

City of Ramsey
Agenda
City Council Work Session
Tuesday, March 26, 2024

5:30 pm
Lake Itasca Room, 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. Topics for Discussion

1. Review Survey Results for Potential Pedestrian Trail Connection Between Bowers Drive and Riverstone South
2. Update on Recycling Program
3. Discuss the potential increase in Planning Administrative Assistant hours to full-time.
4. Communication Strategy to Share Development Interest with City Council

3. Topics for Future Discussion

1. Review Future Topics/Calendar

4. Mayor/Council/Staff Input

5. Adjournment*

***Note: the City Council may motion to recess this Work Session meeting and reconvene after the regular City Council meeting if items on the agenda are not completed.**

CC Work Session**Meeting Date:** 03/26/2024**Primary Strategic Plan Initiative:** Connect the community through parks, trails and recreational programming.**Information****Title:**

Review Survey Results for Potential Pedestrian Trail Connection Between Bowers Drive and Riverstone South

Purpose/Background:**Purpose:**

To review the results of a recent survey mailed to property owners along Bowers Drive and in the Riverstone South development asking if they would support construction of a paved pedestrian trail connection between Bowers Drive and Riverstone South as part of the 2024 Bowers Drive pavement overlay project, Improvement Project #24-07.

Background:

The City's 2024 to 2033 Capital Improvement Plan includes project #21-STR-012, 2024 Neighborhood Pavement Overlays, which proposes pavement overlay improvements to various street segments in several neighborhoods across the City, including Bowers Drive. Attached is the CIP project sheet for reference.

While designing the pavement overlay plans for Bowers Drive, Staff recalled previous City Council direction from their September 8, 2020, regular meeting while reviewing the sketch plan for Riverstone South. During this meeting there was consensus among Council that the City should not pursue a paved road connection for emergency and maintenance vehicles between Bowers Drive and Riverstone South but that the City should maintain ownership of the outlots required to make a connection and should reconsider a paved connection when opportunities to do so occur. Attached is a copy of City Council case #11229 from September 8, 2020, along with an attachment showing the responses received from Bowers Drive residents to a survey asking whether they supported a public road connection (not a pedestrian trail), as well as the approved meeting minutes.

Since a paving contractor will be overlaying Bowers Drive in 2024, Staff asked the Public Works Committee for direction on this subject on February 20, 2024. After discussion, the Public Works Committee adopted a motion recommending further discussion of this topic with the full City Council at a future worksession and directing staff to mail a survey to adjacent neighborhoods as discussed, ahead of the worksession. Attached is a copy of Public Works Committee case #14984 with meeting minutes for reference.

If a trail were to be constructed, Staff would recommend a 10-foot wide bituminous trail able to support all necessary trail maintenance equipment. The length of the trail would be approximately 760 feet, which would be constructed through two City-owned outlots and would connect Bowers Drive to the trail along the south side of Snowy Owl Street in Riverstone South.

Attached is a copy of the Riverstone South plat, which shows Outlot F where the northern half of the trail would be constructed.

Also attached is a copy of the Pearson Place plat, which shows Outlot C where the southern half of the trail would be constructed.

Timeframe:

Staff anticipates up to 15 minutes will be required to present and discuss this case and respond to questions.

Funding Source:

Staff estimates project costs to construct a 760-foot long by 10-foot wide bituminous trail at \$60,000. If gates or posts were to be installed to deter motorized vehicle access, project costs could increase by up to \$10,000.

If a paved trail connection were to be constructed, Staff would recommend using Park Trust Funds to fund the improvements.

Responsible Party(ies):

City Engineer/Public Works Director Bruce Westby will present the case.

Outcome:

Staff is seeking consensus direction from the City Council on whether to add a paved trail connection to the plans for Improvement Project #24-07, or not. Potential alternative actions include;

Alternative #1:

Consensus direction to Staff to not include a paved trail connection as part of Improvement Project #24-07, 2024 Neighborhood Pavement Overlay Improvements.

Alternative #2:

Consensus direction to Staff to add a paved trail connection as part of Improvement Project #24-07, 2024 Neighborhood Pavement Overlay Improvements, and to bid the paved trail as an alternate bid.

Alternative #3:

Consensus direction to Staff to add a paved trail connection as part of Improvement Project #24-07, 2024 Neighborhood Pavement Overlay Improvements, and to bid the paved trail with the base bid.

Attachments

- Survey mailed February 28, 2024
- CIP Sheet IP2407
- CC case 11229 090820
- PWC case 14984 022024
- Riverstone South Plat
- Pearson Place Plat
- Responses Supporting Trail
- Responses Opposing Trail

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	03/21/2024 12:15 PM
Form Started By: Bruce Westby		Started On: 03/19/2024 08:31 AM
Final Approval Date: 03/21/2024		



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POTENTIAL PEDESTRIAN TRAIL CONNECTION SURVEY (IP #24-07)

Purpose of this Survey

The City of Ramsey is seeking input from residents of Bowers Drive and the Riverstone South development on whether a 10-foot bituminous pedestrian trail connection would be supported between Bowers Drive and the new Riverstone South development. Enclosed is an exhibit showing the location of the potential pedestrian trail connection corridor, as well as amenities this trail would provide more convenient access to.

During the Riverstone South development process, the City surveyed Bowers Drive residents to see if they supported construction of a public road connection, a Public Safety and Public Works maintenance connection, or no second connection to Bowers Drive at all. The results of that survey demonstrated that Bowers Drive residents did not support a second connection between Bowers Drive and the new Riverstone South development. At the time, the City Council voted to not construct a second access road. However, it was also decided that this topic should be explored again if/when a future opportunity presented itself.

In 2024, Bowers Drive is proposed to receive pavement overlay improvements with 2024 Neighborhood Pavement Overlays, Improvement Project #24-07, and a paved trail connection could be cost-effectively constructed as part of this project. Staff will therefore share the results of this survey with the City Council while discussing whether to add a pedestrian trail connection to the project. If a trail connection were to be constructed, there would be no direct cost to local residents.

Property Owner Contact Information

The City requests that only one response be submitted per property receiving this survey, and that the name and address of the respondent be provided below.

Property Owner Name: _____

Property Address: _____

Survey Question

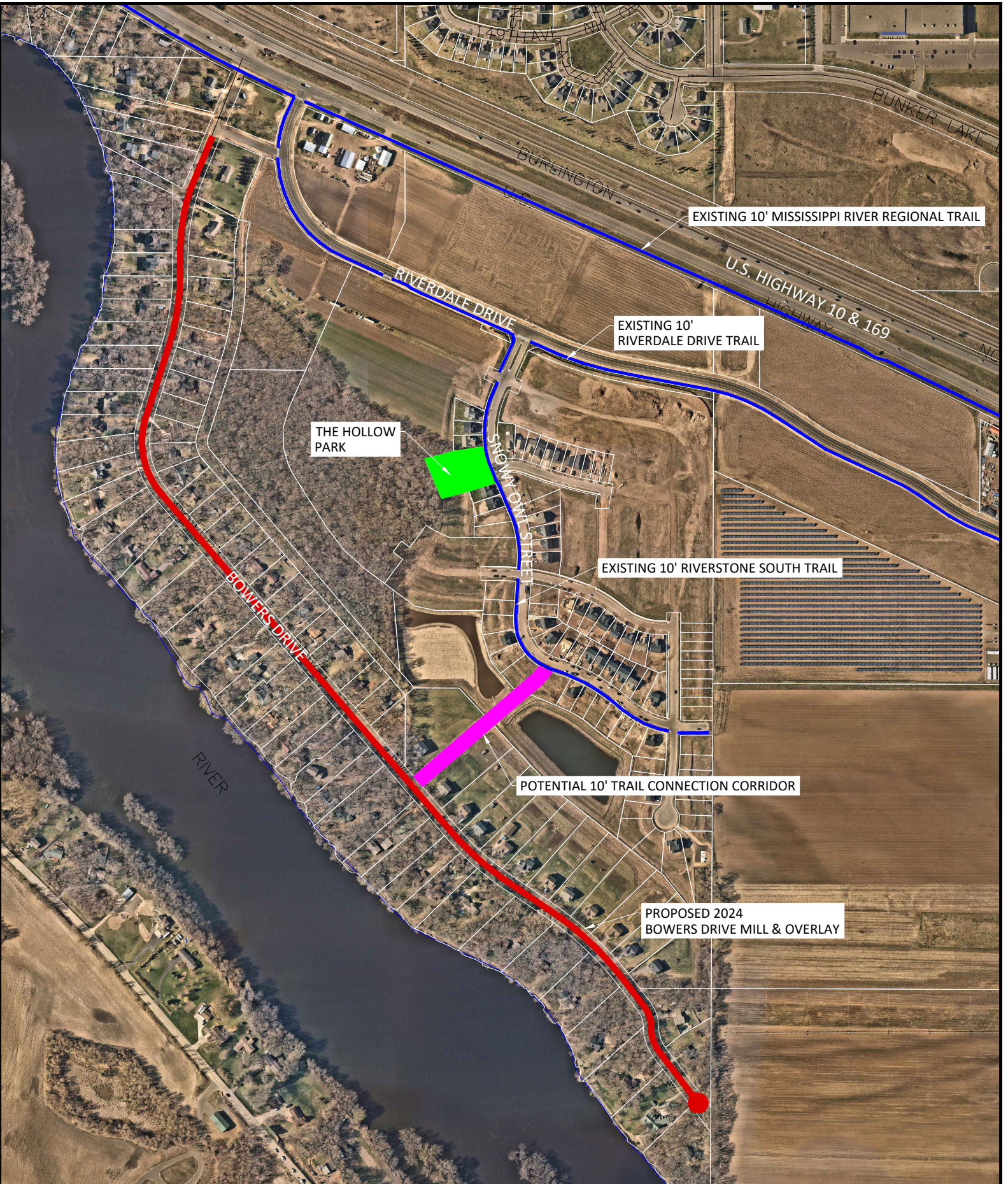
For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

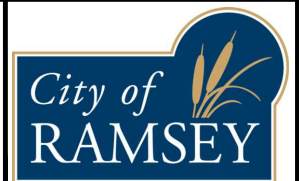
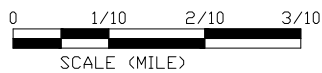
Comments:

Please return in the enclosed self-addressed, stamped envelope by March 15, 2024.



POTENTIAL TRAIL CONNECTION 2024 NEIGHBORHOOD OVERLAY

FEBRUARY 27, 2024



Capital Improvement Program

2024 *thru* 2033

City of Ramsey, Minnesota

Project #	21-STR-012
Project Name	2024 Neighborhood Overlays

Department	Street Improvements
Contact	
Type	Improvement
Useful Life	60 Years
Category	Street Improvement
Priority	1-Existing Obligation (High)
Status	Active

Total Cost \$1,685,295

Description

Overlaying of streets within the following subdivisions: Gateway Industrial Park 2nd; Section 27 Unplatted; Town Center Gardens; Town Center Gardens 2nd; Town Center Gardens 3rd; Orchard Hills Townhomes; Alpine Acres; Alpine Acres 2nd; Seasons of Ramsey; Bowers Mississippi Acres 1st, 2nd & 3rd

Justification

In accordandance with the City's Pavement Management Program, each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis including reconstruction at the end of its useful life, which is estimated to be 60 years based on the City's predominant sand subgrades.

Expenditures	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
Improvements Other than Building Cost	1,685,295										1,685,295
Total	1,685,295										1,685,295

Funding Sources	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
Storm Water Utility Fund	114,195										114,195
Pavement Management Fund	1,571,100										1,571,100
Total	1,685,295										1,685,295

Meeting Date: 09/08/2020

By: Tim Gladhill, Community Development

Information

Title:

Review Sketch Plan for Riverstone South; Case of Capstone Homes

Purpose/Background:

The purpose of this case is to review a Sketch Plan for a project known as Riverstone South proposed by Capstone Homes located on the south side of Highway 10/169 east of Bowers Drive. The purpose of Sketch Plan Review is to provide high-level direction prior to the Developer preparing a Preliminary Plat. This is the time to indicate level of overall support and identify any red flags.

The Planning Commission and City Council have been discussing this project in planning stages since the beginning of 2020 along with multiple opportunities for public comment. The previous policy direction of the Planning Commission and City Council are summarized in the attached Planning Framework.

Notification:

Notification for this meeting is not required at has not been provided.

For the August 6 Planning Commission Meeting, notification of the Sketch Plan Review was sent via Standard US Mail for all Property Owners, according to Anoka County Property Records, within 700 feet of the Subject Property. Additional signage has been placed on the Subject Property. Staff also worked with nearby Property Owners prior to a formal application.

Observations/Alternatives:

Comprehensive Plan

The Comprehensive Plan guides this area as LDR - Low Density Residential. This designation guides future development at 3-4 units per acre.

The Net Density of the site as a whole after factoring out the 7 acres preserved for forestry/open space preservation is 3.38 units per acre. Net Density Calculations have be provided for each individual lot type provided (65 foot wide lots, 55 foot wide lots and 40 foot wide lots). It is anticipated that the area for the 40 foot wide lots as detached townhomes will need a Comprehensive Plan Amendment to MDR - Medium Density Residential.

Zoning District

The Subject Property is in the process of a Zoning Amendment for consistency with the 2040 Comprehensive Plan. Primarily as it relates to this scope of review, the following requirements are noted.

Minimum Lot Width	80 feet
Minimum Lot Size	10,800 square feet 1/4 acre

With that in mind, a Zoning Amendment will be required. The following Zoning Districts will be required for this project.

65 Foot Wide Lots	R-1 Residential (Villa) District
55 Foot Wide Lots	R-2 Residential (Detached Villa) District
40 Foot Wide Lots	R-2 Residential (Townhome) District

The Subject Property is also located in the Mississippi River Corridor Critical Area (MRCCA), a designation of the State of Minnesota. Said rules were recently updated. The project generally conforms with the updated rules. The City will need to revise its Critical Area Ordinance as part of this project. Due to the fact that the project is located within the MRCCA and includes a quality continuous canopy coverage forest, Staff has asked the Developer to fill out an Environmental Assessment Worksheet (EAW), although it will not need to go through the full EAW Process as it does not meet the minimum threshold for Mandatory EAW (250 units). The City Council does have the discretion to require full EAW review. Additionally, the public could petition for EAW review. This creates a process administered by the State of Minnesota Environmental Quality Board (EQB). In summary, Staff believes the data is important and relevant and should therefore complete the standard worksheet; however, full EQB Review is not required in this instance.

Tree Preservation

A significant amount of discussion has centered on preserving portions of the existing forestry cover. The canopy coverage of this forest is high-quality. While the understory has had some disturbance due to previous grazing by farm animals, the Planning Commission, Environmental Policy Board and City Council have agreed that the quality of the ecological area is worth attempting to protect portions thereof.

Through discussions, the Developer is proposing to convey fee title of approximately 7 acres along the back side of Bowers Drive for purposes of tree preservation. Staff recommends that this is contingent upon the City successfully securing a third-party funding source intended for natural resource protection. This funding and implementation plan will continue to be discussed with Preliminary Plat.

Public Park

The proposed project includes a 1 acre public park. The Park and Recreation Commission is supportive of this general approach. There are limited recreation areas in this area including for existing residents in the Bowers Drive Neighborhood and Alpaca Estates Neighborhood closer to Armstrong Boulevard. Eventually, the area of the east of the Subject Property is anticipated to develop as single-family residential as well. The Park and Recreation Commission feel a public park in this area is warranted.

In addition, this park is anticipated to be a nature-based park intended to preserve existing trees on the site with a tree fort theme.

Riverdale Drive

The project will require the extension of Riverdale Drive, a collector road serving multiple neighborhoods and business districts. The Riverdale Drive Extension is part of the long term plans to improve safety and mobility of Highway 10/169 regardless of future development. Additional detail is known since previous review. Staff will continue to work with the Developer on final design with potential construction in 2021. Additional detail on the funding approach is included in the attached Policy Framework.

Staff has been working with multiple residents on refining the final layout. Staff believes that the City, Developer and Property Owner are closer to a compromise with additional refinements to be made.

Access to Highway 10

Part of this project will result in the existing access from Bowers Drive to Highway 10/169 being closed. The new Riverdale Drive will be the new connection to Highway 10/169 as a right-in/right-out only. There will be no center median opening to access from westbound Highway 10. Bowers Drive residents will need to access westbound Highway 10/169 from Armstrong Boulevard.

Several residents have inquired about not allowing Riverdale Drive to connect to Highway 10. This would result in a long single access point to several hundred homes (Bowers Drive plus Riverstone South). This would not be consistent with City Code requirements and require a Variance. Staff is not supportive of this request due to public safety concerns.

Second Bowers Drive Access

Based on Planning Commission Review, this topic is the top concern of Bowers Drive Residents. General consensus is that all other concerns can generally be mitigated.

It has long been discussed providing a second access to Bowers Drive. Bowers Drive represents the longest dead end street in the community and exceeds current City Code requirements. First and foremost, the City acknowledges the unique neighborhood character of Bowers Drive and strives to protect this character. While the City feels strongly that a second connection is necessary and warranted, the City also believes that there is a way to accomplish this without traffic impacts. The connection point and road design can be accomplished in such a way that traffic modeling will demonstrate this this connection point will not result in additional traffic counts. In fact, Staff believes this may prove to be a benefit to Bowers Drive rather than a detriment.

Staff acknowledges that some on Bowers Drive are opposed to this connection, including the two new homes on either side of this connection point (currently an Outlot preserved for future road connection).

There are two general options on the table.

1. Full Road Connection
2. Restricted Public Safety Access

The Planning Commission previously recommended a full road connection. The City Council left both options on the table for further analysis and discussion. Staff generally prefers a public road connection with reduced width, but is open to policy direction.

Following the Planning Commission, Staff issued a survey to Bowers Drive Residents. Results of said survey are attached. Out of approximately 80 homes on Bowers Drive, the City received 30 responses (37% response rate) when factoring out duplicate responses from same household. 21 households responded that they do not support a second connection. 9 households supported some type of connection. The survey noted that non-responses could be considered as a non-objection to the second connection (50 households did not respond).

Funding Source:

Processing of this case is the responsibility of the Applicant.

There is a Cost Share Agreement in place for the extension of Riverdale Drive that has the Developer, Property Owner and City contributing to the costs of this Collector Road serving multiple neighborhoods and areas and is part of the Ramsey Gateway Plan (US Highway 10/169).

Recommendation:

Based on discussion. The City has broad policy discretion as the request requires the approval of a Zoning Amendment (and possibly a Comprehensive Plan Amendment) due to lot sizes and densities.

Action:

Based on discussion. Provide feedback to the Developer as part of the plan development for the next stage in the process known as Preliminary Plat. Preliminary Plat is the most crucial stage in the subdivision process.

- Is the City Council comfortable moving into formal design and application based on the attached Sketch Plan and associated assumptions?

Attachments

Planning Framework

REVISED Sketch Plan

Riverdale Drive Plan (clean)

Redlined Plans

Review Comments

Density Exhibit

Bowers Drive Survey Responses

Form Review

Inbox

Kurt Ulrich

Brian Hagen

Form Started By: Tim Gladhill

Final Approval Date: 09/03/2020

Reviewed By

Kurt Ulrich

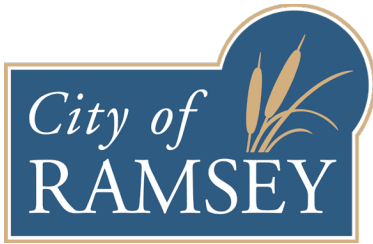
Tim Gladhill

Date

09/03/2020 01:42 PM

09/03/2020 03:16 PM

Started On: 09/01/2020 08:15 AM



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www.cityoframsey.com

What Do You Want in Our Backyard? Riverstone South Planned Residential Neighborhood

BOWERS DRIVE CONNECTION SURVEY

The City is inviting you to participate in a survey regarding a proposed connection to Bowers Drive for public safety purposes.

To complete the survey, visit our page at:

www.cityoframsey.com/development or www.cityoframsey.com/769/Riverstone-South

The City prefers that responses be submitted online, but a paper copy has been provided on the back of this letter for convenience.

The City has been discussing a potential detached single-family development on a site east of Bowers Drive with Capstone Homes. Many of you may have participated in online webinars and open houses on this topic. The City has now received an official Application from Capstone Homes for the first of three (3) major steps. The project is still in concept stages of planning and review. The City has put up a resource page for the project at www.cityoframsey.com/769/Riverstone-South.

The City strives for a more collaborative public engagement process and involving residents much earlier in the decision making process. Please note that if the project moves forward, there will be additional opportunities for public comment, **including the official public hearing at a future date**. In the meantime, the City Council will be reviewing the attached concept plan at their meeting on Tuesday, September 8 at 7:00 p.m. Please check www.cityoframsey.com/agendas for the most up to date information.

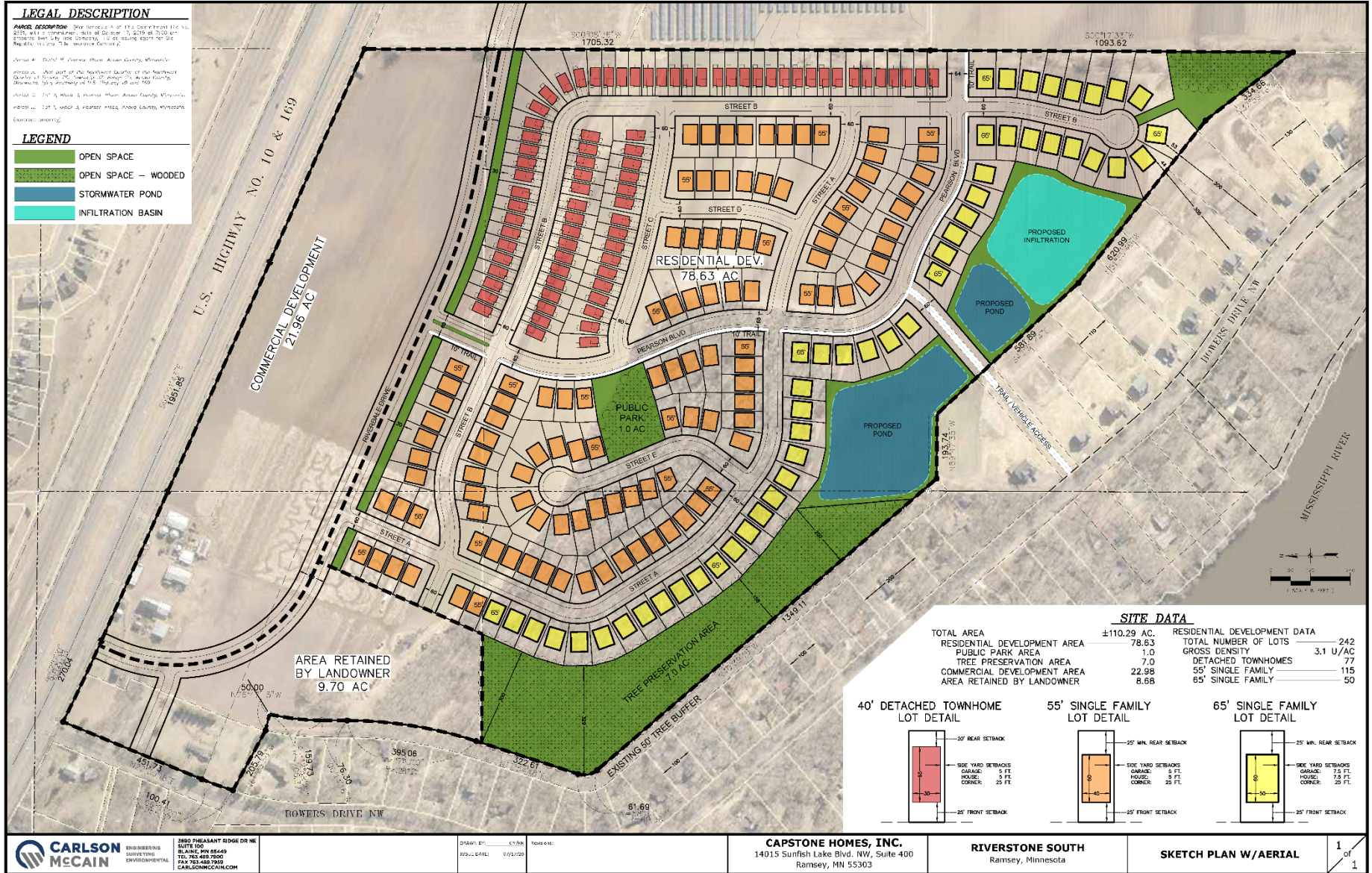
We value your input in this important neighborhood decision. Please let us know if you have any questions. We are available by phone at 763-433-9826 or by email at planning@cityoframsey.com. You can also request hard copies of materials (costs may apply) through this contact as well.

Sincerely,

CITY OF RAMSEY

Tim Gladhill
Deputy City Administrator

Riverstone South Concept Plan



CARLSON McCAIN ENGINEERING SURVEYING ENVIRONMENTAL
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 CARLSONMCCAIN.COM

DRAWN BY: C.S.B. RCH:G.S.
 09/22/2016 07/27/2016

CAPSTONE HOMES, INC.
 14015 Sunfish Lake Blvd. NW, Suite 400
 Ramsey, MN 55303

RIVERSTONE SOUTH
 Ramsey, Minnesota

SKETCH PLAN W/AERIAL

1 of 1

BOWERS DRIVE CONNECTION SURVEY

Description

The City of Ramsey is currently reviewing a proposal for a 242 lot detached single-family development east of Bowers Drive. Bowers Drive is the longest dead-end street in the City with a single access point. For purposes of public safety, the City desires to make a second connection to Bowers Drive through the new Riverstone South Development. The proposed layout of Riverstone South should create minimal traffic impacts on Bowers Drive.

Respondents are encouraged to submit their responses online. This paper copy is provided as background and for those without access to computers and/or internet. <https://www.cityoframsey.com/FormCenter/Development-Updates-4/Bowers-Drive-Connection-to-Riverstone-So-99> (or find a friendlier link at www.cityoframsey.com/development).

Background and Disclaimer

By filling out this form, you acknowledge that you have reviewed the materials available on the August 6 Planning Commission first. The City is recommending that a connection be made between Bowers Drive and the future Riverstone South development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

[Survey Continues on Next Page]

Contact Information

The City is requesting that names and addresses are being captured as part of the public record. To ensure that those directly and most impacted by the policy decision are recorded and not unduly influenced by those not directly or most impacted by the decision, address verification is important.

Name	Email Address
Address	
Phone Number	

Survey Question

For purposes of Public Safety Response, do you support a second access to Bowers Drive?

