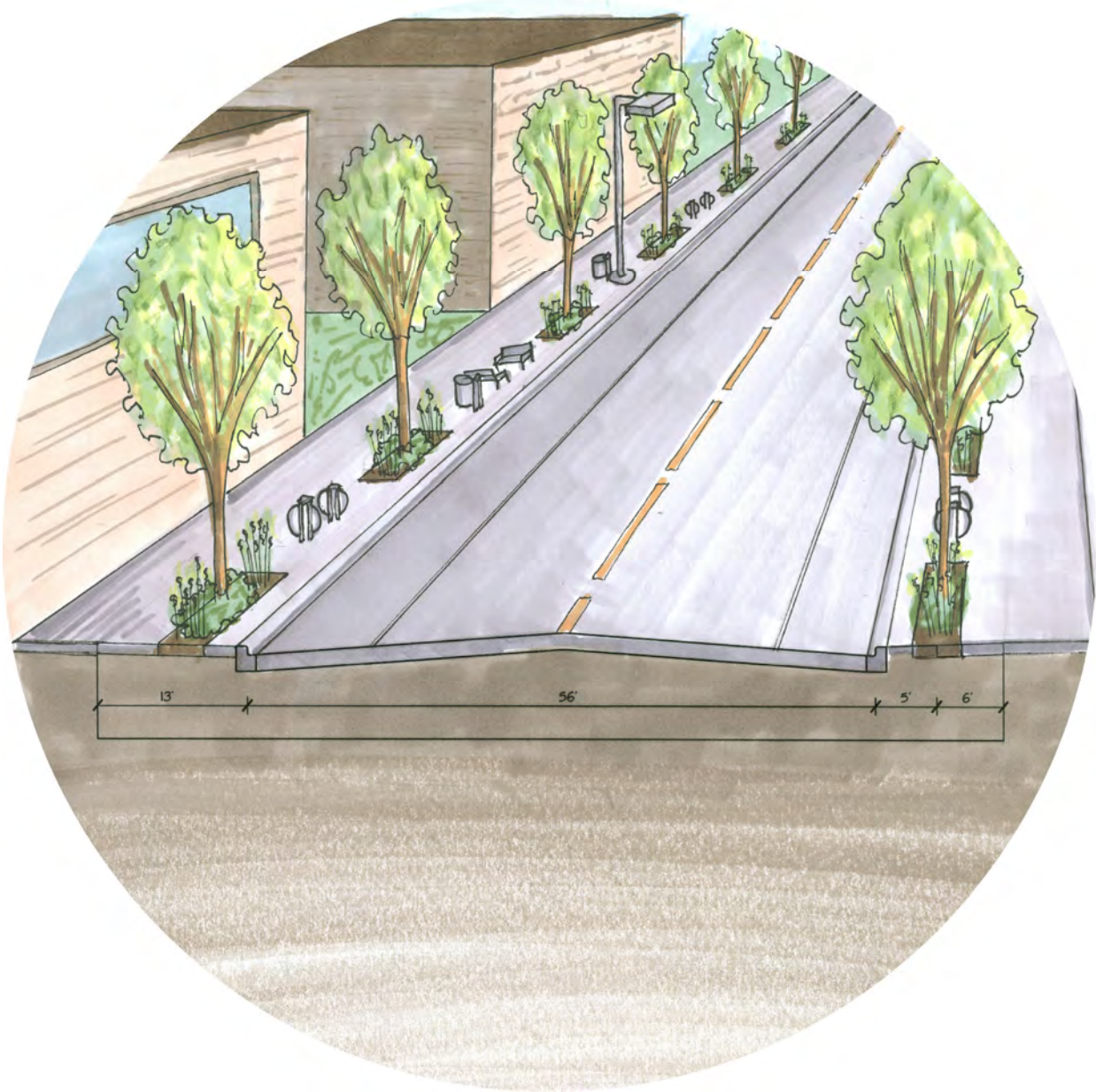
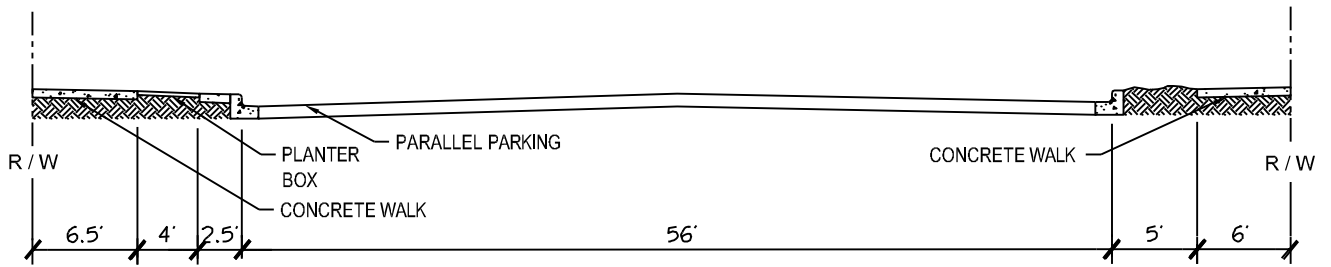


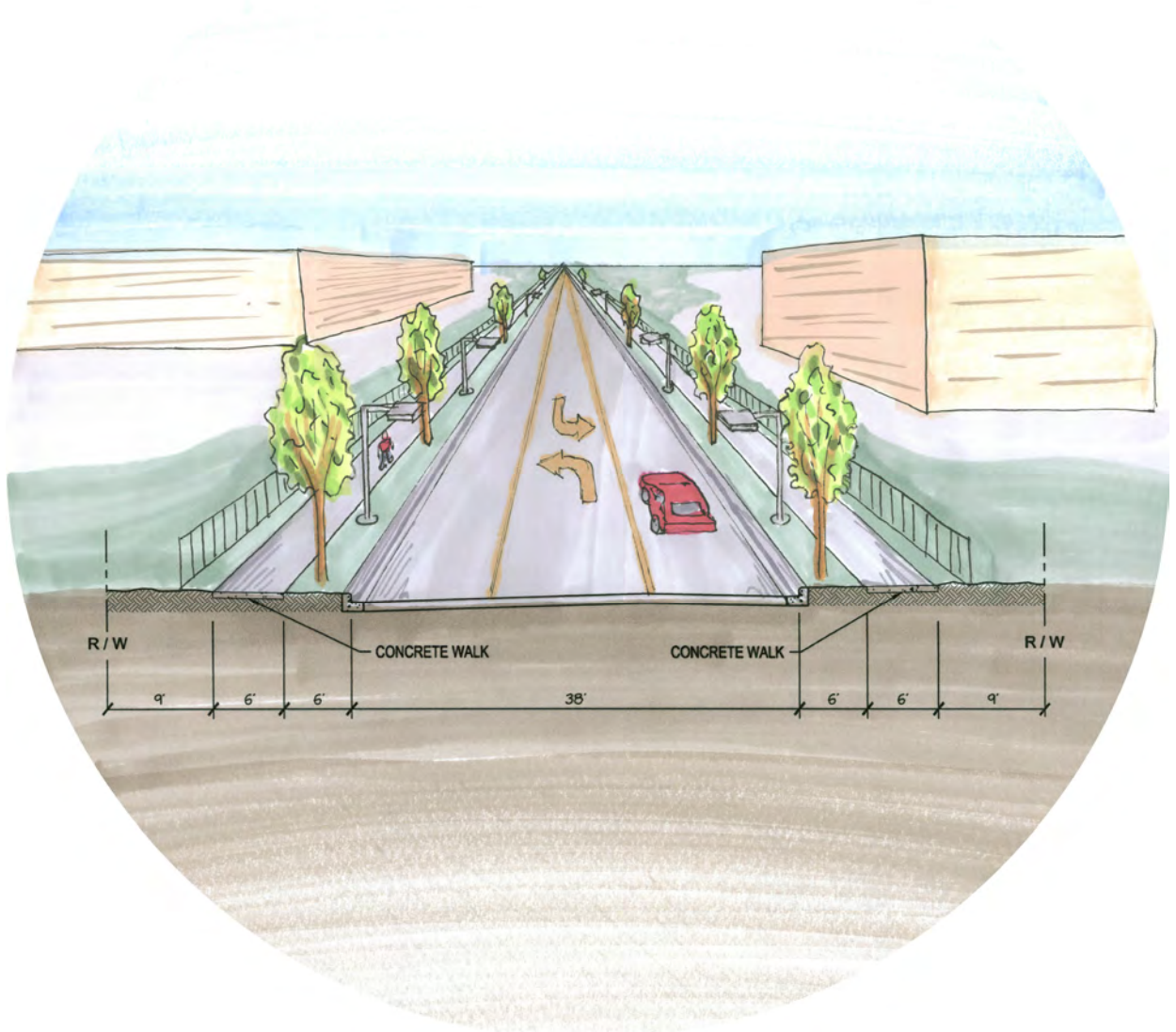
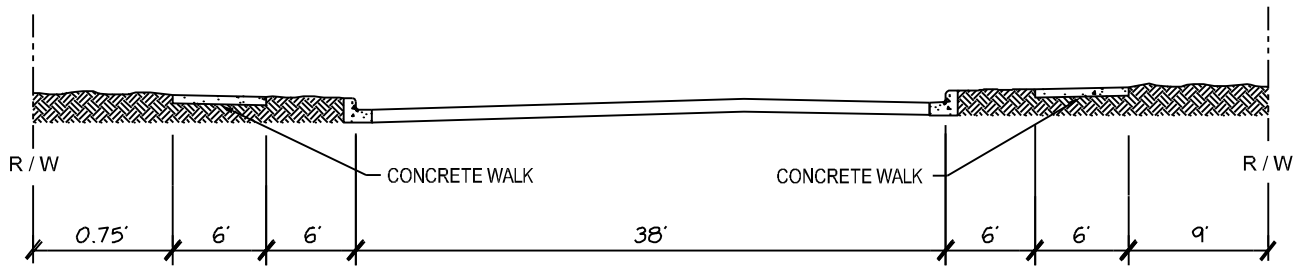


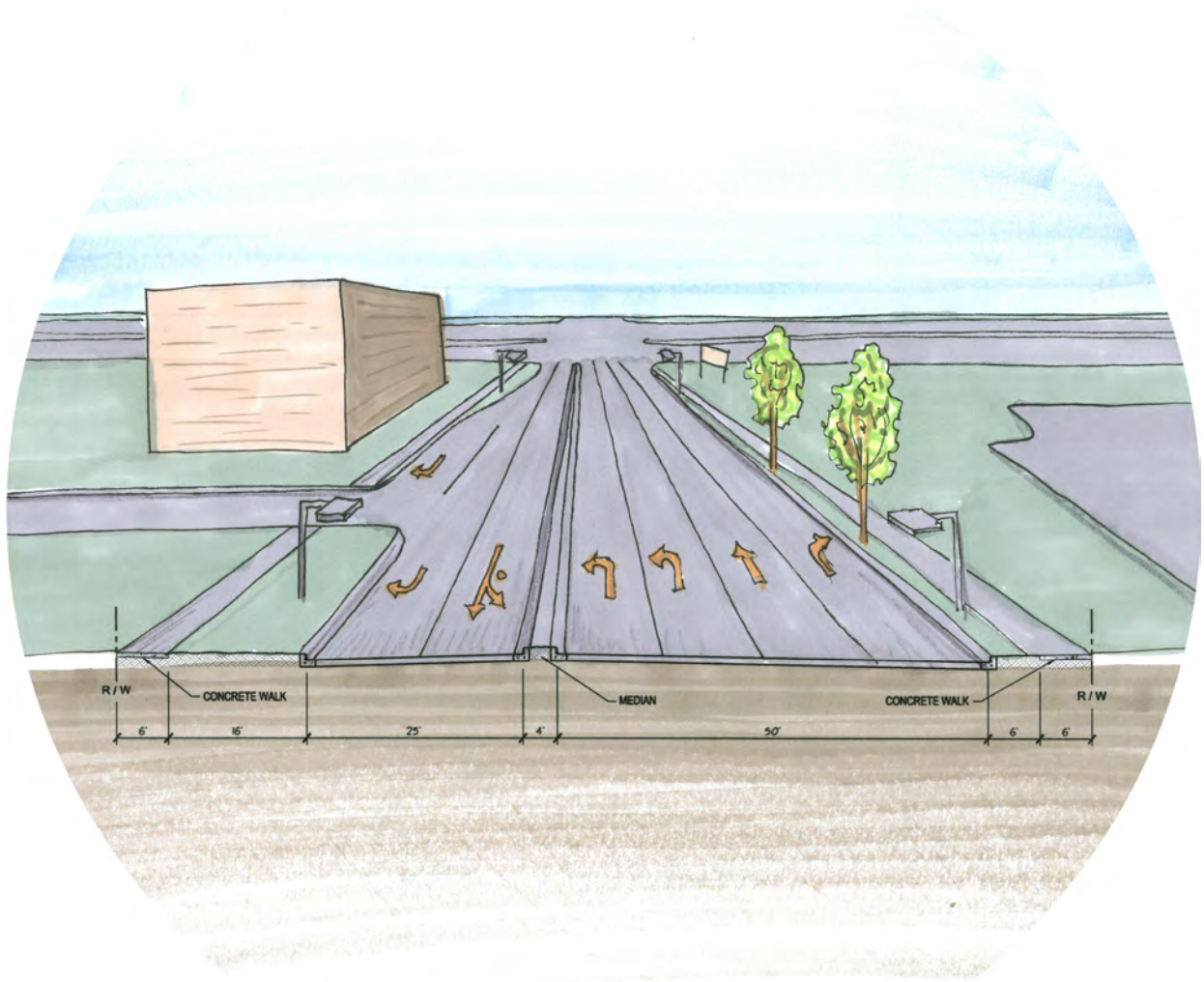
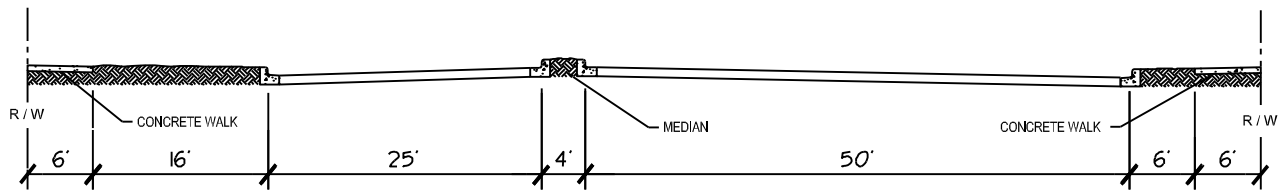




**DANGER |**  
EAR PROTECTION  
REQUIRED IN  
THIS AREA



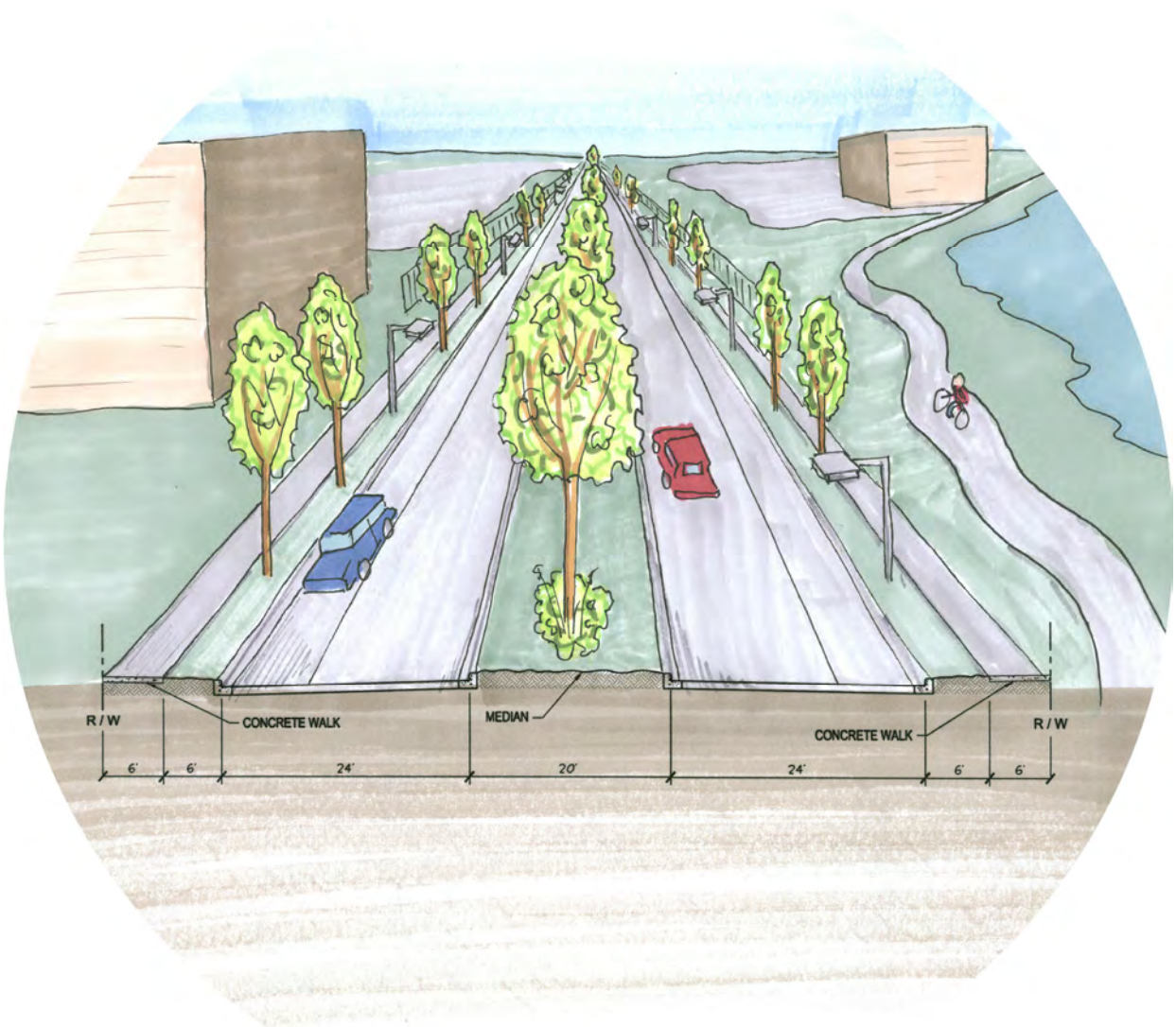
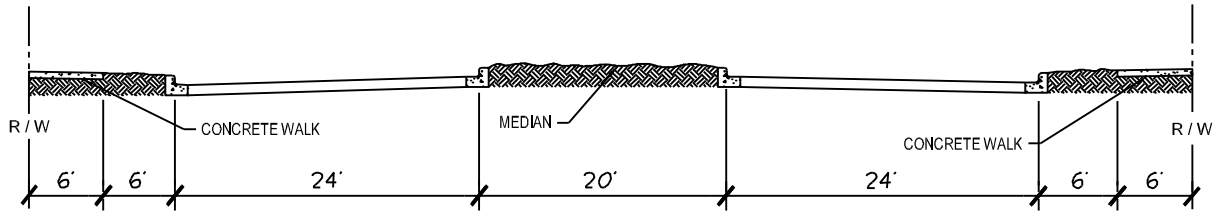




