

## TROTT BROOK GREENWAY TRAIL AND BOARDWALK



“Out of the clouds I hear a faint bark, as of a faraway dog. It is strange how the world cocks its ear to that sound, wondering. Soon it is louder: the honk of geese, invisible, but coming on.

The flock emerges from the low clouds, a tattered banner of birds, dipping and rising, blown up and blown down, blown together and blown apart, but advancing, the wind wrestling lovingly with each winnowing wing. When the flock is a blur in the far sky I hear the last honk, sounding taps for summer.

It is warm behind the driftwood now, for the wind has gone with the geese. So would I -- if I were the wind.”

— Aldo Leopold

<b>Project #</b>	
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## LOCAL TRAIL CONNECTIONS PROGRAM 2017 Grant Application

### 1) GENERAL CONTACT INFORMATION:

Grant Applicant (Unit of Government Required):	<b>City of Ramsey</b>
Contact Person:	Mark Riverblood
Contact Title:	Parks & Asst. Public Works Superintendent
Mailing Address:	7550 Sunwood Drive NW
Phone:	763 433 9853
E-mail address:	mrriverblood@ci.ramsey.mn.us
<i>If the project has a trail club, organization, or project partner, please include below:</i>	
Organization/Club Name:	
Contact Person:	
Contact Title:	
Mailing Address:	
Phone:	
E-mail address:	

### 2) GENERAL PROJECT INFORMATION:

Project Name:	<b>Trott Brook Greenway Trail and Boardwalk</b>
Project Summary (30 words or less):	The Trott Brook Greenway is the largest, most ecologically intact natural expanse in the city of Ramsey. This boardwalk will facilitate access and appreciation of this resource, while connecting people and parks.
Project Completion Date:	Winter of 2017-18, to Spring of 2018

### 3) FINANCIAL INFORMATION:

Grant Request:	<b>\$150,000</b>	Source of Cash Match (describe below in the box next to \$ amount):	Are these match funds secured? (Check below):	
			YES	NO
Non-State Cash Matching Funds (25% cash match required):	\$			
	\$116,756	Park Trust Fund, (fees collected from the Brookfield Addition)	✓	
	\$			
Total Project Cost:	\$266,756	(Grant Request + Matching Funds must = Total Project Cost)		
If this project has received federal funding through the Enhancements Program or MnDOT's Transportation Alternatives Program, please indicate which year the project is programmed for construction?			FFY:	N/A

**4) PROJECT LOCATION:**

County Project is Located:	Anoka
State Legislative (House) District:	35A
State Senate District:	35
State House Representative:	Abigail Whelan
State Senator:	Jim Abeler
Congressional District:	6

**5) MEASURABLE TARGETS/OUTCOMES:**

It is required that measurable targets and outcomes be collected for your project. Complete the boxes below on the right with exactly how many miles of trail that will be acquired, newly developed or existing trail miles improved, along with the number of trailhead facilities, bridges, and/or culverts that will be developed or restored as part of the project. After the project is complete the measurable outcome will be compared with the target included.	
Trail Miles to be Acquired:	0
New Trail Miles to be Developed/Created:	Approx. third of one mile
Existing Trail Miles to be Restored or Improved:	0
Number of Trailhead Facilities to be Developed or Restored:	New, ADA trailhead access
Number of Trail Bridges/Culverts to be Developed or Restored:	0

**6) RECREATIONAL USES FOR PROJECT:**

**6A)** Below, indicate which primary and secondary recreation uses will directly benefit from the proposed project:

Primary Use	Secondary Use	
X		Walking/Hiking (Jogging/running)
X		Bicycling
	X	Mountain Bicycling
		Horseback Riding
		Cross-Country Skiing
	X	In-Line Skating
		Snowmobiling
		ATV Riding
		Off-Highway Motorcycling
		Off-Road Vehicles (4x4, Jeep, etc.)
X		Other (specify): Bird watching/naturalist study

**6B)** Describe/Justify how each of the above identified primary and/or secondary trail user groups will benefit from the project. Response required for each identified use above.

Due to the outstanding scenic views and unique combination of natural resources along the relatively broad valley associated with Trott Brook; existing sections of trail near the stream receive significant use from both near-by residents, and persons who drive to access the trail. Trail users are about evenly represented by leisurely walkers and bikers, and those who use the trail for fitness and exercise, and by nature aficionados.

The proposed boardwalk will benefit the above trail users by completing the Trott Brook Trail between two significant arterial roadways in the city with paved bike lanes, as well as improved

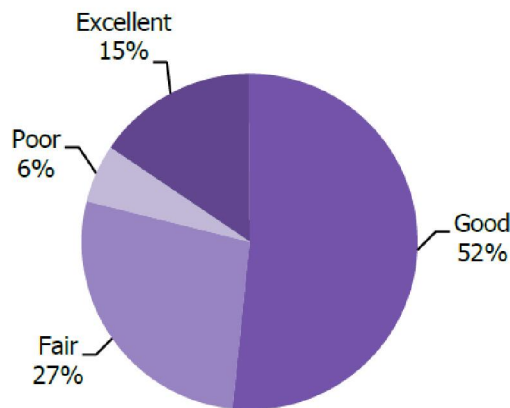
access and visibility to the trail itself at Variolite Street. Additionally, the appropriately sized trailhead proposed on Variolite St. will encourage and enable use of the trail - as **no other parking facility exists near Trott Brook in this central portion of the city.**

**6C)** Will this project provide year round trail use? If it is planned to provide year round use, outline which users indicated above will benefit and how the facility will be maintained for those uses.

The City of Ramsey maintains its trail system, for year-round usage by walkers, runners/joggers, bicyclists, inline skaters, dog-walkers – and those who use trails as a transportation route (often youth, who do not drive). During the spring, summer and fall, various maintenance activities are performed, including trimming of the clear zone, as well as inspections to ensure safety. In the winter, trails are plowed to allow users a suitable surface for their chosen mode of trail travel. Depending on weather conditions, plowing of trails usually begins as soon as practicable after plowing of streets is completed.

It may be mentioned here, that the trail and boardwalk will be maintained in excess of 20-years – foreseeably for perpetuity. As trails are so highly valued in the community, city leaders sought impartial feed-back to ensure maintenance was indeed adequate, and that the annual trail maintenance budget was appropriately resourced. In 2014, utilizing the International City/County Management Association’s National Citizen Survey™, the following information was gleaned from 430 randomly selected residents:

**Figure 5: Trail Maintenance**  
*Please rate the quality of each of the following services in Ramsey: Trail maintenance*



## 7) PROJECT DESCRIPTION:

Provide a description sufficient enough to understand the project. Indicate prominently whether this is primarily a new trail or facility development request, an enhancement to an existing trail or facility, or an acquisition. Make sure to include the design specifics of the project, such as the trail width (paved multi-use bicycle/pedestrian trails must be at least 10 feet wide). Include how this project will be immediately available for use by the general public. If this project is a phase of a larger project, very briefly describe how it fits into the larger plan, however, focus specifically on how the grant funds will be used for this project. Also, briefly explain why it is important for this project to be funded. Use the box below.



