

**City of Ramsey**  
**Agenda**  
**Economic Development Authority (EDA)**  
**Thursday, February 11, 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 January 14, 2021
- 4. EDA Business**
  1. Consider Renewal of Anoka County Regional Economic Development Partnership (ACRED)
  2. Consider CBRE Real Estate Listing Agreement for City Owned Land
  3. Receive Comments on Concept Level Layout Review for Anoka County's Interim Improvements Proposed to Bunker Lake Boulevard/County Road 116
  4. Consider Participation in Riverdale Drive Reconstruction Project: Dolomite Street Removal/Lot Configuration
- 5. Member/Staff Input**
- 6. Adjournment**

**Economic Development Authority (EDA)**

**3. 1.**

**Meeting Date:** 02/11/2021

**By:** Wendy Schlueter, Community  
Development

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**Title:**

Approve Meeting Minutes for January 14, 2021

**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 January 14, 2021 meeting minutes

**Action:**

Motion to approve January 14, 2021 EDA meeting minutes.

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**Attachments**

EDA Minutes

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**Form Review**

**Inbox**

Sean Sullivan

Tim Gladhill

Form Started By: Wendy Schlueter

Final Approval Date: 02/03/2021

**Reviewed By**

Sean Sullivan

Tim Gladhill

**Date**

01/19/2021 04:46 PM

02/03/2021 12:05 PM

Started On: 01/19/2021 03:31 PM

**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, January 14, 2021, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:     Chairperson Jim Steffen  
                          Member Brian Burandt  
                          Member Scott Cords  
                          Member Ryan Heineman  
                          Member Chelsea Howell  
                          Member Chris Riley

Members Absent:     None

Also Present:         Sean Sullivan, Economic Development Manager  
                          Tim Gladhill, Deputy City Administrator  
                          Bruce Westby, City Engineer  
                          Mark Riverblood, Parks and Assistant Public Works Superintendent  
                          Grant Riemer, Public Works Superintendent

**1.     CALL TO ORDER**

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

**2.     APPROVE AGENDA**

Motion by Member Cords, seconded by Member Heineman, to approve the agenda.

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

**3.     APPROVE MINUTES**

**3.01:   Approve Meeting Minutes Dated November 12, 2020**

Motion by Member Riley, seconded by Member Burandt, to approve the November 12, 2020, minutes as presented.

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

**4.     EDA BUSINESS**

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

Economic Development Manager Sullivan presented the staff report.

Chairperson Steffen commented that this is similar to the last request from the applicant and seems reasonable.

Motion by Member Cords, seconded by Member Heineman, to recommend to City Council approval of the Second Amendment to Purchase Agreement and Right of Re-Entry Agreement, subject to City Attorney review.

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

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

Economic Development Manager Sullivan presented the staff report.

Member Cords stated that he likes this idea, especially with the current economic conditions and impacts to the hospitality industry. He stated that the business started this expansion last fall, and it was delayed because of shutdowns. He commented that he would support providing this assistance.

Member Riley commented that residents continue to make the comment that Ramsey needs more restaurants and that is why the subsidy program was created. He stated that this seems to be a good use of this program, to help an existing business expand.

Chairperson Steffen agreed.

Economic Development Manager Sullivan continued to present the staff report details.

Chairperson Steffen referenced the comment made by staff that the program has never been used but noted that he recalls two restaurants that used the program.

Deputy City Administrator Gladhill confirmed that Acapulco was the first project to use a similar program and one other applied, was awarded but never used the program.

Economic Development Manager Sullivan explained that his comment was related to the program since last updated in 2018.

Member Cords asked if the allocation would come from the EDA budget. He asked if the \$16,000 would come from the \$50,000 amount proposed.

Economic Development Manager Sullivan stated that he would suggest having this \$16,000 loan come from the \$50,000. He confirmed that staff would recommend that the \$50,000 come from the EDA cash balance.

Chairperson Steffen commented that the loan dollars would still fund the City WAC charges.

Economic Development Manager Sullivan confirmed that the loan dollars would still be used to pay the City WAC fee and the only dollars that would go outside of the City would be the SAC charges that are paid to the Metropolitan Council.

Member Heineman asked if this information would be made public to all Ramsey businesses, so that businesses that wish to expand could apply.

Economic Development Manager Sullivan commented that when the City Council approves something it is public information. He stated that it could make sense to publicize this information further. He noted that the intended use of the program is to attract new businesses but there is a provision that allows exception for existing businesses. He agreed that the program could be highlighted further.

Member Heineman commented that if this is going to be used for this business to expand, it would be wise to make other Ramsey businesses aware that if they wish to expand this program would be available.

Chairperson Steffen clarified that this is a restaurant program and would only apply to that type of business.

Member Riley agreed that it should be used for a new or existing business but noted that the change has to be big enough to add enough seats that it would change water use.

Member Cords stated that he was under the impression that the term exception applied because typically this is only applied to one of the charges and in this case, it is applying to both WAC and SAC.

Economic Development Manager Sullivan commented that the exception word was used for the new versus existing. He stated that perhaps that language be clarified moving forward so that it is understood that both SAC and WAC could be considered.

Member Burandt stated that if a business is expanding to the point where additional SAC and WAC is needed, he would not differentiate between new or existing as business growth is business growth.

Member Riley asked if the EDA likes the idea of allocating the \$50,000 versus taking applications as they come. He stated that he questions \$50,000 as the program has been in place for three years without use. He stated that applications could continue to be reviewed as they come.

Member Burandt agreed that the program has not been used so funds do not necessarily need to be allocated and the group could leave the program open and review applications on a case-by-case basis.

Chairperson Steffen agreed.

Economic Development Manager Sullivan noted that in this case six SAC and WAC units were requested but with a new restaurant that number could increase quickly. He stated that if three new restaurants came forward with requests that could easily be \$70,000 which the City would be inclined to support. He noted that his intention was not to provide an open checkbook.

Deputy City Administrator Gladhill stated that the policy does not obligate any amount of support. He stated that there is underwriting that occurs and review that is done to determine what is actually needed for a project.

Chairperson Steffen asked if this would only apply to full-service restaurants.

Economic Development Manager Sullivan confirmed that only full-service restaurants would be eligible.

Motion by Member Burandt, seconded by Chairperson Steffen, to recommend to City Council to amend the Restaurant Subsidy Program to allow for both SAC and WAC charges to be eligible for loans and approve of 70 percent, zero percent interest, 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.

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

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

Economic Development Manager Sullivan presented the staff report.

Peter Turok, Anoka Area Chamber of Commerce, stated that in 2015 there was a need identified for the manufacturing industry, which was different than some of the other business sectors. He explained how the cohort was developed with input from the manufacturing businesses. He stated that 30 percent of the Ramsey workforce is in manufacturing. He stated that the cohort is one of the best things the Chamber has done.

John LeTourneau, Anoka Area Chamber of Commerce, reviewed the mission statement of the cohort and highlighted some of the manufacturing businesses in Ramsey that the cohort has interacted with. He stated that over the past several years the focus has been on workforce acquisition, incumbent workforce development, and continuous improvement. He provided a highlight of the different networking that took place in the third quarter of 2019 and into 2020 and the issues that were discussed. He recognized that COVID-19 brought its own challenges, noting that the cohort assisted in directing businesses towards PPP opportunities and other lending and

funding opportunities. He reviewed the work plan that was developed for 2020/2021 with input from the manufacturing businesses. He stated that this program is another way the City can extend its touch and benefit businesses in the community. He stated that the cohort is for manufacturing by manufacturing and is driven by that input.

Member Cords stated that the presentation was very informative. He referenced the budgetary request within the case and asked for additional details on that budget and what it is used for.

Mr. LeTourneau replied that the budget is focused on the mission and 98 percent of the budget is used to benefit the users and to deliver the outcome. He stated that the request from Ramsey is \$5,000 and those funds will be used in a way that provides benefit to the businesses in Ramsey. He stated that the budget is flexible and different every year. He stated that there are some miscellaneous expenses, which are minor.

Member Heineman commented that this seems like a great program and asked if the budget includes salaries. He asked how much of the budget is used for things like signage, social media and other things that benefit businesses compared to the percentage that is allocated to payroll.

Mr. LeTourneau commented that he is a contracted employee with the Chamber, and he facilitates the cohort effort based on the direction of the Chamber Board. He stated that all of the activity is focused on the effort and 98 percent of the activity is the effort he puts forward. He stated that the effort would not exist without the help of the trusted partners. He stated that the contributions from the trusted partners equates to about \$15,000 per year with 98 percent of that allocated towards the programming and about two percent towards miscellaneous costs and expenses.

Mr. Turok commented that it is legal to have an employee to do this work. He stated that this was never a John LeTourneau push/effort noting that the direction came from the Board of Directors and it was recognized that help would be needed. He commented that the Anoka Area Chamber is one of the largest in the state, with one of the smallest staff as they only have two staff members and therefore, they knew additional help would be needed to implement this program. He stated that the bottom line is the outcome of the program.

Member Howell asked if any other cities contribute to the program.

Mr. LeTourneau confirmed that Anoka contributes a similar amount.

Member Howell stated that she likes to see itemized benefits to the City and while this information is good, it is very broad which makes her uncomfortable.

Chairperson Steffen asked if other cities have declined participation.

Mr. LeTourneau stated that the focus is appropriate, and the effort of the program is growing. He stated that they do ask for participation. He stated that the cities that are able to understand the depth of the value choose to invest in the program. He stated that his interest is in interacting with the industry and making changes, using the example of working with the school district to rewrite outdated curriculum that provides a focus on manufacturing.

Member Burandt commented that he was around and Connexus was one of the original companies that provided funding. He stated that the names of businesses on this list is the bulk of employment within Ramsey. He stated that a person is needed to facilitate this program and the amount of participation within Ramsey from its businesses is substantial. He stated that the bulk of the programming continues to be done in Anoka and Ramsey.

Motion by Member Burandt, seconded by Member Riley, to recommend to City Council to continue its contribution to the Anoka Area Chamber of Commerce Manufacture Cohort.

Further discussion: Member Riley stated that they would like to see other cities participate. He commented that this is a good use of EDA effort and funds, noting the number of manufacturing businesses in Ramsey. He commented that the function of the EDA is to support local businesses and for \$5,000 this is something that specifically helps the businesses in Ramsey. He stated that the challenges with workforce continue to be an issue and this cohort is attempting to tackle that issue in a different way through partnerships with the School District. Member Heineman commented that it is important to support local businesses and manufacturing and agreed that there are challenges ahead. He stated that in terms of transparency he believes this could be seen as lobbying. He stated that he agrees with the mission but based on transparency he will not be supporting this action.

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

#### **4.04: Consider Water Treatment Plant Selection Recommendation**

City Engineer Westby presented the staff report.

Deputy City Administrator Gladhill stated that the Council asked that both the EDA and Planning Commission make a recommendation, noting that the Planning Commission recommended the public works site because of the operational efficiencies.

Chairperson Steffen asked where the \$32,000,000 cost is coming from.

City Engineer Westby explained that is the cost to construct the plant and the functions within. He stated that there are funds available within the water treatment fund as this was an anticipated expense.

Deputy City Administrator Gladhill stated that there have been similar projects within the state, where state dollars have been allocated and staff can look at that as an option if desired by the Council. He confirmed that the water treatment funds have come from fees paid by residents and developers.

Chairperson Steffen asked what the building will look like when it is done, whether it would look like a warehouse or commercial building.

City Engineer Westby replied that the buildings are typically lower end with brick and stone, but additional architectural features can be added as desired.

Member Cords stated that some of the cons of the other sites were required trips to site and asked how often those trips to the site would occur. He asked if additional staff would be added as well or whether existing staff would handle these duties.

City Engineer Westby replied that someone would visit the site several times per day. He commented that they do not intend to hire additional staff and believe that existing staff could maintain the site.

Chairperson Steffen asked if someone would still need to drive to the site or whether there would be an office there.

City Engineer Westby replied that there would be a working office at the building. He stated that if it were on the public works site, staff would walk from building to building.

Member Heineman asked if there is filtration on the pumps for the existing wells.

City Engineer Westby replied that there are eight wells, six within The COR. He stated that there are three pump houses within The COR with two wells feeding into each pump house. He stated that the treatment occurs within the pump houses, but filtration is not currently provided.

Member Heineman asked if it would not be feasible to add filtration to the existing pump house locations.

City Engineer Westby replied that in order to add filtration at the four pump house locations, the City would need to build new pump houses, expanding the footprints of the site and adding the feature which would be more costly and cause additional staff time as staff would need to visit each site rather than a central location.

Member Burandt commented that he has been to several water treatment plants, and it makes sense to have the facility on the public works site because of operation and maintenance savings that would be provided over the life of the facility.

Deputy City Administrator Gladhill commented that the building will point towards the industrial area and will be an industrial looking building that blends well into the area.

Member Heineman asked if the \$32,000,000 cost includes the architectural treatments.

City Engineer Westby replied that cost estimate is based on a typical water treatment plant with typical architectural treatments. He noted that the sketch shown in the case was fairly typical but perhaps on the higher end with the entryway and glass treatments. He stated that some cities use the water treatment plants as learning centers, noting that those are optional add-ons that would be above the typical cost.

Member Heineman asked and received confirmation that the decision tonight would be related to the site selection and not whether the water treatment plant is wanted or the design of it.

Chairperson Steffen referenced the cons of the public works site noted in the case, which are related to economic development. He noted that this site is probably the best site with the most interest in the past. He commented that the site is also shovel ready.

Economic Development Manager Sullivan commented that the deals have been close in the past but have not been able to close. He stated that there has been ongoing interest in the site in the past but per the direction of the EDA and Council he is not currently marketing the site.

Member Riley commented that it is clear that the discussion should look at City owned sites, which takes away the site to the west. He referenced the B and A site that will be impacted by Highway 10 and would perhaps not be marketable as it would not have access or visibility from the highway. He asked for more input on that site as it is close to the preferred site.

Deputy City Administrator Gladhill commented that a lot of that property will take up with the slope for the highway project. He stated that if the site were used for this purpose, retaining walls would be needed and additional costs could be needed because of the proximity to the railroad. He stated that a deep dive was not completed on the site because of the challenges.

Member Riley commented that he misread the number for that site within the case. He acknowledged that this case is not discussing the necessity for the water treatment plant but noted that this cost and usage only applies to the users on City water.

Chairperson Steffen asked if the B and A site would not be likely to ever be developed following the highway project.

Deputy City Administrator Gladhill commented that there will be less buildable area than there appears to be today but noted that the adjacent user may have some interest in that site.

Chairperson Steffen asked the last offer for the public works site.

Economic Development Manager Sullivan replied that the offer was \$675,000 for seven acres. He stated that if the water treatment facility were located on the public works site it would be hard to say exactly what would be left for economic development because of storm water needs.

Chairperson Steffen asked where the funds would have gone if that land had been sold, whether it would go to the EDA or general fund.

Economic Development Manager Sullivan stated that whatever source was used to acquire the parcel, it would be prorated back to that source. He believed it was acquired using public works funds but was not 100% positive.

Deputy City Administrator Gladhill stated that the site was purchased for public works and therefore if there were any land sales, those funds would go back to public works.

Chairperson Steffen stated that originally be believed that the use should go on the least desirable parcel but is inclined to support the staff recommendation for the public works site.

Motion by Chairperson Steffen, seconded by Member Howell, to recommend to City Council to approve of the Public Works Site for the proposed Water Treatment Plant.

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

#### **4.05: Center Street Area Framework and Policy Plan**

Parks and Assistant Public Works Superintendent Riverblood presented the staff report, providing a highlight of the Center Street Area Framework and Policy Plan.

Member Howell referenced the public restroom and plaza seating area and asked if that would be an additional expenditure to the \$240,000.

Parks and Assistant Public Works Superintendent Riverblood replied that cost is what would be needed for the architectural treatments of the pump house along with the plaza improvements and would not include the panels or restroom as those would be items for future consideration. He commented that the restrooms would enhance the walkability and use of the plaza area.

Member Heineman stated that he agrees that a restroom would be a great addition. He asked for information on the cost versus benefit for the solar panels.

Parks and Assistant Public Works Superintendent Riverblood confirmed that he is working to determine the payback that solar panels could provide. He stated that the pump house would continue to remain there for a great length of time and therefore if the payback is 30 to 35 years, it could still be beneficial. He stated that it could also contribute to sustainability and provide a canopy/shelter from the sun. He stated that he will continue to work on that.

Member Heineman cautioned against investment in technology that could have a lower cost in the future as that technology continues to improve. He stated that the restrooms are a needed facility.

Member Cords commented that he likes the idea of public restrooms but believed that almost everything else would be nice to have but is not in the best interest of the City. He referenced the infiltration basin that was just constructed to hold rainwater and the other elements would be nice to have but would have ongoing maintenance costs. He stated that the City just imposed a large cost on residents to repair roads that have not been maintained and asked why additional funds would be spent at this time.

Parks and Assistant Public Works Superintendent Riverblood referenced the Sapphire Street sidewalk, which is a City obligation. He commented that the City would like to identify what streetscapes along Center Street should look like and how those will be paid for, noting that some of the improvements could be funded through development and others could be funded through

the Public Improvement Revolving fund. He stated that it could also be seen as something that could attract and incentivize development and be funded through TIF. He confirmed that some of the improvements would be funded through private development.

Deputy City Administrator Gladhill noted that funds, such as park dedication, cannot be used for road improvements and asked staff to provide additional details.

Parks and Assistant Public Works Superintendent Riverblood used the Affinity project as an example, noting that project paid park dedication fees of approximately \$375,000. He stated that when a private developer pays the park dedication there is a connection between those fees and the related demand, in this case park improvements in the COR. He stated that both the Affinity and Sapphire projects have paid park dedication fees that should be used to fund improvements in Municipal Plaza.

Member Cords stated that he is not suggesting that the City not meets its obligations, but this looks excessive. He commented that the pump building treatments seem excessive as it is just a pump building.

Member Riley commented that the infiltration basin allows all of the properties in the COR to fully utilize their land explaining that one central treatment location was provided rather than requiring all of those properties to provide their own water treatment on their individual sites. He recognized the comment that this seems excessive and noted that other comments are made to that regard but on the other side there are comments that this is exactly what other residents want. He stated that the attempt is to try to find the balance between the two sides, which is perhaps beyond the purview of the EDA.

Member Heineman asked if the commitments made to developers were made by City staff or the City Council.

Parks and Assistant Public Works Superintendent Riverblood replied that every development goes through multiple Commissions and then the City Council for review and approval.

Member Heineman stated that it sounds like the City has made some commitments and it has taken longer than agreed upon. He stated that it would be nice to see things go forward that were committed to.

Deputy City Administrator Gladhill stated that there were not specific timelines identified for the improvements. He noted that this plan solidifies those plans so that the improvements could move forward.

Chairperson Steffen asked if there is a timeline involved in this process.

Parks and Assistant Public Works Superintendent Riverblood replied that some of the elements within the document have been underway for some time beginning in 2012. He stated that this process refines those elements further. He stated that this plan is timely as the streetscape and design plans need to be agreed upon for that the Sapphire Street improvements could move forward

this spring. He stated that he would like to see the pump house area move forward this spring in order to improve that area that is adjacent to development that have invested significant amounts of money. He stated that the Park and Recreation and Planning Commissions have reviewed and provided input on the plan. He noted that the plan does not authorize expenditure but solidifies the plans. He stated that after the review by the EDA, he would like to bring this forward to the Council for review of the plan and with a request to move forward on the pump house elements in January or February.

Member Burandt stated that streetscaping is in alignment with the vision of the COR and would help buildout the COR which helps economic development. He agreed that it could seem excessive but there are citizens that want this. He stated that the Council will make the ultimate decision on what moves forward.

Member Howell asked if the Sapphire Street improvements are the only hard and fast obligation.

Parks and Assistant Public Works Superintendent Riverblood confirmed that is the only hard obligation.

Member Howell stated that she likes the style of Edina and Wayzata but practically speaking she wondered how much interest a façade on the pump house would generate in terms of attracting business. She stated that she would love to see it look that way but \$250,000 does not seem a reasonable expense for the project.

Chairperson Steffen asked if the \$240,000 has been earmarked for the project or whether staff would lobby for that money.

Parks and Assistant Public Works Superintendent Riverblood replied that the funding for the pump house treatment would be from the water utility fund. He commented that those funds are available. He stated that while cheaper materials could be used, there should be an aspect of longevity in the lifespan of the materials because the pump house will remain in perpetuity. He commented that the City should reflect the same standards that developers are held to in this area as this is in the center of this district.

Deputy City Administrator Gladhill asked staff to share the feedback that was received from an adjacent development that chose to make an investment into this area.

Parks and Assistant Public Works Superintendent Riverblood commented that the developer of the Sapphire project was very displeased with the building in its raw unfinished state, especially in the timeline when the City was talking about the base requirements for the Sapphire building. He commented that the developer was investing over \$18,000,000 in his project and was displeased with the poor aesthetic of the adjacent City pump house.

Member Cords asked the annual income for the water utility fund.

Parks and Assistant Public Works Superintendent Riverblood estimated that the annual operating budget of the water utility is \$10,000,000. He commented that the funds are available, and this

project had been outstanding for over 15 years. He confirmed that the balance in the fund grows each year outside of the operation and maintenance expenses. He commented that the Council would consider the balance of that fund when making the decision as to whether to expend those funds.

Member Heineman asked if the water utility funds could be used for the water treatment plant.

Deputy City Administrator Gladhill stated that would be detail that staff at this meeting would be guessing at. He noted that staff can prepare information on how the funds come together and how those funds are intended to be used for future projects. He noted that the Finance Director could be brought in for that future discussion.

Member Heineman stated that he would caution that people think about where money is coming from and where it is going in terms of the water treatment plant compared to a façade.

Parks and Assistant Public Works Superintendent Riverblood replied that the rate study incorporates the proposed improvements that would be needed over time along with the anticipated needs along with operation and maintenance.

Chairperson Steffen asked if the pump house item would be the first priority.

Parks and Assistant Public Works Superintendent Riverblood commented that the sidewalk on Sapphire would be the first priority as that project is leasing and the pump house would be the second priority.

Chairperson Steffen recognized that funds were saved when the pump house was constructed and this would be the time to improve that element.

Parks and Assistant Public Works Superintendent Riverblood agreed that the vision for this area is now known and therefore the design should be solidified so that these elements can move forward.

Chairperson Steffen commented that the pump house is in the center of this area that is used for many different events. He was unsure that a solar canopy would be needed but noted that he would leave that to staff. He stated that if an eyesore of a pump house could be improved to the point where people want to congregate in that area, kudos to staff. He stated that he believes that something needs to be done out there. He stated that the plans are beautiful and whether that full scope is recognized, something needs to be done.

Member Howell stated that the plans are lovely. She stated that perhaps priorities of the City and residents should be kept in mind as residents are the customer of the City. She stated that there are large expenditures on the horizon and perhaps this is the wrong priority and timing. She hoped that this could be delayed as she did not believe it is smart to be doing this now.

Member Cords stated that he is also against this as it is excessive. He recognized that commitments need to be met but did not believe this the best way to spend money right now.

Member Heineman commented that the City is looking to create a magnificent water treatment plant and perhaps rather than adding the additional architectural design elements on that project (archway and glass) and use those funds to improve the COR in this manner.

Parks and Assistant Public Works Superintendent Riverblood confirmed that he has the input necessary in order to provide the consensus and input from the EDA when making the ultimate presentation to the Council.

#### **4.06: Receive 2020 Business Retention and Expansion Presentation**

Economic Development Manager Sullivan presented the staff report.

Chairperson Steffen asked and received confirmation that 30 of the visits would be businesses that received grants this past year and that staff has a list of an additional 20 businesses that would total 50 visits for the year. He agreed that it would make sense to ask a business whether they would prefer an in person or phone visit. He commented that he would be happy to attend if staff gets back to in person visits.

#### **4.07: City of Ramsey 2020 COVID-19 Business Assistance Program Summary**

Economic Development Manager Sullivan presented the staff report and provided a summary of the City of Ramsey 2020 COVID-19 Business Assistance Program.

Chairperson Steffen asked if the Ramsey funds have been depleted with the expectation that additional funds are not coming.

Economic Development Manager Sullivan confirmed that to be true, noting that any CARES Act funds had to be expended by November 2020.

### **5. MEMBER / STAFF UPDATE**

The EDA reviewed the Staff Update.

#### **5.01: Receive Update on Ramsey Gateway Project (US Highway 10/169 Plan)**

Deputy City Administrator Gladhill provided a brief update on the status of the preliminary engineering efforts by Anoka County on the Ramsey Gateway Project. It was noted that over half of the funding for this \$138,000,000 project has been secured and is now a reality for a 2023/2024 construction start date. An open house for the public will be held in February and that information will be shared with the EDA once available.

Member Cords asked when the Anoka project will begin.

Deputy City Administrator Gladhill noted that there is great information on the City of Anoka page noting that construction will occur during 2022 and 2023.

## 6. ADJOURNMENT

Motion by Member Cords, seconded by Member Burandt, to adjourn the meeting.

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

The regular meeting of the Economic Development Authority adjourned at 10:18 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:** 02/11/2021

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

**By:** Sean Sullivan, Community Development

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**Title:**

Consider Renewal of Anoka County Regional Economic Development Partnership (ACRED)

**Purpose/Background:**

The purpose of this case is to consider a continued financial partnership in ACRED. The EDA will receive an update by Jacquell Hajder, Anoka County Economic Development Specialist.

*Anoka County Regional Economic Development Partnership* - Anoka County along with its 21 communities, Connexus Energy and MetroNorth Chamber of Commerce have identified the need for a regional economic development focus. A research study was completed by a Consultant, Ady Advantage, in December 2017 (“the Study”) for a market research analysis and evaluation of business opportunities, targets, and strategies for economic development within Anoka County. After a year of research, Ady provided a 200+page report with many goals and action steps to help the region grow to its full economic potential. The County hired an Economic Development Specialist (Jacquell Hajder) to tackle these goals and help many of the municipalities with their economic development needs/strategies.

The City of Ramsey has entered into a Memorandum of Understanding (MOU) setting up a framework for participating entities, to further the goals of the economic development collaboration by: (a) outlining general objectives, (b) defining mutual responsibilities, and (c) setting goals, timelines, communication, and other details necessary to achieve the desired outcomes.

The cost of this partnership to the City is \$1,506.00 annually.

**Notification:**

N/A

**Observations/Alternatives:**

Jacquell Hajder, Anoka County Economic Development Specialist, will provide a brief presentation highlighting what ACRED worked on this past year and what is on the agenda moving forward.

The City of Ramsey has worked closely with ACRED to market City owned properties on MNCAR, to process CARES Acts grants for Ramsey businesses, identify and submit site selection for regional RFP's, provide business leads, and participation with in-person and web based marketing activities highlighting the City of Ramsey and Anoka County. Staff believes that the continued investment of \$1,506 is worthwhile and does not recommending opting out of the Voluntary Cost Share Agreement.

**Funding Source:**

Originally, the cost for cities in Anoka County was \$0.057 per person of population which amounted to \$1,506.00. However, this amount has not changed since its inception in 2018 and the cost for the upcoming year remains at \$1,506 annually. The City has historically used the EDA Budget for this expense.

**Recommendation:**

Staff recommends that the EDA recommend to the City Council participation in the Anoka County Economic Development Partnership and approval of the \$1,506 continued contribution to the partnership.

**Action:**

Motion that the EDA recommend to the City Council participation in the Anoka County Economic Development Partnership (ACRED) and approval of the \$1,506 continued contribution to the partnership.

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**Attachments**

2020 ACRED Summary

2021 ACRED Strategic Plan

2021 Proposed Budget

Voluntary Cost Share Agreement

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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: 02/04/2021

**Reviewed By**

Sean Sullivan

Tim Gladhill

Sean Sullivan

Tim Gladhill

**Date**

02/03/2021 02:18 PM

02/04/2021 02:52 PM

02/04/2021 04:24 PM

02/04/2021 04:25 PM

Started On: 02/02/2021 03:42 PM

## 2020 Highlights of ACRED Partnership

### Marketing Tools

- ACRED Website updates: COVID relief page, COVID relief matrix, new events page, and event resource pages and incentives page update
- Marketing video with Sky Eye Films – on the website main page and regional profile pages
- LinkedIn follows up 44% (102 to 147 followers)
- New Constant Contact database. Contact database grew by 43% - 190 new real estate contacts, 220 new business contacts, 80 other stakeholder contacts (DEED, other Economic Development organizations, etc.)
- MN Technology Corridor – New property study to further shovel readiness in the corridor and existing corridor partnerships (Excipio study) responded to four requests for proposals, engaged Greater MSP to further the corridor awareness and gather additional data about regional competitiveness, and hosted stakeholder meetings.



Untitled Email Created 2020/12/01, 3:59:07 PM	Sent	Email	• 211 Sends	• 43% Open Rate	• 10% Click Rate
business summit	Sent	Email	• 884 Sends	• 30% Open Rate	• 9% Click Rate
Untitled Email Created 2020/11/16, 1:17:18 PM	Sent	Email	• 887 Sends	• 34% Open Rate	• 8% Click Rate
Anoka County Relief Grants - Third Round	Sent	Email	• 439 Sends	• 35% Open Rate	• 32% Click Rate

### Events

- Sponsored & Attended MN Real Estate Journal Events
  - Virtual Economic Development Update (Apr 27)
  - Virtual Data Event (June 16)
  - Virtual North Metro Summit (September 2)
  - Hybrid Land Development Summit (Oct 13)
  - Hybrid Industrial Summit (Nov 13)
  - Virtual Redevelopment Summit (Dec 8)
- 3M/PGA Open Event (July 20<sup>th</sup>) – promoted the county opportunities for development with an email to what would have been potential attendees at the 3M/PGA Tent
- Business Summit (virtual) – November 17<sup>th</sup>  
Promoted resources for businesses to sustain, survive or grow as they head into 2021. PowerPoint, and event resources are uploaded on the ACRED website. (68 attendees)



- UpRiver Real Estate (virtual) December 16<sup>th</sup>  
Promoted energy incentives available for projects, recent success projects in the county and how city partnerships played a role, and the Tech Corridor – Excipio project study. The event recording, presenter documents, and event resources are uploaded on the ACRED website. (72 attendees)
- Additional Event Presentations on the ACRED Partnership included:  
MN Real Estate Exchangers event in February, Chamber presentations and updates, Anoka Technical College and Anoka Ramsey Community College Business Forums and Rotary presentations



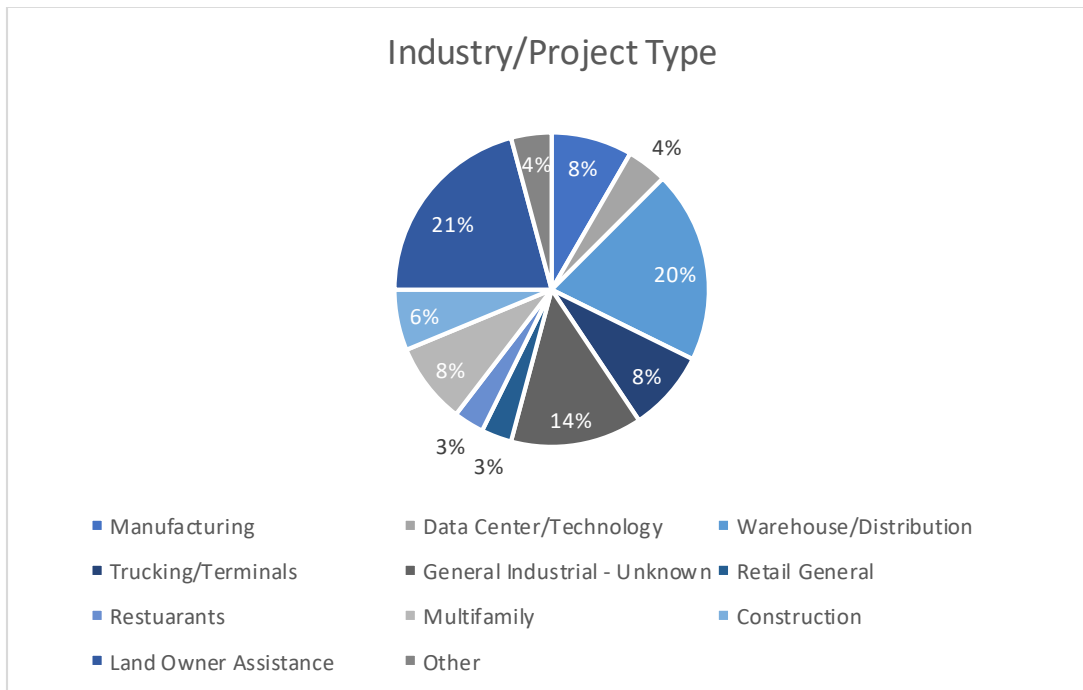
## ACRED Partnership Meetings

ACRED held meetings throughout the year with area stakeholder to discuss items such as the Cares Act, Right-of-way permits, and more. In addition to these meetings, there were three strategic city partner meetings to cover the following items:

- **County Department Workshop**
  - Navigating various departments at the county and opportunities for collaboration. Presentations from the following departments: Highway, Property Tax /Assessors office, Surveyors Office/GIS, Library, Finance, Parks, HRA/ Community & Government Relations, CareerForce, and Open to Business
- **Highway Department Workshop**
  - Opportunities for collaboration and partnership to improve roadways, and the appearance of the county’s corridors.
- **ACRED updates and 2020 Wrap Up**
  - 2020 Updates from DEED and Greater MSP, ACRED, Communities – related to the COVID-19 pandemic, Cares Act grants and projects.

## Projects

- March – June, projects were down 92%, in the height of the pandemic. However, Q3-Q4, projects were up from previous year significantly, resulting in an overall increase in projects from 2019 to 2020. Retail/Hotel projects were minimal, industrial related projects and land owner assistance increased over 50% from 2019.
- 96 total projects in 2020 (up 9 from last year)
  - Types of responses –
    - Responded to RFP with other stakeholders
    - Provided property information to real estate, business or development teams per requests
    - Connected business or real estate group searching for property with cities
    - Connected existing or prospecting business with workforce resources
    - Connected businesses with finance resources
    - Listed properties on the ACRED MNCAR page
    - Pulled together information about available properties for land owners such as maps, acreage, useable acreage, etc.





## Municipality Assistance

ACRED has brought resources to help municipalities (partners) with various needs in Economic Development. Examples of those projects can be seen below, plus a snapshot of feedback collected from the cities via survey monkey on the type of assistance received:

- COVID Relief Resources: sharing information on the latest federal, state or county resources available to communities on the website and in a handout. Right-of-way policy sharing, Cares act forum with County lobbyist, and responding to requests from community businesses about these resources.
- Cares Act Coordination – sharing grant guidelines and program materials to help community partners get their programs started, connections with grant administrators, and communication to business community about grant resources.
- City marketing assistance, including market data, branding or economic development strategies, video and photo footage
- Fiber Resources – providing contacts for fiber providers, assistance in finding gap financing for projects, and mapping out areas needed for service.
- Property Readiness assistance, including - marketing target properties, due diligence on a site, connections with stakeholders on a property such as brokers or developers, and coordination with property owners on the community's behalf to help market or attract investment to their property
- Business Expansions – connecting existing businesses to resources such as PACE financing, state incentives, construction/banking resources, etc. to assist in the project progression.
- Based on city survey feedback, this was the type of assistance provided directly to the cities
  - Assistance with creating an economic development plan
  - Assistance with marketing or advertising for business development
  - Making connections with site selectors, developers or businesses
  - Assistance with using state and local financing tools for business expansion efforts
  - Assistance with searching for sites & buildings
  - Assistance with business expansion, development or redevelopment opportunities
  - Assistance with Fiber improvements or provider contacts

## Workforce Development Partnerships

ACRED has formed a strong partnership with our CareerForce Center and area workforce initiatives including:

- The economic development specialist sits on the Workforce Board and ensures economic development strategies are aligned with workforce strategies
- Provide updates on new relief funding for area businesses
- Advocate for employer needs and explains industry changes throughout the pandemic
- Connects cities to area workforce resources for employers – especially pandemic related resources.

## Chamber Partnerships

ACRED worked with 8 area chambers in 2020 on the items listed below. The chambers that serve Anoka County include Anoka Area, East Bethel, Forest Lake Area, Ham Lake, MetroNorth, Quad Area and Twin Cities North Chamber of Commerce.

- Event partnerships – ACRED/COVID Relief Resources, updates via zoom, etc.
- Providing information to the business and nonprofit community about COVID relief assistance
- Connections between the business community and area chambers
- Data collection from

## Additional Partnerships

ACRED has worked with Open to Business on multiple projects providing the information listed below. The County's Open to Business Advisor shares quarterly updates on businesses that were assisted in the County. These lists can be requested for additional information beyond this report.

- Finding available properties for the business owner
- Connecting them with local city contacts
- Connecting them with state or local financing incentives for their projects
- Connecting them with COVID relief resources



## Anoka County Cares Act Relief Grants

In 2020, Anoka County issued Cares Act grants in addition to the assistance many municipalities provided their businesses and nonprofits. The number of grants received by businesses or nonprofits can be found in the chart below. A complete list of the names of the organizations and the amount they received was sent to the city, chamber and commissioners.

### County COVID Relief Grants by City

Andover	16
Anoka	54
Bethel	2
Blaine	52
Centerville	14
Circle Pines	1
Columbia Heights	16
Columbus	1
Coon Rapids	49
East Bethel	6
Fridley	28
Ham Lake	21
Hilltop	1
Lexington	5
Lino Lakes	18
Nowthen	5
Oak Grove	6
Ramsey	35
Saint Francis	6
Spring Lake Park	9

Anoka County will be issuing additional COVID relief grants from the latest state relief package that was passed. These grants will serve organizations that have been the most severely impacted by COVID, need additional assistance beyond Cares Act relief, or those that have not yet qualified for relief through the Cares Act program. After March 15, 2021, another list of organizations that received assistance will be shared with the ACRED stakeholders.

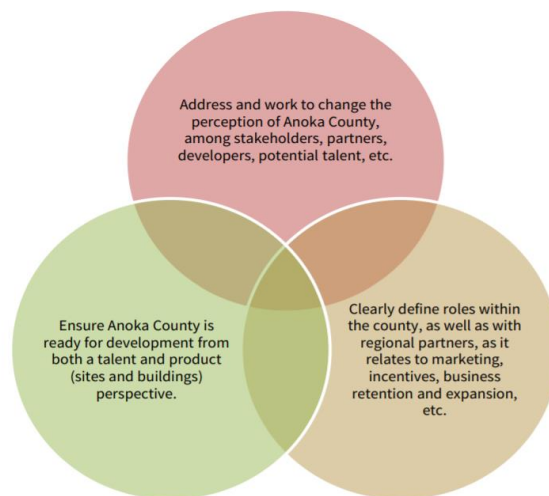
Thank you to all of the ACRED partners and area stakeholders for their work in 2020 to support the local economy and communities!

## Anoka County Regional Economic Development (ACRED) 2021 Strategic Plan

### Overview

The Anoka County Regional Economic Development partnership was formed in 2018 after the Anoka County/Connexus Energy/MetroNorth Chamber of Commerce economic development recruitment study was completed by Ady Advantage. This study has three overall goals identified for Anoka County that were development after a work session with stakeholders in 2017. These goals include:

1. Address and work to change the perception of Anoka County, among stakeholders, partners, developers, potential talent, etc.
2. Ensure Anoka County is ready for development from both a talent and product (sites and buildings) perspective.
3. Clearly define roles within the county, as well as with regional partners, as it relates to marketing, incentives, business retention and expansion, etc.



The following strategies were developed to help Anoka County meet its three goals, as outlined on the above. The strategies fall into the categories of alignment/regionalism, readiness and marketing. Tactics within each strategy can be found as attachments to this plan.

In 2020, the economy swiftly shifted towards an ongoing recession due to the 2020 COVID-19 pandemic. It is important our strategy in 2021 reflects the needs of our current economy while remaining in alignment with the County's long-term economic development vision. The following goals are a subset of the Anoka County Business Recruitment plan identified by the stakeholders in Anoka County as priorities for 2021.



## 2021 Goals

### Alignment and Regionalism

1. Improve communication to business leaders and area stakeholders in Anoka County.
2. Improve Business Retention and Expansion outreach and collaboration among county-wide stakeholders.
3. Develop a roadmap for the future of the ACRED partnership budget by the end of 2021

### Marketing

1. Continue the momentum of brand recognition with internal and external partners.
2. Assist stakeholders to promote local organizations and investment into our small business community.
3. Increase online marketing presence on platforms and connections.
4. Market the MN Technology Corridor and continue to promote opportunities for further partnerships.

### Readiness

1. Promote financial resources for existing small businesses and entrepreneurs for COVID-19 relief and refine incentives for expanding companies.
2. Assist communities in the MN Tech Corridor and throughout Anoka County that have sites ready for development to conduct shovel readiness checklists and/or certifications.
3. Continue partnerships with the Anoka County Workforce Board and CareerForce Center to ensure the county workforce is ready for the regrowth of the economy.
4. Assist in the infrastructure improvements needed to increase economic development competitiveness by providing resources, aiding in connections and advocacy.

## 2021 Goal Implementation & Action Plan

### Alignment and Regionalism

- **Goal 1: Improve communication to business leaders and area stakeholders in Anoka County**

#### Implementation:

- Continue to update Constant Contact database with business, real estate, community and other stakeholder contacts. Categorize contacts for strategic outreach. Report growth in this data base quarterly
  - Communicate through consistent quarterly Economic Development newsletters to broader audience. In addition, communicate to targeted audiences about events and new financial resources available to businesses.
- Keep the ACRED COVID Relief WebPage and Handout updated with the latest resources available to businesses and nonprofits affected by COVID; review weekly. Assist in the administration on local relief grants when or if funding is received. Offer assistance to communities with program promotion or guidelines.
- Continue to host ACRED Partnership meetings with a topic focus in the following categories: business retention, COVID-19 business resources, incentives for new projects, watershed district opportunities for partnership, and readiness.
- Connect with area chambers quarterly via meetings or one on one phone calls with Executive Directors or presidents at each chamber.
- Connect with banking, credit union, and CPA/accounting leaders when there are new resources to help area businesses through the pandemic. Include this audience in the ACRED quarterly newsletter. Ensure the quarterly newsletter offers information about regional incentives such as PACE financing or utility incentives.

- **Goal 2: Improve Business Retention and Expansion outreach and collaboration among county-wide stakeholders**

#### Implementation:

- Host a BRE Workshop in Q2 2021 with all chambers and cities present, Connexus, Xcel Energy and County leadership (Workforce, Open to Business). Discuss red flags, how to follow up on these.

- Develop continued relationships with real estate leaders and bankers to ensure they understand these “red flags” and know how to follow up on these leads. Track any project wins.
  - In addition, ensure they know what resources ACRED can provide to them when working on projects.
- Track number of visits in the county quarterly that are done
- Host at least 2 virtual “business summits” targeting minority and woman owned business leaders to help bridge communication to this business community that is less connected
- **Proactive Visits**
  - In Q1, gather list of fastest growing industries in the Metro in Anoka County. Reach out to stakeholders where employers are located to see if they need support in reaching out to these companies
  - Track industries at risk of job loss by utilizing Greater MSP’s recovery dashboard and “at risk matrix.” Share this list with stakeholders to help in their outreach strategies in Q1 and Q2.
- **Goal 3: Develop a roadmap for the future of the ACRED partnership budget by the end of 2021**

**Implementation:**

- Develop a sustainable budget for 2022 and future years that will help grow the activities of the partnership and develop a reserve to update the Adv Advantage Economic Development Roadmap in 5-10 years.
- Engage community stakeholders throughout this discussion starting in the end of Q3 or early Q4
- Utilize the latest census information to update the cost sharing model on more current population numbers

**Marketing**

- **Goal 1: Continue the momentum of brand recognition with internal and external partners.**

**Implementation:**

- Real Estate Community Brand Recognition
  - Continue partnerships with the real estate community by speaking at MN Real Estate Journal events, Site Selector events and the UpRiver Real Estate Event. At least 8 real estate events in total (4 MN Real Estate Journal, UpRiver event and 3 other real estate related events)

- Other stakeholders
  - Continue to speak/promote the region and provide resources for doing business in the county at events such as city, chamber, business association, or rotary meetings quarterly
  - Provide the target industry and the regional profile(s) to stakeholders to support marketing efforts, while elevating the communication of the county's economic development brand semi-annually, or with any new significant property listing where the broker or community asks for assistance in marketing the property.
- **Goal 2:** Assist stakeholders to promote local organizations and investment into our small business community.

**Implementation:**

- In Q1, work with the County Communications team to develop a catchy phrase, marketing and video for shopping locally and supporting small businesses in Anoka County.
- Provide all cities, downtown associations, shopping center owners, chambers and other stakeholders with this marketing material to add to their own efforts to support our small business community throughout the year.
- **Goal 3:** Increase online marketing presence of ACRED and connections.

**Implementation:**

- Use platforms including but not limited to the ACRED LinkedIn page, the [www.anokacountysuccess.org](http://www.anokacountysuccess.org) website and more. Post weekly on the ACRED page about projects, new financing available, events. Etc.
- Utilize the video that was created by SkyEye films to promote the county on LinkedIn quarterly and at events. Allow cities, chambers or other stakeholders to use this video to promote the region throughout the year.
- Invite stakeholders such as key business leaders, real estate professionals, and community partners to follow the ACRED LinkedIn page. Increase followers from 150 to 250 by 2022.
- Work with state partners such as Greater MSP, DEED and the MN Marketing Partnership to connect with out-state site selectors and ensure Anoka County is at the table when opportunities arise (number of meetings events will be dependent on partners).