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**L A N D F O R M**
  
 From Site to Finish

**DESIGN FRAMEWORK**  
**The COR at Ramsey**  
 PERSPECTIVE SECTION #3  
 Ramsey Pkwy. West of Roundabout

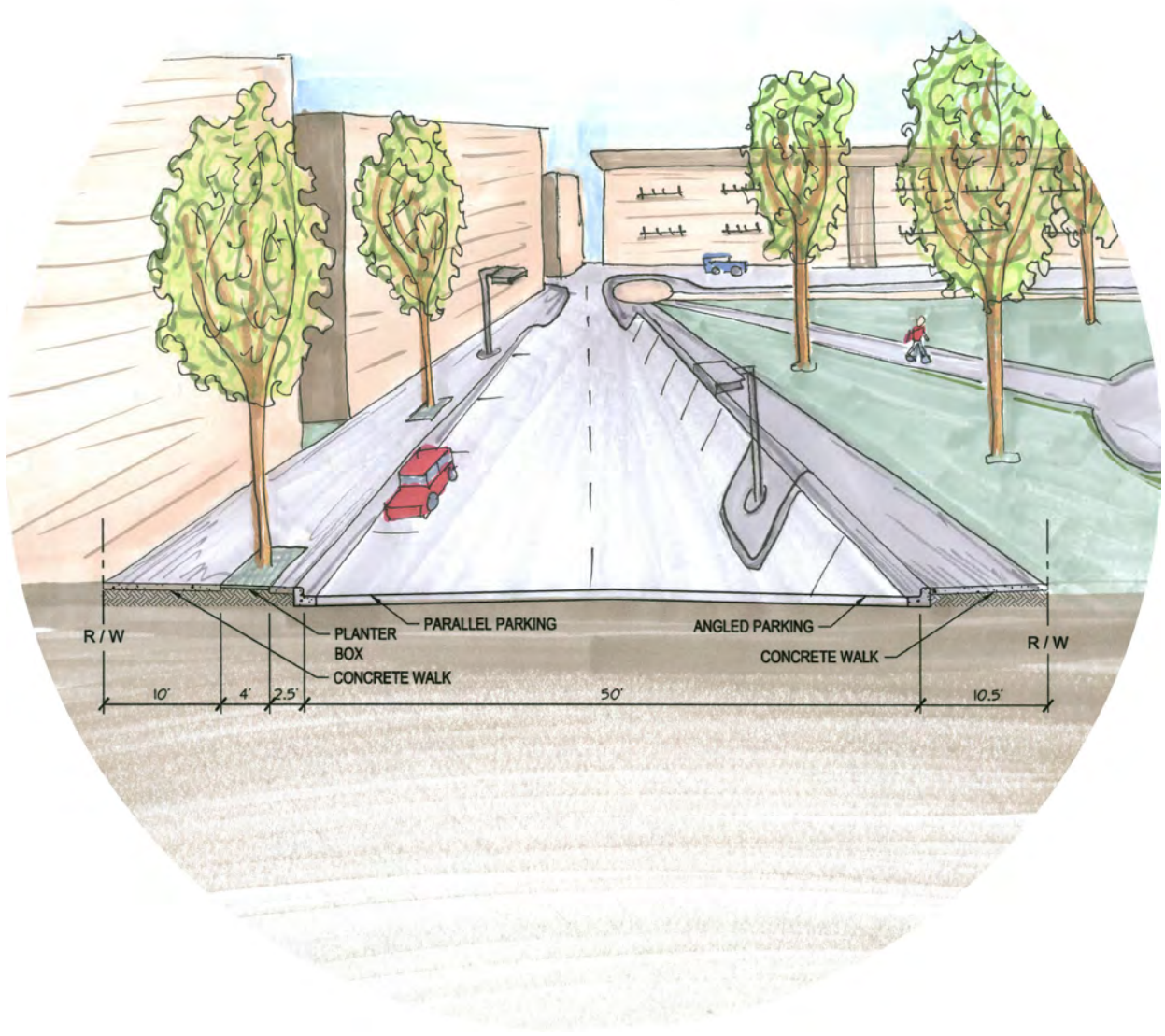
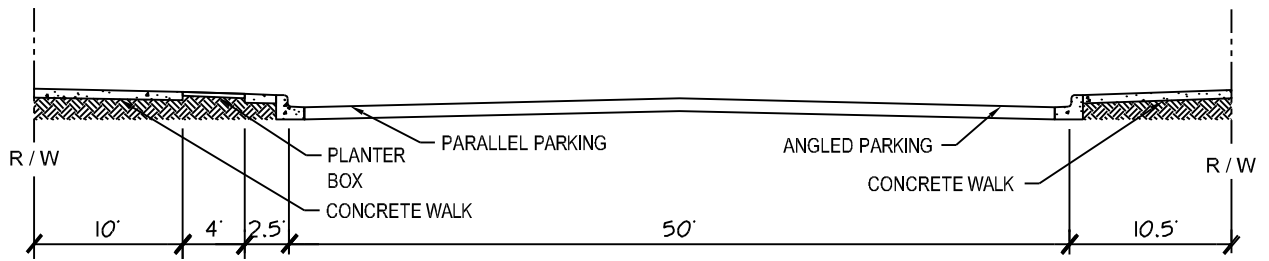


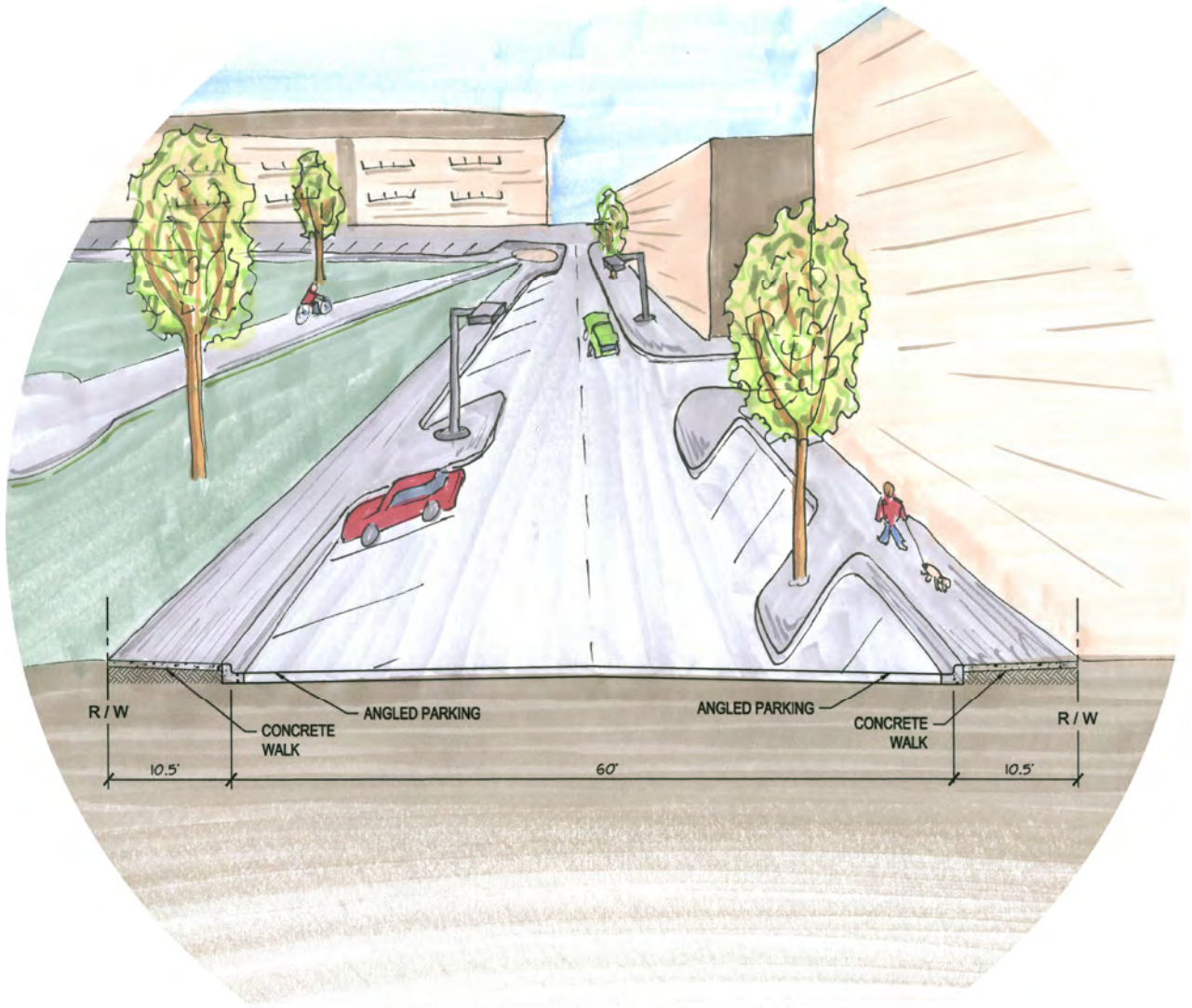
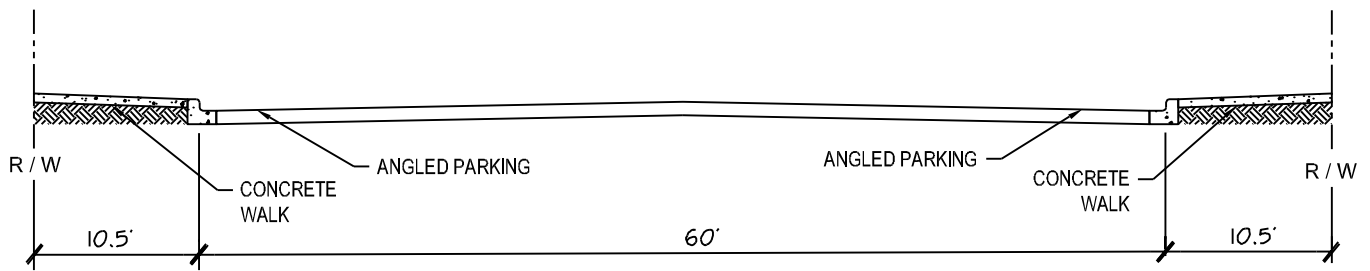



  
**LANDFORM**
  
 From Site to Finish

**DESIGN FRAMEWORK**
  
**The COR at Ramsey**
  
 PERSPECTIVE SECTION #4
   
 Ramsey Pkwy. East of Zeolite St.


  
**THE**
  
**COR**
  
 RAMSEY, MINNESOTA

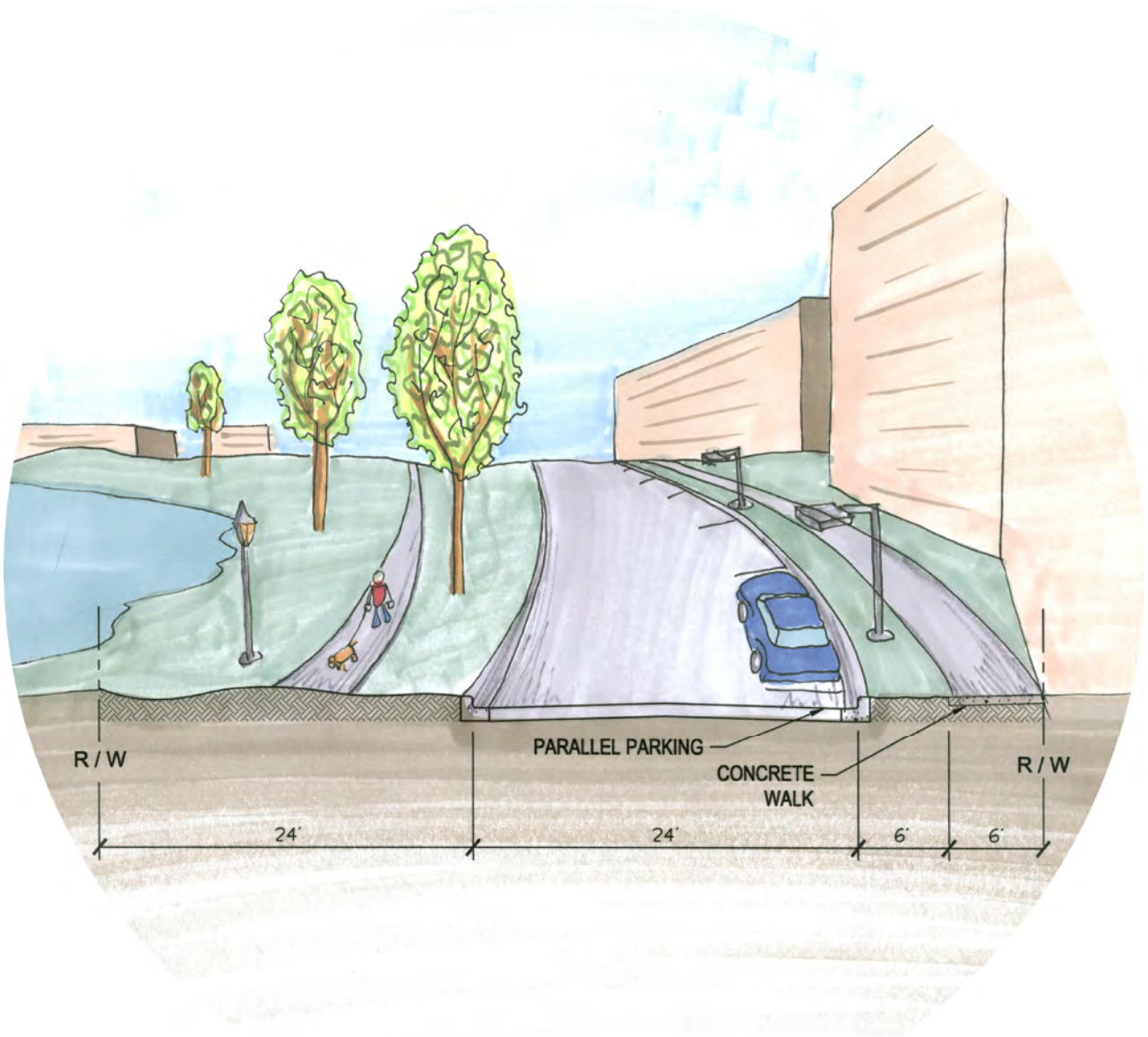
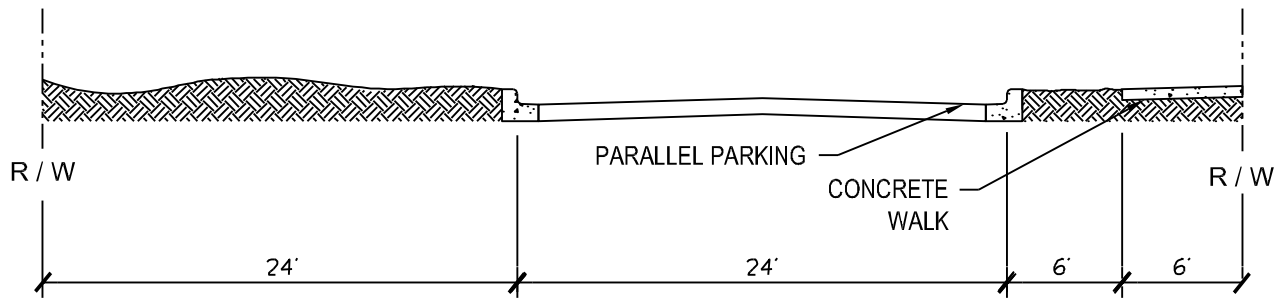




• •  
**L A N D F O R M**  
 From Site to Finish

**DESIGN FRAMEWORK**  
**The COR at Ramsey**  
 PERSPECTIVE SECTION #6  
 Center St. East of Municipal Plaza

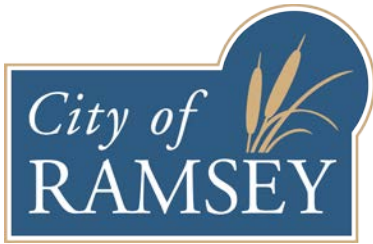




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**L A N D F O R M**  
 From Site to Finish

**DESIGN FRAMEWORK**  
 The COR at Ramsey  
 PERSPECTIVE SECTION #7  
 Ramsey Pkwy. South of The Draw





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# The COR Interim Development Plan

Anticipated Adoption: 2017

## City Council

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

## Planning Commission

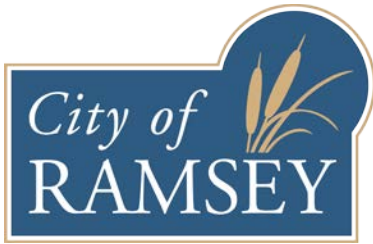
Chairperson Randy Bauer  
Vice-Chairperson Gary Van Scoy  
Bruce Anderson  
Ralph Brauer  
Cheri Gengler  
Cindy Nosan  
Patrick Surma  
Former Chairperson Gary Levine (in memory)

## Economic Development Authority

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

## Parks and Recreation Commission:

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



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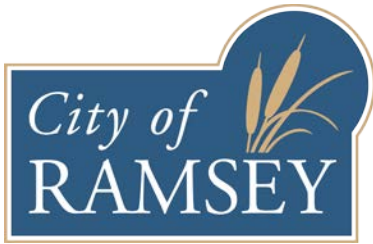
Environmental Policy Board

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

Staff Team:

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

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



## 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

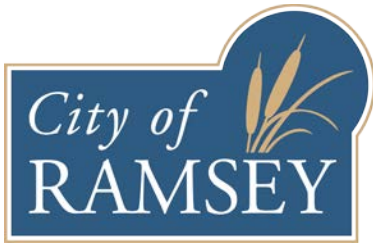
**The COR Development Plan.** This is the existing land use plan for The COR circa 2011. This is the official control and legal basis for land use decisions within The COR. Also referred to as the 'Development Plan'. This is the 'second generation plan' for the development, preceded by the Ramsey Town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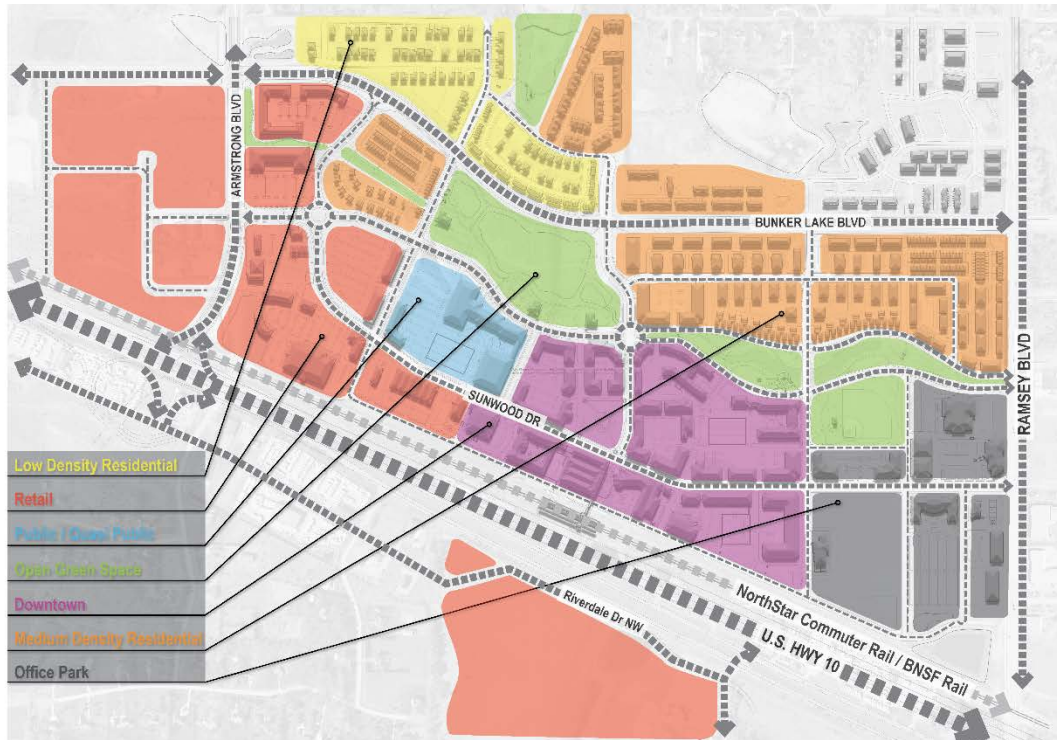
## Vision

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

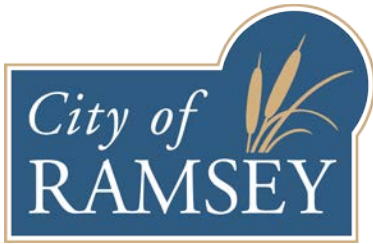
1. The development is part of a broader **GROWTH MANAGEMENT STRATEGY** that protects the City's primary land use goal to respect the **BALANCE OF RURAL AND URBAN CHARACTER**.
2. The development shall take a **MIX OF USES** within the development, which is also known as **HORIZONTALLY MIXED USE** approach 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**.



