

City of Ramsey
Agenda
Economic Development Authority (EDA)
Thursday, March 12, 2026
7:30 am
Council Chambers, 7550 Sunwood Drive NW

Remote Attendance available at www.cityoframsey.com/meetings.
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 EDA Meeting Minutes for February 12, 2026

4. **EDA Business**
 1. Improving the Image of Ramsey Along the Hwy 10 Corridor Plan (Presentation)

5. **Member/Staff Input**

6. **Adjournment**

Economic Development Authority (EDA)

Meeting Date: 03/12/2026

Primary Strategic Plan Initiative: Enhance City’s communication through transparency and accountability.

Title:

Approve EDA Meeting Minutes for February 12, 2026

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.

Recommendation:

Approval of February 12, 2026 EDA meeting minutes.

Outcome/Action:

Motion to approve February 12, 2026 meeting minutes.

Attachments

EDA Minutes

Form Review

| Inbox | Reviewed By | Date |
|----------------------------------|--------------------|---------------------------------|
| Sean Sullivan | Sean Sullivan | 03/06/2026 12:00 PM |
| Brian Hagen | Kathy Schmitz | 03/06/2026 12:09 PM |
| Form Started By: Wendy Schlueter | | Started On: 02/13/2026 10:55 AM |
| Final Approval Date: 03/06/2026 | | |

**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, February 12, 2026, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Scott Wiyninger
 Member Rachal Johnson
 Member Hannah Karpen
 Member Brittany Lindahl
 Member Chris Riley
 Member Shanna Stewart

Members Absent: Member Nichole Bauer

Also Present: Sean Sullivan, Economic Development Manager

1. CALL TO ORDER

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

2. APPROVE AGENDA

Motion by Member Johnson, seconded by Member Lindahl, to approve the agenda.

Motion carried. Voting Yes: Chairperson Wiyninger, Members Johnson, Lindahl, Karpen, Riley, and Stewart. Voting No: None. Absent: Member Bauer.

3. CONSENT AGENDA

3.01: Approve Meeting Minutes Dated January 8, 2026

Motion by Member Johnson, seconded by Member Lindahl, to approve the January 8, 2026, minutes as presented.

Motion carried. Voting Yes: Chairperson Wiyninger, Members Johnson, Lindahl, Karpen, Riley, and Stewart. Voting No: None. Absent: Member Bauer.

4. EDA BUSINESS

4.01: Consider Extension of CBRE Real Estate Listing Agreement for City-Owned Land in COR

Economic Development Manager Sullivan presented the staff report.

Brian Pankratz, CBRE, commented that he looks forward to continuing the relationship that he believes has been successful over the past 12 years. He acknowledged the work that has taken to improve transportation, add residents/rooftops, increase industrial development, and build momentum and interest from restaurants and retailers. He provided a market overview and more specific information about the Ramsey market, acknowledging the business-friendly attitude of the City and its knowledgeable staff. He identified the available pads, potential uses, and provided additional market information and trends. He also reviewed the 2026 market outlook information.

Member Riley asked if there are specific things Ramsey should be aware of.

Mr. Pankratz stated that the opening of things like Taco Bell and other businesses triggers interest from other businesses. He noted Parcel 50c in the COR has some challenges because a large storm sewer line runs through the center. He stated that as growth continues to happen in Ramsey and the area around it, the interest continues to grow.

Economic Development Manager Sullivan identified the parcel mentioned by Mr. Pankratz and stated that there was a larger retailer interested in that area, but the box would encroach on the 88-inch stormwater pipe that serves the entire area, and it would be extremely difficult, if not impossible to move.

Mr. Pankratz commented that they tried a few different iterations to make something work on that site and continue to look at other sites as well.

Member Riley referenced site 47e, which is a remnant that is not currently under contract with CBRE, and asked if Mr. Pankratz would have any input on a potential use for that site.