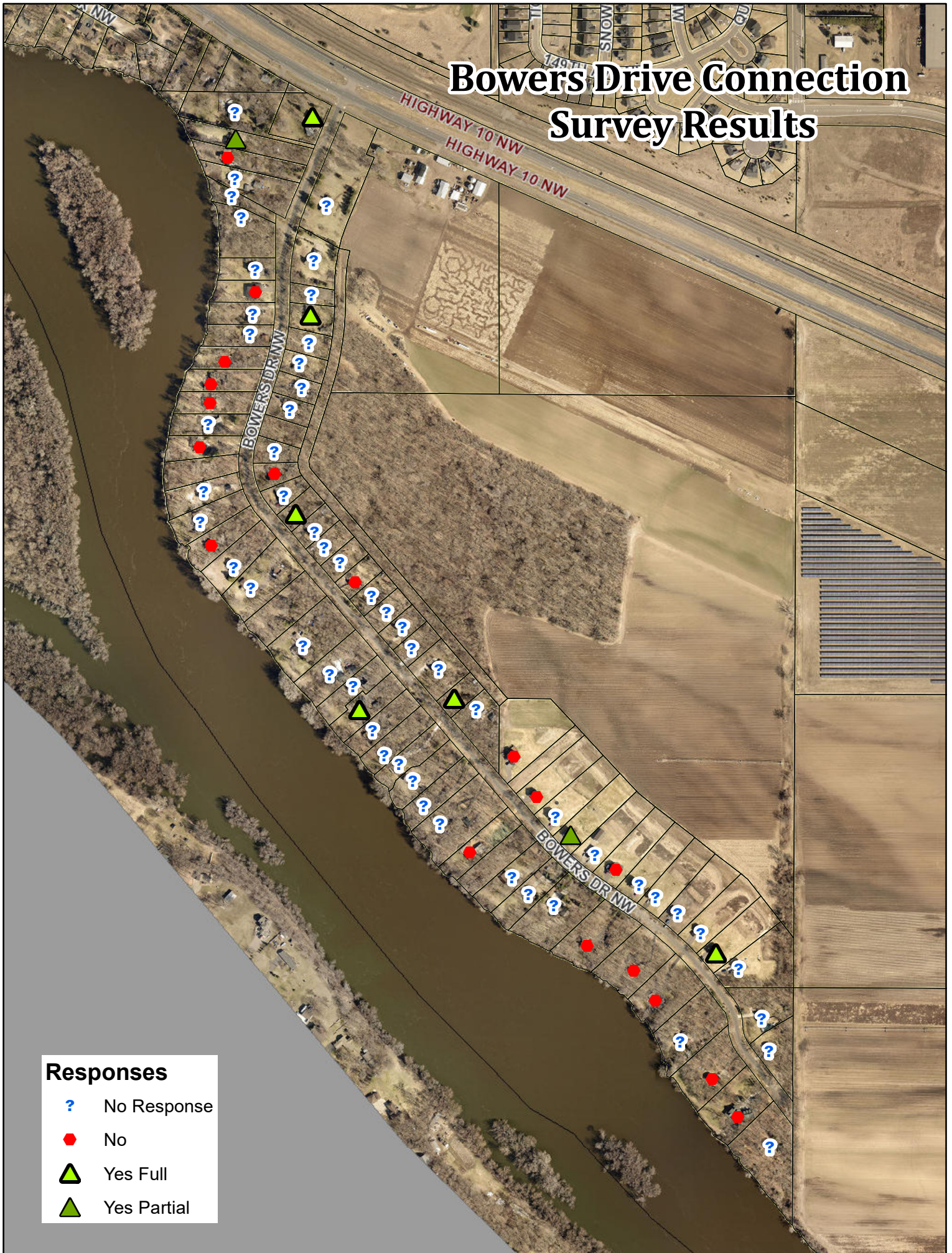
- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

Comments

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Bowers Drive Connection Survey Results



Responses	
?	No Response
●	No
▲	Yes Full
▲	Yes Partial

Name	Address	For purposes of Public Safety Response, do you support a second access to Bowers Drive?	Please comment and explain your response above.
Jim Weidenbach	14230 Bowers Dr NW	No, I do not support a second connection to Bowers Drive	<p>Too much traffic on the road already.</p> <p>We do not want this connection because it would create more vehicle and pedestrian traffic on Bowers DR. One of the reasons we moved to Bowers DR 43 years ago was for the privacy.</p> <p>Years ago the topic of making Bowers DR part of a scenic river route or trail was brought up. There was a very large turnout of Bowers DR residents at the meeting that were against that proposal. It was decided that in the future when the Pierson property was to be developed a trail would be within the boundary of the new development and would not be at all connected to Bowers DR.</p>
Terry and Jane Luke	14250 Bowers DR NW	No, I do not support a second connection to Bowers Drive	I would expect that the City of Ramsey would keep their word on this matter and that it should be on record.
Michael Sutton	14310 Bowers Dr NW	No, I do not support a second connection to Bowers Drive	I see absolutely no value in the connection between Bowers Drive and the new development. The increased pedestrian and auto traffic if the connection would go forward would be unmanageable, potentially leading to assessments of the current residents to support street lighting along with other additions in the name of safety which we up until today have not needed. Also concerns of increased crime due to any additional connection allowing those who would commit crime alternate routes to escape.
Laurie Weber Schwarzenberger	14330 Bowers Dr NW	No, I do not support a second connection to Bowers Drive	<p>We have never had the need for a second access to Bowers Dr. We do not believe it is necessary. There will be other accesses to the new housing development for emergencies. We do not want additional traffic on Bowers Drive. The value of our house has already decreased because of new houses across our street. We do not want the values to drop further.</p> <p>Do not want a connection to Bowers Dr. as it will increase crime and traffic on a street that we enjoy living on. Also, Please ensure that there is no construction access via Bowers Dr for this proposed development.</p>
Michel Pierce	14330 Bowers Dr. NW	No, I do not support a second connection to Bowers Drive	Finally, Still looking for confirmation of a buffer in the southeastern portion of the proposed development between the newly constructed homes on Bowers and the proposed development.
			<p>I don't see the benefit or the actual need case, nor any data or history justifying the change. If the potential issue is a tree falling across the road, the city could instead proactively trim trees. As the structure of Bowers Drive is not on the table, it would seem to be of minimal benefit to have a 24 foot wide road with curb and gutter as the public works department is proposing rather than a wide trail, as the rest of the road does not have this structure either. If a road were required, a formal barrier would be important to restrict access and would be minimal hindrance to public safety. Perhaps a better investment would be fire hydrants.</p> <p>My primary concern is that the road would draw additional vehicle traffic from new development residents looking for an alternate route to highway 10. Bowers drive already has a large number of residents who exercise, walk, & and take pets along Bowers Drive. Additional auto traffic would pose a significant danger to residents, outweighing any potential safety benefits from a second access.</p> <p>Additionally, extra walkers from the new development looking to complete a loop between the new development and Bowers Drive would add to the number of pedestrians, bikes or dogs along the road, further exacerbating the new hazard created by the proposed new access road.</p> <p>Finally, I am concerned this is just step one of a larger plan by city developers to change Bowers drive road, widening the access, adding curb & gutter, etc. which would change the character of the neighborhood and negatively impact the current lot structure.</p> <p>If public safety is truly the concern of the city- improving or revising entrance and exit access to Bowers Drive should be the first focus- the current access to/from the neighborhood from Highway 10 is extremely dangerous- not enough distance to accelerate or decelerate, as well hazard of crossing the highway. This hazard would get worse with additional traffic from the new development using the access road as a short cut up Bowers Drive onto Highway 10.</p>
Bridget George	14350 Bowers Drive NW	No, I do not support a second connection to Bowers Drive	
Michael Manning	14365 Bowers Dr NW	No, I do not support a second connection to Bowers Drive	
Jamey McPheeters	14420 Bowers Dr NW	No, I do not support a second connection to Bowers Drive	
Kelly Hudick	14420 Bowers Drive NW	No, I do not support a second connection to Bowers Drive	
			<p>Ours is one of the properties directly adjacent to this proposed road. We are opposed to a second access to Bowers Drive.</p> <p>First off, we were not told of this when we purchased our property and are greatly disappointed by the finger pointing and lack of transparency in addressing this issue.</p> <p>Second, we are concerned about lack of safety to our property directly. Since ours would become a corner lot, we would have an entire side of our house exposed to a new roadway that connects to a neighborhood with 250 new homes and an open invitation for possible criminal activity. We are concerned for the safety of our home and ourselves.</p> <p>Another issue to be addressed would be the change in value of our property and any devaluation because of this new said roadway. Will we be compensated, and how, for any losses incurred?</p> <p>The road overall cannot handle more traffic, be it pedestrian or vehicle. Bowers Drive is an active street and adding any traffic poses more of a safety issue to us and our neighbors.</p> <p>Will there be street lights along this new roadway that will be glaring into our bedroom windows? If you build a full roadway with curbs, does that mean curbs for Bowers Drive? Where does this end? It seems you're creating a means for more problems and a never ending cycle. Disappointing to say the least.</p> <p>We've got a longer list of rising concerns that we cannot wait to voice and look forward to the opportunity to be heard.</p>
Paige Bentley	14435 Bowers Dr NW	No, I do not support a second connection to Bowers Drive	
			<p>I feel there is no real need, as in the past 80+ years no issues have happened that has allowed for no access</p> <p>the additional road does not improve the issues beyond the connection so does not offer the correct solution if we are looking to improve safety, I am concerned with increased foot pedestrian traffic on bowers drive as there is no side walk and no lighting down the road as is already popular with residents.</p> <p>reduced security is also a concern as additional exits will exist for criminal a number of independent studies have proven this in Minnesota. i am also concerned that the city and developer have not been transparent of what the use of the out lot has been for, in the initial planning phase (12 new homes) or when i purchased my house.</p>
James Wadley	14447 Bowers Dr NW	No, I do not support a second connection to Bowers Drive	
Carol Larson	14480 Bowers Dr NW	No, I do not support a second connection to Bowers Drive	See attached letter.
NICOLE JOHNSTON	14560 BOWERS Dr NW	No, I do not support a second connection to Bowers Drive	I do NOT want the extra traffic on the road, which leads to crime on the road. We did not move to the neighborhood to have additional traffic and issues. We moved here to have a quite DEAD END STREET!
Joshua J Fuhreck	14573 Bowers Dr NW	No, I do not support a second connection to Bowers Drive	
Katherine Woods	14610 Bowers Dr NW	No, I do not support a second connection to Bowers Drive	
Sam Sjostrom	14623 Bowers Dr Nw	No, I do not support a second connection to Bowers Drive	
Shelli Sjostrom	14623 Bowers Dr NW	No, I do not support a second connection to Bowers Drive	
Steven Perkins	14650 Bowers DR NW	No, I do not support a second connection to Bowers Drive	Bowers DR NW is already a very busy street for both pedestrians and vehicles. There are no sidewalks and the current flow of traffic already presents a huge danger to residents walking, etc. Connecting Bowers DR to the new development by road and/or walking trail will increase traffic and create a more dangerous situation for people on feet and bikes.

Ron Herst	14670 Bowers Dr. NW	No, I do not support a second connection to Bowers Drive	We have lived on Bowers Drive for 30 years and have been perfectly happy with the level of "Safety" that we've had. We are strongly opposed to the proposal to have a second access to Bowers Drive from Riverstone South. In the 30 years that we've lived here, the road has been perfectly adequate from a safety perspective. The very last thing that we want is any additional access to this road. We actually believe that our road is safer from crime in that it is a "dead end" and there is no other way in or out. Why should residents of 242 homes have access to Bowers Drive??? WE DONT WANT IT !!! We retired from farming & chose this house because of the lack of traffic. If the City ignores my opinion then put in posts that can be dropped by remote control. They use in Switzerland - it gets cold there too! I also don't like the density.
Katherine Prokosch	14700 Bowers Dr NW	No, I do not support a second connection to Bowers Drive	
Ralph R Nissen	14710 Bowers Dr NW	No, I do not support a second connection to Bowers Drive	
			<ul style="list-style-type: none"> * Concerns that the 2nd access from neighboring high density low income housing will possibly reduce our property values on Bowers Dr. * Concerns this new 2nd access will result in future street lighting, road widening, sidewalks and fire hydrants etc on Bowers Dr. * Concerns of safety with increased foot/bicycle traffic on Bowers Dr.
John Fluegel	14740 Bowers Dr NW	No, I do not support a second connection to Bowers Drive	* Overall concerns regarding the dramatic increase in high density housing in Ramsey...we moved to Ramsey from Mpls 40 years ago to live in a peaceful and quiet neighborhood.
John Morris	14820 Bowers Dr	No, I do not support a second connection to Bowers Drive	Both John and I feel that to maintain the privacy and value of our neighborhood this access should not be allowed. There has never been any hard numbers put to incidents on our street that warrant the expenditure by the city or the change to our neighborhood. The new neighborhood is not being modeled after ours so therefore we feel it should be kept separate.
Gretchen Morris	14820 Bowers Dr. NW	No, I do not support a second connection to Bowers Drive	Both John and I feel that to maintain the privacy and value of our neighborhood this access should not be allowed. There has never been any hard numbers put to incidents on our street that warrant the expenditure by the city or the change to our neighborhood. The new neighborhood is not being modeled after ours so therefore we feel it should be kept separate.
Tony Durkin	14409 Bowers Dr NW	Yes, but only if it is used by Public Safety (and Public Works Maintenance)	I support public safety and a fire hydrant on the street, I do not support streetlights. My concern is that if a full access road is constructed that it will lead to more traffic which will lead to more wear and tear on the road which will lead to the road re-being redone which will include gutters and streetlights which will lead to a special assessment to my property taxes. I would like to see the signs of emergency vehicles only added to the access road.
Richard Sandeen	14826 Bowers Dr NW	Yes, but only if it is used by Public Safety (and Public Works Maintenance)	Perhaps a little off topic but I would like to see the road connection between Bowers and Riverdale Dr. be moved another 30 or 40 feet to the South locating it completely away from the end of my driveway.
Richard	14826 Bowers Dr NW	Yes, but only if it is used by Public Safety (and Public Works Maintenance)	
Katie Jensen	14331 Bowers Dr NW	Yes, I support a full public road connection	
Stephen J Nash	14500 Bowers Dr NW	Yes, I support a full public road connection	First, we need a second access for Bowers Drive. Second, I believe that the access in question should be a public road which will help disperse traffic on Bowers Dr. Tim Gladhill, I received your letter asking for input regarding the Capstone project. My major question is safety for Bowers Drive. Our road has a lot of curves and limited visibility when leaving many driveways. My hope was that there would be another entry/exit from Bowers to the east. That would decrease traffic as there would be two ways to enter or exit Bowers. In looking at your concept plan I see a new trail and what appears to be a trail and emergency vehicle road with gate. That would only increase foot traffic but not help the traffic we experience. I have heard there is second option being considered with the east trail/limited vehicle plan to allow full car traffic. I would not be in favor of the version that appears in your letter. I would consider Bowers far more safe with two real entry/exits than the limited emergency option. I am not concerned about the very rare case where emergency vehicles need an additional entry vs the traffic we have every day.
Bert Horton	14510 Bowers Dr NW	Yes, I support a full public road connection	There should be trees planted on either side of this road. Those residents were not told by builders that there would be a road. They should plant spruce to provide year round privacy. Hopefully the first tier of new home drivers will not cut thru on Bowers to get to Hwy 10.
Bryan Olson	14513 Bowers Drive NW	Yes, I support a full public road connection	
John LeTourneau	14607 NW Bowers Dr NW	Yes, I support a full public road connection	
Gene. Waldowski	14743 Bowers Dr Nw	Yes, I support a full public road connection	
Luther Olson	14840 Bowers Dr NW	Yes, I support a full public road connection	

From: [REDACTED]
To: [Ramsey Planning](#)
Subject: Bowers Drive Connection Survey
Date: Tuesday, August 18, 2020 4:42:53 PM

Tim Gladhill, I received your letter asking for input regarding the Capstone project. My major question is safety for Bowers Drive. Our road has a lot of curves and limited visibility when leaving many driveways. My hope was that there would be another entry/exit from Bowers to the east. That would decrease traffic as there would be two ways to enter or exit Bowers. In looking at your concept plan I see a new trail and what appears to be a trail and emergency vehicle road with gate. That would only increase foot traffic but not help the traffic we experience. I have heard there is second option being considered with the east trail/limited vehicle plan to allow full car traffic.

I would not be in favor of the version that appears in your letter. I would consider Bowers far more safe with two real entry/exits than the limited emergency option. I am not concerned about the very rare case where emergency vehicles need an additional entry vs the traffic we have every day.

Thanks, Bert Horton
14510 Bowers Drive NW
Ramsey, MN., 55303

Contact Information

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Name Katherine Prokosch	Email Address [REDACTED]
Address 14700 Bowers Dr N.W	
Phone Number [REDACTED]	

Survey Question

For purposes of Public Safety Response, do you support a second access to Bowers Drive?

- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- ~~No~~, I do not support a second connection to Bowers Drive
- Other (please describe below)

this is a drable negative statement

Comments

We Retired from farming & chose this house because of the lack of traffic.
If the city ignores my opinion then put in posts that can be dropped by remote control. Then use in Switzerland - it gets cold there too!

Disclaimer

I also don't like the density.

too!

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Print

Bowers Drive Connection to Riverstone South - Submission #2149

Date Submitted: 8/13/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

Bridget George

Email Address

[REDACTED]

Address*

14350 Bowers Drive NW

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

I don't see the benefit or the actual need case, nor any data or history justifying the change. If the potential issue is a tree falling across the road, the city could instead proactively trim trees. As the structure of Bowers Drive is not on the table, it would seem to be of minimal benefit to have a 24 foot wide road with curb and gutter as the public works department is proposing rather than a wide trail, as the rest of the road does not have this structure either. If a road were required, a formal barrier would be important to restrict access and would be minimal hindrance to public safety. Perhaps a better investment would be fire hydrants. My primary concern is that the road would draw additional vehicle traffic from new development residents looking for an alternate route to highway 10. Bowers drive already has a large number of residents who exercise, walk, & and take pets along Bowers Drive. Additional auto traffic would pose a significant danger to residents, outweighing any potential safety benefits from a second access. Additionally, extra walkers from the new development looking to complete a loop between the new development and Bowers Drive would add to the number of pedestrians, bikes or dogs along the road, further exacerbating the new hazard created by the proposed new access road. Finally, I am concerned this is just step one of a larger plan by city developers to change Bowers drive road, widening the access, adding curb & gutter, etc. which would change the character of the neighborhood and negatively impact the current lot structure. If public safety is truly the concern of the city- improving or revising entrance and exit access to Bowers Drive should be the first focus- the current access to/from the neighborhood from Highway 10 is extremely dangerous- not enough distance to accelerate or decelerate, as well hazard of crossing the highway. This hazard would get worse with additional traffic from the new development using the access road as a short cut up Bowers Drive onto Highway 10.

Print

Bowers Drive Connection to Riverstone South - Submission #2150

Date Submitted: 8/13/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

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Public Works Maintenance Recommendation

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I acknowledge that I have read the information above before responding to this survey.*



Yes

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Name*

James Wadey

Email Address

[REDACTED]

Address*

14447 Bowers Dr NW

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

Disclaimer

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Please comment and explain your response above.

I feel there is no real need, as in the past 80+ years no issues have happened that has allowed for no access the additional road does not improve the issues beyond the connection so does not offer the correct solution if we are looking to improve safety, I am concerned with increased foot pedestrian traffic on bowers drive as there is no side walk and no lighting down the road as is already popular with residents. reduced security is also a concern as additional exits will exist for criminal a number of independent studies have proven this in Minnesota. i am also concerned that the city and developer have not been transparent of what the use of the out lot has been for, in the initial planning phase (12 new homes) or when i purchased my house.

Print

Bowers Drive Connection to Riverstone South - Submission #2151

Date Submitted: 8/13/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

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I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

Laurie Weber Schwarzenberger

Email Address

[REDACTED]

Address*

14330 Bowers Dr

City

Anoka

State

Mn

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

Yes, I support a full public road connection

Yes, but only if it is used by Public Safety (and Public Works Maintenance)

No, I do not support a second connection to Bowers Drive

Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

We have never had the need for a second access to Bowers Dr. We do not believe it is necessary. There will be other accesses to the new housing development for emergencies. We do not want additional traffic on Bowers Drive. The value of our house has already decreased because of new houses across our street..We do not want the values to drop further.

Print

Bowers Drive Connection to Riverstone South - Submission #2152

Date Submitted: 8/13/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

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I acknowledge that I have read the information above before responding to this survey.*



Yes

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Name*

Paige Bentley

Email Address

[REDACTED]

Address*

14435 Bowers Dr NW

City

Ramsey

State

Minnesota

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

Disclaimer

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Please comment and explain your response above.

Ours is one of the properties directly adjacent to this proposed road. We are opposed to a second access to Bowers Drive. First off, we were not told of this when we purchased our property and are greatly disappointed by the finger pointing and lack of transparency in addressing this issue. Second, we are concerned about lack of safety to our property directly. Since ours would become a corner lot, we would have an entire side of our house exposed to a new roadway that connects to a neighborhood with 250 new homes and an open invitation for possible criminal activity. We are concerned for the safety of our home and ourselves. Another issue to be addressed would be the change in value of our property and any devaluation because of this new said roadway. Will we be compensated, and how, for any losses incurred? The road overall cannot handle more traffic, be it pedestrian or vehicle. Bowers Drive is an active street and adding any traffic poses more of a safety issue to us and our neighbors. Will there be street lights along this new roadway that will be glaring into our bedroom windows? If you build a full roadway with curbs, does that mean curbs for Bowers Drive? Where does this end? It seems you're creating a means for more problems and a never ending cycle. Disappointing to say the least. We've got a longer list of rising concerns that we cannot wait to voice and look forward to the opportunity to be heard.

Print

Bowers Drive Connection to Riverstone South - Submission #2153

Date Submitted: 8/14/2020

Riverstone South Background

[Riverstone South Background](#)

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Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

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Public Works Maintenance Recommendation

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I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

Sam Sjostrom

Email Address

[REDACTED]

Address*

14623 Bowers Dr Nw

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

Yes, I support a full public road connection

Yes, but only if it is used by Public Safety (and Public Works Maintenance)

No, I do not support a second connection to Bowers Drive

Other (please describe below)

Disclaimer

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Please comment and explain your response above.

Print

Bowers Drive Connection to Riverstone South - Submission #2154

Date Submitted: 8/14/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

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Police Department Recommendation

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Public Works Maintenance Recommendation

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I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

Gene. Waldowski

Email Address

[REDACTED]

Address*

14743 Bowers Dr Nw

City

Ramsey

State

Mn

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Print

Bowers Drive Connection to Riverstone South - Submission #2155

Date Submitted: 8/14/2020

Riverstone South Background

[Riverstone South Background](#)

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Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

The City is requesting that names and addresses are being captured as part of the public record. To ensure that those directly and most impacted by the policy decision are recorded and not unduly influenced by those not directly or most impacted by the decision, address verification is important.

Name*

Shelli Sjostrom

Email Address

Address*

14623 Bowers Dr NW

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Print

Bowers Drive Connection to Riverstone South - Submission #2156

Date Submitted: 8/15/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

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Public Works Maintenance Recommendation

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I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

Richard Sandeen

Email Address

[REDACTED]

Address*

14826 Bowers Dr NW

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

Yes, I support a full public road connection

Yes, but only if it is used by Public Safety (and Public Works Maintenance)

No, I do not support a second connection to Bowers Drive

Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Perhaps a little off topic but I would like to see the road connection between Bowers and Riverdale Dr. be moved another 30 or 40 feet to the South locating it completely away from the end of my driveway.

Print

Bowers Drive Connection to Riverstone South - Submission #2158

Date Submitted: 8/15/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

The City is requesting that names and addresses are being captured as part of the public record. To ensure that those directly and most impacted by the policy decision are recorded and not unduly influenced by those not directly or most impacted by the decision, address verification is important.

Name*

Bryan Olson

Email Address

[REDACTED]

Address*

14513 Bowers Drive

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*



Yes, I support a full public road connection



Yes, but only if it is used by Public Safety (and Public Works Maintenance)



No, I do not support a second connection to Bowers Drive



Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

There should be trees planted on either side of this road. Those residents were not told by builders that there would be a road. They should plant spruce to provide year round privacy. Hopefully the first tier of new home drivers will not cut thru on Bowers to get to Hwy 10.

Print

Bowers Drive Connection to Riverstone South - Submission #2159

Date Submitted: 8/15/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

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Public Works Maintenance Recommendation

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I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

The City is requesting that names and addresses are being captured as part of the public record. To ensure that those directly and most impacted by the policy decision are recorded and not unduly influenced by those not directly or most impacted by the decision, address verification is important.

Name*

Email Address

Richard

Sandeen

Address*

14826 Bowers Dr NW

City

State

Zip Code

Ramsey

MN

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

Yes, I support a full public road connection

Yes, but only if it is used by Public Safety (and Public Works Maintenance)

No, I do not support a second connection to Bowers Drive

Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Print

Bowers Drive Connection to Riverstone South - Submission #2160

Date Submitted: 8/15/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

Email Address

John LeTourneau

Address*

14607 NW Bowers Drive

City

State

Zip Code

Ramsey

Minnesota

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

Yes, I support a full public road connection

Yes, but only if it is used by Public Safety (and Public Works Maintenance)

No, I do not support a second connection to Bowers Drive

Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Print

Bowers Drive Connection to Riverstone South - Submission #2161

Date Submitted: 8/16/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

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Public Works Maintenance Recommendation

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I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

Jim Weidenbach

Email Address

[REDACTED]

Address*

14230 bowers drive nw, anoka mn 55303

City

ramsey

State

mn

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

Yes, I support a full public road connection

Yes, but only if it is used by Public Safety (and Public Works Maintenance)

No, I do not support a second connection to Bowers Drive

Other (please describe below)

Disclaimer

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Please comment and explain your response above.

Print

Bowers Drive Connection to Riverstone South - Submission #2162

Date Submitted: 8/16/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

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Public Works Maintenance Recommendation

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I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

Steven Perkins

Email Address

[REDACTED]

Address*

14650 Bowers DR NW

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

Yes, I support a full public road connection

Yes, but only if it is used by Public Safety (and Public Works Maintenance)

No, I do not support a second connection to Bowers Drive

Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Bowers DR NW is already a very busy street for both pedestrians and vehicles. There are no sidewalks and the current flow of traffic already presents a huge danger to residents walking, etc. Connecting Bowers DR to the new development by road and/or walking trail will increase traffic and create a more dangerous situation for people on feet and bikes.

Print

Bowers Drive Connection to Riverstone South - Submission #2163

Date Submitted: 8/16/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

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I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

Email Address

Tony Durkin

Address*

14409 Bowers drive

City

State

Zip Code

Ramsey

Mn

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

Yes, I support a full public road connection

Yes, but only if it is used by Public Safety (and Public Works Maintenance)

No, I do not support a second connection to Bowers Drive

Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

I support public safety and a fire hydrant on the street, I do not support streetlights. My concern is that if a full access road is constructed that it will lead to more traffic which will lead to more wear and tear on the road which will lead to the road re-being redone which will include gutters and streetlights which will lead to a special assessment to my property taxes. I would like to see the signs of emergency vehicles only added to the access road.