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

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

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



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### The Downtown District (COR-1)

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

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

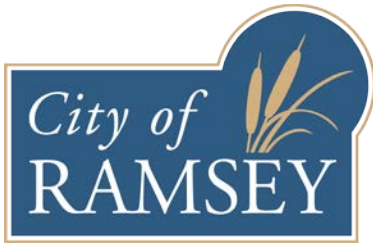
**Planning Commission Recommendation:** The City should focus on original visions to better manage parking and maximize land use of individual parcels. This includes reverting back to a **FLOOR AREA RATIO (FAR) OF 0.75** and retaining a strict adherence to **MAXIMUM PARKING** standards and shared **PARKING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

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

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

### The Retail District (COR-2)

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



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

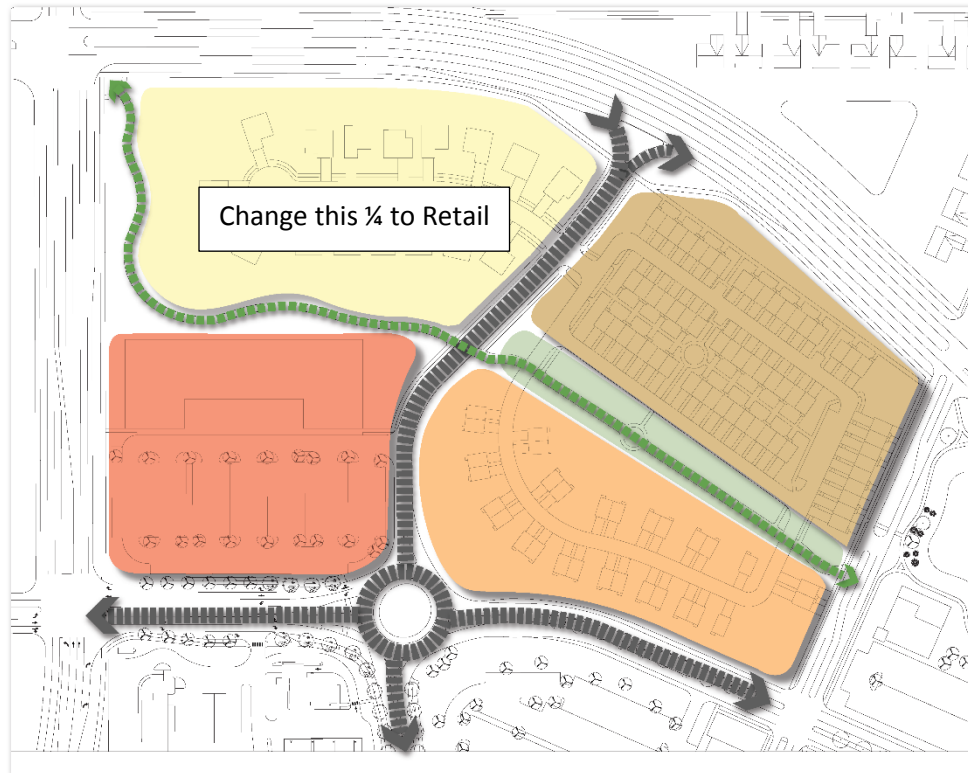
Citywide, the community has over 150 acres of undeveloped or redevelopment areas guided for future retail growth. In comparison, the Riverdale shopping center in Coon Rapids is approximately 200 acres. Coupled with proximity to Elk River and physical barriers such as the Mississippi River and Rum River,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

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

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

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

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





#### Strengths

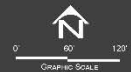
- Continuous greenway corridor
- Removes struggling 'big-box' retail
- Introduces smaller destination retail
- Moderate return on tax base
- Transition of mix of uses

#### Weaknesses

- Land use types desired by community



## The COR Development Concept E

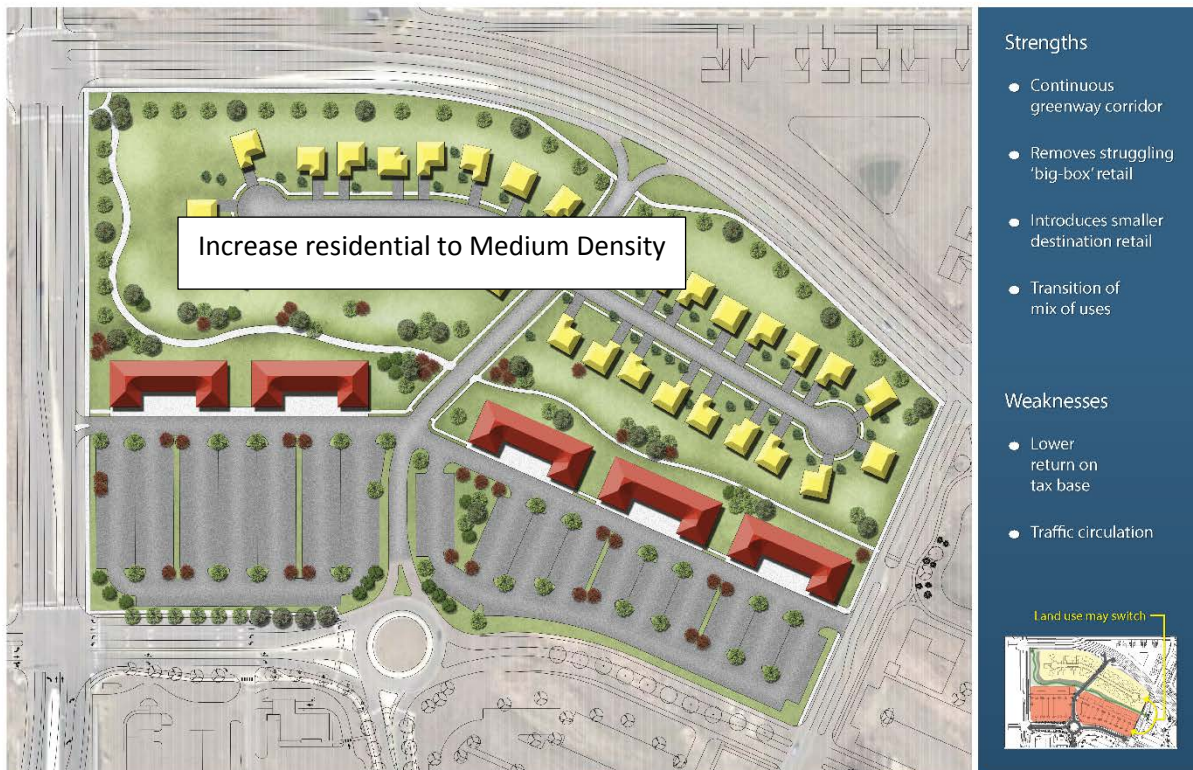


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### NW Quadrant Acceptable Alternatives

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

#### NW Quadrant Horizontal Split



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 COR Development Concept C

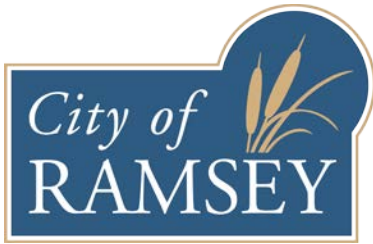



The Office District (COR-3)

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



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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.

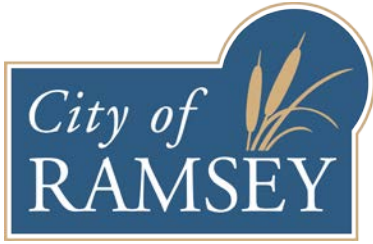
#### **Planning Commission Recommendation:**

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.

Continued on next page.



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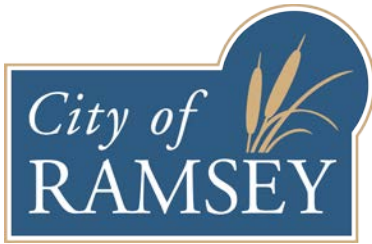
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## Implementation Plan

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.

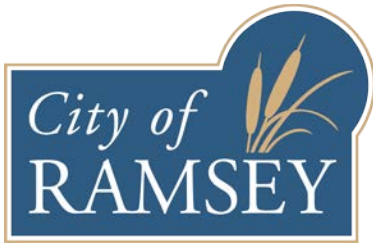
**EFFORT #3**  
**COR Pro-Forma**

**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		April	Quarter 2		July	Quarter 3		October	Quarter 4	
<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).

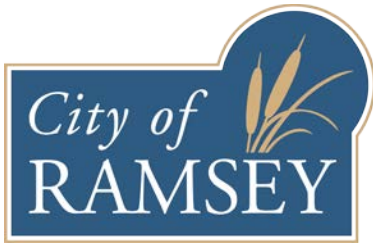
**4/25/17 City Council Work Session Note:** All Boards and Commissions should review this document before the City Council considers formal adoption. The City Council should review the final document and approve before distributing to the public and stakeholders/landowners.

### 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.



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### Community Center

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

### Architectural Standards

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

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

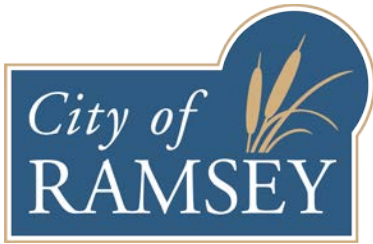
The COR should continue to focus on four-sided architecture visible from the public realm. Quality signage on all four sides of the building should be allowed. The community should be able to park on public streets and reasonably access the building.

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

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

#### **Additional Discussion Points:**

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



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

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

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

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

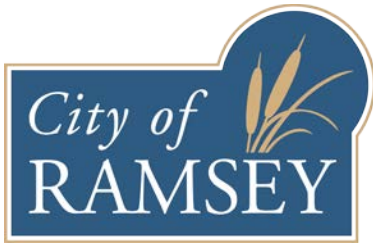
\* Buildings in the Residential District shall have a minimum of 35% brick or stone on the front façade. Vinyl siding is allowed.

### Private Open Space and Stormwater Design

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

### Site Selection Process

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



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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

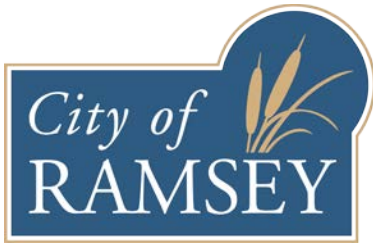
The City Council and Planning Commission have met on multiple occasions to frame the policy question, discuss strategies, and identify solutions.

- 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.



Armstrong Boulevard

**The Waterfront**

Bunker Lake Boulevard



Ramsey Parkway

**Affinity Development**

**The Draw**

**Municipal Plaza**



Highway 10

**Ramsey City Hall**

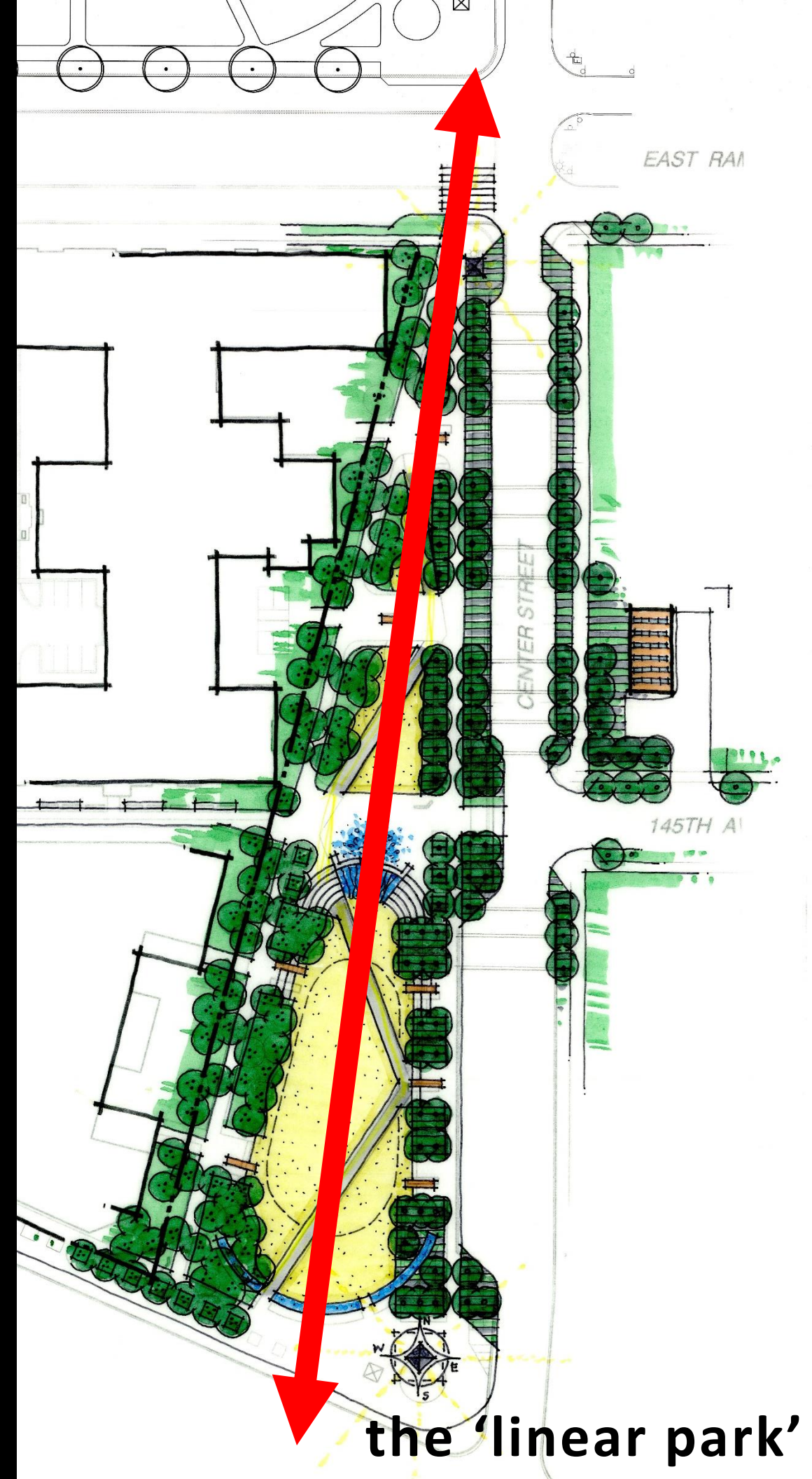
Sunwood Drive

**Pump House 3  
context map**

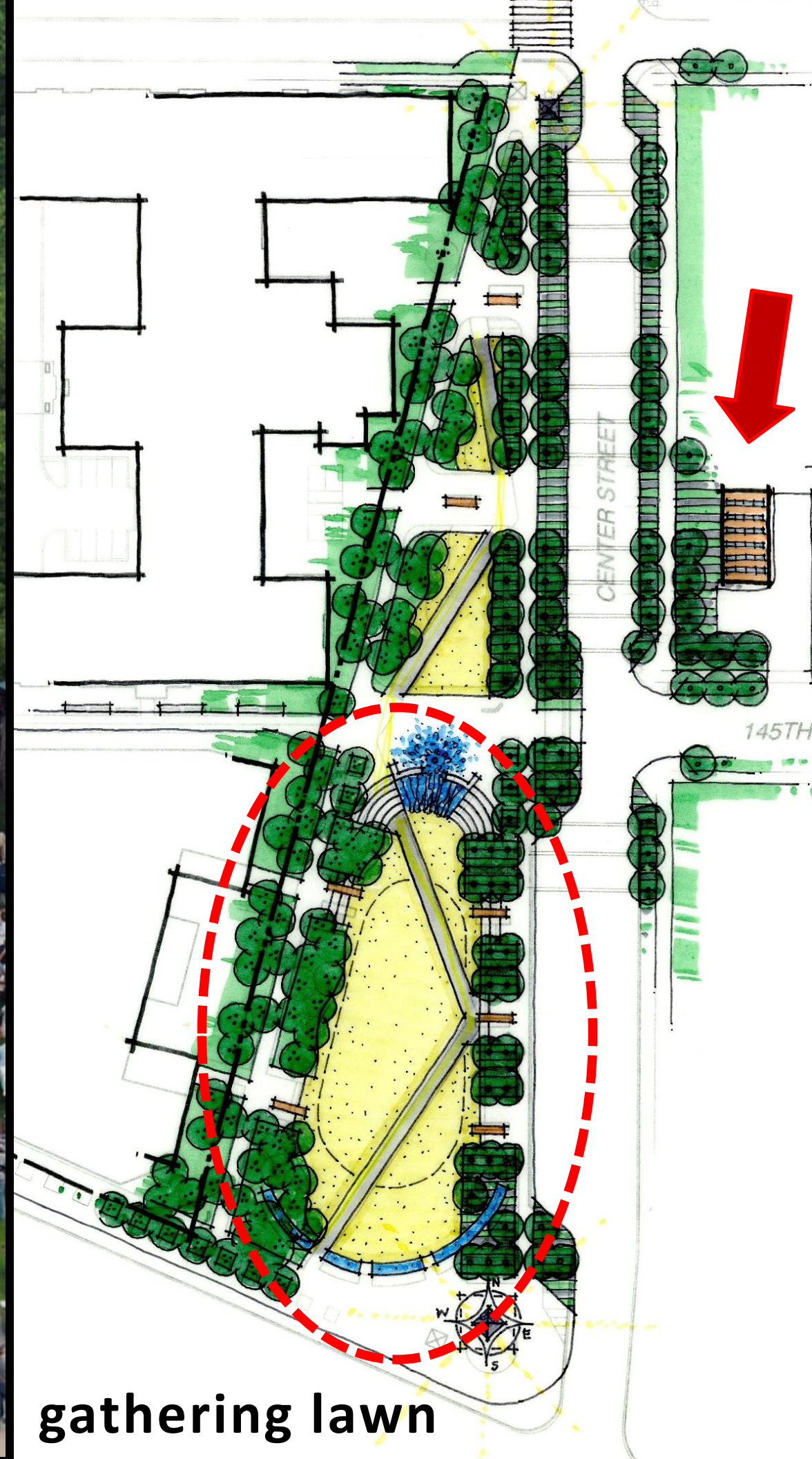
# RAMSEY COR – PARK SYSTEM COMPONENTS



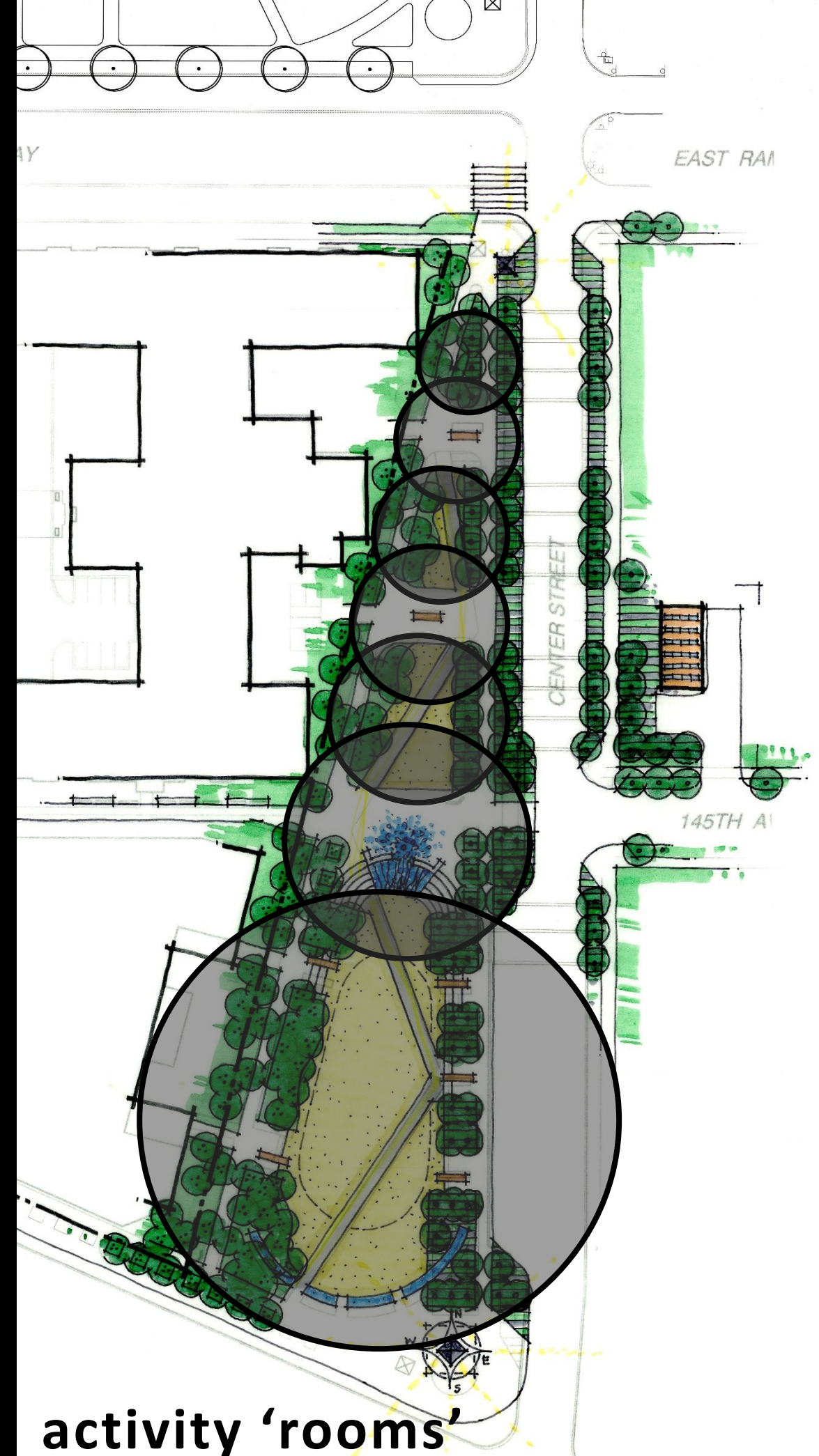
**Municipal Plaza**  
( previous design study) **Pump house 3**



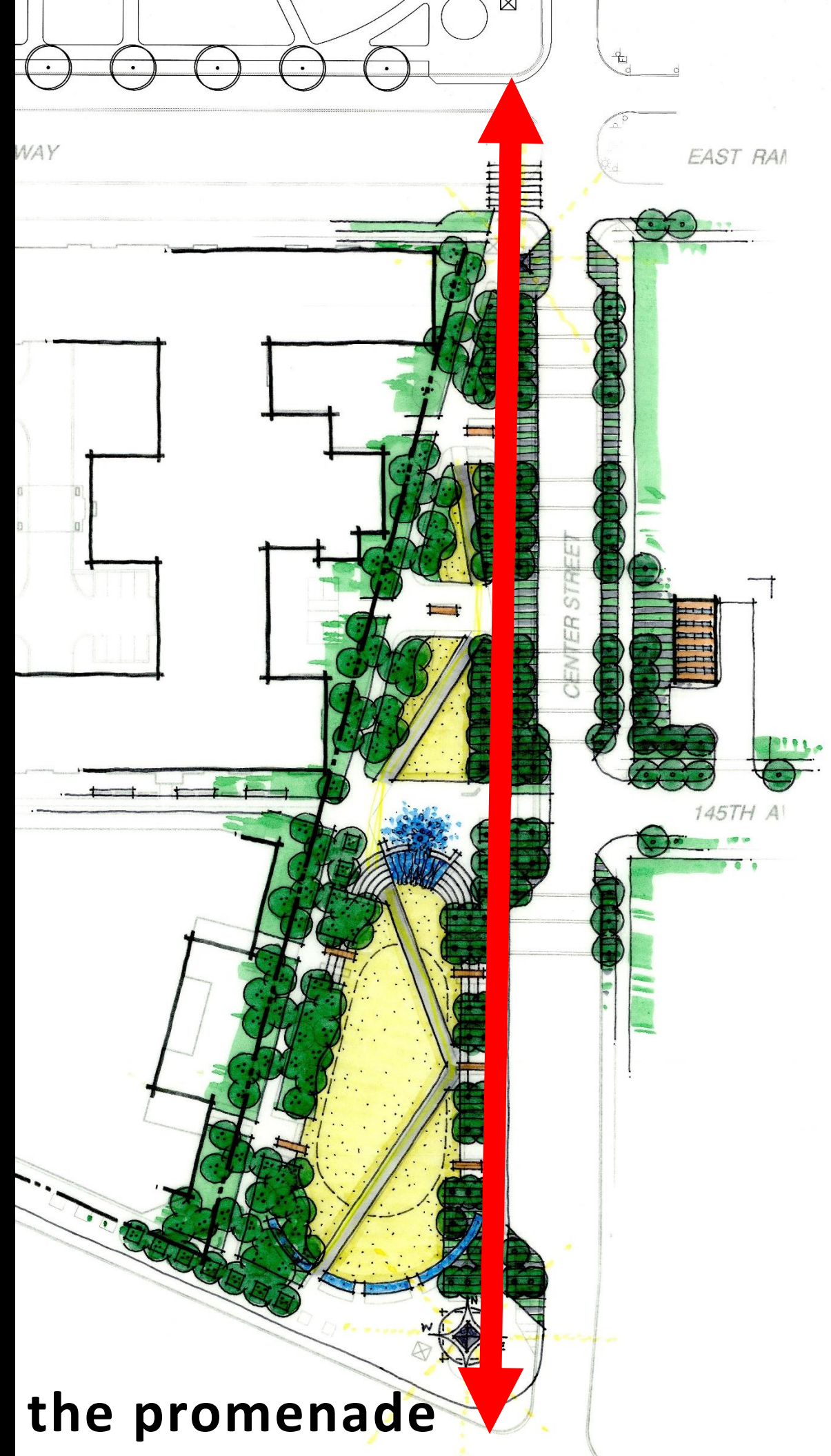
the 'linear park'