Mr. Pankratz commented that it would be something like a bank, fitness use, or small medical/dental office type user. He stated that when he receives inquiries from groups, he is in conversation with City staff, and they do collaborate even if the property is not under a CBRE listing.

Economic Development Manager Sullivan stated that the City retained this site listing because it was a mixed-use site, and he has not had any issues generating interest in those types of sites. He noted that the remnant could be developed as housing. He commented that CBRE does an excellent job in the retail area.

Chairperson Winynger asked for more information on the identified CBRE sites and the differences Mr. Pankratz sees between 2026 and 2027.

Mr. Pankratz stated that most retailers are represented by other brokers, and CBRE continues to network with those brokers. He commented on the other efforts CBRE completes, such as email blasts, updated brochures, and cross-selling.

Economic Development Manager Sullivan acknowledged that it was difficult to market the COR during the Highway 10 project, but that is now completed, and it is anticipated that the transportation numbers and traffic counts will increase. He commented that CBRE does a great job updating marketing materials with the updated traffic numbers when they become available.

Chairperson Wiyninger asked if there are properties the City is listing that Mr. Pankratz believed would be better served by CBRE.

Mr. Pankratz stated that although he would always accept another listing, he is already working collaboratively with staff. He noted that they began with 25 to 30 listings and are now down to less than five, which shows great success.

Economic Development Manager Sullivan commented that Mr. Pankratz and CBRE have been great to work with and are always very responsive. He stated that CBRE is not needed for assistance with housing sites as the City continues to receive interest for that type of development. He stated that there is no change in the properties that will continue to be listed by the City and through CBRE. He recommended approval of the listing agreement as presented.

Motion by Member Johnson, seconded by Member Karpen, to recommend to City Council that approval of the Listing Agreement with CBRE from February 2, 2026, to January 31, 2027, as presented.

Further discussion: Member Lindahl commented that she will abstain from this vote as she and Mr. Pankratz work for the same company, although in different divisions.

Motion carried. Voting Yes: Chairperson Wiyninger, Members Johnson, Karpen, Riley, and Stewart. Voting No: None. Absent: Member Bauer. Abstained: Member Lindahl.

4.02: 2026 Business Network Breakfast Summary and Approval of 2027 Business Network Meeting Budget

Economic Development Manager Sullivan presented the staff report.

Chairperson Wiyninger stated that if five percent or less are complaining, that means you are doing well. He thanked the staff for their continued efforts in making this a great event.

Member Stewart stated that perhaps the doors could open at 7:30 a.m. and that could be advertised, allowing 30 minutes for networking.

Chairperson Wiyninger agreed that it could be marketed that networking begins at 7:30 a.m. and the program begins at 8 a.m.

Member Stewart suggested advertising breakfast to begin at 7:45 a.m., which would allow time for people to settle prior to the program beginning.

Member Karpen agreed that it would be helpful to have the doors open earlier, with breakfast served earlier as well, to allow for networking, as most people need to leave after the event.

Member Riley commented that everything the City did was great. He stated that his impression, based on the feedback, was that the event space operation was mediocre. He stated that running out of coffee is a recurring problem and is something that should have been fixed. He believed that the venue itself was good because of the size and location, and hoped that the LaFontaine staff could pick up their game.

Member Karpen commented that it seemed there were only two employees, which made things run more slowly as well. She stated that perhaps additional staff will be brought on by the event center for the event.

Economic Development Manager Sullivan recognized that the event center has a smaller staff and it was unlikely that more would be assigned. He stated that he did notice that there was a point in time when the staff was serving people, which slowed down the line. He stated that feedback was provided immediately, which allowed people to go through the line on both sides. He agreed that the size and location of the venue are a good fit and hoped they could address some of the other issues.

Member Stewart commented that perhaps the event center should be reminded that this is also an opportunity for them to advertise their space to the attendees.

Chairperson Wyingner stated that if they target a speaker, he would like to condense that down to 30 minutes rather than 60 minutes, acknowledging that they may run over that, but it would not impact the timing for the overall program.