*(This April image of an existing boardwalk in Ramsey, may evoke warm memories of Spring sunshine, and the first glorious sounds of Spring Peepers and the 'snoring' of Leopard Frogs longing for love.)*

The new section of trail (approximately 1/3 mile), will connect the existing 9/10 mile of 10' foot wide bituminous trail along Trott Brook via a boardwalk to the west, to the bike lanes at Variolite Street – where the trailhead access is proposed. Thus, the 'new facility' will complete the middle portion of the Trott Brook Trail, and also be an enhancement to the larger, 50+ mile trail system in the city.

The proposed Trott Brook boardwalk shall be constructed in a manner proven under local conditions to withstand the high use the trail will receive. The boardwalk will be comprised of 8' x 8' sections of 2 x 8's with galvanized joist hangers, through-bolted together, and decked with 2 x 6's secured by 3-inch Guard Dog coated screws. Square, 4 x 4 ACQ posts will support and level the approximate 1,720' foot structure with galvanized brackets and pans, placed upon the wetland's surface. (The boardwalk will be constructed at 10' foot in width if required.)

A 2 x 4 'curb' structure on both edges reduces chances of lateral slipping of trail users when the surface may be wet. Additionally, the curb, elevated by regularly spaced blocks functions as a truss, tying each boardwalk section together as a solid unit.

Two short sections of 10' foot bituminous will be paved on either end of the boardwalk. At the juncture of the blacktop trail and boardwalk, a 2' foot wide concrete footing shall be poured, which keeps the two trail surfaces vertically aligned through freeze/thaw cycles (another proven design element).

This project also proposes an ADA compliant and signed trailhead (parking area) along Variolite Street described within **13)** below. This expands access, and visibility of the trail—increasing overall utility by making it available to many more people.

It is important to fund this project to improve trail opportunities within the community, provide connectivity to the west, from neighborhoods near Nowthen Boulevard—and for the reasons cited within **15)**, **Natural Resource Impact**, summarized as encouraging a 'new ethic for the governance and advocacy for the conservation of natural areas'.

**8) PROJECT COST BREAKDOWN:**

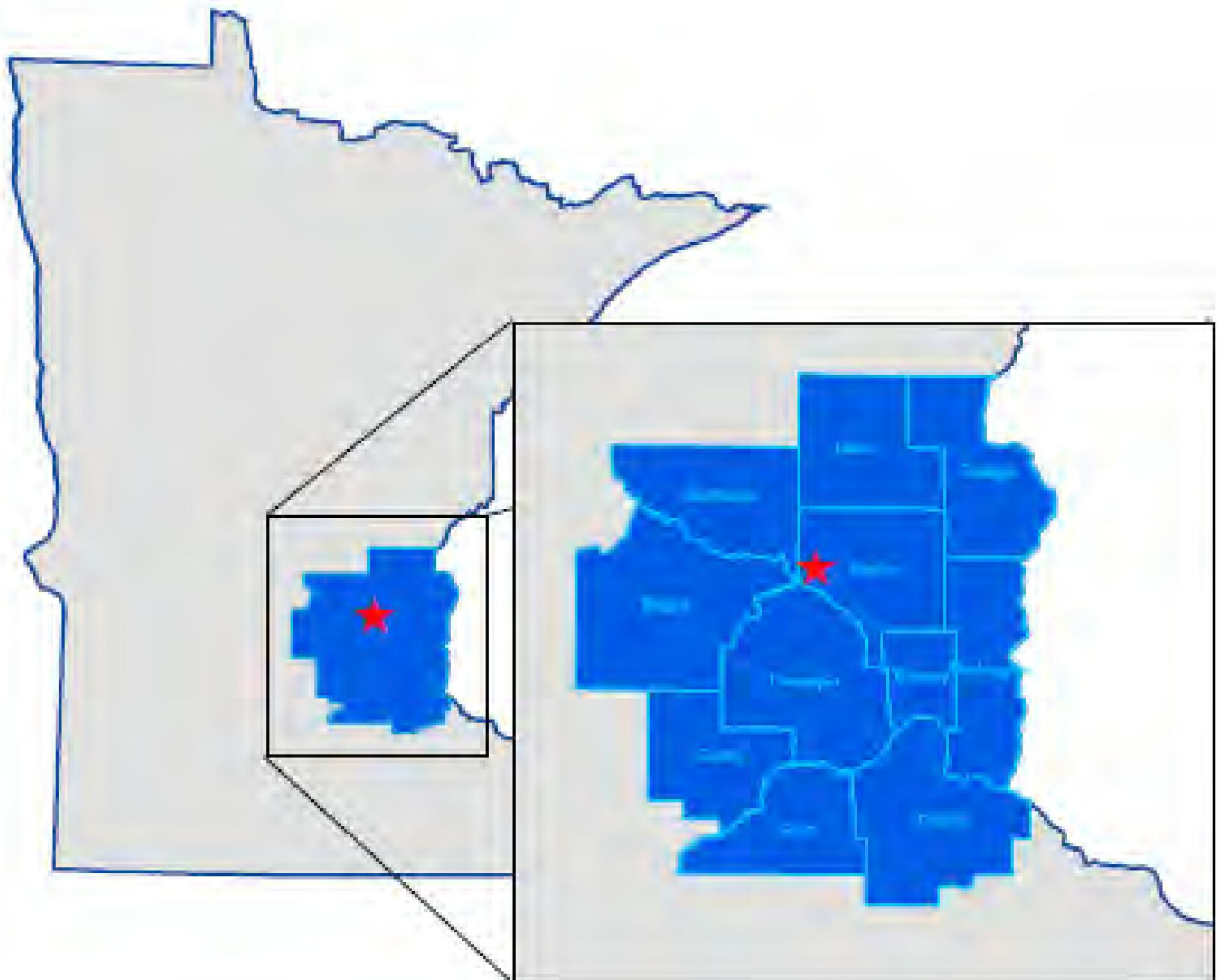
Identify each recreational trail/facility being proposed for funding. Provide a short quantitative description of the facility (linear feet, dimension of structures, number of components, etc.), the total estimated cost and the expected completion date for each, for just this grant request. Include materials, landscaping, design/engineering services, contract service, etc. Add or delete rows in the text boxes below as appropriate. For acquisition projects, fill out the acquisition table.