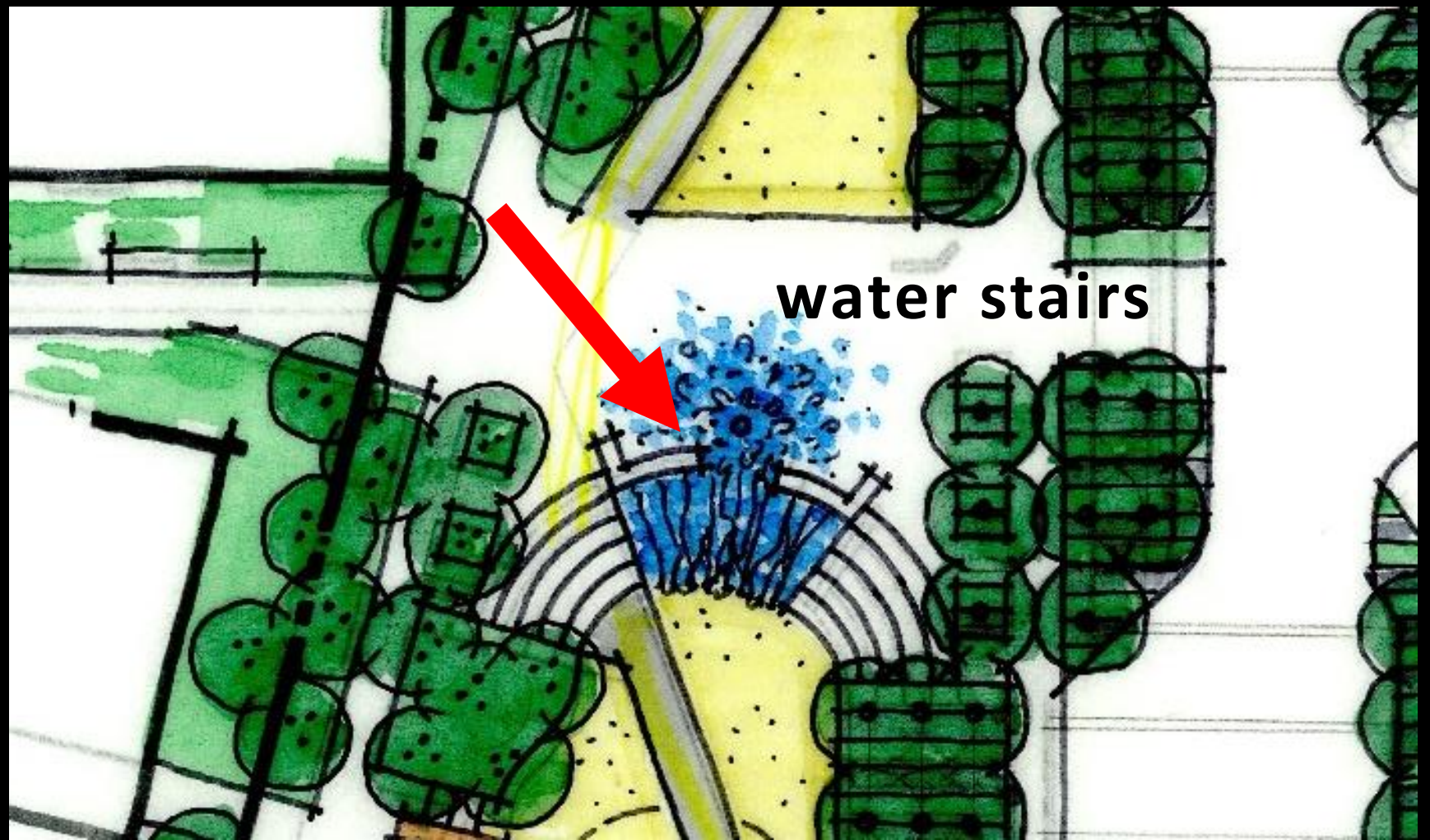
**gathering lawn**

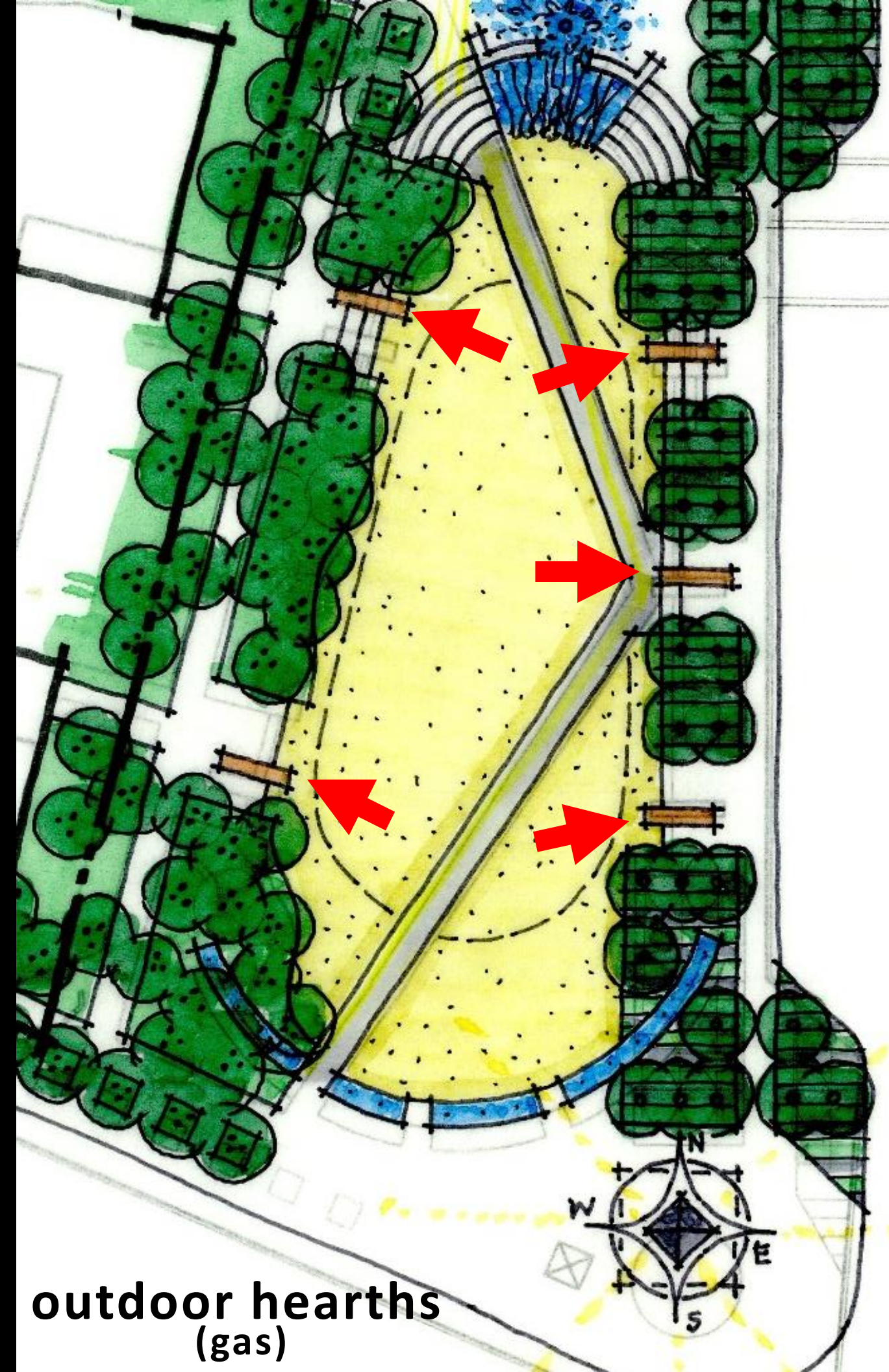


activity 'rooms'

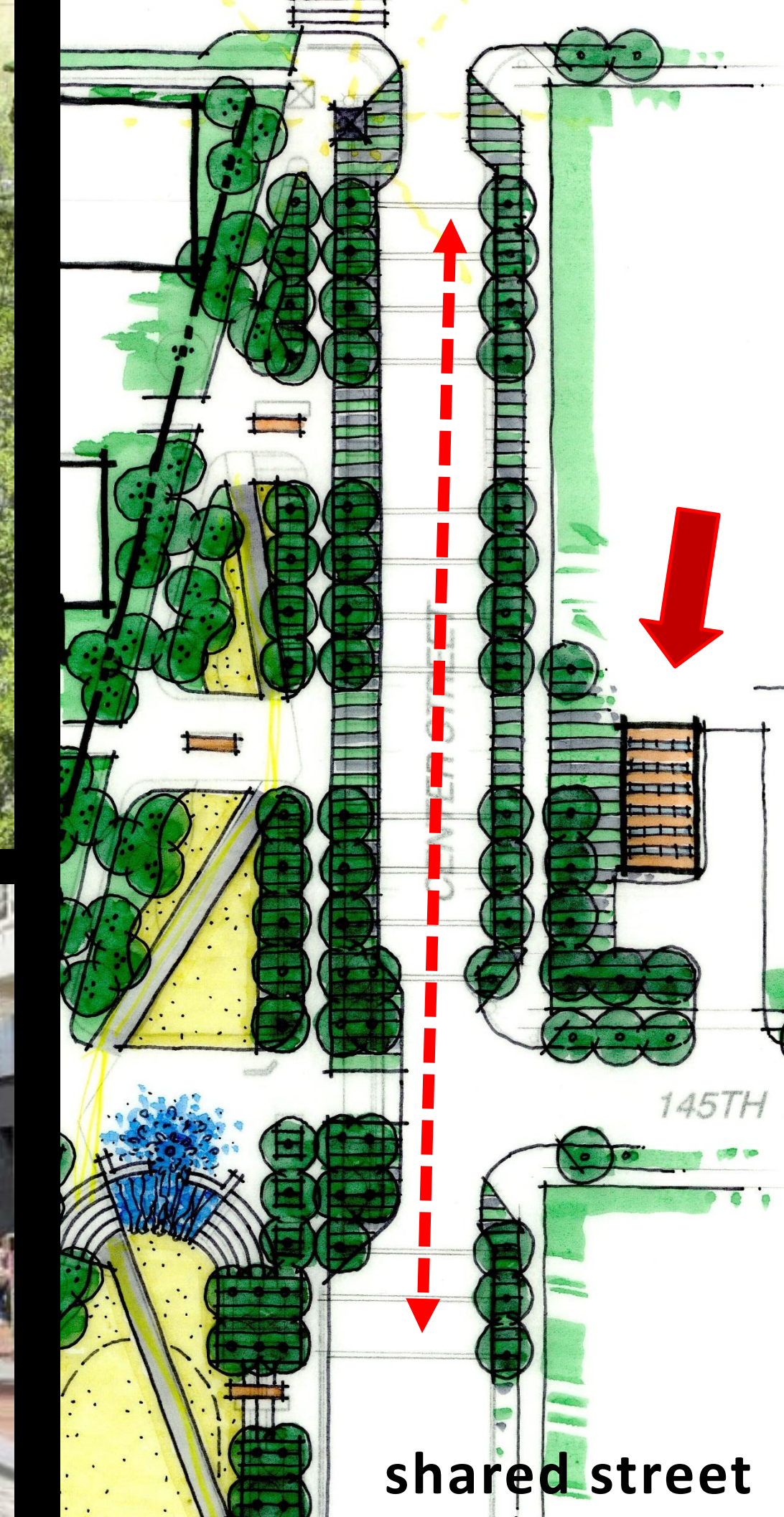


the promenade

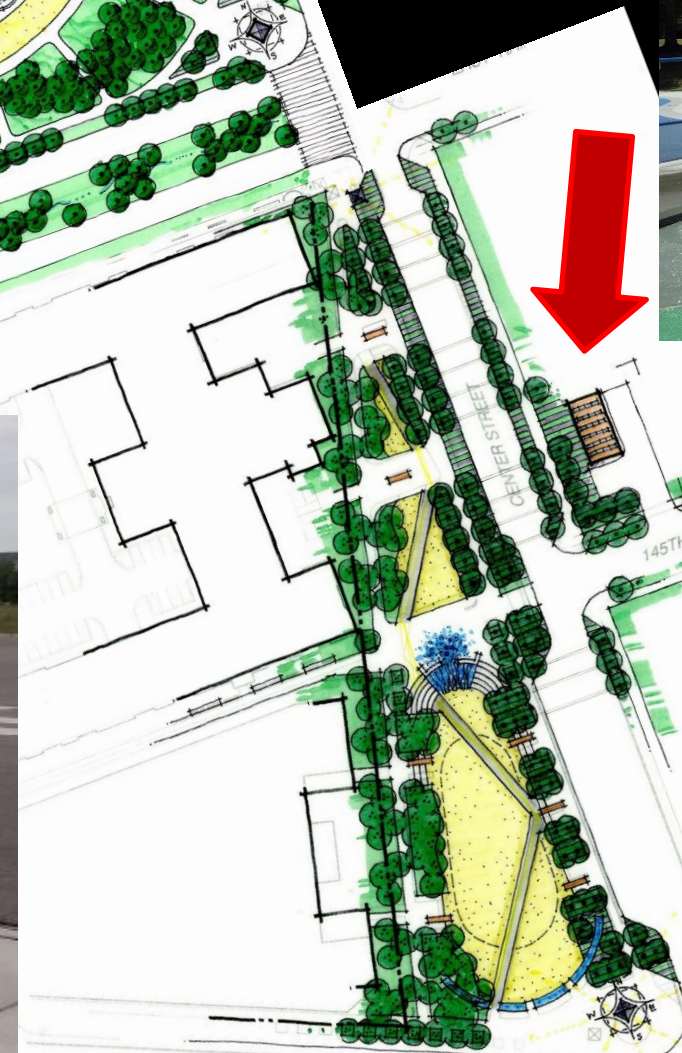
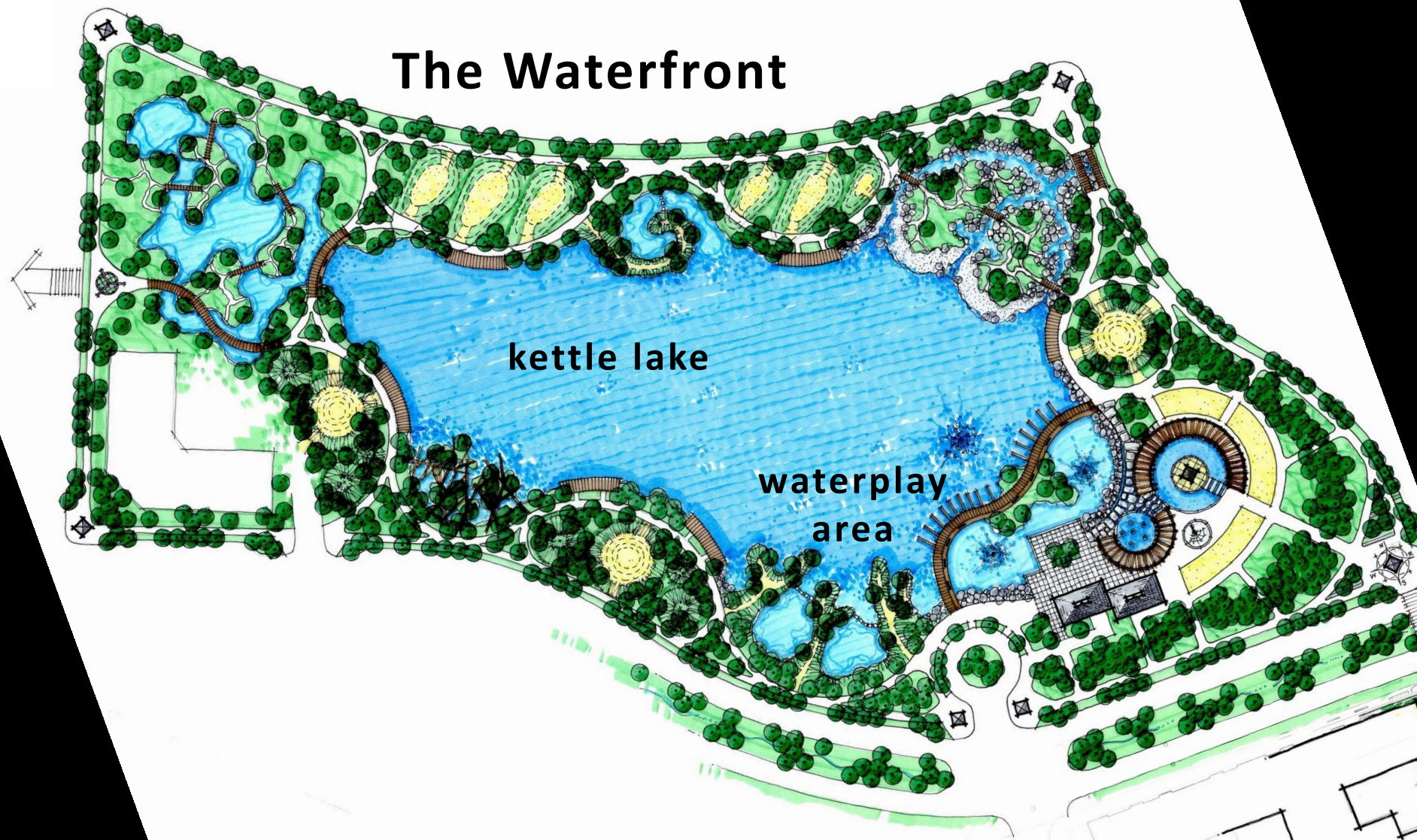




outdoor hearths  
(gas)



# The Waterfront



# Municipal Plaza



**Economic Development Authority (EDA)**

4. 6.

**Meeting Date:** 01/14/2021

**Submitted For:** Sean Sullivan, Community Development

**By:** Sean Sullivan, Community Development

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**Title:**

Receive 2020 Business Retention and Expansion Presentation

**Purpose/Background:**

The purpose of this case is to receive the attached report/information on the 2020 Business Retention & Expansion Program with a focus on Business Visits/Surveys. The 2020 goal was to make 30 business visits. In 2020, 19 formal business visits/surveys were conducted but over 100 semi-formal business contacts/communication were made. Due to the Pandemic, many formal visits were conducted via phone. Staff met with many other businesses about topics such as pandemic assistance, Highway 10 planning and the City grant program.

The attached report/presentation is summary data from all the formal visits in 2020 as well as a brief summary of the City of Ramsey Business Assistance Programs implemented due to the pandemic. Many of the 2020 targeted businesses visits did not occur due to their busy schedules and the pandemic. Staff and some businesses found phone visits convenient and staff is willing to extend this for businesses that would prefer that option in the future. These visits are a good way to strengthen relationships with businesses.

**Notification:**

Notification is not required.

**Observations/Alternatives:**

See attached report for detailed observations and 2021 recommendation. Staff is recommending the following for 2021:

- Balance Between Retail and Industrial Businesses Formal Visits
- Follow-up With all Businesses that received City Grants
- Goal of 50 Formal Visits in 2021 Due to Pandemic and Impacts (Big Increase)
- Both Phone, Virtual and In-Person Visits (Efficiency)
- Continued efforts to connect businesses with available business assistance programs

**Funding Source:**

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

**Recommendation:**

Staff recommends that the EDA accept the Report and to set business retention goals for 2021 as outlined above.

**Action:**

Motion to accept 2020 Business Retention Report and adopt the plan for 2021 as outlined above.

