

Ramsey Town Center

Ramsey Town Center, upon completion, will be an authentic, genuine downtown. It is characterized by a mix of goods and services that meet the needs of local residents, provides a strong job and tax base and promotes pedestrian-oriented streets and an integrated park and trail system. Uses are intended to be mixed and varied to attract residents and visitors of all ages to live, shop, work, dine, play, and stay.



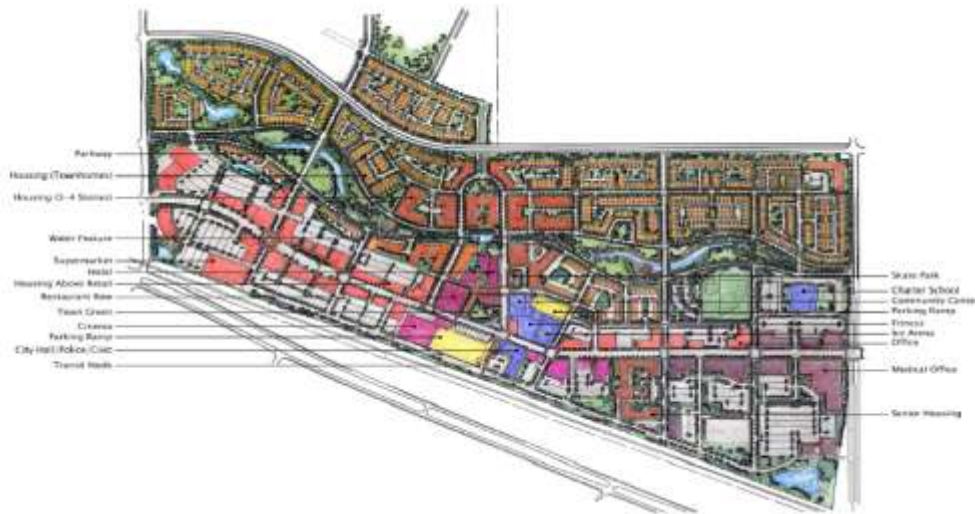
The Ramsey Town Center is proposed to be a 322-acre mixed-use development along the US Highway 10 corridor and major County highways. The development is planned to have over 2,200 housing units and nearly 775,000 square feet of commercial, retail, office, and civic uses, approximately 35 acres of new parkland, and a station for the future Northstar Commuter Rail. This is currently the Ramsey Star Express park and ride station.



The Ramsey Town Center is being created on “new urbanist” and “transit orientated design” principles that emphasize, among other things, pedestrian-orientation, mix of land uses, and connections to existing trails already within Ramsey.

A critical part of the success and integrity of the Ramsey Town Center will depend on how the automobile is handled. To assist in minimizing the impact of motor vehicles, the Ramsey Town Center will have structured parking. A 590-space, four level parking structure is already in operation adjacent to the proposed Northstar Commuter Rail Station and the new Municipal Center.

This parking structure is intended to be utilized for parking by Northstar Commuter Rail passengers, for uses of the Northstar Commuter Coach and car pooling, for users of the new Municipal Center, and for residents and customers that will be shopping/dining/working in the Town Center core. In fact, all structured parking is designed to be strategically located near the core of the development so as to make parking convenient yet still encourage people to walk to the amenities of the Ramsey Town Center.



The pedestrian enhanced streets and integrated park and trail system link regional park use from Lake Itasca to the North, Mississippi River Regional Park to the south, and focus public realm connections at the center. Ramsey Town Center began as a “Smart Growth Opportunity Site” designated by The Metropolitan Council. A series of community workshops determined the vision for a new heart and soul to Ramsey. The design team worked to integrate policy and design into a plan that truly worked for the community, a plan designed to be rail-transit ready, but also a new model for growth independent of rail transit. The design of the plan is broken into a replicable system of layers based on the premise that all layers work in concert to create a signature community. The four layers composing the plan are the Green Structure (parks,

trails and open space), Blue Structure (storm-water management), Streets System (interconnectedness of movement), and Mix of Uses (synergy of use).