<b>Trail/Facility</b>	<b>Description</b>	<b>Estimated Cost</b>	<b>Expected Completion Date</b>
150' x 10' Parking	7 vehicle parallel parking with ADA space	\$4,978	2017
ADA striping for parking	Pavement striping adjacent to trail entrance	\$200	2017
ADA sign	Sign, post and installation	\$185	2017
Truncated Domes	4 (four) 2' x 2' steel truncated dome panels in 3' x 10' concrete panel	\$1,298	2017
10' trail segments	Bituminous trail connectors – on either end of boardwalk/parking	\$2,410	2017
215, 8' x 8' boardwalk sections	Boardwalk panels, 2 X 6 decking, 4 x 4's, galvanized hardware	\$121,680	2018
432 galvanized brackets and pans	Standard boardwalk pans and upper brackets with galvanized hardware	\$25,946	2018
Curbing for boardwalk	2 x 4's and blocks with hardware	\$6,209	2018
Delivery	4 truckloads lumber and hardware	\$1,000	2017
Labor	All labor associated with actual boardwalk construction (contracted)	\$102,850	2017-2018
	(Local administration costs are not included or accounted for anywhere in this application.)		
<b>Total</b>		<b>\$266,756</b>	2018

<b>ACQUISITION (if applicable):</b>			
<b>Description of Parcel</b>	<b>Acres or Miles of Trail</b>	<b>Reasonable Market Value Estimate</b>	<b>Expected Acquisition Date</b>
N/A			
<b>Total</b>		<b>\$</b>	

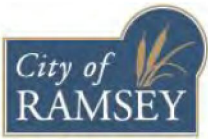
**9) PROJECT LOCATION MAP:**

It is important for reviewers to have an idea of where in the state and/or your region the project being proposed is located. This map must be 8 ½" X 11" in size **ONLY**, should be in color, and be able to show where the project is generally located within the state or region. So typically the scale of this map is very large. Insert the map here.



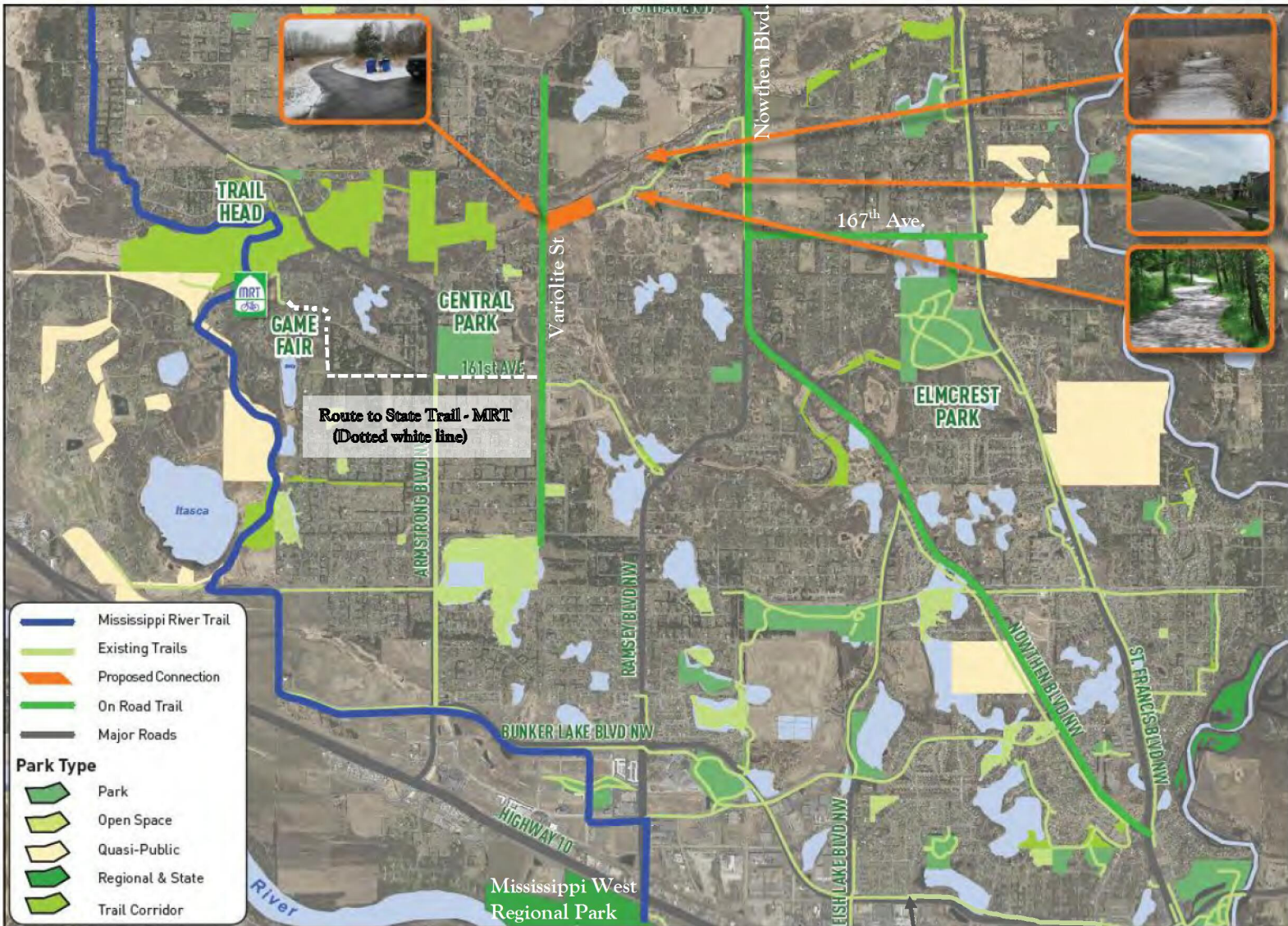
**10) PROJECT SITE LEVEL MAP:**

It is also important for the reviewers to be able to see where the project is located within the context of a city, county, park, etc. This map must be 8 1/2" X 11" in size ONLY, should be in color, and should be very effective at showing how the project fits within its specific context. The map must show existing trails/facilities, proposed trails/facilities as directly proposed as part of the project, and future trail/facility development/acquisition plans. Make sure to include a key to the map. A clear and high quality map is very important in explaining the project. The scale of this map is usually small. Insert the map here.