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**Attachments**

Business Retention and Expansion Report 1.5.20

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**Form Review**

**Inbox**

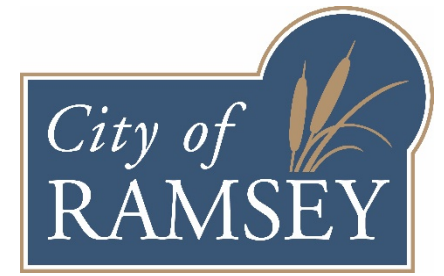
Sean Sullivan (Originator)  
Tim Gladhill  
Sean Sullivan (Originator)  
Tim Gladhill  
Form Started By: Sean Sullivan  
Final Approval Date: 01/05/2021

**Reviewed By**

Sean Sullivan  
Sean Sullivan  
Sean Sullivan  
Tim Gladhill

**Date**

01/04/2021 03:06 PM  
01/04/2021 04:07 PM  
01/05/2021 10:45 AM  
01/05/2021 07:54 PM  
Started On: 12/28/2020 04:07 PM



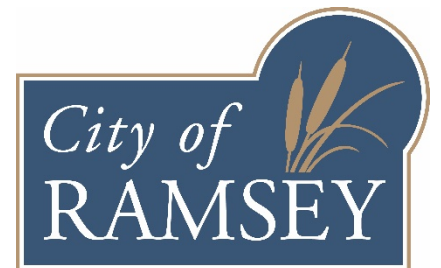
# ECONOMIC DEVELOPMENT

2020 Business Retention & Expansion Program

# 2020 SUMMARY

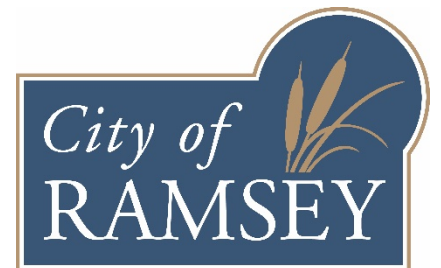
*Business visits are conducted throughout the year by the Economic Development Manager. Each visit is approximately 30-45 minutes long. In 2020, the City used questions based on the GMSP Salesforce survey template. These business visits help establish and maintain relationships with the business community and can identify areas in need of improvement or affirmation of current practices for the City. The 2020 goal was to have 30 formal business visits.*

*In 2020, a total of 19 formal visits were completed. A focus was put on visiting more retail/service businesses this year due to the Pandemic and impacts. More visits were conducted via phone this year due to the Pandemic and were preferred by many businesses. Many informal visits and communication with Ramsey businesses occurred but are not part of Summary Data provided within the report. These additional visits were attributed to Pandemic assistance, the City Grant program and the Highway 10 Planning. Staff is confident that over 100 meaningful business contacts were made in 2020.*



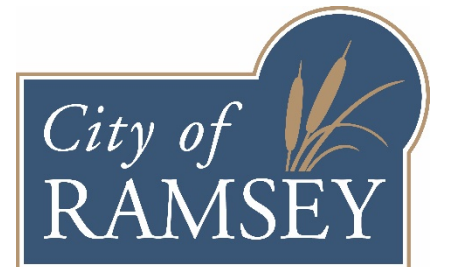
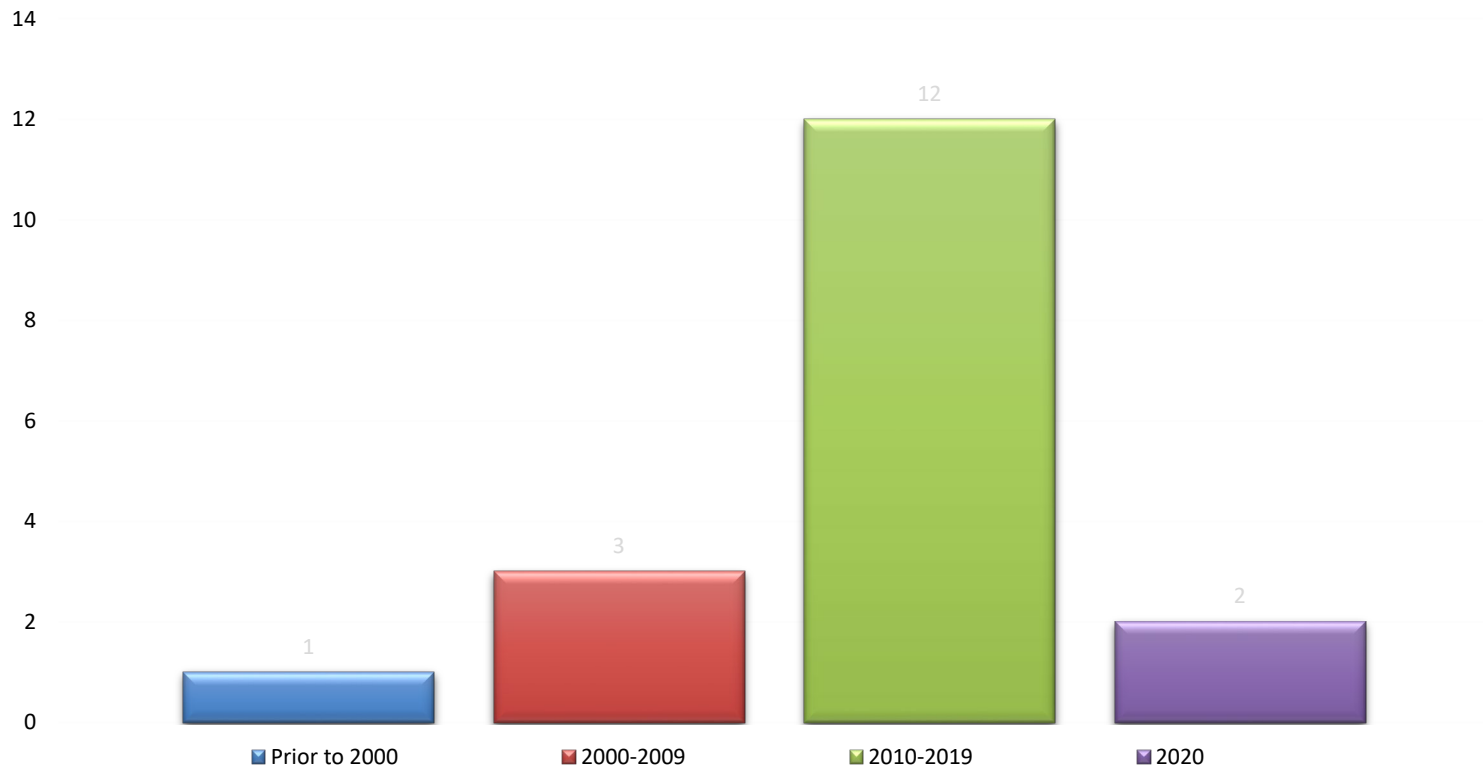
# 2020 BUSINESS VISITS (PHONE & IN-PERSON)

- Adrenaline Sports Center
- Affinity at Ramsey
- Anytime Fitness - Ramsey
- Anytime Fitness - Rum River
- Blue Line Collision Center
- Blue Velvet Inc
- Green Valley Greenhouse
- Heartland Tire Inc
- Heartland Tire Inc (Corporate)
- Hoya Optical Labs of America, Inc (Vision Ease)
- Jump'n Gymnastics
- Kitchen Table
- LaVysh Nail Lounge
- Lisa's Catering
- New Horizon Academy
- Outpost Bar & Grill
- Quad Logic
- Tornado Alley Sportswear
- Willy McCoy's



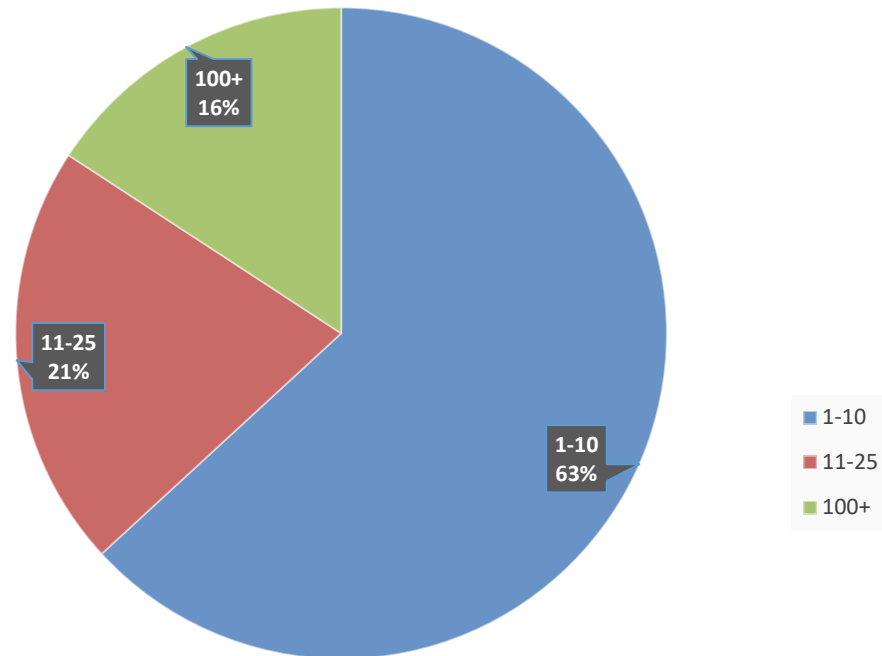
# BUSINESSES LOCATED TO RAMSEY

Year Business Located to Ramsey

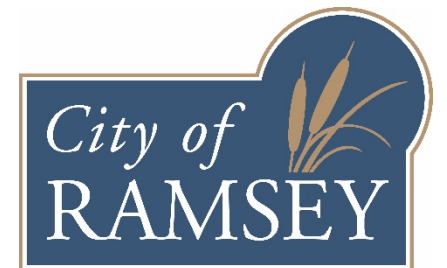


# EMPLOYEES

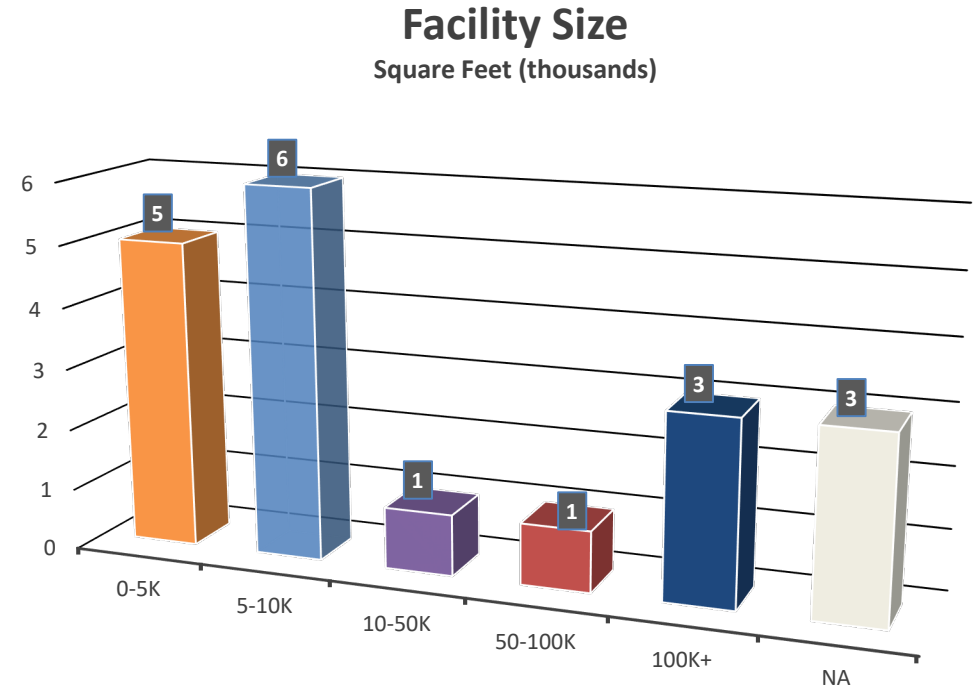
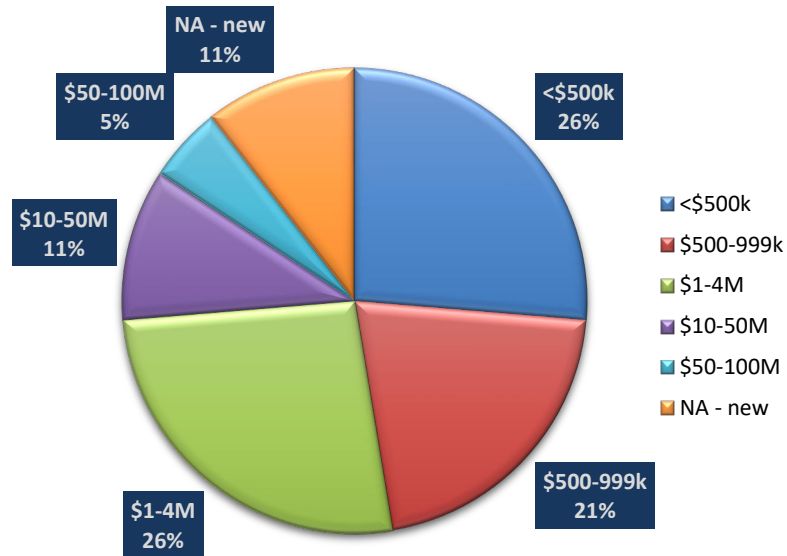
Number of (FTE) Employees



- 93% Businesses plan to hire in next 2-5 years
- Reasons Job Openings Hard to Fill:
  - 28% Lack of candidates
  - 28% Other
  - 22% Lack of technical skills
  - 11% Poor work ethic
  - 6% Competition
  - 6% Challenging location

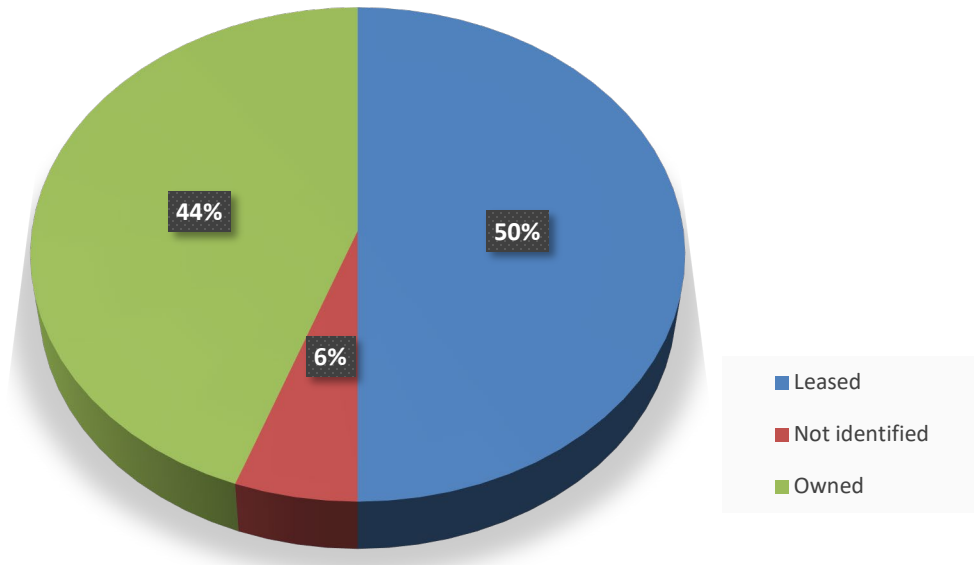


# ANNUAL SALES / FACILITY SIZE



# OWNERSHIP / EXPANSION

## Facility Ownership

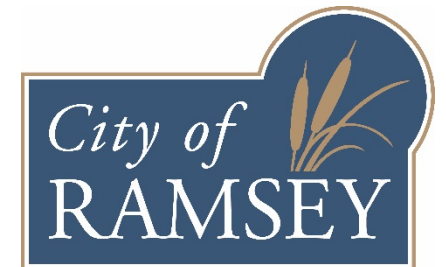
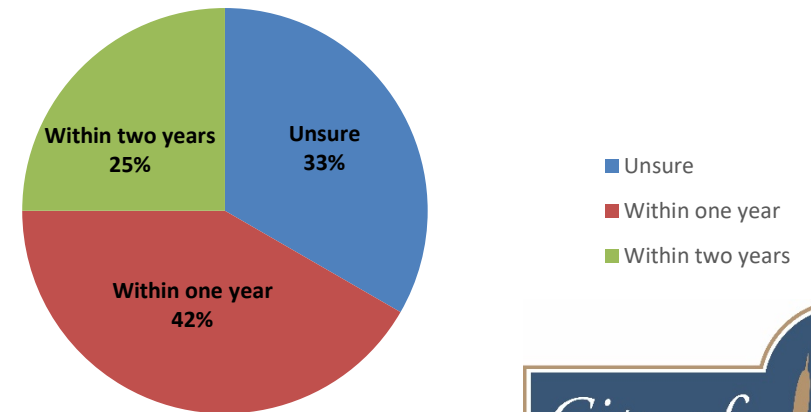


## Expansion

Does this company plan to...?

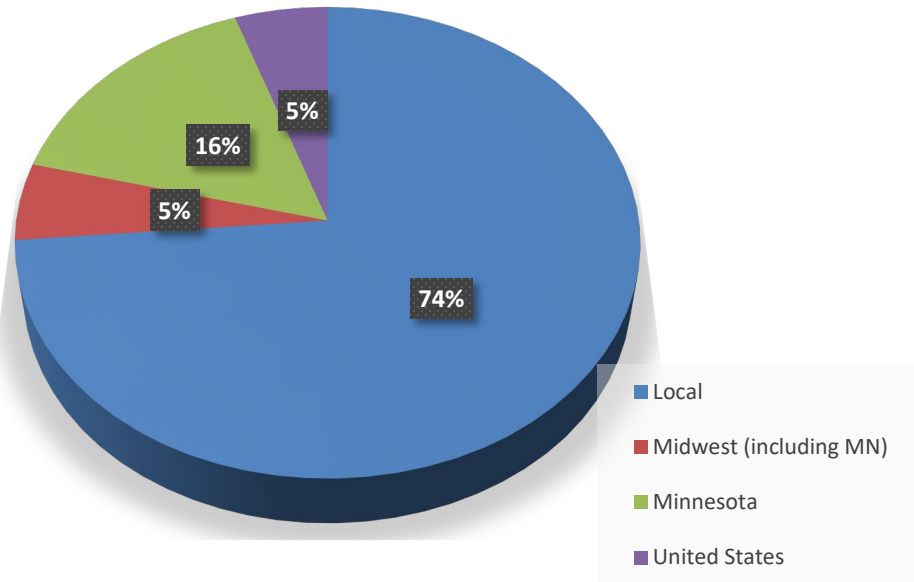
- 35% Make major equipment purchases
- 15% Invest in new facilities
- 15% Renovate/Expand current facilities
- 35% None/Not Identified

## Approx. Date of Investment

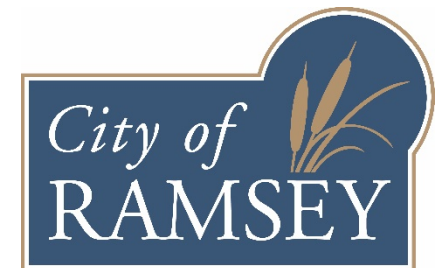
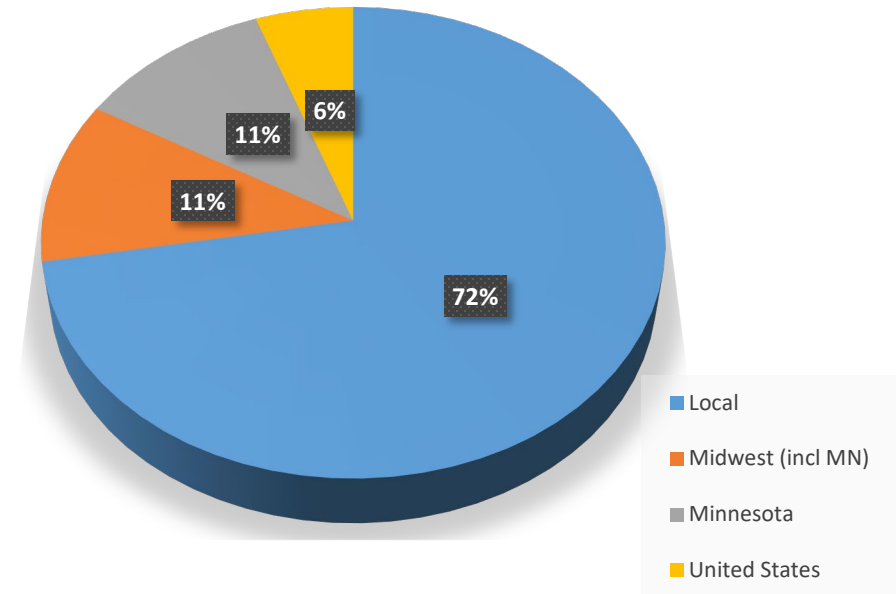