Economic Development Manager Sullivan acknowledged the cost for a keynote speaker and believed that they would most likely want to get the most out of that cost with a 45 to 60-minute presentation.

Member Lindahl stated that perhaps 45 minutes is set, acknowledging that they may run slightly over that.

Member Stewart commented that she would prefer to keep the 60-minute slot for the keynote speaker and keep the City presentations to a lesser time. She acknowledged that there were other things that caused the delay this year, including a longer presentation from the Police Chief. She believed that City staff members could be directed to keep their presentations within a shorter amount of time. She supported the reduced food recommendation as they continue to have fewer people attend than RSVP.

Member Johnson commented that some people choose not to eat breakfast, and perhaps there is an option on the registration that would allow people to choose whether or not they want breakfast. She noted that she is someone who chooses not to eat breakfast.

Member Karpen asked if there would be a way to review the information closer to the event date, in terms of the amount of food that would be ordered.

Economic Development Manager Sullivan stated that if attendance increases to more than anticipated, they would order enough food. He stated that the recommendation to order food for 120 was based on 140 people stating they were going to attend. He confirmed that they could make an adjustment, using a similar percentage, if attendance increased. He stated that Member Johnson's suggestion could also help to hone in on the anticipated number of people who would be eating breakfast.

Motion by Member Johnson, seconded by Member Karpen, to select La Fontaine Event Center as the venue with a date of late January/early February, and adopt the 202 Business Network Budget of \$6,500 (includes \$2,500 for Keynote Speaker), and to have staff look for a cost-effective Keynote Speaker.

Motion carried. Voting Yes: Chairperson Wiyninger, Members Johnson, Karpen, Lindahl, Riley, and Stewart. Voting No: None. Absent: Member Bauer.

5. MEMBER / STAFF UPDATE

Economic Development Manager Sullivan provided an update on projects from ARAA, Wildlife Research, the old Town Hall, Zero Zone, and Chipotle. He noted the Business Expo, which is scheduled for April 25th at Adrenaline.

6. ADJOURNMENT

Motion by Member Johnson, seconded by Member Karpen, to adjourn the meeting.

Motion carried. Voting Yes: Chairperson Wiyninger, Members Johnson, Karpen, Lindahl, Riley, and Stewart. Voting No: None. Absent: Member Bauer.

The regular meeting of the Economic Development Authority adjourned at 8:29 a.m.

Respectfully submitted,

Sean Sullivan
Economic Development Manager

ATTEST:

Wendy Schlueter
Economic Development Administrative Assistant

Draft by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

DRAFT

Economic Development Authority (EDA)**Meeting Date:** 03/12/2026**Primary Strategic Plan Initiative:** Create a positive image for residential neighborhoods, business districts and key corridors.**Title:**

Improving the Image of Ramsey Along the Hwy 10 Corridor Plan (Presentation)

Purpose/Background:

This case is an informational item. The City Council met on February 10, 2026 work session to gain consensus on a plan to improve the image of Ramsey on the Hwy 10 Corridor. Improving the image of Ramsey in the Highway 10 corridor was identified as one of the Council's strategic goals. For decades, impending improvements to Highway 10 have been seen with optimism as well as uncertainty. As concept designs changed while funding was not achieved, properties along the corridor, mostly businesses, were left with questions about the investments that they want to make. For many years, the thought was that the highway would be relocated adjacent to the railroad tracks, eliminating dozens of businesses and some homes. Properties in this area were essentially seen as temporary. New construction was not encouraged, and with RALF properties were not allowed, and typical site improvement standards were relaxed since taxpayer dollars would be used to acquire these properties....someday. The City worked with the Metropolitan Council's Right-of-way Acquisition Loan Fund (RALF) to acquire properties for future Hwy 10 right of way as they became available.

Eventually, a tight design that included a concrete barrier median, roundabouts, and frontage roads was created that greatly minimized the need to acquire properties. Many properties that were once thought to be "total takings" for the highway were spared and many of these properties spent decades deferring maintenance. Some businesses were also approved with the understanding that permanent site improvements were required upon completion of the highway project.