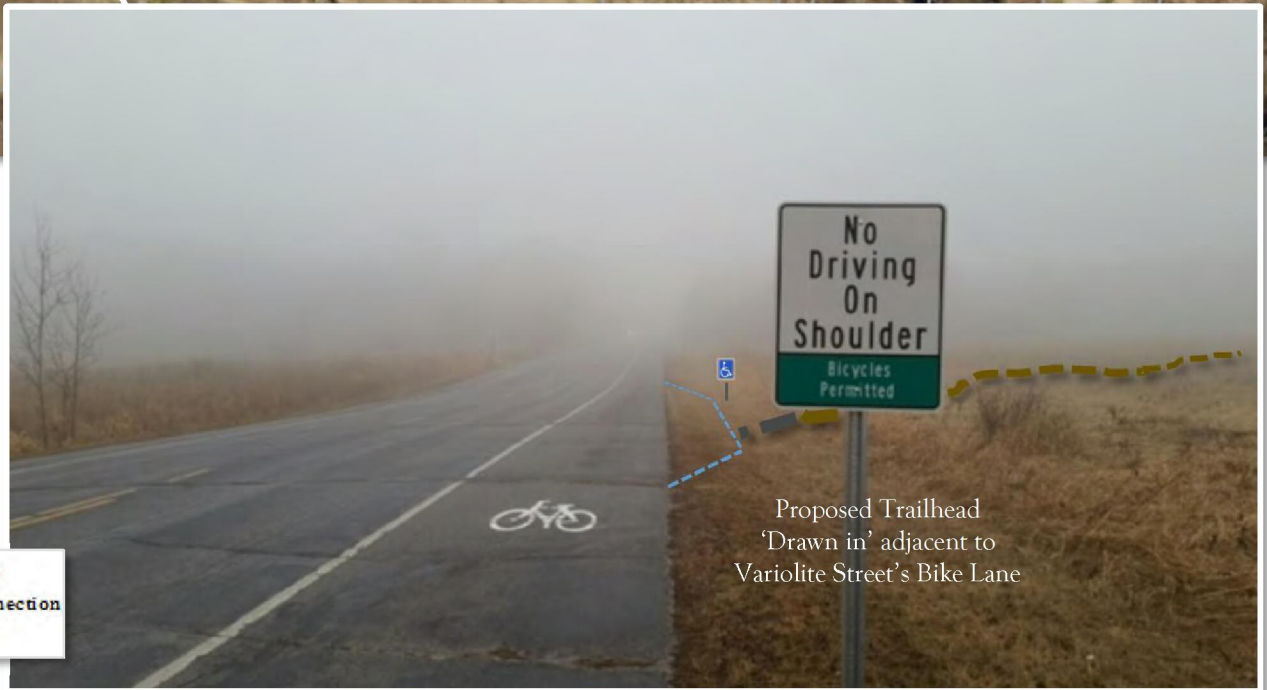
## Trott Brook Greenway Trail and Boardwalk

### Local Context



Bunker Lk/Central Anoka Co Regional Trail

10) PROJECT SITE LEVEL MAP (continued):



- Existing Trails
- Proposed Connection
- On Road Trail

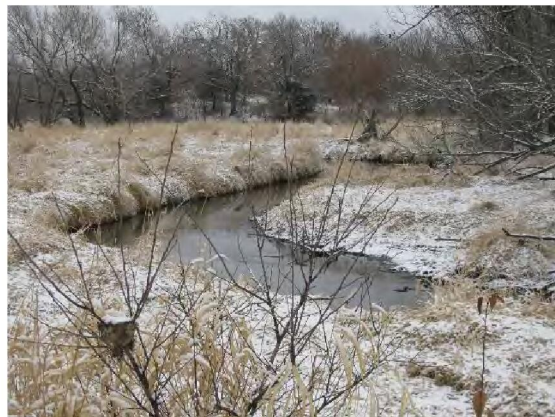
## 11) SITE AND PROJECT QUALITY:

What considerations have been given to the needs of the intended trail user groups and are they appropriate for the location? What attractive features exist on site or within view of the proposed project that may bring in potential user groups to this project location? What other facilities (if any) are on site or within the trail corridor that enhances this project? Describe what attractive features exist on the site or within view. Use the box below.

Trail users include people who pedal and walk, and who use the trail for exercise, as well as happy birders and their breed. Trail use consists of individuals, and often pairs of people, and sometimes larger family groups. The 10' bituminous and 8' boardwalk will easily accommodate these people biking, walking and courteously passing one-another.

Another regular trail 'group' are students of the Anoka-Ramsey Community College and the Minnesota Master Naturalist Program. The city of Ramsey has a close relationship with biology faculty at the college; and existing trail access to the Trott Brook Greenway is a resource for learners in Field Biology, Ecology—as well as the Master Naturalist program, with service-learning often a component of these studies (a requirement of the latter). The DNR trail grant, if awarded, will expand sustainable access to the natural resources associated with the brook and adjoining ecosystem, and at the same time potentially educate and develop more stewards of the State's environment over the long-term.

Below are close-ups of attractive features of the site. Below that are March conditions, stream-side.



**12) PROJECT READINESS:**

What is the current status of the project? Can the project begin immediately? What major activities must still be accomplished before the project can begin? Will the project be completed within the appropriation timelines? At a minimum, please reference land acquisition requirements, status of engineering/design, and relevant permits and approvals that have/have not been obtained for the project. Is there urgency to move ahead with this project now, and what consequences are looming if it is not funded? Use the box below.

Upon grant award the project would immediately move forward for City Council approval for the final allocation of funds the Resolution warrants for construction. No engineering or permitting is required. The bituminous parking area and 10' foot trail segments will be paved in the late summer of 2017. The boardwalk construction would commence thereafter, or no later than early winter (2017) after the wetland surface freezes. All work would be complete before the spring thaw of 2018, and consistent with Program Manual and the DNR's Trail Planning, Design, and Development Guidelines.

As for 'urgency', residents are eager to be able to move beyond their neighborhood via the trail the Local Trail Connections Program will facilitate. Absent this funding, the boardwalk and resultant connection will not be built. The parkland (wetland on the south side of the brook where the boardwalk is proposed) was acquired in the 1990's and is owned by the city—there are no conceivable impediments for construction of this project whatsoever.

**13) ACCESSIBILITY (ADA):**

All facilities that are developed, or portions thereof, using these funds must be accessible for persons with disabilities or be eligible for an exemption. The Americans with Disabilities Act (ADA) has developed guidelines for outdoor developed areas, buildings and facilities and is available at [www.access-board.gov](http://www.access-board.gov). Will the project facilitate and/or improve ADA access to existing trails or trail related facilities? Describe how the trail or facility is designed for use by persons of all abilities and takes into consideration ADA design standards. Do not just state the trail will be ADA compliant. If your project will not be ADA accessible, list the specific exemption permitted in ADA guidelines. Use the box below.

The proposed parallel parking facility along Variolite Street (trailhead) will facilitate access to the trail for persons with physical disabilities. While the existing 9/10 mile of trail between Trott Brook and the Brookfield Addition is built to ADA standards, there is no public parking facility anywhere near the trail. The new trailhead will provide a signed ADA stall, and improve accessibility and visibility to both the existing trail and the new, connecting boardwalk. Additionally, if required, the trailhead will have an informational sign, indicating the length of trail, surface types with typical and minimum widths, together with maximum running and cross slopes. Truncated domes will be placed at the juncture of the trail and parking area for persons with sight impairments. No protruding objects (E.g. signs) shall exist anywhere within the project.