Print

Bowers Drive Connection to Riverstone South - Submission #2165

Date Submitted: 8/16/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

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Public Works Maintenance Recommendation

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I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

Kelly Hudick

Email Address

[REDACTED]

Address*

14420 Bowers Drive NW

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

Yes, I support a full public road connection

Yes, but only if it is used by Public Safety (and Public Works Maintenance)

No, I do not support a second connection to Bowers Drive

Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Print

Bowers Drive Connection to Riverstone South - Submission #2166

Date Submitted: 8/16/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

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Public Works Maintenance Recommendation

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I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

The City is requesting that names and addresses are being captured as part of the public record. To ensure that those directly and most impacted by the policy decision are recorded and not unduly influenced by those not directly or most impacted by the decision, address verification is important.

Name*

Jamey McPheeters

Email Address

[REDACTED]

Address*

14420 Bowers Dr NW

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Print

Bowers Drive Connection to Riverstone South - Submission #2167

Date Submitted: 8/17/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

The City is requesting that names and addresses are being captured as part of the public record. To ensure that those directly and most impacted by the policy decision are recorded and not unduly influenced by those not directly or most impacted by the decision, address verification is important.

Name*

Katie Jensen

Email Address

[REDACTED]

Address*

14331 Bowers Dr NW

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

Yes, I support a full public road connection

Yes, but only if it is used by Public Safety (and Public Works Maintenance)

No, I do not support a second connection to Bowers Drive

Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Print

Bowers Drive Connection to Riverstone South - Submission #2168

Date Submitted: 8/17/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

The City is requesting that names and addresses are being captured as part of the public record. To ensure that those directly and most impacted by the policy decision are recorded and not unduly influenced by those not directly or most impacted by the decision, address verification is important.

Name*

Email Address

Stephen J Nash

Address*

14500 Bowers Dr NW

City

State

Zip Code

ANOKA

MN

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

First, we need a second access for Bowers Drive. Second, I believe that the access in question should be a public road which will help disperse traffic on Bowers Dr.

Print

Bowers Drive Connection to Riverstone South - Submission #2169

Date Submitted: 8/17/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

The City is requesting that names and addresses are being captured as part of the public record. To ensure that those directly and most impacted by the policy decision are recorded and not unduly influenced by those not directly or most impacted by the decision, address verification is important.

Name*

Ralph R Nissen

Email Address

[REDACTED]

Address*

14710 Bowers Drive NW

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

Yes, I support a full public road connection

Yes, but only if it is used by Public Safety (and Public Works Maintenance)

No, I do not support a second connection to Bowers Drive

Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Print

Bowers Drive Connection to Riverstone South - Submission #2170

Date Submitted: 8/17/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

The City is requesting that names and addresses are being captured as part of the public record. To ensure that those directly and most impacted by the policy decision are recorded and not unduly influenced by those not directly or most impacted by the decision, address verification is important.

Name*

Luther Olson

Email Address

[REDACTED]

Address*

14840 Bowers Dr NW

City

Anoka

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

Yes, I support a full public road connection

Yes, but only if it is used by Public Safety (and Public Works Maintenance)

No, I do not support a second connection to Bowers Drive

Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Print

Bowers Drive Connection to Riverstone South - Submission #2171

Date Submitted: 8/18/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

The City is requesting that names and addresses are being captured as part of the public record. To ensure that those directly and most impacted by the policy decision are recorded and not unduly influenced by those not directly or most impacted by the decision, address verification is important.

Name*

Email Address

Ron Herst

Address*

14670 Bowers Dr. NW

City

State

Zip Code

Ramsey

MN

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

We have lived on Bowers Drive for 30 years and have been perfectly happy with the level of "Safety" that we've had. We are strongly opposed to the proposal to have a second access to Bowers Drive from Riverstone South. In the 30 years that we've lived here, the road has been perfectly adequate from a safety perspective. The very last thing that we want is any additional access to this road. We actually believe that our road is safer from crime in that it is a "dead end" and there is no other way in or out. Why should residents of 242 homes have access to Bowers Drive??? WE DON'T WANT IT !!!

Print

Bowers Drive Connection to Riverstone South - Submission #2172

Date Submitted: 8/18/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

Gretchen Morris

Email Address

[REDACTED]

Address*

14820 Bowers Dr. NW

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Both John and I feel that to maintain the privacy and value of our neighborhood this access should not be allowed. There has never been any hard numbers put to incidents on our street that warrant the expenditure by the city or the change to our neighborhood. The new neighborhood is not being modeled after ours so therefore we feel it should be kept separate.

Print

Bowers Drive Connection to Riverstone South - Submission #2173

Date Submitted: 8/18/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

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I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

John Morris

Email Address

[REDACTED]

Address*

14820 Bowers Dr

City

Ramsey

State

Minnesota

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Both John and I feel that to maintain the privacy and value of our neighborhood this access should not be allowed. There has never been any hard numbers put to incidents on our street that warrant the expenditure by the city or the change to our neighborhood. The new neighborhood is not being modeled after ours so therefore we feel it should be kept separate.

Print

Bowers Drive Connection to Riverstone South - Submission #2175

Date Submitted: 8/19/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

NICOLE JOHNSTON

Email Address

[REDACTED]

Address*

14560 BOWERS DRIVE NW

City

RAMSEY

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

I do NOT want the extra traffic on the road, which leads to crime on the road. We did not move to the neighborhood to have additional traffic and issues. We moved here to have a quite DEAD END STREET!

Print

Bowers Drive Connection to Riverstone South - Submission #2177

Date Submitted: 8/19/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

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I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

The City is requesting that names and addresses are being captured as part of the public record. To ensure that those directly and most impacted by the policy decision are recorded and not unduly influenced by those not directly or most impacted by the decision, address verification is important.

Name*

Katherine Woods

Email Address

[REDACTED]

Address*

14610 Bowers Drive NW

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

Yes, I support a full public road connection

Yes, but only if it is used by Public Safety (and Public Works Maintenance)

No, I do not support a second connection to Bowers Drive

Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Print

Bowers Drive Connection to Riverstone South - Submission #2180

Date Submitted: 8/21/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

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I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

The City is requesting that names and addresses are being captured as part of the public record. To ensure that those directly and most impacted by the policy decision are recorded and not unduly influenced by those not directly or most impacted by the decision, address verification is important.

Name*

Michel Pierce

Email Address

[REDACTED]

Address*

14330 Bowers Dr. NW

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

Yes, I support a full public road connection

Yes, but only if it is used by Public Safety (and Public Works Maintenance)

No, I do not support a second connection to Bowers Drive

Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Do not want a connection to Bowers Dr. as it will increase crime and traffic on a street that we enjoy living on. Also, Please ensure that there is no construction access via Bowers Dr for this proposed development. Finally, Still looking for confirmation of a buffer in the southeastern portion of the proposed development between the newly constructed homes on Bowers and the proposed development.

Print

Bowers Drive Connection to Riverstone South - Submission #2182

Date Submitted: 8/22/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

The City is requesting that names and addresses are being captured as part of the public record. To ensure that those directly and most impacted by the policy decision are recorded and not unduly influenced by those not directly or most impacted by the decision, address verification is important.

Name*

Terry and Jane Luke

Email Address

[REDACTED]

Address*

14250 Bowers DR NW

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

We do not want this connection because it would create more vehicle and pedestrian traffic on Bowers DR. One of the reasons we moved to Bowers DR 43 years ago was for the privacy. Years ago the topic of making Bowers DR part of a scenic river route or trail was brought up. There was a very large turnout of Bowers DR residents at the meeting that were against that proposal. It was decided that in the future when the Pierson property was to be developed a trail would be within the boundary of the new development and would not be at all connected to Bowers DR. I would expect that the City of Ramsey would keep there word on this matter and that it should be on record.

Print

Bowers Drive Connection to Riverstone South - Submission #2183

Date Submitted: 8/22/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

Michael Manning

Email Address

[REDACTED]

Address*

14365 Bowers Dr NW

City

Ramsey

State

Minnesota

Zip Code

55303-7264

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

Yes, I support a full public road connection

Yes, but only if it is used by Public Safety (and Public Works Maintenance)

No, I do not support a second connection to Bowers Drive

Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Print

Bowers Drive Connection to Riverstone South - Submission #2184

Date Submitted: 8/23/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

Michael Sutton

Email Address

[REDACTED]

Address*

14310 Bowers Drive NW

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

I see absolutely no value in the connection between Bowers Drive and the new development. The increased pedestrian and auto traffic if the connection would go forward would be unmanageable, potentially leading to assessments of the current residents to support street lighting along with other additions in the name of safety which we up until today have not needed. Also concerns of increased crime due to any additional connection allowing those who would commit crime alternate routes to escape.

Print

Bowers Drive Connection to Riverstone South - Submission #2210

Date Submitted: 8/26/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

Email Address

John Fluegel

Address*

14740 Bowers Dr NW

City

State

Zip Code

Ramsey

MN

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

Disclaimer

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Please comment and explain your response above.

* Concerns that the 2nd access from neighboring high density low income housing will possibly reduce our property values on Bowers Dr. * Concerns this new 2nd access will result in future street lighting, road widening, sidewalks and fire hydrants etc on Bowers Dr. * Concerns of safety with increased foot/bicycle traffic on Bowers Dr. * Overall concerns regarding the dramatic increase in high density housing in Ramsey....we moved to Ramsey from Mpls 40 years ago to live in a peaceful and quiet neighborhood.

Print

Bowers Drive Connection to Riverstone South - Submission #2243

Date Submitted: 9/2/2020

Riverstone South Background

[Riverstone South Background](#)

By filling out this form, you acknowledge that you have reviewed the materials on this link first. The City of Ramsey is recommending that a connection be made between Bowers Drive and the future Riverstone South Development.

Fire Department Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. The roadway connection will give Public Safety a second access point to the long Bowers Drive dead-end in the event of an emergency. If Bowers Drive were to be blocked for some reason, this road would allow Public Safety a second access to the Bowers Drive Neighborhood. The road needs to be built to the standards to support the weight of a Fire Vehicle and Equipment and not designed as a standard pedestrian trail. Bowers Drive is the longest dead-end cul-de-sac we have in the City. Bowers Drive does not have any fire hydrants to assist in emergencies.

Police Department Recommendation

The Police Department is in support of the proposed roadway which would connect the existing cul-de-sac of Bowers Drive that has existed for a number of years to the new Riverstone South Development. Due to the nature and location of this proposed road, the Police Department believes the positives to public safety outweigh any possible negatives which could result from the change. We believe having a second access would increase our ability to quickly render aid to the Ramsey Residents who live on this existing street, who we serve and protect. As the specifics of this road are discussed further, the Police Department would request it be constructed for year-round access and not have breakaway barriers or gates.

Public Works Maintenance Recommendation

The proposed road that would connect Bowers Drive with the new Riverstone South Development is an important and vital roadway connection for Public Safety. Public Works Staff and equipment are a vital part of every large-scale emergency response effort. Therefore, the Public Works Department recommends the access road be built to a minimum width of 24 feet with B Style Curb and designed to 9 Ton Specifications. This road needs to be designed to handle large emergency equipment, such as Fire Engines, Public Works Vehicles and Electrical Line Repair Vehicles. As also mentioned by Police and Fire, this is a long cul-de-sac road with only a single access point.

I acknowledge that I have read the information above before responding to this survey.*



Yes

Purpose of Contact Information

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Name*

Joshua J Fuhreck

Email Address

[REDACTED]

Address*

14573 Bowers Dr NW

City

Ramsey

State

MN

Zip Code

55303

Phone Number

For purposes of Public Safety Response, do you support a second access to Bowers Drive?*

Yes, I support a full public road connection

Yes, but only if it is used by Public Safety (and Public Works Maintenance)

No, I do not support a second connection to Bowers Drive

Other (please describe below)

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Please comment and explain your response above.

Contact Information

The City is requesting that names and addresses are being captured as part of the public record. To ensure that those directly and most impacted by the policy decision are recorded and not unduly influenced by those not directly or most impacted by the decision, address verification is important.

Name	Email Address
Carol Larsen	[REDACTED]
Address	
14480 Bowers Dr, NW, Ramsey, MN 55303	
Phone Number	
[REDACTED]	

Survey Question

For purposes of Public Safety Response, do you support a second access to Bowers Drive?

- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

Comments

<p><i>On separate pages Please share with Council & Mayor. I have questions about exit & entrance on Bowers from Shirley Rd.</i></p>
--

Disclaimer

For purposes of this survey, a non-response will be considered as a non-objection to the connection.

Tim Gladhill, Deputy City Administrator
Ramsey City Hall, 7550 Sunwood Dr. NW
Ramsey, MN. 55303

Dear Mr. Gladhill,

In response to your notification that I have the opportunity to respond to your mailing regarding what I want in my backyard...Riverstone South. I do not support a second connection to Bowers Drive.

1. Believing that the people who bought lots and built homes without knowing that there was a possibility the city would put a road between their homes to access Bowers Drive, seems unfair to the residents in the two homes on either side of the "emergency entrance" proposed to Bowers Drive.
2. Headlights aimed at the homes directly across Bowers Drive from that entrance invades the privacy of those residences.
3. Opening up the entrance to 243 residences will create more traffic on our street which has already been the case because of the Capstone addition making it less safe for residents of Bowers to walk because of the speed of many of those vehicles. Monday is garbage pick up on Bowers Drive and there are already many garbage trucks speeding back out of Bowers Drive which I assume would increase even more if that access were open to Riverstone South.
4. None of the agencies who are promoting the emergency entrance live on Bowers Drive. I do, and I've lived here for 56 years. We've had very few emergencies on Bowers Drive during that time and I don't believe the length of the street has ever been hazardous for emergency vehicles.
5. One of the advantages to those of us who reside on Bowers Drive is that we know the neighborhood and our residents. Either those using Bowers Drive know where they are or are lost. Please don't give in to the myth that an expensive road connecting the proposed addition to Bowers Drive would benefit the residents of Bowers Drive. I don't believe it would. In the event of an emergency, not having any in probably over 60 years, if a tree blocked the road, nearly every household owns a chain saw. That speaks for itself. I've always felt safe here, basically because of the dead-end road. If anyone or anything looks suspicious, someone notices and will report it.
6. Bowers Drive owners use the street to walk their dogs and exercise themselves. Opening it up with free access to 240 more households will bring more dogs and people using the street for exercise. Visit Bowers Drive in the winter when you see how yellow the snow is in our entrance to our driveways and along the road let alone the leavings of the dogs by our plowed out mail boxes. Not everyone carries a bag to pick up after their pets. And you want to give access to 240 more households to access our street for the purpose of relieving their animals. No Thanks!!!!
7. If you would, please consider how opening up this entrance to benefit 240 more households, and how it would affect those who are residents who bought or built here were influenced by

the beauty and not overly crowded lots or streets. We were here first and consideration for us should be primary. There has to be a way that an emergency entrance could be restricted to emergency vehicles only...find out how emergency vehicles can activate signals on traffic lights when they need to get through... instead of leaving an emergency entrance open to all through traffic. Doing that would negatively impact us should you approve it...more traffic, too many people, many who are just curious and perhaps more chance for crime with an easier exit and entrance to our neighborhood.

8. Thank you for your consideration of my thoughts and those of many of my neighbors. Having lived here for over half a century, I would implore you to consider these thoughts and desires regarding this important issue.

Sincerely,

*Carol Larsen
14480 Bowers Dr NW
Ramsay, MN 55303*

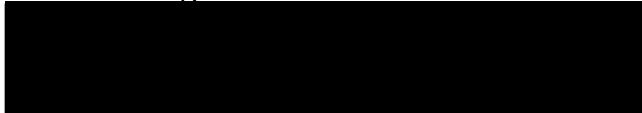


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**CITY COUNCIL
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA**

The Ramsey City Council conducted a regular meeting on Tuesday, September 8, 2020, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor John LeTourneau
Councilmember Mark Kuzma
Councilmember Jeff Menth
Councilmember Debra Musgrove
Councilmember Chris Riley
Councilmember Dan Specht

Members Absent: None

Also Present: City Administrator Kurtis Ulrich
Police Chief Jeff Katers
Parks and Assistant Public Works Superintendent Mark Riverblood –
attended remotely
Public Works Superintendent Grant Riemer
Deputy City Administrator Timothy Gladhill
City Engineer Bruce Westby

1. CALL TO ORDER

Mayor LeTourneau called the regular meeting of the Ramsey City Council to order at 7:00 p.m., followed by the Pledge of Allegiance led by Mayor LeTourneau.

2. PRESENTATION

2.01: Presentation Proclaiming September 17-23, 2020 as Constitution Week

Mayor LeTourneau read the proclamation declaring September 17-23, 2020 as Constitution Week.

3. CITIZEN INPUT

None.

4. APPROVE AGENDA

Motion by Councilmember Menth, seconded by Councilmember Musgrove, to approve the agenda as presented.

Motion carried. Voting Yes: Mayor LeTourneau, Councilmembers Menth, Musgrove, Kuzma, Riley, and Specht. Voting No: None.

5. CONSENT AGENDA

Motion by Councilmember Riley, seconded by Councilmember Kuzma, to approve the following items on the Consent Agenda:

- 5.01: Approve the following Meeting Minutes:
 - 1) City Council Work Session dated August 25, 2020
 - 2) City Council Regular dated August 25, 2020
- 5.02: Approve Rental Licenses
- 5.03: Adopt Resolution #20-193 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of August 20, 2020 through September 3, 2020
- 5.04: Adopt Resolution #20-185 Proclaiming September 17-23, 2020 as Constitution Week
- 5.05: Adopt Resolution #20-191 Declaring Costs to be Assessed and Calling for Public Hearing on Proposed Assessment for Past-Due Charges on Municipal Utility Bills (which may include water, sewer, street lighting, recycling, stormwater charges, and penalties incurred) and Current Services Rendered
- 5.06: Adopt Resolution #20-192 Approving Snow Storage Agreement on City Owned Land
- 5.07: Adopt Resolution #20-194 Approving Underwriting Service Agreement for Small Business Relief Grant Program
- 5.08: Adopt Resolution #20-195 Ordering Assessment Roll and Calling Assessment Hearing for Improvement Project #20-04, Puma Street Improvements
- 5.09: Adopt Resolution #20-196 Approving Letter of Support for Metropolitan Council Clean Water Fund Request for State Fiscal Year 2022-2023
- 5.10: Adopt Resolution #20-197 Approving Amended Petition and Waiver Agreement for Municipal Water and Sanitary Sewer Connection to 7600 163rd Lane NW

Motion carried. Voting Yes: Mayor LeTourneau, Councilmembers Riley, Kuzma, Menth, Musgrove, and Specht. Voting No: None.

6. PUBLIC HEARING

None.

7. COUNCIL BUSINESS

7.01: Adopt Resolution #20-171 Accepting Bids and Awarding Contracts for Bid Package #1 and Alternate #1 for the New Public Works Facility

Public Works Superintendent Riemer reviewed the staff report and recommendation to adopt Resolution #20-171 accepting bids and awarding contracts for Bid Package #1 with a base bid amount of \$6,138,361 and including Alternate Bid #1 in the amount of \$441,938 for a total of \$6,580,299.

Councilmember Musgrove asked if it is unusual to have this type of bidding competition and low bidders.

Public Works Superintendent Riemer replied that he believes that COVID has slowed down the commercial side of construction and therefore there is more interest from those contractors.

Motion by Councilmember Menth, seconded by Councilmember Riley, to Adopt Resolution #20-171 Accepting Bids and Awarding Contract for Bid Package #1 for the New Ramsey Public Works Facility, Improvement Project #20-07.

Further discussion: Councilmember Kuzma asked RJM to come forward and discuss why it is a good time to go forward with alternate bid #1. Curtis Sell, RJM, stated that there would be cost efficiencies in completing the alternate bid into the original build, as the cost to complete an expansion in the future adds additional costs. He noted that there would also be a schedule efficiency in completing both of those elements at once. Councilmember Musgrove asked when the Council will see updated sketches for the building. Mr. Sell stated that bid package #1 contains the larger denser portions of the project and the architect is working to complete bid package #2, which contains more of the design details.

Motion carried. Voting Yes: Mayor LeTourneau, Councilmembers Menth, Riley, Kuzma, Musgrove, and Specht. Voting No: None.

7.02: Review Sketch Plan for Riverstone South; Case of Capstone Homes

Assistant City Administrator Gladhill reviewed the staff report and asked the Council to provide feedback to the developer as part of the plan development for the next stage in the process known as Preliminary Plat. Preliminary Plat is the most crucial stage in the subdivision process. It was noted that the City has broad policy discretion as the request requires the approval of a Zoning Amendment and possibly a Comprehensive Plan Amendment due to lot sizes and densities.

Councilmember Specht asked if the Comprehensive Plan identifies a trail connection to the end of Bowers Drive.

Assistant City Administrator Gladhill stated that there has been some discussion on the MRT trail and where it will connect. He noted that the discussion is focused more on Riverdale Drive rather than running that trail through the Bowers Drive properties. He stated that staff will continue to work with new developments in order to secure segments near the river.

Mayor LeTourneau noted that the MRT extends past Bowers Drive to the west and is not proposed to go down Bowers Drive at this point. He noted that there is a full access onto the trail from Bowers Drive. He asked if the Council is required to make any decisions about the secondary road access tonight.

Assistant City Administrator Gladhill stated that tonight they are looking at whether there is general consensus to move forward with the plan development as proposed. He stated that they

would like direction on the Bowers Drive connection but noted that the decision could be changed prior to adoption of the Preliminary Plat.

Councilmember Riley asked if these would be the same lot sizes as Riverstone North.

Assistant City Administrator Gladhill confirmed that these would be the same lot sizes and would be very much a mirror image of the development, with the exception of the removal of one of the product types.

Councilmember Musgrove asked for details on Riverdale Drive and the history of the layout on the sketch.

Assistant City Administrator Gladhill provided background information on the access planning study that was completed in 2014 by the City and MnDOT, noting that study showed Riverdale Drive consuming some of the first few lots. He provided additional details on the proposed layout for Riverdale Drive which was developed by the developer working with the input of the Bowers Drive residents to find an alignment that worked well for everyone involved.

Mayor LeTourneau provided an opportunity for members of the public to provide input.

Jeff Johnson, 14540 Bowers Drive, referenced the Bowers Drive survey and asked at what point the Council would automatically move ahead. He asked if the decision has already been made on Bowers Drive. He stated that the residents have not been given any data from public safety on how much safer the neighborhood would be with the additional access. He stated that when you open up a cul-de-sac that increases opportunity for crime as that creates another way for people to access and exit the neighborhood. He stated that this road has been around for about 80 years and noted that there has not been one time since he has lived at his home where EMS has not been able to access the homes on Bowers Drive. He stated that there is a difference between a need and a desire. He stated that connecting Bowers Drive to Capstone would substantially increase the pedestrian traffic on Bowers Drive, which is a narrow road that is not lit by streetlights. He stated that providing this connection is attempting to solve a problem that does not exist and would instead create more problems that need to be solved, which would destroy the reason people purchased homes on that road. He stated that people that purchased property on Bowers Drive chose to live there and do not need the City to calculate their risk levels. He stated that if the residents on Bowers Drive felt threatened, they would not have purchased their properties. He commented that residents do not leave Bowers Drive, they seek property on Bowers Drive. He did not think it appropriate to include or make assumptions about the people that did not respond to the survey. He commented that the residents of Bowers Drive do not want the connection and did not believe there is anything wrong with keeping those neighborhoods isolated rather than connecting them. He did not think that putting a secondary access onto Bowers Drive would solve any problems and instead would create additional problems.

Mayor LeTourneau thanked Mr. Johnson for his input.

Mr. Johnson stated that at the last planning meeting he asked for information as to what would be required for the Bowers Drive residents to stop this process and he has not received that information.

Mayor LeTourneau stated that staff is still determining that but recognized that the voices of Bowers Drive have a high impact.

Councilmember Musgrove stated that it is clear that Mr. Johnson does not want a road and asked if he would support a narrow trail with breakaway barriers that could be used by emergency vehicles.

Mr. Johnson stated that once that is developed, people will use that as a trail and the pedestrian traffic will come from Capstone onto Bowers Drive. He confirmed that his concern is related to the increased pedestrian traffic and safety concerns with that activity.

Councilmember Musgrove asked what Mr. Johnson would believe to be a workable option.

Mr. Johnson stated that he would like to see the data that proves this would make that neighborhood safer as the data currently shows that the secondary access and increased pedestrian traffic would make the area more unsafe.

Councilmember Musgrove referenced the mention of 50 foot and 100-foot setbacks.

Mr. Johnson noted that the original planning meetings for Capstone referenced a 100-foot setback, but those original 12 homes were setback 50 feet instead.

Police Chief Katers appreciated Mr. Johnson's position. He stated that his comments related to public safety remain the same for any neighborhood noting that he prefers two points of access for all neighborhoods although he recognizes the uniqueness of Bowers Drive. He stated that he cannot provide statistical information of what may happen in the future and can only provide input on what could happen. He stated that there could be multiple situations that could cause the current access to be closed, therefore public safety prefers to have two points of access in order to get people in and out of a neighborhood.

Mr. Johnson stated that everyone that lives on Bowers Drive is aware of the risk they took in purchasing their property and they are not asking for that secondary access. He stated that cul-de-sacs are safer than any other road in terms of crime. He stated that he has not been provided with any information that has proven that two accesses would make the residents safer.

Police Chief Katers stated that his standard response for a development is to have two accesses. He stated that he is familiar with the cul-de-sac studies, noting that those were small areas in Minneapolis and therefore that is an urban area versus a rural environment and that study only took into account burglary and not the other crimes or situations that could exist.

Councilmember Specht thanked Mr. Johnson for his input and recognition of property rights. He stated that he has heard of informal surveys that have been completed with more response.

Josh Fuhreck, 14573 Bowers Drive, thanked Capstone for their efforts on this project. He stated that overall, this is a good project and the developer has given consideration to the unique forestry environment that exists on the property. He stated that overall, he supports the project, but he does not support the Bowers Drive connection. He stated that the public safety concerns mentioned have an extremely remote possibility of occurring. He noted that if the connection is provided to allow the additional pedestrian traffic on the narrow roadway of Bowers Drive, that would create a much more likely and real safety concern. He stated that it would be very unlikely that a tree would fall, and an emergency situation would occur at the same time, noting that has not happened once in 80 years. He stated that the City's survey was extremely slanted, mentioning only the City points and a statement that said if you do not respond we will assume you favor the connection. He presented a survey of 85 homes, noting that 60 residents responded in opposition of the connection to Bowers Drive. He asked the Council to consider the survey he presented rather than the survey completed by the City.