- **Goal 4:** Market the MN Technology Corridor and continue to promote opportunities for further partnerships

**Implementation:**

- Continue to follow up on monthly website traffic reports for the tech corridor in partnership with Greater MSP and DEED. Follow ups made within 2-4 weeks of receiving each monthly report.
- Host quarterly stakeholder meetings to progress in the corridor initiative such as site readiness, infrastructure improvements, new partnerships and data discovery.
- Coordinate with stakeholders to respond to RFPs from Greater MSP, site selectors, brokers, etc. that the Tech Corridor would be a good fit for.
- Market the Data Center Study conducted with Excipio consulting to promote the cost advantages for data centers to locate within the corridor. Identify what deliverables from the study are transferable to other sites within the corridor and the County by the end of Q1.
- Use leads generated by the corridor as an opportunity to promote other sites within the County by responding to project requests with sites that meet their specs in the corridor and outside the corridor in the other areas of Anoka County.
- Continue the partnership with Greater MSP and DEED to promote and develop the MN Tech Corridor through the MN Marketing Partnership, and the Greater MSP partnership plan with the tech corridor.

## Readiness

- **Goal 1:** Promote financial resources for existing small businesses and entrepreneurs for COVID-19 relief and refine incentives for expanding companies.

**Implementation:**

- Add additional information to the COVID-19 matrix and COVID-19 resource list when new resources become available or old resources expire
- Host meetings with city, chamber or other stakeholders when new resources for businesses become available to share information and collaborate when possible.
- Create a one stop shop on the ACRED website for resources for new businesses in Anoka County. List state resources, open to business and more on the taxes and incentives page by Q2 2021
  - Host a workshop with stakeholders and the subcommittee to develop this resource list by Q2 2021.

- **Goal 2:** Assist communities in the MN Tech Corridor and throughout the county that have sites ready for development to conduct shovel readiness checklists and/or certifications.

**Implementation:**

- Review properties within the Anoka county that are off the market quarterly. Support the property stakeholders to help prepare more information or marketability of the sites by creating documents that outline the specifics of a site in order to make sharing information about off-market properties easier.
  - Coordinate with stakeholders to conduct shovel readiness certifications when requested, site list checklists or certified building programs to prepare these properties for RFP and increase their competitiveness
- **Goal 3:** Continue partnerships with the County Workforce Board and CareerForce Center to ensure the county workforce is ready for the regrowth of the economy.

**Implementation:**

- **Support Job Recovery in the County**
    - Partner with DEED and the Workforce Board to track data semi-annually. Understand where permanent job losses will end up in Anoka County after the economy fully reopens, what industries are seeing job growth and where the gaps in talent and skills are.
    - Promote and aid in partnerships that assist in the solutions to talent shortages and gaps by making connections with stakeholders working on similar initiative or connecting employers with talent initiatives at the Job Training Center, chambers or area colleges.
- **Goal 4:** Assist in the infrastructure improvements needed to increase economic development competitiveness by providing resources, aiding in connections and advocacy.

**Implementation:**

- **Internet/Fiber Improvements**
  - Continue to work with community partners to make improvements to the internet and fiber connectivity issues in the County. Ensure all underserved communities have an outline on how to aid in improvements by the end of 2021.
  - Be a resource to community partners to find solutions to internet issues by continuing involvement with MAPCED, the rural broadband initiative and the Blandin Foundation annually.



**ANOKA COUNTY**  
Regional Economic Development

Positioned for Success

- Provide advocacy for the benefits of upcoming highway projects such as at the Highway 10 and 65 improvements by sharing the project information with stakeholders such as real estate developers, brokers and prospecting businesses.

## 2021 Anoka County Regional Economic Development Budget Outline

<i>Fixed Cost</i>	<i>Budget</i>	<i>Change from 2020 budget</i>
<b>MNCAR Properties Listing</b> - Available site search engine on website, and access to pull property information for RFP's or pull data for businesses such as traffic counts, area demographics, etc. Ability for cities to list key development sites or buildings	\$8,200	Same
<b>Minnesota Marketing Partnership</b> - Anoka County will remain part of the metropolitan economic development leaders to influence Minnesota's economic development marketing strategy, increase Anoka County's visibility and brand, bridge Minnesota Marketing with County-wide marketing, and access to exclusive site selector events.	\$700	Fee has increased \$75
<b>Annual Cost to host website (iceberg)</b> - hosting and maintenance service for website	\$1,460	Increased \$260 to cover increased bandwidth with video and dashboard on the website
<b>Constant Contact</b> - contact management and email distribution system	\$840	New item, was included in Marketing dollars in 2020. Cost has not changed for this service from 2020.
<b>Total Fixed Cost</b>	<b><u>\$11,200</u></b>	
<b><i>Additional Budget Items</i></b>		
<b>Marketing Activities</b> - Industry events chosen by marketing subcommittee, marketing materials or banners, 3M/PGA open items, etc. Or additional event attendances/sponsorships	\$2,700	Increase from 2020 - allows for flexibility with marketing subcommittee and events especially with variations in in-person or online event costs
<b>MNCAR Booth, October</b> - Largest broker/development summit gathering of the year through MNCAR. Over 600 in attendance.	\$1,100	Same - event may look different in 2021, but planning for an in-person event option later in the year
<b>MN Real Estate Journal - Event sponsorship and panel presentations</b> - Connect with the regions brokers and developers at events that are often highly attended and informative. Cities can attend, or participate. Four events will be sponsored with a panel presence at each event	\$4,500	Same

**ACRED Events**

<b>Conduct Annual Business Summit</b>	\$1,000	
<b>Banking/Credit Union Event</b>	\$0	Decrease \$800 from 2020 budget - still host the event - online option or if in person, obtain sponsors to cover cost - work with Marketing Subcommittee to allocate funds if needed
<b>UpRiver Event</b>	\$1,500	Increase \$25 from 2020. Plan for in-person, but lower attendance
<b>MN Tech Corridor Stakeholder Event</b>	\$0	Not allocated in 2020 Budget. Online event planned. If in person attendance event is planned later 2021, funds could be used from marketing budget if approved by Subcommittee
<b>Total</b>	<b><u>\$22,000</u></b>	
<b>City Share</b>	\$20,000	
<b>Connexus Contribution</b>	\$2,000	

ACRED Reserves from 2019 & 2020 - do not allocate funds in budget                      \$1,157

VOLUNTARY COST SHARING AGREEMENT  
FOR ANOKA COUNTY ECONOMIC DEVELOPMENT

THIS AGREEMENT is made between the County of Anoka, a political subdivision of the State of Minnesota ("County"), and the undersigned participating municipality ("City"), a municipal corporation organized under the laws of the State of Minnesota.

WITNESSETH

WHEREAS, the County and the City, along with other community partners, entered into a Memorandum of Agreement ("MOU") on October 24, 2018, to set goals, create an action plan, and implement shared objectives in promoting economic development within Anoka County;

WHEREAS, the MOU addresses the need for cost sharing between the County and municipalities of Anoka County to support continued services for website services, social media support, marketing assistance, and future services related to the county-wide economic development initiative;

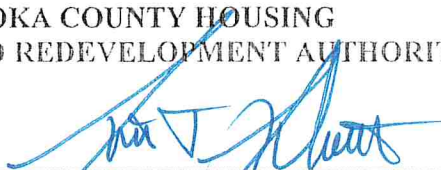
WHEREAS, an annual budget for the above activities was developed, including a formula for participating municipalities to provide proportional cost sharing based upon its population;

NOW, THEREFORE, the parties understand and mutually agree as follows:

1. The budget for services related to website services, social media, marketing, and other supportive activities required for economic development, is currently set at \$20,000.00 for calendar year 2019.
2. For 2019, the City agrees to contribute the sum of \$0.057 per individual resident within its city limits, as a voluntary contribution to the economic development costs described above.
3. The City shall provide such payment annually, by the end of the first quarter in each calendar year, beginning in 2019.
4. Each calendar year, the County will provide an annual budget and proposed formula for the City's use in calculating its contributions under this Agreement.
5. The City may opt out or cancel this Agreement by providing 30 days' written notice to the County Administrator: Jerry Soma, 2100 Third Avenue, Ste. 700, Anoka, MN 55303.
6. This agreement shall terminate concurrently with the MOU, unless a City chooses to opt out or cancel this agreement prior to its expiration, as provided above.

IN WITNESS WHEREOF, the parties of this Agreement have hereunto set their hands on the dates written below:

**ANOKA COUNTY HOUSING  
AND REDEVELOPMENT AUTHORITY:**

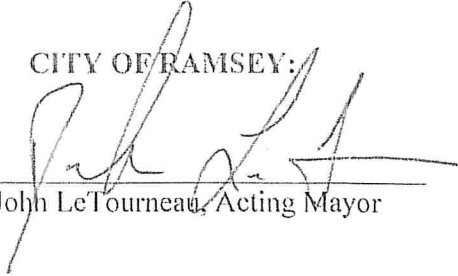
By:   
\_\_\_\_\_  
Scott Schulte, Board Chair  
ACHRA

Dated: 2-4-19

By:   
\_\_\_\_\_  
Karen Skepper, Executive Director  
ACHRA

Dated: 1-8-19

**CITY OF RAMSEY:**

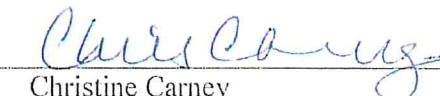
By:   
\_\_\_\_\_  
John LeTourneau, Acting Mayor

Dated: October 24, 2018

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

Dated: October 24, 2018

**APPROVED AS TO FORM**

By:   
\_\_\_\_\_  
Christine Carney  
Assistant County Attorney

By: \_\_\_\_\_

**Economic Development Authority (EDA)**

4. 2.

**Meeting Date:** 02/11/2021

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

**By:** Sean Sullivan, Community Development

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**Title:**

Consider CBRE Real Estate Listing Agreement for City Owned Land

**Purpose/Background:**

The purpose of this case is to consider extending the listing agreement with CBRE for some of the the City owned land held for resale. The City currently lists some of its own property utilizing Loopnet and MNCAR through the Anoka County access. City Staff has been satisfied with the work of Brian Pankratz with CBRE on the current listings. Covid-19 has slowed down many projects/retailers/restaurants the City is still receiving inquiries generated from listings from CBRE and the City listings. The speed in which site selection and acquisition progresses has slowed, but the City continues to respond to interest. The proposed listing agreement with CBRE would be from February 1, 2021 - January 31, 2022.

**Notification:**

Notification is not required.

**Observations/Alternatives:**

There are no proposed changes to properties listed or the terms or conditions of the CBRE Listing agreement aside from extending it to January 31, 2022.

Brian Pankratz will be in attendance to provide a market update and to highlight listing activity by CBRE.

Alternatives include, but are not limited to the following:

1. Recommend to City Council approval of Listing Agreement as presented. (Recommended)
2. Something else.

**Funding Source:**

There is no immediate or initial up front costs. CBRE is only paid at time of sale, and a commission is deducted from the gross sales price rather than an hourly rate.

**Recommendation:**

Staff recommends approval of the Listing Agreement with CBRE, from February 1, 2021 - January 31, 2022.

**Action:**

Motion to recommend to the City Council approval of the attached Listing Agreement with CBRE from February 1, 2021 - January 31, 2022.

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**Attachments**

[ACTION - CBRE Listing Agreement Extension](#)

[City Owned Parcel List Summary](#)

[Listing Map - Citywide](#)

Listing Map - COR Area

Property Listing Activity

Registration Letter

CBRE Sign locations

CBRE Listing Agreement (Reference)

MPLS Industrial Market Report

Minneapolis Office Market Report

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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: 02/04/2021

**Reviewed By**

Sean Sullivan  
Sean Sullivan  
Sean Sullivan  
Tim Gladhill

**Date**

02/03/2021 03:01 PM  
02/03/2021 03:02 PM  
02/03/2021 03:04 PM  
02/04/2021 01:47 PM  
Started On: 01/29/2021 04:00 PM



AMENDMENT TO LISTING AGREEMENT

CBRE, INC.
BROKERAGE AND MANAGEMENT
LICENSED REAL ESTATE BROKER

January 20, 2021

This is an Amendment to the Exclusive Sales Listing Agreement ("Listing") dated July 10, 2019 between City of Ramsey ("Owner") and CBRE, INC. ("Broker") for the real property described as Multiple Land Parcels, City of Ramsey, Minnesota.

- 1. Parcel 50a - 28-32-25-41-0020
2. Parcel 47c - 28-32-25-31-0023
3. Parcel 47e - 28-32-25-23-0018
4. Parcel 46 - 28-32-25-22-0058
5. Parcel 42a -7994 Sunwood Drive - 28-32-25-23-0012
6. Parcel 42b - 7990 Sunwood Drive - 28-32-25-23-0011
7. Parcel 42c - 7992 Sunwood Drive- 28-32-25-23-0013
8. Parcel 48a -28-32-25-24-0017
9. Parcel 48c - 28-32-25-31-0025

Owner and Broker hereby agree to amend the Listing as follows:

- 1. That the Listing Term be extended for another period commencing February 1, 2021 and ending midnight January 31, 2022.
2. All other terms and conditions remain the same.

As used herein the term "Owner" shall be deemed to include a tenant wishing to affect a sublease, lease assignment or lease cancellation.

Except as expressly set forth in this Amendment, the Listing shall remain in full force and effect.

BROKER:

OWNER:

CBRE, Inc.
Licensed Real Estate Broker

City of Ramsey

By: \_\_\_\_\_

By: \_\_\_\_\_

Jeffrey V. Giovanazzo

Title: \_\_\_\_\_

Managing Director

Title: \_\_\_\_\_

Address: 800 LaSalle Avenue

Address: \_\_\_\_\_

Suite 1900

\_\_\_\_\_

Minneapolis, MN 55402

\_\_\_\_\_

Telephone: (952) 924-4600

Telephone: ( ) \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

#333635

## Minnesota Sale/Lease Disclosures

**Property:** Multiple Land Parcels, City of Ramsey, Minnesota

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**Seller/Landlord Disclosure of Material Facts, Delivery of Reports, and Compliance with Laws.** Sellers/landlords are hereby requested to disclose directly to buyers/tenants all facts known to sellers/landlords that materially affect the value or desirability of the Property and are not readily observable nor known to the buyer/tenant, including, but not limited to, facts regarding hazardous materials, zoning, construction, design, engineering, soils, title, survey, fire/life safety, proneness to natural hazards such as earthquakes, and other matters, and to provide buyers/tenants with copies of all reports in the possession of or accessible to sellers/landlords regarding the Property. Sellers/landlords and buyers/tenants must comply with all applicable federal, state and local laws, regulations, codes, ordinances and orders, including, but not limited to, the 1964 Civil Rights Act and all amendments thereto, the Foreign Investment in Real Property Tax Act, the Comprehensive Environmental Response Compensation and Liability Act, and The Americans With Disabilities Act.

**Americans with Disabilities Act (ADA).** The Americans With Disabilities Act (42 United States Code §12101 et seq.) and other federal, state and local requirements may require changes to the Property. Have your experts investigate and evaluate these matters.

**Taxes.** Sales, leases and other real estate transactions can have federal, state and local tax consequences. In sales transactions, Internal Revenue Code §1445 requires buyers to withhold and pay to the IRS 15% of the gross sales price within 20 days of the date of a sale unless the buyers can establish that the sellers are not foreigners, generally by having the sellers sign a Non-Foreign Seller Affidavit. Depending on the structure of the transaction, the tax withholding liability can exceed the net cash proceeds to be paid to sellers at closing. Have your experts investigate and evaluate these matters.

**Flood Zones.** Many lenders require flood insurance for properties located in flood zones, and government authorities may regulate development and construction in flood zones. Whether or not located in a flood zone, properties can be subject to flooding and moisture problems, especially properties on a slope or in low-lying areas. Buyers/tenants should have their experts confirm whether the Property is in a flood zone and otherwise investigate and evaluate these matters.

**Fires.** Properties, whether or not located in a fire hazard zone, are subject to fire/life safety risks and may be subject to state and local fire/life safety-related requirements, including retrofit requirements. Have your experts investigate and evaluate these matters.

**Hazardous Materials and Underground Storage Tanks.** Due to prior or current uses of the Property or in the areas or the construction materials used, the Property may have hazardous or undesirable metals (including but not limited to lead-based paint), minerals (including but not limited to asbestos), chemicals, hydrocarbons, petroleum-related compounds, or biological or radioactive/emissive items (including but not limited to electrical and magnetic fields) in soils, water, building components, above or below-ground tanks/containers or elsewhere in areas that may or may not be accessible or noticeable. Such items may leak or otherwise be released. If the Property was built before 1978 and has a residential unit, sellers/landlords must disclose all reports, surveys and other information known to them regarding lead-based paint to buyers/tenants and allow for inspections (42 United States Code §4851 et seq.). Have your experts investigate and evaluate these matters.

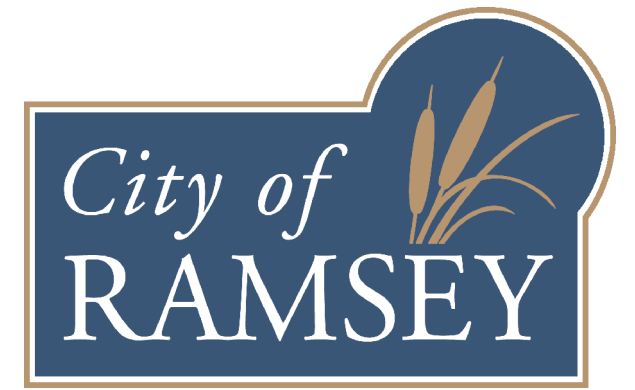
**Property Inspections and Evaluations.** Buyers/tenants should have the Property thoroughly inspected and all parties should have the transaction thoroughly evaluated by the experts of their choice. Ask your experts what investigations and evaluations may be appropriate as well as the risks of not performing any such investigations or evaluations. Information regarding the Property supplied by the real estate brokers has been received from third party sources and has not been independently verified by the brokers. Have your experts verify all information regarding the Property, including any linear or area measurements, the availability of all utilities, applicable zoning, and entitlements for the intended use. All work should be inspected and evaluated by your experts, as they deem appropriate. Any projections or estimates are for example only, are based on assumptions that may not occur, and do not represent the current or future performance of the property. Real estate brokers are not experts concerning, nor can they determine if any expert is qualified to provide advice on, legal, tax, design, ADA, engineering, construction, soils, title, survey, fire/life safety, insurance, hazardous materials, or other such matters. Such areas require special education and, generally, special licenses not possessed by real estate brokers. Consult with the experts of your choice regarding these matters.

**CONSULT YOUR ADVISORS** – This document has legal consequences. No representation or recommendation is made by Broker as to the legal or tax consequences of this Agreement or the transaction(s) which it contemplates. This form is not intended to substitute for any disclosures the law requires that the parties make to each other. These are questions for your attorney and financial advisors.

### Parcels Included in Map

Map ID	PID Numbers (s)		Listing
8	253225430043		City
11	113225430004		City
13b	203225310003		City
28	273225440003		City
37a	273225330006		City
37b	273225330009	273225330017	City
40	343225130005		City
42a	283225230012		CBRE
42b	283225230011		CBRE
42c	283225230013		CBRE
46	283225220058		CBRE
47c	283225310023		CBRE
47e	283225230018		CBRE
48a	283225240017		CBRE
48c	283225310025		CBRE
50a	283225410020		CBRE
52b	283225130092		City
52c	283225130034	283225240005	City
55	273225340009		City

Active Listing?
Yes
Yes
Yes
Yes
No
No
Yes
Under Contract
Under Contract
Under Contract
Yes
Yes
Under Contract
Yes
Yes
Yes
Yes
Maybe / Former AEON P 2
No
Yes

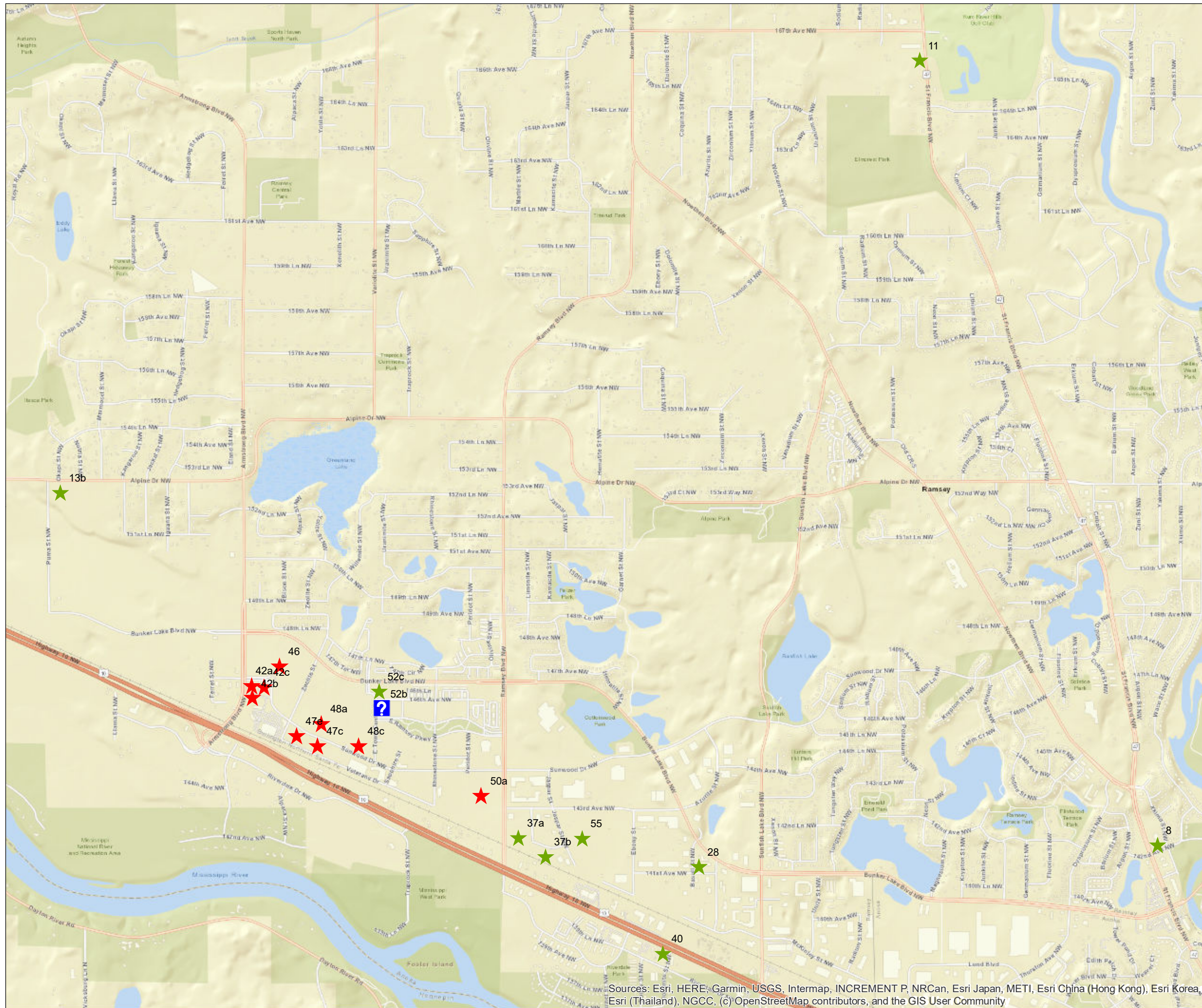


## City Listings

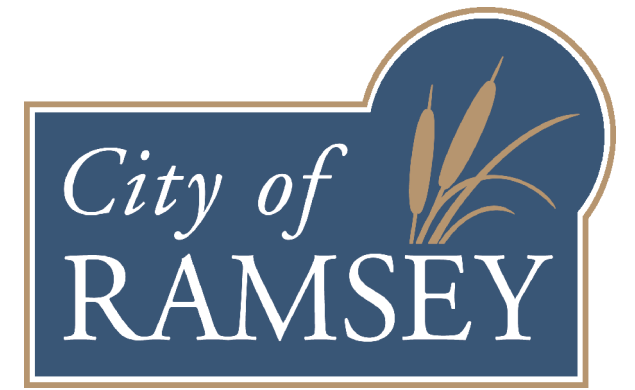
### Listings

#### Listing type

- ★ CBRE
- ★ City
- ❓ PENDING



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

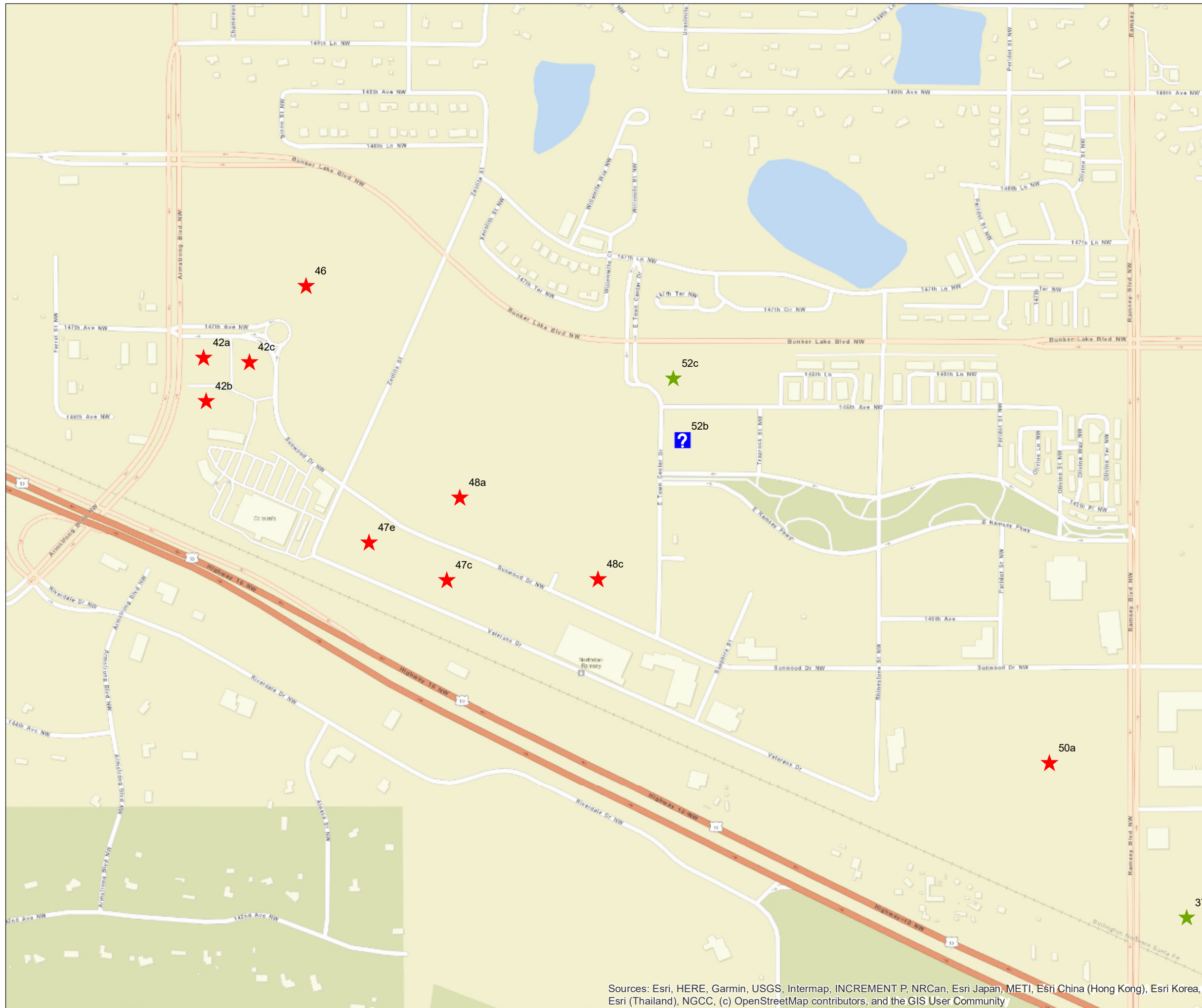


## City Listings COR Area

### Listings

#### Listings type

- ★ CBRE
- ★ City
- ❓ PENDING



## January 2021 City of Ramsey Land Review

### City of Ramsey-CBRE Closed Deals

1. Municipal Center NIK
2. Aeon
3. Centra Homes
4. Common Bond
5. Inland Development/Affinity
6. PSD, LLC
7. Coastal Living
8. Stone Brook Academy Childcare (Now New Horizon's)
9. Purmort Homes
10. Muni Center-Meadow Creek
11. Capstone (Puma Street)

### City of Ramsey-CBRE Under Contract/PA Status

1. Rob Hardy-PA
2. GiGi's Salon
3. Java Properties
4. Storyteller Cafe

### Prospects (sample list)

Prospect	Active or Met with City	Inactive met with City	CBRE Reach Out-No Response	CBRE Reach Out-Not Interested
Dunkin	X-Reviewing demo's, traffic counts, likes growth story			
Heartland Dental Group	x-Looking for expansion site. Want to be near grocery			
Casey's	X			
Kwik Trip	X			
Aldi	X			
Hy-Vee	X looking for Fast & Fresh Concept locations	x		

Starbucks	x-Looking for sites. Provided locations in COR			
Jimmy Johns			x	
NAPA			x	
Cub Foods				x-supplier to Coborns
Ryan Companies		X-potential for medical use		
Opus Companies		X		
IDP	X			
Pulte Homes		X		
Hampton Companies		x-under construction on southside of Hwy 10		
PSD	X	x-under construction/completed industrial, apartment and retail in Ramsey		
Paxmar	X			
Dollar Tree	X	x		
Fourteen Foods-DQ franchisee				X
Lennar	X			
DR Horton	X			
David Weekley Homes				X
M & I Homes	X			
Dominium		X-Want to build senior affordable		
Kindercare	X-new sites on hold due to COVD			
New Horizon				X
YMCA		X		
Speedway	X			
Holiday	X			
Abra/Caliber	X			
Oppidan	X			

United Properties for senior housing				X
Lifetime Fitness				X
Scannell Development				X
Ebbert Companies				X
Summit Development-senior housing				X
Charter School Fund		X		
Continental Properties	X-interested in non COR site for apartment development			
Excelsior Group				X
Mister Car Wash	X			
LGI Homes				X
Mills Fleet Farm				X
Wal-Mart				X
Metro Self Storage	X			
Platinum Development		X		
Willie McCoy's	X			
Culver's				X-Franchisee led
Noodles				X
Chipolte				X
Smashburger				X
Raising Canes				X
Chick Fil A				X
All American Car Wash				X
Panera Bread				X
Taco Bell				x

Monthly Blast of properties to 3000 prospects including brokers, builders, contractors, developers, investors, etc. Properties are posted on MnCAR/Catalyst, Loopnet, Costar, CBRE.com.



Brian Pankratz  
Vice President

4400 West 78<sup>th</sup> Street  
Suite 200  
Bloomington, MN 55435

CBRE, Inc.  
Land Services Group

952 924 4665 Tel  
952 831 8023 Fax  
612 296 6178 Cell

January 31, 2021

Brian.pankratz@cbre.com

City of Ramsey  
c/o Sean Sullivan  
7550 Sunwood Drive NW  
Ramsey, MN 55303

**RE: REGISTRATION LETTER FOR EXPIRED LISTING  
- CITY OF RAMSEY, MN**

Dear Sean:

Thank you very much for the continued opportunity to work with you over the term of our Listing Agreement and we wish to continue working with you towards a successful sale. Below you will find our list of registered clients per the Section 10 of the Listing Agreement should you decide to not extend the current Listing Agreement.

Please let me know if you have any questions or comments. We appreciate the opportunity and hope to continue to market the property and secure a viable buyer on your behalf.

List of Registered Clients including any associated affiliates:

1. M/I Homes
2. Centra Homes
3. Pulte Homes
4. DR Horton
5. Lennar Homes
6. Excelsior Group
7. Capstone Homes
8. Purmort Homes
9. Hy-Vee
10. Fourteen Foods
11. Oppidan Development
12. Inland Development
13. PSD Development
14. Paxmar Development
15. Kwik Trip
16. Ryan Companies
17. Opus Development
18. Platinum Development
19. Sharp Associates

20. Coastal Living-Bill Gleason
21. AEON
22. CommonBond
23. Dominion
24. GS Land
25. Kraus Anderson
26. Shingobee Builders
27. Aldi
28. Border Foods/Taco Bell
29. YMCA
30. Lifetime Fitness
31. Flagship Fitness-Fitness User
32. Overland Development
33. Casey's C-Store
34. Duffy Development
35. My Place Hotels
36. David Weekley Homes
37. New Horizon
38. KinderCare
39. Cobblestone Hotels
40. Christian Brothers Automotive
41. ABRA/Caliber Collision
42. Heartland Dental-JLL Ted Gonsior
43. Dunkin Donuts
44. Dollar General
45. Cobblestone Hotels
46. Red Savoy Pizza-Sam Eicher CRE
47. Forestar Development
48. Bethesada Lutheran Communities
49. Holiday/Circle K

Existing Purchase Agreement's

1. RGH Ramsey LLC/Rob Hardy
2. Gigi's Salon
3. Java Properties-O'Reillys
4. Storyteller Cafe

If you would like to further discuss, please call me at 952-924-4665.

Sincerely,



Brian Pankratz

# CITY OF RAMSEY PROPERTY SIGNS





1900 LaSalle Plaza  
800 LaSalle Avenue  
Minneapolis, MN 55402  
+1 952 924 4600

July 10, 2019

**BY ELECTRONIC MAIL**

City of Ramsey  
7550 Sunwood Drive NW  
Ramsey, MN 55303

Attention: Sean Sullivan and Kurt Ulrich

**Re: *Exclusive Sales Listing Agreement  
Multiple Land Parcels, City of Ramsey, Minnesota ("Property")  
Vacant Land Exhibit B***

Dear Sean and Kurt,

Thank you for selecting CBRE, Inc. ("CBRE") to represent you. The terms of our engagement are contained in this agreement ("Agreement").

1. This Agreement shall terminate six months from August 1, 2019 ("Term").
2. During the Term, you appoint us your exclusive agent with the right to list and market the Property for sale and to negotiate agreements for the sale of the Property (which includes portions thereof). If, during the Term, the Property is removed from the market because escrow is opened or an offer to purchase the Property is accepted, and if the sale is not consummated for any reason, then the Term will be extended by the longer of the number of days that (i) escrow was open or (ii) the Property was removed from the market, but in no event more than 180 calendar days in the aggregate.
3. We will commit the appropriate number of qualified and licensed professionals to this engagement. Your "Listing Team" is comprised of Brian Pankratz. We will have the right to change members of the Listing Team as necessary and appropriate. The Listing Team shall owe you duties of trust, confidence and loyalty.
4. We will offer the Property at an initial listing price that is per separate agreement and Acceptable to Owner, although the Property may be sold upon such other terms as you may agree. However, it is your right to: (a) approve, modify, reject or disapprove any and all proposals and offers as well as any prospective purchasers for the Property and (b) adjust the terms and conditions of any offer made, including but not limited to, adjusting the Property's listing price.
5. We will work with you to create and implement a sales strategy for the Property, including preparation of appropriate and customary marketing materials (such as an offering brochure). In developing the strategy, we will rely on (without requirement to verify) any information provided to us by you, your agents, affiliates and/or any of the Property's managers. However, we will not issue any written marketing materials without your prior written approval. Further, you authorize us to place one or more signs on the Property as we deem appropriate.
6. The success of this engagement relies, in part, on cooperation and communication between City of Ramsey and CBRE Listing Team. Therefore, you agree to: (i) provide us with all available information to assist us in marketing the Property; (ii) make CBRE Listing Team aware of all inquiries regarding CBRE listed properties; and (iii) work with CBRE Listing Team to conduct

negotiations with prospective purchasers as needed. If a prospective buyer is a City generated lead that has not had prior discussions with CBRE Listing Team, and CBRE services are not required, CBRE commissions will be reduced from 5% to 3%..

7. You represent that you either are the fee owner of or otherwise have control over the Property. You further represent that you have full authority to enter into this Agreement without violating anyone else's rights, or any other agreements or contractual obligations.
8. We will present all offers to you and assist you in developing and negotiating counteroffers until a PSA is signed and all contingencies are satisfied or waived. You agree that you and/or your legal counsel are solely responsible for determining the legal sufficiency of the documents related to this engagement and the tax consequences of any transaction. You are also responsible for evaluating any offers and determining with whom you will negotiate or enter into a transaction. While we may assist you in gathering reasonably available information, we cannot represent or warrant the creditworthiness of any prospect and/or their ability to satisfy their obligations under a purchase agreement. All final business and legal decisions shall be made solely by you. Notwithstanding any designation of us as "agent" in this Agreement, we will have no right, power, or authority to enter into any agreement with any prospective purchaser, real estate broker, or any other person in the name of, on behalf of, or otherwise binding upon you.
9. **NOTICE: THE COMPENSATION FOR THE SALE, LEASE, RENTAL, OR MANAGEMENT OF REAL PROPERTY SHALL BE DETERMINED BETWEEN EACH INDIVIDUAL BROKER AND THE BROKER'S CLIENT.**
10. We will earn (and you agree to pay) a commission in accordance with this Agreement and the attached Commission Schedule (Exhibit "A") if either of the following occur:
  - (a) during the Term, you sell the Property to a purchaser, whether procured by us, you or anyone else; or
  - (b) within one hundred eighty (180) days after the expiration of the Term or after the Agreement otherwise terminates (the "Override Period"), the Property is sold to, or negotiations continue, resume or commence and thereafter continue leading to a sale of the Property to any person or entity (including his/her/its successors, assigns or affiliates) with whom, during the Term, CBRE either negotiated (either directly or through another broker or agent) or to whom the Property was submitted during the Term ("Existing Prospect"). You agree that CBRE is authorized to continue negotiations with Existing Prospects. We will submit to you a list of such Existing Prospects in a "Protective List" within seventy-two (72) hours following the expiration or termination of the Term as required by M.S.A. §82.66(1); provided, however, that if a written offer has been submitted prior to said expiration or termination date, then it shall not be necessary to include the offeror's name on the list. The protective list may include only persons who have, during the Term, either made an affirmative showing of interest in the property by responding to an advertisement, or by contacting the Broker or having been physically shown the property by the Broker.

**NOTICE: IF YOU RELIST WITH ANOTHER BROKER WITHIN THE OVERRIDE PERIOD AND THEN SELL YOUR PROPERTY TO ANYONE WHOSE NAME APPEARS ON THIS LIST, YOU COULD BE LIABLE FOR FULL COMMISSIONS TO BOTH BROKERS. IF THIS NOTICE IS NOT FULLY UNDERSTOOD, SEEK COMPETENT ADVICE.**

11. You agree that we are authorized to cooperate with and, if appropriate, share our commission with "Cooperating Brokers" (such as a broker representing a purchaser). We will be responsible for paying the fee or commission due to the Cooperating Broker (if any) provided the Cooperating Broker: (i) represents the prospective purchaser pursuant to a written agreement, a copy of which is furnished to us prior to the execution of the transaction; (ii) is properly licensed; and (iii) executes and delivers to us an acceptable cooperating brokerage agreement. Market conditions may exist whereby the Cooperating Broker receives an above-standard fee and/or broker bonus. If so, our commission shall be increased by (and you agree to pay) an amount such that we receive no less than 50% of the total fee in accordance with the Commission Schedule.

12. If you lease the Property to anyone during the Term or Post-Term, you agree to pay CBRE a lease commission in accordance with Exhibit A.
13. The Listing Team are your designated agents to the exclusion of all of CBRE's other licensees. All other CBRE licensees shall be referred to as "Non-Listing Team Agents" and shall be considered Cooperating Brokers. You acknowledge that we are an international brokerage firm and that we may represent prospective purchasers. You consent to the representation of such prospective purchasers by Non-Listing Team Agents and consent to any dual agency created by such representation. You acknowledge that Non-Listing Team Agents owe duties of trust, confidence and loyalty exclusively to their clients. The Listing Team and Non-Listing Team Agents shall not disclose the confidential information of one principal to the other.
14. Questions regarding environmental and zoning issues may arise during the course of our representation. CBRE is not obligated to perform, and has not made any investigation of the physical conditions or zoning issues relating to the Property. You agree to disclose to us and allow us to disclose to prospective purchasers everything you know (after reasonable inquiry by you) regarding present and future property issues including, but not limited to, structural, mechanical, hazardous materials, zoning and environmental matters affecting the Property and/or the Property's condition.
15. If the Property becomes the subject of foreclosure proceedings before the expiration of the Term, then in our sole and absolute discretion we may: (a) suspend this Agreement until we may elect to reinstate it or (b) terminate this Agreement and enter into a listing agreement with any receiver, party initiating foreclosure, party purchasing the Property at a foreclosure sale, or any other third party.
16. While we are confident that our relationship will be mutually satisfactory, if there is a dispute between us, then we agree to resolve it subject to the following:
  - (a) if either party institutes a legal proceeding against the other party relating to this Agreement, the prevailing party shall recover from the non-prevailing party all of its (i) reasonable attorneys' fees and costs, (ii) expert-related fees and costs and (iii) other related expenses. All past due amounts shall bear interest at twelve percent (12%) per annum or the maximum rate permitted in the state in which the Property is located. No party will be entitled to punitive, special and/or consequential damages, and we each waive all rights to and claims for relief other than for compensatory damages; and
  - (b) **WHERE PERMITTED BY LAW, WE EACH KNOWINGLY AGREE TO WAIVE ANY AND ALL RIGHTS TO HAVE A DISPUTE ON ANY MATTER RELATING TO, OR ARISING FROM THIS AGREEMENT DETERMINED BY A JURY.**
17. You and CBRE agree to comply with all applicable laws, regulations, codes, ordinances and administrative orders. Further, we both acknowledge that: (a) it is illegal to refuse to display or lease or sell to or from any person because of one's membership in a protected class, e.g.: race, color, religion, national origin, sex, ancestry, age, marital status, physical or mental handicap, familial status or any other class protected by applicable law and (b) the Property will be offered in compliance with all applicable anti-discrimination laws.
18. This Agreement is our entire agreement and supersedes all prior understandings between us regarding this engagement and is governed by the laws of the state where the Property is located, without regard to its conflict of laws principles. This Agreement will be binding and inure to the benefit of our lawful representatives, heirs, successors, designees and assignees. It may not be altered or terminated except in a writing signed by both you and CBRE. Neither party's failure to exercise any of its rights under this Agreement will relieve the other party of its obligations hereunder. Nothing herein is or may be deemed a waiver or full statement of any of our rights or remedies, whether at law or in equity, all of which are expressly reserved. If any provision of this Agreement is unenforceable or void under applicable law, the remaining provisions will continue to be binding. This Agreement and the rights, interests or obligations created hereunder will not be assigned by either of the parties without the prior written consent of the other party. We each agree that we have both participated in the negotiation and drafting of this Agreement. You acknowledge that the person signing this Agreement on your behalf has your full authority to execute it. This

Agreement will be binding whether signatures are exchanged electronically or by hand, by mail, by fax, by electronic transfer or image, by photocopy or in counterparts.

19. Either party can cancel the Listing Agreement after 6 months with 30 day written notice.

Thank you again for this opportunity. We look forward to working with you.

Very truly yours,

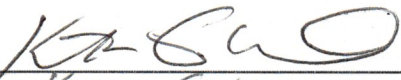
**CBRE, Inc.**  
**Licensed Real Estate Broker**

By:   
Name: Jeff Jiovanazzo  
Title: Managing Director

Date: July 18, 2019

**AGREED:**

City of Ramsey

By:   
Name: Kurtis G. URICK  
Title: CITY Administrator  
Date: 7-29-19

## EXHIBIT A – Commission Schedule

- A. *Sale.* As to sales of real property, CBRE's commission shall be five percent (5%) of the gross sales price. If a cooperating broker or salesperson procures the sale, the commission will be seven percent (7%) of the gross sales price. Gross sales price shall include any and all consideration received or receivable, in whatever form, including but not limited to assumption or release of existing liabilities. In the event this sale is in connection with a "build to suit" transaction, the commission shall be calculated on the gross sales price plus the gross construction cost of the building to be constructed on the Property. The commission shall be earned and paid on the date title to the Property is transferred to the purchaser; provided, however, that if the transaction involves an installment contract, then payment shall be made upon execution of such contract. In the event you contribute or convey the Property or any interest therein to a corporation, joint venture, partnership, or other business entity, the commission shall be calculated on the fair market value of the Property or the portion thereof that is so transferred, and shall be earned and paid at the time of the contribution or transfer. If you are a partnership, corporation, or other business entity, and an interest in the partnership, corporation or other business entity is transferred, whether by merger, outright purchase or otherwise, in lieu of a sale of the Property, and applicable law does not prohibit the payment of a commission in connection with such sale or transfer, the commission shall be calculated on the fair market value of the Property, rather than the gross sales price, multiplied by the percentage of interest so transferred, and shall be paid at the time of the transfer.
1. *Definitions.* Under this Agreement the terms "sell," "sale" or "sold" shall mean: (a) an exchange of the Property; (b) the granting of an option to purchase the Property; or (c) any other transfer, conveyance or contribution of a controlling interest in the Property or in the entity which owns the Property, including, but not limited to, situations where you are a corporation, partnership or other business entity and a controlling interest in such corporation, partnership or other business entity is transferred, whether by merger, outright purchase or otherwise, in lieu of a sale of the Property.
  2. *Option to Purchase.* If you grant an option to purchase the Property, you agree to pay us a commission in accordance with this Commission Schedule, on the price paid for the option and for any extensions when you receive payment for any such option and/or extensions. If the option is exercised, whether during the Term or after, we will earn a further commission in accordance with this Agreement. Notwithstanding the foregoing, to the extent that all or part of the price paid for the option or any extension thereof is applied to the sales price of the Property, then any commission previously paid by you to us on account of the option payments will be credited against the commission payable to us on account of the exercise of the option.
  3. Broker (CBRE) shall receive a minimum fee based on a sales price of \$1.50 per gross SF for the sale of any industrial or office land and a minimum fee of \$5,000.00 for the sale of any residential parcel of land \$5,000.00 for the sale of any residential parcel of land greater than \$45,000; and, a minimum fee of \$3,500.00 for the sale of any residential parcel of land less than or equal to \$45,000.
  4. If a potential prospect/buyer is generated by the City of Ramsey with no prior contact or discussions with/from CBRE than the commission will be reduced to 3% of the gross sales price to calculate commissions. If potential buyer generated by City of Ramsey has a cooperative broker the CBRE Listing Team commission will be equal to the cooperative broker and in no event will be no higher than 3.5%.