No portions of the trail will be greater than 1:20 in slope, and the boardwalk will be essentially flat. All cross slopes shall be less than 1:48. No vertical alignments or openings in the boardwalk/trail shall exceed ½ inch.

Depicted below is a trailhead parking area in Ramsey, of a similar size and scope as proposed herein (but absent the signed handicap parking stall, and truncated domes—that the new, Local Trail Connections Program funded project **will have** upon construction).



Existing parking/trailhead providing access to a city trail – and also a part of the state-wide Mississippi River Trail or MRT, (along Trott Brook, location identified as ‘Trail Head’ on the Local Context map).

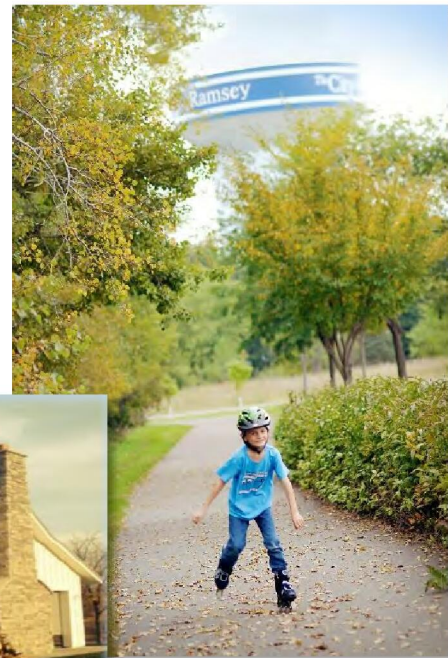
#### 14) CONNECTIVITY:

**14A)** Describe how the trail project will connect multiple destinations and/or communities. Use the box below.

The Trott Brook Greenway Trail and Boardwalk is precisely in the north center of Ramsey, and accordingly will serve as a route connecting many destinations in the community. The proposed project is equal-distance between the city’s two largest community parks, Central and Elmcrest – with Variolite Street having a wide, paved on-street bike lane on each side, leading south to 161<sup>st</sup> Avenue, a low traffic local street where the 45-acre Central Park abuts it. From the existing portion of the Trott Brook Trail, a trail parallels Nowthen Boulevard, south to 167<sup>th</sup> Ave, where another local street provides a paved bike route affording direct access to the entrance of the 100-acre Elmcrest Park at Quicksilver Street. *Both community parks have drinking fountains and full-service restrooms open every day, which are important to trail users as they traverse the community.*



One of many community facilities at Central Park ↑



Of course, the Trott Brook Greenway is a destination in itself, and will be more accessible by virtue of the proposed parking area – and upon completion of the boardwalk, the hundreds of families in and near the Brookfield Addition will have a safe and scenic route west, to other destinations like the two-week Game Fair (attendance 50,000), west of Central Park, held in August of each year (location noted on Local Context map).

Below are two images of the Brookfield Addition, the subdivision immediately south of the Greenway and existing trail. The first, (upper right) depicts the homes within the first phases of development, many of which are requesting the trail extension to Variolite Street.

The second photo is of the 4<sup>th</sup> phase with a new home under construction. At the horizon, one may see the Red Oaks that are within the conservation and trail easement at the south edge of the Trott Brook Greenway, at the north edge of the larger plat.



**14B)** Does the trail project connect directly to an existing state or regional trail? Check all that apply to the right and describe in the box below if applicable.

Connects to Designated and Existing State Trail:

✓ \*?

Connects to Designated and Existing Regional Trail:

✓ \*\*?

Via the bike lanes associated with the two north/south arterial routes of Variolite Street and Nowthen Boulevard mentioned above, there is connection to both a state-wide trail and a regional trail. Ramsey's approximately 50 miles of trail provide multiple connections to the **Mississippi River Trail\*** (MRT) a trail continuously mapped and signed from the Iowa border to Lake Itasca State Park. (The proposed trail project may or may not be viewed as '*directly*' connected however?) Additionally, Metropolitan Council's **Central Anoka County Regional Trail\*\*** along Bunker Lake Boulevard, from Ramsey, east 9 miles to Bunker Hills Regional Park, is connected and accessible from a combination of bike lanes and separated trails.

\*Existing State Trail: From the vicinity of Central Park, a trail user may travel west along 161<sup>st</sup> Avenue, then north approximately ½ mile to another boardwalk link to the MRT (please see dotted white line on the Project Level Site Map).

\*\*Designated and Existing Regional Trail: From the Trott Brook Trail discussed herein, one may again pedal or walk to Central Park, and then cross Armstrong Boulevard at the crosswalk signal, and then south to Bunker Lake Boulevard (to the Central Anoka Co Regional Trail) on the very trail funded in 2012 by the Local Trail Connections Program.

<b>14C) Does the trail project connect directly to an existing state park, state recreation area, regional park, high quality natural resource, local recreation area, or local park? Check all that apply to the right and describe in the box below if applicable.</b>	Connects Directly to a State Park or State Recreation Area:	
	Connects Directly to a Regional Park or Regional Recreation Area:	
	Connects Directly to a Local Park or Recreation Area:	✓
	Connects Directly to a High Quality Natural Resource (not included above):	✓

~ The Trott Brook Greenway is a High Quality Natural Resource in-and-of-itself. In fact, the LCCMR contributed \$500,000 for conservation and trail easements to protect this quality resource in 2004. One of these easements (purchased from willing landowners), now has the 9/10ths of trail upon it, along the entire north side of the Brookfield Addition—which this proposed boardwalk will directly connect to.

~ The brook at Variolite Street (adjacent to the proposed parking area and boardwalk) is a popular fishing spot for children at the culvert. Trott Brook has stretches that are considered both a warm-water and cold-water stream; and is being studied as potential trout fishery to expand and provide a new recreational site and activity in this part of the state. This would also add another ‘layer’ of value to the existing and proposed trails associated with the greenway, while potentially providing access for fishing.

The 22- page “*Assessing the Ability to Bring Trout Fishing to the MN North Metro Area through Stream Quality Assessments and the Summarization of the Economic Impact of Anglers*” along with other data is available upon request. (An excerpt of this feasibility study is shown below.)

Habitat Parameter	Score
Epifaunal Substrate/Available Cover	18
Pool Substrate Characterization	12
Pool Variability	17
Sediment Deposition	18
Channel Flow Status	18
Channel Alteration	18
Channel Sinuosity	14
Bank Stability	17
Vegetative Protection	20
Riparian Vegetative Zone Width	19
<b>Total Score</b>	<b>171 out of 200</b>



*DNR electro-fishing at Trott Brook to survey existing fish populations*

Table 4. Each parameter had a possible score of 20. The scores were given based on visual indicators of stream health shown in the *Rapid Bioassessment Protocols for Use in Streams and Wadeable Rivers* from the EPA. Trott Brook scored 171 out of a possible 200.