The Ramsey Town Center was designed to connect to the local and regional transportation system in a comprehensive, multi-modal way. From an auto perspective, the construction of Sunwood Drive through the project provides current and new residents with another leg of an important east-west route in the city. Ramsey and Armstrong Boulevards, the Town Center's eastern and western boundaries, are receiving significant upgrades in coordination with Anoka County. The Town Center also includes a park-and-ride for the Ramsey Star Express service, providing access to express bus service to downtown Minneapolis. This service will eventually transition into a station stop on the Northstar Commuter Rail Line. Finally, the Town Center includes a comprehensive trail and sidewalk system to facilitate non-motorized traffic within the Town Center and to the rest of the city on planned connections to Ramsey's trail system. Land use patterns within the Town Center were designed to support a variety of transportation choices within the city and the region.



The Ramsey Town Center, as proposed, will have a mix of uses that will include owner-occupied and rental (attached, apartments, senior, affordable), a school (PACT Charter School) civic uses (City Hall, Community Center), a variety of commercial uses (retail, office, medical clinic, theater, restaurants, grocery store, bank, fitness center, convention area,

ice rink), and over 35 acres of park and public open space. As the US Highway 10 corridor continues to become more congested without any relief in sight, the Ramsey Town Center will provide a model of how new development can be sustainable through the inclusion of mixed uses which lessens the impact on the regional transportation network. In addition, the Ramsey Town Center will also bring services to Ramsey residents for which they currently leave the community for (shopping, work, and recreation). As part of the original plan, the master developer (Ramsey Town Center, LLC) dedicated 21.58 acres of land in the residential area and 3.41 acres of land in the commercial area for public park use. In addition, the LLC planned to construct \$8.55 million of park improvements in the Town Center. New park space is a critical component of the Town Center development, and will include trails, meeting facilities, plazas, alternative stormwater infrastructure, passive and active open space, and many other elements.

Town Center East Park will contain an amphitheater, pedestrian bridge, and trails. Along with the other



parks in the Town Center, this park will preserve green space for recreation and natural filtration of stormwater, as well as establish a corridor connection for wildlife. The park will also contain a reconstructed wetland classroom for ecological education. All of these park features are connected by a network of trails that will link the Town Center to the regional parks and trail system. Finally, Town Center Park East will provide visual relief for Town Center residents and visitors alike, thus ensuring the livability and lasting vitality of the entire development. The Metropolitan Council awarded a grant for construction of an amphitheater and trail within the Ramsey Town Center East Park.

History

As discussed above, a portion of the Ramsey Town Center project is going through transition. However, many things have been accomplished and the City continues to diligently work to move this entire process forward. The following is a timeline to assist you in understanding the scope of this project.

Timeline:

August 1998: Town Center proposed for the first time in Ramsey Comprehensive Plan

February 1999: City Council authorizes city staff to propose Ramsey mixed use site to NCDA to influence where rail station might be placed

April 1999: NCDA ultimately selects Anoka site as primary location for commuter rail station with Ramsey as secondary choice

Fall 2000: Governor Ventura and the Metropolitan Council Chairman Ted Mondale select the City of Ramsey as one of six metropolitan cities designated “Smart Growth Opportunity sites”

Fall 2000: Metropolitan Council hires services of nationally renowned urban planning group, Calthorpe Associates of Berkeley, California, to create a concept plan showing a transit-oriented, mixed-use development

March 2001: “Citizens for Ramsey Town Center Design” group forms, collects 1,600 signatures in support of Town Center by visiting residents door-to-door

October 2001: Calthorpe holds planning workshop with over 50 area residents and officials to create several alternatives for Ramsey Town Center

November 2001: City holds special referendum vote, 61.2% of Ramsey residents favorably support a Town Center

March 2002: City Council creates Town Center Task Force

Fall 2002: Community Builder Ramsey Town Center LLC begins creating detailed development plan