**EXHIBIT B – Subject Parcels**

1. Parcel 50a - 28-32-25-41-0020
2. Parcel 52b - AEON 2 Parcel-28-32-25-13-0092
3. Parcel 47c - 28-32-25-31-0023
4. Parcel 47e - 28-32-25-23-0018
5. Parcel 46 - 28-32-25-22-0058
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8. Parcel 42c - 7992 Sunwood Drive- 28-32-25-23-0013
9. Parcel 48a -28-32-25-24-0017
10. Parcel 48c - 28-32-25-31-0025

## Owner Marketing Approval

Property Name:	City of Ramsey Land Parcels
Property Address:	Ramsey, MN
Broker(s):	Brian Pankratz

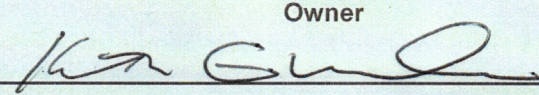
I hereby authorize CBRE to actively market the above-referenced property for signage, spec sheets, brochures, postcards, company web page, campaign logic, MNCAR, Co-Star & Loopnet:

TOTAL BUILDING SQUARE FOOTAGE:	
AVAILABLE SQUARE FOOTAGE:	
OFFICE SQUARE FOOTAGE:	
WAREHOUSE SQUARE FOOTAGE:	
LOT AREA:	66.27
CLEAR HEIGHT:	
LOADING:	
CONSTRUCTION:	
YEAR BUILT:	
SPRINKLERED:	
POWER:	
COLUMN SPACING:	
PARKING:	
LEASE RATES/SALE PRICE:	
EST. 2019 REAL ESTATE TAXES:	
EST. 2019 CAM:	
EST. 2019 TOTAL:	
COMMENTS:	

APPROVED this 29<sup>th</sup> day of July, 2019

City of Ramsey

Owner

By: 

Title: City Administrator

© 2018 CBRE, Inc. The information about this property has been obtained from sources believed reliable. While we do not doubt its accuracy, we have not verified it and make no guarantee, warranty or representation about it. It is your responsibility to independently confirm its accuracy and completeness. Any projections, opinions, assumptions or estimates used are for example only and do not represent the current or future performance of the property. The value of this transaction to you depends on tax and other factors which should be evaluated by your tax, financial and legal advisors. You and your advisors should conduct a careful, independent investigation of the property to determine to your satisfaction the suitability of the property for your needs.

## Minnesota Sale/Lease Disclosures

**Property:** City of Ramsey Land

---

**Seller/Landlord Disclosure of Material Facts, Delivery of Reports, and Compliance with Laws.** Sellers/landlords are hereby requested to disclose directly to buyers/tenants all facts known to sellers/landlords that materially affect the value or desirability of the Property and are not readily observable nor known to the buyer/tenant, including, but not limited to, facts regarding hazardous materials, zoning, construction, design, engineering, soils, title, survey, fire/life safety, proneness to natural hazards such as earthquakes, and other matters, and to provide buyers/tenants with copies of all reports in the possession of or accessible to sellers/landlords regarding the Property. Sellers/landlords and buyers/tenants must comply with all applicable federal, state and local laws, regulations, codes, ordinances and orders, including, but not limited to, the 1964 Civil Rights Act and all amendments thereto, the Foreign Investment in Real Property Tax Act, the Comprehensive Environmental Response Compensation and Liability Act, and The Americans With Disabilities Act.

**Americans with Disabilities Act (ADA).** The Americans With Disabilities Act (42 United States Code §12101 et seq.) and other federal, state and local requirements may require changes to the Property. Have your experts investigate and evaluate these matters.

**Taxes.** Sales, leases and other real estate transactions can have federal, state and local tax consequences. In sales transactions, Internal Revenue Code §1445 requires buyers to withhold and pay to the IRS 15% of the gross sales price within 20 days of the date of a sale unless the buyers can establish that the sellers are not foreigners, generally by having the sellers sign a Non-Foreign Seller Affidavit. Depending on the structure of the transaction, the tax withholding liability can exceed the net cash proceeds to be paid to sellers at closing. Have your experts investigate and evaluate these matters.

**Flood Zones.** Many lenders require flood insurance for properties located in flood zones, and government authorities may regulate development and construction in flood zones. Whether or not located in a flood zone, properties can be subject to flooding and moisture problems, especially properties on a slope or in low-lying areas. Buyers/tenants should have their experts confirm whether the Property is in a flood zone and otherwise investigate and evaluate these matters.

**Fires.** Properties, whether or not located in a fire hazard zone, are subject to fire/life safety risks and may be subject to state and local fire/life safety-related requirements, including retrofit requirements. Have your experts investigate and evaluate these matters.

**Hazardous Materials and Underground Storage Tanks.** Due to prior or current uses of the Property or in the areas or the construction materials used, the Property may have hazardous or undesirable metals (including but not limited to lead-based paint), minerals (including but not limited to asbestos), chemicals, hydrocarbons, petroleum-related compounds, or biological or radioactive/emissive items (including but not limited to electrical and magnetic fields) in soils, water, building components, above or below-ground tanks/containers or elsewhere in areas that may or may not be accessible or noticeable. Such items may leak or otherwise be released. If the Property was built before 1978 and has a residential unit, sellers/landlords must disclose all reports, surveys and other information known to them regarding lead-based paint to buyers/tenants and allow for inspections (42 United States Code §4851 et seq.). Have your experts investigate and evaluate these matters.

**Property Inspections and Evaluations.** Buyers/tenants should have the Property thoroughly inspected and all parties should have the transaction thoroughly evaluated by the experts of their choice. Ask your experts what investigations and evaluations may be appropriate as well as the risks of not performing any such investigations or evaluations. Information regarding the Property supplied by the real estate brokers has been received from third party sources and has not been independently verified by the brokers. Have your experts verify all information regarding the Property, including any linear or area measurements, the availability of all utilities, applicable zoning, and entitlements for the intended use. All work should be inspected and evaluated by your experts, as they deem appropriate. Any projections or estimates are for example only, are based on assumptions that may not occur, and do not represent the current or future performance of the property. Real estate brokers are not experts concerning, nor can they determine if any expert is qualified to provide advice on, legal, tax, design, ADA, engineering, construction, soils, title, survey, fire/life safety, insurance, hazardous materials, or other such matters. Such areas require special education and, generally, special licenses not possessed by real estate brokers. Consult with the experts of your choice regarding these matters.

**CONSULT YOUR ADVISORS** – This document has legal consequences. No representation or recommendation is made by Broker as to the legal or tax consequences of this Agreement or the transaction(s) which it contemplates. This form is not intended to substitute for any disclosures the law requires that the parties make to each other. These are questions for your attorney and financial advisors.

# Minneapolis/St. Paul, Q4 2020

## Industrial Market Shifting to Overdrive

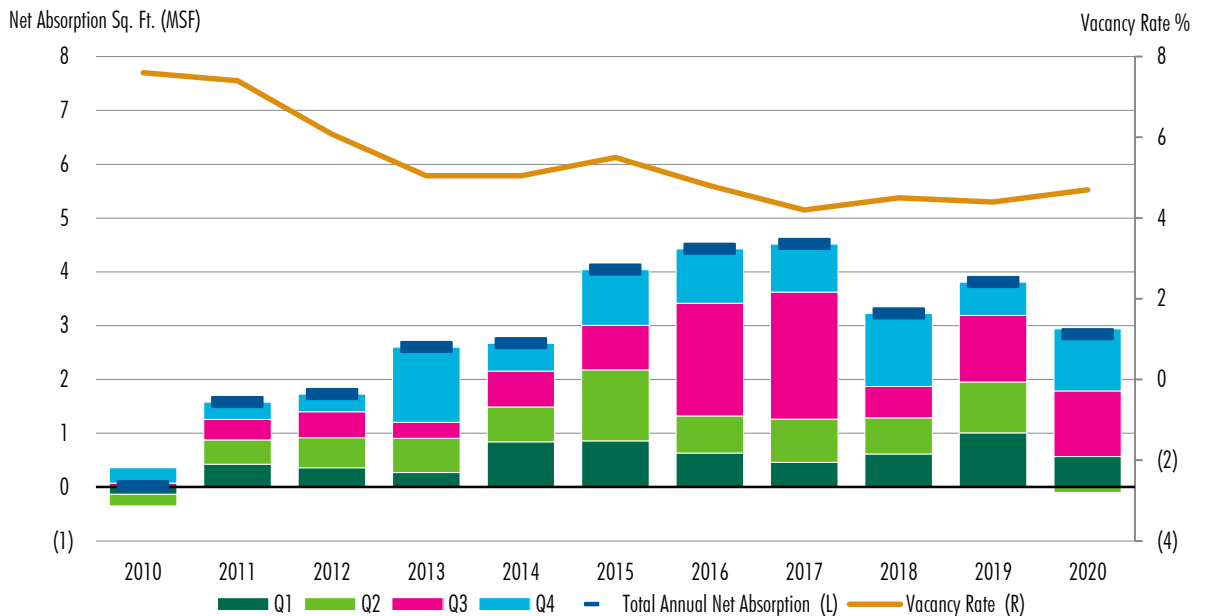
▲ Vacancy Rate  
4.7%

▼ Net Asking Rate  
\$6.52 per sq. ft.

▼ Under Construction  
1.5 million sq. ft.

▼ Net Absorption  
1,152,769 sq. ft.

Figure 1: Quarterly and Annual Net Absorption vs. Vacancy Rate



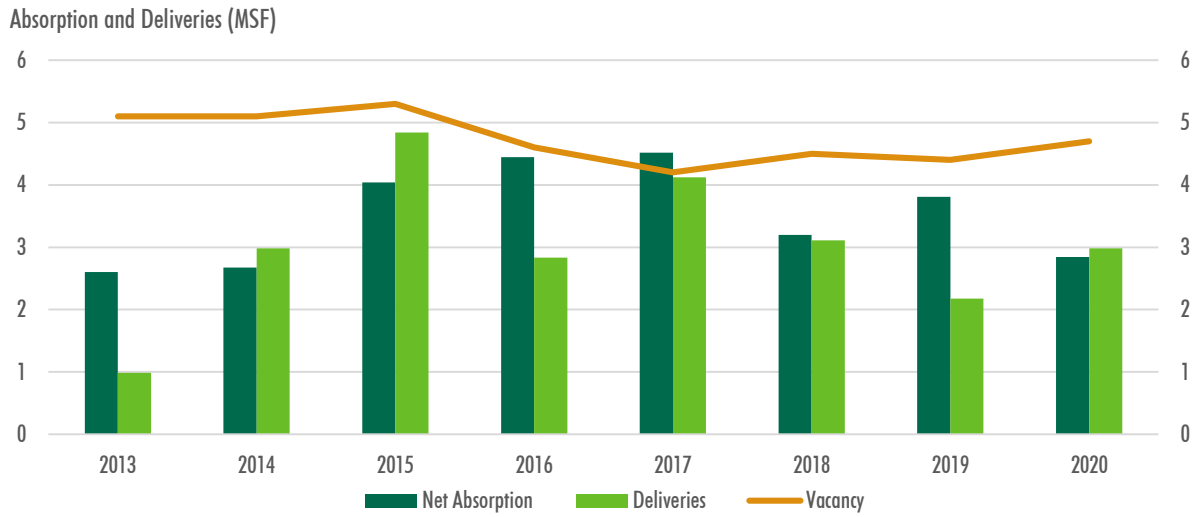
Source: CBRE Research, Q4 2020.

- Absorption of 1.15 million sq. ft. continued the strong recovery that began in Q3
- Transaction activity increased 69% over Q3, and vacancy remained low at 4.7%
- Investment sales indicated continued interest in the wide variety of industrial assets the Minneapolis market offers

### MARKET OVERVIEW

The Minneapolis/St. Paul industrial market continued to gain strength to finish 2020, with leasing activity up 69% in Q4 versus the prior quarter. Completions of build-to-suits combined with strong lease-up of speculative space resulted in absorption of nearly 1.2 million sq. ft., and the investment market continued to attract new capital to Minneapolis/St. Paul.

Figure 2: Annual Net Absorption and Deliveries vs. Vacancy Rate



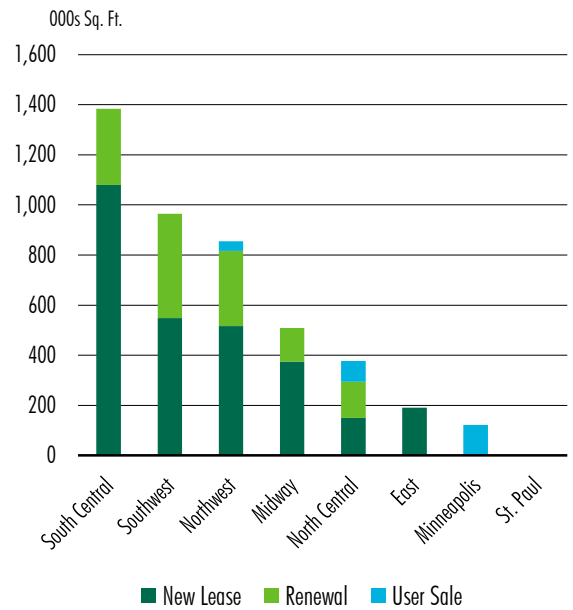
Source: CBRE Research, Q4 2020.

New deliveries in Q4 2020 brought the annual total to nearly 3.0 million sq. ft., slightly more than the total absorption of nearly 2.9 million sq. ft. This construction total outpaces 2019 by a large margin, and more than 2 million square feet of speculative development could break ground in 2021. With another strong quarter, the Midway outperformed all submarkets in 2020 with nearly 1 million sq. ft absorbed.

### TRANSACTIONS

Transaction activity in Q4 2020 was 69% greater than Q3. As well, 65% of overall activity was new leases or expansions, a sign of a strong industrial economy.

Figure 3: Top Transaction Type by Submarket and Sq. Ft.



Source: CBRE Research, Q4 2020.

Figure 4: Top Transactions

Tenant	Size (Sq. Ft.)	Address	Submarket	Transaction Type	Industry
Confidential	750,000	9600 217 <sup>th</sup> St W	South Central	New Lease	Retail
Southern Glazer's	232,804	3350 E 4 <sup>th</sup> Av	Southwest	Renewal	Transportation/Distribution
Crown Packaging	160,000	5101 Valley Industrial	Southwest	New Lease	Warehousing/Storage
Ruan Transportation	151,200	20015 Diamond Lake Rd	Northwest	Renewal	Transportation/Distribution
Confidential	142,000	2811 Highway 55	South Central	Renewal	Retail

Source: CBRE Research, Q4 2020.

**TRANSACTIONS (CONTINUED)**

The South Central submarket continued as the market leader with 31% of all Q4 2020 transaction activity, followed by the Southwest submarket with 22% and the Northwest with 19%.

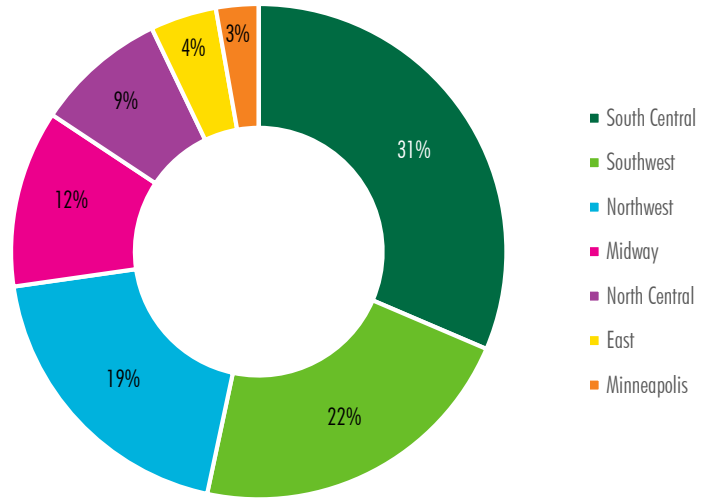
Despite a continued diverse economy that includes active Manufacturing and Life Sciences industries, Retail was the leading industry type, with 42% of activity, due to the ongoing evolution of the economy toward E-commerce and last-mile delivery.

**INVESTMENT SALES**

A combination of local, national and cross-border capital drove investment sales in Q4. Hana Financial Group made its first Minneapolis/St. Paul acquisition with its purchase of a large E-Commerce fulfillment facility currently under construction in Lakeville, and Opus sold two recently-developed buildings in Eagan and Maple Grove.

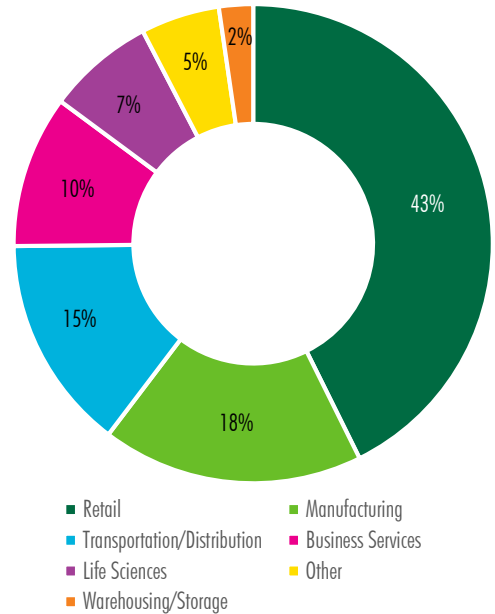
Meritex purchased additional local assets with the Airport Industrial Portfolio in Eagan, Vertis Real Estate Capital invested in 3M spinoff Kindeva’s new headquarters currently under construction in Woodbury, a sign of the strength of the Life Sciences industry in Minneapolis/St. Paul, and Bix Produce divested its Little Canada facility to W. P. Carey in a sale-leaseback (CBRE represented the seller in these three sales).

Figure 5: Top Transactions by Sq. Ft. by Submarket



Source: CBRE Research, Q4 2020.

Figure 6: Top Transactions by Industry Type



Source: CBRE Research, Q4 2020.

Figure 7: Top Investment Sales

Property	Location	Buyer	Sale Price (\$)	Size (Sq. Ft.)	Price Per Sq. Ft. (\$)
Fulfillment Center	Lakeville	Hana Financial Group	124,815,746	750,000	166.42
Opus Core MSP Portfolio	Eagan/MG	CBRE Global Investors	51,500,000	254,274	144.11
Airport Industrial Portfolio	Eagan	Meritex Enterprises	36,000,000	400,191	89.96
Kindeva HQ	Woodbury	Vertis Real Estate Capital	34,474,912	137,500	250.73
Bix Produce Sale Leaseback	Little Canada	W.P. Carey & Co.	34,000,000	207,509	163.85

Source: CBRE Research, Q4 2020.

Figure 8: Minneapolis/St. Paul Industrial Market Statistics

Submarket	Rentable Area (Sq. Ft.)	Total Availability Rate (%)	Direct Vacancy Rate (%)	Average Warehouse Net Asking Rate (\$/Sq. Ft./Yr)	Average Office Net Asking Rate (\$/Sq. Ft./Yr)	Average Net Blended Asking Rate (\$/Sq. Ft./Yr)	Q4 Net Absorption (Sq. Ft.)	2020 YTD Net Absorption (Sq. Ft.)
Metro Overall	340,451,687	6.5	4.7	5.06	9.58	6.52	1,152,769	2,890,550
Northwest	73,192,779	8.1	6.2	4.87	9.64	6.67	391,536	642,845
Southwest	70,098,257	7.9	5.9	5.31	9.71	6.71	75,677	(559,923)
North Central	52,260,634	5.9	4.2	5.17	9.56	6.86	(92,349)	436,268
South Central	51,876,425	6.9	5.1	5.12	9.52	6.34	147,809	422,520
Midway	31,079,601	5.1	3.6	4.74	8.43	5.85	245,701	945,885
Minneapolis	26,057,788	3.2	1.8	4.50	12.27	4.80	(87,101)	(136,570)
East	19,385,147	5.0	2.9	5.24	9.80	6.23	460,496	864,990
St. Paul	16,501,056	3.5	3.1	4.87	9.63	5.86	11,000	317,535

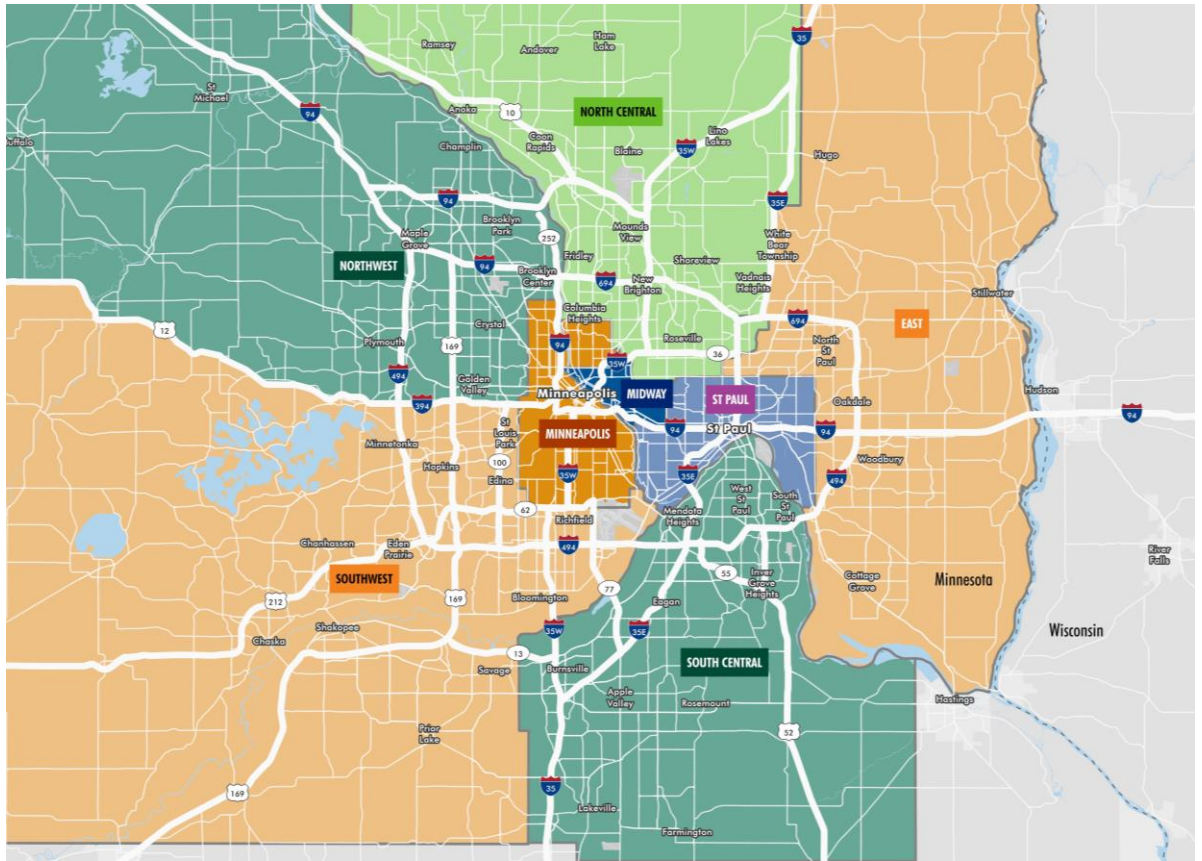
Source: CBRE Research, Q4 2020.

*\* Single Tenant & Multi Tenant. Total Vacancy Rate May Not Add Up Due To Rounding.*

Figure 9: Q4 2020 Minneapolis/St. Paul Industrial Construction Statistics

Submarket	Construction Starts (Sq. Ft.)	Starts Released (%)	Under Construction (Spec Sq. Ft.)	Under Construction (BTS Sq. Ft.)	Under Construction Total (Sq. Ft.)	Spec Completed (Sq. Ft.)	BTS Completed (Sq. Ft.)	Construction Completed Total (Sq. Ft.)
Metro Overall	887,500	100.0	166,100	1,377,500	1,543,600	560,040	660,000	1,220,040
Southwest	-	-	130,100	130,000	260,100	-	-	-
Northwest	-	-	-	298,000	298,000	204,120	156,000	360,120
South Central	750,000	100.0	62,000	786,000	848,000	355,920	80,000	435,920
North Central	-	-	-	-	-	-	-	-
Midway	-	-	-	-	-	-	-	-
Minneapolis	-	-	-	-	-	-	-	-
St. Paul	-	-	-	-	-	-	-	-
East	137,500	100.0	-	137,500	-	-	424,000	424,000

Source: CBRE Research, Q4 2020.



**CONTACTS**

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Minneapolis/St. Paul, Q4 2020

# Steady leasing amid absorption challenges

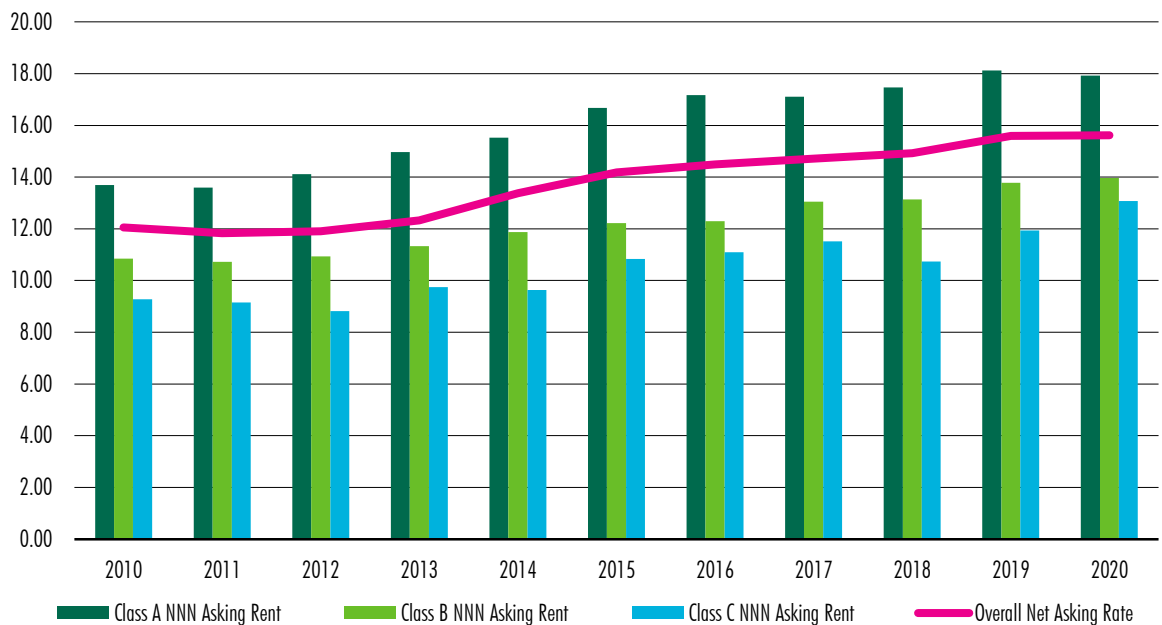
 Vacancy Rate  
**18.6%**

 Net Asking Rate  
**\$15.62 per sq. ft.**

 Under Construction  
**847,280 sq. ft.**

 Net Absorption  
**(277,635) sq. ft.**

Figure 1: Historical Annual Net Asking Rates



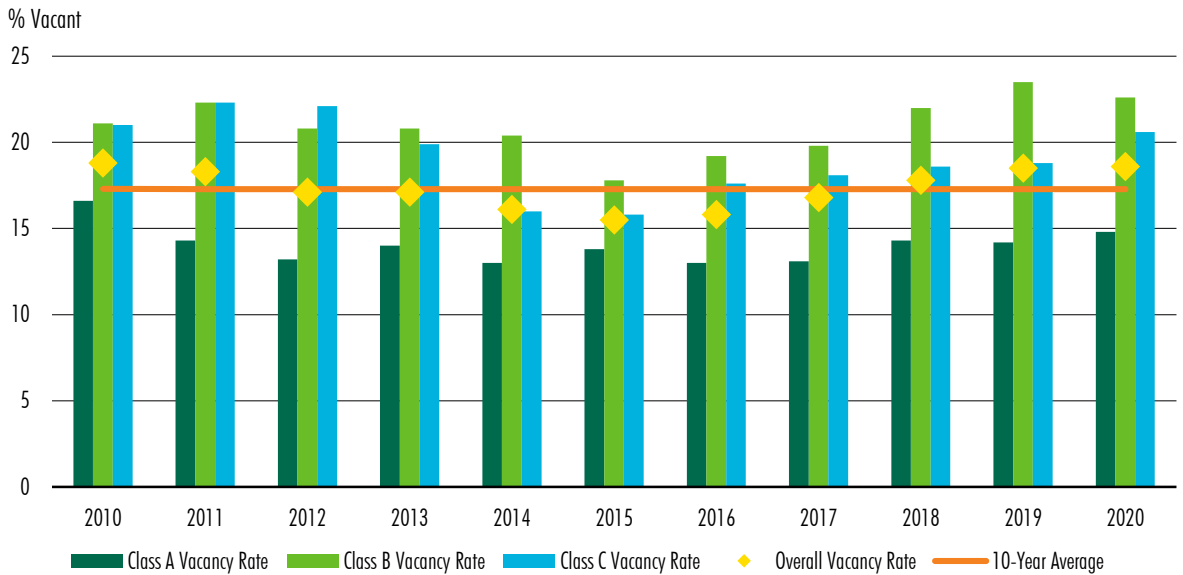
Source: CBRE Research, Q4 2020.

- The uncertainty of the office market was reflected in Q4 negative absorption that pushed vacancy to 18.6%
- Leasing remained steady overall, reflective of many companies' delaying decisions until 2021
- The Minneapolis CBD led all submarkets in Q4 leasing activity

## MARKET OVERVIEW

The Minneapolis/St. Paul office market remained steady in Q4, with rents flat overall, a modest 0.3% rise in vacancy, and limited new leasing activity. Overall office leasing was steady, and renewals were up versus Q3. Activity was evenly distributed across industry sectors and was geographically focused on the Minneapolis CBD submarket.

Figure 2: Annual Vacancy Rate Overall and by Class With 10-Year Average



Source: CBRE Research, Q4 2020.

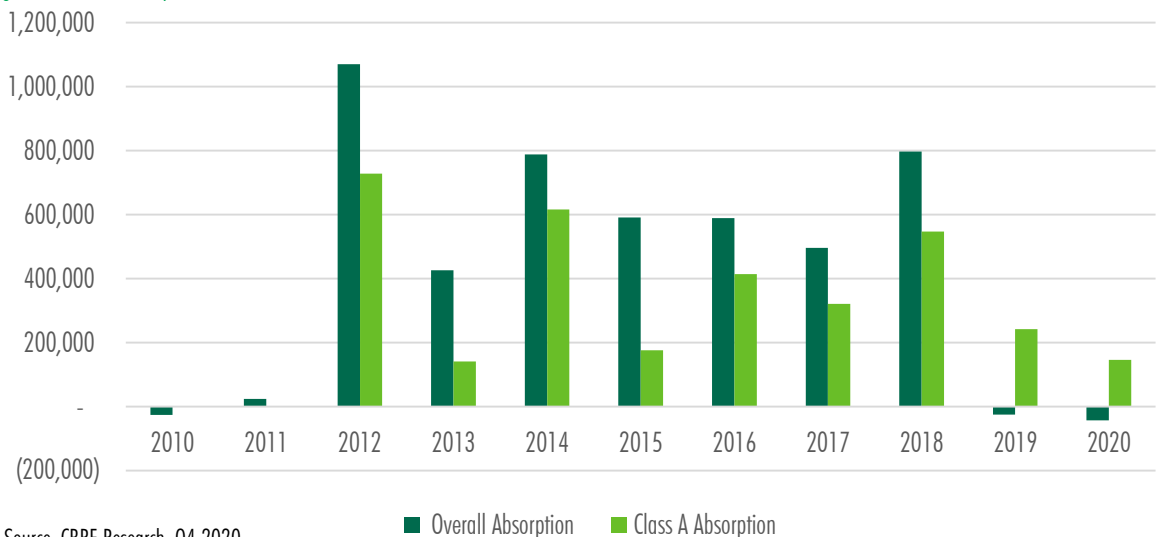
Average net asking rates increased 71 basis points (bps) to \$15.62 per sq. ft. The 394 Corridor continued to maintain the highest Class A net asking rates among major submarkets at \$20.14 per sq. ft, followed by the Minneapolis CBD at \$19.12.

Vacancy increased just 10 bps to 18.6% in Q4 2020 as a result of several major move outs. Class A vacancy increased to 14.2% from 14.8% in Q4, and the Minneapolis CBD Class A vacancy declined to 11.9%. in Q4, the lowest rate among submarkets.

Q4 2020 showed negative absorption of 277,635 sq. ft., despite the 394 Corridor having positive absorption of 118,233 sq. ft. Nearly 850,000 sq. ft. of sublease space has been added to the Minneapolis/St. Paul market since late March, an indication of the continued fallout from the economic downturn.

Whereas Q4 absorption largely negated positive absorption from earlier in 2020, Class A absorption was nearly 150,000 sq. ft. for the year, slightly less than 2019, an indication that office tenants continue to be drawn to quality.

Figure 3: Historic Absorption Overall and Class A



Source: CBRE Research, Q4 2020.

**TOP TRANSACTIONS**

The Minneapolis CBD topped all submarkets for Q4 2020 leasing activity, with Fredrickson & Byron committing to 178,000 sq. ft. at RBC Plaza. The Minneapolis CBD accounted for 58% of all Q4 leasing, followed by the 494 Corridor at 18%. AVI Systems represented the largest suburban lease with a 46,648 sq. ft. renewal in the 494 Corridor.

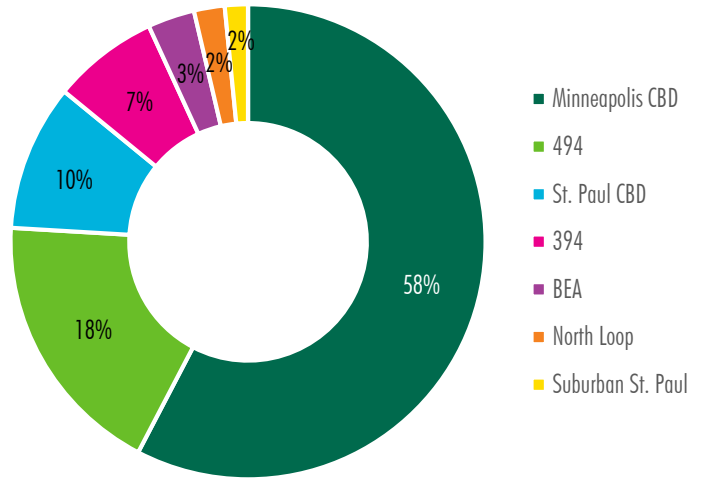
Renewals accounted for 54% of all Q4 leasing activity, an indication that many companies are not ready to commit to new space, and there were no major cross-submarket moves announced in the quarter.

The leading industry for office leasing was Legal at 26%, followed by Technology at 22% and Business Services at 15%.

**INVESTMENT SALES**

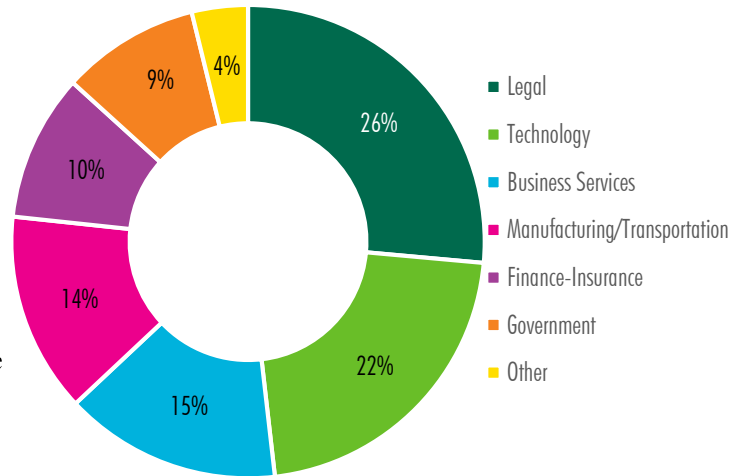
Office investment activity continued to be minimal in Q4 2020, as many offices remained closed or at limited capacity and buyers remained selective. Sales activity was just 58% of the 10-year average, and a limited uptick in office sales could occur in 2021.

Figure 5: Top Transactions by Sq. Ft. by Submarket



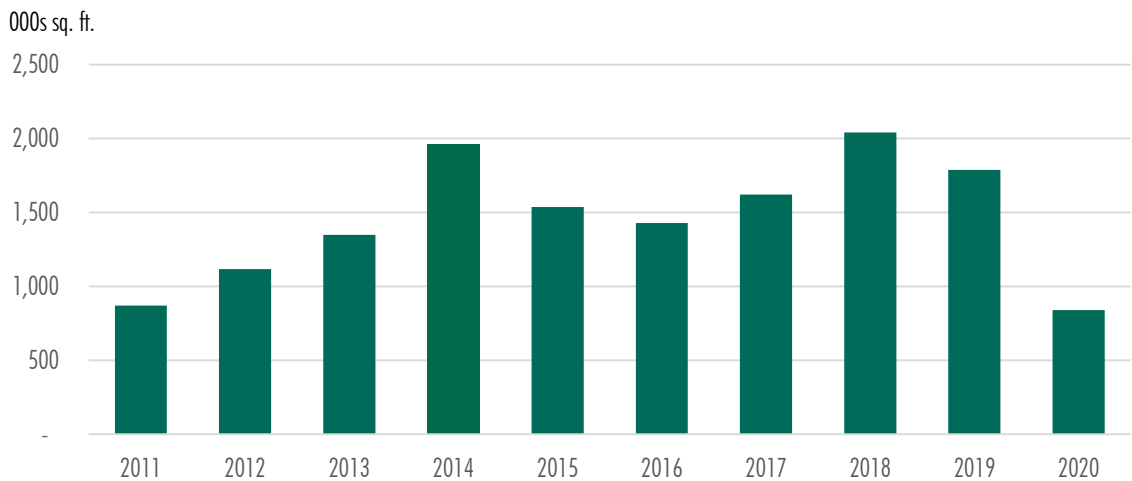
Source: CBRE Research, Q4 2020.

Figure 6: Top Transactions by Industry Type



Source: CBRE Research, Q4 2020.

Figure 7: Annual Historical Investment Sale Volume

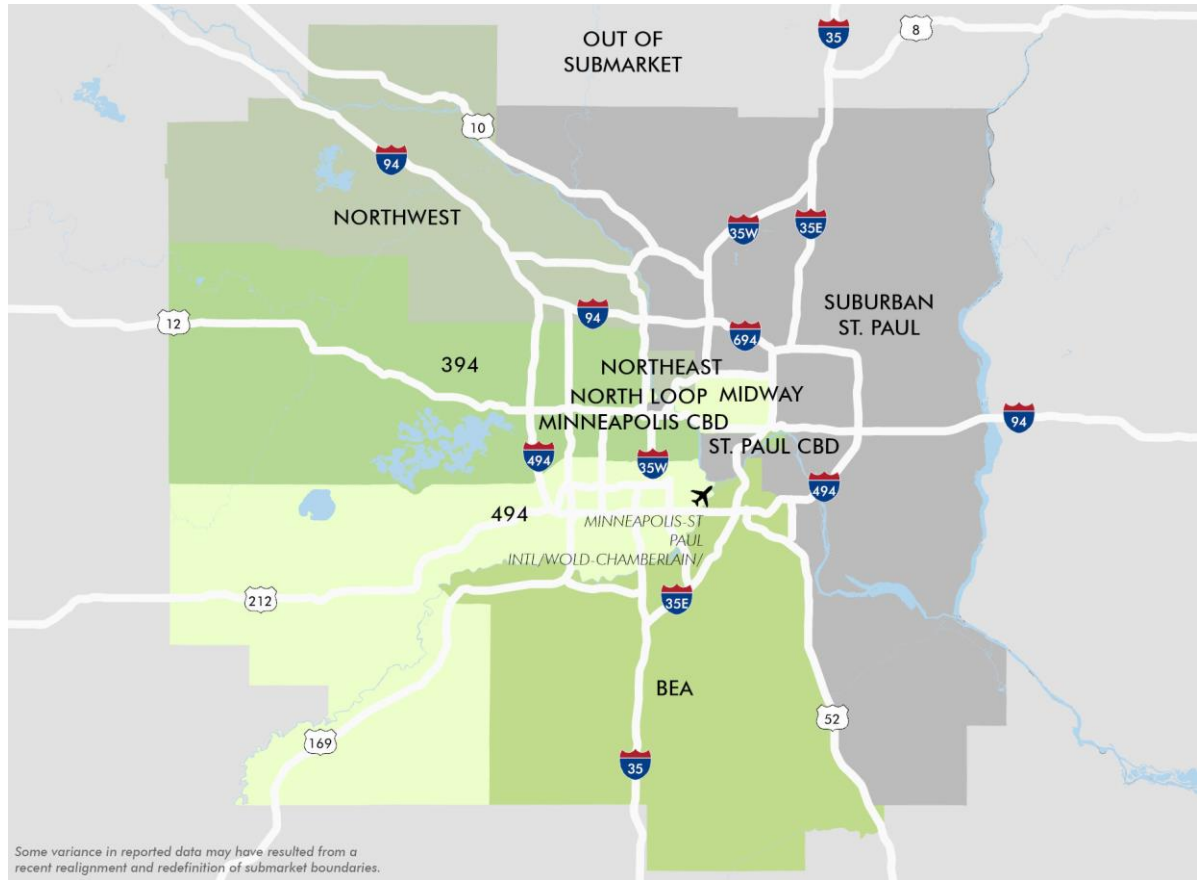


Source: CBRE Research, Real Capital Analytics, Q4 2020.

Figure 7: Minneapolis/St. Paul Multi-Tenant Office Market Statistics

Submarket	Rentable Area (Sq. Ft.)	Direct Vacancy Rate (%)	Y-o-Y Vacancy Trend	Average Net Asking Rate (\$/Sq. Ft./Yr)	Y-o-Y Asking Rate Trend	Q4 Net Absorption (Sq. Ft.)	Y-o-Y Net Absorption Trend	YTD Net Absorption (Sq. Ft.)	Multi-Tenant Construction (Sq. Ft.)
<b>Metro Overall</b>	73,806,398	18.6	↑	15.62	↑	(277,635)	↓	(47,598)	912,170
Class A	35,701,397	14.8	↑	17.92	↓	(362,125)	↓	132,719	912,170
Class B	31,032,816	22.6	↓	13.96	↑	79,154	↑	(139,127)	-
Class C	7,071,893	20.6	↑	13.07	↑	5,336	↓	(49,950)	-
<b>Minneapolis CBD</b>	22,118,856	19.1	↓	16.40	→	27,708	↓	126,703	532,000
Class A	13,593,494	11.9	↓	19.12	↑	19,363	↓	150,409	532,000
Class B	7,086,165	31.9	↑	13.39	↓	8,345	↓	(28,125)	-
Class C	1,439,197	23.5	↑	14.54	↑	0	↓	4,419	-
<b>394 Corridor</b>	11,066,119	14.2	↑	18.69	↑	118,233	↑	105,756	315,280
Class A	5,575,921	13.4	↑	20.14	↑	136,827	↑	209,589	315,280
Class B	4,474,866	15.9	↑	17.66	↑	(18,594)	↑	(114,036)	-
Class C	1,015,332	11.3	↓	11.58	↑	0	↑	11,103	-
<b>494 Corridor</b>	16,464,736	17.8	↑	15.59	↑	(416,217)	↓	(339,087)	-
Class A	8,451,898	14.8	↑	17.95	↓	(503,656)	↓	(398,930)	-
Class B	6,546,661	20.7	↓	13.18	↓	87,439	↑	36,041	-
Class C	1,466,177	22.5	↑	10.85	↑	0	→	(17,390)	-
<b>North Loop</b>	4,252,579	22.3	↑	17.44	↓	(18,533)	↓	(63,316)	-
Class A	877,775	17.8	↓	21.80	↑	0	↓	55,401	-
Class B	2,166,704	25.1	↑	17.65	↓	(23,869)	↑	(90,757)	-
Class C	1,208,100	20.6	↑	15.16	↑	5,336	↑	(27,960)	-
<b>Midway</b>	2,534,180	15.9	↑	13.81	↑	(6,627)	↓	393	-
Class A	603,984	24.4	↑	14.43	↓	(6,627)	↓	3,186	-
Class B	1,531,962	12.7	↑	13.63	↓	0	↑	(1,892)	-
Class C	398,234	15.3	↑	13.35	↑	0	↑	(901)	-
<b>Northeast</b>	2,422,400	12.5		14.78		0		9,090	-
Class A	465,813	19.9		15.90		0		9,815	-
Class B	1,816,961	9.8		15.46		0		531	-
Class C	139,626	23.2		8.03		0		(1,254)	-
<b>BEA</b>	3,036,598	23.3	↑	12.93	↓	(27,309)	↑	(23,112)	-
Class A	1,283,912	27.2	↑	14.66	↓	(12,806)	↑	3,449	-
Class B	1,623,674	21.0	↑	12.42	↑	(14,503)	↑	(28,075)	-
Class C	129,012	13.0	↑	11.13	↓	0	↓	1,514	-
<b>Northwest</b>	1,357,864	18.7	↑	12.71	↑	7,028	↑	2,709	-
Class A	212,626	18.0	↓	13.32	↑	0	→	(3,295)	-
Class B	867,163	14.0	↓	13.08	↑	7,028	↑	16,174	-
Class C	278,075	34.0	↑	11.00	↑	0	→	(10,000)	-
<b>St. Paul CBD</b>	6,149,030	27.1	↓	12.76	↓	26,314	↑	72,871	-
Class A	2,685,792	18.5	↓	12.96	↓	4,774	↓	44,473	-
Class B	3,154,245	34.2	↓	12.73	↑	21,540	↑	31,055	-
Class C	308,993	27.6	↓	11.76	↓	0	→	(2,657)	-
<b>Suburban St. Paul</b>	4,404,036	17.0	↑	12.65	↑	11,768	↑	102,775	-
Class A	1,950,474	20.3	↑	13.30	↑	(320)	↓	68,212	-
Class B	1,764,415	12.2	↓	11.82	↓	11,768	↑	40,137	-
Class C	689,147	20.1	↑	12.87	↑	0	→	(5,576)	-

Source: CBRE Research, Q4 2020.