~ And, the proposed Trott Brook Trail expansion makes available more local park connections to people east and west of the project, most notably, Central Park—Ramsey’s flagship community park.

**14D)** Describe how the trail project contributes to the overall connectivity of the trail system in the area. Specifically, how well does the project connect existing trail networks or fill critical gaps within the trail system? How well does the project help promote connectivity among trail networks statewide? Use the box below.

While the city has more than 50 miles of trail (+ paved bike lanes), there are many more needed and proposed. To focus limited financial resources for new trails that will provide maximum benefit, the city has developed a prioritized loop system with connections to larger community parks depicted below. This proposed project (shown in the red dotted oval) is a part of this large trail 'loop'. Other statewide connections are accommodated by trails leading in and out of the community, including those mentioned in **14B**).

Clearly in the context of Ramsey's Priority Trails, this project would close a critical 'gap'. The project will also make entirely 'whole', the Trott Brook Trail between two arterial north/south roadways and bike lanes in the city elaborated upon elsewhere in this proposal.

The proposed Trott Brook Trail expansion also provides the connective route to the statewide MRT from the Brookfield Addition and other neighborhoods (highlighted in **14A** and **14B**).

Trail system connectivity—proposed project area shown in the red dotted oval)



## 15) NATURAL RESOURCE IMPACT:

Describe the potential impact to natural resources by the project and efforts to avoid or mitigate adverse effects. This includes considerations for trail design and construction practices, noise, odors, dust control measures, surface erosion, fish and wildlife populations, damage to wetlands or other ecologically sensitive natural resources, landscaping that includes native planting, and historical/archaeological sites. Also, demonstrate the compatibility of the proposed project with existing adjoining land uses. To the extent possible, all landscaping or plantings that are done in the project area must be native to Minnesota and preferably of the local ecotype, and describe below how this project will comply with this requirement.

### ~ A conversation on conservation - considerations for trails in natural areas ~

*“All conversation of wildness is self-defeating, for to cherish we must see and fondle, and when enough have seen and fondled, there is no wilderness left to cherish.”*

– Aldo Leopold

*“Perhaps, if you indeed mean conversation purely, and too much or insensitive access. However, we understand public **preservation** values may be achieved and enhanced by introducing people to wild-places, so they then, may ‘fondle’ and come to cherish our natural world, and thus become stewards and advocates for **conservation**.”*

– Mark Riverblood

AL: [Ahh, a 21<sup>st</sup> century land ethic then...So,] *“The hope of the future lies not in curbing the influence of human occupancy – it is already too late for that – but in creating a better understanding of the extent of that influence and a new ethic for its governance.”*

MR: *“Yes! And so lets discuss the boardwalk and trail in the context of minimizing any adverse natural resource impacts:”*

The boardwalk proposed is the only environmentally responsible manner to connect the existing trail to the bike lane and proposed trailhead at Variolite Street. Construction impacts will be minimal and not interfere with nesting and breeding seasons. The boardwalk will be elevated above the wetland surface so as to not impede water flow, and to provide slightly improved views by humans. More importantly, the elevation of the boardwalk allows the passage underneath by amphibians and reptiles and other wetland fauna. Larger mammals are known to leap or clamber over the boardwalk’s deck. Minimal grading or vegetation will be impacted—to the degree any reseeding is needed, an appropriate, native grass and forb mix will be used.

**Note:** Earlier proposals to plan for future acquisition of land for a local street connection south of the Trott Brook Greenway were vociferously opposed and rejected by residents as part of community mapping and planning in two different decades. As a result, all proposals for neighborhood street connections in this area have been rescinded, and homes have been built in the former, proposed roadway route. This boardwalk proposal is the only viable, realistic, bicyclist and pedestrian connection opportunity south, and in the vicinity of the greenway—in the central portion of Ramsey. Further, area residents *regularly* call for the proposed trail connection in this area, affirming that it is a compatible land use in the area, and within the park land acquired for the boardwalk, this proposal discusses.

MR: *“So, any final thoughts on the proverbial trail with DNR, on connecting our constituents’ to a 21<sup>st</sup> century land ethic?”*

AL: *“Perhaps the most serious obstacle impeding the evolution of a land ethic is the fact that our educational and economic system is headed away from, rather than toward, an intense consciousness of land. Your true modern is separated from the land by many middlemen, and innumerable physical gadgets\*. He has no vital relation to it; to him it is the space between cities...Turn him loose for a day on the land, and if the spot does not happen to be a golf links...he is bored stiff...In short, land is something he has “outgrown.”*

— Aldo Leopold  
(1887 - 1948)

MR: *“Aldo! Your sentiment from seven decades ago is not exactly a voice of optimism...\*yet it is prescient. Perchance, together way we can change this. Improved **connections** between people and the land really can be both meaningful and viable – we shall persevere and persist, trail by trail, person by person...this year, with the Trott Brook Greenway Trail and Boardwalk”*

— Mark Riverblood  
(1961 - )

## ATTACHMENT CHECKLIST


<b>REQUIRED ATTACHMENTS (All attachments MUST be 8 ½ by 11 ONLY)</b>	
✓	<p><b>Attachment A – Required Certifications</b></p> <p>The first signature block is to be signed by the proper authority for the grant applicant. The specific manager of the facility that is being rehabilitated, enhanced or developed should sign the second section. If the proposed project will utilize public land that is not under the jurisdiction of the grant applicant, the proper authority must sign the final section in order to assure that they are both aware and supportive of the project.</p>
✓	<p><b>Attachment B – Resolution Supporting Application</b></p> <p>The application must be accompanied by either a copy of a resolution, council minutes or some other official documentation that demonstrates that the local unit of government supports the proposed project and the consequent application. The resolution does not need to have a specific form or specific language, as long as it satisfies what was outlined in the previous sentence. A sample resolution has been included. The sample resolution is a combination type resolution example. It shows support of the grant application (as required above), and if the project is awarded, it includes language to support accepting the grant award, names the fiscal agent, and states that the facility or trail will be maintained for no less than twenty years. This combination resolution helps eliminate the need for an additional resolution for this project in the future, if awarded a grant.</p>
<b>ADDITIONAL ATTACHMENTS (if applicable)</b>	
✓	<p><b>Attachment C – Letters of Support</b></p> <p>Letters of support are an important factor for reviewers when selecting projects. There should be an effort to solicit letters from specific groups that will derive a direct benefit from the project. The applicant is also welcome to provide letters of support from all other sources as well.</p>
	<p><b>Attachment D – Transportation Funding Award Letter</b></p> <p>If this project is scheduled to receive Federal Transportation funds, then your local MnDOT district should have notified you in some manner. Please attach this notification and fill in the year in which you are scheduled to receive the funding under question 3.</p>

**Attachment A – REQUIRED CERTIFICATIONS**

Complete the Required Certifications form below with original signatures.