Now that the "Ramsey Gateway" project is essentially finished (some fencing, landscaping, and restoration activities will continue into the spring), the Council has expressed a desire to make this "gateway" a welcoming, attractive, and positive reflection of Ramsey. Code Enforcement staff has put together a proactive plan for working with every property owner to bring buildings and sites into compliance with maintenance codes (IPMC) or their original conditional use permit (CUP)/site plan review, if one exists. Economic Development staff will also provide assistance to businesses seeking funding or financing options for improvements to their sites, should an existing program (City, County, or State) be available for their needs.

Future

Future steps in improving the corridor could include providing municipal water and sanitary sewer access should that help existing businesses reinvest, expand, maximize site development or attract new businesses. The lack of municipal services hinders commercial development in many situations due to fire protection, water consumption, and heavy sanitary waste production—especially with restaurants.

Notification:

None for this informational item. The project will include mailed and in-person notifications to businesses before enforcement begins if adopted by the City Council on March 10, 2026.

Time Frame/Observations/Alternatives:

Consensus was reached by the City Council at the March work session to adopt a plan and to send a letter to the businesses and landowners in the corridor identifying the process for proactive code enforcement. Attached to this case is the Draft Plan and Draft letter that the Council will be reviewing and considering approval at the March 10 City Council Meeting. It is possible that the Draft Plan could be modified or not adopted at the City Council meeting but staff has shared the documents being presented to the Council for Action. If adopted, the entire process will likely take a number of years. It will take several months to meet the various businesses and property owners initially, work with them on assessing conditions, and work out timelines for improving properties. Then, the businesses and property owners will need a reasonable amount of time to make the identified improvements, especially if the improvements need warm weather (painting, paving, etc.).

This is not an action item, it is informational. Planning Manager Todd Larson will provide a brief presentation outlining the Enforcement Plan and communication with impacted parties.

Funding Source:

Implementation of the proactive plan will be conducted within the course of staff's daily duties. No additional staff are needed and workload will be adjusted as other complaints come in and need attention. Some improvement projects may qualify for some existing City assistance programs. When appropriate, EDA Staff will work with business owners / landowners to access EDA city, state and federal programs and grants. It should be noted that most of the EDA programs are targeted for new construction, redevelopment, significant renovations, creation of jobs and tax base.

Recommendation:

No action is needed; informational item

Outcome/Action:

No action is needed; informational item

Attachments

Hwy 10 Code Enforcement Plan
Letter to Businesses

Form Review

Inbox

Sean Sullivan (Originator)
Brian Hagen
Form Started By: Sean Sullivan
Final Approval Date: 03/05/2026

Reviewed By

Sean Sullivan
Brian Hagen

Date

03/04/2026 10:54 AM
03/05/2026 10:13 AM
Started On: 03/02/2026 02:41 PM

Improve the Image of Ramsey Along the Highway 10 Corridor
Proactive Code Enforcement Plan
Adopted _____, 2026

I. Executive Summary

The Ramsey City Council recognizes the Highway 10 Corridor as a vital gateway that reflects the community's economic health, aesthetic standards, and commitment to growth. The City Council also appreciates a robust invested business community. This Proactive Code Enforcement Plan outlines a structured, consistent, legal, and collaborative approach to bring all corridor properties into compliance with city codes.

To ensure fairness, consistency, and operational efficiency, enforcement activities will proceed in a clearly defined geographic sequence, allowing staff to focus resources systematically while providing transparency to property owners. The plan emphasizes due process, equity, community involvement, and completion of a comprehensive corridor-wide compliance effort.

II. Objectives

Improve visual aesthetics and property conditions along the Highway 10 Corridor.

Bring all identified corridor properties into compliance with applicable zoning, property maintenance, signage codes.

Encourage voluntary compliance through education, outreach, and support.