Councilmember Musgrove asked what the area between the homes is right now.

Mr. Fuhreck stated that currently it is a strip of land between two homes and one would assume that the land belongs to one of the two adjacent homes. He confirmed that the area is not mowed or maintained.

James Wadey, 14447 Bowers Drive, stated that he is one of the homes adjacent to the proposed access connection. He echoed the comments of the previous two speakers. He stated that when he purchased his home two years ago there was no indication that there would be a road and it was shown as an outlot. He stated that they asked Capstone the plans for the outlot and there was never a mention of a road connection. He stated that they signed the survey in opposition of the road. He agreed that the pedestrian traffic is already heavy with Bowers Drive residents and opening the secondary access would bring additional security concerns. He stated that there are a number of studies that show opening up a cul-de-sac has a detrimental impact on burglary. He commented that the City was never transparent through the channels he had available when he purchased his home about a potential road connection.

Carol Larson, 14480 Bowers Drive, stated that she has lived on Bowers Drive for 56 years and has seen a lot of changes. She stated that she appreciates that they have been isolated from a lot of the changes in Ramsey. She noted that she anticipated that there would be development on the Capstone property and Riverstone South and therefore does not object to that development. She stated that she does object to placing a roadway between two homes that were not alerted to that possibility. She stated that those homes would lose all privacy and they would have chosen other lots would they have known that. She stated that she has submitted several things to the Council in written form. She explained that if you go down Bowers Drive in the winter the driveways are plowed but the snow is yellow and brown because of the dogs in the area and did not want to see additional dogs being walked on the road. She commented that vehicles travel on Bowers Drive and adding additional pedestrian traffic would seem to be the opposite of increasing public safety. She believed that the one access should be provided from Highway 10.

Councilmember Specht asked if the City gets involved when there is sale of property next to a City owned property.

Assistant City Administrator Gladhill stated that the City cannot control the information shared by a realtor when selling a property. He explained that the City obtained that outlot in order to reserve that corridor for the future, therefore the area was not signed as a future road. He stated that perhaps the people that purchased those homes were not alerted to the possibility of a roadway connection in that location.

Mayor LeTourneau stated that he feels there are two separate issues in this case, the development plan, and the road connection to Bowers Drive.

Assistant City Administrator Gladhill stated that this is the opportunity for the Council to provide direction to the developer on the plan development for preliminary plat. He stated that perhaps the decision is not ready to be made on the road connection. He noted that this is the first time the petition has been presented to the City and the Council could direct staff to work towards a compromise or could take that option off the table all together. He confirmed that there is time to explore the Bowers Drive connection further at a future point.

Councilmember Kuzma stated that it sounds like the City owns the outlot currently and asked if there would be a possibility to provide the connection in the future.

Assistant City Administrator Gladhill confirmed that the decision could be made in the future if desired, noting that the intent has always been to reserve the corridor.

Councilmember Kuzma stated that he would recommend that the lot be reserved, and he would not support a road connection at this time because of the large opposition to the issue. He noted that the City would always have the ability to pursue that in the future.

Mayor LeTourneau confirmed the standpoint of Councilmember Kuzma to table the road connection at this time but still reserve the outlot and an outlot from Capstone in order to preserve that ability in the future.

Councilmember Specht stated that he likes the overall plan and additional tree preservation. He also agreed that the connection to Bowers Drive should be removed at this point.

Councilmember Musgrove asked if the cul-de-sacs proposed in the development would meet the standards of public safety.

Assistant City Administrator Gladhill stated that every development project goes through a development committee that includes representation from all City departments and noted that as designed staff is not concerned with the cul-de-sac sizes proposed.

Councilmember Musgrove asked if there has been discussion to having a third access to Riverdale near the 40-foot lots.

Assistant City Administrator Gladhill stated that there is an undetermined development area in the future that is identified with a stub road. He stated that staff feels that the two access points is sufficient and adding additional access points would cause conflicts on the access road.

Councilmember Musgrove asked if there would be any special easements on the property, such as a conservation easement.

Assistant City Administrator Gladhill stated that the protected area would be conveyed to the City and the City would own that property in fee title to prevent confusion and conflicts that have occurred in other neighborhoods that used conservation easements.

Councilmember Musgrove agreed that she would like to see the development move forward and would also support removing the road connection to Bowers Drive.

Councilmember Riley stated that right now they are focusing on the process of listening to residents. He stated that there is also a process of listening to the Planning Commission, public works and public safety who have all said that connection is necessary. He stated that one of the goals of the City is to have a connected community. He stated that he would support this development moving forward without the connection but would want to circle back to that potential connection in the future.

Councilmember Menth stated that if the Bowers Drive connection is eliminated that would leave two access points into the proposed development and asked if that would be considered sufficient.

Assistant City Administrator Gladhill confirmed that would be deemed sufficient for the new development.

Councilmember Menth commented that the statement is often made that a decision is made before they walk into the room and noted that tonight the residents that spoke changed his mind on this issue. He stated that he listened to the four residents tonight and they persuaded him. He stated that he would like to hold onto the right-of-way but keep Bowers Drive the way it is. He stated that the residents of Bowers Drive do not want that connection and the Council is supposed to represent the residents.

Councilmember Kuzma stated that perhaps when the curbs are installed there be a curb cut in that location, which would allow public safety to go through that area.

Assistant City Administrator Gladhill stated that even if there is not a road connection, staff would still like to use that corridor to place a hydrant in that location. He stated that the decision does not need to occur today, but staff will continue those discussions.

Councilmember Specht stated that he likes that a consensus was reached. He noted that if it were his decision completely, he would even favor selling that land to an adjacent landowner that may be interested.

Mayor LeTourneau stated that he was fond of hearing the statement from Councilmember Menth related to the fact that residents often believe that the Council has made up its mind before entering the room. He stated that many times in his years on the Council he has thought that the Council was in agreement on a topic because of the information from staff but that has changed on multiple occasions because of the input from the public. He stated that he also supports the consensus of the Council tonight to support this development moving forward as proposed without the connection to Bowers Drive at this time. He thanked Capstone for continuing to work with residents and listening to their input throughout this process. He commended Capstone for preserving additional trees and bringing forward a solid project to the community.

Mr. Johnson thanked Capstone and the members of the Council and City staff for hearing the residents tonight.

8. MAYOR, COUNCIL AND STAFF INPUT

City Administrator Ulrich announced upcoming meetings and events.

9. ADJOURNMENT

Motion by Councilmember Riley, seconded by Councilmember Musgrove, to adjourn the meeting.

Motion carried.

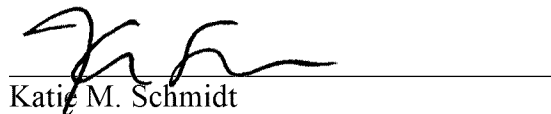
The regular meeting of the City Council adjourned at 8:32 p.m.

Respectfully submitted,



Kurtis G. Ulrich
City Administrator

ATTEST:



Katie M. Schmidt
Administrative Assistant

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

A recording of this meeting is available for viewing online at www.qctv.org
<<http://www.qctv.org>>. Recordings are available for 36 months after the date of the meeting.

Public Works Committee**Meeting Date:** 02/20/2024**Primary Strategic Plan Initiative:** Connect the community through Parks, Trails and Recreational Programming.**Title:**

Consider Trail Connection between Bowers Drive and Riverstone South

Purpose/Background:**Purpose:**

Consider construction of a public trail connecting Bowers Drive to the Riverstone South development as part of the 2024 Bowers Drive pavement overlay project.

Background:

The City's 2024 to 2033 Capital Improvement Plan includes project #21-STR-012, 2024 Neighborhood Pavement Overlays, which proposes pavement overlay improvements to various street segments in several neighborhoods including Bowers Drive. Attached is the CIP project sheet for reference.

During project development Staff recalled previous City Council direction from their regular meeting on September 8, 2020, when they reviewed the sketch plan for Riverstone South. During this meeting there was consensus among Council that the City should not pursue a paved connection between Bowers Drive and Riverstone South during the development process, but that the City maintain ownership of the outlots required to make a connection and should reconsider a paved connection when an opportunity presents itself to do so. Considering that a paving contractor will be on site in 2024, Staff wanted to take this opportunity to ask the Public Works Committee for direction on this subject. Attached is a copy of City Council case #11229, an attachment to that case showing the responses received from Bowers Drive residents to a survey asking whether they supported a public road connection (not a trail), and the approved meeting minutes.

If a trail is to be constructed, Staff recommends a 10-foot wide bituminous trail able to support all necessary maintenance equipment. The length of the trail is estimated to be 760 feet, which would be constructed through two outlots and would connect Bowers Drive to the trail along the south side of Snowy Owl Street in Riverstone South.

Attached is a copy of the Riverstone South plat, which shows Outlot F where the north half of the trail would be constructed.

Also attached is a copy of the Pearson Place plat, which shows Outlot C where the south half of the trail would be constructed.

Notification:

N/A

Time Frame/Observations/Alternatives:**Timeframe:**

Staff anticipates up to 30 minutes will be required to present and discuss this case and respond to questions.

Observations:

Vegetation in the outlots where a paved trail can be constructed have not been proactively maintained by the City to date. The longer these outlots remain unimproved, the more costly it will become to construct improvements

due to the increased costs required to clear volunteer trees and other vegetation that become established within these outlots.

Alternatives:

Alternative #1:

Motion to recommend further discussion of this topic with the full City Council at the next available work session.

Alternative #2:

Motion to recommend adding this trail connection to the plans for Improvement Project #24-07, 2024 Neighborhood Pavement Overlay Improvements.

Alternative #3:

Do nothing. Leave the Outlots unimproved and unmaintained.

Alternative #4:

Motion of other.

Funding Source:

Staff estimates the project costs to construct a 760-foot long by 10-foot wide bituminous trail at \$60,000. If gates or posts were to be installed to deter motorized vehicle access, project costs could increase by up to \$10,000.

Staff recommends using Park Trust Funds to fund these improvements.

Recommendation:

Staff recommends constructing trail improvements between Bowers Drive and Riverstone South to allow Bowers Drive residents to more easily and safely access “The Hollow” park in Riverstone South, as well as the trails along Riverdale Drive and the Mississippi River Trail south of Highway 10. Staff have received comments from several Bowers Drive residents that they would now appreciate a trail connection to the neighborhood park in Riverstone South, the trails along Riverdale Drive, and the Mississippi River Trail.

Outcome/Action:

Based on discussion.

Attachments

CCcase11229 w Mtg Minutes

CIP Project 21-STR-012

RS South Plat

Pearson Place Plat

Form Review

Inbox	Reviewed By	Date
Mark Riverblood	Mark Riverblood	02/16/2024 11:59 AM
Brian Hagen	Brian Hagen	02/16/2024 01:01 PM
Form Started By: Bruce Westby		Started On: 02/14/2024 05:22 PM
Final Approval Date: 02/16/2024		

**PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA**

The Public Works Committee conducted a regular meeting on Tuesday, February 20, 2024, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Debra Musgrove
 Councilmember Chelsee Howell
 Councilmember Michael Olson

Also Present: City Engineer/Public Works Director Bruce Westby
 Assistant City Engineer Joe Feriancek
 Parks and Assistant Public Works Director Mark Riverblood
 City Administrator Brian Hagen

1. CALL TO ORDER

Chairperson Musgrove called the regular meeting of the Public Works Committee to order at 5:32 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

Motion by Councilmember Olson, seconded by Councilmember Musgrove, to approve the agenda, as presented.

Councilmember Howell arrived.

Motion carried. Voting Yes: Chairperson Musgrove, Councilmembers Olson and Howell. Voting No: None.

4. APPROVE MINUTES

4.01: Approve January 16, 2024, Meeting Minutes

Chairperson Musgrove noted on page five, case 5.06, the second paragraph, it should state, “..the median would remain on Ute Street NW.”

Motion by Councilmember Olson, seconded by Councilmember Howell, to approve the following minutes with the noted change:

Motion carried. Voting Yes: Chairperson Musgrove, Councilmembers Olson and Howell. Voting No: None.

5. COMMITTEE BUSINESS

5.01: Consider Trail Connection between Bowers Drive and Riverstone South

City Engineer/Public Works Director Westby reviewed the staff report and stated that staff recommends constructing trail improvements between Bowers Drive and Riverstone South to allow Bowers Drive residents to more easily and safely access “The Hollow” park in Riverstone South, as well as the trails along Riverdale Drive and Mississippi River Trail south of Highway 10. Staff has received comments from several Bowers Drive residents that they would now appreciate a trail connection to the neighborhood park in Riverstone South, the trails along Riverdale Drive, and the Mississippi River Trail.

Parks and Assistant Public Works Director Riverblood clarified that the trail would not just serve the Bowers Drive residents as it would also provide better connection throughout the larger trail system in addition to providing connection around the neighborhood.

Chairperson Musgrove asked if there is a sidewalk on Snowy Owl Street that goes in front of the park and asked how the trail would connect.

Parks and Assistant Public Works Director Riverblood commented that there are sidewalks on all non-cul-de-sac streets in the new development. He stated that along Snowy Owl there is a ten-foot bituminous trail.

City Engineer/Public Works Director Westby explained how the proposed trail would connect.

Councilmember Olson asked if the width of ten feet is standard.

City Engineer/Public Works Director Westby replied that ten feet is the current standard while older trails may be a width of eight feet.

Parks and Assistant Public Works Director Riverblood explained how the updated standard was determined and noted that most of the eight-foot trails are being converted to ten feet as they receive maintenance overlays.

Councilmember Howell stated that originally the residents on Bowers Drive were opposed to the connection because they did not want foot traffic in their neighborhood. She noted that this connection would seem to increase foot traffic.

City Engineer/Public Works Director Westby commented that he would expect that some Riverstone South residents would choose to walk down to Bowers Drive.

Chairperson Musgrove asked if the reconstruction of Bowers Drive would widen that road.

City Engineer/Public Works Director Westby replied that project is an overlay and would not change the road width.

Chairperson Musgrove asked where the gate would be placed if that were chosen as an element of the project.

City Engineer/Public Works Director Westby commented that would have to be determined. He stated that if there was some direction to move forward, staff could complete another survey focusing on a pedestrian trail connection whereas the last survey focused on a public safety/Public Works maintenance road connection.

Councilmember Howell asked for the number of homes on Bowers Drive.

City Engineer/Public Works Director Westby believed perhaps 83 homes were on Bowers Drive.

Councilmember Howell commented that it would seem that the general benefit would be to Bowers Drive residents which would then seem to be a cost of about \$800 per home.

Parks and Assistant Public Works Director Riverblood clarified that the funding for the trail would come from the Park Trust Fund.

Councilmember Olson commented that it seemed that the Bowers Drive residents were strongly opposed to a connection previously and therefore he would be hesitant to support this without input from those residents.

Chairperson Musgrove agreed that she would want to see input from those residents. She stated that she would tend to favor alternative one or two, providing notice to those Bowers Drive residents.

City Engineer/Public Works Director Westby commented that the City is proceeding with the Bowers Drive overlay project, therefore there is an issue of time with the request. He asked if there would be room on an upcoming agenda for this item to go to the Council.

City Administrator Hagen commented that he believed that this could fit on the next worksession, as long as the discussion remains short. He stated that perhaps the plans are developed for the trail, and it is included as an alternate on the bid as that would allow time for the survey to be sent as well and the option for the trail to be decided upon when the bid is ultimately accepted.

City Engineer/Public Works Director Westby confirmed that could be done.

Chairperson Musgrove asked if residents can currently walk across the area or whether there are signs stating that should not be done.

City Engineer/Public Works Director Westby replied that there are no signs therefore residents would most likely not know if that is public or privately owned land.

Parks and Assistant Public Works Director Riverblood commented that if a survey were to be sent there would most likely not be responses from those that do not care either way, responses may also not be received from those in support of the trail, but responses would be received from those that objected. He provided an example of a trail connection that was proposed for a Northfork development, where the HOA objected, and the City constructed the trail. He stated that after the trail was constructed, a letter was received from the HOA acknowledging that their position was wrong and most of the people using the trail were from that development.

Chairperson Musgrove commented that she agrees that people like trails but would like the process to remain transparent, even if that is a notice to residents within 350 feet of the project.

City Administrator Hagen commented that 350 feet is the land use requirement but the City policy is to extend to 700 feet. He stated that it would make sense to include all Bowers Drive residents and properties along Snowy Owl. He noted that the other option would be to send notifications/surveys to all of Riverstone South and Bowers Drive at a cost of under \$1,000. He noted that perhaps if the survey is sent out soon the results could be presented during a Council worksession in March.

Chairperson Musgrove commented that she would prefer that option.

Councilmember Olson noted that having the results may assist in keeping that discussion short.

Assistant City Engineer Feriancek stated that staff is currently working on the plans for the road project and believed there would be about three to four weeks of plan development. He anticipated that bids would be opened roughly in May so the plans as discussed would not impact that timeline.

Motion by Councilmember Olson, seconded by Councilmember Howell, to recommend further discussion of this topic with the full City Council at worksession and direct staff to send out a survey to adjacent neighborhoods as discussed, ahead of the worksession.

Further discussion: Chairperson Musgrove asked if there would be a desire to include the trail as a bid alternate for the road project. City Engineer/Public Works Director Westby replied that direction would not be necessary at this time.

Motion carried. Voting Yes: Chairperson Musgrove, Councilmembers Olson and Howell. Voting No: None.

5.02: Consider Implementation and Prioritization of Gravel Road Elimination Projects

City Engineer/Public Works Director Westby reviewed the staff report and stated that staff would recommend obtaining soil borings for all remaining gravel roads and to explore subgrade correction and stormwater management needs as required to convert the gravel roads to bituminous

pavement sections. He noted that underlying soils generally do not change over time and the CIP does not address replacement of the 1999 road grader.

Councilmember Olson asked the cost of completing the boring and geotechnical reports.

City Engineer/Public Works Director Westby replied that the cost would be estimated at \$25,000 to \$30,000. He confirmed that the soil boring information would be good for decades, while the only element that may fluctuate would be groundwater levels.

Councilmember Olson commented that completing the borings and geotechnical report would place the City in a nimble position where it could move forward if the opportunity arose and therefore supported the action.

Councilmember Howell stated that she would support the soil borings to have the information on hand but is unsure she would want to support a paving project at this time.

Chairperson Musgrove commented that she would want to look at the policy. She explained that the cost of the grader and staff time would be spread across the whole city. She stated that perhaps the formula for paving those gravel roads should be reviewed as the current policy for funding road improvements using assessments is 25 percent assessment and the remainder is covered through the levy. She stated that perhaps the residents on gravel roads would support paving if their assessment was 25 percent rather than 50 percent. She stated that she would also be hesitant to move forward with paving as some residents on the gravel roads do not want that, but would agree that having the soil boring information would be an advantage and allow them to move forward if the opportunity presented itself.

City Engineer/Public Works Director Westby commented that the special assessment policy was drafted with the 50/50 split for gravel roads. He believed that the PIR fund would be a good funding source for the borings and geotechnical work. He commented that there is a city-wide benefit to paving the roads as there is no longer a grader included in the CIP and maintenance costs and needs would decrease as well.

Motion by Councilmember Howell, seconded by Councilmember Olson, to direct staff to obtain soil borings for all remaining gravel roads and to explore subgrade correction and stormwater management needs as required to convert the gravel roads to bituminous pavement sections.

Motion carried. Voting Yes: Chairperson Musgrove, Councilmembers Howell and Olson. Voting No: None.

Chairperson Musgrove confirmed the consensus of the Committee to discuss the gravel road paving policy at a future meeting.

City Engineer/Public Works Director Westby replied that policy was never formally adopted. It was confirmed that could be a topic of discussion when the soil borings information is presented to the Committee.

6. COMMITTEE / STAFF INPUT

6.01: Receive Updates on Improvement Projects, Studies, and Items of Interest

City Engineer/Public Works Director Westby provided an update on current and proposed City, County, and MnDOT improvement projects and studies, and on other items of interest to the Committee.

Councilmember Olson noted the comments that he receives related to the poor street quality in Fox Ridge Estates and asked for an update.

City Engineer/Public Works Director Westby replied those roads are scheduled as a 2025 street reconstruction project. He noted that staff does continue to watch road conditions to identify roads that will need more patching, which does include Fox Ridge Estates. He noted that the plan would be to do skim patching for that development and any others that are in similar condition. He stated that staff is currently developing that plan.

6.02: Review Future Topics Calendar

Chairperson Musgrove asked for clarification on the trail gap connections listed in multiple months.

Parks and Assistant Public Works Director Riverblood provided an update on the TH 47 trail gap project.

Councilmember Howell asked if there would be potential to place a yield sign where CR 5 merges onto southbound TH 47.

City Engineer/Public Works Director Westby replied that 47 is a MnDOT roadway and therefore he can reach out to MnDOT to gain their input.

7. ADJOURNMENT

Motion by Councilmember Howell, seconded by Councilmember Olson, to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 6:38 p.m.

Respectfully submitted,



Bruce Westby
City Engineer/Public Works Director

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

RIVERSTONE SOUTH

CITY OF RAMSEY
COUNTY OF ANOKA
SECS. 29 & 30, TWP. 32, RGE. 25

KNOW ALL PERSONS BY THESE PRESENTS: That Pearson Properties of Ramsey, LLC, a Minnesota limited liability company, owner of the following described property:

Outlot B, PEARSON PLACE, Anoka County, Minnesota.

and

That part of the Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25, Anoka County, Minnesota, lying southerly of U.S. Highway 10 and 169.

And that Alan R. Pearson, Trustee of the Alan R. Pearson Revocable Trust under agreement dated April 7, 2005, owner of the following described property:

Lot 2, Block 3, PEARSON PLACE, Anoka County, Minnesota.

And that Elizabeth J. Pearson, Trustee of the Elizabeth J. Pearson Trust under agreement dated April 7, 2005, owner of the following described property:

Lot 1, Block 3, PEARSON PLACE, Anoka County, Minnesota.

Have caused the same to be surveyed and platted as RIVERSTONE SOUTH and do hereby dedicate to the public for public use the public ways and the drainage and utility easements as shown on this plat. Also dedicating to the State of Minnesota the right of access onto U.S. Highway No. 10 as shown on this plat.

In witness whereof said Pearson Properties of Ramsey, LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this 22nd day of February, 2022.

PEARSON PROPERTIES OF RAMSEY, LLC

Alan R. Pearson
Alan R. Pearson, President

STATE OF Minnesota
COUNTY OF Anoka

This instrument was acknowledged before me on February 22nd, 2022 by Alan R. Pearson, President of Pearson Properties of Ramsey, LLC, a Minnesota limited liability company, on behalf of the company.

Matthew Glenn Barker (Signed)
Matthew Glenn Barker (Printed)
Notary Public, Anoka County, Minnesota
My commission expires January 31st 2025

In witness whereof said Alan R. Pearson, Trustee of the Alan R. Pearson Revocable Trust under agreement dated April 7, 2005 has hereunto set his hand this 22nd day of February, 2022.

ALAN R. PEARSON TRUSTEE OF THE
ALAN R. PEARSON REVOCABLE TRUST
UNDER AGREEMENT DATED APRIL 7, 2005

Alan R. Pearson
Alan R. Pearson, Trustee

STATE OF Minnesota
COUNTY OF Anoka

This instrument was acknowledged before me on February 22nd 2022 by Alan R. Pearson, Trustee of the Alan R. Pearson Revocable Trust under agreement dated April 7, 2005.

Matthew Glenn Barker (Signed)
Matthew Glenn Barker (Printed)
Notary Public, Anoka County, Minnesota
My commission expires January 31st, 2025

In witness whereof said Elizabeth J. Pearson, Trustee of the Alan R. Pearson Revocable Trust under agreement dated April 7, 2005 has hereunto set her hand this 22nd day of February, 2022.

ELIZABETH J. PEARSON TRUSTEE OF THE
ALAN R. PEARSON REVOCABLE TRUST
UNDER AGREEMENT DATED APRIL 7, 2005

Elizabeth J. Pearson
Elizabeth J. Pearson, Trustee

STATE OF Minnesota
COUNTY OF Anoka

This instrument was acknowledged before me on February 22nd 2022 by Elizabeth J. Pearson, Trustee of the Alan R. Pearson Revocable Trust under agreement dated April 7, 2005.

Matthew Glenn Barker (Signed)
Matthew Glenn Barker (Printed)
Notary Public, Anoka County, Minnesota
My commission expires January, 31st 2025

In witness whereof Alan R. Pearson, Trustee of the Elizabeth J. Pearson Trust under agreement dated April 7, 2005 has hereunto set his hand this 22nd day of February, 2022.

ALAN R. PEARSON, TRUSTEE OF THE
ELIZABETH J. PEARSON TRUST UNDER
AGREEMENT DATED APRIL 7, 2005

Alan R. Pearson
Alan R. Pearson, Trustee

STATE OF Minnesota
COUNTY OF Anoka

This instrument was acknowledged before me on February 22nd 2022 by Alan R. Pearson, Trustee of the Elizabeth J. Pearson Trust under agreement dated April 7, 2005.

Matthew Glenn Barker (Signed)
Matthew Glenn Barker (Printed)
Notary Public, Anoka County, Minnesota
My commission expires January 31st, 2025

In witness whereof Elizabeth J. Pearson, Trustee of the Elizabeth J. Pearson Trust under agreement dated April 7, 2005 has hereunto set her hand this 22nd day of February, 2022.

ELIZABETH J. PEARSON, TRUSTEE OF THE
ELIZABETH J. PEARSON TRUST UNDER
AGREEMENT DATED APRIL 7, 2005

Elizabeth J. Pearson
Elizabeth J. Pearson, Trustee

STATE OF Minnesota
COUNTY OF Anoka

This instrument was acknowledged before me on February 22nd 2022 by Elizabeth J. Pearson, Trustee of the Elizabeth J. Pearson Trust under agreement dated April 7, 2005.

Matthew Glenn Barker (Signed)
Matthew Glenn Barker (Printed)
Notary Public, Anoka County, Minnesota
My commission expires January 31st, 2025

I Thomas R. Balluff do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this 15th day of FEBRUARY, 2022.

Thomas R. Balluff
Thomas R. Balluff, Licensed Land Surveyor
Minnesota License No. 40361

STATE OF Minnesota
COUNTY OF Anoka

This instrument was acknowledged before me on February 15, 2022 by Thomas R. Balluff.

Cynthia J. Morisal (Signed)
Cynthia J. Morisal (Printed)
Notary Public, Hennepin County, Minnesota
My commission expires January 31, 2025

CITY COUNCIL, CITY OF RAMSEY, MINNESOTA

This plat of RIVERSTONE SOUTH was approved and accepted by the City Council of the City of Ramsey, Minnesota at a regular meeting thereof held this 22nd day of FEBRUARY, 2022, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

CITY COUNCIL, CITY OF RAMSEY, MINNESOTA
By: Mark E. Jurgens Mayor
By: Colleen Laska Clerk

COUNTY SURVEYOR

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this 2nd day of March, 2022.