**For Grant Applicants:**

“I hereby certify that all of the information provided in this application is true and accurate to the best of my knowledge. I recognize that in the event of the proposed project being funded, this document will be used as an addendum to the agreement between the sponsoring unit of government and the state to guide project scope and reimbursement. I also acknowledge that all work must be completed by **June 30, 2019**, and no reimbursement will be sought for an in-house labor services and/or to meet existing payroll. I also preliminarily agree with plans to develop the proposed trail related project on land administered by my agency.”

Name:	Mark Riverblood	Title:	Parks & Asst. Public Works Superintendent
Unit of Government:	City of Ramsey		
Signature:		Date:	March 30 <sup>th</sup> , 2017

**For Trail and Park Administrators:**

“I substantially agree that the proposed trail related project will be mutually beneficial to the local community, as well as to the goals and purposes for which this recreation unit was established. I will cooperate in its provision if the project proposal should be funded.”

Name:	Mark Riverblood	Title:	Parks & Asst. Public Works Superintendent
Unit of Government:	City of Ramsey		
Signature:		Date:	March 30 <sup>th</sup> , 2017

**For All Administrators of Public Lands Crossed/Utilized in the Proposed Linkage**

(Required only if the proposed project will utilize public land that is not under the jurisdiction of the grant applicant):

“I preliminarily agree with plans to develop the proposed trail related project on land administered by my agency, and I will cooperate in seeking more formal authorization in the event the project proposal is authorized for reimbursement.”

Name:		Title:	
Unit of Government:			
Signature:		Date:	

**Attachment B – RESOLUTION SUPPORTING APPLICATION**

Councilmember Johns introduced the following resolution and moved for its adoption:

**RESOLUTION #17-03-059**

**RESOLUTION SUPPORTING A TRAIL GRANT APPLICATION FOR A TRAIL AND BOARDWALK PROJECT COMPLETING THE TROTT BROOK TRAIL BETWEEN NOWTHEN BOULEVARD AND VARIOLITE STREET**

WHEREAS, the City of Ramsey supports the grant application made to the Minnesota Department of Natural Resources for the Local Trail Connections Program. The application is to construct approximately one-third mile of trail along the south side of Trott Brook, consisting of 10' foot bituminous and 8' foot boardwalk thus connecting existing trails and neighborhoods to Ramsey's park and trail system – and two arterial north/south roadways, both of which with paved bike lanes.

WHEREAS, the City of Ramsey recognizes the cost match requirement for the Local Trail Connections Program, and has accordingly reserved the matching funds within the 2018 Capital Improvement Program, and is secured and approved by this Resolution.

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

- 1) If the City of Ramsey is awarded a grant by the Minnesota Department of Natural resources, the City of Ramsey agrees to accept the grant award and will enter into an agreement with the State of Minnesota for the above referenced project. The City of Ramsey will comply with all applicable laws, environmental requirements and regulations as stated in the grant agreement.

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

Councilmember Johns  
Councilmember Shryock  
Councilmember Kuzma  
Councilmember LeTourneau  
Councilmember Riley  
Councilmember Williams

and the following voted against the same:

None

and the following abstained:

Mayor Strommen

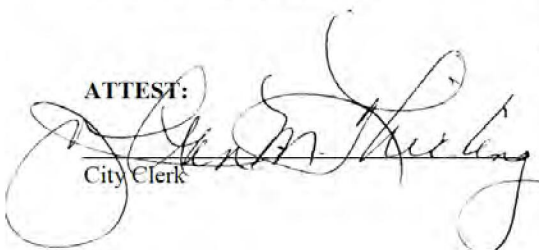
and the following were absent:

None

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 28<sup>th</sup> day of March 2017.

ATTEST:

City Clerk



Mayor

## Attachment C – Letters of Support

Note from applicant:

The existing trails in association with the Trott Brook Greenway are highly valued by residents (and visitors from outside the community) for the scenic vistas and outstanding wildlife viewing, as well as all the other intrinsic values of trails for their own sake. As a public servant for this community for more than three decades I can make the following assertions with some authority. People love trails, and especially in natural areas. And, the best way, we as land managers can promulgate more environmental stewardship, is to introduce and entice people away from their devices (especially children), providing them more and regular contact with the land's natural treasures.

On behalf of Ramsey residents, we thank you, Department of Natural Resources administrators for the Local Trail Connections Program, for the opportunity this grant proposal represents.

Yours in Public Service,



Mark Riverblood



Mr. Mark Riverblood  
Parks Superintendent  
7550 Sunwood Drive NW  
Ramsey, MN 55303

Subj: Trail west to Variolite Street and Central Park

Dear Mark,

Please include this letter of support with your trail grant application to the DNR for the boardwalk and trail proposed to connect with our Brookfield neighborhood.

Capstone Homes is proud to be a renowned home builder in the Minneapolis area providing residents with quality homes at an affordable price. A significant part of our success is choosing locations with desired amenities, (quoted from our web site): *"You'll find our homes are built in communities that celebrate the natural surroundings, giving the feeling of being in a remote, secluded location without sacrificing proximity to school, work, and play."* Together with a reference to areas that the boardwalk will facilitate access to including the: *"...brook along with a rolling topography, trails, and ponds for residents to enjoy a relaxing walk with family and take in all the sights and sounds of nature while connecting with neighbors."*

As you are well aware, Capstone deeded land for a connection to the existing trail, and platted Brookfield 4<sup>th</sup> Addition understanding that the associated Park Dedication dollars paid, would hopefully provide the required cash match for the proposed trail, boardwalk and parking area to the west, that the DNR trail grant may help fund.

Please call on me if I may be of further assistance in the delivery of this much-anticipated trail to our part of Ramsey, with all the connections to trails and parks it will make possible.

Sincerely,



Stephen A. Bona  
Vice President  
Land Development  
**Capstone Homes, Inc.**

<http://www.capstonehomes-mn.com>

651-271-4951 Direct  
BC637318



March 21<sup>th</sup>, 2016

Ms. Traci Vibo  
Minnesota Department of Natural Resources  
Division of Parks and Trails  
500 Lafayette Road, Box 39  
Saint Paul, MN 55155

Subj: Proposed Trott Brook Boardwalk and Trail

Dear Ms. Vibo,

The purpose of this letter is to advocate for funding the proposed parking area, boardwalk and trail connecting the Brookfield subdivision to Variolite Street, paralleling Trott Brook in the City of Ramsey.