# MARKETS SERVED / OUTLOOK

## Primary Markets Served

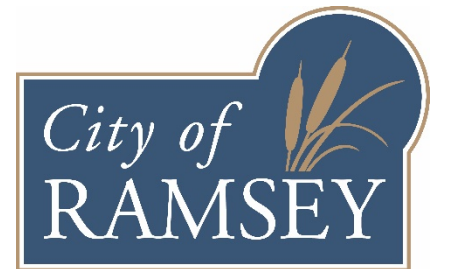
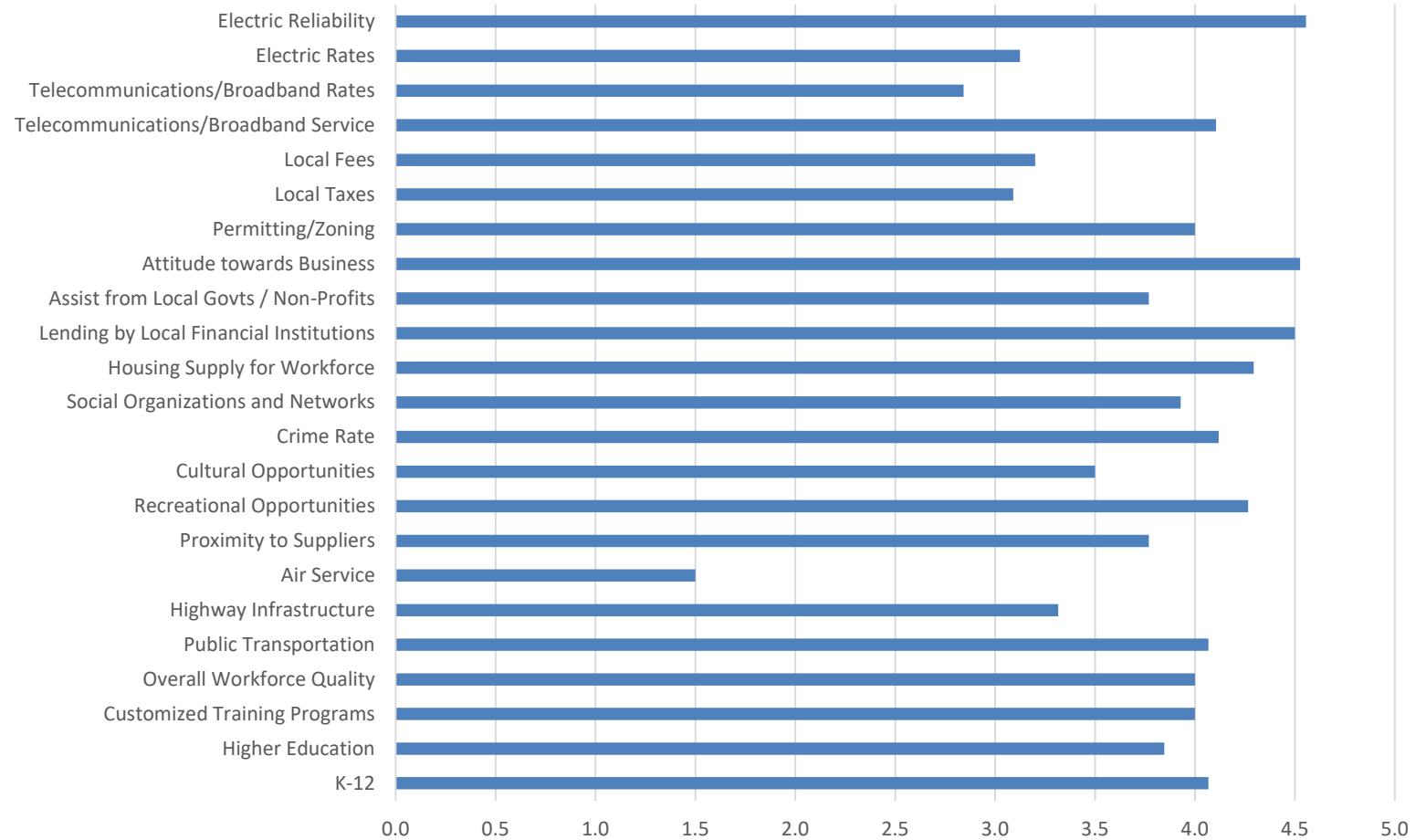


## Fastest Growing Markets



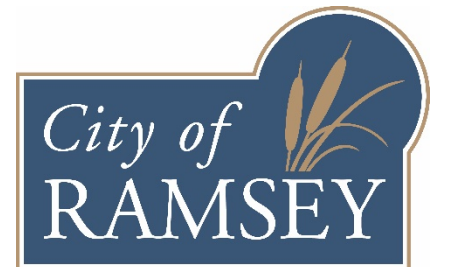
# COMMUNITY RATINGS

2020 Community Survey Ratings



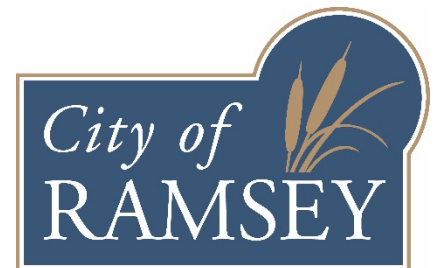
# PRIORITIES FOR CITY

- 33% Highway 10
- 8% Bring in more businesses & population
- 8% Congestion, more parking on site
- 8% Keep it safe
- 8% Limiting similar business types
- 8% Manufacturing Cohort participation
- 8% Marketing opportunities, more signage
- 8% Restaurants
- 8% Retail, parks



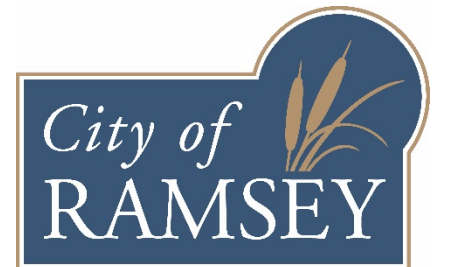
# BUSINESS ASSISTANCE PROGRAM SUMMARY

- City of Ramsey On-Sale Liquor License Renewal Waiver Program
  - 9 Restaurants - \$48,000
- City of Ramsey Ad Waiver Program
  - 21 Retail/Service/Restaurants - \$6,877
- City of Ramsey Small Business Grant Program
  - 30 For-Profit Businesses under 30 employees – \$295,905.02
- Anoka County Small Business Grant Program
  - 34 Businesses under 50 Employees - \$632,029



# 2021 BUSINESS VISITS (PROPOSED)

- Balance Between Commercial and Industrial Businesses
- Follow-up With all Businesses that Received City Grants
- 50 Formal Visit Goal in 2021 Due to Pandemic and Impacts (Big Increase)
- Both Phone and In-Person Visits (Efficiency)
- Continued Efforts to Connect Businesses with Business Assistance Programs



## **Economic Development Authority (EDA)**

4. 7.

**Meeting Date:** 01/14/2021

**Submitted For:** Sean Sullivan, Community Development

**By:** Sean Sullivan, Community Development

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### **Title:**

City of Ramsey 2020 Covid-19 Business Assistance Program Summary

### **Purpose/Background:**

The purpose of this case is to provide a summary of the City of Ramsey 2020 Covid-19 Business Assistance Program to the EDA.

On March 16, 2020 Governor Tim Walz signed Emergency Executive Order 20-04 Providing for Temporary Closure of Bars, Restaurants and Other Places of Public Accommodation. The City of Ramsey Staff has been working non-stop with our local businesses, chambers and other units of government to help mitigate the impacts of the Covid-19 Pandemic and Executive Orders.

Initially, the City created a Covid-19 Business Resource webpage that included links to the first assistance programs and took many phone calls from businesses matching them with the appropriate programs and resources. Programs such as the Payroll Protection Program (PPP), Economic Injury Disaster Loans (EIDL) and the Minnesota Small Business Emergency Loan Programs were implemented first and helped get businesses needed cash right away. During this time period, the City also created a Restaurant Guide that included the status of Ramsey restaurants (Drive thru, pick up, hours delivery, etc.) The City continually updates the Business Resource Webpage, Restaurant Guide and sends email updates to Ramsey businesses.

### **Phase 1**

The next phase of business assistance came from the state and local levels. On June 16, 2020, the State of Minnesota rolled out its \$10,000 grant program. The City of Ramsey also implemented Phase 1 of its structured Small Business Assistance program which included the waiver of 2020 On-Sale Liquor License Renewal and the Waiver of Advertising fees in the Ramsey Resident for select business types. Together these programs provided \$54,877 in much needed assistance. During this time local regulations relating to business signage and outdoor seating allowances were relaxed.

### **Phase 2**

The next phase of the business assistance came in the form of City and County grants. The City and Anoka County worked together to ensure that all businesses applied for the grants they were eligible for. The City program focused on for-profit businesses under 30 employees that could show negative impact from the Covid-19 Pandemic and Executive Orders. The City prescreened applications and then worked with CMDC To underwrite the project to verify proof of negative financial impact due to Covid-19. 42 application were received during the two application windows. Thirty businesses were awarded grants up to \$10,000. Seven businesses were determined ineligible. Five businesses withdrew their application voluntarily. In summary the City program provided 30 grants totaling \$295,905.02. The City then worked with Anoka County to have Ramsey businesses apply for the Anoka County Program for additional grant dollars. Anoka County was able to get \$632,029.00 in grants out to 34 Ramsey businesses. Together these programs got money out locally in a timely manner to our businesses.

### **Whats Next in 2021**

The Federal, State and Counties are all working to get the next wave of assistance out for businesses. These programs just came out or are in the process of being approved and / modified. The Federal program includes dollars for additional (PPP), stimulus payments and clarification on taxable events. The State of Minnesota program has been released and it includes \$88M in direct payments to businesses based on their size and business

type. The State also allocated \$114M to counties for grant programs. Anoka County received \$7,157,052.76 for its local grant program and is working on its program design. Staff will work to find updates for these programs and to connect Ramsey businesses to these programs. The City will also continue to find additional ways to help our Ramsey businesses during these challenging times.

**Notification:**

N/A

**Observations/Alternatives:**

Staff is working on other potential ways to assist our Ramsey Businesses. New ideas / programs will be brought to the EDA for consideration as they are developed.

**Funding Source:**

N/A

**Recommendation:**

None. This is an information item.

**Action:**

None requested. This is an informational item.

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**Attachments**

Liquor License Renewal Waiver Program

Ramsey Resident Ad Waiver Program

City of Ramsey Grant Program

Anoka County Grant Program

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**Form Review**

**Inbox**

Sean Sullivan (Originator)

Tim Gladhill

Sean Sullivan (Originator)

Tim Gladhill

Form Started By: Sean Sullivan

Final Approval Date: 01/05/2021

**Reviewed By**

Sean Sullivan

Sean Sullivan

Sean Sullivan

Tim Gladhill

**Date**

12/29/2020 02:49 PM

01/05/2021 09:44 AM

01/05/2021 10:07 AM

01/05/2021 07:56 PM

Started On: 12/28/2020 10:56 AM

### On-Sale Liquor Waiver Program

<b>Restaurant Name</b>	<b>Business Entity</b>	<b>Address</b>	<b>Onsale</b>	<b>Sunday</b>	<b>2 AM Closing</b>	<b>Total</b>
Rivers Bend Bar and Grille	SM Enterprises Corporation	14077 St Francis Blvd NW	\$5,000	\$ 200	\$ 300	<b>\$5,500</b>
Acapulco	Acapulco of Ramsey, Inc	7988 Sunwood Drive NW	\$5,000	\$ 200	\$ -	<b>\$5,200</b>
Willy McCoy's	Whiskey Jacks of Ramsey, LLC	6415 Hwy 10 NW	\$5,000	\$ 200	\$ 300	<b>\$5,500</b>
Aurelios	Pleasant Valley Sunrise Group, LLC	6415 Hwy 10 NW	\$5,000	\$ 200	\$ -	<b>\$5,200</b>
Jr's Outpost	Templer Group, Inc	6141 Hwy 10 NW	\$5,000	\$ 200	\$ 300	<b>\$5,500</b>
Northfork	Links at Northfork GC, LLC	9333 Alpine Drive NW	\$5,000	\$ 200	\$ -	<b>\$5,200</b>
McDuffs	Mensch, LLC	16659 St Francis Blvd NW	\$5,000	\$ 200	\$ -	<b>\$5,200</b>
Kitchen Table	LL Batsche LLC	7533 Sunwood Drive NW	\$5,000	\$ 200	\$ -	<b>\$5,200</b>
Superbowl	Triple Shift Entertainment, LLC	6720 Riverdale Drive NW	\$5,000	\$ 200	\$ 300	<b>\$5,500</b>
						<b><u>\$48,000</u></b>

## Ad Waiver Program Summary

### July-August Ramsey Resident

*Company (DBA)	*Address	Reimbursement
Anoka Ramsey Dental	5400 140th Ave NW Suite 104	\$ 299.00
Barnett Family Dentistry	7962 Sunwood Dr NW Suite 200	\$ 299.00
Links At NorthFork Golf Course & Banquet Center	9333 Alpine Dr NW	\$ 299.00
		<b>\$ 897.00</b>

### September-October Ramsey Resident

*Company (DBA)	*Address	Reimbursement
Acapulco Restaurant	7988 Sunwood Drive	\$ 299.00
Adrenaline Sports Center	8310 147th Lane NW	\$ 299.00
Anoka Ramsey Dental	5400 140th Ave NW Suite 104	\$ 299.00
Anytime Fitness Ramsey	7876 Sunwood Dr NW Ste 100A	\$ 299.00
Aurelio's Pizza	6415 Highway 10 NW Suite 120	\$ 299.00
Barnett Family Dentistry	7962 Sunwood Dr NW Suite 200	\$ 299.00
China Dragon	7962 Sunwood Dr NW Suite 800	\$ 299.00
Gigi's Salon & Spa	7962 Sunwood Drive NW Ste 100	\$ 299.00
Hair by Julie	5924 167th Avenue NW, Suite B	\$ 299.00
In Style Nails	14021 St Francis Blvd NW	\$ 299.00
Jumpn Gymnastics	8310 147th Lane NW, Suite 100	\$ 299.00
LaVysh Nail Lounge	6415 Highway 10 NW Suite 114	\$ 299.00
McDuff's Bar & Grill	16659 St Francis Blvd	\$ 299.00
Northern Starz Children's Theatre	5300 Alpine Dr NW, Ste 140	\$ 299.00
Ramsey Dental Center	15243 Nowthen Blvd NW	\$ 299.00
Riversbend Bar & Grill	14077 St Francis Blvd NW	\$ 299.00
Rum River Chiropractic	14245 St. Francis Blvd. N.W., Suite 104	\$ 299.00
Rum River Hills Golf Club	16659 St Francis Blvd NW	\$ 299.00
The Lash Salon, LLC	6322 Riverdale Dr NW	\$ 299.00
Willy McCoy's	6415 Highway 10 NW	\$ 299.00
		<b>\$ 5,980.00</b>
	<b>Total Ad Reimbursement</b>	<b>\$ 6,877.00</b>

Ramsey SBRG Program Summary 11.5.20 (CARES Act)

CC Authorized Funds	\$	380,000.00	Grants
CC Authorized Funds	\$	30,000.00	Underwriting / Agreements (CMDC)
<b>Total CC Authorization</b>	<b>\$</b>	<b>410,000.00</b>	

	<b>Grant Amount</b>	<b>Business Entity Name</b>	<b>DBA Name</b>	<b>Address</b>			
	\$	10,000.00	Lisa's Catering Corp.		6415 U.S. 10 Suite 112	Ramsey	MN 55303
	\$	10,000.00	Ursa Major Athletic L.L.C.	Yorfit	6937 Highway 10 NW	Ramsey	MN 55303
	\$	10,000.00	DepotStar, Inc.		6180 - 140th Ave. NW	Ramsey	MN 55303
	\$	10,000.00	Marked by Imagination, Inc.		14000 Sunfish Lake Blvd, STE M	Ramsey	MN 55303
	\$	10,000.00	JDI Signs & Graphics, LLC		6451 McKinley Street NW Suite P	Ramsey	MN 55303
	\$	8,456.68	Prevail Counseling Group		14000 Sunfish LK BLVD NW, Suite 209	Ramsey	MN 55303
	\$	10,000.00	Triumph Group, Inc.		14300 Sunfish Lake Blvd NW	Ramsey	MN 55303
	\$	10,000.00	Pleasant Valley Sunrise Group LLC	Aurelios Pizza	6415 HWY 10 #120	Ramsey	MN 55303
	\$	10,000.00	Adrenaline Sports Center Inc.		8310 147th Lane	Ramsey	MN 55303
	\$	10,000.00	WHISKEY JACKS OF RAMSEY LLC WILLY MCCOY'S	Willy McCoy's	6415 HIGHWAY 10 NW	Ramsey	MN 55303
	\$	10,000.00	MENSCH LLC	McDuff's Bar and Grill	16659 Saint Francis Blvd	Ramsey	MN 55303
	\$	10,000.00	The Templar Group, Inc	Outpost Bar and Grill	6141 NW Highway 10	Ramsey	MN 55303
	\$	10,000.00	S&L Enterprises	National Karate	14050 St. Francis Blvd. Suite J	Ramsey	MN 55303
	\$	9,016.50	ElysiuMassage		6957 Highway 10 NW #102	Ramsey	MN 55303
	\$	10,000.00	SM Enterprises	River's Bend Bar and Grill	14077 St Francis Blvd NW	Ramsey	MN 55303
	\$	10,000.00	Electric Systems of Anoka Inc		6314 Highway 10 NW	Ramsey	MN 55303
	\$	10,000.00	Jump'n Gymnastics LLC		8310 147th Lane NW	Ramsey	MN 55303
	\$	10,000.00	Asadi & Bureau LLC.	Blue Velvet Car Wash	14101 St Francis Blvd NW	Ramsey	MN 55303
	\$	10,000.00	Anoka-Ramsey Dental		5400 140th Ave NW, Suite 104	Ramsey	MN 55303
	\$	10,000.00	American Print and Digital, LLC		6320 Hwy 10 NW	Ramsey	MN 55303
	\$	8,431.84	Lavysh nails lounge Inc		6415 highway 10 Nw #114	Ramsey	MN 55303
	\$	10,000.00	Acapulco of Ramsey Inc.	Acapulco Mexican Restaurant	7988 Sunwood Drive NW	Ramsey	MN 55303
	\$	10,000.00	Diamond Auto, Inc.		6750 Hwy 10 NW	Ramsey	MN 55303
	\$	10,000.00	Inky Elf, LLC.		14300 Sunfish Lake Blvd NW	Ramsey	MN 55303
	\$	10,000.00	Kitchen Table LLC	Kitchen Table	7533 Sunwood Dr NW	Ramsey	MN 55303
	\$	10,000.00	Championship Products Unlimited, LLC	JR Wrestling	14000 Sunfish Lake Blvd NW	Ramsey	MN 55303
	\$	10,000.00	CHIPS TOOL REPAIR INC		6250 BUNKER LAKE BLVD NW 206	Ramsey	MN 55303
	\$	10,000.00	Glynn Consulting LLC	Dimensional Concepts	6250 Bunker Lake Blvd NW	Ramsey	MN 55303
	\$	10,000.00	Mixmi brands inc	Mixmi brands inc	6139 Highway 10	Ramsey	MN 55303
	\$	10,000.00	Riverview Lodging, Inc.	Comfort Suites	6440 Highway 10 NW	Ramsey	MN 55303
<b>Grant Total (30)</b>	<b>\$</b>	<b>295,905.02</b>					
<b>Underwriting Total</b>	<b>\$</b>	<b>20,410.00</b>	Grant Underwriting / Agreements (CMDC)				
<b>Total</b>	<b>\$</b>	<b>316,315.02</b>	Grants and Underwriting				
<b>Unused Funds</b>	<b>\$</b>	<b>93,684.98</b>					

**Anoka County Grant Summary**

<b>Legal Name</b>	<b>DBA</b>	<b>Type of Entity</b>	<b>City</b>	<b>Total Grant Amount</b>
ACAPULCO OF RAMSEY, INC.	Acapulco Mexican Restaurant	Business	Ramsey	\$ 30,000.00
Adrenaline Sports Center, Inc.		Business	Ramsey	\$ 30,000.00
American Print and Digital		Business	Ramsey	\$ 20,000.00
ANOKA-RAMSEY DENTAL, P.A.		Business	Ramsey	\$ 10,000.00
Asadi & Bureau	Blue Velvet Car Wash	Business	Ramsey	\$ 10,000.00
Blue Velvet Car Wash		Business	Ramsey	\$ 10,000.00
Championship Products Unlimited		Business	Ramsey	\$ 10,000.00
Children of Hope Preschool		Non-Profit	Ramsey	\$ 3,666.00
Chips Tool Repair Inc.		Business	Ramsey	\$ 20,000.00
CROSS OF HOPE LUTHERAN CHURCH		Non-Profit	Ramsey	\$ 20,000.00
DepotStar, Inc.		Business	Ramsey	\$ 20,000.00
Diamond Auto, Inc.		Business	Ramsey	\$ 20,000.00
Family Promise		Non-Profit	Ramsey	\$ 10,000.00
GLYNN CONSULTING		Business	Ramsey	\$ 18,663.00
Inky Elf L. L. C.		Business	Ramsey	\$ 20,000.00
Instyle Nails, INC		Business	Ramsey	\$ 9,700.00
Jump'n Gymnastics, Business		Business	Ramsey	\$ 10,000.00
LAVYSH NAILS LOUNGE INC		Business	Ramsey	\$ 20,000.00
LLBatsche Business	Kitchen Table	Business	Ramsey	\$ 30,000.00
Lord of Life Lutheran Church		Non-Profit	Ramsey	\$ 20,000.00
MIXMI BRANDS, INC.		Business	Ramsey	\$ 20,000.00
Northern Starz Theatre Company		Non-Profit	Ramsey	\$ 30,000.00
Northgate Church, Inc.		Non-Profit	Ramsey	\$ 20,000.00
Pleasant Valley Sunrise Group	Aurelio's Pizza	Business	Ramsey	\$ 30,000.00
R AND D TRANSPORTATION, INC		Business	Ramsey	\$ 10,000.00
Recreational Motorsports Business		Business	Ramsey	\$ 10,000.00
Rivers Bend Family Dental		Business	Ramsey	\$ 10,000.00
Riverview Lodging, Inc.	Comfort Suites	Business	Ramsey	\$ 20,000.00
SM Enterprises Business	Riversbend Sports Bar & Grill	Business	Ramsey	\$ 30,000.00
The Templar Group INC	The Outpost Bar and Grill	Business	Ramsey	\$ 30,000.00
Triumph Group, Inc.		Business	Ramsey	\$ 20,000.00
WENDELLS INCORPORATED	Wendell's, Inc.	Business	Ramsey	\$ 10,000.00
Whiskey Jacks of Ramsey		Business	Ramsey	\$ 30,000.00
Youth First Community of Promise		Non-Profit	Ramsey	\$ 20,000.00
				<b>\$ 632,029.00</b>

**Economic Development Authority (EDA)**

**5. 1.**

**Meeting Date:** 01/14/2021

**By:** Tim Gladhill, Community Development

---

**Title:**

Receive Update on Ramsey Gateway Project (US Highway 10/169 Plan)

**Purpose/Background:**

The purpose of this case is to receive a brief update on the status of the Preliminary Engineering efforts by Anoka County on the Ramsey Gateway Project (Highway 10/169 Plan). This update will focus in history, recent progress and schedule moving forward. Over half of the funding for this \$138M project has been secured and is now a reality for a 2023/2024 construction start date.