By: David M. Ziegler
David M. Ziegler
Anoka County Surveyor

COUNTY AUDITOR/TREASURER

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 2022 on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this 2 day of March, 2022.

By: Pamela J. LeBlanc
Pamela J. LeBlanc
Property Tax Administrator
Deputy

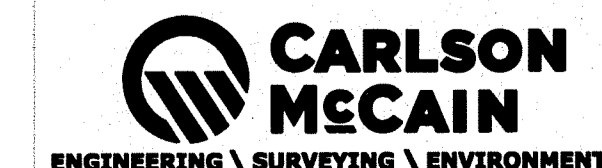
COUNTY RECORDER/REGISTRAR OF TITLES

County of Anoka, State of Minnesota

I hereby certify that this plat of RIVERSTONE SOUTH was filed in the office of the County Recorder/Registrar of Titles for public record on this 2nd day of March, 2022, at 12:09 o'clock P.M. and was duly recorded as Document Number 2357886.001.

By: Pamela J. LeBlanc
Pamela J. LeBlanc
County Recorder/Registrar of Titles
Deputy

\$ 56.00

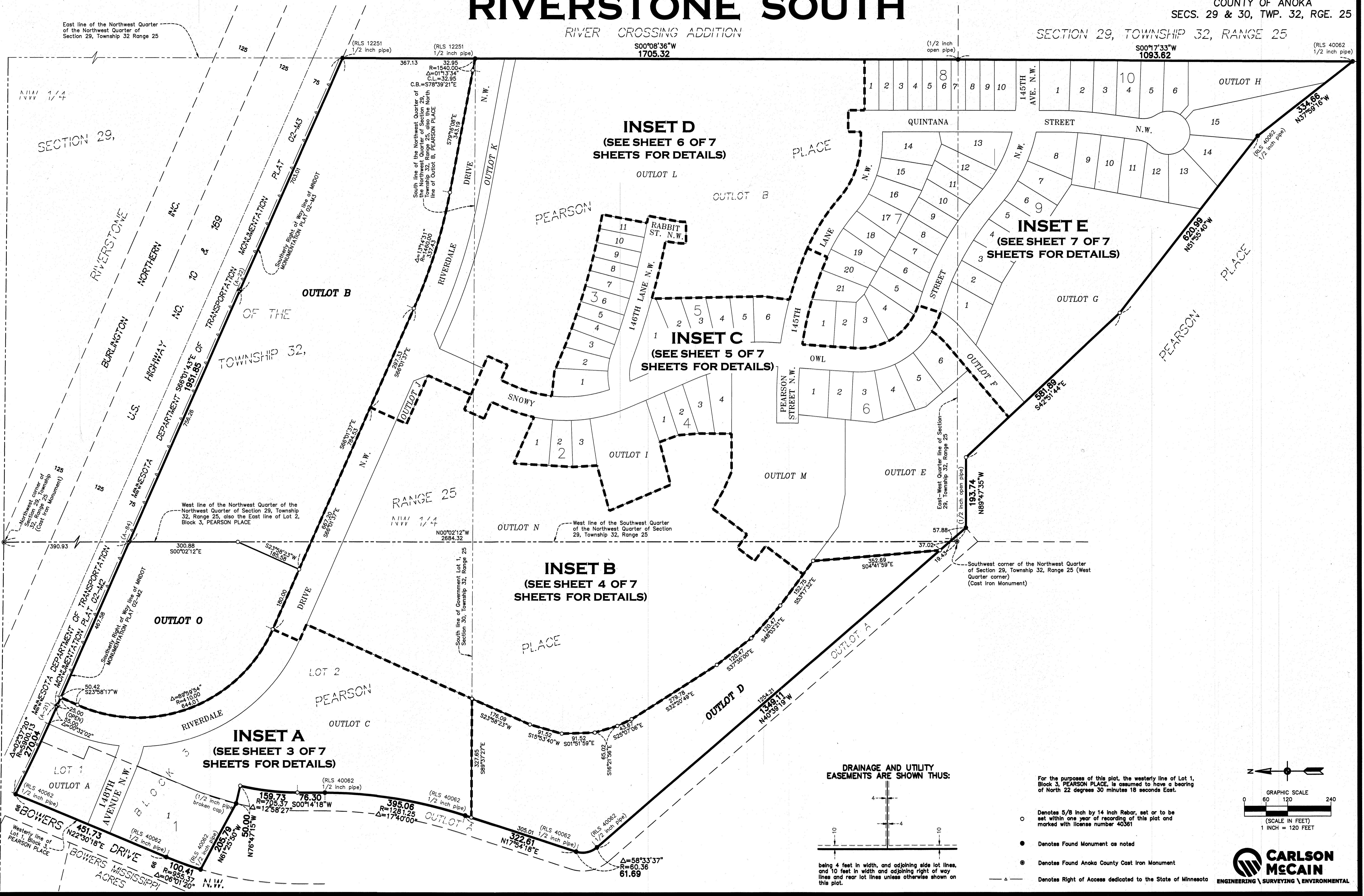


RIVERSTONE SOUTH

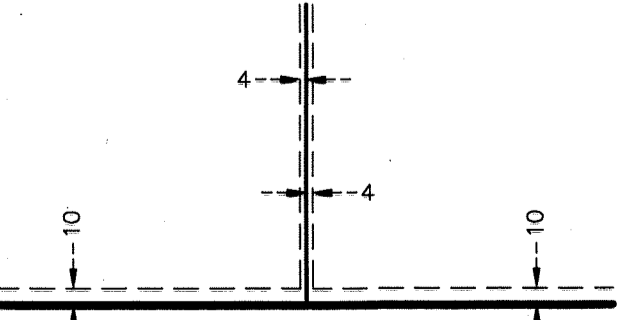
CITY OF RAMSEY
COUNTY OF ANOKA
SECS. 29 & 30, TWP. 32, RGE. 25

RIVER CROSSING ADDITION

SECTION 29, TOWNSHIP 32, RANGE 25



DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



being 4 feet in width, and adjoining side lot lines, and 10 feet in width and adjoining right of way lines and rear lot lines unless otherwise shown on this plat.

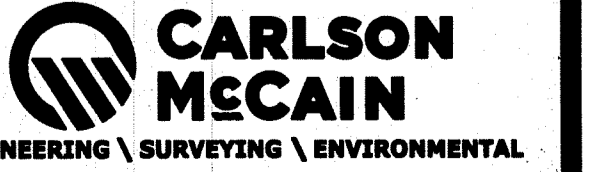
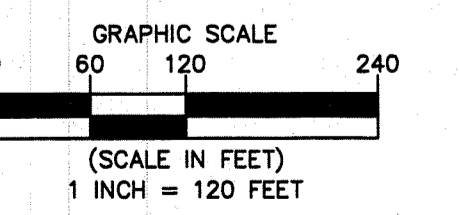
For the purposes of this plat, the westerly line of Lot 1, Block 3, PEARSON PLACE, is assumed to have a bearing of North 22 degrees 30 minutes 18 seconds East.

○ Denotes 5/8 inch by 14 inch Rebar, set or to be set within one year of recording of this plat and marked with license number 40361

● Denotes Found Monument as noted

⊙ Denotes Found Anoka County Cast Iron Monument

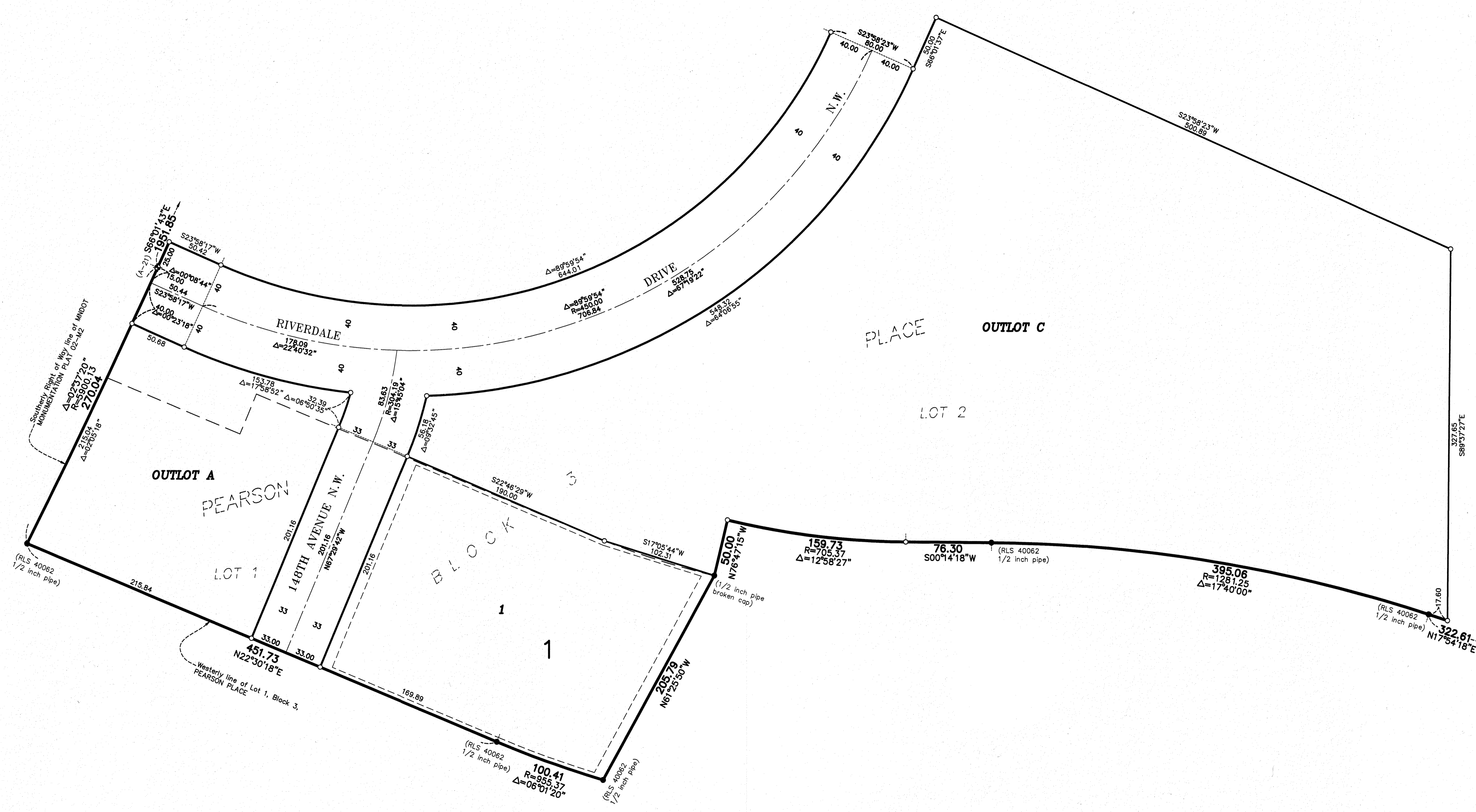
—▲— Denotes Right of Access dedicated to the State of Minnesota



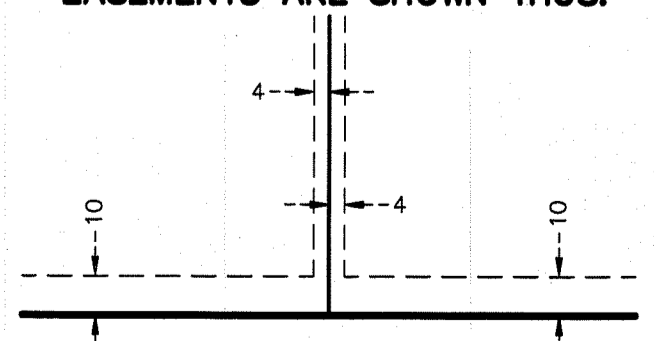
INSET A

RIVERSTONE SOUTH

CITY OF RAMSEY
COUNTY OF ANOKA
SECS. 29 & 30, TWP. 32, RGE. 25



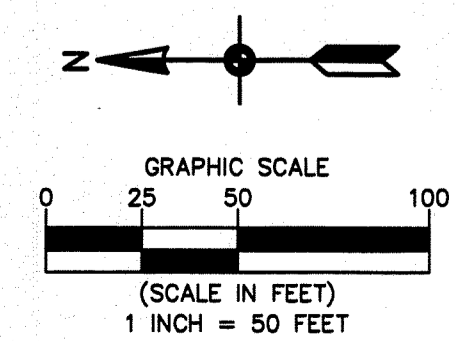
DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



being 4 feet in width, and adjoining side lot lines, and 10 feet in width and adjoining right of way lines and rear lot lines unless otherwise shown on this plot.

For the purposes of this plot, the westerly line of Lot 1, Block 3, PEARSON PLACE, is assumed to have a bearing of North 22 degrees 30 minutes 18 seconds East.

- ◆ Denotes 3/4 Inch Minnesota Department of Transportation Iron Pin
- Denotes 5/8 Inch by 14 Inch Rebar, set or to be set within one year of recording of this plat and marked with license number 40361
- Denotes Found Monument as noted

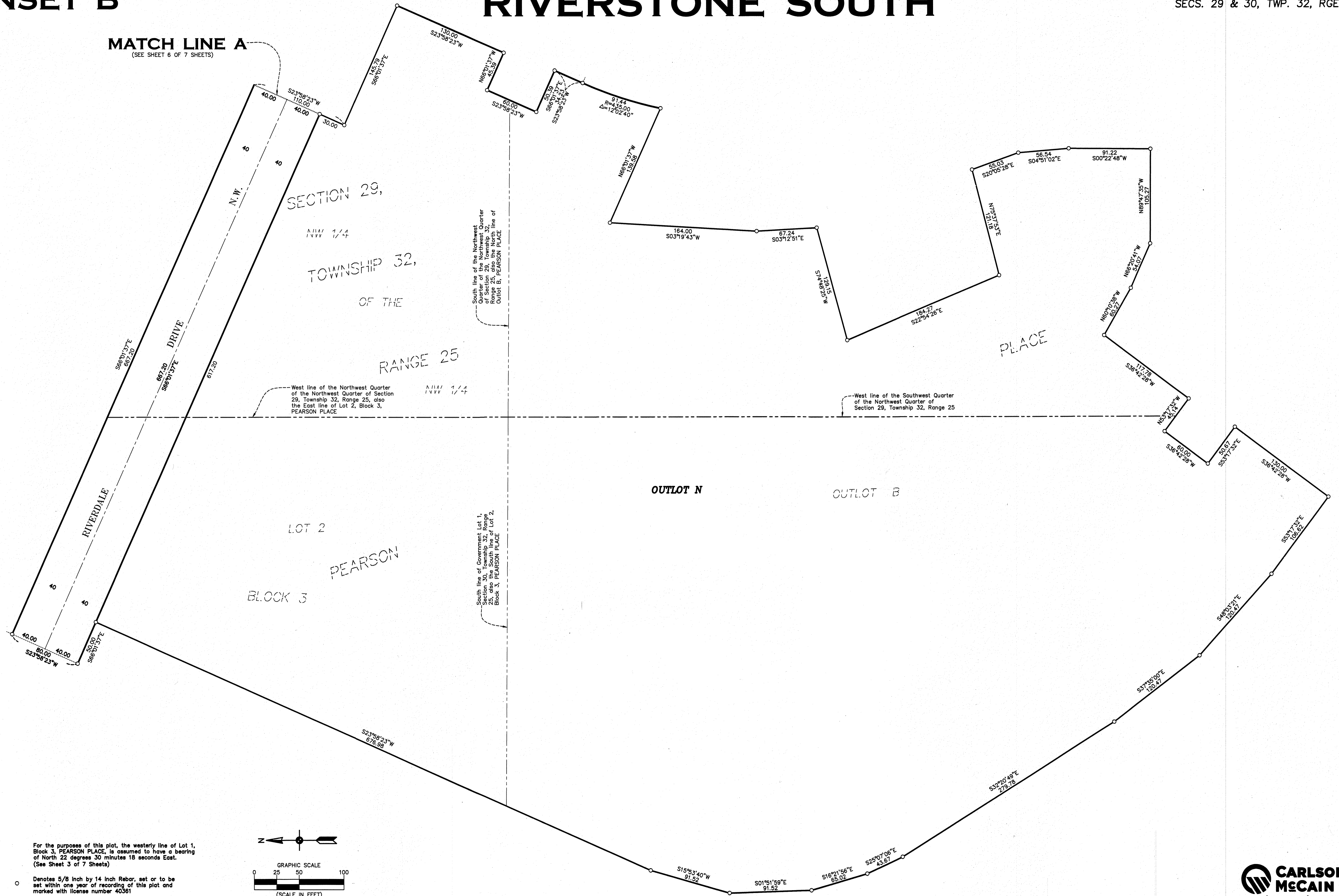


INSET B

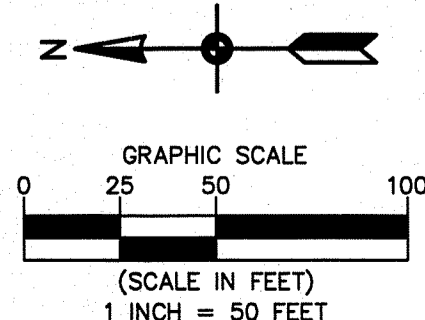
RIVERSTONE SOUTH

CITY OF RAMSEY
COUNTY OF ANOKA
SECS. 29 & 30, TWP. 32, RGE. 25

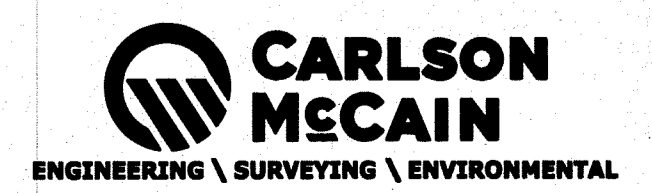
MATCH LINE A
(SEE SHEET 6 OF 7 SHEETS)



For the purpose of this plat, the westerly line of Lot 1, Block 3, PEARSON PLACE, is assumed to have a bearing of North 22 degrees 30 minutes 18 seconds East. (See Sheet 3 of 7 Sheets)



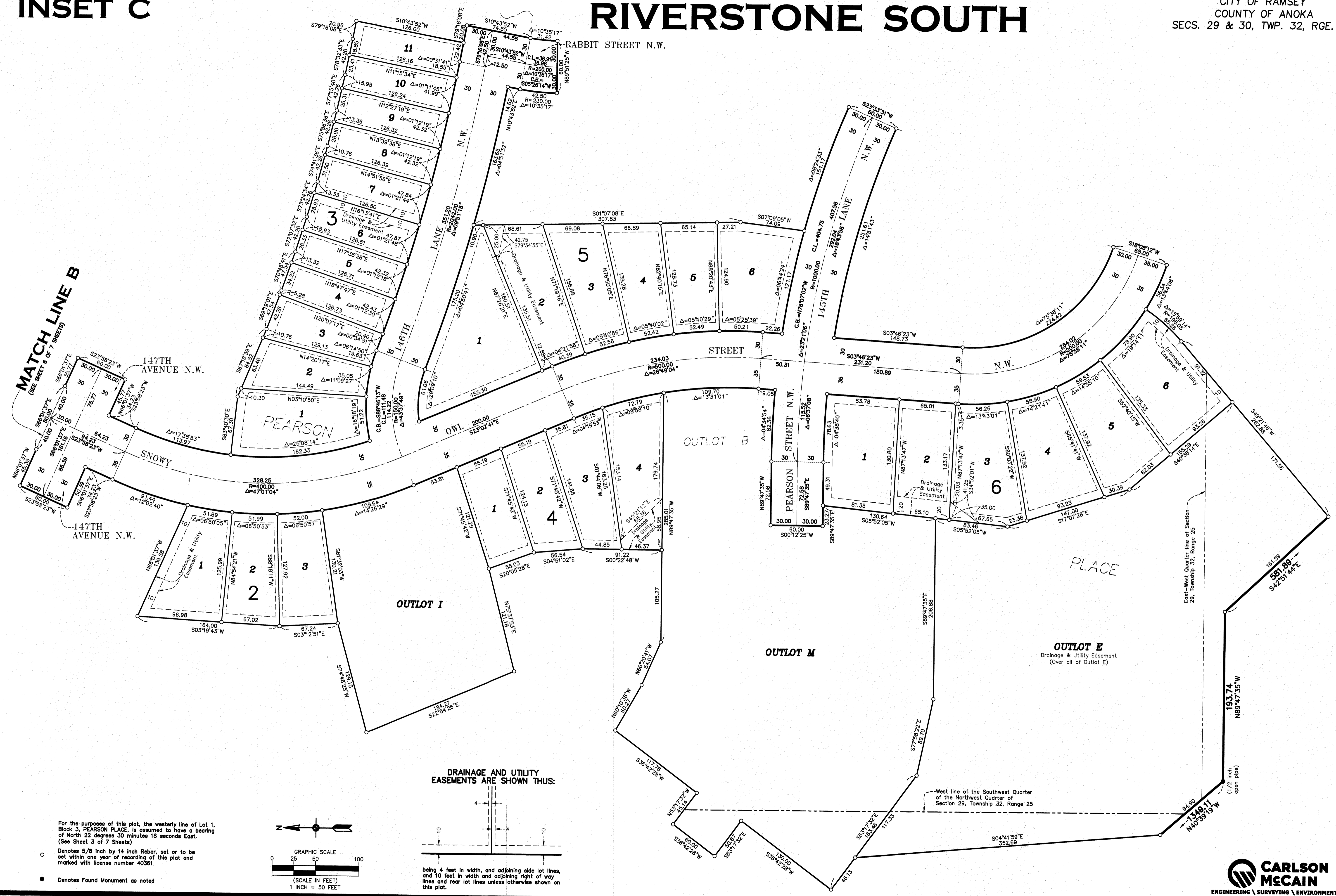
○ Denotes 5/8 inch by 14 inch Rebar, set or to be set within one year of recording of this plat and marked with license number 40361



INSET C

RIVERSTONE SOUTH

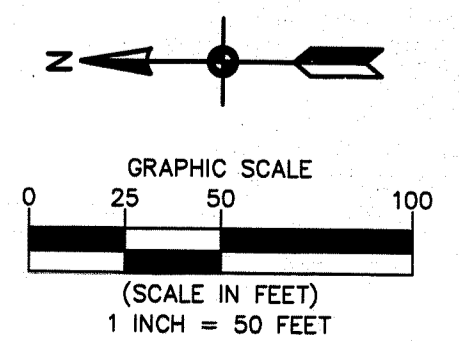
CITY OF RAMSEY
COUNTY OF ANOKA
SECS. 29 & 30, TWP. 32, RGE. 25



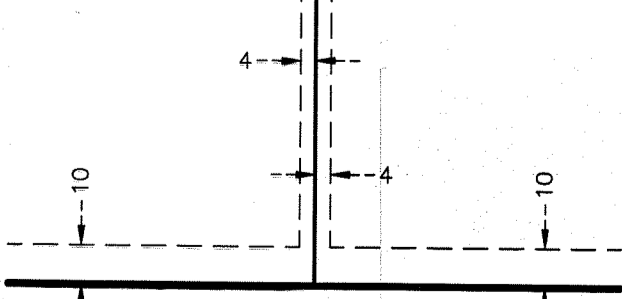
MATCH LINE B
(SEE SHEET 6 OF 7 SHEETS)

For the purposes of this plat, the westerly line of Lot 1, Block 3, PEARSON PLACE, is assumed to have a bearing of North 22 degrees 30 minutes 18 seconds East. (See Sheet 3 of 7 Sheets)

- Denotes 5/8 inch by 14 inch Rebar, set or to be set within one year of recording of this plat and marked with license number 40361
- Denotes Found Monument as noted



DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



being 4 feet in width, and adjoining side lot lines, and 10 feet in width and adjoining right of way lines and rear lot lines unless otherwise shown on this plat.