Apply enforcement measures consistently, predictably, and legally across all properties within the defined scope.

Promote economic development by creating an inviting environment for residents, businesses, and visitors.

III. Legal Authority

This plan is authorized under the City of Ramsey's City Code, consistent with the adopted Minnesota State Building Code, the International Property Maintenance Code, and other relevant state statutes, including:

Minnesota Statutes Chapter 463 – Building and zoning code enforcement

Ramsey City Code – Chapter 2 – Administration

Ramsey City Code – Chapter 30 – Nuisances

Ramsey City Code – Chapter 105 – Buildings and Building Regulations, including the adopted 2021 IPMC

Ramsey City Code – Chapter 106 – Zoning Code

Ramsey City Code – Chapter 108 – Sign Code

All enforcement actions will respect constitutional property rights, due process requirements, and established appeal procedures.

IV. Scope and Focus Area

Primary Geographical Focus: Highway 10 Corridor, defined as all non-residential parcels fronting or adjacent to Highway 10, Riverdale Drive, 139th Lane, or any other street south of the BNSF railroad.

Implementation Sequence: Enforcement activities will follow a linear, corridor-wide sequence to ensure uniform treatment of properties:

Starting Point: The southwest corner of the Highway 10 Corridor within city limits.

Phase A: Proceed easterly south of Highway 10, addressing each eligible parcel in order.

Phase B: Upon completion of the south side, enforcement will continue on the north side, moving westerly until reaching the city limits.

Note: Should a complaint about a property in the corridor be received by the City, it will be addressed as the complaint is made, though discretion by Code Enforcement will be used should the nature of the complaint be better addressed during the sequencing noted above.

Property Focus Area: Areas visible from Highway 10 and adjacent public roadways, adjacent residential areas, and on-site customer-accessible areas. Aerial photography may be used to document expansion of outdoor storage areas, dumping, or the like.

Each property will be assessed and processed once as part of this initiative.

Code Focus Areas:

- Exterior Building and structural condition;
- Signage (illegal or non-conforming signs);
- Landscaping, fencing, and screening;
- Visible exterior storage, debris, and refuse;
- Parking surface condition, striping, and circulation;
- Lighting, buffering, and visual impacts; and
- Conditions stated within an applicable Conditional Use Permit (CUP).

V. Phased Implementation Plan

Phase 0: Introductory letter from the Council along with a self-checklist mailed to each property owner and tenant.

Phase 1: Assessment & Community Outreach (Months 0–3)

Conduct systematic visual surveys and property condition assessments following the established geographic sequence.

Document observed conditions using standardized inspection tools and photographic records.

Send introductory letters to affected property owners and occupants explaining:

The purpose of the enforcement initiative

The geographic sequence

Applicable codes and expectations

Anticipated timelines

Phase 2: Voluntary Compliance Campaign (Months 3–6)

Issue written notices identifying observed code concerns and recommended corrective actions.
Establish reasonable compliance timelines (typically 30–90 days), based on the nature and extent of violations.

Provide guidance related to permits, code requirements, and corrective options.

Where available, offer incentives such as extended timelines or beautification assistance.

Phase 3: Active Enforcement (Months 6–12+) For properties that do not achieve compliance during the voluntary phase:

Issue formal Notices of Violation (NOVs).

Apply enforcement actions consistently within the active geographic segment.

Utilize administrative citations, civil penalties, or legal remedies as authorized by city ordinance.

Initiate abatement for severe or repeat violations when necessary, with recovery of costs through special assessments.

Maintain detailed enforcement records for legal compliance and accountability.

VI. Resources and Staffing

Lead Department: Community Development - Code Enforcement.

Support Departments (as necessary): Building, Public Works, Planning, City Attorney's Office, and Police.

Staffing: Code Enforcement Officer (primary); Planning Assistant (assisting).

Technology: Mobile inspection and documentation tools; NearMap aerial imaging.

VII. Financial Considerations

General Fund allocation for enforcement activities (mailings, postage, etc.).