**Notification:**

**Observations/Alternatives:**

**Funding Source:**

**Recommendation:**

**Action:**

For update only - no action requested.

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**Attachments**

Presentation

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**Form Review**

**Inbox**

Tim Gladhill (Originator)

Form Started By: Tim Gladhill

Final Approval Date: 01/07/2021

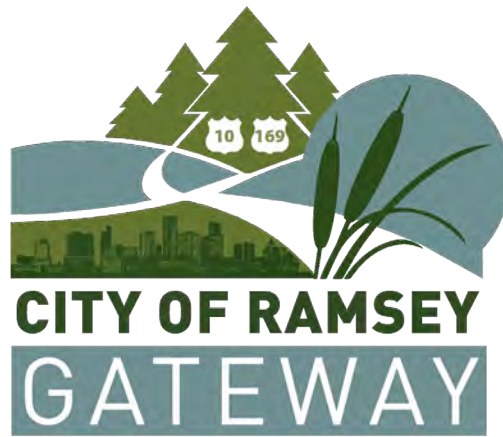
**Reviewed By**

Tim Gladhill

**Date**

01/07/2021 09:36 AM

Started On: 01/06/2021 04:25 PM



# The Ramsey Gateway Project - Highway 10 Business & Property Owner Meetings

Thursday December 17, 2020



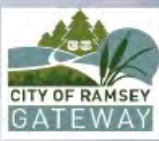
Anoka County  
MINNESOTA





# PROJECT PURPOSE & NEED

- THE DESIRE FOR CONCEPT TO USE PROPERTY IN THE NORTHWEST QUADRANT
- GRADE SEPARATION NEEDED TO SEPARATE HIGH RAIL TRAFFIC FROM ROAD TRAFFIC (MNDOT TOP TIER PRIORITY)
  - LEAST IMPACT TO RAIL OPERATIONS (BNSF SUPPORTS OVERPASS)
  - ELIMINATES IMPACT TO WATER TABLE
- MINIMIZE FRONTAGE ROAD IMPACT
- PLACED ON EXISTING WB TH 10
- WEST SHIFT OF RAMSEY BLVD TO REDUCE BRIDGE LENGTH AND MINIMIZE SOUTH SIDE BUSINESS PROPERTY IMPACTS
- MISSISSIPPI WEST REGIONAL PARK
- LIMITED PROJECTS AND MINIMAL IMPACT
  - ROADWAY ALIGNMENTS IMPACT PROPERTIES THAT ARE IN FAVOR OF RELOCATION
  - EASE OF SNOW REMOVAL / SNOW STORAGE WITH THIS CONFIGURATION
  - CAN PROVIDE SAFE PEDESTRIAN AND BIKE CROSSINGS AT INTERSECTIONS AND OVER TH 10
  - INCLUDE NORTH AND SOUTH FRONTAGE ROAD CONNECTIONS FOR LOCAL CONNECTIVITY
  - RANKED HIGH IN COST/BENEFIT EVALUATION
  - SUPPORTED BY THE AGENCIES



# Project Purpose

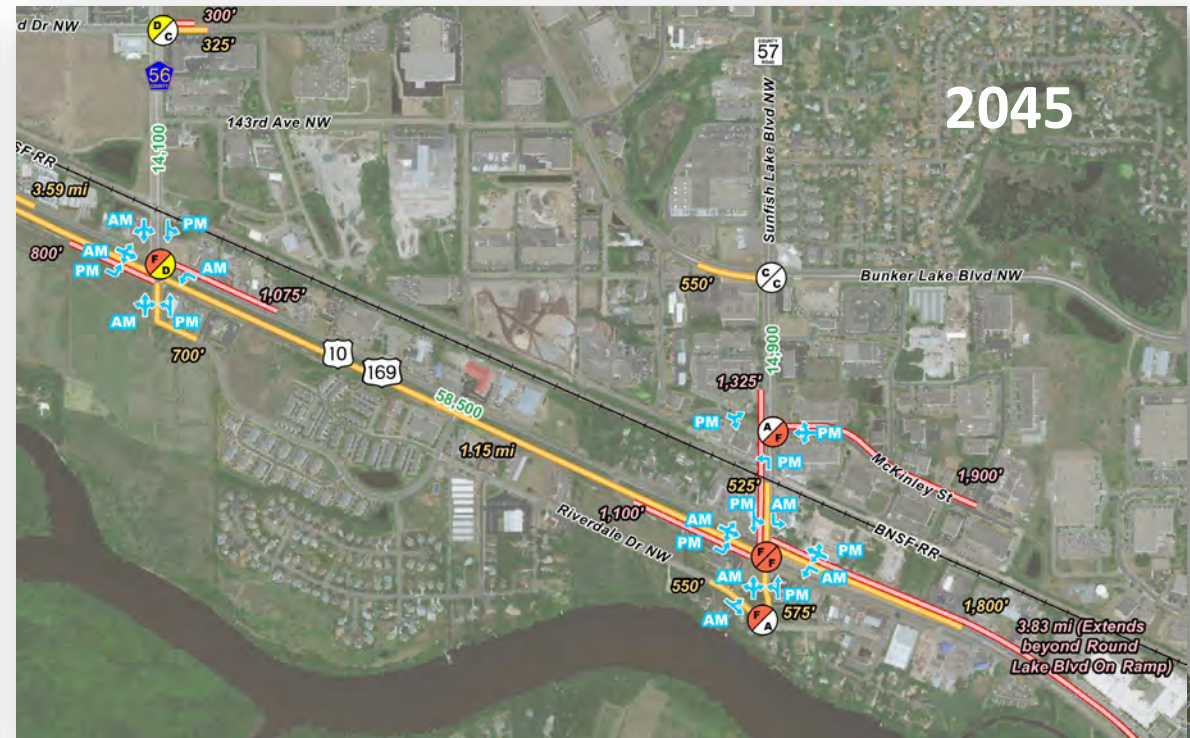
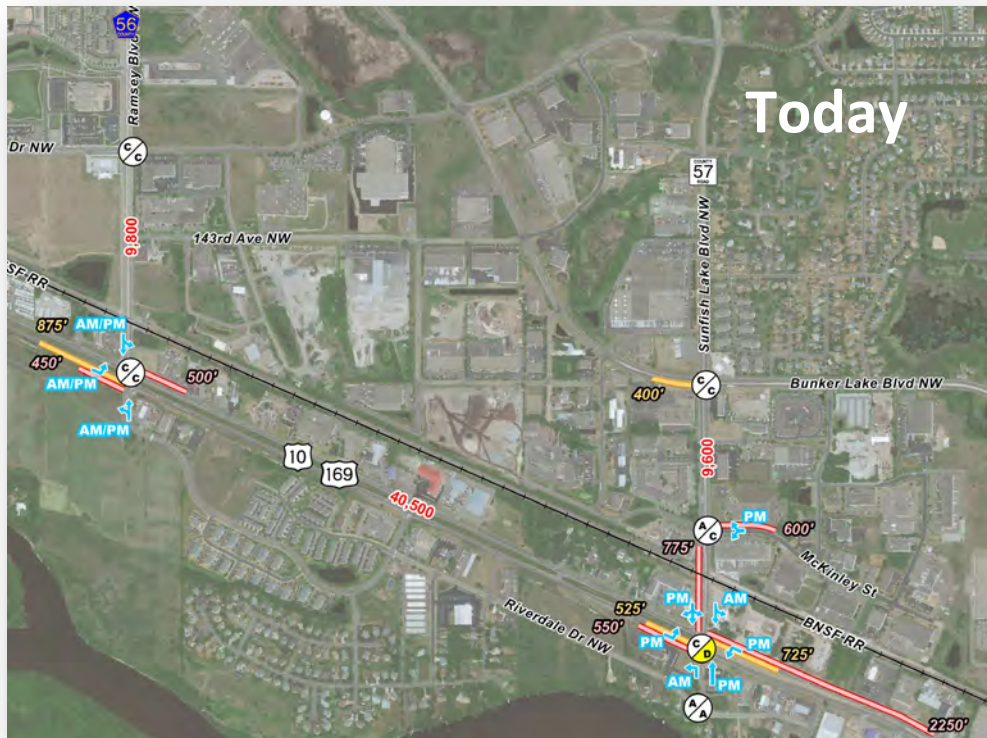
- To address capacity and operation issues, improve safety, and maintain the functionality of Highway 10 as an important route in the Statewide Transportation System.
  - 35,500 to 56,000 vpd existing
  - 49,000 to 74,200 vpd forecast
  - 48-53% AM/PM through trips



# Project Need

- Capacity and Operations

- Highway 10 intersections with Ramsey Blvd and Sunfish Lake Blvd are failing today
  - NB railroad queues extend onto Highway 10
  - By 2045, intersection and mainline delays are significant throughout





# Project Need

- Safety
  - High number of crashes
    - 90 crashes per year
    - 60% rear end
    - Ramsey Blvd and Sunfish Lake Blvd crashes above normal range
    - 3 fatal crashes in 10 yrs
  - Numerous access points
    - 73 access points contribute to mobility and safety issues

Sunfish Lake Blvd will be the first traffic signal encountered for westbound traffic after the Anoka Project is complete in 2024.





From 2000 to Today

# PROJECT HISTORY

- OTHER CONSIDERATIONS LEADING TO PREFERRED ALTERNATIVE:**
- FULL ADDRESS THE SEPARATION OF ROADWAYS AND RAILROAD
  - PUBLIC SPACE FOR TRADITIONAL TYPE OF INTERCHANGE (NAVIGATION, TH 10 ENTRANCE/EXIT POINTS)
  - MINIMIZE IMPACTS TO MISSISSIPPI WEST REGIONAL PARK
  - ROADWAY ALIGNMENTS IMPACT PROPERTIES THAT ARE IN FAVOR OF RELOCATION
  - EASE OF SNOW REMOVAL / SNOW STORAGE WITH THIS CONFIGURATION
  - CAN PROVIDE SAFE PEDESTRIAN AND BIKE CROSSINGS AT INTERSECTIONS AND OVER TH 10
  - INCLUDE NORTH AND SOUTH FRONTAGE ROAD CONNECTIONS FOR LOCAL CONNECTIVITY
  - RANKED HIGH IN COST/BENEFIT EVALUATION
  - SUPPORTED BY THE AGENCIES

# 2019 Corridor Study Vision

*Design Features Consistent with 2009 Study and EA:*

- *Grade separation of highway and rail crossings at Sunfish and Ramsey Blvd.*
- *Local roadways elevated over highway and railroad*

*Study sought to refine 2009 plan to provide lower cost, reduced impact solution while achieving the necessary improvement benefits*

NOTES:  
Green shading denotes potential grading areas.  
Frontage road alignments are preliminary.  
Right-in/right-out locations on Highway 10 are preliminary.  
Intersection controls to be determined in preliminary design.





# The Ramsey Gateway Project

will provide grade separations of US Highway 10/169 and the BNSF Railway to address major crash and congestion issues that are greatly impacting the movement of goods and people between the Minneapolis/Saint Paul metro area and greater northern Minnesota.



### US Highway 10/169 Importance

- » A principal arterial carrying up to 55,000 vehicles per day (2,800 heavy commercial vehicles)
- » Significant commuter and freight corridor between Minneapolis – St Paul, northwestern Minnesota, and into North Dakota
- » Busiest rail line in MN with 57-81 freight trains and 14 commuter trains per day
- » Connection to northern Minnesota lakes and outdoor tourism industry

### Project Need

- » 125 crashes in the last 3 years (2017-2019), 3 fatal crashes in the last 10 years
- » Crash rate 2x the state average
- » Traffic backups approaching 1 mile by 2025 and almost 4 miles in 2045
- » Fully funded Anoka and Elk River 2023/24 projects will result in Ramsey having the only two remaining at-grade traffic signals on the US Highway 10/169 freeway system from Minneapolis/St Paul to Elk River.

## Funding Need

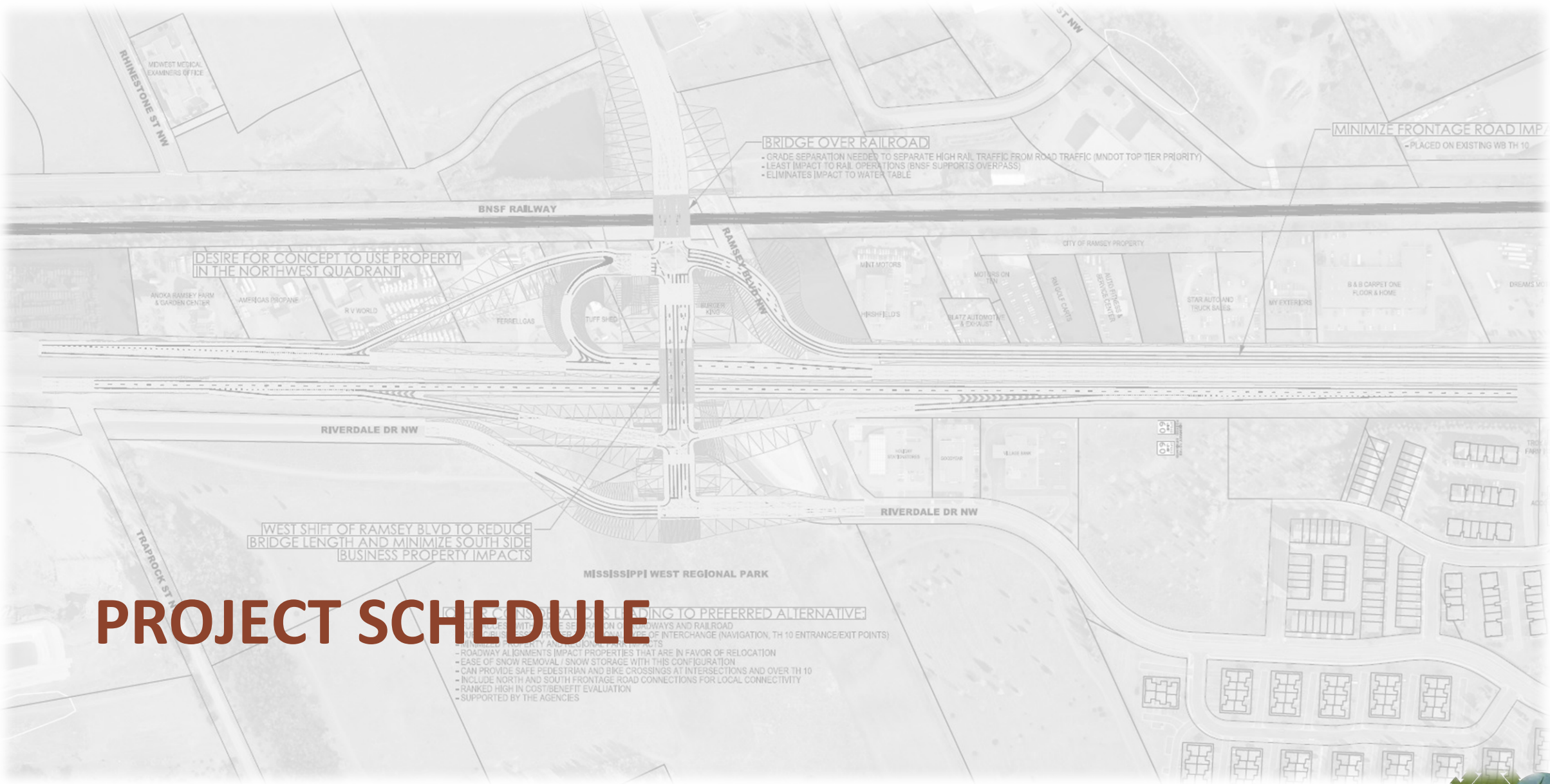


## Funding Sources

- | Competitive Funding Sources   | State and Local Contributions   |
|---|---|
| <ul style="list-style-type: none"> <li>• INFRA Award</li> <li>• Regional Solicitation</li> <li>• Minnesota Highway Freight Program</li> </ul> | <ul style="list-style-type: none"> <li>• Anoka County</li> <li>• City of Ramsey</li> <li>• MnDOT Preservation Funds</li> <li>• 2020 State Bonding Bill</li> <li>• 2017 State Rail Funds</li> <li>• 2018 State Bonding Bill</li> </ul> |

## Project Schedule

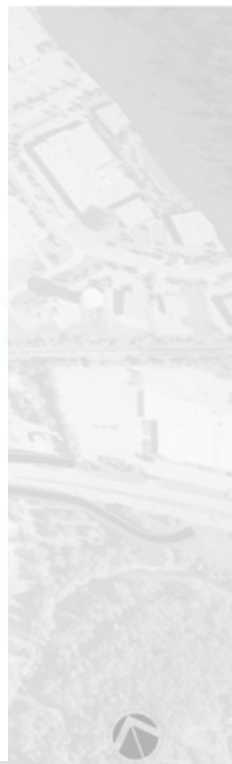
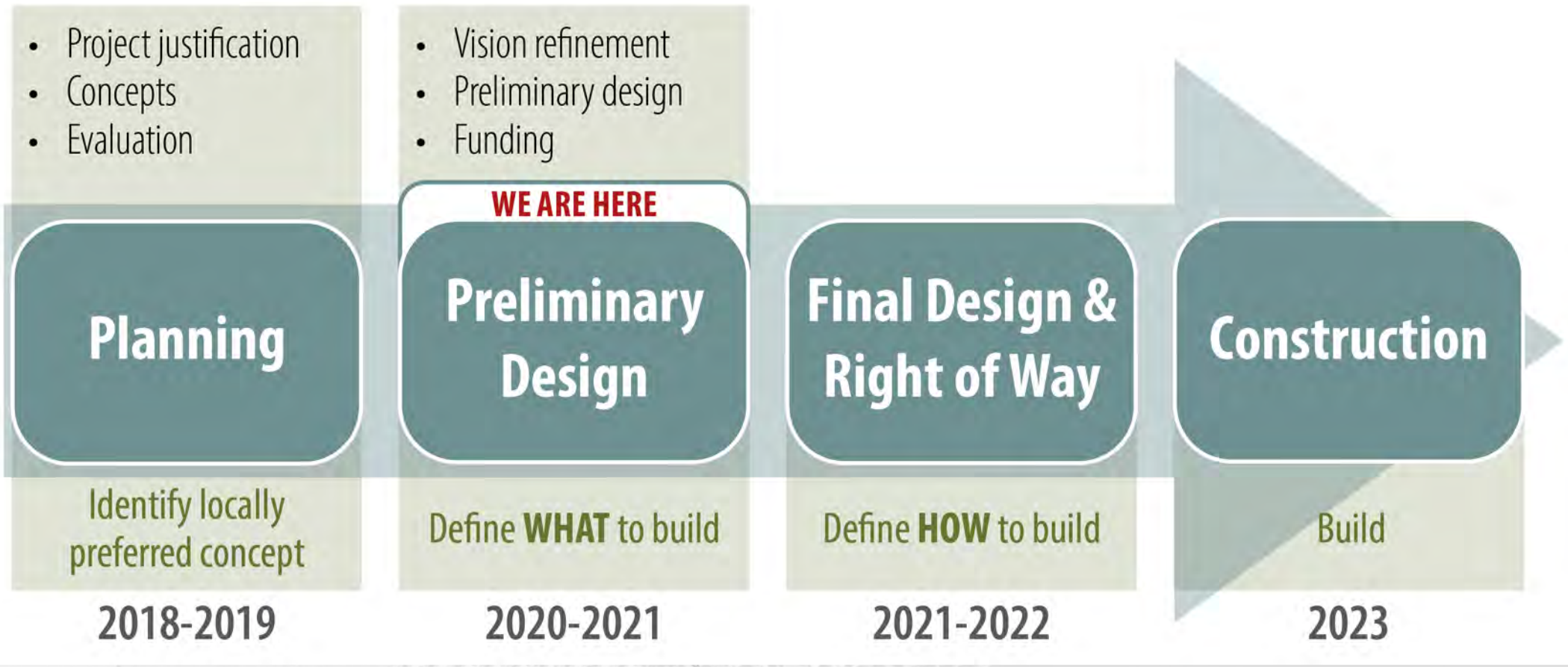
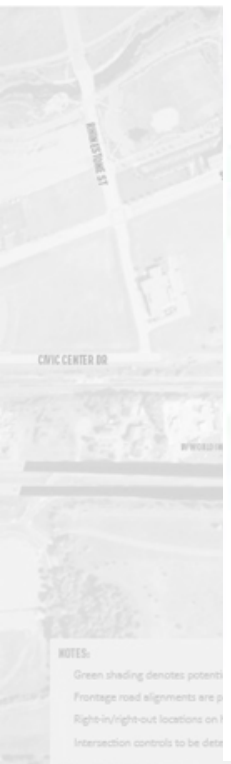




# PROJECT SCHEDULE

- THE CONDITIONS LEADING TO PREFERRED ALTERNATIVE:**
- ROADWAY ALIGNMENTS IMPACT PROPERTIES THAT ARE IN FAVOR OF RELOCATION
  - EASE OF SNOW REMOVAL / SNOW STORAGE WITH THIS CONFIGURATION
  - CAN PROVIDE SAFE PEDESTRIAN AND BIKE CROSSINGS AT INTERSECTIONS AND OVER TH 10
  - INCLUDE NORTH AND SOUTH FRONTAGE ROAD CONNECTIONS FOR LOCAL CONNECTIVITY
  - RANKED HIGH IN COST/BENEFIT EVALUATION
  - SUPPORTED BY THE AGENCIES

# Project Development Process





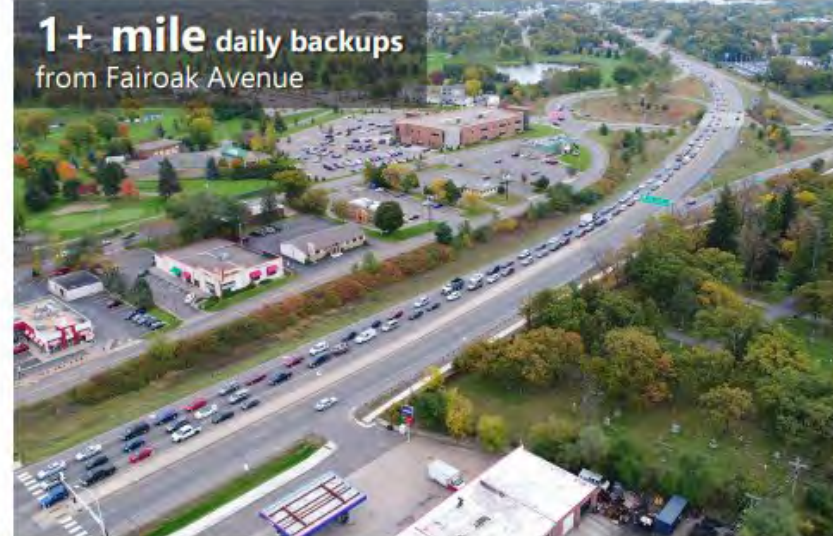
# Anoka Solution 2022-2023 Construction



The U.S. Highway 10/169 Project will reduce crashes and improve traffic operations. This will result in improved mobility and reliability for all users of the project corridor.