East-West Quarter line of Section 29, Township 32, Range 25

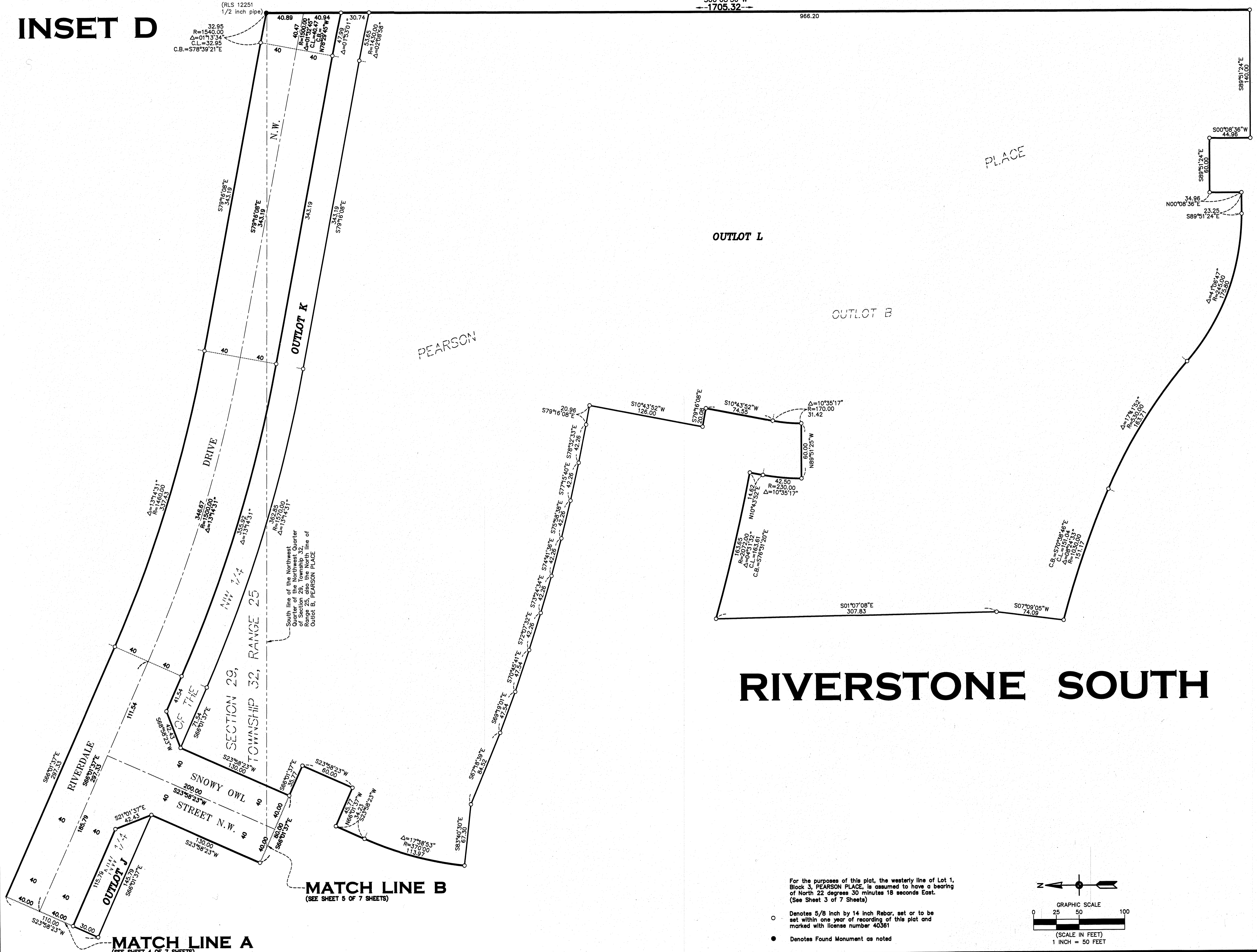
West line of the Southwest Quarter of Section 29, Township 32, Range 25

INSET D

S00°08'36"W
-1705.32-

966.20

(RLS 12251
1/2 inch pipe)
R=1540.00
Δ=01°13'34"
C.L.=32.95
C.B.=57°39'21"E



OUTLOT L

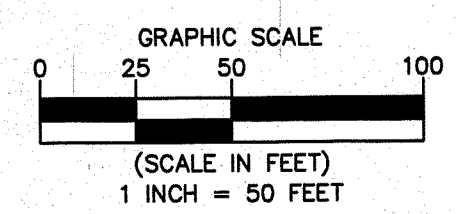
OUTLOT B

PEARSON PLACE

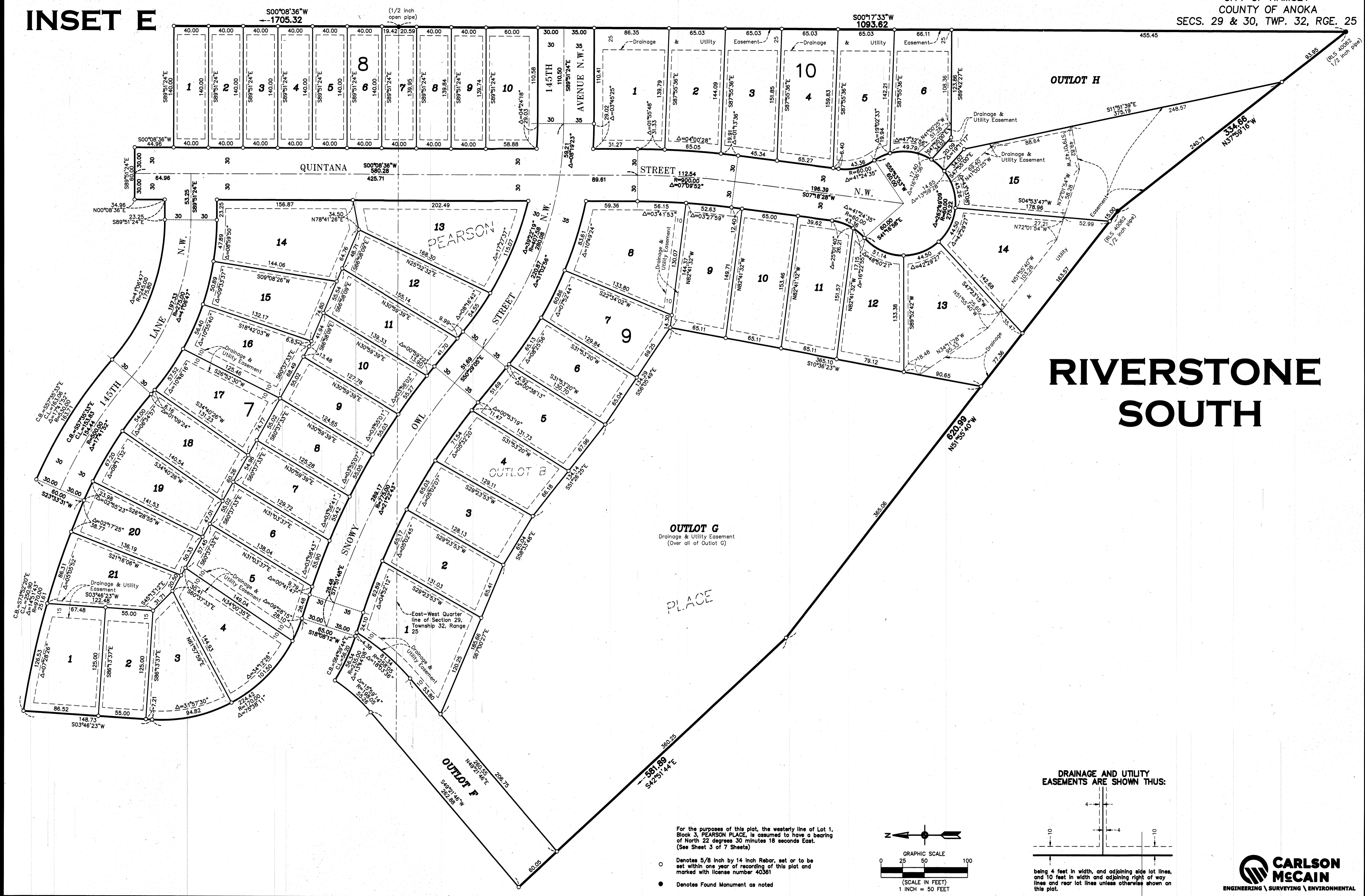
RIVERSTONE SOUTH

For the purposes of this plat, the westerly line of Lot 1, Block 3, PEARSON PLACE, is assumed to have a bearing of North 22 degrees 30 minutes 18 seconds East. (See Sheet 3 of 7 Sheets)

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INSET E



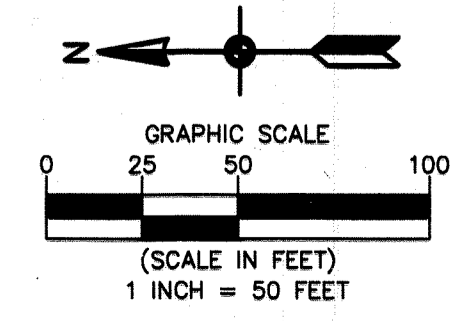
RIVERSTONE SOUTH

OUTLOT G
Drainage & Utility Easement
(Over all of Outlot G)

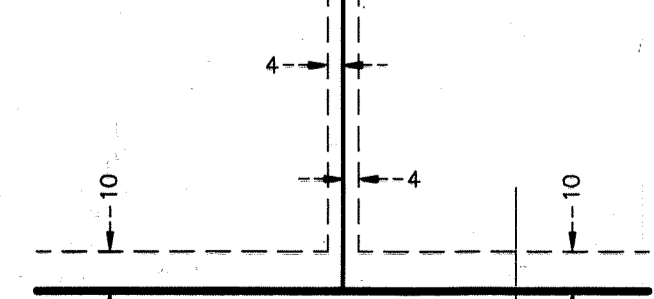
PEARSON PLACE

For the purposes of this plat, the westerly line of Lot 1, Block 3, PEARSON PLACE, is assumed to have a bearing of North 22 degrees 30 minutes 18 seconds East. (See Sheet 3 of 7 Sheets)

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- Denotes Found Monument as noted



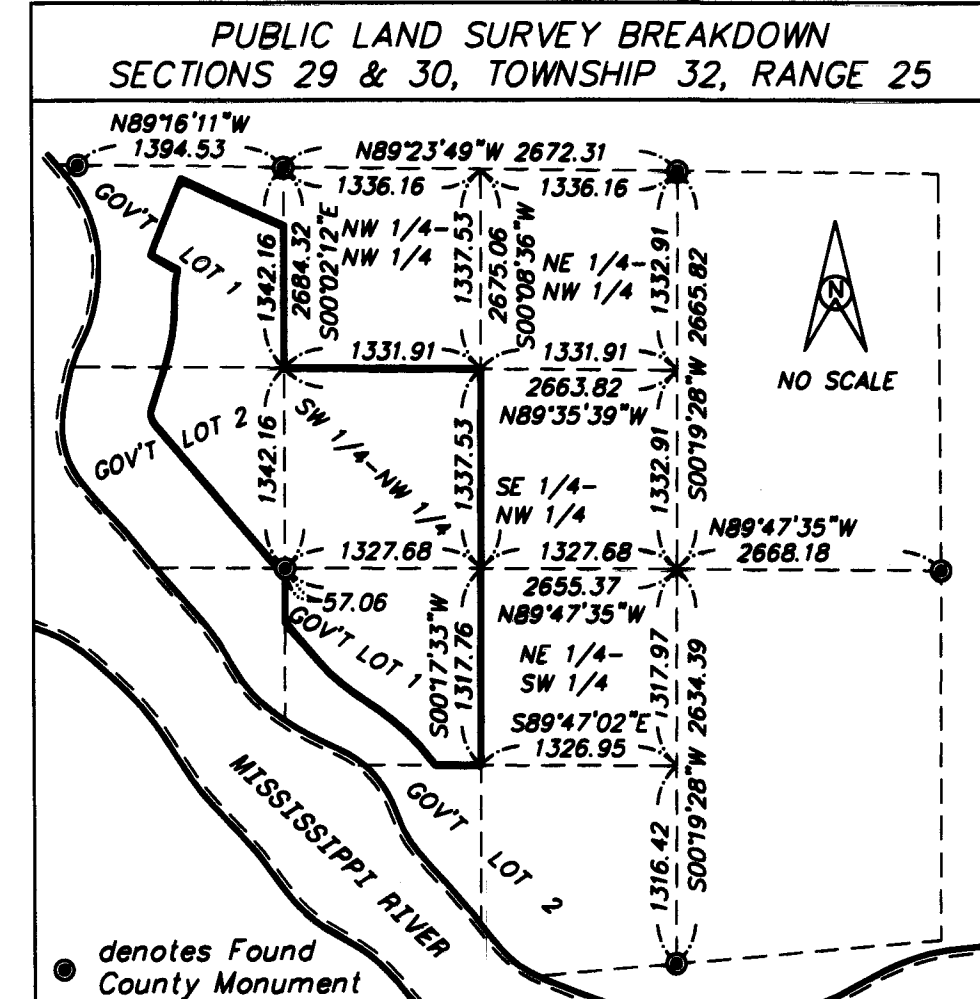
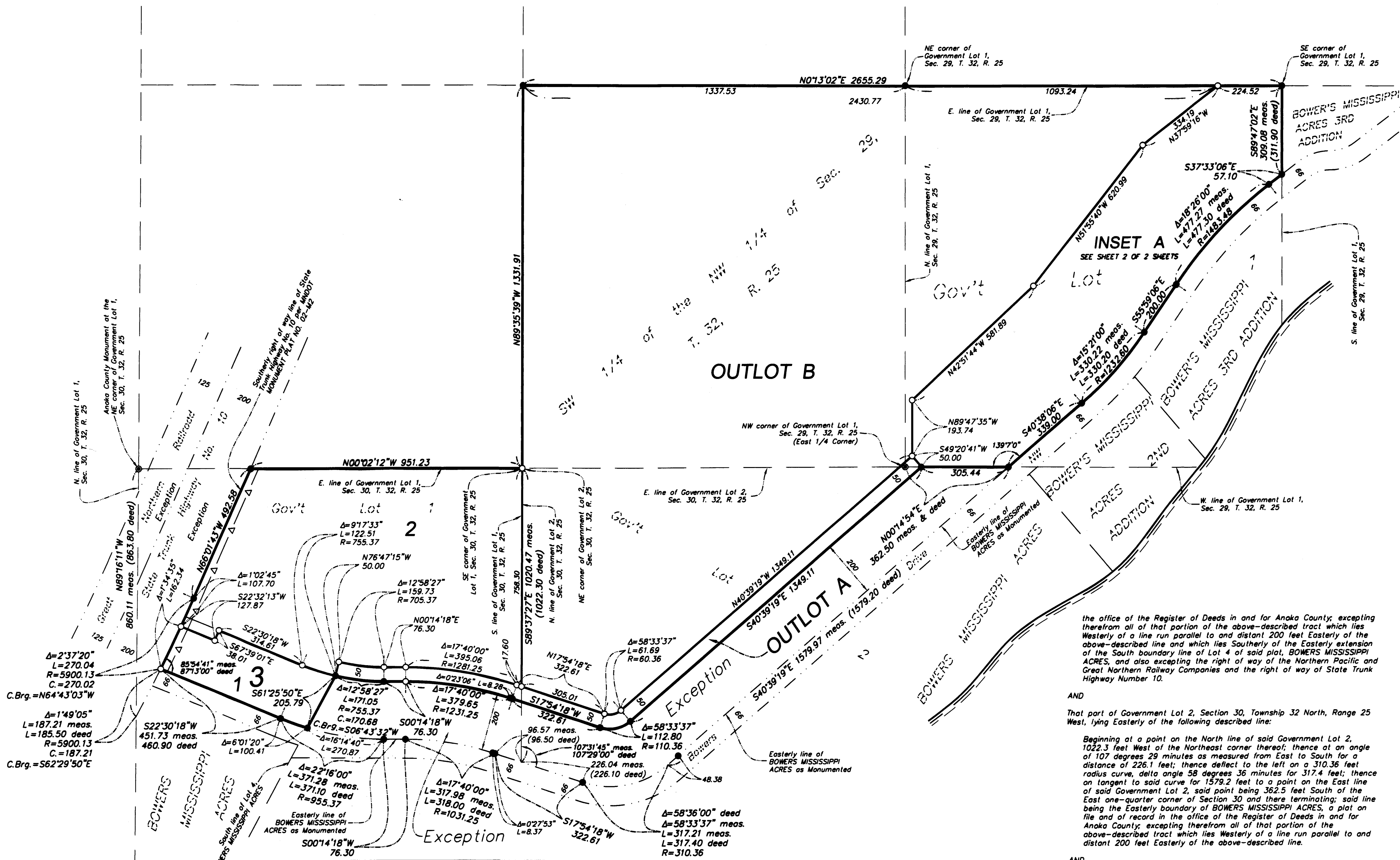
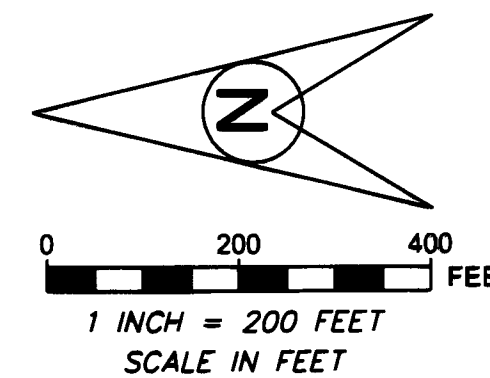
DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



being 4 feet in width, and adjoining side lot lines, and 10 feet in width and adjoining right of way lines and rear lot lines unless otherwise shown on this plat.

PEARSON PLACE

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 29 & 30, TWP. 32, RNG. 25



Bearing Note:
The East line of Government Lot 1, Section 30, Township 32, Range 25, Anoka County, Minnesota, is assumed to bear N00°02'12\"/>

KNOW ALL PERSONS BY THESE PRESENTS: That Pearson Properties of Ramsey, LLC, a limited liability company, owner of the following described property:
The Southwest Quarter of the Northwest Quarter of Section 29, Township 32 North, Range 25 West, Anoka County, Minnesota.
AND
That part of Government Lot 1, Section 30, Township 32 North, Range 25 West, lying Easterly of the following described line:
Beginning at a point on the North line of said Government Lot 1, 863.8 feet West of the Northeast corner thereof, said point being at the intersection of said North line and the Southerly right of way line of State Trunk Highway Number 10, the same as now located and established; thence Southeasterly along the said Southerly right of way line, same being on a 00 degrees 58 minutes 15 seconds curve, for 185.5 feet; thence run Southwesterly at an angle of 87 degrees 13 minutes with the tangent of said curve at said point, for 460.9 feet; thence deflect to the left on a 955.37 feet radius curve, delta angle 22 degrees 16 minutes, for 371.1 feet; thence on tangent to said curve for 76.3 feet; thence deflect to the right on a 1031.25 feet radius curve, delta angle 17 degrees 40 minutes, for 318.0 feet; thence on tangent to said curve for 96.5 feet to a point on the South line of Government Lot 1, said point being 1022.3 feet West of the Southeast corner thereof, and there terminating; said line being the Easterly boundary of BOWERS MISSISSIPPI ACRES, a plat on file and of record in

the office of the Register of Deeds in and for Anoka County, excepting therefrom all of that portion of the above-described tract which lies Westerly of a line run parallel to and distant 200 feet Easterly of the above-described line and which lies Southerly of the Easterly extension of the South boundary line of Lot 4 of said plat, BOWERS MISSISSIPPI ACRES, and also excepting the right of way of the Northern Pacific and Great Northern Railway Companies and the right of way of State Trunk Highway Number 10.
AND
That part of Government Lot 2, Section 30, Township 32 North, Range 25 West, lying Easterly of the following described line:
Beginning at a point on the North line of said Government Lot 2, 1022.3 feet West of the Northeast corner thereof; thence at an angle of 107 degrees 29 minutes as measured from East to South for a distance of 226.1 feet; thence deflect to the left on a 310.36 feet radius curve, delta angle 58 degrees 36 minutes for 317.4 feet; thence on tangent to said curve for 1579.2 feet to a point on the East line of said Government Lot 2, said point being 362.5 feet South of the East one-quarter corner of Section 30 and there terminating; said line being the Easterly boundary of BOWERS MISSISSIPPI ACRES, a plat on file and of record in the office of the Register of Deeds in and for Anoka County, excepting therefrom all of that portion of the above-described tract which lies Westerly of a line run parallel to and distant 200 feet Easterly of the above-described line.
AND
That part of Government Lot 1, Section 29, Township 32 North, Range 25 West, lying Northerly and Easterly of the following described line:
Beginning at a point on the West line of said Government Lot 1, 362.5 feet South of the Northwest corner thereof; thence at an angle of 139 degrees 7 minutes measured from North to East for a distance of 339.0 feet; thence deflect to the left on a 1232.6 feet radius curve, delta angle 15 degrees 21 minutes, for 330.2 feet; thence on tangent to said curve for 200.0 feet; thence deflect to the right on a 1483.48 feet radius curve, delta angle 18 degrees 26 minutes, for 477.3 feet; thence on tangent to said curve for 57.1 feet to a point on the South line of said Government Lot 1, said point being 311.9 feet West of the Southeast corner thereof, and there terminating.

Has caused the same to be surveyed and platted as PEARSON PLACE and does hereby dedicate to the public for public use the drainage and utility easements as shown on this plat. Also dedicating to the State of Minnesota the right of access onto Minnesota State Highway No. 10 as shown on this plat.
In witness whereof said Pearson Properties of Ramsey, LLC, a limited liability company, has caused these presents to be signed by its proper officer this 15th day of November, 2017.
PEARSON PROPERTIES OF RAMSEY, LLC
Pearson Properties of Ramsey, LLC
Alan R. Pearson

STATE OF Minnesota
COUNTY OF Anoka
This instrument was acknowledged before me this 15th day of November, 2017, by Alan R. Pearson of Pearson Properties of Ramsey, LLC, a limited liability company, on behalf of the company.
Alan R. Pearson
Notary Public, Anoka County, Minnesota.
My Commission Expires: January 31, 2018

I, Paul E. Otto do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.
Dated this 15th day of November, 2017.
Paul E. Otto
Paul E. Otto, Licensed Land Surveyor
Minnesota License Number 40062

STATE OF MINNESOTA
COUNTY OF WRIGHT
This instrument was acknowledged before me on this 15th day of November, 2017, by Paul E. Otto.
Carla S. Otto
Notary Public, Wright County, Minnesota
My commission expires December 31, 2019

CITY COUNCIL, CITY OF RAMSEY, MINNESOTA
This plat of PEARSON PLACE was approved and accepted by the City Council of the City of Ramsey, Minnesota at a regular meeting thereof held this 24th day of October, 2017, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.
City Council, City of Ramsey, Minnesota
By Paul S. ... Mayor
By John M. Sawyer County Surveyor
I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this 17th day of November, 2017.
By Larry D. Hoium by Charles F. Reizen, Deputy
Larry D. Hoium
Anoka County Surveyor

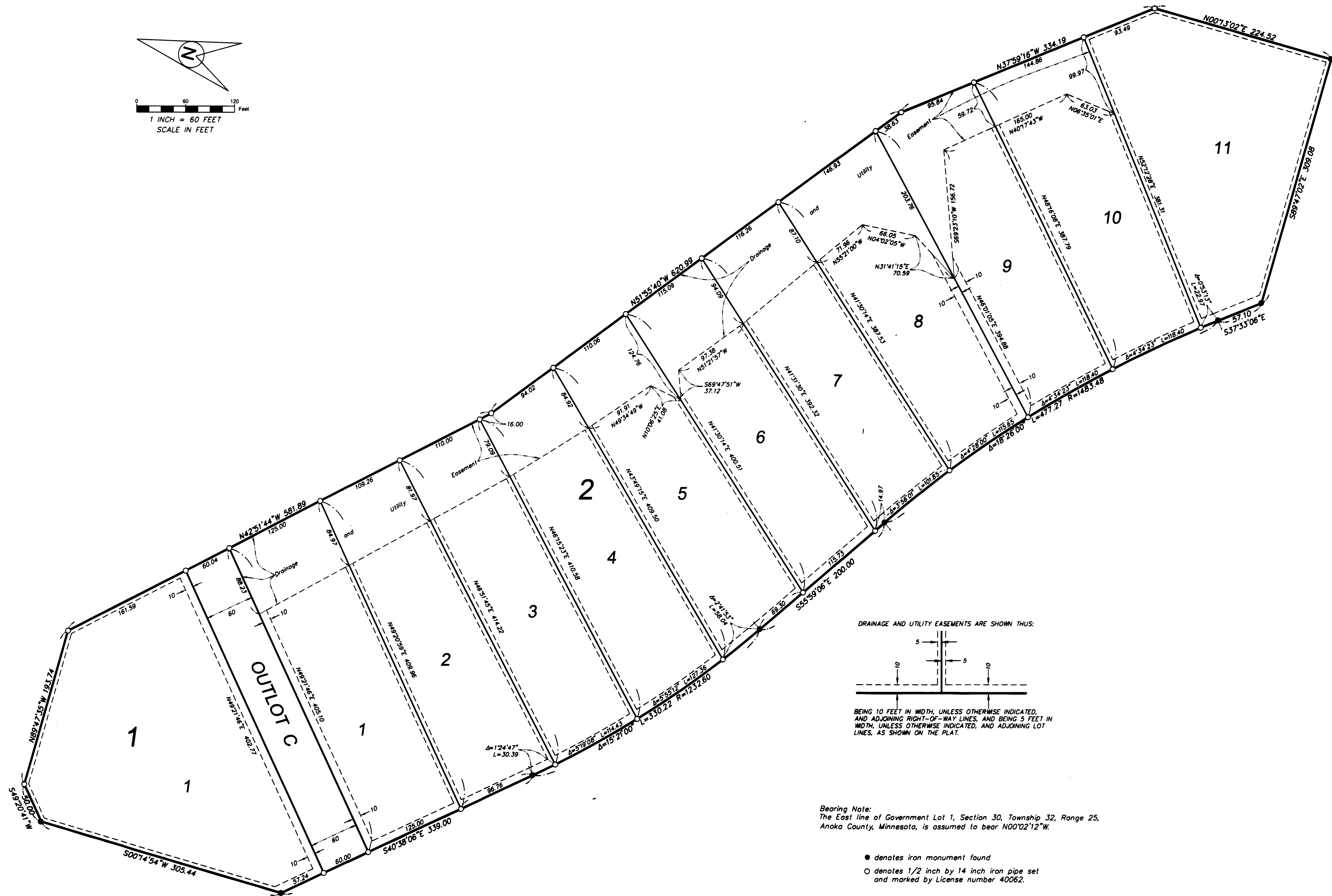
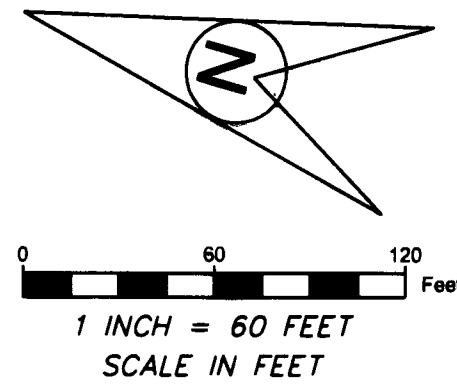
COUNTY AUDITOR/TREASURER
Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 2017 on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this 17th day of November, 2017.
Jonell M. Sawyer
Property Tax Administrator
By M. Kling Deputy

COUNTY RECORDER/REGISTRAR OF TITLES
COUNTY OF ANOKA, STATE OF MINNESOTA
I hereby certify that this plat of PEARSON PLACE was filed in the office of the County Recorder/Registrar of Titles for public record on this 15th day of November, 2017 at 1:44 o'clock P.M. and was duly recorded as Document Number 218d015.002.
Jonell M. Sawyer
County Recorder/Registrar of Titles
By M. Kling Deputy
Engineers & Land Surveyors, Inc.

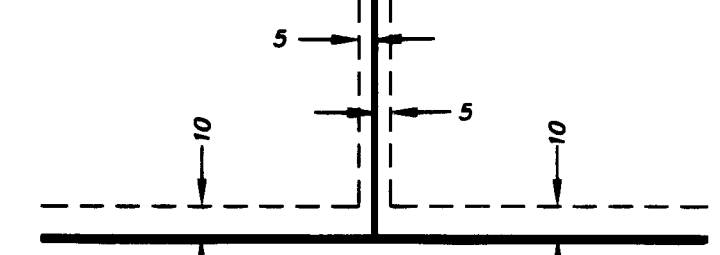


PEARSON PLACE INSET A

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 29 & 30, TWP. 32, RNG. 25



DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:

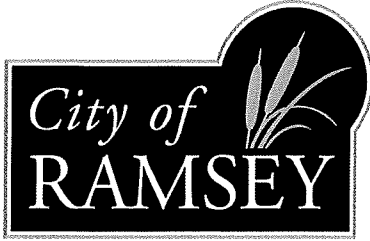


BEING 10 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, AND ADJOINING RIGHT-OF-WAY LINES, AND BEING 5 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, AND ADJOINING LOT LINES, AS SHOWN ON THE PLAT.

Bearing Note:
The East line of Government Lot 1, Section 30, Township 32, Range 25, Anoka County, Minnesota, is assumed to bear N00°02'12"W.

- denotes iron monument found
- denotes 1/2 inch by 14 inch iron pipe set and marked by License number 40062.