Fall 2002: Metropolitan Council awards Ramsey planning grant

June 13, 2003: Ramsey City Council approves sketch plan

August 12, 2003: Ramsey City Council approves Town Center development agreement

September 1, 2003: Market research supports Town Center concept

September 17, 2003: Ramsey City Council approves final plat



October 24, 2003 Goundbreaking ceremony
November 2003: Metropolitan Council awards Ramsey a grant for park and ride ramp

November 1, 2003: PACT Charter School begins construction

November 1, 2003: Roadway & utilities construction starts

March 2004: 123 unit Phase I housing approved (construction started in May 2004)

May 17, 2004: Sunwood Drive/Rhinestone contract awarded. Road and park construction starts

May 18, 2004: Phase I retail approved (construction starts June 2004)

August 04, 2004: NAU Insurance Office Building approved

November 12, 2004: Sunwood Drive/Rhinestone Street complete

December 27, 2004: Coborn's Grocery Store and Retail Center Development approved



Spring 2005: Construction of New Ramsey Municipal Center (City Hall and Police Station)

Summer 2005: Construction of Ramsey Municipal Parking Ramp (590 covered spaces)

August 10, 2005: Civic Center Drive, Zeolite Street and Sapphire Drive (City Phase II, Segment I) Complete

August 24, 2005: K. Hovanian Homes for Symphony Townhomes approved



August 30, 2005: Rhinestone Street Bridge (North of Sunwood) opening

September 21, 2005: Guyer's Development LLC, single family homes

Summer/Fall 2006: Ramsey Blvd. reconstructed and upgraded to County standards



August 28, 2006: PSD Office Building approved

August 14, 2007: Midwest Medical Examiner's Site plan approved

September 19, 2007: Civic Center Drive/Rhinestone (City Phase II, Segment II) complete

April 2008: Sunwood Drive Streetscape Project—The streetscape project includes the sidewalk, trees, perennials and irrigation along the north side of Sunwood Drive from the Municipal Center to Ramsey Boulevard. The project also includes the south side of Sunwood Drive to from the Municipal Center to Coborns. The project should be complete by mid June 2008. The work also includes installation of the streetlights along all of Sunwood Drive by Connexus. This work will take longer. Connexus needs to order more poles and there is a 12 week lead time on them.

In November of 2006, Bruce Nedegaard the only owner of the development company, Ramsey Town Center LLC, passed away. Bankruptcy and foreclosure proceedings were initiated. In the Summer of 2007, the City initiated a legal action against the lead bank to enforce the city's negotiated development agreements between the City and the developer. City Council was compelled to initiate this action to clearly articulate the status of the various agreements between the City and the developer that defined the park land contributions, infrastructure improvements, and amenities of the project. The City also wanted to ensure that any potential buyers of land in the project were aware of the agreements before purchasing the land to protect the City investment in this project. The scheduled date for the foreclosure land sale for the lead bank in the mortgage on the remaining land owned by Ramsey Town Center LLC has been postponed several times and was most recently scheduled for May 2, 2008. This has also been postponed. We do not have a new date.

Original RTC Land for Sale

• RTC Land Area - Net Marketable	12,100,968 SF	277.8 acres
• <u>Parks, Wetland, Roads</u>	<u>1,839,855 SF</u>	<u>42.2 acres</u>
• Total RTC Land Area (Gross)	13,939,200 SF	320.0 acres

Remaining RTC Land for Sale

• Mixed-Use/Commercial Property	2,677,380 SF	61.5 acres
• <u>Residential Property</u>	<u>2,256,900 SF</u>	<u>51.8 acres</u>
Total Net Marketable Land Remaining	4,934,348 SF	113.3 acres

Percent Remaining – 40%

Total Marketable Land Sold To Date 7,165,620 SF 164.5 acres

For questions concerning Ramsey Town Center, you may contact Amber G. Miller, Community Development Director at (763) 433-9843.

Available Property

There are several properties that are currently being marketed and are available. There is vacant land as well as developed commercial space. Follow the link below to go to an interactive map application for information on what property is available and all the relevant contact information.

<http://gis.logis.org/ramsey/business>