Special assessments to recover abatement costs.

Potential state or regional grants related to corridor improvement.

Public-private partnerships with corridor businesses.

Potential use of Ramsey business assistance programs for eligible redevelopment or renovation efforts should a program be available for the necessary improvement work.

VIII. Legal Safeguards and Appeals

All enforcement actions will include:

Clear written notice of violations.

Reasonable timelines for correction.

Access to appeals per Ramsey City Code Chapter 2.

Consideration of hardship extensions on a case-by-case basis.

IX. Success Metrics

Percentage of corridor properties brought into compliance through this initiative.

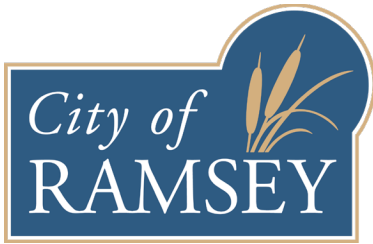
Reduction in documented code violations along the Highway 10 Corridor.

Visible improvement in corridor appearance supported by before-and-after documentation.

Increased private reinvestment and redevelopment activity.

X. Conclusion

The City of Ramsey's Proactive Code Enforcement Plan for the Highway 10 Corridor establishes a focused, equitable, and legally sound approach to addressing existing code compliance issues along a key transportation and economic corridor. By implementing a defined geographic sequence, prioritizing voluntary compliance, and applying consistent enforcement, the City will achieve meaningful and lasting improvements to the corridor's appearance and functionality and, therefore, the City's image.



7550 Sunwood Drive NW • Ramsey, MN 55303

City Hall: 763.427.1410 • Fax: 763.427.5543

www.cityoframsey.com

To: Highway 10 Corridor Businesses and Property Owners

March XX, 2026

Greetings,

Thank you for your patience throughout the past three years of Highway 10 construction. We recognize the closures, noise, detours, and disruptions were significant. With the project now substantially complete, we hope the new interchanges and frontage roads provide safer, more attractive, and more reliable access to your business or property. The Federal, State, County and City investment in Ramsey is substantial, and the City Council remains committed to strengthening the image and functionality of this important corridor.

As you know, this project has been many years in the making. During the planning and design phases, the city opted to allow businesses to defer maintenance or site improvements due to the uncertainty of the final roadway layout. Now that construction is complete, we would like to work with you on fulfilling those obligations and reinvesting in your properties in this crucially important and visible corridor

Over the next several months, our Code Enforcement team will be visiting every business property in the corridor to explain the process and conduct an exterior inspection of areas of the property that are visible from the adjacent roadways or customer areas. Our inspector will go over the property maintenance and nuisance Codes, the building permit process, and any original conditional use permits (CUPs) with you. The process will start at the western border, work along the south side, and upon reaching the east border, switch to the north side of Highway 10 and work west. The planned approach does not negate any ability for a property to be more proactive on the timing. If you have questions about your property and want to meet with staff earlier in the process, please contact them or stop in at City Hall.

Our inspector will work with you to establish a reasonable and mutually agreed-upon timeline for correcting any deficiencies. We are committed to being fair, consistent, and practical in our approach. Our goal is to resolve issues through early communication and collaboration. Additional City staff—from Building, Planning, Economic Development, Fire, and Engineering—will be available to support you as needed.

The Highway 10 Corridor is one of Ramsey's most visible economic assets. Through proactive maintenance, reinvestment, and partnership, we can strengthen this important gateway and support long-term business success. Thank you for your continued investment in our community and for your partnership in this important initiative.

If you have any questions, please reach out to Zoning Code Enforcement Officer Craig Swalchick at 763-433-9840 or CodeEnforcement@cityoframsey.com.

Sincerely,

Ryan Heineman,
Mayor

Chris Riley,
At-Large

Kirsten Buscher,
At-Large

Michael Olson,
Ward 1

Eric Peters,
Ward 2

Dan Specht,
Ward 3

Shanna Stewart,
Ward 4