7550 Sunwood Drive NW • Ramsey, MN 55303

City Hall: 763.427.1410 • Fax: 763.427.5543

www.cityoframsey.com

POTENTIAL PEDESTRIAN TRAIL CONNECTION SURVEY (IP #24-07)

Purpose of this Survey

The City of Ramsey is seeking input from residents of Bowers Drive and the Riverstone South development on whether a 10-foot bituminous pedestrian trail connection would be supported between Bowers Drive and the new Riverstone South development. Enclosed is an exhibit showing the location of the potential pedestrian trail connection corridor, as well as amenities this trail would provide more convenient access to.

During the Riverstone South development process, the City surveyed Bowers Drive residents to see if they supported construction of a public road connection, a Public Safety and Public Works maintenance connection, or no second connection to Bowers Drive at all. The results of that survey demonstrated that Bowers Drive residents did not support a second connection between Bowers Drive and the new Riverstone South development. At the time, the City Council voted to not construct a second access road. However, it was also decided that this topic should be explored again if/when a future opportunity presented itself.

In 2024, Bowers Drive is proposed to receive pavement overlay improvements with 2024 Neighborhood Pavement Overlays, Improvement Project #24-07, and a paved trail connection could be cost-effectively constructed as part of this project. Staff will therefore share the results of this survey with the City Council while discussing whether to add a pedestrian trail connection to the project. If a trail connection were to be constructed, there would be no direct cost to local residents.

Property Owner Contact Information

The City requests that only one response be submitted per property receiving this survey, and that the name and address of the respondent be provided below.

Property Owner Name: John LeTourneau

Property Address: 14607 NW Bowers DR

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

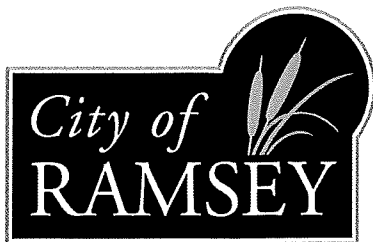
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

I would be in favor of escalating this proposal to include a full public road connection as well as the trail connection.

Please return in the enclosed self-addressed, stamped envelope by March 15, 2024.



7550 Sunwood Drive NW • Ramsey, MN 55303

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POTENTIAL PEDESTRIAN TRAIL CONNECTION SURVEY (IP #24-07)

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During the Riverstone South development process, the City surveyed Bowers Drive residents to see if they supported construction of a public road connection, a Public Safety and Public Works maintenance connection, or no second connection to Bowers Drive at all. The results of that survey demonstrated that Bowers Drive residents did not support a second connection between Bowers Drive and the new Riverstone South development. At the time, the City Council voted to not construct a second access road. However, it was also decided that this topic should be explored again if/when a future opportunity presented itself.

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Property Owner Contact Information

The City requests that only one response be submitted per property receiving this survey, and that the name and address of the respondent be provided below.

Property Owner Name:

Brett Kuhnke

Property Address:

14400 Bowers Dr NW Ramsey

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

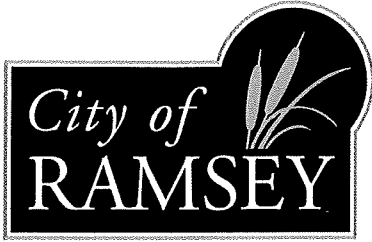
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

The fact that Bowers Dr. has only one access point has created a neighborhood that can have an effective neighborhood watch and almost no crime. Opening a pedestrian/bike trail provides greater connection to the neighborhood without allowing vehicle traffic to pass through.

Please return in the enclosed self-addressed, stamped envelope by March 15, 2024.



7550 Sunwood Drive NW • Ramsey, MN 55303

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POTENTIAL PEDESTRIAN TRAIL CONNECTION SURVEY (IP #24-07)

Purpose of this Survey

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During the Riverstone South development process, the City surveyed Bowers Drive residents to see if they supported construction of a public road connection, a Public Safety and Public Works maintenance connection, or no second connection to Bowers Drive at all. The results of that survey demonstrated that Bowers Drive residents did not support a second connection between Bowers Drive and the new Riverstone South development. At the time, the City Council voted to not construct a second access road. However, it was also decided that this topic should be explored again if/when a future opportunity presented itself.

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Property Owner Contact Information

The City requests that only one response be submitted per property receiving this survey, and that the name and address of the respondent be provided below.

Property Owner Name: JAMES AND CATHERINE JACOBSEN

Property Address: 14543 BOWERS DR NW

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

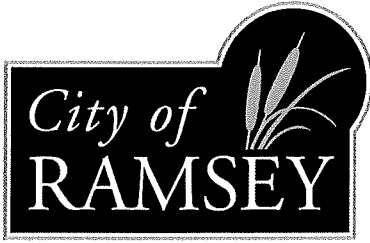
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

EVEN IF THE BOWERS RESIDENTS VOTE NO WE BELIEVE IT SHOULD GO THROUGH FOR SAFETY REASONS AND ALSO SECURITY,

Please return in the enclosed self-addressed, stamped envelope by March 15, 2024.



7550 Sunwood Drive NW • Ramsey, MN 55303

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www.cityoframsey.com

POTENTIAL PEDESTRIAN TRAIL CONNECTION SURVEY (IP #24-07)

Purpose of this Survey

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Property Owner Contact Information

The City requests that only one response be submitted per property receiving this survey, and that the name and address of the respondent be provided below.

Property Owner Name: TOSSEY, KRISTIN & JASON

Property Address: 14417 BOWERS DR NW

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

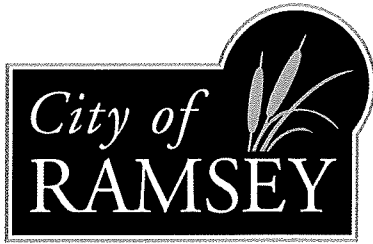
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

We were under the impression that a pedestrian
trail connection was already part of the plan.
We fully support - and look forward to!
having a trail there. ☺

Please return in the enclosed self-addressed, stamped envelope by March 15, 2024.



7550 Sunwood Drive NW • Ramsey, MN 55303

City Hall: 763.427.1410 • Fax: 763.427.5543

www.cityoframsey.com

POTENTIAL PEDESTRIAN TRAIL CONNECTION SURVEY (IP #24-07)

Purpose of this Survey

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Property Owner Contact Information

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Property Owner Name: BRAYDEN & KATHERINE HUNT

Property Address: 14612 SNOWY OWL ST N

Survey Question

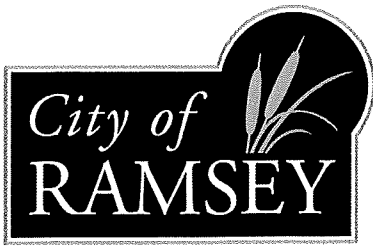
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YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

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Property Owner Contact Information

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Property Owner Name: Michael Fonju

Property Address: 14488 Snowowl St NW Ramsey MN 55303

Survey Question

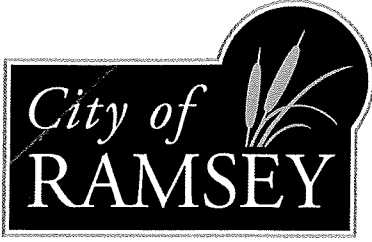
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YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

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Property Owner Contact Information

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Property Owner Name: Meekey & Tendar Brownell

Property Address: 14522 Snowy owl St NW Ramsey MN 55303

Survey Question

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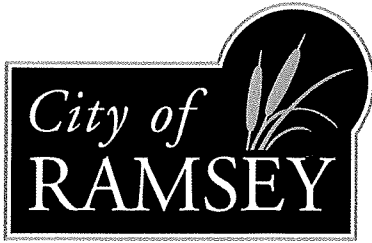
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

It's great idea...

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Property Owner Contact Information

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Property Owner Name: Isabella Smits

Property Address: 8628 145th Ln NW

Survey Question

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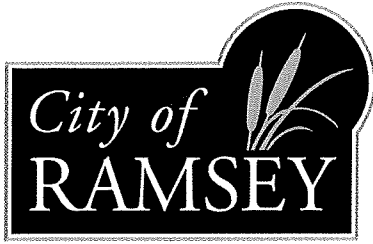
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

We fully support this! We love walking
our dog over there and that trail would make it
much easier! :)

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Property Owner Contact Information

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Property Owner Name: Matthew Darling

Property Address: 8727 146th LN NW, Ramsey, MN, 55303

Survey Question

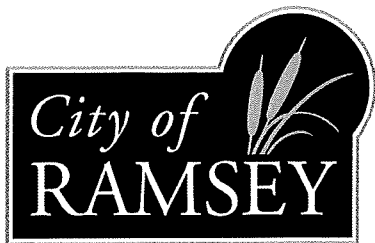
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YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

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Property Owner Contact Information

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Property Owner Name: Bennett Larson

Property Address: 14593 Bowers Dr NW

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

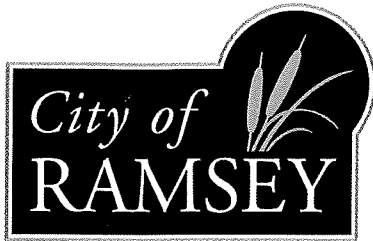
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

yes and plant more trees along path please!

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Property Owner Contact Information

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Property Owner Name: Ishmael Eshley

Property Address: 14605 Snowy Owl St NW Ramsey MN 55303

Survey Question

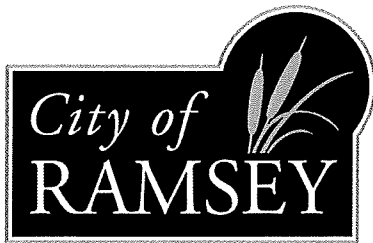
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NO, I do not support a paved pedestrian trail connection.

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Property Owner Contact Information

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Property Owner Name: CHANTALE TEYECOM

Property Address: 14497 SNOWY OWL STREET NW

Survey Question

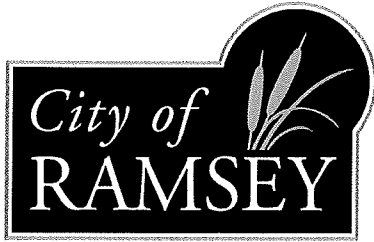
For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

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NO, I do not support a paved pedestrian trail connection.

Comments:

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MAR 12 2024

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Property Owner Contact Information

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Property Owner Name: Marlin Talam

Property Address: 14393 QUINTANA ST NW RAMSEY MN 55303

Survey Question

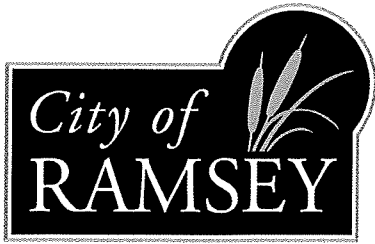
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Property Owner Contact Information

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Property Owner Name: Chang Xiong & Aron Xiong

Property Address: 14489 Snowy Owl Street North West
Ramsey, MN 55303

Survey Question

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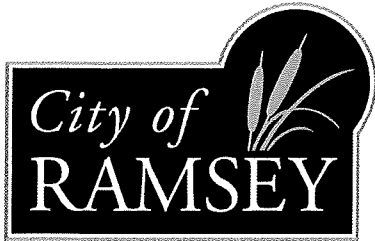
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

NO Comments

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Property Owner Contact Information

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Property Owner Name: Roland Ring - Jarvi

Property Address: 4260 Bowers Drive NW

Survey Question

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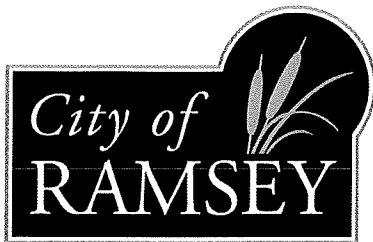
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

Do it!

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Property Owner Name:

ANTHONY DANKIN

Property Address:

14409 BOWERS DRIVE NW

Survey Question

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YES, I support a paved pedestrian trail connection.

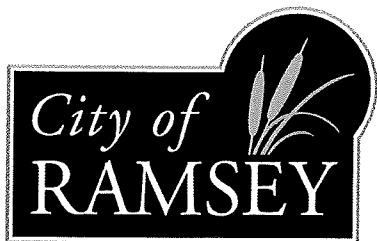
NO, I do not support a paved pedestrian trail connection.

Comments:

I am FOR the new path. Being that Bowers is the longest dead end road in the city a path allows second access point for public works, Fire, Police and EMS for emergency response and situations. Bowers is a dangerous road for kids. Because the road is narrow this does not leave much room to ride bikes, scooters, walk pets, ect... There are also many blind spots and most of the traffic travels faster than the posted speed limit. We want the path for easier and safer access to the paths and trail system as well as access for our kids to use the new park.

I would like to see a privacy fence or privacy landscaping for those who live adjacent to the path.

It is our mission to work together to responsibly grow our community, and to provide quality, cost-effective and efficient government services.



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Property Owner Contact Information

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Property Owner Name: PAV WEISINGER

Property Address: 14493 QUINTANA ST NW. RAMSEY MN 55303

Survey Question

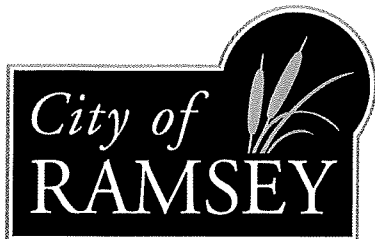
For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

Please return in the enclosed self-addressed, stamped envelope by March 15, 2024.



7550 Sunwood Drive NW • Ramsey, MN 55303

City Hall: 763.427.1410 • Fax: 763.427.5543

www.cityoframsey.com

POTENTIAL PEDESTRIAN TRAIL CONNECTION SURVEY (IP #24-07)

Purpose of this Survey

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Property Owner Contact Information

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Property Owner Name: Katty Marisol Madalin

Property Address: 14723 Bowers Dr. NW, Ramsey

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

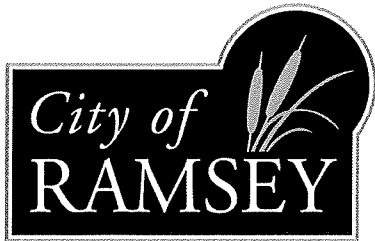
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

So many new people that will
transit thru here and we don't know if
they are good.
We loved the neighborhood privacy.

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Property Owner Contact Information

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Property Owner Name: John & Brandi Fves
Property Address: 14630 BOWERS DR NW Ramsey MN 55303

Survey Question

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YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

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Property Owner Contact Information

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Property Owner Name: JON LUECK

Property Address: 1460 BOWERS DRIVE

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

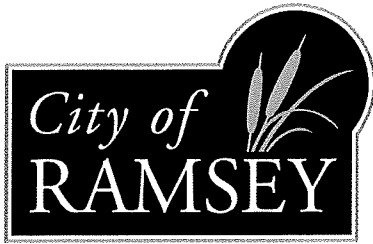
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

THERE IS NO REASON TO CONNECT THESE NEIGHBORHOODS
OUR STREET IS NARROW AND GETS PLENTY OF WALKERS AND BIKES NOW
WHICH IS GREAT BUT IT CAN'T HANDLE ANYMORE. IF THEY WANT TO WALK
OR LOAD ON BIKES, TAKE THE PATH PROVIDED ALREADY JUST LIKE WE DO
IF WE WANT TO GO ELSEWHERE. THE PATH IS TOTALLY UNNECESSARY AND
NOT DESIRED.

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Property Owner Contact Information

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Property Owner Name: Diana Schansberg & Steve Bucholz

Property Address: 14310 Bowers Dr Ramsey

Survey Question

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YES, I support a paved pedestrian trail connection.

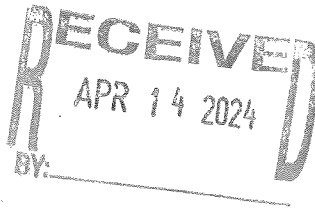
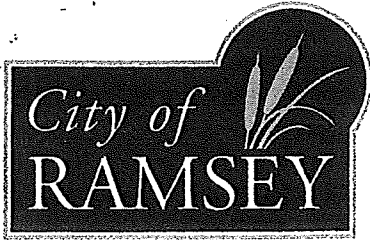
NO, I do not support a paved pedestrian trail connection.

Comments:

Bowers Drive has no sidewalks or walking paths so that all traffic - cars, trucks, school buses, garbage trucks, delivery vehicles, bicycles, 4 wheelers, trikes, kids, teens, adults, dogs uses this street. We do not need more traffic coming from the development which will eventually add up to about 142 new single family homes and be a huge safety concerns for anyone using Bowers Drive. We moved here for the beautiful shady street and quiet neighborhood (and safe) and want to keep it this way. There are also sometimes cars + trucks parked on the street

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*That everyone has to manoeuvre around,
It is our mission to work together to responsibly grow our community, and to provide quality, cost-effective and efficient government services.*



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Property Owner Contact Information

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Property Owner Name: Conner, Soligny

Property Address: 14235 BOWERS DRIVE NW 55303 RAMSEY

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

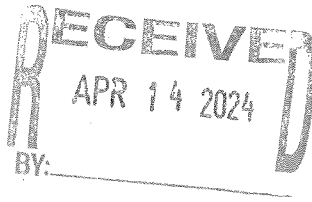
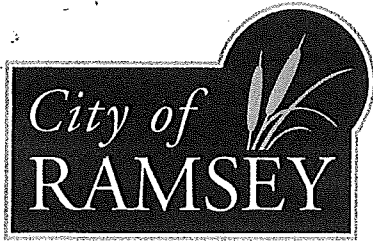
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

Not sure who or why this was proposed, but I am the last house on the left near the end of the cul-de-sac and I can tell you first hand that providing more access to back here will only result in criminal activities. 9/10 I see people parking their cars back there, using the edge of my property, doing illegal things in their car... because it's secluded and private. I do not want an uptick in illegal activities near my home. There is no reason to connect them... We literally have no walking path... Please return in the enclosed self-addressed, stamped envelope by March 15, 2024. Yet we find

IT SMART TO GET MORE FOOT TRAFFIC?



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Property Owner Name: Diane, Olson

Property Address: 14513 Bowers Dr. NW, Ramsey, MN 55303

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

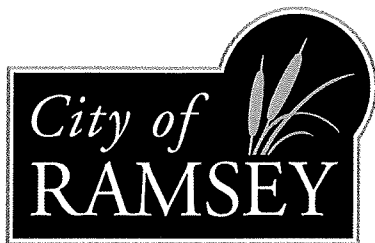
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

Residents of Bowers Drive and of the new Capstone development already have access to walking in each other's neighborhoods along the paths on Riverdale Drive. Is there really so much extra money lying around Ramsey City Hall that we need to spend it on an unwanted and unneeded 10-foot wide trail? Part of what makes Bowers Dr. such a great place to live is that it is somewhat secluded. Please allow us to keep it that way.

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Property Owner Contact Information

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Property Owner Name: Jamey McPheeters

Property Address: 14420 Bowers Dr NW

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

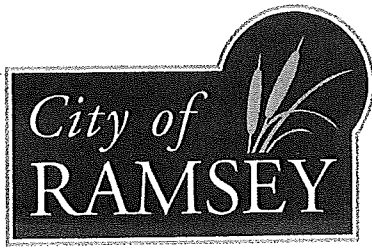
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

NO!
As mentioned, we just vetoed this recently and haven't changed our minds. We enjoy our seclusion.
P.S. where's our Hwy 10 acceleration lane?

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Property Owner Contact Information

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Property Owner Name: Terry and Jane Luke

Property Address: 14250 Bowers Dr, Ramsey

Survey Question

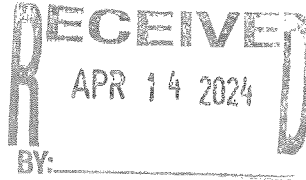
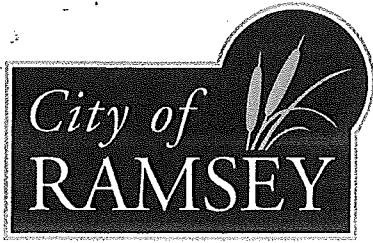
For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

We are not in favor of a walk-way joining Bowers Drive with Riverstone South.

Our concern is that there aren't really any amenities on Bowers Drive for the Riverstone residents to use. However, there is the draw of the Mississippi River and since there is no public access to the river, this opens the possibility of persons trespassing on the private property of the homeowners on the river side of Bowers Drive.



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Property Owner Contact Information

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Property Owner Name: Trude K. Potter
 Property Address: 14200 Bowers Dr. NW

Survey Question

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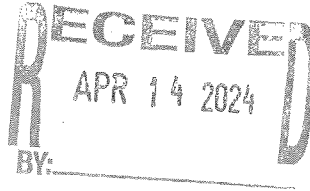
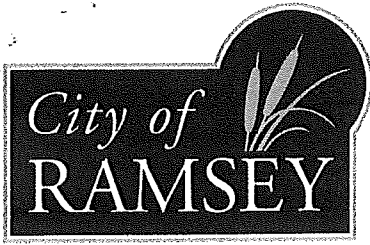
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

I am on the cul de sac and am dismayed and concerned that I have NOT been receiving any notifications such as the Nov 29 "Pavement overlay improvement letter" and now this survey letter. We don't want more bicycles and dog walkers. Maybe you could use some of your funding to repair paths at North Fork and along Mississippi West Park?

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Property Owner Contact Information

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Property Owner Name: Laurel A. Anderson
 Property Address: 14440 Bowers, Dr

Survey Question

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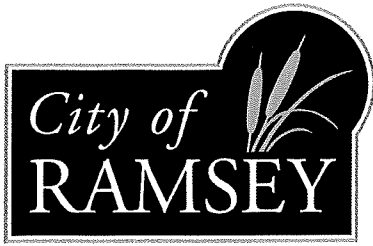
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

Is the reason for the 10 foot wide path really so that it can = soon become a ROAD? At the very least just put a 3-4 ft walking path.

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Property Owner Name: Richard and Patricia Sandeen

Property Address: 14826 BOWERS DR NW RAMSEY MN 55303

Survey Question

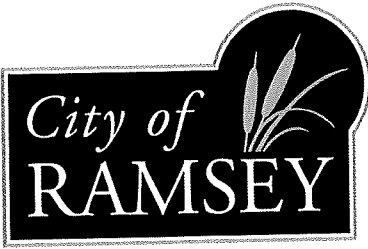
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Property Owner Name: Diane Geldaker

Property Address: 14750 Bowers Drive

Survey Question

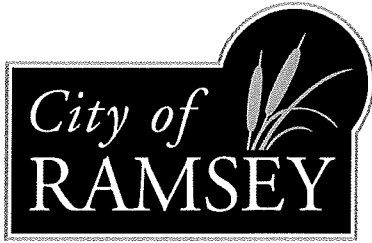
For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

Please return in the enclosed self-addressed, stamped envelope by March 15, 2024.



7550 Sunwood Drive NW • Ramsey, MN 55303

City Hall: 763.427.1410 • Fax: 763.427.5543

www.cityoframsey.com

POTENTIAL PEDESTRIAN TRAIL CONNECTION SURVEY (IP #24-07)

Purpose of this Survey

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Property Owner Contact Information

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Property Owner Name: John Jacobson

Property Address: 14691 Bowers Drive

Survey Question

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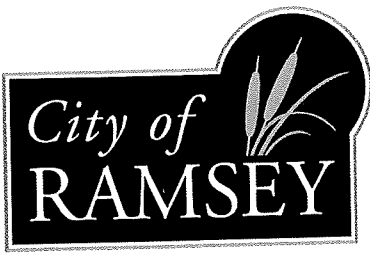
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

Bowers Drive residents should be the only
ones voting on this project.

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Property Owner Contact Information

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Property Owner Name: Ralph Nissen
Property Address: 14710 BOWERS DR.

Survey Question

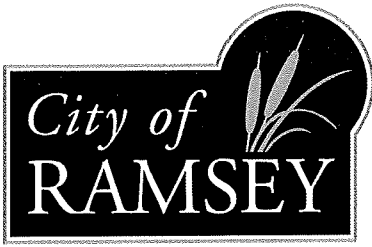
For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments: Do not want

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Property Owner Contact Information

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Property Owner Name: Stephen Dehen

Property Address: 14720 Bowers Dr. NW

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

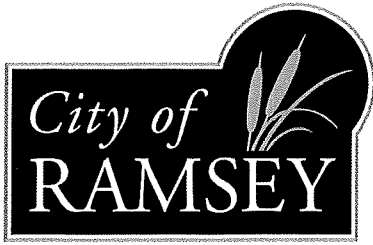
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

There is no good reason to add more
Traffic to Bowers Dr.

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Property Owner Contact Information

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Property Owner Name: Jason + Paige Bentley

Property Address: 14435 Bowers Dr NW

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

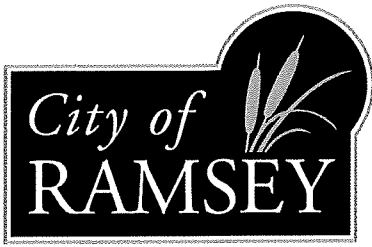
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

We are strongly opposed to a trail connection adjacent to our property for safety & security reasons. This was already addressed and voted against

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Property Owner Contact Information

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Property Owner Name: STEVEN PERKINS

Property Address: 14650 BOWERS DR NW

Survey Question

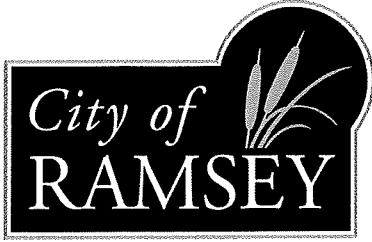
For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments: BOWERS IS NOT SAFE FOR PEDESTRIANS.

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Property Owner Contact Information

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Property Owner Name: Kathryn & Michael Manning
Property Address: 14365 Bowers Dr. NW, Ramsey

Survey Question

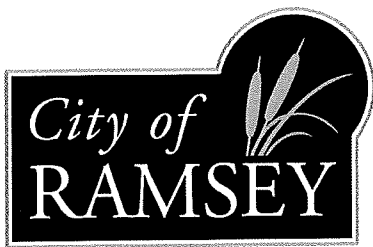
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NO, I do not support a paved pedestrian trail connection.

Comments:

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Property Owner Contact Information

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Property Owner Name: MATT CROCK

Property Address: 14583 BOWERS DR

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

YES, I support a paved pedestrian trail connection.

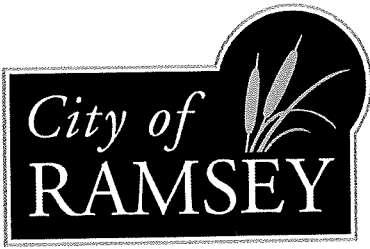
NO, I do not support a paved pedestrian trail connection.

Comments:

WE WOULD PREFER THE CITY-OWNED CORRIDOR BE PLANTED WITH TREES TO HELP OFFSET THE DESTRUCTION OF THE OLD-GROWTH FOREST BY THE DEVELOPERS.