- Existing Issues**
- 60,600 vehicles per day
  - Principal Arterial moves regional freight; 3,300 heavy commercial vehicles
  - 1+ mile back-ups during peak hour
  - 21 mph avg. peak hour speed (60 mph posted)
  - 1,128 crashes (2 fatal) from 2006-2015
  - Crash Rate 1.5x state average
  - Segmented local network forces local highway trips

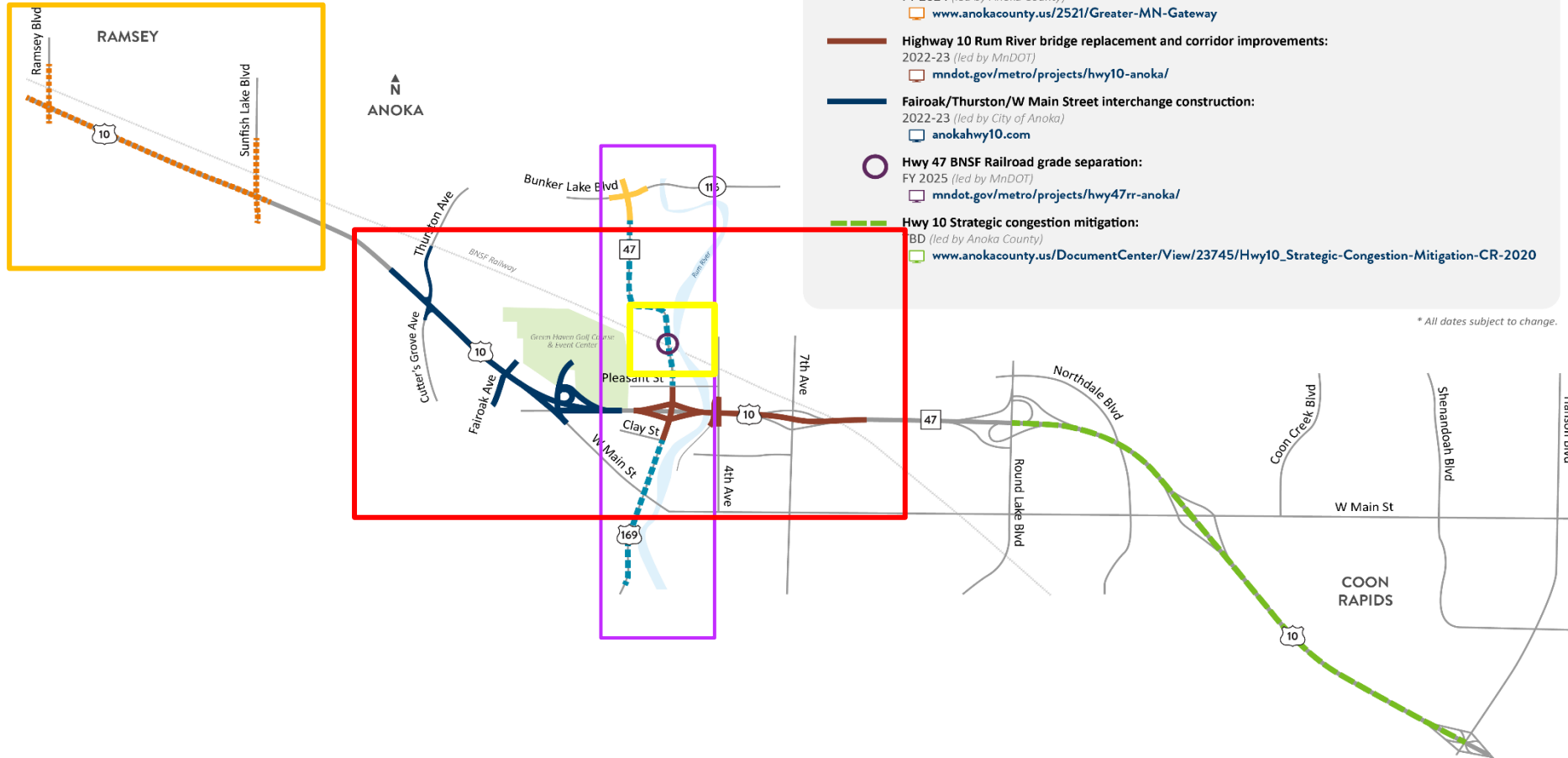
- Investment Results**
- 75% delay reduction
  - 57% crash reduction
  - 4.0 benefit-cost ratio
  - Accomodate 90,000 vehicles/day
  - Local trips on local network
  - Safe and reliable movement of goods and services



The City of Anoka continues to work closely with MnDOT, Metropolitan Council, Anoka County, and other partners to plan, design, and implement fiscally-responsible safety and operation improvements to benefit all U.S. Highway 10/169 corridor users.

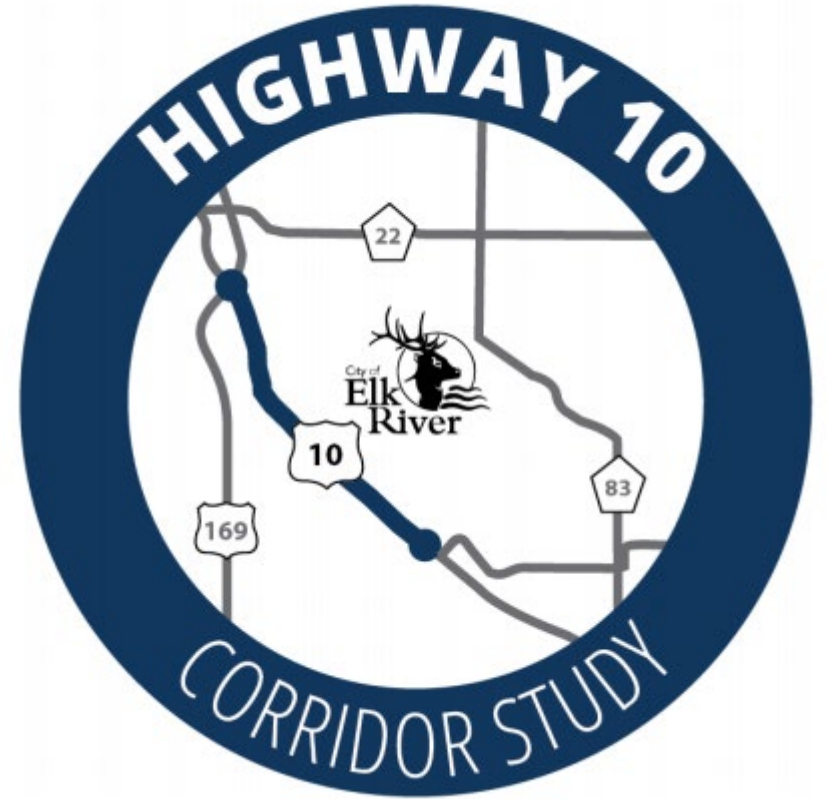
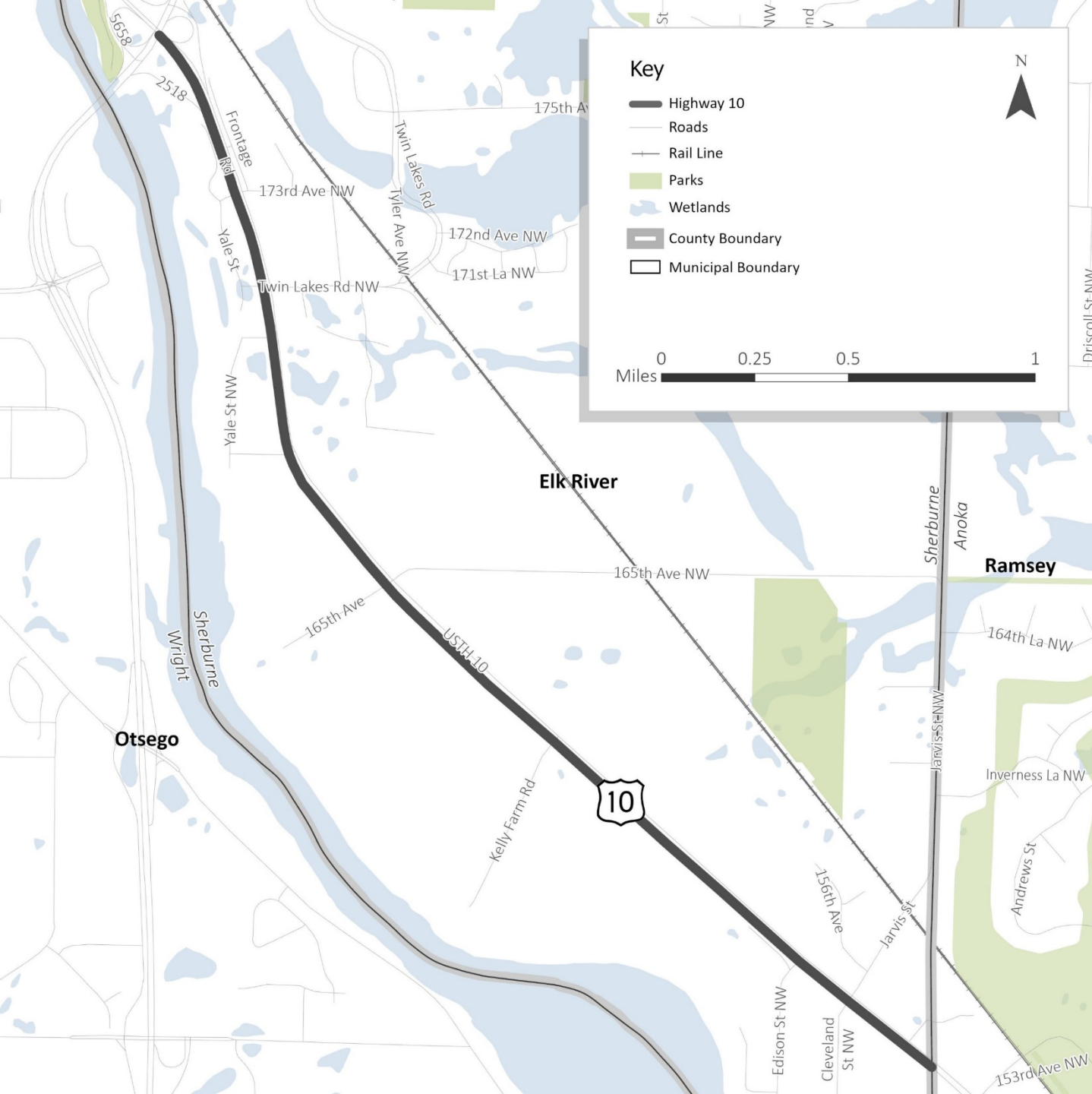


All funding is committed! **\$ Total Investment 80M**



# US 10 Projects Overview



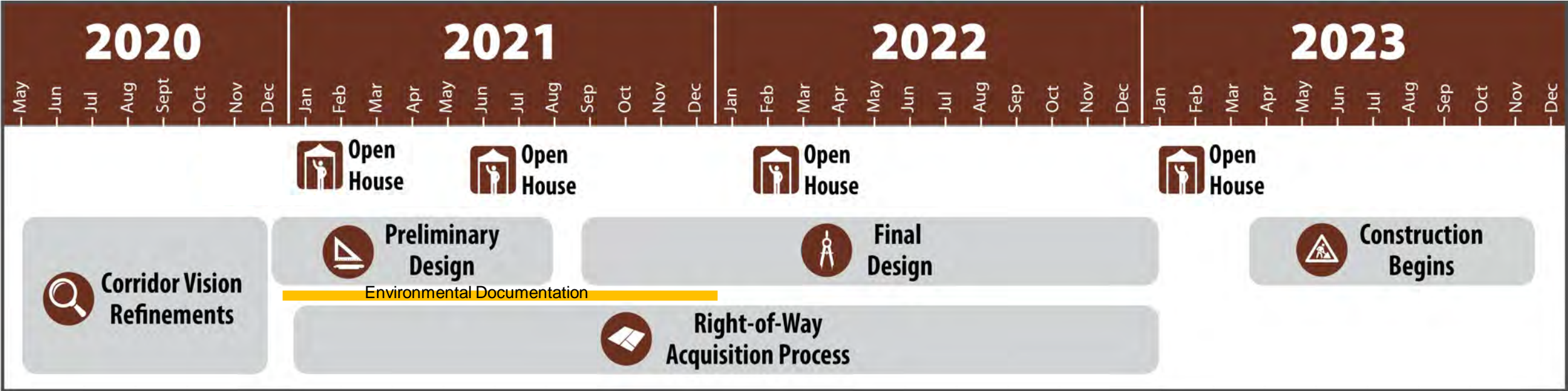


### Elk River Freeway

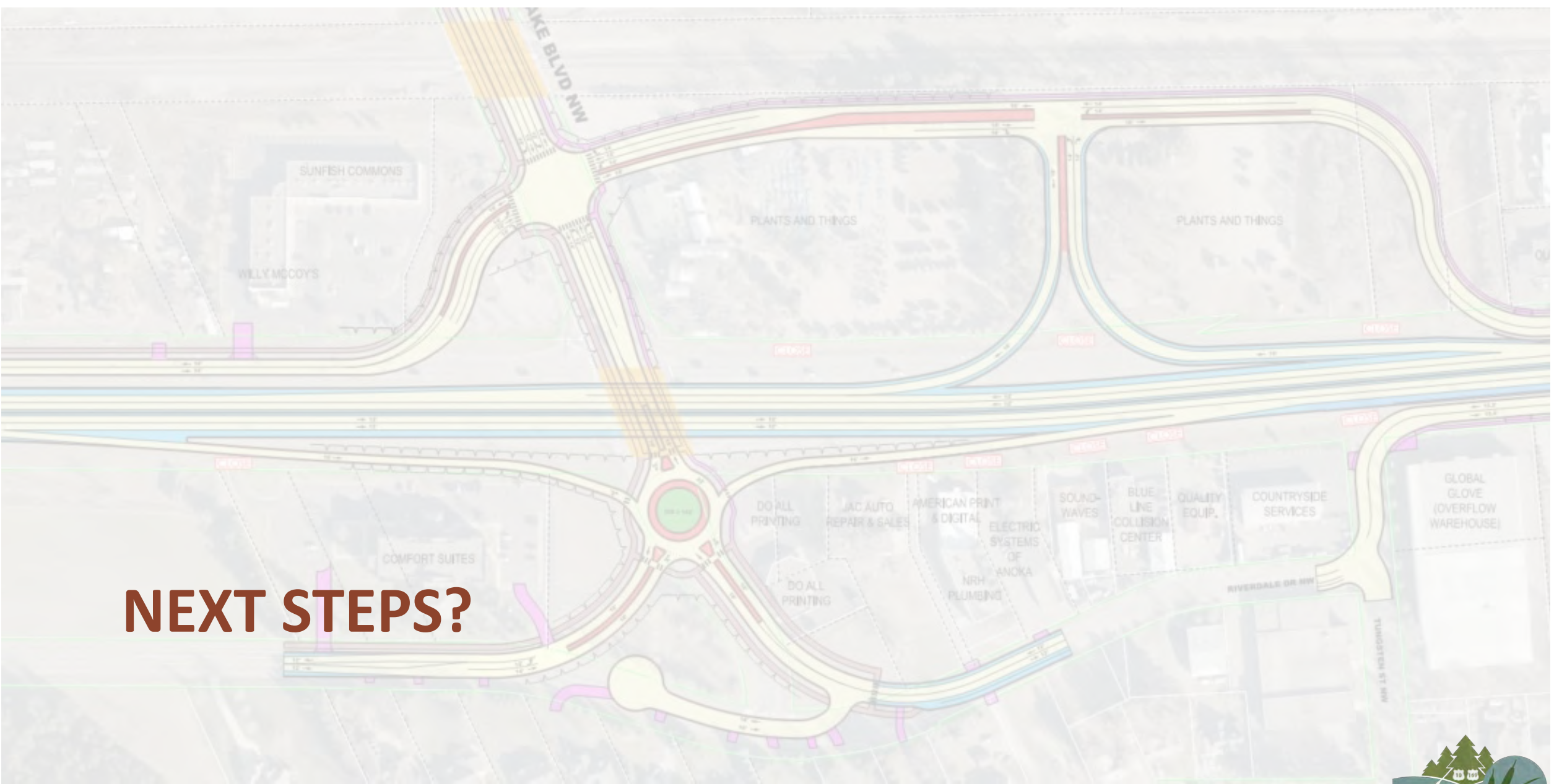
- Construct
- Install new bridge
- Sidewalk
- Add access
- Replace NB bridge



# Project Schedule



**NEXT STEPS?**



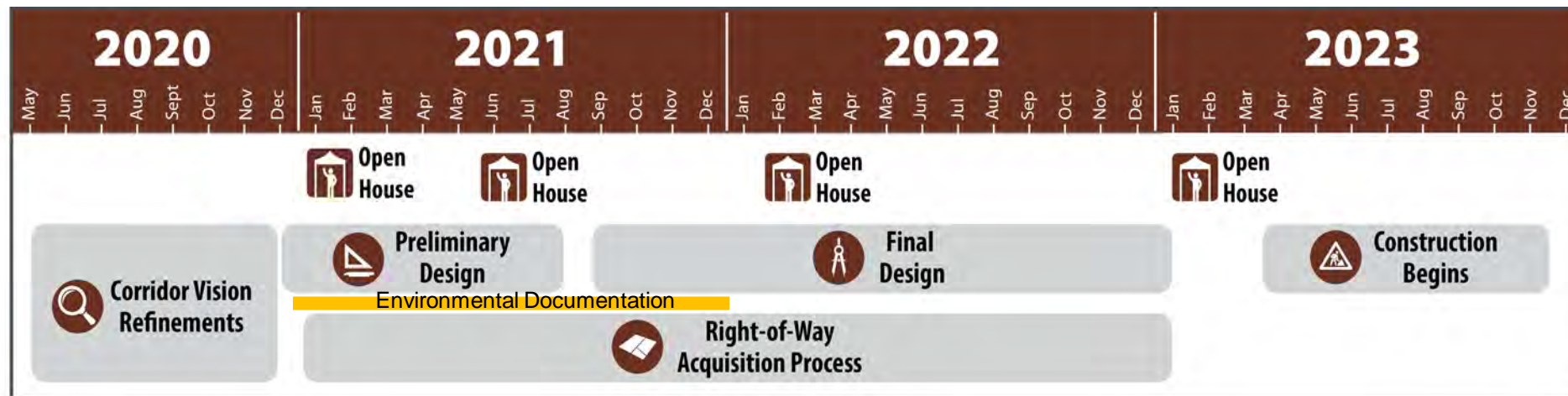
# Next Steps

- **Today?**

- Do you want to talk one on one with project team member?
- Unmute and speak up!!!

- **After Today?**

- Follow up one on one discussion? Call or email Ashley Hudson at **701-566-2349** or **[Ashley.Hudson@bolton-menk.com](mailto:Ashley.Hudson@bolton-menk.com)**.
- Public (virtual) Open House anticipated for February 2021
- Right-of-Way Staff anticipated to be reaching out by February 2021





# QUESTIONS