## CONTACTS

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Senior Field Research Analyst

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[sam.newberg@cbre.com](mailto:sam.newberg@cbre.com)

## CBRE OFFICES

800 Lasalle Ave

Suite 1900

Minneapolis, MN 55402

**Meeting Date:** 02/11/2021

**By:** Bruce Westby, Engineering/Public Works

---

**Title:**

Receive Comments on Concept Level Layout Review for Anoka County's Interim Improvements Proposed to Bunker Lake Boulevard/County Road 116

**Purpose/Background:**

**Purpose:**

The purpose of this case is to receive review comments from the Economic Development Authority on the concept level layout for Anoka County's interim improvements proposed to Bunker Lake Boulevard/County Road 116.

**Background:**

This case was originally prepared for the City Council. Text from that case continues below. Staff is looking for any additional feedback from the EDA. This is not the final review, and the EDA will have additional opportunities for input before plans are approved.

Numerous major improvement projects are proposed along U.S. Highway 10/169 through the cities of Anoka and Ramsey between 2022 and 2025.

In 2022 and 2023, proposed Highway 10 improvements include replacing the Highway 10 bridges over the Rum River, reconstructing the grade-separated interchange at Highway 10/169 & Trunk Highway 47, reconstructing the grade-separated interchange at Highway 10/169 & Main Street, grade-separating Fairoak Avenue from Highway 10/169, and constructing a new grade-separated interchange at Highway 10/169 & Thurston Avenue.

In 2024 and 2025, proposed Highway 10 improvements include replacing the at-grade intersections at Highway 10/169 & Sunfish Lake Boulevard/CSAH 57 and Highway 10/169 & Ramsey Boulevard/CSAH 56 with grade-separated interchanges, along with replacing the adjacent at-grade BNSF Railway crossings on Sunfish Lake Boulevard and Ramsey Boulevard with grade-separated rail crossings.

During these proposed improvement projects, traffic is proposed to be reduced to one lane in each direction at times during non-winter months. This will result in delays for drivers, which will cause many of these drivers to look for alternate routes to take until the project is complete.

The Minnesota Department of Transportation (MnDOT) enlisted SRF Consulting Group to study potential traffic impacts to nearby roadways. It was determined that Bunker Lake Boulevard will be the most commonly used alternate route since it runs parallel to and acts as a reliever route to Highway 10. It was also determined that traffic volumes on Bunker Lake Boulevard between 7<sup>th</sup> Avenue/CSAH 7 and Armstrong Boulevard/CSAH 83 will double from 2022 through 2025, and that Bunker Lake Boulevard requires improvements to safely accommodate the added traffic.

In 2004, SRF Consulting Group prepared an Access and Corridor Study for Bunker Lake Boulevard between 7<sup>th</sup> Avenue and Armstrong Boulevard for Anoka County and the cities of Anoka and Ramsey. The purpose of the study was to identify and evaluate existing and future transportation and access needs, to develop a long-term Corridor Plan that addresses those needs, and to provide a framework for how Bunker Lake Boulevard would need to change over time to safely accommodate planned growth in the area. A copy of the 2004 study is attached.

Figures 22 and 23 from the 2004 study, which are attached separately for reference, show the then-existing and

proposed accesses and recommended access restrictions along Bunker Lake Boulevard between Sunfish Lake Boulevard and Armstrong Boulevard. These figures were used to guide discussions in 2020 regarding options for temporary improvements to Bunker Lake Boulevard to accommodate the added traffic from Highway 10. Based on those discussions, three options for completing temporary improvements to Bunker Lake Boulevard were considered including;

- Option A: Full shoulder replacement and restriping (est. cost \$335K)
- Option B: Intersection improvements only (est. cost \$220K)
- Option C: Intersection improvements with access consolidations (est. cost \$110K)

City Staff commented on the three options. Staff noted that option C would be the least preferred due to the proposed access closures and consolidations, particularly the access closure to Center Street. Staff was informed that whichever option was chosen, federal funds were identified as the only viable funding source and that if federal funds are used to construct temporary improvements the improvements would need to be removed after the work on Highway 10 was complete. This would increase the cost of the improvements, and would likely not be received well by many due to the throw-away costs involved.

Anoka County then decided to lead the proposed interim improvements project to allow the improvements to remain in place after the Highway 10 improvements are complete. This should also allow construction of the permanent improvements to Bunker Lake Boulevard as required by the Ramsey Town Center (RTC) Joint Powers Agreement (JPA) to be delayed for some time depending on the final design of the interim improvements. Attached is a copy of the RTC JPA, which was entered into on April 12, 2005, by and between the County of Anoka and the City of Ramsey. This JPA defines various public works improvements required to support development of RTC (now The COR), along with the required processes and cost-shares associated with the improvements. As noted in the JPA, the City is ultimately required to reconstruct Bunker Lake Boulevard to a 4-lane divided section between Armstrong Boulevard and Ramsey Boulevard. This work is included in the City's 10-year Capital Improvement Program.

On January 7th, the City received a concept level layout prepared by Anoka County depicting the proposed interim improvements to Bunker Lake Boulevard to accommodate the anticipated additional traffic from 2022 through 2025. As can be seen, Anoka County used the 2004 SRF study to guide their access restriction design efforts along Bunker Lake Boulevard based on the recommendations of Figures 22 and 23.

On January 8th, the City Engineer attended a virtual meeting with Anoka County Staff. During that meeting, Anoka County verified that Bunker Lake Boulevard is not intended to be used as a signed detour route during the Highway 10 improvement projects, but instead is anticipated to be used as a bypass route by motorists trying to avoid delays on Highway 10. Anoka County also explained that Highway 10 will be restricted to one-lane of traffic in each direction during construction in warm weather months, but that two-lanes of traffic in each direction will be maintained during winter months.

Anoka County then walked through the interim improvements shown on the attached concept level layout. In general, it was discussed that the interim improvements proposed to Bunker Lake Boulevard between Armstrong Boulevard and Ramsey Boulevard involves adding turn lanes to intersections with City Streets, which will benefit local traffic.

The segment of Bunker Lake Boulevard between Ramsey Boulevard and Sunwood Drive was reviewed next, which generally involves temporary access restrictions to Limonite Street and Connexus Energy's access. The City Engineer stated these temporary access restrictions may be opposed to varying degrees by the City and Connexus Energy, even though they are temporary.

The segment of Bunker Lake Boulevard between Sunwood Drive and Sunfish Lake Boulevard was then reviewed, which generally involves adding a signal system at Sunwood Drive, and constructing a permanent concrete median island along Bunker Lake Boulevard to restrict movements to/from northbound Bunker Lake Boulevard at ALTRON's access onto Bunker Lake Boulevard (which is their only access), at 143<sup>d</sup> Avenue, and at Basalt Street. The City Engineer stated these access restrictions will likely be opposed by many of the businesses, especially since

they are permanent.

Options were discussed for relocating ALTRON's driveway to 143<sup>rd</sup> Avenue, or for adding a bypass lane on northbound Bunker Lake Boulevard to allow their access to remain open to all movements. Anoka County said they would meet with the owner to discuss their access options in more detail.

Anoka County then said they would be seeking direction from the City as to whether the City would be interested in paying to widen Sunwood Drive to add protected turn lanes at the intersection with Bunker Lake Boulevard. An alternate layout was later provided to the City showing alternate intersection improvements at Bunker Lake Boulevard and Sunwood Drive to provide for dedicated left turn, through and right turn lanes on Sunwood Drive. However, no cost estimates were provided.

On January 15th, the City Engineer attended a virtual meeting with Anoka County and MnDOT Staff. The intent of that meeting was to discuss the proposed improvements from the perspective of the different agencies. The same concept level layout was reviewed and much of the discussion was directed to addressing questions from MnDOT Staff. Anoka County noted they were still trying to schedule meetings with local business owners most impacted by the proposed improvements to obtain their feedback and allow the concept level layout to be refined and cost estimates to be prepared. These could then be shared with the City to obtain formal City review and comments on the concept design and cost sharing options.

On January 19th, the City Engineer informed the Public Works Committee of Anoka County's plan to construct interim improvements to Bunker Lake Boulevard in 2021, and that Staff anticipates receiving an updated layout and cost estimates soon to allow for formal review and comment by the City. It was also noted that the design, review and approval process would move along quickly due to the need to bid the project this spring. The Public Works Committee commented that they wanted to make sure the City was able to provide comments before the design was too far along to change.

On February 2nd, City Staff received additional input from Anoka County, including that the signal system proposed at Bunker Lake Boulevard and Sunwood Drive will be a temporary span-wire signal system. Therefore, when the permanent signal system is constructed in the future the entire intersection will need to be reconstructed so any improvements made to this intersection in 2021 will only be temporary. Anoka County also wanted to stress that they support reviewing the attached layout with Council, but asked that we stress that this is only a concept level layout and that the access restrictions as shown are less restrictive than the long term plans for the corridor. Therefore, while the attached concept level layout reflects Anoka County's preferred design, they are open to modifying the design based on input received from the City and local businesses. That said, if modifications are made to the interim design, the permanent design will incorporate the access restrictions reflected in the attached layout and in the 2004 Access and Corridor Study for Bunker Lake Boulevard. Anoka County will continue to use this as their guide for closing and restricting accesses along Bunker Lake Boulevard.

Attached is a resolution including general comments for Council consideration based on Staff's review of the attached concept level layout. These comments are intended to spark Council discussions on several high-level items, but they are not intended to be an all-inclusive list of comments. Included is a comment requesting that Anoka County assist the City in constructing watermain improvements under and along Bunker Lake Boulevard in conjunction with the interim Bunker Lake Boulevard improvements as required to support the City's proposed water treatment plant.

The purpose of this case is to allow Staff to review the concept level layout with the City Council and to capture Council's comments in the attached resolution, which will then be shared with Anoka County with a request to modify the attached layout to address Council's comments, then to submit a revised layout for additional review and comment by the City.

**Notification:**

Notifications are not required for this case.

**Observations/Alternatives:**

On April 12, 2020, Council authorized Staff to work with Anoka County Staff to develop a Joint Powers Agreement to define the respective costs and responsibilities of both parties pertaining to completing a traffic study along Bunker Lake Boulevard between Armstrong Boulevard and Sunfish Lake Boulevard. The intent of the traffic study was to verify the required capacity improvements to Bunker Lake Boulevard. However, as Staff started working with Anoka County to develop the JPA, Anoka County informed the City that MnDOT had hired SRF to complete a traffic study on Bunker Lake Boulevard between Armstrong Boulevard and 7 th Avenue, and that the results of this study could potentially be used in lieu of completing our own study. This JPA was therefore never developed.

**Funding Source:**

No costs are associated with this request.

Anoka County is preparing cost estimates to allow cost-share discussions to be conducted in the near future for the proposed 2021 interim improvements. As a result of the cost-share discussions, amendments to the attached RTC JPA may be warranted.

**Recommendation:**

**Action:**

Receive review comments from the Economic Development Authority on the concept level layout for Anoka County's interim improvements proposed to Bunker Lake Boulevard/County Road 116.

---

**Attachments**

[CC Resolution 21-044](#)

[Concept Level Layout Rev020221](#)

[2004 BLB Study](#)

[Figures 22 and 23](#)

[RTC JPA](#)

---

**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Sean Sullivan	Sean Sullivan	02/04/2021 04:27 PM
Tim Gladhill	Tim Gladhill	02/04/2021 04:33 PM
Form Started By: Bruce Westby		Started On: 02/04/2021 03:24 PM
Final Approval Date: 02/04/2021		

Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:

**RESOLUTION #21-044**

**RESOLUTION ADOPTING CONCEPT LEVEL LAYOUT REVIEW COMMENTS ON ANOKA COUNTY'S INTERIM IMPROVEMENTS PROPOSED TO BUNKER LAKE BOULEVARD/COUNTY ROAD 116**

**WHEREAS**, a Joint Powers Agreement (JPA) was entered into on April 12, 2005, by and between the County of Anoka and the City of Ramsey defining various public works improvements required to support development of Ramsey Town Center (now The COR), along with the required processes and cost-shares associated with the improvements; and

**WHEREAS**, the JPA specifies that the City of Ramsey is responsible for ultimately expanding Bunker Lake Boulevard/CR 116 between Armstrong Boulevard/CSAH 83 and Ramsey Boulevard/CSAH 56 to a four-lane divided highway with turn lanes, and for constructing signal systems at Center Street and Sunwood Drive; and

**WHEREAS**, Anoka County proposes to construct interim improvements to Bunker Lake Boulevard/CR 116 between Armstrong Boulevard/CSAH 83 and Sunfish Lake Boulevard/CSAH 57 to accommodate the safe and efficient movement of traffic during the construction of proposed improvements to Highway 10 through the cities of Anoka and Ramsey from 2022 through 2025; and

**WHEREAS**, Anoka County has prepared a concept level layout for the proposed interim improvements and has requested formal comments from the City of Ramsey on the concept level layout with a revised date of February 2, 2021; and

**WHEREAS**, the City of Ramsey and Anoka County desire to work cooperatively to accommodate the safe and efficient movement of traffic on Bunker Lake Boulevard/CR 116 between Armstrong Boulevard/CSAH 83 and Sunfish Lake Boulevard/CSAH 57 during the construction of proposed improvements to Highway 10 through the cities of Anoka and Ramsey from 2022 through 2025.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA:**

- 1) That the City of Ramsey offers the following comments on Anoka County's concept level layout for proposed interim improvements to Bunker Lake Boulevard/CR 116 between Armstrong Boulevard/CSAH 83 and Sunfish Lake Boulevard/CSAH 57 with a revised date of February 2, 2021.
  - a. The City of Ramsey supports the turn lane improvements proposed between Armstrong Boulevard/CSAH 83 and Ramsey Boulevard/CSAH 56 due to the direct benefit to local traffic.
  - b. The City of Ramsey has concerns with the temporary access restrictions proposed at Limonite Street due to concerns with added traffic on 147<sup>th</sup> Avenue and Hematite

**RESOLUTION #21-044**

Street due to the numerous drivers wanting to access eastbound Bunker Lake Boulevard from the residential neighborhood.

- c. The City of Ramsey has concerns with the temporary signal system proposed at the intersection of Bunker Lake Boulevard and Sunwood Drive as this will prevent the City from constructing dedicated turn lanes on Sunwood Drive given that the improvements will only be temporary and will be thrown away when the permanent signal is installed in the future.
- d. The City of Ramsey has concerns with the permanent access restrictions proposed between Sunwood Drive and Sunfish Lake Boulevard due to anticipated negative impacts to numerous local businesses.
- e. The City of Ramsey respectfully requests that Anoka County assist the City in constructing watermain improvements under and along Bunker Lake Boulevard in conjunction with the interim Bunker Lake Boulevard improvements as required to support the City's proposed water treatment plant.
- f. The City of Ramsey respectfully requests that these comments be carefully considered and addressed, and that revised layouts/plans continue to be submitted for ongoing review and comment by the City of Ramsey through final plans.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember \_\_\_\_\_ and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

EXISTING VACANCY

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 8th day of February, 2021.

\_\_\_\_\_  
Mayor

**ATTEST:**

\_\_\_\_\_  
City Clerk

**PRELIMINARY DRAFT  
SUBJECT TO CHANGE**

*Disclaimer:*  
This drawing represents a potential design concept only. This document is a draft, subject to change, and is provided for information only. This draft document does not commit Anoka County to construct the project as shown in part or in whole. The actual project plan may differ from this draft plan. Contact the Anoka County Highway Department with any questions: 763-324-3100

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**PRELIMINARY DRAFT  
SUBJECT TO CHANGE**

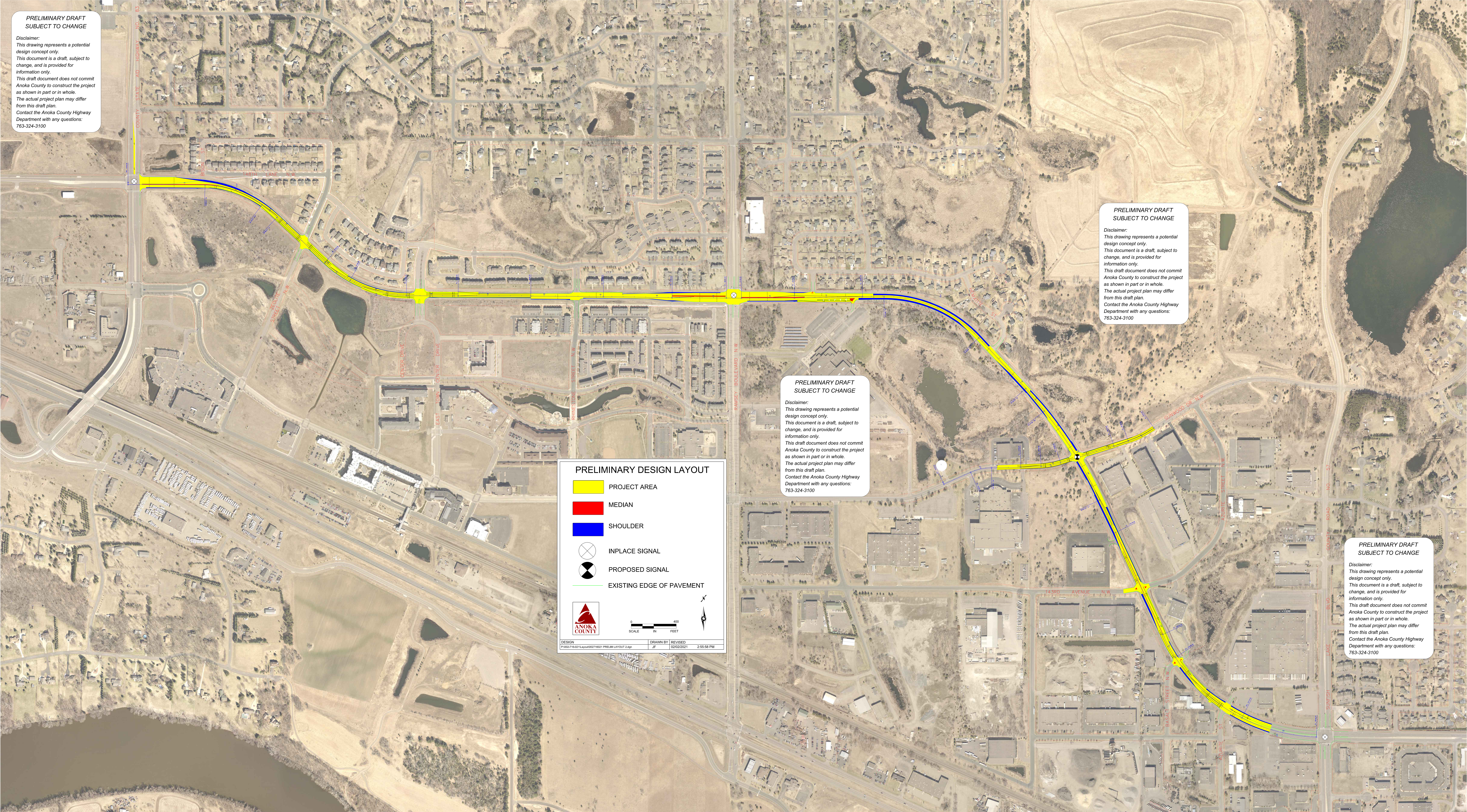
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**PRELIMINARY DESIGN LAYOUT**

- PROJECT AREA
- MEDIAN
- SHOULDER
- INPLACE SIGNAL
- PROPOSED SIGNAL
- EXISTING EDGE OF PAVEMENT

0 400  
SCALE IN FEET

DESIGN	DRAWN BY	REVISED
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# ANOKA COUNTY ROAD 116

## *Access & Corridor Study*

From CSAH 7 (7th Avenue) to CSAH 83 (Armstrong Boulevard)

Prepared for

***City of Ramsey  
City of Anoka  
Anoka County***

*February 2004*



Prepared by

**SRF Consulting Group, Inc.**

# **County Road 116 Corridor Study**

## **FINAL REPORT**

February 2004

Prepared by

SRF Consulting Group, Inc.

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# **I. INTRODUCTION**

## **Study Purpose**

The County Road 116 Corridor Study was undertaken to identify and evaluate existing and future transportation and access needs, and to develop a long-term Corridor Plan that addresses those needs. The Plan provides framework for how County Road 116 will need to change over time to safely accommodate planned growth in the area. It was developed with input from Anoka County and the Cities of Anoka and Ramsey; however, the study partners will need to further develop/refine the preferred corridor concept to reflect additional public input. The study area, as shown in Figure 1, focuses on the western 5.1 miles of County Road 116 between County State Aid Highway (CSAH) 83 (Armstrong Boulevard) and CSAH 7 (7th Avenue).

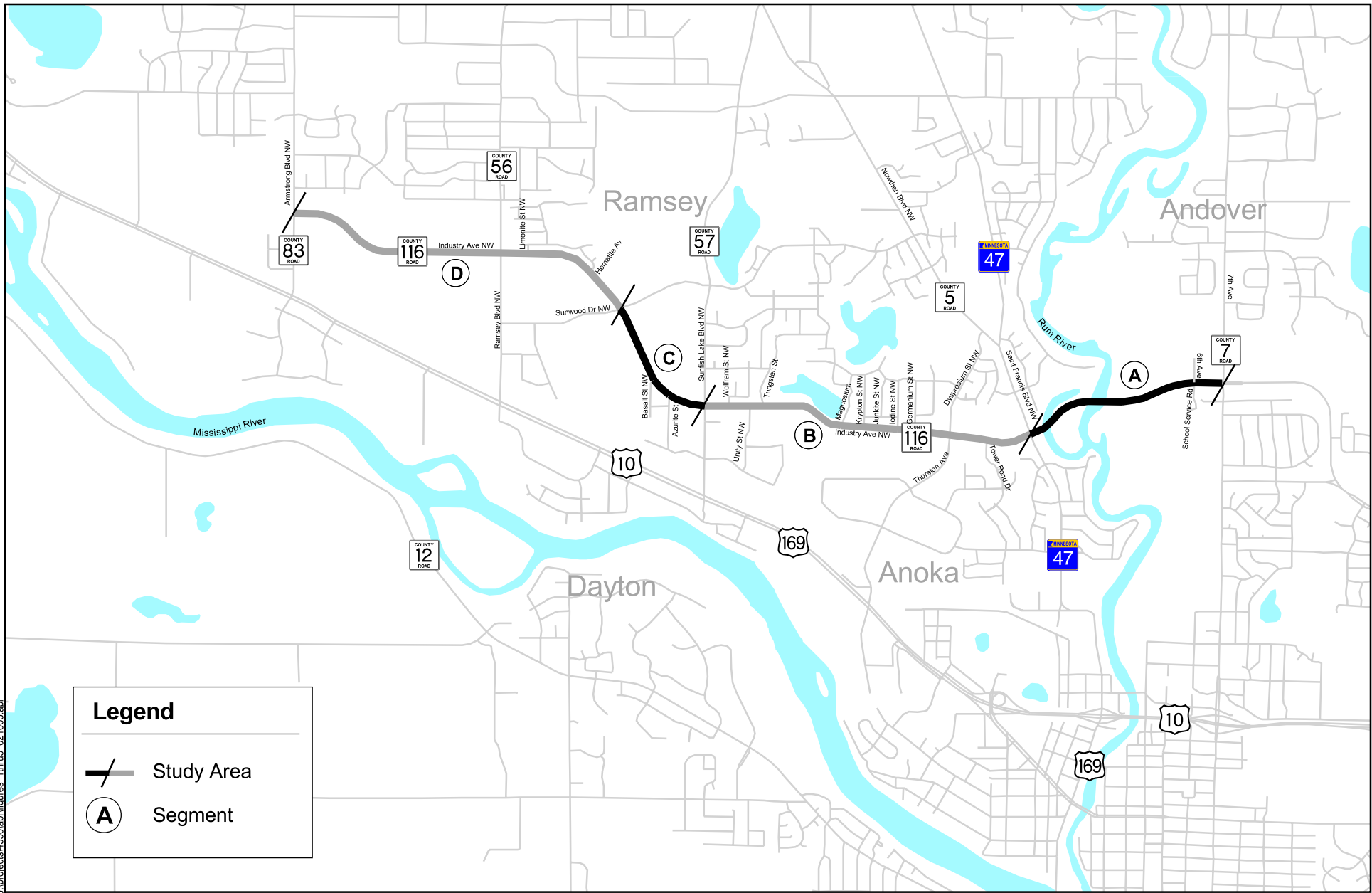
## **Study Background**

As growth and development have occurred over the past ten years, local and regional agencies have become increasingly concerned with long-term safety, access, transportation and land use needs along the corridor. This concern is based on both the increasing rate County Road 116 is playing in the region and growth pressures that are occurring. County Road 116 is an A-Minor Arterial that runs east-west between CSAH 17 in the City of Ham Lake and CSAH 83 (Armstrong Boulevard) in Ramsey, where it ends just east of US 169/10. The corridor primarily acts as a reliever to Trunk Highway (TH) 242 and TH 10. The facility is designated as a County State Aid Highway (CSAH) (maintained by funds from the gas tax) from CSAH 7 (7th Avenue) to CSAH 57 (Sunfish Lake Boulevard), the remaining western roadway segment is designed as a County Road (maintained by local tax dollars). For the purpose of this report, the roadway will be referred to as CR116.

The 1998 Anoka County Transportation Plan identified the need to widen most segments of County Road 116 to four lanes in order to adequately address the long-term transportation needs in the area. In addition, recent transportation studies undertaken by Mn/DOT have identified a potential new river crossing at the junction of an extended County Road 116 and Trunk Highway 10. If this new river crossing is developed, traffic on the western end of County Road 116 would likely increase over projected levels. In addition, the long-term implementation of the TH 10 Interregional Corridor Plan would limit access to TH 10 and place more emphasis on supporting facilities such as CR116.

## **Agency Involvement**

The Cities of Anoka and Ramsey, along with Anoka County, initiated this study. Engineering and planning staff from these agencies worked with SRF Consulting Group, Inc. to generate the land use and transportation data used in the report. In addition, the study relied on information and data produced by the Minnesota Department of Natural Resources and the Minnesota State Historic Preservation Office with regard to natural and cultural resources in the study area.



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**STUDY AREA**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 1**

## **II. EXISTING CONDITIONS**

Analyzing and assessing existing conditions in the study area establishes a baseline to project future traffic and development trends. In so doing, existing issues and conditions can be placed in context with future needs of the communities and region. In addition, potential solutions can be developed to address both short-term and long-term needs.

### **Corridor Context**

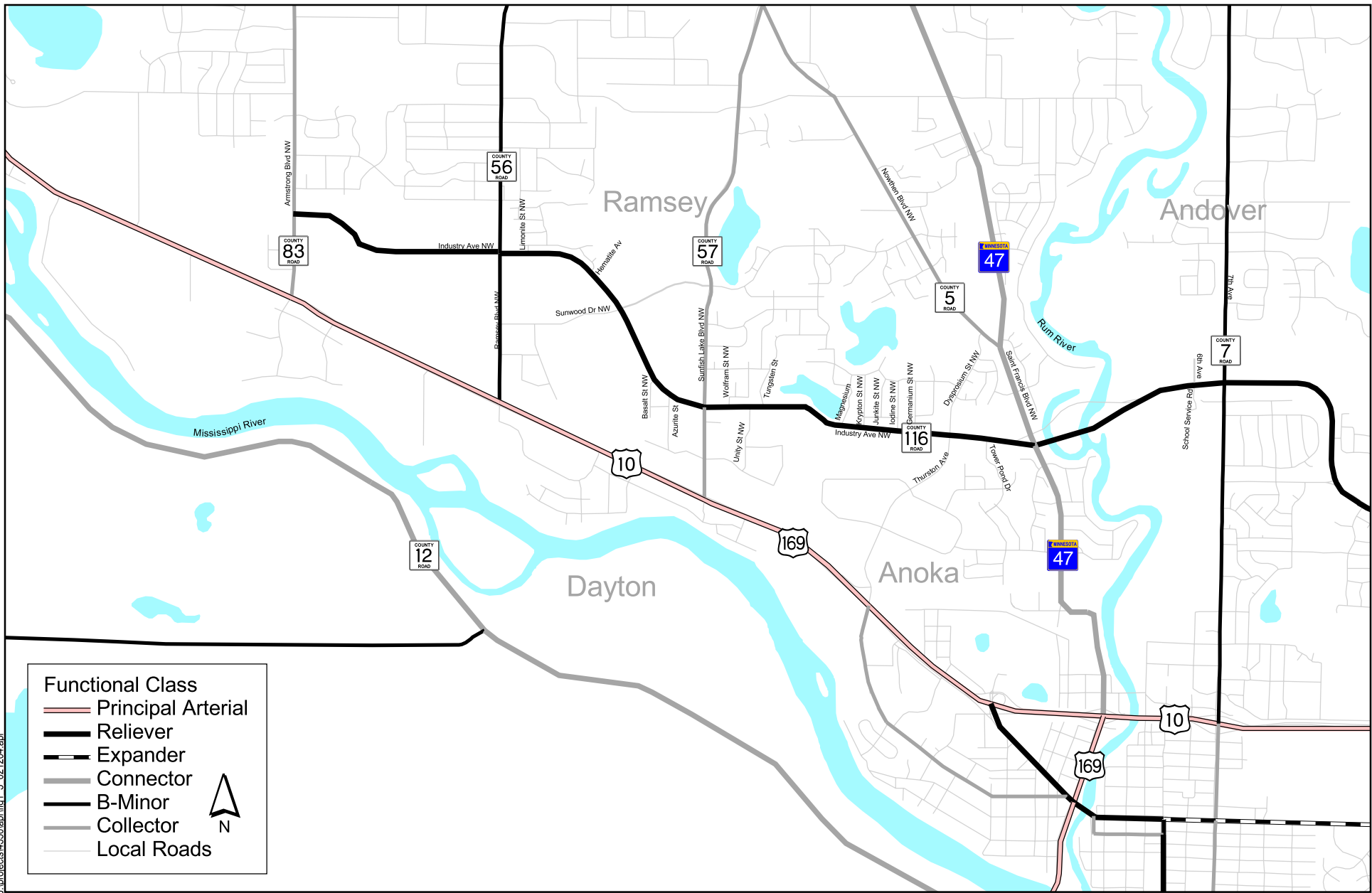
County Road 116 was classified as a local roadway from CSAH 83 to CSAH 56 and a B-Minor Arterial from CSAH 56 to CSAH 17 (Lexington Avenue). The corridor primarily served local residential and commercial trips; however, portions of the corridor also acted as a reliever to TH 10 and TH 242. The functional classification of County Road 116 was recently changed to an A-Minor Arterial to address growth in the communities along this corridor. As an A-Minor Arterial roadway, the main function of County Road 116 is to provide a reliever route for TH 10, a principal arterial and high-priority Interregional Corridor (IRC) route that runs parallel to County Road 116. In the western end of the study area, TH 10 is approximately one-third of a mile away from County Road 116; in the eastern end of the study area, TH 10 is a little over a mile away from County Road 116. East of the study area, County Road 116 also acts as a reliever to TH 242 and CSAH 14. The next continuous east-west route to the north is CSAH 22 (Viking Boulevard); this route is over six and a half miles away. As a result, County Road 116 ends up serving many east-west trips.

The facility is connected to other facilities in the region by three north-south arterial routes: County Road 56 (Ramsey Boulevard), TH 47 and CSAH 7 (7th Avenue); and by two north-south major collector routes: CSAH 83 (Armstrong Boulevard) and CSAH 57 (Sunfish Lake Boulevard). In addition to the arterial and collector routes, there are a number of local roadways that intersect with County Road 116. Figure 2 shows the transportation network, including functional classification, in and around the study area.

### **General Land Use**

Land use along the corridor is a mixture of agricultural, residential, commercial, industrial, park, and public/institutional uses. In general, most of the residential development is located on the north side of County Road 116 and most of the industrial development is located on the south side of County Road 116. However, there are a few exceptions to this; near CSAH 57 (Sunfish Lake Boulevard) industrial uses are along both sides of the roadway.

Most of the current agricultural uses are west of CSAH 56 (Ramsey Boulevard); however, these uses are expected to change over time to urbanized uses. Commercial and park areas are located on both the north and south sides of County Road 116 between TH 47 and CSAH 7 (7th Avenue). Figure 3 shows existing land use along the corridor.



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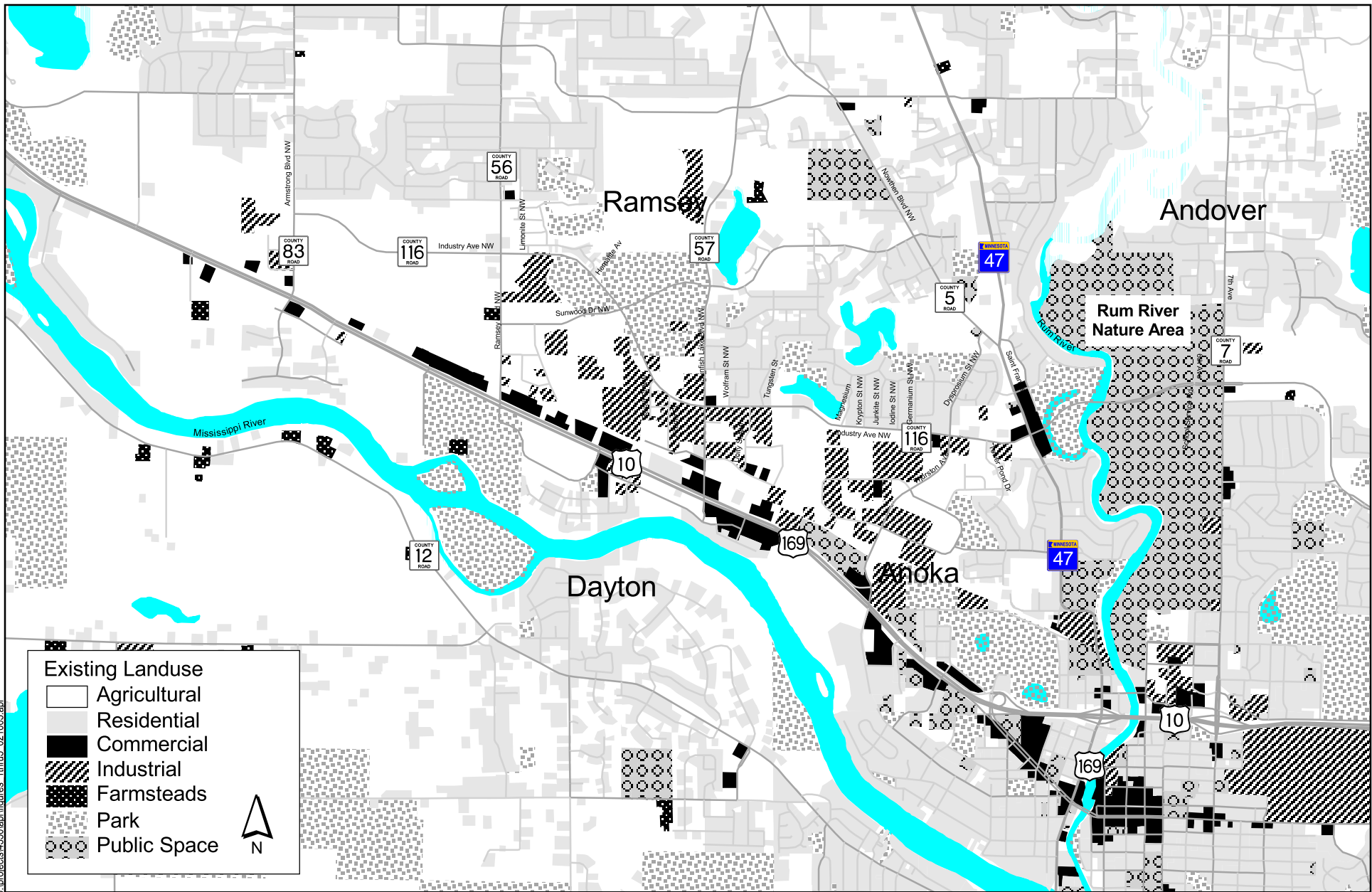


**TRANSPORTATION NETWORK**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 2**



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**EXISTING LAND USE**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 3**

## Traffic Characteristics

As part of defining traffic patterns and characteristics in the study area, two initiatives were undertaken. First, historical data on traffic volumes, growth of those volumes over time, as well as data on the types and speeds of vehicles using the facility was collected and analyzed. Second, a traffic analysis was done to determine the current level of service at key intersections. These two initiatives provided insight on how CR 116 currently functions.

### *Traffic Volumes*

Historic traffic volumes in the study area show a significant amount of growth between 1996 and 2000 (Table 1). According to Mn/DOT traffic flow maps, most of County Road 116 experienced over a 50 percent increase in traffic during that time period. This breaks down to over a 7 to 11 percent-per-year growth rate. Typical growth rates are in a range of 2 percent to 5 percent per year. Table 1 shows the historic traffic volumes as well as the growth in daily traffic between 1996 and 2000.

**Table 1**  
**Historic Traffic Volumes**

Segment	General Location	Average Daily Traffic Volumes*			Percent Growth Between 1996 and 2000	Annual Traffic Growth (percent)
		1996	1998	2000		
A	CSAH 7 (7th Ave.) to TH 47	9,300	11,200	12,500	34.4	7.7
B	TH 47 to CSAH 57 (Sunfish Lake Blvd.)	4,500	6,450	7,750	72.2	14.6
C	CSAH 57 (Sunfish Lake Blvd.) to Sunwood Dr.	4,000	4,000	6,100	52.5	11.1
D	Sunwood Dr. to CSAH 83 (Armstrong Blvd.)	2,300	2,600	3,500	52.2	11.1

\* Source: Mn/DOT flow maps

In November 2001, SRF Consulting Group was asked to collect existing traffic volumes at three locations along County Road 116. The data was collected using traffic tube counters in order to obtain data for a full 24 hours. The data was analyzed to determine daily and peak-hour volumes. Table 2 summarizes the daily volume data that was collected.

**Table 2**  
**2001 Traffic Volumes**

Segment	Location	Average Daily Traffic Volumes	Percent Peak Hour	Peak Directional Split (percent)
A	West of 6th Ave.	16,040	10.0	50/50
B	West of Magnesium St.	7,302	10.3	54/46
D	East of County Road 56 (Ramsey Blvd.)	3,952	11.1	64/36

Source: SRF Consulting Group, November 2001.

Based on a review of current and historic volume data, the following trends were identified:

- Heaviest volumes are clustered near commercial nodes and near the high school.
- Volume growth between 1996 and 2000 was over 50 percent for most of the corridor.
- Traffic volumes continued to increase in 2001.
- Traffic volumes are more directional in western portion of the study area versus the eastern end.

### *Traffic Types*

Vehicle classification data was collected along with volume data along County Road 116 in both directions east of County Road 56 (Ramsey Boulevard) and for westbound traffic west of CSAH 7 (7th Avenue). Based on this data, it was determined that 94 percent of the vehicles on CR 116 are two axle passenger cars or trucks, five percent were buses or single unit trucks and one percent were semis or other large trucks with trailers. These percentages were used in analyzing the operations for CR116. The type of vehicles can have an impact on the facilities operations. Roadways that carry a large number of trucks with multiple stops can experience reduced speeds due to slower acceleration and deceleration capabilities. In addition, large trucks also have a greater impact on the condition of the roadway (use larger percentage of pavement life).

### *Traffic Operations*

Daily volumes reported on the traffic flow maps can be used to approximate operational problems based on daily segment capacities. SRF Consulting Group collected a.m. and p.m. peak hour turning movement counts in November 2001 at all of the identified intersections, with the exception of County Road 116 at CSAH 57 (Sunfish Lake Boulevard) and Dysprosium Street/Thurston Avenue. The turning movement counts for these two intersections were collected by Anoka County in August 2001. A traffic operations analysis was then conducted for the a.m. and p.m. peak hours at six key intersections as identified below. The signalized intersections were analyzed using Synchro/SimTraffic, a traffic operations model; and the unsignalized intersections were analyzed using Highway Capacity Software.

- County Road 116 and CSAH 83 (Armstrong Boulevard)
- County Road 116 and County Road 56 (Ramsey Boulevard)
- County Road 116 and CSAH 57 (Sunfish Lake Boulevard)
- County Road 116 and Dysprosium Street/Thurston Avenue
- County Road 116 and TH 47
- County Road 116 and CSAH 7 (7th Avenue)

Figure 4 shows the locations of these intersections, the existing turning movement counts, the existing levels of service and the type of traffic control currently in place.

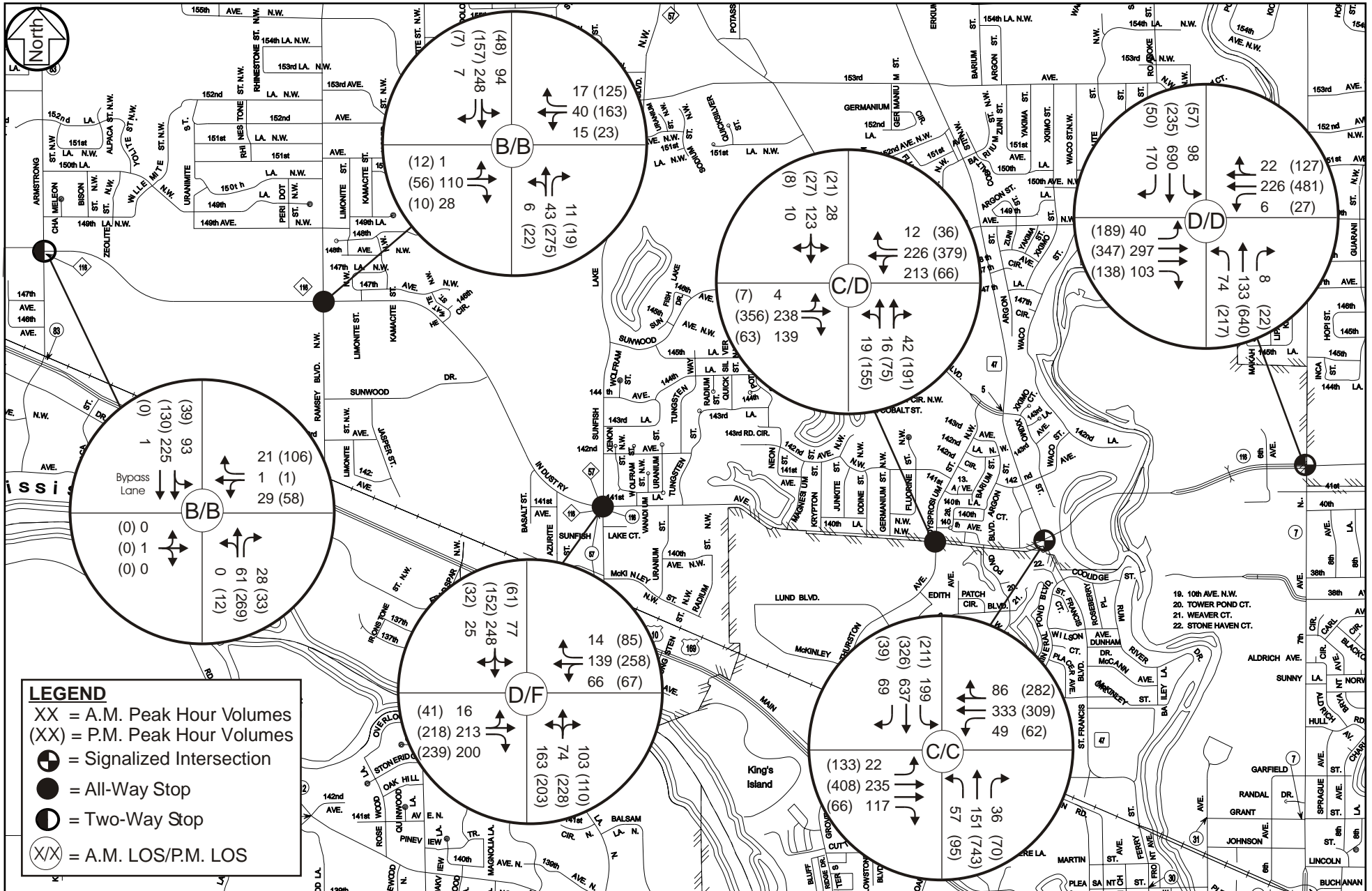
Capacity analysis results identify a Level of Service (LOS), which indicates the quality of traffic flow through an intersection. Intersections are given a ranking from LOS A through LOS F. LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS F indicates an intersection where demand exceeds capacity, or a breakdown in traffic flow. LOS A through D are generally considered acceptable by drivers. LOS E indicates that an intersection is operating at, or very near, its capacity and that vehicles experience substantial delays.