I offer this letter of support from several perspectives, both as a trail user and Ramsey resident; and also as Senior Civil Engineering Technician, I have reviewed the proposed boardwalk's construction design—and find it most appropriate for public use, and for persons like myself who are physically challenged.

Furthermore, I would like to use this occasion to point out a sometimes less known recreational opportunity associated with trails and boardwalks in natural areas, and that is hunting for turkey and whitetail deer. The City of Ramsey permits bow hunting in public areas (parks) that are appropriate—and hard surfaced trails are usually the only way to access these areas for persons with disabilities. While this proposed portion of the Trott Brook Trail may not be appropriate for hunting, many of us use these same trails for physical exercise and wildlife viewing. Additionally, as an active member of Capable Partners, we regularly work with the legislature, Minnesota DNR and the US Fish and Wildlife Service to advocate for disabled issues and **improved access to the outdoors**. The following is an excerpt from our mission and goals:

*“Create accessible outdoor opportunities with more participants, locations, and events.”*

The proposed Trott Brook Greenway Trail and Boardwalk is consistent with this goal, and our motto: *CAPABLE PARTNERS Making The Outdoors Accessible For Over 30 Years* [www.capablepartners.org](http://www.capablepartners.org)

For all of the above reasons, I urge you to support Ramsey's request for funding.

Sincerely,

Karl Anderson,



cc Jeff Katers, Police Chief  
Mark Riverblood, Parks Superintendent



22 March 2016

Ms. Traci Vibo  
Minnesota Department of Natural Resources  
Division of Parks and Trails  
500 Lafayette Road, Box 39  
Saint Paul, MN 55155

Subj: Advocacy for the proposed Trott Brook Boardwalk and Trail

Dear Ms. Vibo,

The purpose of this correspondence is to offer our enthusiastic support for the requested grant funding for the boardwalk and trail connecting a residential subdivision to Variolite Street, alongside Trott Brook, in the City of Ramsey.

Access to natural areas is critically important in the education of Field Biology, and Trott Brook is one of the resources in Ramsey regularly used by Anoka Ramsey Community College faculty. We have used it for both water quality and fish sampling studies. ARCC has an especially diverse demographic, which includes persons with physical disabilities and restrictions—a consideration that must be factored into planning field trips and when approving locations. Having a boardwalk that will be ADA compliant will provide an ideal location for access to wetland-related studies and teaching for persons with all abilities. Additionally, a parking area along Variolite Street will provide a safer and easier access for our outdoor studies.

We hope you will fund Ramsey's trail project, as Trott Brook is a high quality natural area in the Northwest Metro, and convenient for our college. The proposed trail and parking at this outstanding resource will broaden our ability to use the brook and associated wetland environment, even when our students may have mobility limitations.

Yours Truly,

A handwritten signature in cursive script that reads 'Joan McKearnan'.

Dr. Joan McKearnan

A handwritten signature in cursive script that reads 'Jennifer Braido'.

Professor Jennifer Braido

A handwritten signature in cursive script that reads 'Margaret Guiney'.

Dr. Margaret Guiney

CAMBRIDGE CAMPUS  
300 Spirit River Dr S, Cambridge, MN 55008  
763-433-1100 • 763-433-1841 FAX

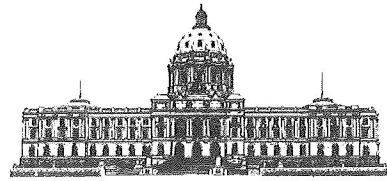
COON RAPIDS CAMPUS  
11200 Mississippi Blvd NW, Coon Rapids, MN 55433  
763-433-1100 • 763-433-1521 FAX

[WWW.ANOKARAMSEY.EDU](http://WWW.ANOKARAMSEY.EDU)

# Senator Jim Abeler

Senate District 35

Anoka • Ramsey  
Andover • Coon Rapids



## Senate

State of Minnesota

March 22, 2016

Ms. Traci Vibo  
Minnesota Department of Natural Resources  
Division of Parks and Trails  
500 Lafayette Road, Box 39  
Saint Paul, MN 55155

Re: Trott Brook Boardwalk and Trail grant application

Dear Ms. Vibo,

I write in enthusiastic support of the City of Ramsey's grant application as part of Minnesota DNR's Local Trail Connections program.

The program's purpose of providing "*grants to local units of government to promote relatively short trail connections between where people live and desirable locations,*" is clearly in alignment with the City of Ramsey's proposal. Also, as a career health care professional, and long-time member of the Health and Human Services Finance Committee I know how vitally important active living can be to individual family's well-being and quality of life. Promoting active living through the DNR's grant program is good policy and also relates to the State's well-being and bottom-line by facilitating connected, walkable neighborhoods, which helps Minnesotan's remain healthy.

The City has an excellent reputation on project management and grant administration, and would immediately commence action on construction, once an agreement is established between the DNR and the City.

I urge the awarding of this grant.

Sincerely,

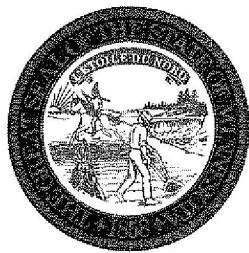
A handwritten signature in black ink that reads "Jim Abeler". The signature is fluid and cursive, with a long horizontal line extending to the right.

Senator Jim Abeler

127 State Office Building  
100 Dr. Martin Luther King, Jr. Blvd.  
St. Paul, MN 55155  
651-296-4847  
sen.jim.abeler@senate.mn

District Contact:  
600 East Main Street  
Anoka, MN 55303  
612-245-3764

**Abigail Whelan**  
State Representative  
District 35A



# Minnesota House of Representatives

March 30, 2016

Ms. Traci Vibo  
Minnesota Department of Natural Resources,  
Parks and Trails Division  
500 Lafayette Road, Box 39  
Saint Paul, MN 55155

Subj: Trott Brook Boardwalk and Trail proposal – City of Ramsey

Dear Ms. Vibo,

With this letter I am enthusiastically requesting your support for the City of Ramsey's grant application as part of Minnesota DNR's Local Trail Connections program.

As Minnesota State Representative for District 35A (Anoka & Ramsey) one of my goals is to make this state a better place today, and a better place for the generations to follow. There are a number of strategies for achieving this, and foremost among them is recognizing that; "Family is the foundation of our society"—and, the only way to have a healthy community is to have healthy families. Trails for exercise, fitness and access to community parks are an important component of this, and are valued by my constituents accordingly.

The City of Ramsey is known for its high quality of life, and multi-use trails are a key element of this suburban community's outdoor landscape. Funding Ramsey's project will meet the aims of the Local Trail Connections program as well as my objectives for serving Anoka and Ramsey.

Best,

A handwritten signature in cursive script that reads "Abigail Whelan".

Representative Abigail Whelan