Results of the analysis shown in Table 3 indicate that all key intersections currently operate at an acceptable overall LOS D or better during the a.m. and p.m. peak hours, with the exception of County Road 116/CSAH 57 (Sunfish Lake Boulevard). This intersection currently operates at an unacceptable LOS F during the p.m. peak hour.

**Table 3**  
**Existing Intersections Levels of Service**

Intersection – County Road 116 and	Level of Service <sup>(1)</sup>	
	A.M. Peak	P.M. Peak
CSAH 7 (7th Ave.) (signalized)	D	D
TH 47 (signalized)	C	C
Dysprosium St & Thurston Ave (all-way stop)	C/D	D/E
CSAH 57 (Sunfish Lake Blvd.) (all-way stop)	D/E	F/F
County Road 56 (Ramsey Blvd.) (all-way stop)	B/B	B/C
CSAH 83 (Armstrong Blvd.) (two-way stop)	B/B	B/B

<sup>(1)</sup> The overall LOS is shown followed by the worst approach LOS.



**EXISTING INTERSECTION OPERATIONS**

COUNTY ROAD 116 ACCESS CORRIDOR STUDY  
City of Ramsey, City of Anoka, and Anoka County

**Figure 4**

*Speed*

The posted speed along County Road 116 is 55 miles per hour (mph) with the exception of the area between CSAH 83 (Armstrong Boulevard) and CSAH 57 (Sunfish Lake Boulevard), and between CSAH 57 and TH 47 where the posted speed is 50 mph. In addition to the above-posted speeds, there are three areas where speed advisory signs are posted near horizontal curves.

- Just east of CSAH 83 (Armstrong Boulevard)(50 mph advisory speed)
- Between Tungsten and Krypton Streets (40 mph advisory speed)
- Between Tower Pond Drive and TH 47 (40 mph advisory speed)

As part of documenting the existing conditions, SRF collected actual vehicle speeds to compare them to posted speeds. The intent of this data collection was to identify capacity and operations issues that may not show up in daily volume number or in the intersection analyses. The speed data was collected in November 2001 at the three locations. The information is presented in Table 4.

**Table 4  
Speed Data Summary**

Segment	Location	Posted Speed Limit	50th Percentile	85th Percentile	10 mph Pace Speed
A	<b>West of 6th Ave.</b>				
	Westbound Right Lane	55	55	60	51 – 60
	Eastbound Right Lane	55	56	59	51 – 60
B	<b>West of Magnesium St.</b>				
	Westbound	50 <sup>(1)</sup>	47	52	46 – 55
	Eastbound	50 <sup>(1)</sup>	46	51	41 – 50
D	<b>East of County Road 56 (Ramsey Blvd.)</b>				
	Westbound	55	52	57	51 – 60
	Eastbound	55	48	54	46 – 55

<sup>(1)</sup> Recommended speed is 40 mph, due to horizontal curve.

The speed data indicates that vehicles using County Road 116 are generally traveling close to posted speeds. The information collected west of Magnesium Street is in a 40 mph speed advisory area, due to sharp horizontal curves. While speeds through this location are lower than the 50 mph posted speed limit, they are above the speed advisory for this segment of the road.

## Safety Characteristics

The number and location of crashes were analyzed to identify safety concerns in the corridor. Crash data for a five-year period from 1996 through 2000 was used in analyzing both key intersections and roadway segments in the corridor. Over the five-year period there were 155 crashes, or approximately 31 crashes a year. Most of the crashes were clustered at or near the key intersections. Because most of the crashes occurred at the key intersections, a majority of them were at low speeds and did not result in serious injuries or fatalities. Of the 155 crashes, only one resulted in a fatality and five resulted in serious injuries.

Crash rates for both intersections and segments were compared to average rates for similar roadway facilities in the metro area. If the rates exceeded the average rates, they were identified as potential safety problem areas. It should be noted that the crash data was not available for the segment of County Road 116 between CSAH 83 (Armstrong Boulevard) and County Road 56 (Ramsey Boulevard). This segment of roadway was only recently constructed and does not have a crash history.

Table 5 summarizes the crash rates for the four corridor segments. A few of the segments along County Road 116 had higher crash rates than those of comparable roadways in Hennepin County.

**Table 5**  
**Segment Crash Rates**

Segment	Location	Total Number of Crashes (1996 to 2000)	Segment Crash Rate <sup>(1)</sup>	Average Crash Rate by Roadway Type <sup>(2)</sup>
A	CSAH 7 (7th Ave.) to TH 47 (urban, four-lane undivided)	72	2.04	1.90
B	TH 47 to CSAH 57 (rural, two-lane)	61	1.25	1.25
C	CSAH 57 (Sunfish Lake Blvd.) to Sunwood Dr. (rural, two-lane)	13	0.87	1.25
D	Sunwood Dr. to CSAH 83 (Armstrong Blvd.) (rural, two-lane) <sup>(3)</sup>	9	1.70	1.25

<sup>(1)</sup> Crashes per million vehicle miles of travel based on actual number of crashes.

<sup>(2)</sup> Based on data for similar roadways in Hennepin County.

<sup>(3)</sup> Segment is actually between Sunwood Drive and CSAH 56. CR 116 between County Road 56 (Ramsey Boulevard) and CSAH 83 (Armstrong Boulevard) was not constructed during this time period.

Segment A had the most crashes, with 72 over the five-year period. The crash rate for this segment (2.04) is slightly higher than the average (1.90) for similar type facilities. Many of the crashes that contributed to the higher crash rate for this segment occur just to the east of TH 47. Two commercial driveways with full access to County Road 116 are located in this area. Segment B had 61 crashes over the five-year period. The crash rate for this segment is the same

as the average crash rate for similar facilities. Segment C had 13 crashes over the five-year period and had a crash rate of 0.87 crashes per million vehicle miles, which is well below the crash rate for similar facilities. Segment D had the fewest crashes, with nine. This segment's crash rate (1.70) is slightly higher than the average (1.25) for similar facilities in Hennepin County. It is important to note that this segment was quite short, approximately seven tenths of a mile. Short segments can show a high crash rate even with a limited number of crashes.

Table 6 summarizes the crash rates for the five major intersections along the study corridor. These crash rates were compared to average crash rates obtained from Hennepin County for a variety of intersection types. As shown Table 6, the crash rates for the key intersections are higher than the average crash rate. Because the intersection crash rates were higher than average crash rates, a critical crash rate was calculated. The critical crash rate is an analysis that takes into consideration the randomness of crashes and uses standard deviations to determine if an intersection has a serious crash problem or if it just happens to have an extra crash or two that puts it over the average for the time period that the data was collected. In comparing the intersection crash rate to the critical crash rate, only the intersection of County Road 116 at Dysprosium Street and Thurston Avenue had a crash rate that exceeded the critical crash rate. This intersection is proposed to be modified using safety funds.

The following intersection crash rates were used for comparison purposes:

- All-way stop control – 0.47 crashes per million entering vehicles
- Rural, two-way stop control – 0.59 crashes per million entering vehicles
- High volume (>15,000 ADT), high speed ( $\geq 45$  mph), signalized intersection – 0.66 crashes per million entering vehicles

**Table 6**  
**Intersection Crash Rates**

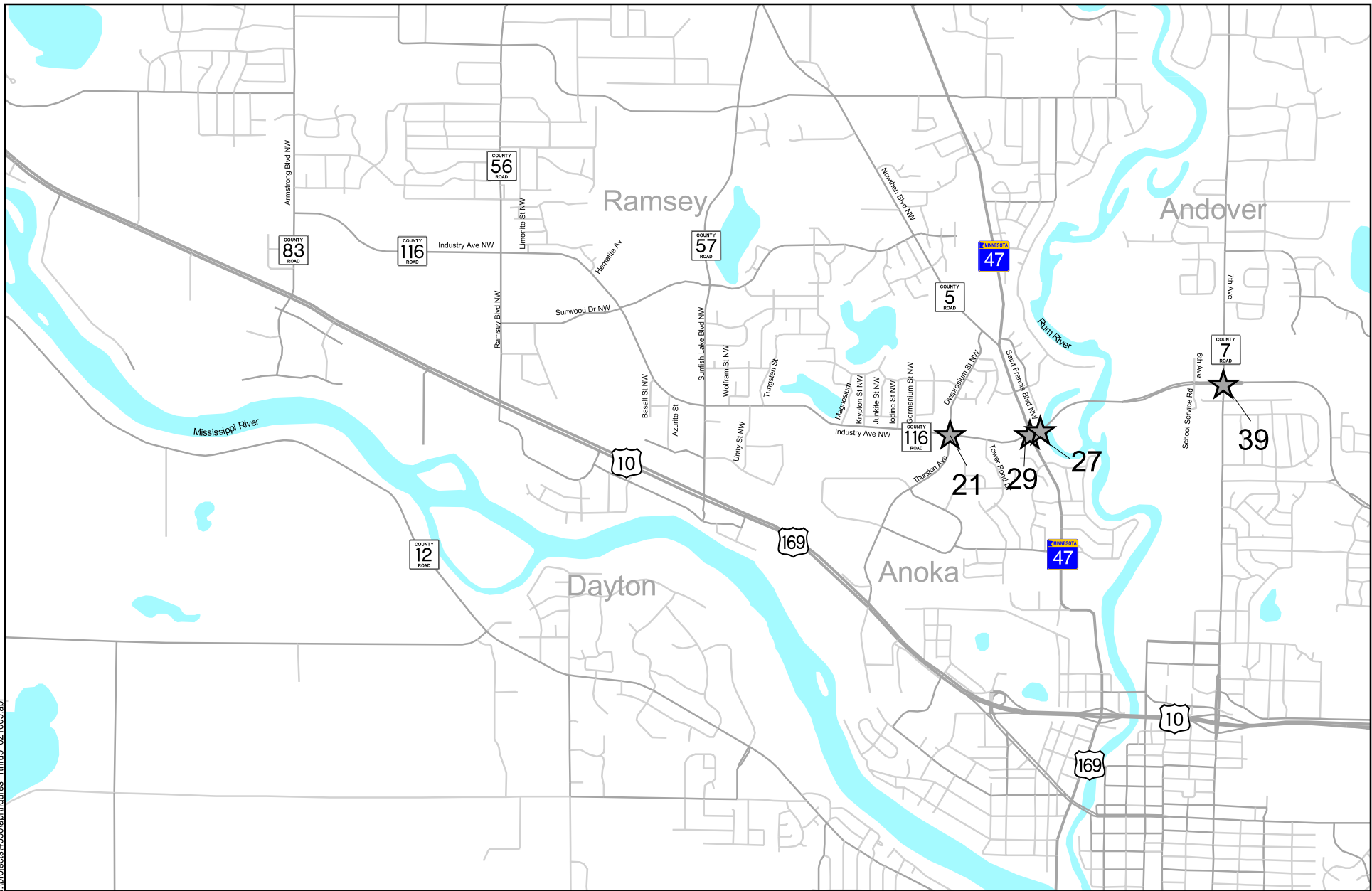
<b>Location – County Road 116 and</b>	<b>Total Number of Crashes (1996 to 2000)</b>	<b>Intersection Crash Rate <sup>(1)</sup></b>	<b>Average Crash Rate by Intersection Type <sup>(2)</sup></b>	<b>Critical Crash Rate</b>
CSAH 7 (7th Ave.)	39	0.93	0.66	1.06
TH 47	29	0.61	0.66	1.04
Dysprosium St. & Thurston Ave.	21	1.23	0.59 and 0.47 <sup>(3)</sup>	0.93
CSAH 57 (Sunfish Lake Blvd.)	12	0.60	0.47	0.91
County Road 56 (Ramsey Blvd.)	11	0.81	0.47	0.97

<sup>(1)</sup> Crashes per million entering vehicles.

<sup>(2)</sup> Based on data collected by Hennepin County.

<sup>(3)</sup> Average Crash Rate for this intersection reflects the fact that during part of the five-year period the intersection was a two-way stop control and part of the time it was a four-way stop control.

In addition to calculating the segment and intersection crash rates along the corridor, locations with 20 or more crashes occurring in the five-year period from 1996 to 2000 were identified. Areas with 20 or more correctable crashes over a five-year period qualify for funding from the Hazard Elimination Safety (HES) program. Sites that qualify for this program are generally recognized as areas with safety problems. Four areas along County Road 116 had 20 or more crashes. The Dysprosium Street and Thurston Avenue intersection had 21 crashes over the five-year period. This intersection has received HES funding to convert the existing four-way stop into a signalized intersection. Another intersection, although not shown in the table, just east of the TH 47 intersection had 27 crashes over the five-year period. At this time, no improvements for this area have been proposed. Figure 5 shows the areas with 20 or more crashes.



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**AREAS WITH 20 OR MORE CRASHES**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 5**

## Access

A comprehensive field inventory was conducted of all of the access points in the corridor. Two basic types of accesses were counted, public and private. Table 7 displays the number of full-access and the number of restricted-access points by segment. The inventory shows 74 access points over the 5.1-mile corridor, or approximately 15 access points per mile. In some segments, where there are a number of driveways and public streets, there are over 26 access points per mile. A number of studies have demonstrated a relationship between the number of access points and the number of crashes, including *FHWA Access Research Report No. FHWA-RD-91-044*. The results of this federal study are presented in Figure 6.

**Table 7**  
**Public and Private Access Points**

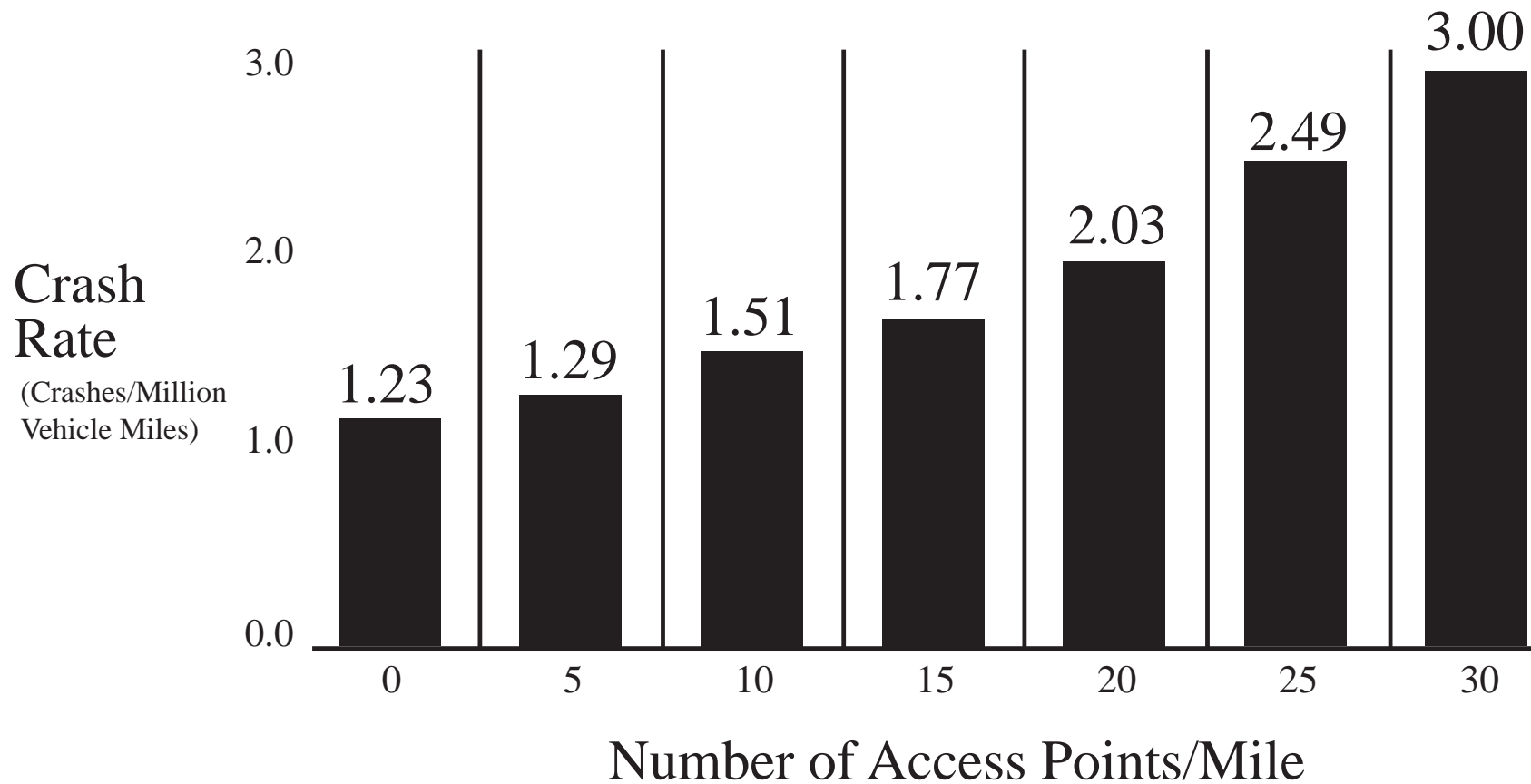
Segment	Location	Segment Length (miles)	Number of Accesses <sup>(1)</sup>				Accesses Per Mile
			Full	T-Int.	Other <sup>(2)</sup>	Total	
A	CSAH 7 (7th Ave.) to TH 47	1.00	3/(0)	0/(0)	1*/(2)	4/(2)	6
B	TH 47 to CSAH 57 (Sunfish Lake Blvd.)	1.62	5/(7)	8/(23)	0/(0)	13/(30)	26.5
C	CSAH 57 (Sunfish Lake Blvd.) to Sunwood Dr.	0.67	5/(3)	0/(4)	0/(0)	5/(7)	17.9
D	Sunwood Dr. to CSAH 83 (Armstrong Blvd.)	1.75	4/(4)	3/(2)	0/(0)	7/(6)	7.4
	<b>TOTAL</b>	5.09	<b>17/(16)</b>	<b>11/(29)</b>	<b>1/(0)</b>	<b>29/(45)</b>	<b>14.5</b>

<sup>1</sup> X/(X) – Number of Public Access Points/(Number of Private Access points).

<sup>2</sup> Right in/out access points.

\* Access to the high school.

Figures 7 through 10 show existing access along the corridor by type.



Source: FHWA, Publication No. FHWA-RD-91-044 (Nov. 1992)

Note: Study Data is from Two-Lane Highway in Minnesota



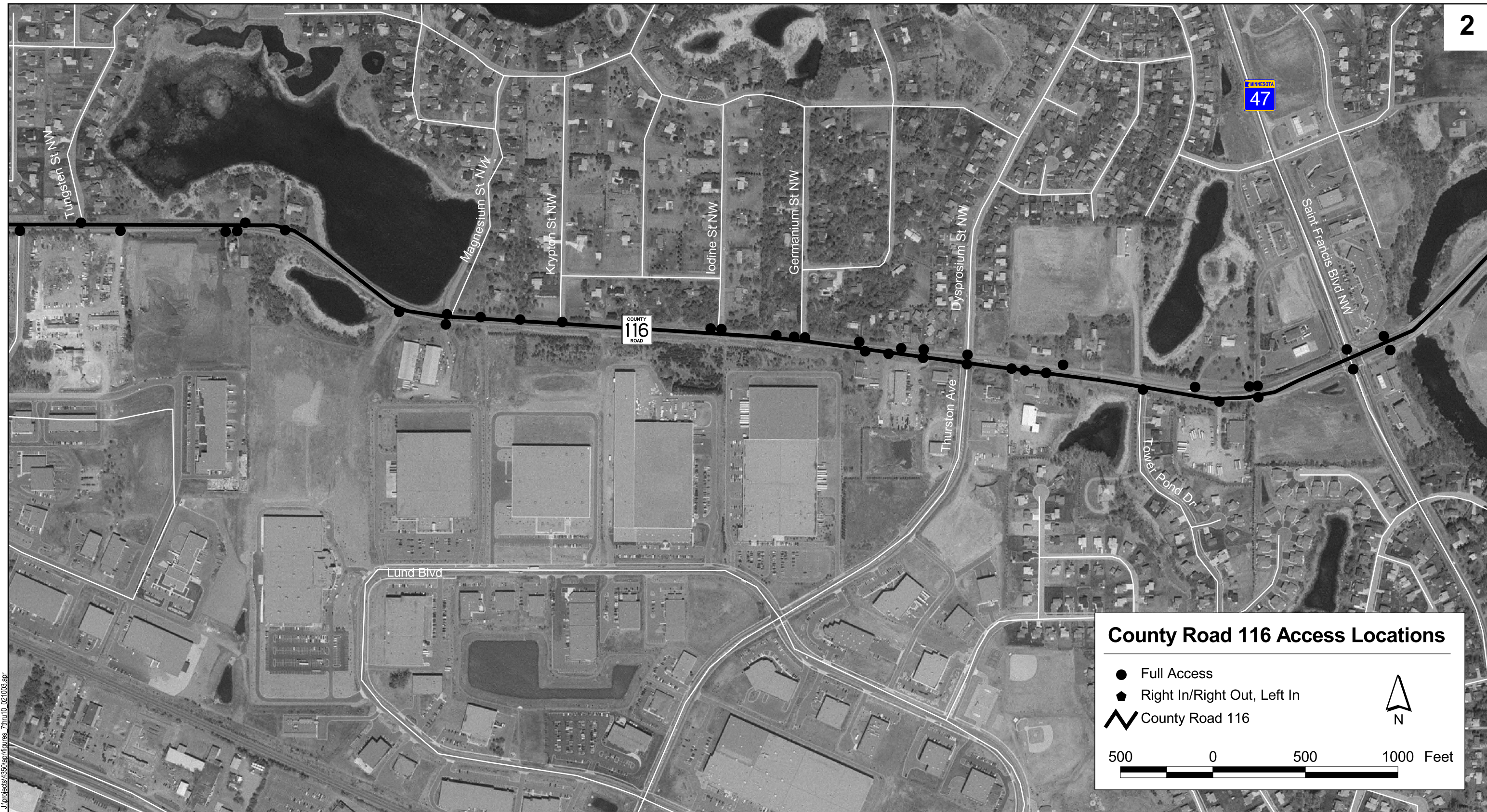
**ACCESS VERSUS SAFETY**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY  
Anoka County / City of Ramsey / City of Anoka

*Figure 6*



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**County Road 116 Access Locations**

- Full Access
- ◆ Right In/Right Out, Left In
- ▬ County Road 116

N

500 0 500 1000 Feet



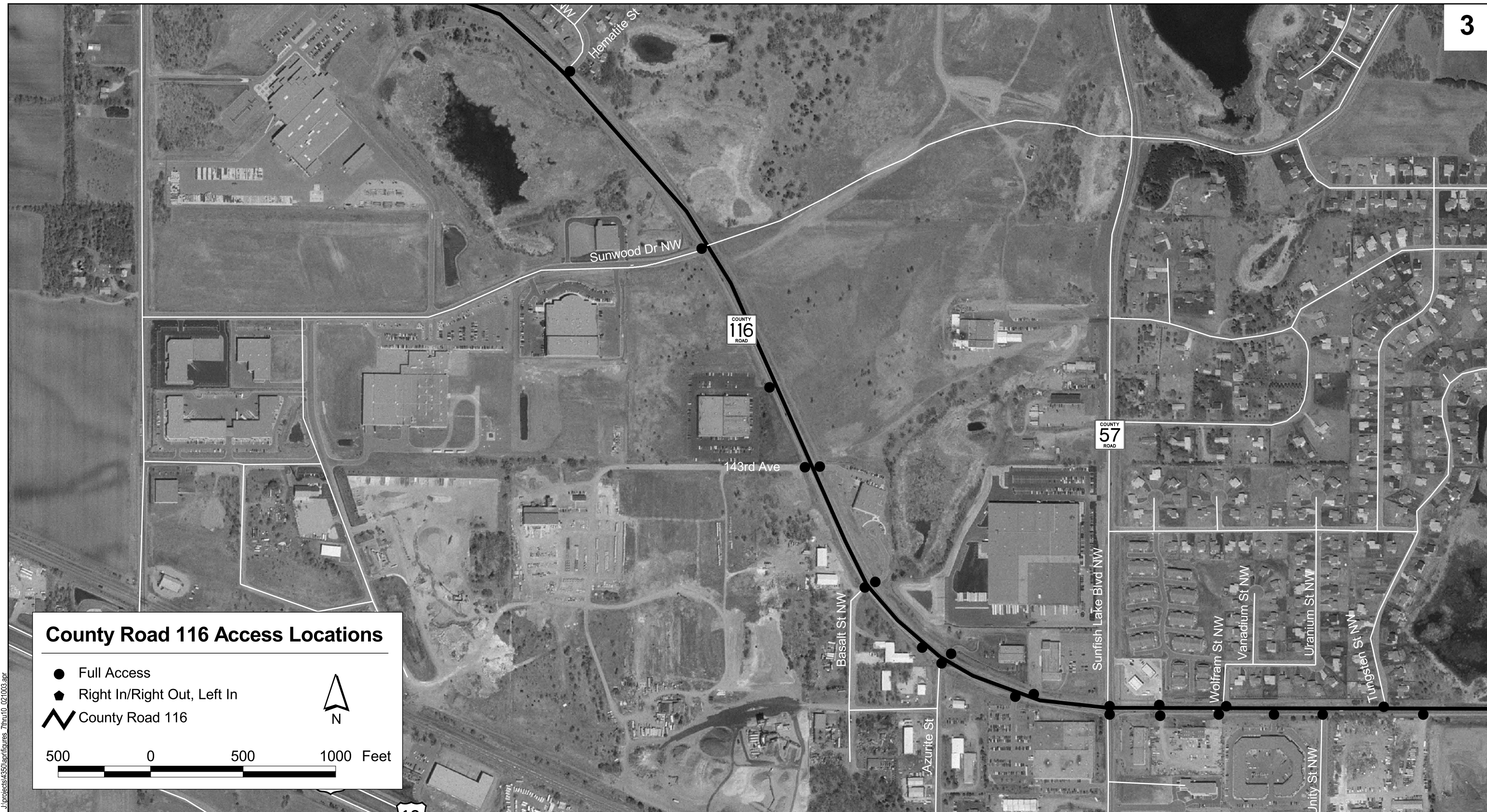
**EXISTING ACCESS**

**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

City of Ramsey / City of Anoka / Anoka County

*Figure 8*

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**County Road 116 Access Locations**

- Full Access
- ◆ Right In/Right Out, Left In
- ▬ County Road 116

N

500      0      500      1000 Feet

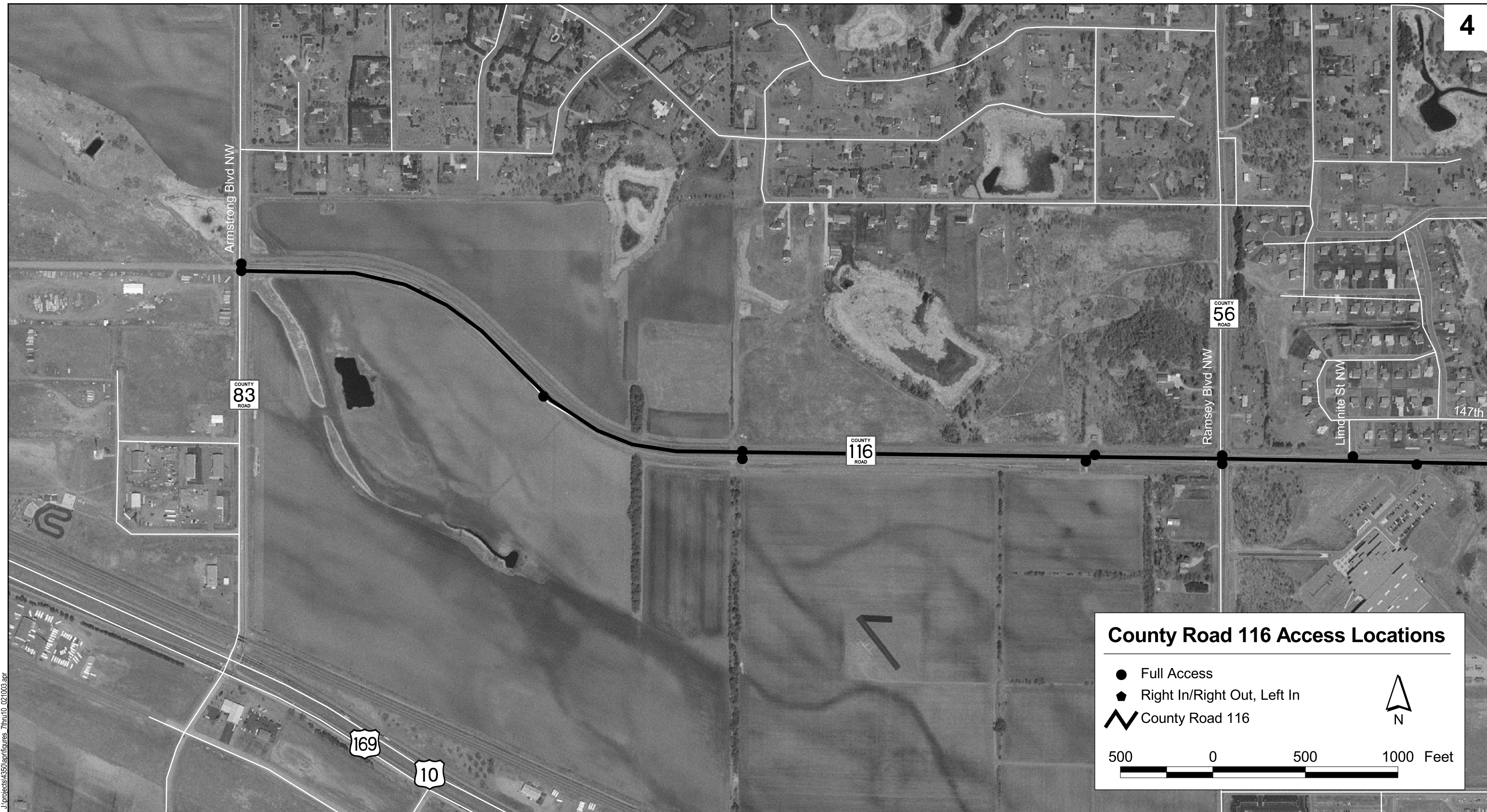


**EXISTING ACCESS**

**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

**Figure 9**

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**County Road 116 Access Locations**

- Full Access
- ◆ Right In/Right Out, Left In
- ▬ County Road 116

N

500 0 500 1000 Feet



**EXISTING ACCESS**

**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

Anoka County / City of Ramsey / City of Anoka

**Figure 10**

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### ***Existing Access Controls***

Access is controlled in the corridor through Anoka County's Driveway Policy Plan. The Anoka County Driveway Policy Plan states that there should be a spacing of one half to one mile spacing of streets intersecting A-Minor Arterial Routes depending on the development density of the plat. Generally, one access per parcel will be allowed to property abutting an A-Minor Arterial where no other access to public roadways is feasible. In addition, access points are reviewed to ensure that the location meets proper sight distance requirements. Also, Anoka County requires that proposed subdivisions grant additional right-of-way to the County so that a minimum of 120 feet of right-of-way exists on all A-Minor Arterials. For a complete listing of Anoka County access policies and guidelines, please refer to the Anoka County Driveway Policy Plan.

### **Design Characteristics**

County Road 116 is currently a two-lane facility between CSAH 83 (Armstrong Boulevard) and TH 47, and a four-lane facility from the TH 47 intersection to CSAH 7 (7th Avenue). The area is relatively flat and there are no steep grades that affect the speeds or vehicle operations; however, there are a few advisory speed zones in areas with tight curves.

Right-of-way along the corridor varies considerably. A minimum right-of-way width of 120 feet is considered adequate for the function of this roadway (assumes that County Road 116 is widened to four lanes—Anoka County Transportation Plan). The 120 feet allows the typical roadway section of two through lanes in each direction, a center median (reduced where left-turn lanes are needed), outside shoulders, boulevard area and trails. Table 8 shows existing right-of-way along the corridor and areas in the corridor where additional right-of-way is needed to develop a four-lane facility.

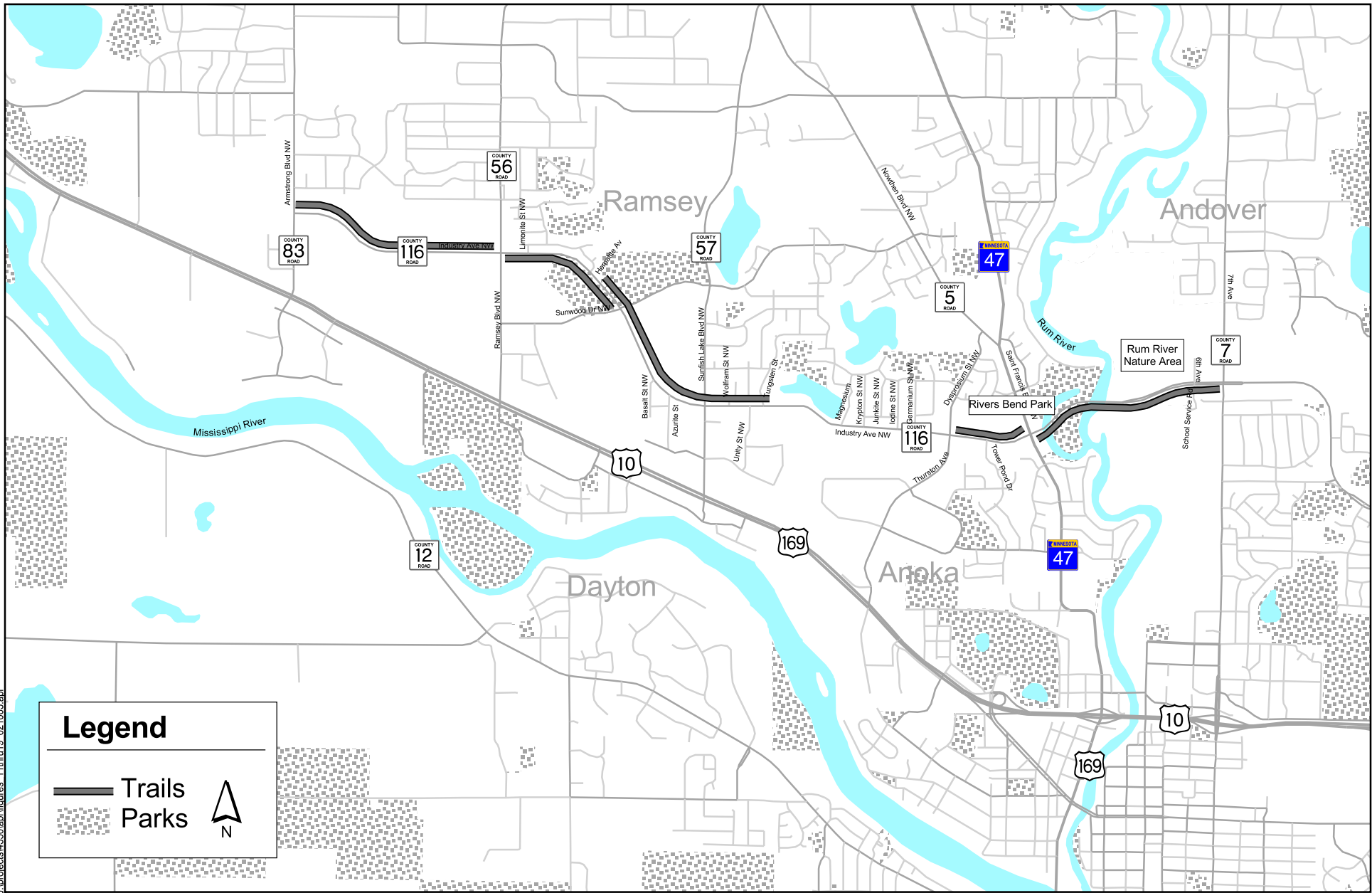
**Table 8**  
**Existing Right-of-Way**

<b>Segment</b>	<b>Location</b>	<b>Meets 120 Foot Width</b>	<b>Comments</b>
A	CSAH 7 (7th Ave.) to TH 47	Yes	150 feet or more
B	TH 47 to CSAH 57 (Sunfish Lake Blvd.)	No	Most right-of-way is less than 90 feet. Right-of-way ranges between 66 and 90 feet, except for areas near intersections.
C	CSAH 57 (Sunfish Lake Blvd.) to Sunwood Dr.	Yes	120 feet
D	Sunwood Dr. to CSAH 83 (Armstrong Blvd.)	Yes	120 feet

## **Modal Elements**

There are currently few modal conflicts along County Road 116. Presently there are no railroad, light rail, or major trucking facilities located in or adjacent to the corridor. The only transit service in the study area is provided along CSAH 7 (7th Avenue). This route intersects with County Road 116, but does not provide service along County Road 116. However, County Road 116 may be studied in a future transit plan as a potential transit route.

Although there are limited modal options on County Road 116, there is an off-street bituminous trail running alongside County Road 116 for a large portion of the study area. Separating the trail from the roadway reduces potential conflicts between modes (walking, biking, etc.). The location of the trail also reinforces the need to limit access along the corridor in order to minimize potential conflicts between trail users and vehicles using access points. The trail serves primarily as a recreational corridor; however, it is an option for home to work trips. The trail alternates from one side of County Road 116 to the other at different points along the corridor thereby introducing the need for several crossings. This increases the exposure/conflicts between pedestrians and vehicles.



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**TRAILS AND PARKS**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 11**

## Environmental Constraints

As part of any corridor study, it is important to identify a purpose and a need for improvements, as well as to identify physical, environmental and cultural constraints that could be impacted by potential improvements. The analysis performed as part of this study is not to the level of a Project Memorandum, or an Environmental Assessment, but is intended to identify potential issues that would need to be addressed if environmental studies were pursued.

The environmental data collected for the County Road 116 corridor study was used to identify any potential location determining issues and other important environmental issues within the study area. Improvement alternatives should be developed to avoid these impacts wherever possible. Where impacts are unavoidable, minimization and mitigation measures should be identified and evaluated during project development.

Agencies with potential concerns within the project area were contacted as part of early coordination efforts. The contacted agencies and the issues addressed by each are listed in Table 9. A sample early coordination letter is located in Appendix A, as well as responses received.

**Table 9**  
**Agencies Receiving Letters Soliciting Views and Comments**

Agency	Issues Addressed
Ms. Sarah Hoffman Endangered Species Environmental Review Coordinator Minnesota Department of Natural Resources 500 Lafayette Road St. Paul, Minnesota 55155	Natural Heritage Information
Mr. Thomas Cinadr Minnesota Historical Society 345 John Kellogg Boulevard West St. Paul, Minnesota 55102	Cultural Resources
Mr. Craig Gray, P.E. City of Anoka 2015 First Avenue Anoka, Minnesota 55303	Will coordinate with appropriate agencies on identified environmental issues.
Mr. Steven Jankowsk, P.E. City of Ramsey 15153 Nowthen Boulevard NW Ramsey, Minnesota 55303	Will coordinate with appropriate agencies on identified environmental issues.
Ms. Kate Garwood, AICP Anoka County 1440 Bunker Lake Boulevard Andover, Minnesota 55304	Will coordinate with appropriate agencies on identified environmental issues.

A map showing cultural features and locations of potential environmental concerns within the County Road 116 corridor study area is provided in Figure 12. For the purpose of this report, these issues have been categorized as either “Location Determining Issues” or as “Other Issues and Factors.” These are listed below:

### Location Determining Issues

#### *Wetlands (Section 404)*

Numerous wetlands are found throughout the study area. The primary wetland concentration is along the central portion of the study area from County Road 56 (Ramsey Boulevard) to CSAH 57 (Sunfish Lake Boulevard). In addition, there are some wetlands in the eastern and western portions of the study area. Figure 12 illustrates wetland locations. The NWI wetlands are also shown on this figure.

Potential corridor improvement alternatives should be developed to avoid identified wetland areas. If impacts cannot be avoided, alignments should seek to minimize wetland impacts. A final delineation and wetland determination will be required once the potential improvements have been selected and prior to permit application.

#### *Wild and Scenic Rivers*

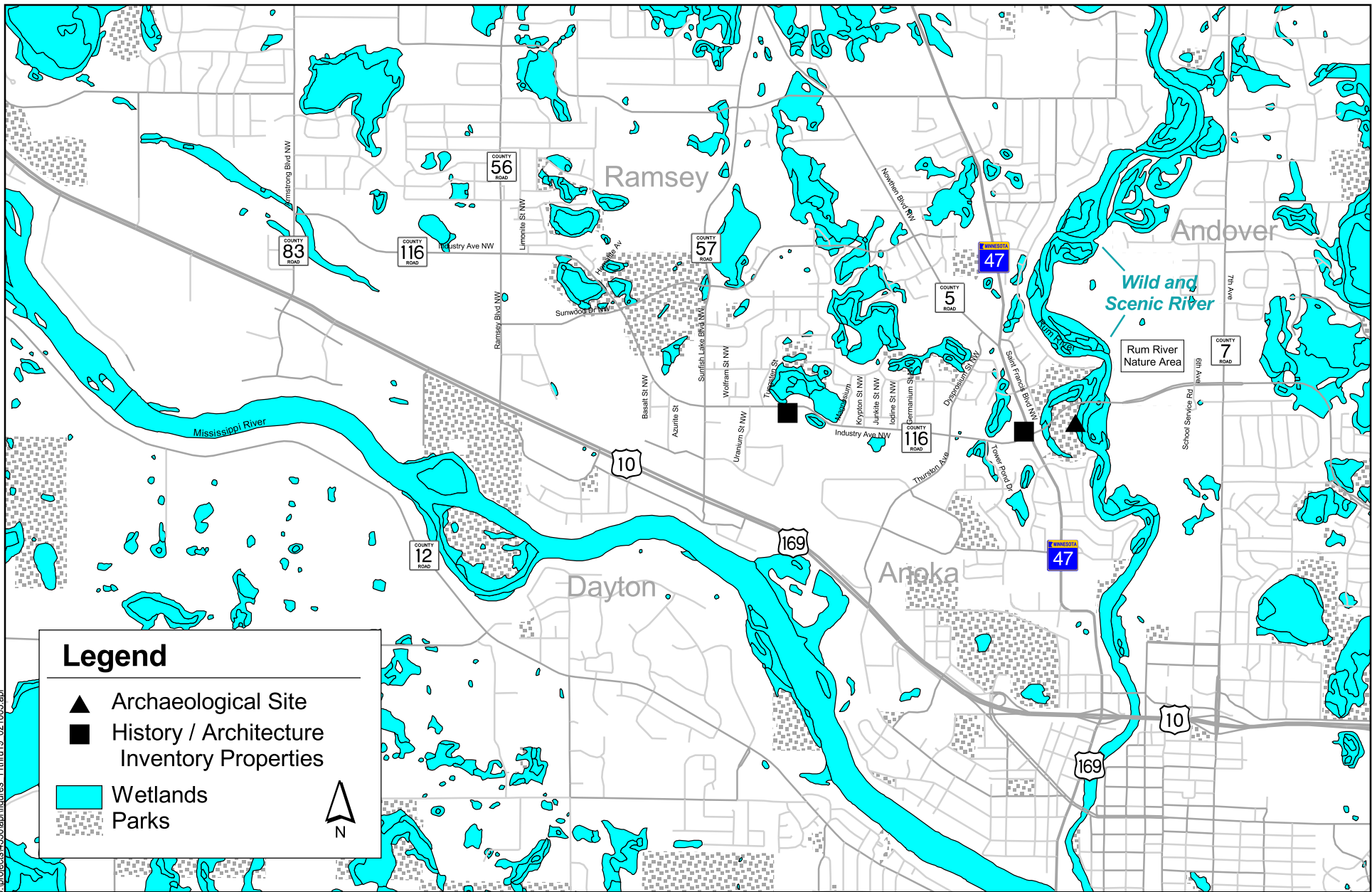
The Rum River is a wild and scenic river within the study area.

#### *Parks (Section 4(f)/6(f))*

Section 4(f) applies only to federally funded projects, and only if the park, recreation area, or waterfowl or wildlife refuge is significant and publicly owned. Significant historic and archaeological sites are covered under Section 4(f) without regard to whether the site is owned by a public agency or private party. The Rivers Bend Park (along the eastern portion of the study area) and the trail that parallels County Road 116 are Section 4(f) resources. Transportation agencies using federal funds are prohibited from using such lands unless: (1) there is no feasible or prudent alternative to the use, and (2) the project includes all possible planning to minimize harm to the protected resource. Figure 12 shows the location of the Rivers Bend Park.

Anytime Section 4(f) involvement occurs, the possibility for Section 6(f) involvement also exists. The Rum River Nature Area was at one time a Section 4(f)/6(f) resource because LAWCON (Land and Water Conservation) funds were used to either plan, develop or improve the open space; however, in the early 1990’s all federal restrictions were removed (see the supporting information in Appendix A).

Potential corridor improvements should avoid the use or constructive use of any of the Section 4(f)/6(f) resources. If the use of Section 4(f)/6(f) land cannot be avoided, impacts should be minimized. Impacts to these lands will require completion of the procedural requirements of Section 4(f)/6(f).



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**CULTURAL & ENVIRONMENTAL CONSTRAINTS**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 12**

### *Cultural Resources (Section 106)*

Information on the locations of potential cultural resource properties within the study area was obtained from the State Historic Preservation Offices (SHPO) History/Architecture Inventory and Archaeological Site Location Inventory.

The History/Architecture Inventory identified two properties near the corridor. The first site, the District No. 28 School, is north of the intersection of County Road 116 and TH 47. The second site, 6030 Industry Avenue, identified as “house”, is along the south side of County Road 116 between CSAH 57 (Sunfish Lake Boulevard) and TH 47.

The District No. 28 School site is on the National Register of Historic Places (NRHP). Any alternatives impacting this property should be avoided. The second property, the “house”, has not been evaluated for NRHP eligibility. Photographic records suggest the property may no longer possess integrity. Further evaluation is needed to determine its eligibility status. Figure 12 shows the locations of both sites.

State Historic Preservation Office records include reports of three archaeological investigations in the Rivers Bend Park area, suggesting high potential for archaeology in this area. A Phase I Cultural Resources Study will be needed to identify potential archaeological sites adjacent to the corridor and evaluate nearby structures greater than 50 years old. At minimum, alternatives should avoid impacts to the District No. 28 School, which is listed on the National Register of Historic Places. It should be noted that this area of the corridor is already four lanes, and that additional expansion is unlikely at this time.

### *Endangered Species Act*

The Minnesota Natural Heritage database file search conducted by the Minnesota DNR determined that there are several sites within the project area with state threatened and endangered species and natural communities (see complete list in Appendix A). Of the 14 rare features within a one-mile radius of the project area, only one is actually in the study area. The state threatened Blanding’s turtle (*Emydoidea blandingii*) was reported within a one-mile radius of the study area. Due to the sensitive nature of threatened and endangered species, and the fear of habitat destruction, the location of the turtle’s habitat is not shown on Figure 12.

Blanding’s turtles need both wetland and upland habitats to complete their life cycle. Nesting females and hatchlings are often at risk of being killed while crossing roads between wetlands and nesting areas. In addition to movements associated with the nesting, all ages and both sexes move between wetlands from April to November. These movements peak in June and July and again in September and October as turtles move to and from over wintering sites. In late autumn, the turtles bury themselves in the mud at the bottom of the deeper wetlands to over winter.

A preliminary survey of the study area should be carried out to determine the potential for Blanding’s turtle habitat. If it is determined there is turtle habitat within the study area, corridor improvement alternatives should be selected to avoid impacting the habitat. If impacts are unable to be avoided, recommendations for avoiding and minimizing impacts to turtle habitat

should be investigated and implemented. Avoidance and minimization recommendations were included in the DNR letter in Appendix A. It will be necessary to request a formal letter from the Mn/DOT Wildlife Biologist regarding the presence of federally listed endangered species as the project development/NEPA process continues in the future.

### Other Issues and Factors

#### *Contaminated Sites*

Information from the Minnesota Pollution Control Agency Permanent List of Priorities, the EPA National Priorities List and Comprehensive Environmental Response, Compensation, and Liability Information System should be requested as the project development/NEPA process continues in the future.

#### *Coordination with Agencies*

Alternatives developed for this corridor should be reviewed with local communities and state agencies (Department of Natural Resources, Mn/DOT, State Historic Preservation Offices, Minnesota Pollution Control Agency, etc.) to identify potential concerns and measures to avoid and/or minimize impacts. Future environmental documentation should address these concerns and identified impacts considered when a decision regarding a corridor alignment is made.

Alternatives developed during this corridor study should first seek to avoid impacts to cultural and environmental resources identified above. If some impacts cannot be avoided, efforts should be made to minimize impacts. Impacts resulting from the potential corridor location alternatives should be compared to determine the alignment with the least impact that will address the need for the project. This will require completing a formal environmental document. Potential mitigation for minimized impacts would be developed during design of the potential corridor improvements.

### **III. FUTURE CONDITIONS**

As indicated in the previous section, there are a number of factors that influence how a roadway and/or a system functions. Because these facilities take a long time to plan and construct, and because they are expected to serve future demands, it is important to evaluate them for future conditions (growth trends and other expected changes). Evaluating the corridor for these future conditions will enable the study partners to develop and work towards a plan that meets the long-term needs of the area. This section of the report highlights the future conditions that will significantly influence the function of County Road 116.

#### **General Land Use**

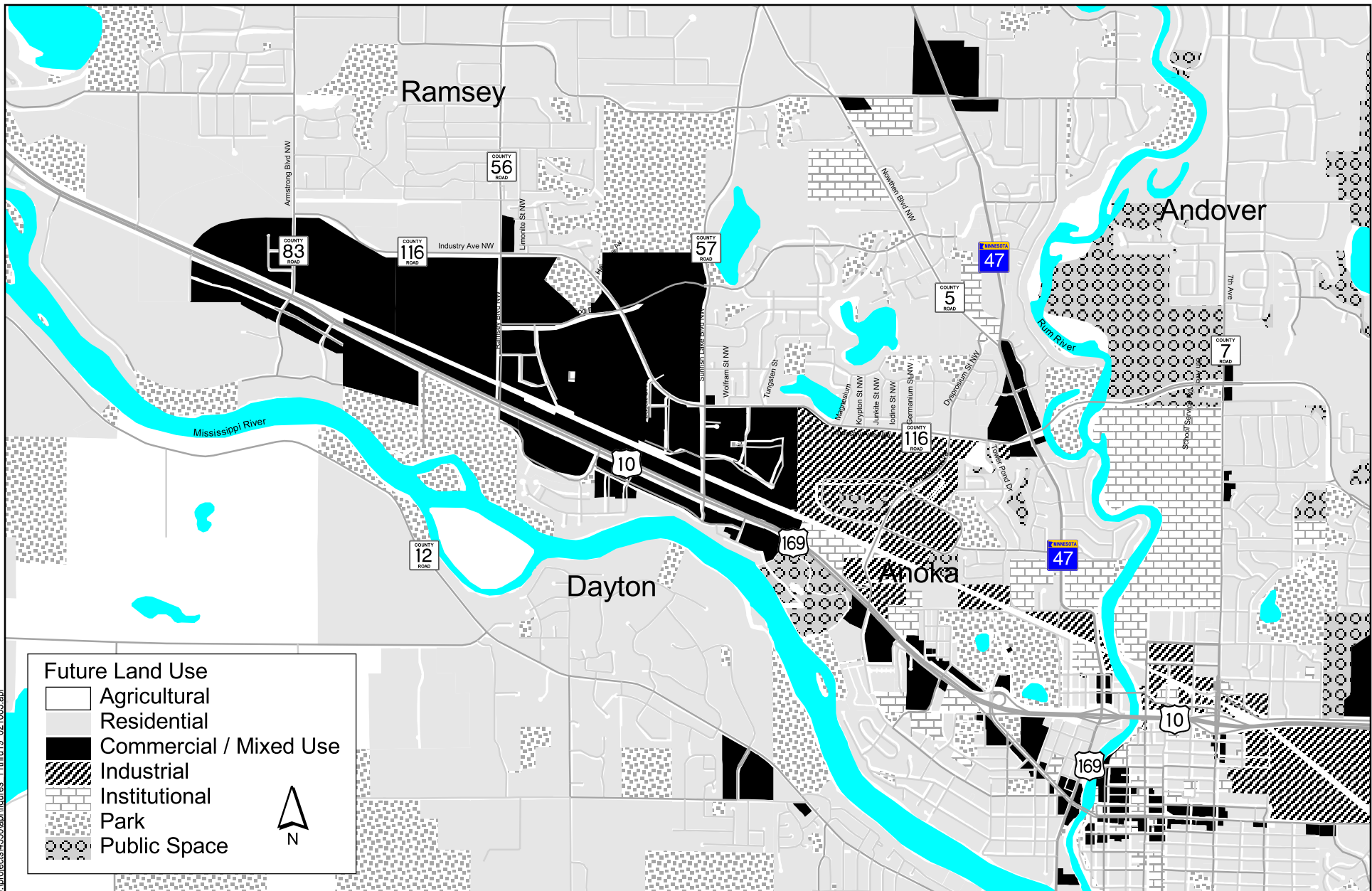
Future land use along the corridor is likely to look significantly different than it does today. Currently most of the land is zoned for agricultural, residential, commercial, industrial, park and public/institutional; however, many areas are currently vacant or in agricultural use. In the future, most of the land within the study area is expected to be developed and will have higher and denser land uses than the vacant and agricultural land that currently exists. These higher uses will increase the traffic demand on County Road 116 and on other routes in the area.

As an example, a mixed-use development on the western end of the study corridor is planned. Generally speaking, mixed-use developments have higher land use densities and have the potential to generate more trips in a smaller amount of space. As a result, it is important to ensure that adequate facilities exist to carry the additional traffic and that streets entering and exiting the development are adequately spaced to ensure proper circulation. Figure 13 shows planned future land uses along the corridor.

#### **Corridor Context and Future Functional Classification**

County Road 116 is one of the few east-west corridors that can provide east-west mobility and support other east-west corridors such as TH 10, TH 242 and CSAH 14. In the future, it is likely that County Road 116 will be extended westerly and connected directly to TH 10. According to the TH 10 Interregional Corridor Study, it is recommended that this future connection include a new Mississippi River crossing. The potential location for the new river crossing has been supported by the City of Ramsey and Anoka County. In addition to recommending a new Mississippi River crossing, the TH 10 IRC Study recommends converting key access points on TH 10 to interchanges. This change will place additional burdens on east-west routes as local access points are closed along TH 10.

In addition to changes associated with TH 10, plans have been made by Anoka County to upgrade County Road 116 to a four-lane roadway throughout most of the study area. The only sections in the study area not previously identified for expansion to four lanes is the area between Tower Pond Drive and TH 47 and the area from County Road 56 (Ramsey Boulevard) to CSAH 83 (Armstrong Boulevard). Figure 14 shows the proposed changes to TH 10, County Road 116 and other roadways in and around the study area.



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**FUTURE LAND USE**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 13**

**Figure 14 – Future Corridor Context**

### ***Functional Classification***

County Road 116 will play a more significant role in the region's future transportation network due to anticipated growth in the area, lack of adequate east-west routes, and other system improvements including the conversion of TH 10 to a freeway and a new river crossing. For example, the next arterial east-west route to the north is CSAH 22 (Viking Boulevard), which is 6.75 miles north of County Road 116. This means County Road 116 and CSAH 22 (Viking Boulevard) will become more important in servicing east-west travel demands. Because of County Road 116's increased role in the future transportation network, Anoka County recently pursued and obtained the approval for changing the functional classification of County Road 116 (from CSAH 83 to CSAH 17) to an A-Minor Arterial. Anoka County should also pursue changing the County Road portions of the corridor to County State Aid Highway. These changes would allow the County to more aggressively pursue funding for needed improvements and to preserve and protect the corridor.

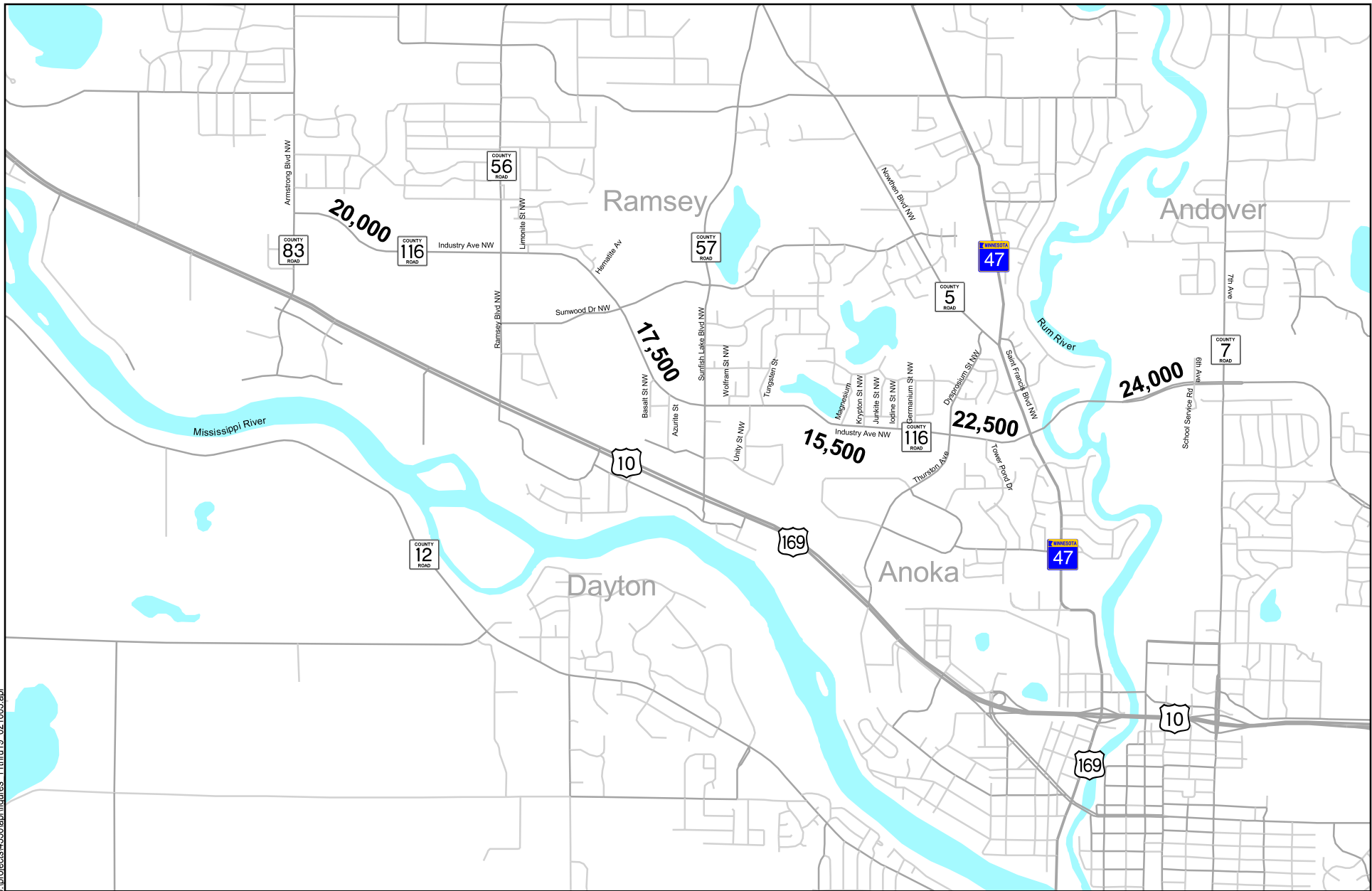
### **Year 2025 Forecast Traffic Volumes**

Year 2025 forecast traffic volumes were developed to assess the corridor's ability to provide adequate transportation service to the region and to adjacent land uses. Evaluating this information enables agencies, communities and businesses to plan for future traffic growth. Traffic volume information was developed from a number of different sources. These sources included the following:

- Historic traffic volumes and growth rates (1996 to 2001)
- Anoka County's 2015 Transportation Plan
- City of Ramsey's Comprehensive Plan
- City of Anoka's Comprehensive Plan
- TH 10 Interregional Corridor Study model
- Regional TP+ model

The most recent and detailed traffic sources in this list are the TH 10 IRC Study and the Regional TP+ model. The TH 10 IRC Study provides information on the future traffic demand on TH 10 assuming a number of improvements to TH 10 and a new Mississippi River Crossing. These numbers, in turn, can be used to help estimate potential traffic in and around County Road 116. The TP+ traffic-forecasting model uses information provided by local and regional plans and/or staff to project the number of vehicles that are likely to use County Road 116 in the future. This includes planned transportation improvements (i.e., a new river crossing, widening County Road 116 to four lanes in most areas), future land use, future employment and population projections, average auto occupancy and percent transit riders.

Information obtained from the TH 10 IRC Study and the TP+ model indicate that traffic volumes on County Road 116 are going to increase significantly from what they are today. Year 2025 forecast traffic volumes on County Road 116 are projected to range from 15,500 to 24,000 (Figure 15) throughout most of the corridor. The magnitude of these numbers suggests that County Road 116 should be widened to a four-lane facility with turn lanes to adequately accommodate peak hour demands.



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**YEAR 2025 FORECAST TRAFFIC VOLUMES**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 15**

Generally, a two-lane roadway can accommodate 10,000 to 15,000 vehicles per day depending on the distribution of the trips in the peak hour and the amount of access along the corridor. If volumes exceed these thresholds, users begin to experience more delay, vehicle back ups and extended waits to access the corridor. These use problems can lead to an increase in crashes due to the stop and go nature of the traffic and people taking greater risks because they are too impatient to wait for a adequate gap in the traffic stream.

### Traffic Operations

This section of the report identifies future traffic operations at key intersections along County Road 116 during the peak morning and afternoon hours. The traffic operations analysis takes into consideration the need to widen the corridor and implement an access management plan.

Data from the existing conditions section indicated that most of the existing intersections currently function at an acceptable level. In the future, with the anticipated increases in traffic volumes, all of the intersections would have operational problems. Table 10 shows the results for future intersection operations assuming the increase in traffic with the existing roadway geometrics. This is considered a “no build” scenario.

**Table 10**  
**Future Intersections Levels of Service (Year 2025) – No build**

Intersection – County Road 116 and	Level of Service	
	A.M. Peak	P.M. Peak
CSAH 7 (7th Ave.)	F	F
TH 47	E	F
Dysprosium St./Thurston Ave.	F	F
CSAH 57 (Sunfish Lake Blvd.)	F	F
County Road 56 (Ramsey Blvd.)	F	F
CSAH 83 (Armstrong Blvd.)	F	F

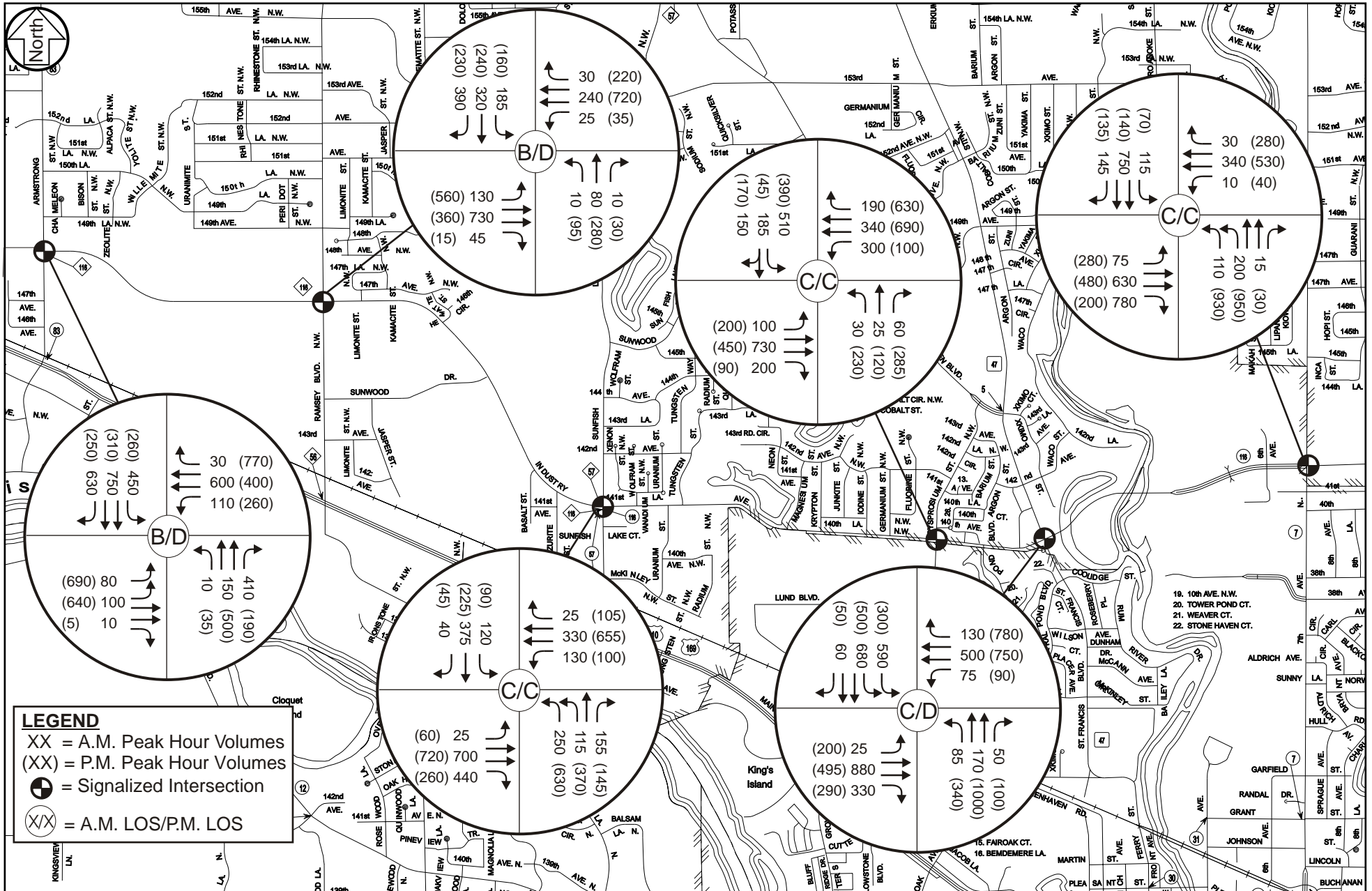
Results of the analysis show that all of the intersections will fail in the future given the anticipated increase in traffic volumes. This means that there would be significant delay to motorists traveling in the peak period. Intersections will have long queues and will reduce the ability of the roadway to move traffic.

Another analysis on the intersections was run to determine how they would function if County Road 116 was widened to four lanes and the intersections were signalized. The results of this analysis indicate that the roadway would function at a much higher level and that the amount of delay would be significantly lower than it would if the additional lanes were not constructed and the intersections were not signalized. This analysis is referred to as the “build” scenario. Table 11 shows the results for the “build” scenario.

**Table 11**  
**Future Intersections Levels of Service (Year 2025) – build**

Intersection – County Road 116 and	Level of Service	
	A.M. Peak	P.M. Peak
CSAH 7 (7th Ave.)	C	C
TH 47	C	D
Dysprosium St./Thurston Ave.	C	C
CSAH 57 (Sunfish Lake Blvd.)	C	C
County Road 56 (Ramsey Blvd.)	B	D
CSAH 83 (Armstrong Blvd.)	B	D

Figure 16 shows the locations, future turning movement counts and level of service under the build scenario.



## **IV. Future Corridor Concept Plan**

The primary focus of the corridor study is to maintain the safe and efficient movement of people through the corridor as well as to provide appropriate access to the corridor. Limiting access has been demonstrated to have positive safety and traffic flow benefits. However, with the high volume of traffic projected in the corridor, it should be recognized that access changes alone will not provide sufficient capacity and safety benefits to address long-term traffic growth. As a result, access strategies should focus not only on mitigating current safety issues but also support the development of future capacity improvements that are necessary to adequately meet corridor mobility needs.

In order to clarify the capacity and access improvements needed to address safety and mobility issues in the study area, this chapter is broken into two sections. The first section identifies capacity improvements and design characteristics that are needed to address existing and future needs in the study area. The second section identifies a future access concept plan.

### **Capacity Improvements and Design Characteristics**

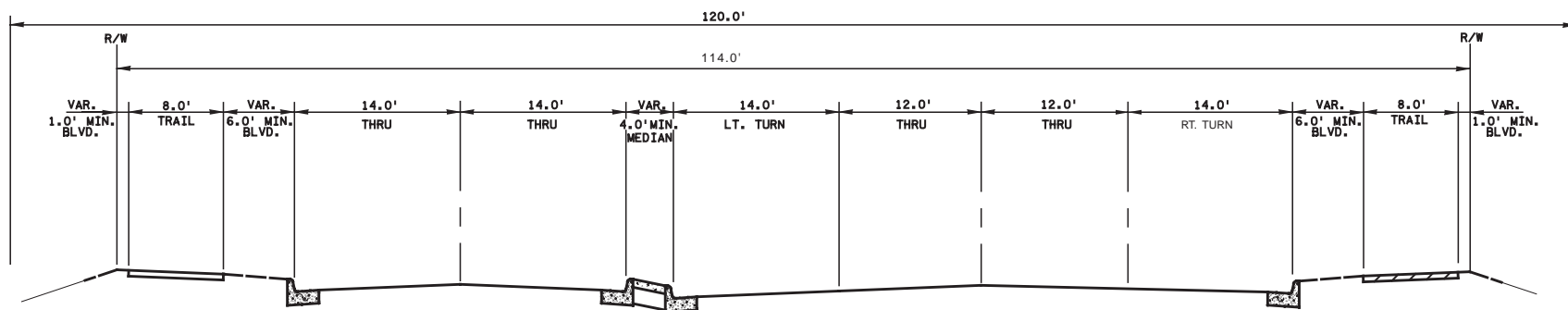
As identified in other chapters of this report, County Road 116 is expected to experience a significant increase in traffic volumes due to land use changes, growth and development in and around the study area, and transportation changes such as upgrading TH 10 to a limited-access freeway. These changes support the conclusion that County Road 116 should be converted to a four-lane facility with turn lanes to adequately meet the future transportation demands in the study area. This is supported by the 1998 Anoka County Transportation Plan, which shows improvements for widening County Road 116 in most areas. Widening County Road 116 to four lanes also allows for the development of separate transportation and recreational trails along the corridor. These trails would provide separation of modes and reduce the potential for conflicts with motorists. Figure 17 shows a typical cross-section of a four-lane facility with trails.

### **Future Access Plan**

This section of the report identifies an access management plan for County Road 116 based on its intended function and anticipated volumes. The purpose of the access plan is to provide guidance to Anoka County, the Cities of Anoka and Ramsey, landowners and developers with interests along the corridor. The Plan is intended as a long-term goal and should be used to help guide new investments, development and planned transportation improvements.

Over time the access management plan will increase mobility and enhance safety along the corridor, while uniformly addressing access. To increase mobility and safety, the access management plan suggests the consolidation and elimination of some existing access points, recommends developing frontage roads where feasible and proposes the conversion of some existing access points to right-in/right-out. The timing of many of these changes will depend upon development along the corridor and availability of construction and/or right-of-way funds.

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CO. ROAD 116



CONSULTING GROUP, INC.

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### TYPICAL SECTION

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

ANOKA COUNTY / CITY OF RAMSEY / CITY OF ANOKA

Figure 17

### ***Access Theory and Applicability***

The desired level of access on a facility is related to its functional classification and traffic volumes. Roadways essentially serve two competing interests: mobility and access. Examples of these include freeways, which have access control and provide mobility only; and local cul-de-sac type street that is 100 percent access (no through traffic). Because County Road 116 is an A-Minor Arterial, the focus of the roadway will be heavily weighted towards mobility.

As the road authority, Anoka County desires to limit direct private access to Minor Arterials because of the need to maintain mobility and to maintain safety. However, it is often difficult to prevent direct access due to development pressure and a lack of supporting street networks. In addition, under Minnesota law, access to state and county facilities is a property right as long as alternative suitable and convenient access cannot be provided. This means that Anoka County is required to provide suitable, reasonable access to each parcel that is along County Road 116. Courts have interpreted reasonable access to include restriction of access to a right-in/right-out or no access if a reasonable alternative access is available from an adjacent side street.

Cities can also control access changes in the corridor through zoning and subdivision regulations, as well as through plat reviews. As part of the plat review process, Anoka County comments to cities on proposed access changes. In addition, Anoka County issues access permits to property owners for access changes in the corridor.

Because property rights are associated with each parcel, creating additional parcels along important transportation facilities can obligate agencies to provide additional access. This can be problematic in terms of safety and traffic flow. Arterials with closely spaced access locations often experience safety and capacity problems, and side street volumes may be so dispersed that they are unable to justify signals. As a result, local subdivision regulation and administrative parcel splits need to consider the potential impacts to roadway function, safety and operations.

Communities often experience increased benefits from planned access management prior to development. Proper access management removes access uncertainty during the platting process for developing areas and provides equity amongst various properties that may be developed by competing commercial interests.

### ***Corridor Access Principles and Policies***

In addition to developing an access concept, access principles and policies were discussed with local staff. Based on the discussion, the following principles and policies were developed to reflect the agencies' desire to improve the operation and safety of the corridor. These principles and policies listed below establish the framework from which the access management plan was developed.

### Access Principles

1. County Road 116 serves an important transportation function in the region and access management is a tool that will help address mobility and safety needs along the corridor.
2. The corridor plan for County Road 116 needs to support the recommendations from the TH 10 IRC Study. Implementing those recommendations means that County Road 116 needs to serve a larger function in the transportation network than at the present time. Access and mobility along County Road 116 are key to its ability to serve a higher function.
3. The future vision for the corridor and the access management plan should consider the needs of all users and stakeholders including residents, businesses, the Cities and the County.
4. Implementation of access management strategies should be primarily opportunity-based, with the goal of maintaining the operational integrity and safety of the corridor. In some areas, it is acknowledged that achieving the access concept will be extremely difficult due to existing access, physical constraints and costs.

### Access Policies

1. Public Street Full Access Points

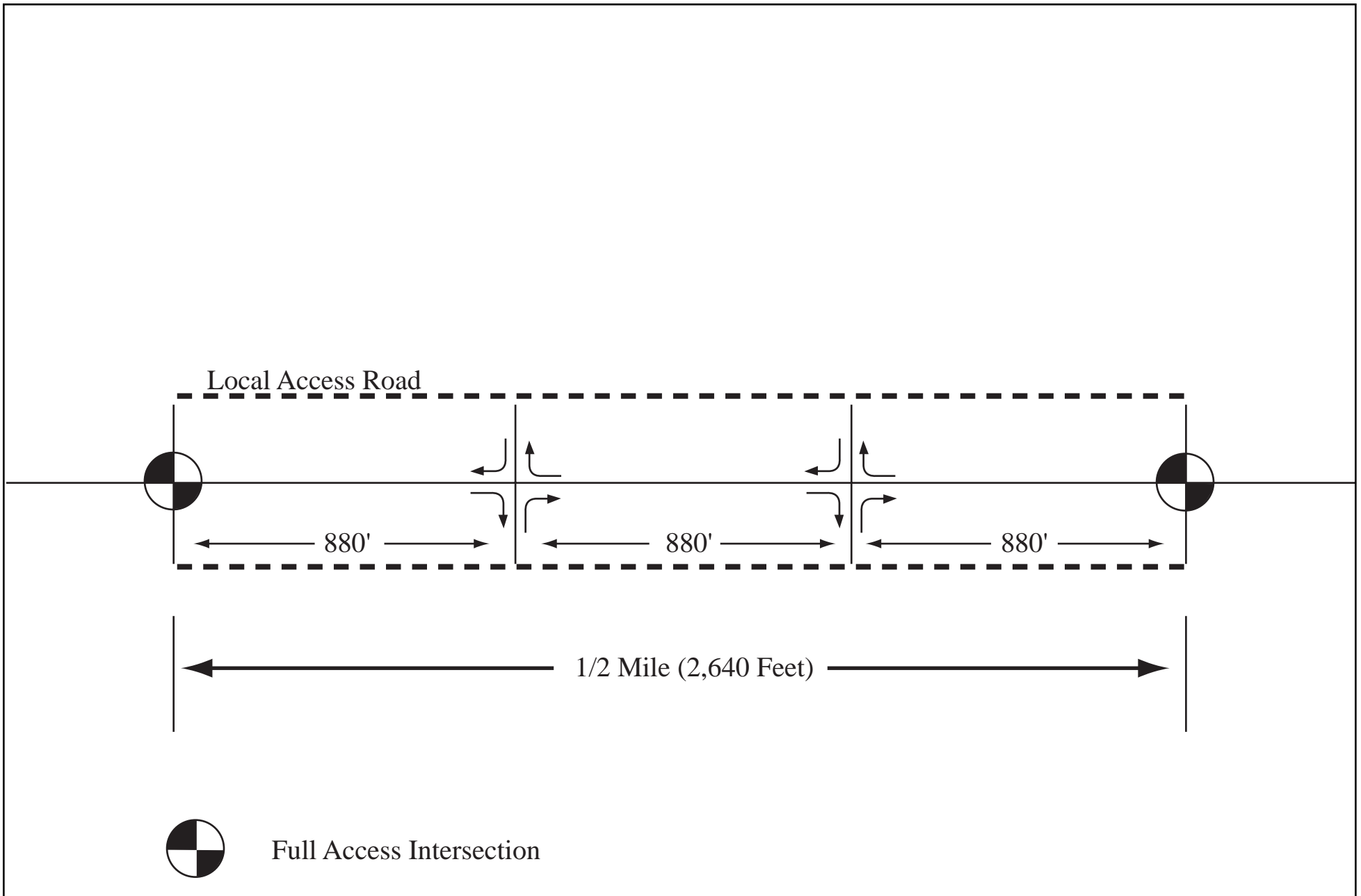
Signalized access to the corridor should be managed so that corridor mobility is maintained and that safety is provided when accessing or crossing the corridor.

*Policy: Full access intersections should be promoted first at the junction of minor arterial routes, then at collector and local routes. The minimum spacing between these access points should be one-half mile (Figure 18). Current and future intersection points meeting this criterion have been identified in the corridor (Figure 19). Local communities should plan facilities to fully utilize these full-access points.*

2. Intermediate Public Access Points

Other access points along the corridor should be minimized to reduce the number of conflicts in the corridor.

*Policy: Intermediate access points may be permitted at a minimum spacing of 880 feet (one-sixth of a mile). These access points will not be signalized, and will be restricted to right-in/right-out unless left-in/right-in/right-out can be safely accommodated and can provide better operations at key intersections. These access points should be part of a parallel system of frontage or backage roads that can provide access to other adjacent signalized intersections whenever possible.*





### 3. Turn Lanes

Public access intersections should be designed so that turning traffic is separated from through traffic to reduce the number of conflicts.

*Policy: Turn lanes should be provided at all full access and right-in/right-out locations.*

### 4. Private Access Points

Private access to arterial streets is of primary concern since they create additional conflict points. Furthermore, residential driveway traffic often must back out into traffic. This creates even more potential safety problems.

*Policy:*

- *No additional direct private or business access should be permitted.*
- *Existing private residences that have access should be limited to one access point if access from a side street is not feasible.*
- *Residences and businesses next to side streets should receive their access from the side street.*
- *Restricting access movements will be considered for access points that cannot be served by a public street access.*

### 5. Parcel Splits

The ability to control access can be lost as parcels are divided and split into new lots. Parcels are most often created by dividing an existing parcel (parcel split) or by undergoing the formal platting process. While the platting process has provisions for plat reviews and planning commission reviews, many local ordinances and subdivision regulations are structured to allow parcel splits without formal review or comment. This can result in agencies having to provide access to these parcels even though it may affect the corridor's mobility and safety.

*Policy: No additional parcel splits should be permitted without alternate access. If additional parcel splits occur, access should be provided from a public side street or frontage/backage road. If access from a public side street or frontage/backage road is not feasible, a common access location must be provided to serve all of the parcels. Access easements must be recorded to provide notice to future owners of access limitations.*

### 6. Subdivisions

The subdivision process provides more control to cities and planning officials.

*Policy: Proposed subdivisions adjacent to County Road 116 must be consistent with the access policies and spacing plan that have been developed. Subdivisions must provide access to adjacent parcels and provide reasonable frontage or backage roadways consistent with the intent of this plan. In addition, existing access locations that are adjacent to the new subdivisions should be reviewed for incorporation into the proposed plats.*

### ***Detailed Access Plan***

While the access principles and policies will help guide agencies in the implementation of the access management plan, a set of detailed maps was prepared that will help communicate the proposed access changes in the corridor. These maps are shown on the following pages (Figures 20-23). The areas are broken down into the segments that have been used throughout the study.

The detailed maps show the location of potential full access intersections and potential access restrictions and closures. In addition, the maps show, on a conceptual basis, how frontage or backage roadways may be developed to connect at least some of the full access intersections. The full access locations are consistent with the half-mile spacing concept except for the intersection at Dysprosium/Thurston, which is just slightly less than a half-mile from TH 47.

As indicated previously, the access concept and plan represent the long-term goal for the corridor. In some areas that are already developed, it maybe many years before redevelopment occurs and access can be modified to achieve the desired plan or the concept may never fully be achieved due to cost issues and/or physical constraints. In other areas, especially those in which development has not yet occurred, the ability to achieve the desired access spacing will be easier to obtain as plats are proposed and approved. Table 12 summarizes the ease of modifying existing access points to the access concept outlined in the previous section. Access points were rated on a scale of one to three in terms of difficulty in modifying the access to fit with the proposed concept. An access point was rated a one if the parcel had multiple driveways or some alternate access (access could be eliminated or relocated relatively easily); it was rated a two if changes in access were physically possible and it would not add significant circuitity in travel; and a rating of three was given if there was no alternative access to the site and elimination would require site purchase or redevelopment.

### ***Implementation Strategies***

The implementation of the recommended access changes will primarily be opportunity-based and will occur gradually over time. The following implementation strategies are divided into passive strategies and active strategies.

#### ***Passive Strategies***

Passive strategies promote access changes as opportunities arise through new plats, subdivisions, access requests and reconstruction projects. Access changes can be promoted through improved direction to local agencies, public officials, landowners and developers. Established corridor goals, objectives, policies and detailed access plan increase the ability of all agencies to respond in a unified manner to access requests.

**Table 12**  
**Access Modification Summary**

Segment	Existing Access Points <sup>(1)</sup>	Accesses Not Meeting Concept	Type of Access <sup>(2)</sup>				Modification Difficulty Levels 1-3 <sup>(5)</sup>		
			Public <sup>(3)</sup>	Private Commercial	Private Residential	Other <sup>(4)</sup>	1	2	3
<b>A</b> CSAH 7 (7th Ave.) to TH 47	6	1	3/0	1/1	0/0	1/0	0	0	1
<b>B</b> TH 47 to CSAH 57 (Sunfish Lake Blvd.)	43	27	11/2	4/13	1/12	0	8	11	8
<b>C</b> CSAH 57 (Sunfish Lake Blvd.) to Sunwood Drive	12	6	4/1	2/5	0/0	0	3	0	3
<b>D</b> Sunwood Drive to CSAH 83 (Armstrong Blvd.)	13	3	7/0	1/0	2/3	0	3	0	0
<b>Totals</b>	74	37	25/3	7/20	3/15	1/0	14	11	12

(1) Existing access points and one known future access point (Barium Street)

(2) Type of access meeting spacing concept / followed by number not meeting spacing concept

(3) Full access points that had at least one of the two entrances as a city street were considered a public access

(4) Access for the high school – this access meets the access spacing concept

(5) Access modification was separated into three categories with (1) being the easiest to accomplish and (3) being the most difficult. Estimate of difficulty of achieving access changes for those accesses identified as not meeting the concept.

Note:  
The access changes shown in this figure reflect the desire to more closely align current access with the proposed access concept (Figure 18). The proposed changes may require long-term redevelopment and/or other access reconfiguration. This plan is intended to be used as a tool for guiding access changes in the corridor.



**County Road 116 Access Locations**

- Full Access
- ▲ Right in/Right Out
- ◆ Right In/Right Out, Left In
- Potential Future Full Access
- △ Potential Future Right In/Right Out
- ⊠ Potential Access Closure
- ▬ County Road 116

N

500      0      500      1000 Feet



**PROPOSED ACCESS**  
**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

Figure 23



Note:  
 The access changes shown in this figure reflect the desire to more closely align current access with the proposed access concept (Figure 18). The proposed changes may require long-term redevelopment and/or other access reconfiguration. This plan is intended to be used as a tool for guiding access changes in the corridor.

### County Road 116 Access Locations

- Full Access
- ▲ Right in/Right Out
- ◆ Right In/Right Out, Left In
- Potential Future Full Access
- △ Potential Future Right In/Right Out
- ⊠ Potential Access Closure
- ▬ County Road 116

N

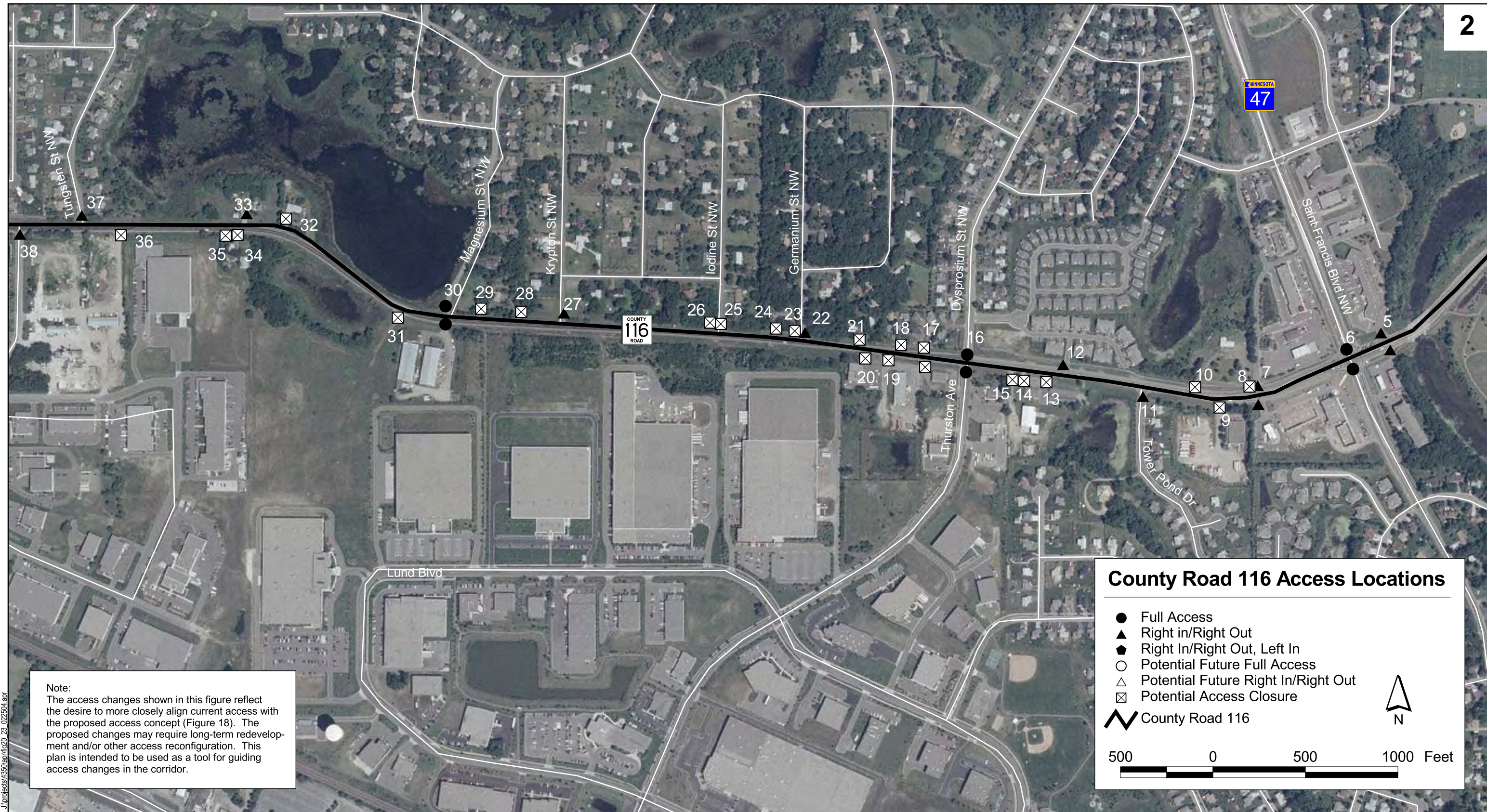
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**PROPOSED ACCESS**  
**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

**Figure 22**



Note:  
 The access changes shown in this figure reflect the desire to more closely align current access with the proposed access concept (Figure 18). The proposed changes may require long-term redevelopment and/or other access reconfiguration. This plan is intended to be used as a tool for guiding access changes in the corridor.

### County Road 116 Access Locations

- Full Access
- ▲ Right in/Right Out
- ◆ Right In/Right Out, Left In
- Potential Future Full Access
- △ Potential Future Right In/Right Out
- ⊠ Potential Access Closure
- ▬ County Road 116

500 0 500 1000 Feet

N



**PROPOSED ACCESS**

**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

Figure 21

Note:  
 The access changes shown in this figure reflect the desire to more closely align current access with the proposed access concept (Figure 18). The proposed changes may require long-term redevelopment and/or other access reconfiguration. This plan is intended to be used as a tool for guiding access changes in the corridor.



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**PROPOSED ACCESS**  
**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

Figure 20

An example of this strategy is for cities to educate landowners and developers about access requirements at early stages of the planning process. These early interventions reduce the confusion, frustration and disagreements between agencies, developers and property owners. Because the passive strategies rely on property owners requesting changes to their property, the changes will primarily be focused towards future development areas. Areas that have existing safety and/or access problems will be difficult to address through this process and may need to be addressed through more active management strategies.

### Active Strategies

In areas where existing safety problems are present and existing access does not conform to the identified concept (generally those with a ranking of two or three), active management strategies will likely need to be employed. The County and the Cities should pursue the following active access management strategies in the corridor:

1. Adopt and incorporate the access policies and corridor recommendations into transportation plans.
2. Identify and remove unneeded access points in the corridor over the next 12 months.
3. Pursue roadway improvement projects that focus on achieving long-term safety and mobility goals through implementation of the corridor access concept.
4. Meet periodically to identify the most important access issues and potential funding sources for addressing safety, traffic and access problems in the corridor.

## V. Findings and Recommendations

The County Road 116 Corridor Study was undertaken to evaluate existing and future transportation and access needs along the corridor and to develop a plan that addresses those needs and is supported by affected agencies and stakeholders to better prepare for the growth and development that will continue to occur. The study's findings and recommendations are summarized below.

### Study Findings

1. Anoka County is expected to grow at a significant pace, with approximately 65,000 new residents projected over the next 20 years. This growth will increase traffic demand on the area's transportation facilities, especially east-west traffic flow.
2. County Road 116 is currently identified as an A-Minor Arterial. It serves important east-west mobility needs, connects communities and it acts as a reliever to TH 10, TH 242 and CSAH 14.
3. Anoka County lacks continuous east-west corridors. Currently TH 242 and County Road 116 (spaced approximately one mile apart) are the only continuous east-west routes in central Anoka County. The next continuous arterial route (CSAH 22 – Viking Boulevard) is approximately 6.75 miles north of County Road 116. In developed areas, arterial roadways are generally spaced one mile apart.
4. The importance of County Road 116 to the region and to local communities will continue to increase if a new Dayton/Ramsey River Crossing is constructed and TH 10 is converted to a limited access freeway.
5. Traffic volumes on County Road 116 are expected to increase significantly over the next 10 years. Traffic volumes are currently between 4,000 and 16,000. Traffic volumes are expected to reach between 15,500 and 24,000 by Year 2025.
6. There is no existing transit service in the corridor. If transit service is provided, it is likely to have only a limited impact on operations in the corridor. Typically, suburban transit systems serve two to three percent of peak period trips. However, considerations should be given during the design process for bus stops and pull outs and park-and-ride locations.
7. Existing safety problems were identified at four locations in the corridor. Safety problems can be expected to increase as traffic volumes increase or if additional accesses are added.
8. Currently there are two traffic signals at the key intersections along the corridor. As traffic volumes increase, it is likely that the remaining key intersections will meet traffic signal warrants.
9. A majority of the intersections along the corridor currently function at a poor Level of Service (LOS). In the future, it is anticipated that a majority will function at a LOS F unless the corridor is expanded to four lanes and traffic signals are installed at half-mile intervals.

10. In the 5.1-mile study area, County Road 116 currently has 74 access points, approximately 15 access points per mile.
11. Segment D is the easiest segment to convert to the access concept. There are currently no existing access points that fail to meet the concept. Segment B will be the most difficult segment to convert to the access concept. Currently there are 37 access points that do not meet the access concept. Of these 37 points, 23 fall into access modification categories two and three (the more difficult to change).
12. The Rum River is a wild and scenic river. The Rum River Park is a Section 4(f)/6(f) resource.
13. Numerous wetlands are found throughout the study area. The primary wetland concentration is along the central portion of the study area between County Road 56 (Ramsey Boulevard) and CSAH 57 (Sunfish Lake Boulevard).
14. The architecture inventory identified one site on the National Register of Historic Places. The District No. 28 School site is located just north of the intersection of County Road 116 and TH 47.
15. The state threatened Blanding's turtle is located within a one-mile radius of the study area. This may need to be addressed in future environmental documentation for specific improvement projects.
16. The 1998 Anoka County Transportation Plan recommends widening County Road 116 to four lanes through most of the study area, with the exception of the area between Tower Pond Drive and TH 47 and the area between County Road 56 (Ramsey Boulevard) and CSAH 83 (Armstrong Boulevard).

## Study Recommendations

1. In order to achieve the objectives of the County Road 116 Corridor and Access Study and to ensure that access guidelines for the corridor are implemented in a uniform manner, it is recommended that all jurisdictions in the study area adopt the study. It is also recommended that they include the key elements of the study in their transportation plans. When Anoka County updates its Transportation Plan, recommendations from this study should be incorporated into the final document.
2. To accommodate future traffic demands and for system continuity, it is recommended that County Road 116 be widened to four lanes throughout the study area. Right-of-way for the four-lane facility should be at least 120 feet, with up to 150 feet at major intersections (see Figure 16). This additional width will be required for a distance approximately 500 feet prior to the intersection.
3. Access in the corridor should be managed using the principles and policies outlined in Chapter IV:
  - A. Signalized access to the corridor should be managed so that corridor mobility is maintained and that safety is provided when accessing or crossing the corridor.

*Policy: Full access intersections should be promoted first at the junction of minor arterial routes, then at collector and local routes. The minimum spacing between these access points should be one-half mile. Current and future intersection points meeting this criterion have been identified in the corridor. Local communities should plan future arterial or collector routes at these locations.*

- B. Other access points along the corridor should be minimized to reduce the number of conflicts in the corridor.

*Policy: Intermediate access points may be permitted at a minimum spacing of 880 feet (one-sixth of a mile). These access points will not be signalized, and will be restricted to right-in/right-out. Therefore, these access points should be part of a parallel system of frontage or backage roads that can provide access to other adjacent signalized intersections whenever possible.*

- C. Public access intersections should be designed so that turning traffic is separated from through traffic to reduce the number of conflicts.

*Policy: Turn lanes should be provided at all full access public access points.*

- D. Private access should be minimized or eliminated, whenever possible, for safety reasons and to protect mobility along the corridor.

*Policy:*

- No additional direct private or business access should be permitted.
- Existing private residences that have access should be limited to one access point if access from a side street is not feasible.
- Residences and businesses next to side streets should receive their access from the side street.
- Restricting access movements will be considered for access points that cannot be served by a public street access.

- E. Agencies need to control parcel splits along County Road 116. The ability to control access to maintain safety and mobility can be lost when parcels are divided and split. This can result in agencies having to provide access to each additional parcel to the detriment of mobility and safety.

*Policy: No additional parcel splits should be permitted without alternate access. If additional parcel splits occur, access should be provided from a public side street or frontage/backage road. If access from a public side street or frontage/backage road is not feasible, a common access location must be provided to serve all of the parcels. Access easements must be recorded to provide notice to future owners of access limitations.*

- F. Agencies need to focus development efforts towards providing access at designated full-access locations.

*Policy: Proposed subdivisions adjacent to County Road 116 must be consistent with the access policies and spacing plan that have been developed. Subdivisions must provide access to adjacent parcels and provide reasonable frontage or backage roadways consistent with the intent of this plan. In addition, existing access locations that are adjacent to the new subdivisions should be reviewed for incorporation into the proposed plats.*

4. Active access strategies should first be completed on access points that are easiest to address (those with alternate access or corner parcels). More difficult access consolidation or removal (those without any alternate access) should be implemented as redevelopment occurs or when major transportation improvements or investments are made.
5. Local agencies should review their land use plans and subdivision ordinances and make appropriate changes to support the proposed access plan.
6. The proposed access guidelines and access plan should be communicated to local developers and landowners. Copies of access plans should be given to staff that review site plans and meet with developers.

7. Local efforts to restrict and close access will increase traffic at full access intersections. The County and Cities should work together to plan necessary improvements to optimize the safety and capacity of the corridor with the access changes.
8. Cities, in conjunction with Anoka County, should annually review and discuss access changes in the corridor, update access priorities and review potential funding sources for addressing access concerns.
9. Alternating a trail from side to side west of CSAH 57 (Sunfish Lake Boulevard) may be acceptable given existing residential densities and land use, however, consideration should be given to providing a trail on both sides of County Road 116 between CSAH 57 (Sunfish Lake Boulevard) to TH 47. In this area, the mix of land uses on both sides of the roadway suggests that it is appropriate to have a trail along both sides of County Road 116.
10. Recommended short- and medium-term priorities:
  - Complete the HES Project for the signalization and reconstruction of the County Road 116 intersection at Dysprosium Street and Thurston Avenue. As part of the project, extend the four-lane divided roadway section east to Tower Pond Drive.
  - Anoka County will work with the Cities of Anoka and Ramsey to develop a short-term access closure plan. The closure plan will use inventory information (Appendix B) to identify opportunities for closures and the potential timeframes.
  - Anoka County should undertake efforts to change County Road 116's designation from County Road to County State Aid Highway.
  - Anoka County and the Cities of Anoka and Ramsey should complete the proper environmental documentation for capacity, safety and access improvements that are consistent with the overall corridor vision.
  - Anoka County should undertake mid-range (year 2003-2010) improvements to upgrade County Road 116 to a four-lane undivided roadway from County Road 56 (Ramsey Boulevard) to CSAH 57 (Sunfish Lake Boulevard) as outlined in its 1998 Transportation Plan, except the roadway should be divided.
  - Anoka County and the Cities of Anoka and Ramsey should pursue STP funding for expansion and access improvements.
11. Recommended long-term priorities:
  - Anoka County should undertake long-range (year 2011-2015) improvements to upgrade County Road 116 to a four-lane undivided roadway from CSAH 57 (Sunfish Lake Boulevard) to west of the Dysprosium Street and Thurston Avenue intersection, as outlined in its 1998 Transportation Plan, except the roadway should be divided.
  - Local agencies should consider land use and access modifications in locations where access does not meet corridor guidelines and no other potential access connections are feasible.
  - Local agencies should use redevelopment as an opportunity to implement access changes when it occurs.

## **Appendix A**

- **Sample Environmental Agency Letters and Responses**
- **Letter from the DNR**
- **Letters concerning the Rum River Nature Area**



# CONSULTING GROUP, INC.

Transportation • Civil • Structural • Environmental • Planning • Traffic • Landscape Architecture • Parking

SRF No. 0014350

November 2, 2001

Ms. Sarah Hoffman  
Environmental Review Coordinator  
DNR NATURAL HERITAGE DATABASE SEARCH  
500 Lafayette Road  
St. Paul, Minnesota 55155-4025

SUBJECT: COUNTY ROAD 116 CORRIDOR STUDY, ANOKA COUNTY

Dear Ms. Hoffman:

SRF Consulting Group, Inc. is assisting Anoka County and the cities of Ramsey and Anoka with the preparation of a Corridor Study for roadway improvements along County Road (CR) 116 between CR 7 and County State Aid Highway 83. The Corridor Study will also cover the proposed construction of the connection of CR 116 to Trunk Highway 10. The corridor location is shown on the attached location map.

The purpose of this letter is to request a DNR Natural Heritage Database Search for the corridor area. A completed DNR Natural Heritage Information System Data Request Form is attached. We understand that there is a charge for this information.

We would appreciate your response by November 26, 2001. Information you provide will be utilized during the Corridor Study process to identify those areas of potential impact that should be avoided during the construction of improvements and/or new construction. If you have any questions or require additional information, please contact me by phone (763/475-0010) or e-mail ([cbot@srfconsulting.com](mailto:cbot@srfconsulting.com)).

Sincerely,

SRF CONSULTING GROUPS, INC.

  
Courtney M. Bot  
Environmental Planner

CMB/smf

Attachments

One Carlson Parkway North, Suite 150, Minneapolis, MN 55447-4443  
Telephone (763) 475-0010 ■ Fax (763) 475-2429 ■ <http://www.srfconsulting.com>

**MINNESOTA NATURAL HERITAGE INFORMATION SYSTEM DATA REQUEST FORM**

**\*\*Requests generally take 2 to 3 weeks from date of receipt to process, and are processed in the order received.\*\***

DATE OF REQUEST November 2, 2001

**WHO IS REQUESTING THE INFORMATION?**

Name and Title Courtney Bot, Environmental Planner  
 Agency/Company SRF Consulting Group, Inc.  
 Address One Carlson Parkway North, Suite 150 Minneapolis MN 55447-4443  
(Street) (City) (State) (ZIP Code)  
 Phone 612/475-0010 FAX 612/475-2429 e-mail cbot@srfconsulting.com

**WHAT INFORMATION DO YOU NEED?**

- Known occurrences of federally and state listed plants and animals; high quality plant communities; and aggregation sites such as bat hibernacula, colonial waterbird nesting sites, and prairie chicken booming grounds.
- Information listed above, plus geological features and state rare species with no legal status.
- Other (specify): \_\_\_\_\_

Frequent applicants: Check here if you DO NOT need a copy of the field-by-field explanation of the printout: \_\_\_\_\_

**WHERE IS THE AREA OF INTEREST? 1) ENCLOSE A MAP** showing detailed boundaries of the area. 2) Describe the area (PROJECT REVIEW applicants may omit area description but must enclose a map).

See attached map

**FOR PROJECT REVIEWS:** If data are being requested for review of a project (developments, road improvements/repair, mining, etc.), provide the following:

County	Twnshp#	Range#	Section(s) (or half-section, quarter-section, etc., if known)
<u>Anoka</u>	<u>32 N</u>	<u>24 W</u>	<u>Section 30</u>
<u>Anoka</u>	<u>32 N</u>	<u>25 W</u>	<u>Sections 25, 26, 27, 28, 29, 35, 36</u>

Project Name County Road 116 Corridor Study  
 Project Proposer Anoka County and the Cities of Ramsey and Anoka  
 Project Description A Corridor Study is being completed to analyze potential geometric and access management improvements along the existing CR 116 from CSAH 83 to CR 7. The Corridor Study will also include information about a proposed connection of CR 116 to Trunk Highway (TH) 10.  
 Past Land-Use of Project Site Roadway land use from CSAH 83 to CR 7. Farmland and vacant land use from TH 10 to CSAH 83.

HOW WILL THE INFORMATION BE USED? Describe planned use of information, including in what form and detail you wish to publish this information, if any. The information will be used to identify those areas of potential environmental impact within the Corridor Study area.

**FEES**

For-profit organizations are charged a fee for this service. In addition, a fee may be charged for large requests from any source. A surcharge (currently \$50) is applied for rush orders; if this is a rush order, please check the blank below. Fees subject to change. A fee schedule is available upon request. Please do not include payment with your request; an invoice will be included with our response letter.

Rush

"The information supplied above is complete and accurate. I understand that material supplied to me from the Minnesota Natural Heritage Information System is copyrighted and that I am not permitted to reproduce or publish any of this copyrighted material without prior written permission from the Minnesota DNR. Further, if permission to publish is given, I understand that I must credit the Minnesota Natural Heritage and Nongame Research Program, Minnesota Department of Natural Resources as the source of the material."

Signature



Mail completed forms to:

Endangered Species Environmental Review Coordinator (for project reviews)

or

Assistant Database Manager (for general requests)

at

Natural Heritage and Nongame Research Program

Department of Natural Resources

500 Lafayette Road, Box 25

St. Paul, Minnesota 55155

For further information call:

(651) 296-8319 or 296-8279

(651) 296-8324

Or FAX completed forms to: (651) 296-1811

"A User's Guide to the Natural Heritage Information System," is available from the above sources.

For Agency Use Only:

EO's requiring comment \_\_\_\_\_

Sources contacted	Topic	Response
_____	_____	_____
_____	_____	_____
_____	_____	_____

Response Summary \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Responder \_\_\_\_\_

# History/Architecture Inventory

PROPERTY NAME	ADDRESS	Twp	Range	Sec	Quarters	Date	NRHP	CEF	DOE	Inventory Number
County Anoka										
City/Township Andover										
Porter Kelsey House	14853 7th Ave. N.	32	24	30	NW-NW-NE	1887	Y			AN-ANC-004
City/Township Ramsey										
A.A. Troy House	13745 Sunfish Lake Blvd.	32	25	35	SW-SW-NW	1904				AN-RMC-006
District No. 28 School house	14100 St. Francis Blvd. NW	32	25	25	SW-SW-SE	1892	Y			AN-RMC-001
Ramsey Township Cemetery	6030 Industry Ave. off Co. Hwy. 56	32	25	35	NE-NW-NE					AN-RMC-003
Jack's Auto Repair	off U.S. Hwy. 169	32	25	27	SW-NW-SW	1850s				AN-RMC-002
		32	25	27	SW-SW-SW					AN-RMC-005

Site Number	Site Name	Twp.	Range	Sec.	Quarter Sections	Acres	Phase	Site Description	Tract title	Context	Reports	NR	CEF	DOE
21AN0144	Anoka	32	25	25	NW-SE-NE,NE-SW-NE	1.3	1	AS	W-1			No	No	No
21AN0145		32	25	25	SE-NE-NE	0.8	1	AS	W-1		AN-97-04	No	No	No
21AN0146		32	25	25	W-SE-E-NE	0.8	1	AS		RA-1		No	No	No
21ANh		32	25	35	C-E-SE-SW	2	7	HD		US-2		No	No	No
21AN0129	River's Bend Park	32	25	36	E-NE-NW-NE	2	2	AS			AN-89-04	No	No	No
	River's Bend Park	32	25	36	E-NE-NW-NE	2	2	AS			MCH-90-01	No	No	No
	River's Bend Park	32	25	36	E-NE-NW-NE	2	2	AS			MCH-91-01	No	No	No



## Minnesota Department of Natural Resources

Natural Heritage and Nongame Research Program, Box 25  
500 Lafayette Road  
St. Paul, Minnesota 55155-40\_\_

Phone: (651) 296-7863 Fax: (651) 296-1811 E-mail: sarah.hoffmann@dnr.state.mn.us



November 27, 2001

Courtney Bot  
SRF Consulting Group, Inc.  
One Carlson Parkway North, Suite 150  
Minneapolis, MN 55447-4443

Re: Request for Natural Heritage information for vicinity of proposed County Road 116 Corridor Study,  
T32N R24W Section 30 & T32N R25W Sections 25-29,35,36, Anoka County  
NHNRP Contact #: ERDB 20020460

Dear Ms. Bot,

The Minnesota Natural Heritage database has been reviewed to determine if any rare plant or animal species or other significant natural features are known to occur within an approximate one-mile radius of the area indicated on the map enclosed with your information request. Based on this review, there are 14 known occurrences of rare species or natural communities in the area searched (for details, see enclosed database printout and explanation of selected fields). Following are specific comments for **only those elements that may be impacted** by the proposed project. Rare feature occurrences not listed below are not anticipated to be affected by the proposed project.

- Blanding's Turtles (*Emydoidea blandingii*), a state-listed threatened species, are reported from the vicinity of the project area. Blanding's Turtles spend much of their time in shallow wetlands (1-3 feet deep), but they nest in open, sandy uplands up to 1 mile from wetlands. Nesting is in June and eggs hatch in September, at which time young turtles enter deep wetlands where they over-winter in soft sediments. Factors believed to contribute to the decline of this species include wetland drainage and degradation, development on upland nesting areas, and possibly collection for the pet trade. In addition, because of the tendency for Blanding's Turtles to travel long distances over land, they are often forced to cross roads in developed areas. Many of the records we have of Blanding's Turtles are from turtles killed crossing roads.

For your information, I have attached a fact sheet and a flyer about the Blanding's Turtle. The fact sheet is intended to provide you with background information regarding habitat use, life history, and reasons for the specie's decline, as well as recommendations for avoiding and minimizing impacts to this rare turtle. As you will note, there are two lists of recommendations. The first list contains recommendations to prevent harm to turtles during construction work, and is relative to all areas inhabited by Blanding's Turtles. Please refer to this list of recommendations for your project. The second column expands on the first column, and contains greater protective measures to be considered for areas known to be of state-wide importance to Blanding's Turtles, or any area where greater protection for turtles is desired. The flyer, which should be given to all contractors working in the area, contains an illustration and description of the Blanding's Turtle, as well as a summary of the recommendations provided in the fact sheet.

DNR Information: 651-296-6157 • 1-888-646-6367 • TTY: 651-296-5484 • 1-800-657-3929



The Natural Heritage database is maintained by the Natural Heritage and Nongame Research Program, a unit within the Division of Ecological Services, Department of Natural Resources. It is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, natural communities, and other natural features. Its purpose is to foster better understanding and protection of these features.

Because our information is not based on a comprehensive inventory, there may be rare or otherwise significant natural features in the state that are not represented in the database. A county-by-county survey of rare natural features is now underway, and has been completed for Anoka County. Our information about natural communities is, therefore, quite thorough for that county. However, because survey work for rare plants and animals is less exhaustive, and because there has not been an on-site survey of all areas of the county, ecologically significant features for which we have no records may exist on the project area.

The enclosed results of the database search are provided in two formats: index and full record. To control the release of locational information which might result in the damage or destruction of a rare element, both printout formats are copyrighted.

The index provides rare feature locations only to the nearest section, and may be reprinted, unaltered, in an Environmental Assessment Worksheet, municipal natural resource plan, or report compiled by your company for the project listed above. If you wish to reproduce the index for any other purpose, please contact me to request written permission. Copyright notice for the index should include the following disclaimer:

"Copyright (year) State of Minnesota, Department of Natural Resources. This index may be reprinted, unaltered, in Environmental Assessment Worksheets, municipal natural resource plans, and internal reports. For any other use, written permission is required."

The full-record printout includes more detailed locational information, and is for your personal use only. If you wish to reprint the full-record printouts for any purpose, please contact me to request written permission.

Please be aware that review by the Natural Heritage and Nongame Research Program focuses only on *rare natural features*. It does not constitute review or approval by the Department of Natural Resources as a whole. If you require further information on the environmental review process for other wildlife-related issues, you may contact your Regional Environmental Assessment Ecologist, Wayne Barstad, at (651)772-7940.

An invoice for the work completed is enclosed. You are being billed for map and database search and staff scientist review. Please forward this invoice to your Accounts Payable Department. Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources.

Sincerely,



Sarah D. Hoffmann  
Endangered Species Environmental Review Coordinator

encl: Database search results  
Rare Feature Database Print-Outs: An Explanation of Fields  
Fact sheets: Blanding's Turtles  
Invoice

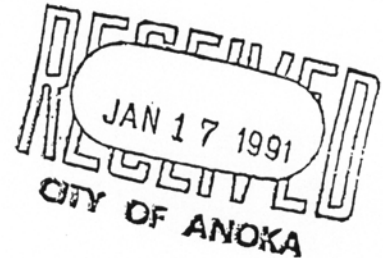


U.S. Department of Housing and Urban Development

Minneapolis-St. Paul Office, Region V  
220 Second Street, South  
Minneapolis, Minnesota 55401-2195

JAN 16 1991

Mr. Bob Kirchner, Director  
Community Development Division  
City of Anoka  
2015 First Avenue  
Anoka, MN 55303



Dear Mr. Kirchner:

SUBJECT: Rum River North Park Property  
1969 Open Space Grant


Section 126(b)(2) and Section 126(b)(3) of the Housing and Urban Rural Recovery Act of 1983 repeals the use restrictions for the Open Space Program authorized under by Title VII of the Housing Act of 1961, respectively.

It has been determined that the effect of the repealers for the program is to remove all Federal restrictions on the use of open space sites.

In view of the foregoing, it is not necessary for the City of Anoka to obtain HUD's concurrence in the conversion of such sites. You may convert the site to any purpose the City deems appropriate for your needs.

Should you have questions or desire further information regarding this matter, please contact Ms. Charlotte Scott, Community Planning and Development Representative, at 370-3035.

Very sincerely yours,

  
Thomas T. Feeney  
Manager

## MEMORANDUM

TO: Members of the Anoka City Council  
Mark Nagel, City Manager

FROM: Edward A. Bock, Jr. *EAB*

DATE: March 3, 1998

Re: Rum River North Park / North Pointe

This memorandum concerns the status of the City's ownership of the above-referenced property. It is my opinion that no restrictions or encumbrances presently exist with respect to that specific property. The property may be used for any appropriate municipal purpose or may be sold. A sale of part or all of the property would require the adoption of an Ordinance approved by 4/5ths of the City Council. The following paragraphs address certain matters which relate to the status of the property.

1. Title Documents. The land referred to as Rum River North Park or North Pointe is shown on the map attached to this memo as Exhibit A. The City of Anoka acquired fee title to the land in 1971 from the State of Minnesota by a Quit Claim Deed, a copy of which is attached as Exhibit B. The deed contains no covenants, conditions or restrictions. There are no encumbrances on title to the property shown in the records of the Anoka County Recorder.

2. HUD Grant. The property was acquired with money from a Federal Grant administered by the Department of Housing and Urban Development (HUD). A copy of the complete "City of Anoka Application for Grant to Acquire Open-space Land, Anoka, Minnesota, October, 1968" is at City Hall. The following attached exhibits relate to the HUD Grant:

- (a) Exhibit C - page OS101-3 of the Application.
- (b) Exhibit D - page OS102-2 of the Application.
- (c) Exhibit E - Contract for Grant to Acquire and/or Develop Land for Open-space Purposes under Title VII of the Housing Act of 1961, as Amended.
- (d) Exhibit F - Letter from HUD dated June 24, 1971.
- (e) Exhibit G - Letter from HUD dated July 12, 1971.
- (f) Exhibit H - Letter from HUD dated February 14, 1972.

Anoka City Council  
Page 2  
March 3, 1998

(g) Exhibit I - Letter from HUD dated January 16, 1991.

At the time the land was purchased, the City had an obligation to retain the land for "permanent open-space purposes and the open-space use or uses of said land shall be for park and recreational purposes, conservation of land and other natural resources, or historic or scenic purposes." (See Section 2(b), Exhibit E.) However, in 1991, HUD advised the City that all Federal restrictions on the use of open-space sites had been removed. (See Exhibit I, which specifically refers to "Rum River North Park Property, 1969 Open-Space Grant.")

3. Prior Transfers. Part of the land is now within County Road No. 116 as shown on Anoka County Highway Right-of-Way Plat No. 31. (See Exhibit A.) The City of Anoka conveyed a portion of the land (about 4.7 acres) south of County Road No. 116 to Anoka Area Ice Arena Association, Inc. in 1991 by Quit Claim Deed, a copy of which is attached as Exhibit J.

4. County Library. The City of Anoka and the County of Anoka entered into an Agreement in 1993 pursuant to which the City agreed to convey to the County approximately 12 acres of land adjacent to County Road 116 on the condition that the property be used by the County to build and operate a regional branch library on or before July 1, 2000. (Exhibit K)

5. Park. Although the land is often referred to as a park and there is at least one sign so indicating on the property, the City Council is free to use the land or sell the land as it deems appropriate. The situation would be different if the land had been dedicated to the public for park purposes, such as is the case with platted land where a portion of the property is dedicated as "park" in accordance with Minnesota Statutes, Chapter 505. (In the case of land dedicated as "park" on a plat, the City either may use the land only as a park or may vacate the park, in which case the ownership of the land reverts to the original owner of the plat.)

**Appendix B**  
**Access Modification Matrices**

## CR 116 Future Access After Consolidation<sup>(1)</sup>

Based on the Access Concept from the TH 242/CSAH14 Access Management Study

Segment	Access #	Location	Description	Access Type	Proposed Action
<b>A</b>					
CSAH 7 to TH 47	1	North	CSAH 7	Full Access	None
		South	CSAH 7	Full Access	None
	2	North	Anoka County Library	Full Access	Right in/out
		South	Anoka High School	Right in/out	None
	3	North	Potential Future Access	None	Right in/out
		South	Potential Future Access	None	Right in/out
	4	North	Potential Future Access	None	Full Access
		South	Potential Future Access	None	Full Access
	5	North	Rivers Bend Mall	Right in/out	None
		South	Texaco	Right in/out	None
<b>B</b>					
TH 47 to CSAH 57	6	North	TH 47	Signal	None
		South	TH 47	Signal	None
	7	North	SA	Full Access	Right in/out
		South	Snyder's	Full Access	Right in/out
	11	South	Tower Pond Dr	T-Access	Right in/out
	12	North	Future Barium St	T-Access	Right in/out
	16	North	Dysprosium St	4-Way Stop	Signal
		South	Thurston Ave	4-Way Stop	Signal
	19	South	Commercial	T-Access	Right in/out
	22	North	Germanium St	T-Access	Right in/out
	27	North	Krypton St	T-Access	Right in/out
	30	North	Magnesium St	Full Access	None
		South	American Paper	Full Access	None
	33	North	Private Drive	T-Access	Right in/out
	37	North	Tungsten St	T-Access	Right in/out
	38	South	Unity St	T-Access	Right in/out
<b>C</b>					
CSAH 57 to Sunwood Dr	43	North	CR 57	Full Access	None
		South	CR 57	Full Access	None
	46	North	Detail Tool	Full Access	Right in/out
		South	Azurite St	Full Access	Right in/out
	49	North	Wendells*	Full Access	Right in/out
		South	143rd Ave	Full Access	Right in/out

<sup>(1)</sup> Based on the proposed access plan these access points will remain; however, some access will have restricted movements.

\* Will become Azurite Street. Wendells will have access to Azurite Street.

Segment	Access #	Location	Description	Access Type	Proposed Action
D					
Sunwood Dr to CSAH 83	51	North	Future	None	Full Access
		South	Sunwood Dr	T-Access	Full Access
	52	North	Hematite St	T-Access	Right in/out
	53	South	Connexus Energy	T-Access	Right in/out
	54	North	Limonite St	T-Access	Right in/out
	55	North	CR 56	Full Access	None
		South	CR 56	Full Access	None
	58	North	Potential Future Access	None	Full Access
		South	Potential Future Access	None	Full Access
	59	North	Field Access	Full Access	Full Access
		South	Field Access	Full Access	Full Access
	61	North	Potential Future Access	None	Full Access
		South	Potential Future Access	None	Full Access
	62	North	CR 83	Full Access	None
		South	CR 83	Full Access	None

## CR 116 Future Access Summary - Potential Access Removals

Based on the Access Concept from the TH 242/CSAH14 Access Management Study

Segment	Map Access #	Location	Description	Access Type	Proposed Action	Difficulty of proposed action	Notes
B							
TH 47 to CSAH 57	8	North	Radio Tower	T-Access	Remove	2	Consolidate access with # 7 North
	9	South	Egan Mobile Lubricants	T-Access	Remove	2	Consolidate access with # 7 South
	10	North	Radio Tower (2)	T-Access	Remove	1	Close one of two drives
	13	South	Headberg Homes	T-Access	Remove	1	Close one of two drives
	14	South	Headberg Homes	T-Access	Remove	3	
	15	South	Commercial	T-Access	Remove	2	Consolidate access with #14
	17	North	Private Drive	Full Access	Remove	3	
		South	Commercial	Full Access	Remove	2	Consolidate access with # 19
	18	North	Private Drive	T-Access	Remove	3	
	20	South	Commercial	T-Access	Remove	2	Consolidate access with # 19
	21	North	Private Drive	T-Access	Remove	3	
	23	North	Private Drive	T-Access	Remove	2	Access via Germanium
	24	North	Private Drive	T-Access	Remove	2	Access via Germanium
	25	North	Iodine St	T-Access	Remove	3	
	26	North	Private Drive	T-Access	Remove	2	Access via Iodine St
	28	North	Private Drive	T-Access	Remove	1	Close one of two drives
	29	North	Private Drive (2nd)	T-Access	Remove	2	Access via Magnesium
	31	South	Field Access	T-Access	Remove	2	Access from #30
	32	North	Private Drive	T-Access	Remove	2	Access from #33
	34	South	Private Drive	T-Access	Remove	1	Close with Re-Development
	35	South	Private Drive (2nd)	T-Access	Remove	1	Close with Re-Development

Segment	Map Access #	Location	Description	Access Type	Proposed Action	Difficulty of proposed action	Notes
B (cont.)	36	South	Johnson Construction	T-Access	Remove	1	Already have access to Unity St
TH 47 to CSAH 57	39	South	Ramsey Bus	T-Access	Remove	1	Already have access to Unity St
	40	North	Wolfram St	T-Access	Remove	3	
	41	South	Commercial	T-Access	Remove	3	
	42	North	Casey's Gas	Full Access	Remove	3	
		South	Commercial (2nd)	Full Access	Remove	1	Close one of two drives
C							
CSAH 57 to Sunwood Dr	44	North	Pool/Whirlpool/Sauna	T-Access	Remove	3	
	45	South	Industrial	T-Access	Remove	3	
	47	South	Product Design	T-Access	Remove	1	Access via Basalt St
	48	North	Wendells	Full Access	Remove	3	
		South	Basalt St	Full Access	Remove	1	Access via Azurite St
	50	South	Altron, Inc.	T-Access	Remove	1	Access to be provided onto 143rd Ave
D							
Sunwood Dr to CSAH 83	56	North	Field Access	Full Access	Remove	1	Part of Ramsey Town Center Plan
	57	South	Field Access	Full Access	Remove	1	Part of Ramsey Town Center Plan
	60	South	Field Access	Full Access	Remove	1	Part of Ramsey Town Center Plan

Note: Ease of Elimination values are based on a 1 to 3 ranking; 1 being the easiest to accomplish, through 3 being most difficult.

**Appendix C**  
**Comments from Open House Meeting**

## **Comments from Open House Meeting February 9, 2004**

An open house meeting was conducted on February 9, 2004 for the residents of City of Ramsey that live along Anoka County Road 116. A second open house was conducted for the business owners for the same area on February 10, 2004. The purpose of these meetings was to obtain public input on the draft plan. General comments from the public included:

- Concern about the closure of existing T-access at County Road 116 and Iodine Street NW. Can this be left as a right in-right out access?
- Concern about the closure of existing full accesses at Basalt Street NW and Wendells on County Road 116. Can these be left as right in-right out accesses?
- Existing neighborhoods to the north of County Road 116 between Limonite Street NW and Hematite Street NW expressed concern about noise from County Road 116. They also had some concerns with regard to limiting access to right in-right out.
- Most residents realized that volumes would be increasing significantly and improvements are needed.

## **Appendix D**

### **Government Agencies - Resolutions of Approval**

Note:  
The access changes shown in this figure reflect the desire to more closely align current access with the proposed access concept (Figure 18). The proposed changes may require long-term redevelopment and/or other access reconfiguration. This plan is intended to be used as a tool for guiding access changes in the corridor.



**County Road 116 Access Locations**

- Full Access
- ▲ Right in/Right Out
- ◆ Right In/Right Out, Left In
- Potential Future Full Access
- △ Potential Future Right In/Right Out
- ⊠ Potential Access Closure
- ▬ County Road 116

500 0 500 1000 Feet





**PROPOSED ACCESS**  
**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

Figure 23

Note:  
 The access changes shown in this figure reflect the desire to more closely align current access with the proposed access concept (Figure 18). The proposed changes may require long-term redevelopment and/or other access reconfiguration. This plan is intended to be used as a tool for guiding access changes in the corridor.

### County Road 116 Access Locations

- Full Access
- ▲ Right in/Right Out
- ◆ Right In/Right Out, Left In
- Potential Future Full Access
- △ Potential Future Right In/Right Out
- ⊠ Potential Access Closure
- ▬ County Road 116


**PROPOSED ACCESS**

**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

**Figure 22**



**COPY**

Anoka County Contract No. 2005-0516

**JOINT POWERS AGREEMENT  
BETWEEN ANOKA COUNTY AND THE CITY OF RAMSEY  
FOR THE PUBLIC WORKS IMPROVEMENTS  
RELATED TO THE RAMSEY TOWN CENTER DEVELOPMENT  
RAMSEY, MINNESOTA**

This Agreement is made and entered into this 12<sup>th</sup> day of April, 2005, by and between the County of Anoka, a political subdivision of the State of Minnesota, 2100 3rd Avenue North, Anoka, Minnesota 55303, hereinafter referred to as the "County," and the City of Ramsey, 15153 Nowthen Boulevard, Ramsey, Minnesota 55303, hereinafter referred to as the "City."

**WITNESSETH:**

WHEREAS, the City has entered into a development agreement with Ramsey Town Center, L.L.C. for the development of the Ramsey Town Center (hereinafter referred to as "RTC") between Trunk Highway 10, County Road No. 116, County State Aid Highway 83, and County Road No. 56, which project would require the major reconstruction and expansion of both County and State highways, as well as construction and extension of utilities to serve the RTC and surrounding areas; and,

WHEREAS, the RTC development is intense and will have a substantial impact on the movement of traffic on Trunk Highway 10, County Road No. 56, County State Aid Highway No. 83, and County Road No. 116 in the City of Ramsey as well as impacts on County State Aid Highway No. 57 in the City of Ramsey; and,

WHEREAS, because of the substantial development, significant improvements need to be made to the highway/road infrastructure; and,

WHEREAS, the City does not have sufficient funds available to pay for the cost of the improvements necessary for the development of the RTC; and,

WHEREAS, the City has proposed to use funds generated by RTC together with funds to be contributed by the County as hereinafter set forth, and other funds of and available to the City, to pay for said improvements; and,

WHEREAS, the parties hereto have agreed in principal as to the nature and extent of the improvements to be made, which improvements are described in Schedules A, B, and C (the Schedules), which are attached hereto and incorporated herein by reference and which are hereinafter collectively referred to as the "Improvements"; and,

Y100

WHEREAS, the parties hereto agree that the cost of certain of the Improvements be shared by the parties; and,

WHEREAS, the parties have agreed that it is in their best interest that the City undertake the construction of the Improvements on behalf of both parties, except as provided herein; and,

WHEREAS, Minn. Stat. § 471.59 authorizes political subdivisions of the State to enter into joint powers agreements for the joint exercise of powers common to each;

NOW, THEREFORE, it is mutually stipulated and agreed as follows:

1. PURPOSE

The parties have joined together for the purpose of constructing and/or reconstructing the roadways, drainage, trails, sidewalk, traffic control systems with EVP, as well as other utilities on a portion of County State Aid Highway No. 83 and County Road Nos. 116 and 56 and other improvements as described in the Schedules and to share in the cost of certain of said improvements, as provided hereinafter.

2. METHOD

The City shall provide all engineering services, and shall cause the construction of the Improvements referred to in the Schedules in conformance with plans and specifications to be prepared by the City and approved in writing by the County as to the Improvements to be made to the County highway system, except for those projects where the County is the lead agency as hereinafter provided. All design on County State Aid Highways and County Roads shall be based on a County approved Traffic Analysis and a sketch plan which clearly shows projected peak hour turning volumes and lane configuration at all intersections. The letting of bids and acceptance of all bid proposals shall be done by the City, except as hereinafter provided. All plans and specifications submitted to the County for review and approval shall include a detailed traffic control plan for all state and county roadways involved in the reconstruction projects. The plans and specifications must include a requirement for the contractor to obtain permits from both the state and county prior to commencing work on the facilities controlled by the State or County from the appropriate agency. All plans and specifications must be submitted to the County for review and comment a minimum of sixty (60) days prior to the advertisement for bids for work which impacts any of the county facilities located in and around the proposed development.

3. USE OF COUNTY PROPERTY

- A. The County agrees to accommodate the storm water pipe and storage ponds for the RTC development on property located south of T.H. 10. Three issues need to be resolved to the satisfaction of the County by the City. First, the site has been secured with the intention of building a river crossing approach on that property. Secondly, the existence of a five year "License Agreement" with Diamonds Sports Bar and Grill for the use of the property for special events. There is at least an expectation that Diamonds Sports Bar and Grill would be compensated for their costs, should the property be unavailable to them for the initial five year period ending February 2008. Third, the alternate use of that property from the County perspective would be as replacement property for a County project related to "4-F" or "6-F" encroachment elsewhere in the County.
- B. The City is to agree that they will be responsible to find, design, construct and pay for drainage and storage alternatives if the river crossing is built in this corridor.
- C. The City will facilitate the cancellation of the five-year parking agreement with Gary Gruber at Diamonds Sports Bar and Grill. At a minimum, the City must obtain a letter from Diamonds Sports Bar and Grill which allows the County to rescind the existing license agreement between the County and Diamonds Sports Bar and Grill at no cost to the County.
- D. The City will assist the County in finding suitable replacement property for 4F or 6F encroachments on other park land for a potential river crossing between Dayton and Ramsey, regardless of the alignment. The City's responsibility in the procurement of replacement property for 4F or 6F impacts will be limited to the acquisition of 4.47 acres of replacement property with a value of not less than \$447,000.

4. ACCESS TO COUNTY HIGHWAY

- A. Only three (3) full turn accesses will be allowed from the RTC development to Bunker Lake Boulevard (C.R. 116). These accesses will line up with accesses on the north side of Bunker Lake Boulevard (C.R. 116) for a total of six access points as directed in the Highway 116 Corridor Study. No additional right-in, right-out accesses onto Bunker Lake Boulevard (C.R. 116) are being allowed at this time. This provision is in agreement with the original Joint Powers Agreement between the City and the County at the time the roadway (C.R. 116) was constructed.
- B. A total of three accesses are acceptable along the west side of Ramsey Boulevard (C.R. 56) as follows:

- (1) A full access with Sunwood Drive, a three quarter turn access at what is to be known as Ramsey Parkway (northbound Ramsey Boulevard left onto westbound Ramsey Parkway). The City would close the left turn movements onto Ramsey Parkway at Ramsey Boulevards when traffic operation issues arise. No signalization will be requested at this location.
  - (2) A three quarter turn access located in the south east corner of the development property will be used for emergency vehicles (left turns out of the RTC eastbound to northbound Ramsey Boulevard). The City would post the access as emergency only and would be committed to stop illegal use by issuing tickets or installing a gate. This access point would be posted and special consideration would be given to the use of a traffic control device (i.e. gate or stop arm) to prohibit unauthorized use.
  - (3) No additional full access points will be allowed on the east side of Ramsey Blvd.
- C. A total of two accesses along the east side of Armstrong Boulevard (C.S.A.H. 83) as follows:
- (1) A full-turn access where Sunwood Drive exits the RTC development onto Armstrong Boulevard (C.S.A.H. 83), and a three quarter turn at what is to be known as Ramsey Parkway (southbound Armstrong Boulevard left onto Ramsey Parkway). The City would close the left turn movements onto Ramsey Parkway at Armstrong Boulevards when traffic operation issues arise. No signalization will be requested at this location.
  - (2) No additional full access points will be allowed along the west side of Armstrong Blvd.
- D. Future signal systems at Sunwood Drive and Armstrong Boulevard and at Sunwood Drive and Ramsey Boulevard may need railroad pre-emption so that the queue at the signals does not back up over the tracks (northbound green prior to train arrival). The City will coordinate this design with the BNSF Rail Road and MnDOT. The County's position is that these signals should be coordinated with the respective railroad signals and Traffic control signals on TH 10. This may require the County and City to enter into a separate agreement with BNSF and MnDOT.

5. PHASES

The Improvements shall be constructed in phases, as follows:

- A. Phase I (2005) - Phase one of the project includes the following components:

- (1) Ramsey Boulevard is improved to a four lane divided highway from T.H. 10 to 1,000 feet north of Bunker Lake Boulevard.. This project includes signal modifications at T.H. 10 and railroad crossing upgrades (signal and surface).
- (2) A full traffic actuated signal is installed at Ramsey Boulevard and Bunker Lake Boulevard and at Ramsey Boulevard and Sunwood Drive with right and left turn lanes as required for all approaches to the intersection.
- (3) Turn lanes (both left and right) will be added on Bunker Lake Boulevard at Town Center Drive.
- (4) Left turn lanes as required for south bound traffic and a right turn lane for north bound traffic will be added on Armstrong Boulevard at Sunwood Drive.
- (5) Several city streets will be constructed south of Bunker Lake Boulevard.

B. Phase II (2006) - Phase two of the project includes the following components:

- (1) Armstrong Boulevard is reconstructed from T.H. 10 to 1,000 feet north of Bunker Lake Boulevard to a four lane divided roadway. This project includes signal modifications at T.H. 10 and railroad crossing upgrades (signal and surface).
- (2) Full traffic actuated signal systems would be installed at the intersections of Bunker Lake Boulevard and Armstrong Boulevard, and at Armstrong Boulevard and Sunwood Drive. All signals on Bunker Lake Boulevard shall be interconnected with an interconnect system compatible with other County interconnects.

C. Phase III (2007) - Phase three of the project includes the following components:

- (1) Bunker Lake Boulevard is reconstructed to a four lane divided roadway from Armstrong Boulevard to 1,000 feet west of Ramsey Boulevard (C.R. 56).
- (2) Full traffic actuated signal systems would be installed at the intersection of Bunker Lake Boulevard and Town Center Drive, Bunker Lake Boulevard at Sunfish Lake Boulevard. All signals on Bunker Lake Boulevard shall be interconnected with an interconnect system compatible with other County interconnects.
- (3) The County will consider the addition of a full traffic actuated signal system at the intersection of Bunker Lake Boulevard and Sunwood Drive following receipt of additional traffic information to justify said signal system.
- (4) The remaining City streets south of Bunker Lake Boulevard would be constructed. Town Center Drive north of Bunker Lake Boulevard will be

constructed. The City will insure that only six full accesses will connect to Bunker Lake Boulevard between Armstrong Boulevard and Ramsey Boulevard, with a four-legged intersection counting as two accesses. This provision is in agreement with the original Joint Powers Agreement between the City and the County at the time the roadway was constructed.

(5) Any modification of the signals existing on the project as a result of prior construction.

- D. Phase IV (2007) - Phase four of the project includes the following components: Sunfish Lake Boulevard is reconstructed to a four lane divided roadway from T.H. 10 to 1000 feet north of Bunker Lake Blvd. (C.R. 116). This project includes signal improvements at C.R. 116 and C.R./C.S.A.H. 57 and at T.H. 10 and C.S.A.H. 57 and a railroad crossing upgrade to the crossing surface and signal. The County will be the lead agency on this project.

## 6. TERMS

- A. The RTC design shall provide a pedestrian bridge over U.S. Highway 10, connecting the RTC development to Mississippi West Regional Park. This should be aligned with the proposed trail through the treatment pond south of U.S. Highway 10. This section does not prohibit the City from seeking other sources of funding to assist in construction of the pedestrian bridge.
- B. The design of the Ramsey Boulevard and U.S. Highway 10 intersection must also accommodate vehicular connection between the park and Ramsey Boulevard, south of Highway 10. Ingress/egress to the park is to be constructed with turn lanes and stacking from Highway 10 to the park entrance and from the park entrance to Highway 10.
- C. The proposed settling pond, treatment pond, and infiltration ponds should be designed in such a manner as to meet the following objectives:
- (1) Grade a "bench" to accommodate a future trail with a minimum width of 10 feet, plus 2-foot shoulders; provide holding capacity to accommodate a 100 year flood event without over-topping the trail; and
  - (2) Incorporate native plant materials that are suitable to the conditions of the site and provide an aesthetic park-like appeal; and
  - (3) Use an outlet structure at the Mississippi River which minimizes visual and physical intrusion in the park.

- D. The view shed from the park to the RTC development should be considered. To the extent possible, plant materials should be used to screen the view of buildings or other man-made structures. Consideration of evening uses of the park should also be considered in lighting of the RTC development. Light cast into the park or that is visible from the park will have a long-term detrimental impact on use of the park for evening activities.
- E. The RTC design should preserve a wildlife corridor between Lake Itaska and the Mississippi River. To that end, provisions should be made in the design, development of the RTC and the future park to ensure continuity in both the alignment and natural characteristics of the wildlife corridor.
- F. The City shall facilitate meetings prior to detailed design, to explore possibilities for achieving harmony in the architectural vernacular between the RTC development and the future park development, particularly where the two projects will interface, e.g. lighting, site furnishings, landscaping, etc.
- G. The design of the storm sewer system throughout the development and along the outfall to the Mississippi River will provide for adequate capacity for the county roadways in and around the development area including all roadways and ditches that now naturally drain toward the intersections of Bunker Lake Boulevard (C.R. 116) with Armstrong Boulevard (C.S.A.H. 83) and Ramsey Boulevard (C.R. 56), along with all county highways and intersections between Bunker Lake Boulevard and Highway 10, inclusive of Armstrong Boulevard and Ramsey Boulevard. Adequate storage and drainage systems will be provided by the City for the ultimate section of each of those roadways listed above in their final configuration as anticipated by this Agreement.

7. COSTS

- A. The contract cost of the work, or if the work is not contracted the cost of all labor, materials, normal engineering costs, equipment rental required to do the work and right-of-way acquisition costs shall constitute the actual "construction costs" and shall be so referred to herein. Total Construction Costs shall include construction costs and administrative costs such as bonding expenses, legal expenses and engineering fees, provided however, that said administrative costs shall not exceed 26 percent (26%) of the construction costs. "Estimated total construction costs" are good faith projections of costs which will be incurred for the projects.

B. Total estimated construction cost of the Improvements described in the Schedules is \$13,050,372.08. These figures are based on the City estimates included in the "Summary of Estimated Project Costs for the Ramsey Town Center Improvements" which is incorporated herein by reference. The project costs shall be paid for by special assessments, City funds, State funds, Federal funds and County contributions as hereinafter provided. The projects for which the costs are to be shared by the County and the City, the estimated total cost of each project, and the County participation in each project is listed in the Schedules of this Agreement.

C. The estimated costs for the signal projects are \$2,801,250 of which \$1,012,500 is on T.H. 10. The remaining \$1,788,750 in estimated signal costs are on County highways. Since only two of the signal systems on the County highway system are warranted, the County will not participate in paying for the cost of construction of the unwarranted signals. The county will participate in construction of and will provide ongoing maintenance for the signal systems at Armstrong Boulevard (CSAH 83) at Bunker Lake Boulevard (C.R. 116) and Sunfish Lake Boulevard (CSAH/CR 57) at Bunker Lake Boulevard (CSAH 116), in accordance with the County cost sharing policy.

(1) The City shall submit plans for each signal system, including EVP, to the County for review and approval sixty (60) days prior to the advertising for bids. The City shall pay to the County a plan review fee of \$1,000 for each signal plan submitted.

(2) At a rate of six percent (6%) of the actual construction costs, the County shall provide construction observation for the construction of the signal system. The County shall have final authority to accept all roadway and signal work done within the county right of way. The estimated cost to the City for construction observation is \$107,325.

(3) The City shall be responsible for all remaining construction and engineering costs.

(4) The cost participation is summarized below:

Anoka County:	\$0
City of Ramsey, Signal Construction Inspection:	\$107,325
City of Ramsey:	ALL REMAINING COSTS

(5) The total cost to the City for the signal inspection is estimated at \$107,325.

(6) Upon award of the contract for each signal, the City shall pay to the County, upon written demand by the County, ninety five percent (95%) of its portion of

the cost of inspection of the signal system. The City's share of the cost of the project shall include only construction engineering expense and does not include administrative expenses incurred by the County.

8. CONSULTANT SERVICES

The City shall contract with a qualified consulting firm with significant experience in the design of high-speed highways. The City shall not contract with a consultant until the qualifications of said consultant are reviewed by and approved in writing by the appropriate staff of the Anoka County Highway Department. The proposed Improvements contemplated by this Agreement on T.H. 10, C.S.A.H. 83, C.R. 116, C.R. 56 and C.S.A.H./C.R. 57 are in fact highway improvements. The design of highways is considerably different from the design of city streets and the County needs to be assured that the consultant engaged by the City are experienced in the design of highways. While the City retains the oversight for the direction given the consultants hired for these projects, the County, by entering into this Joint Powers Agreement is assured by the City that the roadways designed and built under this agreement will conform to the standards for County State Aid Highway and County Roads in Anoka County. Critical factors in design include but are not limited to: the cross section of the roadway, the transfer slope of the roadways, super elevation in curves, turn lane and taper lengths for lane changes and turn lane introductions, curb height and type, and median and edge of road drainage.

The City shall provide or contract with a qualified consulting firm, with significant and proper experience with respect to the construction and construction administration of county highways. Additionally, the city shall provide an adequate number of individuals to provide the amount of construction inspection and administration. All inspection, control of material and associated documentation for construction are to be performed in accordance with the approved construction plans, current MnDOT specifications and technical memorandums, and/or special provisions. All inspectors shall be MnDOT certified as it pertains to the operations that is being inspected. County concurrence must be obtained prior to the City authorizing Change Orders, Work Orders and/or Supplemental Agreements that significantly increase the County's cost participation.

At all times, while work is actually being performed, the City, or contracted consultant, shall have at the site of work a competent individual(s) who is (are):

Thoroughly experienced in the type of work being performed.

Authorized and fully capable of inspecting, overseeing and documenting the work in progress. Capable of reading and thoroughly understanding the plans, specification and all other pertinent documentation.

Authorized to receive instructions from the Engineer.

Should the County feel, at any time, that these requirements are not being met, the County shall have the right to request replacement of the inspection personnel.

9. DISBURSEMENT OF FUNDS

The County shall pay to the City the County's portion of the actual construction costs of each project in the form of an annual payment. The first payment amount is \$266,070.76 based on an interest rate of 4.5 percent interest per year and a principal of \$4,334,000 for 30 years, the payment thereafter will be \$338,510.26 based on the balance of \$4,262,959.05 after the first payment, at 4.5 percent interest per year over 19 years. In addition the County will obtain the \$247,500 in Federal funds and apply it to the BNSF crossing improvement on Sunfish Lake Blvd. (CSAH 57). All funds disbursed by the County or City pursuant to this Agreement shall be disbursed by each entity pursuant to the method provided by law. This payment shall be made each year for twenty years on January 31 of each year. The first payment will be due on January 31, 2006.

The County shall be the lead agency on the Sunfish Lake Blvd. (CSAH 57) project. The City shall pay to the County the City's share of the actual construction cost of the work within forty-five days of the receipt of a claim voucher, containing such information as the City may reasonably require, representing that payments have been made for right of way, or on a contract or contracts for the projects outlined in this agreement.

10. CONTRACTS AND PURCHASES

All contracts let and purchases made pursuant to this Agreement shall be made by the City in conformance to the State laws.

11. CONTRACTOR INDEMNIFICATION AND INSURANCE

A. The City shall include the following wording in all of its agreements with its contractors for the design and contract services of the Improvements described in the Schedules:

“The Contractor agrees that it will hold harmless, indemnify, and defend the County of Anoka, its commissioners, officers, agents and employees against any and all claims, expenses (including attorneys fees), losses, damages or lawsuits for damages arising from or related to providing or failing to provide services hereunder, including but not limited to the negligence of the Contractor.”

In addition, all contractors providing the design and contract services of the Improvements described herein shall obtain the insurance coverage as described in Schedule D, which is attached hereto and incorporated herein by reference.

B. The City shall include the following wording in all of its Agreements with its contractors for the construction of the Improvements described in the Schedules:

“The Contractor agrees that it will hold harmless, indemnify, and defend the County of Anoka, its commissioners, officers, agents and employees against any and all claims, expenses (including attorneys fees), losses, damages or lawsuits for damages arising from or related to providing or failing to provide services hereunder, including but not limited to the negligence of the Contractor.”

In addition, all contractors providing the construction of the Improvements described herein shall obtain the insurance coverage as described in Schedule E, which is attached hereto and incorporated herein by reference.

Prior to execution, all contracts shall be forwarded to the Anoka County Attorney’s office for approval as to the requirements of this section.

12. TERMINATION OF AGREEMENT BY THE COUNTY

A. The County may terminate this Agreement if the City, and the Developer of the Ramsey Town Center (RTC) do not enter into a development agreement on or before the date of this agreement which agreement provides for the development of a RTC. RTC means a unified, concentrated development having the following characteristics:

- (1) Commercial mixed use development occupying a minimum of 1.0 million gross square feet of space; and
- (2) Transit station suitable for conversion to a commuter rail station; and
- (3) A minimum of 1,500 units of medium and high density residential units

- B. The City shall provide copies of all agreements with the Developer of RTC. The County may terminate this agreement with the City if the City modifies, alters or changes any of the terms or conditions of its agreement with the Developer of the RTC.

13. TERM

This Agreement shall continue until (1) it is terminated as provided herein, or (2) until the construction provided for herein is completed and payments provided for herein are made, whichever of (1) or (2) shall first occur. Maintenance portions of this Agreement shall not terminate unless a subsequent agreement, specifically approved by the governing bodies of both parties, replaces this Agreement.

14. STRICT ACCOUNTABILITY

A strict accounting shall be made of all funds and report of all receipts and disbursements shall be made upon request by either party.

15. RIGHT OF WAY

The City shall acquire the majority of the right of way needed for this project as part of their development process. The City shall notify the County of any right of way needs not acquired through the City process a minimum of 12 months prior to the need for said right of way.

The County then shall acquire said right of way, from private property owners, that is required for the construction of the County Highway improvements through either direct purchase or condemnation. The City shall reimburse the County all costs incurred by the County in acquiring the necessary parcels. Reimbursable costs include, but are not limited to, the purchase price, recording fees, appraisal fees, attorney fees, and all costs incurred by the County in acquiring the parcels through eminent domain (hereinafter collectively referred to as "Land Acquisition Costs"). These costs shall not include County staff time.

Upon written demand by the County, the City shall pay to the County the appraised value portion of the Land Acquisition Costs. Upon final completion of the each parcel acquisition, the City shall pay for all remaining Land Acquisition Costs within 30 days after receipt of an invoice from the County documenting the expenses incurred.

After construction has been completed, the City shall convey the property it acquired to widen/improve the county highways by warranty deed to the County.

16. SIGNALIZATION POWER

The City shall at their sole expense, install or cause the installation of an adequate electrical power source to the service cabinet for all signalized intersections including any necessary extension of power lines. The City shall be the lead agency in this matter. Upon completion of said traffic control signal installations, the ongoing cost of the electrical power to the signal shall be the sole cost and expense of the City.

17. MAINTENANCE

Maintenance of the completed water main, sanitary sewer, storm sewer (except catch basins and catch basin leads on county highways), detention basins (including ponds and their outlet structures and any grit chambers/collectors including the "Vetch Stormwater Treatment System") shall be the sole obligation of the City.

The County will maintain the County State Aid Highways and County Roads following completion of the construction and during winter suspension of work so long as the road surface is bituminous. If for any reason the road surface is not hard surfaced by winter suspension of work the City shall maintain the road surface continuously until work resumes.

Maintenance of all trails and sidewalks, including snow plowing, shall be the sole responsibility of the City.

Maintenance of streetlights and cost of electrical power to the streetlights shall be the sole obligation of the City.

Maintenance of all city streets shall be the solid obligation of the City.

The City shall be responsible to maintain all medians which the City has designated for plantings. Maintenance shall be performed in accordance with the "Anoka County Highway Department Landscape/Streetscape Guidelines dated June 2000." If the City does not comply with these

guidelines, the County at any time may remove all plantings and landscaping items and replace with hard surfacing in its place. The City shall be billed by the County for all costs incurred.

Nothing in this Agreement shall affect the terms and conditions of the Maintenance Agreement between the State of Minnesota, the City, and the County for the signals located at the intersections of T.H. 10 with C.R. 56, Ramsey Boulevard and T.H. 10 at the intersection with C.S.A.H. 83 (Armstrong Boulevard).

Maintenance of the completed signal systems at the intersections of Bunker Lake Boulevard (C.R. 116) at Armstrong Boulevard (CSAH 83) and Bunker Lake Boulevard at Sunfish Lake Boulevard shall be the sole obligation of the County except that the city shall provide the electrical power at these locations. The exception being that the City shall reimburse the County for maintaining the luminaries and EVP.

This Agreement contemplates the installation of several unwarranted signal systems. These traffic signals are located at the intersections of Armstrong Boulevard and Sunwood Drive, Bunker Lake Boulevard and Town Center Drive, Bunker Lake Boulevard and Ramsey Boulevard, and Ramsey Boulevard and Sunwood Drive, and the possibility for a signal system exists at the intersection of Sunwood Drive and Bunker Lake Boulevard. None of these signal systems are currently warranted under the standard warranting procedure. Consequently, the cost of maintenance of these traffic signals falls entirely to the City of Ramsey and the City will be billed on a quarterly basis for the maintenance of said signal systems by the County, in accordance with the following:

Maintenance of the completed signals and signal equipment shall be performed by the County at the sole obligation of the City.

The County shall perform and maintain the traffic signal controller, traffic signal and pedestrian indications, loop detectors and associated wiring of the said traffic control signals and bill the costs to the City on a quarterly basis for all costs incurred.

Painting of the traffic signals, if standard colors are used, shall be the sole obligation of the City. Timing of the traffic signals shall be determined by the County.

Only the County shall have access to the controller cabinets.

The traffic control signals shall be the property of the County.

The City shall be responsible for maintenance of the luminaries, luminary relamping, and luminary painting.

All maintenance of the EVP Systems shall be completed by the County. The City shall be billed by the County on a quarterly basis for all incurred costs at all locations.

EVP Emitter Units may be installed on and used only by Emergency Vehicles responding to an emergency, as defined in Minnesota Statutes §169.01, Subdivision 5, and §169.03. The City shall provide a list to the County Traffic Engineer, or the County's duly appointed representative, of all such vehicles with emitter units on an annual basis.

Malfunctions of the EVP Systems shall be immediately reported to the County.

All timing of said EVP Systems shall be determined by the County.

In the event said EVP Systems or components are, in the opinion of the County, being misused, or the conditions set forth are violated, and such misuse or violation continues after receipt by the City of written notice thereof from the County, the County shall remove the EVP Systems. Upon removal of the EVP Systems pursuant to this paragraph, the field wiring, cabinet wiring, detector receiver, infrared detector heads and indicator lamps and all other components shall become the property of the County.

18. NOTICE

For purposes of delivery of any notices hereunder, the notice shall be effective if delivered to the County Administrator of Anoka County, 2100 3rd Avenue North, Anoka, Minnesota 55303, on behalf of the County, and the City Administrator of Ramsey, 15153 Nowthen Boulevard North West, Ramsey, Minnesota 55303, on behalf of the City.

19. INDEMNIFICATION

The City and the County mutually agree to indemnify and hold harmless each other from any claims, losses, costs, expenses or damages resulting from the acts or omissions of the respective officers, agents or employees relating to activities conducted by either party under this Agreement.

20. ENTIRE AGREEMENT REQUIREMENT OF A WRITING

It is understood and agreed that the entire agreement of the parties is contained herein and that this Agreement supersedes all oral agreements and all negotiations between the parties relating to the subject matter thereof, as well as any previous agreement presently in effect between the parties to the subject matter thereof. Any alterations, variations, or modifications of the provisions of this Agreement shall be valid only when they have been reduced to writing and duly signed by the parties.

IN WITNESS WHEREOF, the parties of this Agreement have hereto set their hands on the dates written below:

COUNTY OF ANOKA

By: Margaret Langfeld  
Margaret Langfeld Chair  
County Board of Commissioners

Dated: 5/12/05

CITY OF RAMSEY

By: San H. Linn  
Title: Mayor

Dated: 4-26-2005

ATTEST

By: John Jay McLinden  
John "Jay" McLinden  
County Administrator

Dated: 5/12/05

By: James Shanna  
Title: City Administrator  
Dated: 4-26-2005

RECOMMENDED FOR APPROVAL

By: Douglas W. Fischer  
Douglas W. Fischer, P.E.  
County Engineer

Dated: 5/11/05

By: \_\_\_\_\_  
Title: \_\_\_\_\_  
Dated: \_\_\_\_\_

APPROVED AS TO FORM

By: Dan Klint  
Dan Klint  
Assistant County Attorney

Dated: 5-12-05

By: \_\_\_\_\_  
Title: \_\_\_\_\_  
Dated: \_\_\_\_\_

Schedule A – Improvements to County Highway

<u>ESTIMATED TOTAL PROJECT</u>	<u>COST</u>	<u>COUNTY SUBTOTALS</u>	<u>COUNTY PARTICIPATION</u>
C.S.A.H. No. 83	\$1,991,400.53	\$1,123,650.00	
COUNTY ROAD 56	\$2,689,002.90	\$1,350,450.00	
C.S.A.H. No. 57	\$ 847,500.00	\$ 678,900.00	
COUNTY ROAD 116	\$3,170,109.15	\$1,228,500.00	
Subtotal Schedule A	\$8,698,012.58		\$4,134,000
Federal funds obtained by the County for BNSF Crossing On Sunfish Lake Blvd. (CSAH 57)			\$ 247,500

## Schedule B – Traffic Signals

Ramsey Blvd (C.R.56) at Bunker Lake Blvd. (C.R. 116)	\$ 200,000.00	\$0
Bunker Lake Blvd. (C.R. 116) at "N" Street	\$ 200,000.00	\$0
Armstrong Blvd. (C.S.A.H. 83) at Bunker Lake Blvd (C.R. 116)	\$ 200,000.00	\$100,000
Armstrong Blvd. (C.S.A.H. 83) at Sunwood Drive	\$ 175,000.00	\$0
Bunker Lake Blvd. (C.R. 116) at "A" Street	NOT ALLOWED \$0.	\$0
Bunker Lake Blvd. (C.R. 116) at "B" Street	NOT ALLOWED \$0	\$0
Ramsey Blvd. (C.R. 56) at Sunwood Dr..	\$ 175,000.00	\$0
Sunwood Dr at Industry Ave (C.R. 116)	\$ 175,000.00	\$0
Bunker Lake Blvd. (C.R. 116) at Sunfish Lake Blvd. (C.S.A.H./C.R. 57)	\$ 200,000.00	\$100,000
T.H. 10 at Armstrong Blvd. (C.R. 83)	\$ 250,000.00	\$0
T.H. 10 at Ramsey Blvd. (C.R. 56)	\$ 250,000.00	\$0
T.H. 10 at Sunfish Lake Blvd. (C.S.A.H. 57)	\$ 250,000.00	\$0
	\$2,075,000.00	\$0
OVERHEAD & CONTINGENCY:	\$ 726,250.00	\$0

Subtotal B – Traffic Signals:

\$2,801,250.00

\$200,000

## Schedule C – Trunk Storm Sewer Improvements & Outfall to River

Item	Description	Extension	
1.	Jack 60" Casing	\$78,000.00	
2.	Jack 48" RCP	\$126,000.00	
3.	48" Carrier Pipe	\$13,760.00	
4.	42" RC Pipe Sewer Design 3006 CL III	\$21,600.00	
5.	48" RC Pipe Sewer Design 3006 CL III	\$13,760.00	
6.	Jack 42" RCP	\$434,000.00	
7.	42" FES	\$3,200.00	
8.	48" FES	\$15,200.00	
9.	42" Outlet Structure	\$5,000.00	
10.	Skimmer Structure	\$12,000.00	
11.	Pond Liner	\$254,250.00	
12.	Sand Cushion	\$169,200.00	
13.	Storm Manhole	\$3,000.00	
	Subtotal:	\$1,148,970.00	\$0
	OVERHEAD & CONTINGENCY 35%:	\$402,139.50	<u>\$0</u>

Subtotal C – Trunk Storm Sewer Costs: \$1,551,109.50

**MAXIMUM TOTAL COUNTY PARTICIPATION: \$4,581,500**

**SCHEDULE D  
INSURANCE REQUIREMENTS**

Bidders/contractors/consultants shall procure and maintain for the duration of the contract, insurance coverage for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the bidder/contractor/consultant, their agents, representatives, employees or subcontractors. **ANOKA COUNTY CONTRACT NUMBER:** \_\_\_\_\_

**1. Minimum Scope of Insurance:** Coverage shall be at least as broad as follows:

- 1.1 Insurance Services Office (ISO) Commercial General Liability coverage (occurrence form CG 00 01 or a substitute form providing equivalent coverage), and shall cover liability arising from premises, operations, independent contractors, products-completed operations, personal injury, advertising, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).
- 1.2 Business Automobile Liability coverage shall be written on ISO form CA 00 01, CA 00 05, CA 00 12, CA 00 20, or substitute for providing equivalent liability coverage. Such insurance shall cover liability arising out of any auto (including owned, hired, and non-owned autos).
- 1.3 Workers' Compensation as required by the State of Minnesota, and Employer's Liability insurance.
- 1.4 Professional Liability or Errors and Omissions insurance appropriate for the profession. Coverage shall be maintained for at least two years following the completion of work.

**2. Minimum Limits of Insurance:** Bidder/contractor/consultant shall maintain **NO LESS THAN:**

- 2.1 Commercial General Liability (CGL) and if necessary, Commercial Umbrella Liability: \$1,000,000 each occurrence. If Commercial General Liability insurance contains a general aggregate limit, it shall apply separately to this project/location, or the general aggregate limit shall be twice the required occurrence limit.
- 2.2 Business Automobile Liability and if necessary, Commercial Umbrella Liability: \$1,000,000 each accident for bodily injury and property damage.
- 2.3 Employers Liability: as required by the State of Minnesota
- 2.4 Professional Liability or Errors and Omissions: \$1,000,000 per occurrence.

**3. Deductibles and Self-Insured Retention**

**Any deductibles or self-insured retention must be declared to and approved by the County.** At the option of the County, either: the insurer shall reduce or eliminate such deductibles or self-insured retention as respects Anoka County, agents, officers, directors, and employees; or the bidder/contractor/consultant shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses; or the bidder/contractor/consultant shall provide County-requested financial statements for the

purpose of verifying financial solvency, and acceptance of deductibles or self-insured retention based on this verification.

#### 4. Other Insurance Provisions

- 4.1 The General Liability policy is to contain, or be endorsed to contain, the following provision: **Anoka County, its agents, officers, directors, and employees are to be covered as an additional insured for all liability coverages using ISO additional insured endorsement CG 20 10 or substitute providing equivalent coverage.** This insurance shall apply as primary insurance with respect to any other insurance or self-insurance program. The County's insurance shall be excess of the contractor/consultant's insurance and shall not contribute to it. The contractor/consultant's coverage shall contain no special limitations on the scope of protection afforded to the County, its agents, officers, directors, and employees.
- 4.2 Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the County, its officers, officials, employees or volunteers.
- 4.3 Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, or canceled by either party, reduced in coverage or in limits, or non-renewed, except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the County.
- 4.4 The Contractor shall include all subcontractors as insured under its policies or **furnish separate certificates and endorsements for each subcontractor where applicable.** All coverage for subcontractors shall be subject to all of the requirements stated herein.
- 4.5 Each insurance policy shall include an endorsement that waives any claim or right in the nature of subrogation to recover against the County, its agents, officers, directors, and employees.

#### 5. Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best rating of A:VII, unless otherwise acceptable to the County.

#### 6. Verification of Coverage

Contractor shall furnish the County with certificates of insurance and original endorsements effecting coverage required by this clause. ***The certificate attached to this contract should be signed by a person authorized by that insurer to bind coverage on its behalf. A certificate other than the one attached may be used if coverages and endorsements match or exceed the coverages identified on the attached certificate.*** All certificates and endorsements are to be received and approved by the County before work commences. The County reserves the right to require complete, certified copies of all required insurance policies and endorsements at any time.

**SCHEDULE E  
INSURANCE REQUIREMENTS**

Bidders/contractors/consultants shall procure and maintain for the duration of the contract, insurance coverage for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the bidder/contractor/consultant, their agents, representatives, employees or subcontractors. **ANOKA COUNTY CONTRACT NUMBER:** \_\_\_\_\_.

**1. Minimum Scope of Insurance:** Coverage shall be at least as broad as follows:

- 1.1 Insurance Services Office (ISO) Commercial General Liability coverage (occurrence form CG 00 01 or a substitute form providing equivalent coverage), and shall cover liability arising from premises, operations, independent contractors, products-completed operations, personal-injury, advertising, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).
- 1.2 Business Automobile Liability coverage shall be written on ISO form CA 00 01, CA 00 05, CA 00 12, CA 00 20, or substitute for providing equivalent liability coverage. Such insurance shall cover liability arising out of any auto (including owned, hired, and non-owned autos).
- 1.3 Workers' Compensation as required by the State of Minnesota, and Employer's Liability insurance.
- 1.4 Umbrella Liability insurance.

**2. Minimum Limits of Insurance:** Bidder/contractor/consultant shall maintain **NO LESS THAN:**

- 2.1 Commercial General Liability (CGL) and if necessary, Commercial Umbrella Liability: \$2,000,000 each occurrence. If Commercial General Liability insurance contains a general aggregate limit, it shall apply separately to this project/location, or the general aggregate limit shall be twice the required occurrence limit.
- 2.2 Business Automobile Liability and if necessary, Commercial Umbrella Liability: \$2,000,000 each accident for bodily injury and property damage.
- 2.3 Employers Liability: \$1,000,000 for bodily injury or disease.
- 2.4 Umbrella Liability: \$1,000,000 each occurrence.

**3. Deductibles and Self-Insured Retention**

Any deductibles or self-insured retention must be declared to and approved by the County. At the option of the County, either: the insurer shall reduce or eliminate such deductibles or self-insured retention as respects Anoka County, agents, officers, directors, and employees; or the bidder/contractor/consultant shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses; or the bidder/contractor/consultant

shall provide County-requested financial statements for the purpose of verifying financial solvency, and acceptance of deductibles or self-insured retention based on this verification.

#### 4. Other Insurance Provisions

- 4.1 The General Liability policy is to contain, or be endorsed to contain, the following provision: **Anoka County, its agents, officers, directors, and employees are to be covered as an additional insured for all liability coverages using ISO additional insured endorsement CG 20 10 or substitute providing equivalent coverage.** This insurance shall apply as primary insurance with respect to any other insurance or self-insurance program. The County's insurance shall be excess of the contractor/consultant's insurance and shall not contribute to it. The contractor/consultant's coverage shall contain no special limitations on the scope of protection afforded to the County, its agents, officers, directors, and employees.
- 4.2 Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the County, its officers, officials, employees or volunteers.
- 4.3 Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, or canceled by either party, reduced in coverage or in limits, or non-renewed, except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the County.
- 4.4 The Contractor shall include all subcontractors as insured under its policies or furnish separate certificates and endorsements for each subcontractor where applicable. All coverage for subcontractors shall be subject to all of the requirements stated herein.
- 4.5 Each insurance policy shall include an endorsement that waives any claim or right in the nature of subrogation to recover against the County, its agents, officers, directors, and employees.

#### 5. Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best rating of A:VII, unless otherwise acceptable to the County.

#### 6. Verification of Coverage

Contractor shall furnish the County with certificates of insurance and original endorsements effecting coverage required by this clause. ***The certificate attached to this contract should be signed by a person authorized by that insurer to bind coverage on its behalf. A certificate other than the one attached may be used if coverages and endorsements match or exceed the coverages identified on the attached certificate.*** All certificates and endorsements are to be received and approved by the County before work commences. The County reserves the right to require complete, certified copies of all required insurance policies and endorsements at any time.

**AMENDMENT NO. 1  
TO JOINT POWERS AGREEMENT  
BETWEEN ANOKA COUNTY AND THE CITY OF RAMSEY  
FOR THE PUBLIC WORKS IMPROVEMENTS  
RELATED TO THE RAMSEY TOWN CENTER DEVELOPMENT  
RAMSEY, MINNESOTA**

THIS AMENDMENT is made this \_\_\_\_\_ day of February, 2009, the date of the signature of the parties notwithstanding, by and between the County of Anoka, a political subdivision of the State of Minnesota, 2100 Third Avenue, Anoka, Minnesota 55303, hereinafter referred to as the "County," and the City of Ramsey, 15153 Nowthen Boulevard, Ramsey, Minnesota 55303, hereinafter referred to as the "City."

**WITNESSETH:**

WHEREAS, the County wishes to amend its Joint Powers Agreement with the City for public works improvements related to the Ramsey Town Center Development, Ramsey, Minnesota dated May 12, 2005; and

WHEREAS, Paragraph 20 ENTIRE AGREEMENT REQUIREMENT OF A WRITING of said Agreement provides that any alterations, variations or modifications of the provisions of this Agreement shall be valid only when they have been reduced to writing and duly signed by the parties.

NOW, THEREFORE, in consideration of the mutual covenants hereinafter stated or contained in the Agreement, the parties do hereby agree as follows:

1. The parties agree to delete Section 5, B. in its entirety and replace it with the following:

1. The County and City agree that a grade separated interchange should be designed for the intersection of Trunk Highway 10 and Armstrong Boulevard. The County shall issue a request for proposals and contract for the preliminary design and environmental documentation for the grade separation. The County and City shall each pay 50% of the cost for the preliminary design and environmental documentation. Upon award of the contract for said work, the City shall pay to the County one-half of the cost of the contracted amount. Upon completion of the work the City shall pay the County one-half of any increase in the contract amount. If the actual contract price is less the contracted amount

the County shall reimburse the City one-half of the difference between the contracted amount and the actual contract price. Both the County and City agree to pursue all other funding sources to assist with the payment for the interchange project.

2. Only one access point to Armstrong Boulevard shall be allowed between Trunk Highway 10 and Bunker Lake Boulevard.
3. Full traffic actuated signal systems will be installed at the intersections of Bunker Lake Boulevard and Armstrong Boulevard, and at the intersection of West Ramsey Parkway. A grade separated crossing shall be constructed at the intersection of Armstrong Boulevard and Sunwood Drive. All signals on Bunker Lake Boulevard shall be interconnected with an interconnect system compatible with other County interconnects.

2. The parties agree to amend Paragraph 5.D. by adding the following:

The City shall provide the construction inspection with its own personnel. The City shall reimburse the County for all construction survey work and construction administration related to the project. Anoka County contract number 2007-0604 is a joint powers agreement between the City and County relating to the turnback of County Road 63. That joint powers agreement contemplates that the County will make a payment to the City in the amount of \$425,000.00. In lieu of making the payment under contract number 2007-0604, the County shall deduct said amount from the amount the City is required to reimburse the County under this agreement.

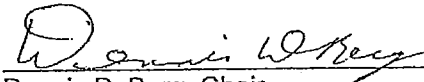
3. This Amendment is hereby made a part of and shall be amended to the Agreement of the parties.


4. All other terms and conditions of the original Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have signed this Amendment on the dates written below.

COUNTY OF ANOKA

CITY OF RAMSEY

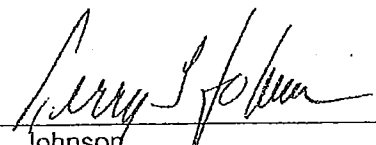
By:   
Dennis D. Berg, Chair  
Board of Commissioners

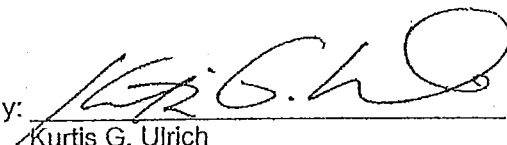
By:   
Bob Ramsey  
Mayor

Dated: 4/7/09

Dated: 4-1-09

ATTEST

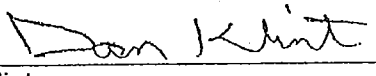
By:   
Terry L. Johnson  
County Administrator

By:   
Kurtis G. Ulrich  
City Administrator

Dated: 4/7/09

Dated: 4/1/09

APPROVED AS TO FORM

By:   
Dan Klint  
Assistant County Attorney

Dated: 4-8-09

AMENDMENT NO. 2  
TO JOINT POWERS AGREEMENT  
BETWEEN ANOKA COUNTY AND THE CITY OF RAMSEY  
FOR THE PUBLIC WORKS IMPROVEMENTS  
RELATED TO THE RAMSEY TOWN CENTER DEVELOPMENT  
RAMSEY, MINNESOTA

THIS AMENDMENT is made this \_\_\_\_\_ day of February, 2012, the date of the signature of the parties notwithstanding, by and between the County of Anoka, a political subdivision of the State of Minnesota, 2100 Third Avenue, Anoka, Minnesota 55303, hereinafter referred to as the "County," and the City of Ramsey, 15153 Nowthen Boulevard, Ramsey, Minnesota 55303, hereinafter referred to as the "City."

WITNESSETH:

WHEREAS, the County wishes to amend its Joint Powers Agreement with the City for public works improvements related to the Ramsey Town Center (RTC) Development, Ramsey, Minnesota dated May 12, 2005; and

WHEREAS, Paragraph 20 ENTIRE AGREEMENT REQUIREMENT OF A WRITING of said Agreement provides that any alterations, variations or modifications of the provisions of this Agreement shall be valid only when they have been reduced to writing and duly signed by the parties.

WHEREAS, the City has made improvements to the transportation system in and around the RTC (Currently referred to as "The COR"), that greatly improve the movement of traffic in the COR and on surrounding Streets and Highways and rail related safety improvements.

Whereas, the County has worked to improve the overall transportation system throughout Anoka County and wishes to participate in these additional system wide improvements.

NOW, THEREFORE, in consideration of the mutual covenants hereinafter stated or contained in the Agreement, the parties do hereby agree as follows:

1. The parties agree to add to Section 9. DISBURSEMENT OF FUNDS the following:

The County and City agree that the County shall pay to the City an additional Sum of \$1,700,000 as a lump sum payment to be used by the City for additional transportation improvements in the area of the RTC (COR). Said payment to be made after this amendment is fully executed and within 30 days of the County receiving an invoice from the City for that amount.

2. This Amendment is hereby made a part of and shall be amended to the Agreement of the parties.

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3. All other terms and conditions of the original Agreement shall remain in full force and effect.

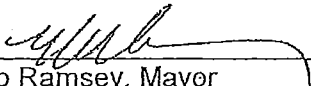
IN WITNESS WHEREOF, the parties have signed this Amendment on the dates written below.

COUNTY OF ANOKA

By:   
Rhonda Sivarajah, Chair  
Board of Commissioners


Dated: 3-20-12

CITY OF RAMSEY

By:   
Bob Ramsey, Mayor

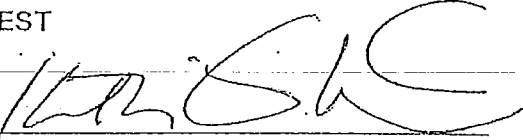
Dated: 3/8/12

ATTEST

By:   
Jerry Soma  
County Administrator

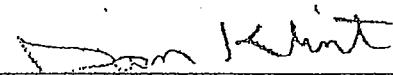
Dated: 3-20-12

ATTEST

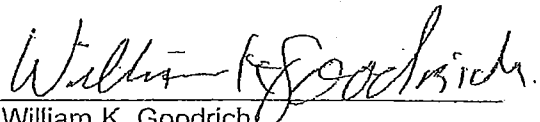
By:   
Kurtis Ulrich  
City Administrator

Dated: 3/8/12

APPROVED AS TO FORM

By:   
Dan Klint  
Assistant County Attorney

Dated: 3-21-12

By:   
William K. Goodrich  
City of Ramsey City Attorney

Dated: 3/8/12

**Economic Development Authority (EDA)**

4. 4.

**Meeting Date:** 02/11/2021

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

**By:** Sean Sullivan, Community Development

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**Title:**

Consider Participation in Riverdale Drive Reconstruction Project: Dolomite Street Removal/Lot Configuration

**Purpose/Background:**

The purpose of this case is to consider EDA participation in the Riverdale Drive Improvement Project by funding the removal of Dolomite Street.

The City has not been able to sell Parcel 40 due to, storm water retention issues, uncertainty of access and the small, irregular lot configuration. The site is currently 1.23 acres. The removal of Dolomite Street, including its access to Highway 10, will be beneficial to future development. The vacation of the Right of Way will result in cleaner property lines each lot gaining an additional 0.232 acres (10,123.50 SF).

The City of Ramsey will complete the Street Improvement Project for Riverdale Drive in 2021. The removal of Dolomite Street is not budgeted for the 2021 project. However, there are some cost savings if this is done along with the Riverdale Drive project. In addition, the Riverdale Drive project will include the installation of a storm water systems which will help with the development of Parcel 40 (6710 Highway 10 NW) and other properties in the area.

Staff is asking the EDA to consider financial participation in this project to make the City property more marketable. It should be noted that Dolomite Street access to Highway 10 will likely be closed as part of the upcoming Highway 10 Expansion Project. Staff will work to ensure that this cost will count towards our contribution to the broader Highway 10 Expansion Project.

**Notification:**

N/A

**Observations/Alternatives:**

The removal of Dolomite Street, vacation of right of way and the reallocation of the vacated right of way is a two step process. The vacation is a simple City process, guided by State Statute, where the right of way is split down the centerline of the road and deeded to each property owner on each side. On the face of the overall process, this might seem like an unnecessary additional step, but it is required to start this way by Minnesota Law. The second step would then exchange property to square off property lines. Staff has contacted Able Property Management (owner of property to east) and they have expressed support for this action.

The estimated cost for the removal of Dolomite Street is \$47,997.24. Of that cost, only \$38,562.54 is proposed to come from City Funds. The rest from the State of Minnesota through our allocation of Municipal State Aid (MSA) Dollars. It should be noted that by including this project with Riverdale drive there is a cost savings of \$12,520.66. There will be some additional costs relating to the transfer of property after the vacation of the right of way. Staff estimates those closing costs to be less than \$10,000. Based on these estimates, Staff is asking the EDA to consider a contribution not to exceed \$50,000 to complete the Dolomite Street portion of the Riverdale Drive Reconstruction Project.

**Alternatives:**

1. EDA recommend to City Council to authorize the Dolomite Street Removal Project and to allocate \$50,000 from the EDA cash balance to fund the City portion of the project

2. EDA recommend that the City Council authorize the project but utilize other sources of funds
3. Something else.

**Funding Source:**

The proposed funding source is the EDA cash balance which is estimated to be \$1,137,000.

**Recommendation:**

EDA recommend to City Council to authorize the Dolomite Removal and to allocate \$50,000 from the EDA cash balance to fund the City portion of the project.

**Action:**

Motion to recommend to City Council to authorize the Dolomite Street Removal and to allocate \$50,000 from the EDA cash balance to fund the City portion of the project.

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**Attachments**

Site Location Map

Project Cost Estimate

Dolomite Easement Vacation Exhibit

Additional Vacation Exhibit

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**Form Review**

**Inbox**

Sean Sullivan (Originator)

Tim Gladhill

Form Started By: Sean Sullivan

Final Approval Date: 02/04/2021

**Reviewed By**

Sean Sullivan

Tim Gladhill

**Date**

02/03/2021 04:23 PM

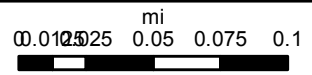
02/04/2021 04:32 PM

Started On: 02/01/2021 03:49 PM

# Site Location Map - Parcel 40



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



<b>Remove Dolomite Street</b>				<b>Dolomite ROW (City Fund only)</b>		<b>MnDOT ROW (MSA Funds)</b>		<b>Riverdale ROW (MSA Funds)</b>		<b>Total</b>	
<b>Item No.</b>	<b>Item Description</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Quantity</b>	<b>Extension</b>	<b>Quantity</b>	<b>Extension</b>	<b>Quantity</b>	<b>Extension</b>	<b>Quantity</b>	<b>Extension</b>
1	Mobilization (5%)	LS	\$ 2,000.00	0.7	\$ 1,400.00	0.2	\$ 400.00	0.1	\$ 200.00	1	\$ 2,000.00
2	Sawing Pavement	LF	\$ 4.00	0	\$ -	140	\$ 560.00	40	\$ 160.00	180	\$ 720.00
3	Remove Bituminous Pavement	SY	\$ 10.00	1450	\$ 14,500.00	350	\$ 3,500.00	0	\$ -	1800	\$ 18,000.00
4	Remove Culvert	LF	\$ 12.00	0	\$ -	100	\$ 1,200.00	0	\$ -	100	\$ 1,200.00
5	Ditch Excavation	CY	\$ 15.00	0	\$ -	230	\$ 3,450.00	0	\$ -	230	\$ 3,450.00
6	Traffic Control	LS	\$ 2,000.00	0	\$ -	0.9	\$ 1,800.00	0.1	\$ 200.00	1	\$ 2,000.00
7	Topsoil (LV)	CY	\$ 30.00	182	\$ 5,460.00	52	\$ 1,560.00	26	\$ 780.00	260	\$ 7,800.00
8	Restoration	ACRE	\$ 4,000.00	0.259	\$ 1,036.00	0.074	\$ 296.00	0.037	\$ 148.00	0.37	\$ 1,480.00
9	Bolton & Menk Design	LS	\$ 17,784.00	0.7	\$ 12,448.80	0.2	\$ 3,556.80	0.1	\$ 1,778.40	1	\$ 17,784.00
<i>Remove Dolomite Street Construction Cost</i>					\$ 22,396.00		\$ 12,766.00		\$ 1,488.00	\$ 36,650.00	
<i>10% Contingency Cost</i>					\$ 2,239.60		\$ 1,276.60		\$ 148.80	\$ 3,665.00	
<i>Indirect Cost (B&amp;M Plus (6% Admin, Legal, Finance))</i>					\$ 13,926.94		\$ 4,399.36		\$ 1,876.61	\$ 20,202.90	
<b>Remove Dolomite Street Total Project Cost</b>					<b>\$ 38,562.54</b>		<b>\$ 18,441.96</b>		<b>\$ 3,513.41</b>	<b>\$ 60,517.90</b>	

**Reductions to Riverdale Drive Projects**

<b>Item No.</b>	<b>Item Description</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Quantity</b>	<b>Extension</b>	<b>Quantity</b>	<b>Extension</b>	<b>Quantity</b>	<b>Extension</b>	<b>Quantity</b>	<b>Extension</b>
1	Mobilization (5%)	LS	\$ 2,000.00	0	\$ -	0	\$ -	0.1	\$ 200.00	0.1	\$ 200.00
2	Aggregate Base CL 5 Mod. (Trail) (4.0")	TON	\$ 18.00	0	\$ -	0	\$ -	20	\$ 360.00	20	\$ 360.00
3	Wear Course (Trail) (2.5")	TON	\$ 102.00	0	\$ -	0	\$ -	10	\$ 1,020.00	10	\$ 1,020.00
4	Aggregate Base (Roadway) (6.0")	CY	\$ 8.00	0	\$ -	0	\$ -	-42	\$ (336.00)	-42	\$ (336.00)
5	Wear Course (Roadway) (2.0")	TON	\$ 75.00	0	\$ -	0	\$ -	-22	\$ (1,650.00)	-22	\$ (1,650.00)
6	Non Wear Course (Roadway) (2.0")	TON	\$ 72.00	0	\$ -	0	\$ -	-22	\$ (1,584.00)	-22	\$ (1,584.00)
7	6" Concrete Walk	SF	\$ 12.00	0	\$ -	0	\$ -	-362	\$ (4,344.00)	-362	\$ (4,344.00)
8	Truncated Domes	SF	\$ 50.00	0	\$ -	0	\$ -	-64	\$ (3,200.00)	-64	\$ (3,200.00)
9	Topsoil (LV)	CY	\$ 30.00	0	\$ -	0	\$ -	8	\$ 240.00	8	\$ 240.00
10	Restoration	ACRE	\$ 4,000.00	0	\$ -	0	\$ -	0.01	\$ 40.00	0.01	\$ 40.00
<i>Riverdale Drive Construction Cost</i>					\$ -		\$ -		\$ (9,254.00)	\$ (9,254.00)	
<i>10% Contingency Cost</i>					\$ -		\$ -		\$ (925.40)	\$ (925.40)	
<i>23% Indirect Cost</i>					\$ -		\$ -		\$ (2,341.26)	\$ (2,341.26)	
<b>Riverdale Drive Project Cost</b>					<b>\$ -</b>		<b>\$ -</b>		<b>\$ (12,520.66)</b>	<b>\$ (12,520.66)</b>	

<b>Dolomite Street Removal Cost Summary</b>										
Dolomite Street Removal					\$ 38,562.54		\$ 18,441.96		\$ 3,513.41	\$ 60,517.90
Riverdale Drive Savings					\$ -		\$ -		\$ (12,520.66)	\$ (12,520.66)
<b>Adjusted Cost Summary</b>					<b>\$ 38,562.54</b>		<b>\$ 18,441.96</b>		<b>\$ (9,007.25)</b>	<b>\$ 47,997.24</b>



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Green Line =  
Required Boundary  
For Vacation

Blue Line = Proposed Lot Line