INVEST IN OUR FUTURE. PLANT TREES. (IT'S COST EFFECTIVE)

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Property Owner Contact Information

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Property Owner Name: Nyssa + Joshua Fehreck

Property Address: 14573 Bowers Dr. NW Ramsey MN 55303

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

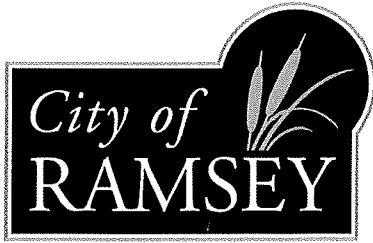
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

We don't support this for the same reasons as before. This road is already narrow and putting foot/bike traffic is a major safety hazard.

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Property Owner Contact Information

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Property Owner Name: Jamie Keough MARY HIGGINS

Property Address: 14620 Bowers Dr NW

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

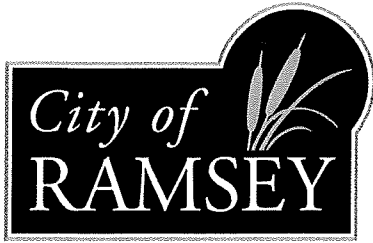
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

Not enough room on the road as is

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Property Owner Contact Information

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Property Owner Name: Erhart

Property Address: 14520 Bowers Dr. N.W.

Survey Question

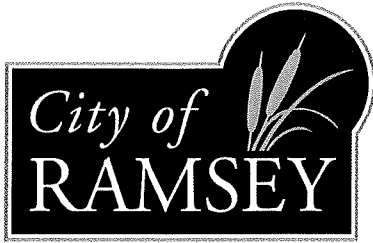
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YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

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Property Owner Name: John & Kristin Fluegel

Property Address: 14740 Bowers Drive NW, Ramsey

Survey Question

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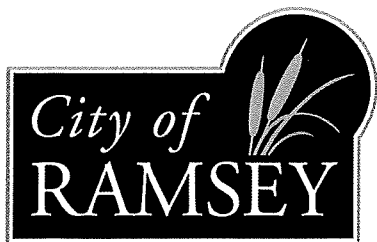
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

Bowers Drive is a narrow two lane road with no sidewalks. Additional foot / small vehicle (golf carts, bike, carts etc) would be hazardous for traffic. There are already many Bowers Drive & non residential foot / bike traffic / pedestrians that make driving on the road more difficult.

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Property Owner Contact Information

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Property Owner Name: Jason Decker

Property Address: 14389 Bowers Dr NW Ramsey MN 55303

Survey Question

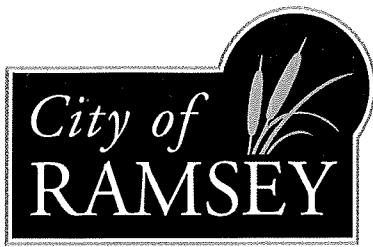
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Property Owner Name: Brian / Beth Nordskog

Property Address: 14580 Bowers Dr. NW

Survey Question

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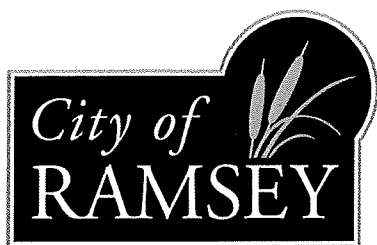
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

Absolutely Not! We moved into the area AFTER
The initial survey. This road is unsafe now! No walkway
for existing residents on the road. Scared to walk. More pedestrian
traffic would be a bad idea for any younger person who
may wander to Bowers. Very very bad idea.
Horrible idea! Thank you for the opportunity to weigh in.

Please return in the enclosed self-addressed, stamped envelope by March 15, 2024.



7550 Sunwood Drive NW • Ramsey, MN 55303

City Hall: 763.427.1410 • Fax: 763.427.5543

www.cityoframsey.com

POTENTIAL PEDESTRIAN TRAIL CONNECTION SURVEY (IP #24-07)

Purpose of this Survey

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Property Owner Contact Information

The City requests that only one response be submitted per property receiving this survey, and that the name and address of the respondent be provided below.

Property Owner Name: TOM MENTH

Property Address: 14370 BOWERS DRIVE

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

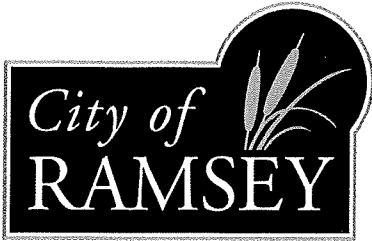
SEE ATTACHED

Please return in the enclosed self-addressed, stamped envelope by March 15, 2024.

I think the city has done enough to hurt Bowers Drive, and perhaps it's just time to leave us alone. You talked about the safety issue on the last go around. You brought in at least ten new homes, which equals 40 more cars daily, with minimum driving time to work and back. Then, taking trips, deliveries, and various other things could be accessible by 60 vehicles daily added to Bowers Drive.

My wife and I won't even let our grandchildren on the road as it is so busy, and some people drive much faster than before. Now, you want to open it up to 200-plus families and their children. They have their streets and sidewalks which they should stay on. My thoughts are you also open it up to more crime and unhappiness. If the Bowers families want to take a ride or walk, they still enjoy their road and have access to the trails along Highway 10.

So, our vote is "NO". We do not support a paved pedestrian trail connection as it would, unfortunately, give the city another reason to make further changes.



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Property Owner Contact Information

The City requests that only one response be submitted per property receiving this survey, and that the name and address of the respondent be provided below.

Property Owner Name: Larsen JH G. & C.I.

Property Address: 14480 Bowers Dr. NW, Ramsey, MN
55303

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

We have been opposed to this recommendation since the 1st proposal.
1. Too close to the residents where it cut through & they were never
warned of this possibility. The danger of a careless tossed
cigarette causing fire to both or all of the houses on either
side of the access.

2. The number of houses in the development (242) would bring many
residents walking their dogs in our neighborhood leaving their

Please return in the enclosed self-addressed, stamped envelope by March 15, 2024.

droppings around our mailboxes and yellow snowbanks all

It is our mission to work together to responsibly grow our community, and to provide quality, cost-effective and efficient government services.

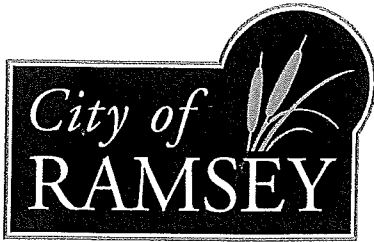
winter long.

(see other side)

3. A 10 foot wide walking path would be an invitation to motorcycles, ATVs, other small motorized vehicles which would make Bowers Dr less safe for the residents on Bowers Dr and quite noisy too. Possible cars too.
4. The amount of food wrappers and garbage from additional walkers would be our responsibility to clean up.
5. There is already a trail up by Hiway 10. Let them walk up there. People bought into their neighborhoods so they must like it there. We did not buy into that development.
6. This is ^{the} third time for this request. Lets put this to sleep once and for all.
7. We've been here for 60 years and many of the changes have not been for our benefit. Lets not make our living here less desirable when our taxes have skyrocketed for the convenience of adjacent development.
8. A second access to Bowers drive makes us less safe. Would you invite this into your neighborhood?

No thanks.

Leave it the way it is. Streets with cul de sacs are proven to be safer for the residents on them. We know our neighbors.



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Property Owner Contact Information

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Property Owner Name: URBAN SCHMIDTBALLER

Property Address: 14470 BOWERS DR

Survey Question

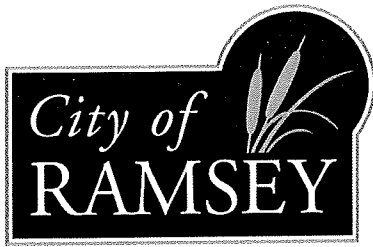
For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

YOUR PLAN TO RECONSTRUCT ENTRANCE
FOR US RESIDENTS TO GO TO ELK RIVER FROM



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Property Owner Contact Information

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Property Owner Name: Dean Swering

Property Address: 14603 Bowers Dr.

Survey Question

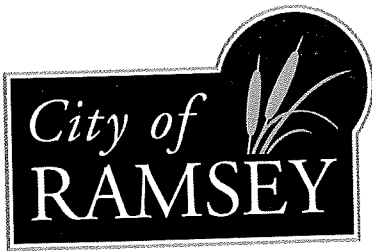
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NO, I do not support a paved pedestrian trail connection.

Comments:

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Property Owner Contact Information

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Property Owner Name: John & Julie Dehen

Property Address: 14806 Bowers Drive, NW

Survey Question

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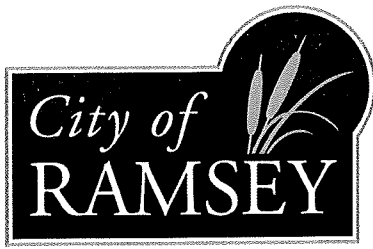
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

A couple of years ago we petitioned against a second roadway other than the new road near highway 10. This appears to be another end around to getting more traffic or pedestrians into the neighborhood.

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Property Owner Name: John + Catherine Mallis

Property Address: 14820 Bowers Dr.

Survey Question

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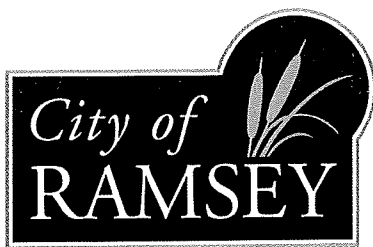
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

I do not think you need a trail
and people coming through residential
neighborhoods when you have parks + public
land so close.

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Property Owner Contact Information

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Property Owner Name: James Wadley

Property Address: 14447, Bowers Drive NW

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

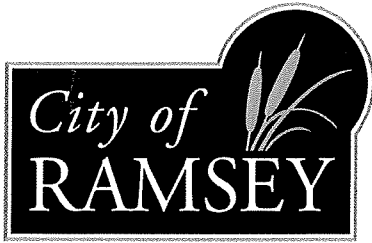
YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments:

When asked if Bowers Drive wanted a connection before
Vast Majority Reiterated against ANY connection - Why is the city
asking again - Increased foot traffic was given as an example
why not to have any connection This is becoming very
frustrating - Also no response from people should not be seen
as a automatic approval. As I have only had 3 days
to respond to this survey -

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Property Owner Contact Information

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Property Owner Name: MARK BROCHU

Property Address: 14633 BOWERS DRIVE NW.

Survey Question

For purposes of pedestrian connectivity to area amenities, do you support a second access to Bowers Drive?

YES, I support a paved pedestrian trail connection.

NO, I do not support a paved pedestrian trail connection.

Comments: SEE COMMENTS ON REVERSE SIDE →

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3/15/2024

Based on the City of Ramsey Engineering design standards, the potential 10' trail leading to the 19' Bowers Drive Road from the New Riverstone south development will create a guaranteed continual safety issue for pedestrians and vehicles. 242 new homes with 725 potential pedestrians being directed to Bowers Dr which is designated as a Rural road with minimal roadway width and the lack of a designated 10' trail on Bowers Drive will most certainly lead to catastrophic injury to pedestrians and motorists.

The City of Ramsey's top priority is public safety and this "Potential Trail" contradicts every aspect of the Cities charter for public safety by directing 725 pedestrians from a 10' trail onto a 19' roadway carrying traffic with combined vehicular widths up to 19' wide which leaves ZERO space for pedestrians to navigate Bowers Dr.

Regarding the trails "Cost-effective" construction based on being part of another project is another example of Government wasteful spending of tax payers' money. The only time this pedestrian trail topic should be explored is if Bowers Dr receives city services at which time the road will be changed from a Rural road to a Urban road designation. Also, the trail would be dead ended and would lead to nowhere. Pedestrians are already connected to the trail system at the beginning of Bowers Dr, Riverdale Dr. and also Snowy Owl Street. The City of Ramsey installing an inappropriate pedestrian trail would be cavalier, a failure of public safety stewardship, and gross fiscal negligence. All of which could open the City of Ramsey up to unwanted legal litigation.

Thank you for the opportunity to help shed some light on this matter.

Mark Brochu
14633 Bowers Dr. NW.

CC Work Session**Meeting Date:** 03/26/2024**Primary Strategic Plan Initiative:** Identify and implement operational efficiencies, cost savings and additional funding sources.**Information****Title:**

Update on Recycling Program

Purpose/Background:

The purpose of this case is to provide an update to City Council on the City's curbside recycling program and SCORE (Select Committee On Recycling and the Environment) funding, based on comments made at the September 26, 2023, City Council meeting. As the City Council knows, the City is in the midst of a five (5) year contract with ACE Solid Waste for curbside recycling. The current contract runs through December 31, 2025. The contract does include a termination clause based on breach of contract, which has not occurred. Per the current contract, the City is charged \$3.98 per household for the curbside recycling service. However, this is a 'pass-through' charge, as the City ultimately bills each household \$3.98 per month, or \$11.94 quarterly, through the City's utility billing. Recycling is collected on an every other week schedule (Mondays), alternating between the east and west sides of the city. If there is a missed pickup, the City's curbside recycling contract specifies that as long as the resident contacts the city prior to 12pm the day after the scheduled pickup, the hauler is obligated to return and service that address (this does happen from time to time, and ACE has always been very good about responding and sending a truck back out to an address, sometimes even when a resident waits multiple days before contacting the city).

The City's recycling contract also requires ACE Solid Waste to provide staff and equipment for collection of certain materials (curbside recyclables and scrap metal) at the City's spring and fall recycling events. These two recycling events provide residents with an opportunity to properly dispose of a number of different materials that are generally not accepted through the curbside recycling program. Materials collected at the traditional recycling events include appliances, electronics, mattresses, box springs, batteries, fluorescent bulbs, used oil, oil filters, antifreeze, bicycles, tires, scrap metal, standard curbside recyclables (e.g. cardboard, newspaper, cans, food and beverage glass containers, etc.), tires, and document destruction (paper shredding). At any given recycling event, attendance has ranged from about 200 to 500 vehicles.

In an attempt to provide more opportunities for residents to recycle, in 2023, the City offered a curbside recycling event. The concept is similar to the traditional recycling events, except that, rather than having residents haul their materials to a central location, they can place them at the curb for pickup, for a fee. There were ninety-five (95) households that took advantage of this opportunity last year. The vendor handled all phone calls and payments and then invoiced the city for the trip charge to each house (\$25). This was a successful 'event' and Staff plans to offer this opportunity again this summer.

Funding for Ramsey's recycling program is provided via Anoka County, which distributes SCORE funding to each municipality. Base funding is \$10,000, plus an additional \$5 per household. There are also additional funding categories, such as funding for the operation of a permanent recycling center (up to \$15,000), general program enhancements (up to \$9,925), and organics recycling (up to \$9,925). In 2024, Ramsey's total base funding allocation was \$59,625.00 (based on 9,925 households). There is also an opportunity for up to an additional \$20,000 in supplemental funding, through a competitive grant application process. In 2024, Ramsey had the opportunity to request up to \$94,475 of SCORE funding (excluding the supplemental funding of up to \$20,000). But, Ramsey has never pursued the full allotment of potential SCORE funding, as only about ten percent of the Senior Planner's time is spent on recycling.

Ramsey's total program funding for 2024 is \$69,350. This funding covers the portion of the Senior Planner's salary for the time spent on recycling related duties, costs associated with the traditional spring and fall recycling events, costs associated with the curbside recycling event (there is a \$25 trip charge for each household that participates, which the City has covered with SCORE funds), marketing and educational materials (covers a portion of the cost of producing the Ramsey Resident newsletter, assuming there's information about recycling, and the cost of the Ramsey Recycler newsletter), and providing program information to new residents (on a monthly basis). This funding also funds the recycling pickups in all the city parks and time spent by the Planning Administrative Assistant when sending out information to new Ramsey residents.

The City of Ramsey has operated its curbside recycling program via a contract with a single hauler since the mid-to late 1990s. Utilizing a single hauler (organized collection of recycling) helps limit the number of trucks traveling up and down residential streets (there is a separate truck for garbage, recycling, yard waste, and potentially organics, so it is possible that four separate trucks could drive down a residential street to provide service to a single home) and typically results in a lesser monthly cost for each household than an open hauling system (a hauler can offer a better rate knowing that they will be providing service to all households rather than just scattered houses across the city). Fewer trucks on the streets means greater safety (due to less traffic), less wear and tear on our streets (especially along the street edge, where pavement tends to be a bit weaker, which is also where these trucks primarily operate), and reduced noise. Program administration tends to be more efficient also. This is not only true on the reporting side (Staff generally only works with a single hauler to obtain monthly tonnage reports, which are required to complete biennial reporting to Anoka County), but also from an educational perspective as well (different haulers may accept different materials and/or require different means of material preparation).

Any hauler collecting mixed municipal solid waste (trash) is required by State Statute (115A.93 Subdivision 1) to be licensed by the jurisdiction where the material is collected. The Ramsey City Code does require a license for any entity collecting recyclables within the city as well. Should the City Council wish to transition to an open hauling system, the City would likely need to complete some updates to the City Code and/or the licensing application to ensure that haulers agree to provide all necessary tonnage information to the City so that Staff can accurately complete the biennial reporting due to Anoka County. It is worth noting that State Statute 115A.93 Subdivision 3 specifies that a licensing authority (i.e., the city) shall require licensees to provide volume-based garbage rates (i.e., the larger the garbage cart, the greater the cost) and shall prohibit haulers from imposing a greater charge on residents who recycle than on residents who do not recycle. So, just because someone opts not to recycle, per state law, they cannot be charged less than residents that do recycle.

Timeframe:

Funding Source:

All costs associated with the recycling program are covered through the SCORE funding.

Responsible Party(ies):

Senior Planner

Outcome:

No direction is being sought at this time, this case is intended to provide a general update on the City's recycling program.

Attachments

Curbside Recycling Contract
2024 Recycling Agreement with Anoka County

Form Review

Inbox

Brian Hagen

Form Started By: Chris Anderson

Final Approval Date: 03/21/2024

Reviewed By

Brian Hagen

Date

03/21/2024 03:58 PM

Started On: 10/05/2023 08:47 AM

**CITY OF RAMSEY
CONTRACT FOR CURBSIDE
RECYCLING SERVICES**

This agreement is made as of the 15th day of January, 2021, between the City of Ramsey, a Minnesota municipal corporation located at 7550 Sunwood Drive, Ramsey, MN 55303 ("City"), and Ace Solid Waste, Inc. a Minnesota corporation located at 6601 McKinley St. N.W., Ramsey, MN 55303 ("Contractor").

The City and the Contractor agree as follows:

SECTION 1. PURPOSE

The purpose of this agreement is to establish a curbside Recycling Program for the collection of Recyclable Materials from residents of the City of Ramsey.

SECTION 2. DEFINITIONS

For purposes of this Contract, the following words and terms shall have the definitions given them by this section.

- A. "CITY ADMINISTRATOR" means the then duly appointed and qualified City Administrator of the City of Ramsey.
- B. "CONTAINER" means plastic wheeled carts with lids provided by and maintained by the Contractor in which Recyclable Materials can be stored and later placed at curbside for collection as specified by the City.
- C. "EXCLUDED WASTE" means any radioactive, volatile, corrosive, highly flammable, explosive, biomedical, infectious, biohazardous, toxic or hazardous material as defined by applicable federal, state or local laws or regulations.
- D. "RECYCLING PROGRAM" means the collecting of all Recyclable Materials accumulated in Containers at Residential Properties located within the City and the transporting of the Recyclable Materials to a site where they can be processed for the marketplace as determined by the Contractor.
- E. "RECYCLABLE MATERIALS" means glass containers having no plastic, metal or other lids, plastic containers, tubs and lids, metal beverage and food cans, newspapers, corrugated cardboard, boxboard defined as cereal, cake, and chip boxes, paper cartons defined as juice, milk, soup and broth cartons, mixed mail, paperback books, magazines and phone books and other materials as mutually agreed by the City and Contractor.
- F. "RESIDENTIAL PROPERTY" means all single family and other residential dwelling units where a separate driveway and/or garage exist for each unit or group of units within City

limits. Multi-unit apartment buildings and residential dwelling units above commercial businesses, which, for the purposes of this contract, are not defined as Residential Property, are specifically excluded from this contract.

- G. "SINGLE SORT RECYCLING" means residents may place all Recyclable Materials in the Container provided without sorting by type of material.

SECTION 3.

SERVICES TO BE PERFORMED

- A. For recycling purposes, the City is divided into two collection areas: an east side and west side. The dividing line is Sunfish Lake Boulevard and Nowthen Boulevard. The Contractor shall collect at curbside all Recyclable Materials from every Residential Property in the City on an every other week schedule, with the east side collected one week and the west side collected the next week. The Contractor will inform the City of the current collection schedule and update the City if the schedule changes. If the Contractor desires to change the collection day for any Residential Property, or group of properties, the request must be submitted in writing to the City. Changes in collection days cannot be made without advance approval of the City. The Contractor is responsible for educating residents of any day change with at least two education notices.
- B. The Contractor shall not be required to make regular collections on State of Minnesota legal holidays; provided, however, that collection shall occur on the routes reasonably in advance thereof or thereafter in the opinion of the City and Contractor so that the every other week schedule can be completed regardless of a holiday.
- C. The Contractor shall provide the following equipment and labor biannually or triannually for recycling events:
1. Roll-off boxes or equivalent as mutually agreed upon by the City and Contractor for the drop off of scrap metal and Recyclable Materials by City residents.
 2. All required labor for loading and removal of materials collected
 3. Trucking services for the delivery and removal of the roll-off boxes
 4. If the City and the Contractor determine the need to hold recycling event(s) at the Contractor's location, the City will provide reasonable notice for Contractor to prepare their location.
- D. The Contractor will provide every Residential Property with a Container. Single family homes will receive a ninety-five (95) gallon size Container and each townhome will receive a sixty-five (65) gallon size Container. After ninety (90) days, residents may exchange their delivered Container with a smaller or larger Container based on their needs. Container exchanges for size are limited to once per year per resident.
1. The Contractor shall provide a second Container to a Residential Property upon request at no cost as long as the Residential Property already has the largest available Container size.

2. If a Residential Property requests a 2nd Container and the Residential Property is not conducting a business from their home, but the Residential Property is requesting the 2nd cart to be collected at a different collection point from their first Container, the Residential Property will be charged an additional per unit fee by the Contractor directly to the Residential Property.
3. A Residential Property requesting to have their Container cleaned or exchanged due to regular use will pay a Container Exchange fee directly to the Contractor of \$35.00 per Container.

E. The Contractor will support Recycling Program promotion as follows:

1. Contractor will provide the ReCollect App Recycle Wizard and Schedule Reminder tools to all Residential Properties via the City's website and the Contractor's website.
2. All Containers delivered for recycling will have a printed education flyer attached to the lid outlining the details of the Recycling Program.
3. The Contractor will meet with the City at least once every quarter, or as deemed appropriate, to discuss and consider outreach and educational information and materials to promote recycling, target specific Recyclable Materials, and identify problem materials that are not acceptable.
 - a. Contractor shall assist with preparation of articles for inclusion in the City's bi-monthly newsletter and the Ramsey Recycler publication. Articles shall focus on seasonal problem materials and/or seasonal increases in certain Recyclable Materials and other topics that will help improve tonnage and participation and reduce contamination.

F. The Contractor will provide Containers or equivalent at the City's public works facility for delivery of Recyclable Materials collected by City employees in the City parks and at City events. Size of Containers and frequency of collection will match the need. The Contractor has created a Public Drop-off for Recycling Materials and Organic Materials at their location that the City can promote the use to the City residents and commercial businesses.

G. The Contractor shall work with the City to develop and implement new programs and pilot projects to help increase tonnage and participation in the Recycling Program. Examples may include:

1. Expanding the list of Recyclable Materials.
2. Providing equipment for additional drop-off opportunities (e.g. additional cardboard over holidays, organics collection, yard waste collection in the fall, etc.)
3. Working with the City to provide additional curbside pick-up services (e.g. City-wide curbside appliance and/or electronics collection).
4. Should a governmental agency require the curbside collection of organic material (food waste) from Residential Properties, the City and Contractor shall collaborate to create an acceptable program for the City and Contractor.

H. Notwithstanding any other term contained herein, the Contractor shall have no obligation to collect any waste which is, or which the Contractor reasonably believes to be, Excluded

Waste. Title to and liability for any Excluded Waste shall remain with resident/generator of such Excluded Waste, even if the Contractor inadvertently collects and disposes of such Excluded Waste. If the Contractor finds what reasonably appears to be discarded Excluded Waste, the Contractor shall notify the resident/business/generator, if such can be determined, that the Contractor may not lawfully collect such Excluded Waste and leave a tag specifying the nearest location available for appropriate disposal.

SECTION 4.

TERM OF CONTRACT

- A. The term of this Contract shall be January 1, 2021 through December 31, 2025 (the "Contract Term").
- B. This Contract may be renewed at the City's option. Any renewal shall be subject to mutual Contract amendments proposed by the City and/or the Contractor. The unit cost of the Recycling Program shall be negotiated by the City and the Contractor prior to the granting of the renewal. The City may, however, in its sole discretion, seek competitive bids for renewal, and in its discretion, select another Contractor.
- C. The City shall notify the Contractor a minimum of three (3) months prior to the Contract's termination if the City intends to request a renewal. If the Contractor does not intend to renew this Contract, it shall notify the City at least six (6) months prior to the Contract's termination. If the Contractor notifies the City of its intent not to renew this Contract, it shall not bid on the new Contract.

SECTION 5.

PREPARATION FOR COLLECTION

- A. All occupants of Residential Properties in the City will be directed to prepare and store Recyclable Materials in a manner consistent with the Contractor's collection program.
- B. City residents will be advised that Containers in which Recyclable Materials have been stored must be placed on the boulevard area of the street in front of their residence for collection. Containers must be placed for collection by **6:30 a.m.** on the scheduled day of collection. Walk up service for qualified Residential Properties will be provided at no additional costs. Drive-in service shall be billed by the Contractor directly to the Residential Property at a rate of \$10 per month.
- C. All Recyclable Materials placed for collection shall be owned by, and be the responsibility of, the occupants of each Residential Property until said materials are handled by the Contractor. Upon handling of the Containers and Recyclable Materials by the Contractor, the Recyclable Materials become the property and responsibility of the Contractor.

SECTION 6.

CONTRACTOR'S EQUIPMENT

- A. All vehicles used by the Contractor in picking up the Recyclable Materials from the Residential Properties shall be painted and marked uniformly and shall be identified on both sides of the vehicle. Broom and shovel in good usable condition shall be placed and maintained on each vehicle.
- B. The Contractor shall make all collections of Recyclable Materials in vehicles with closed tops on the load portion so that contents will not spill or leak. All of the Contractor's receptacles and vehicles shall be kept clean and as free from offensive odors as possible and shall not be allowed to stand in any street or other place longer than is reasonably necessary to collect Recyclable Materials.
- C. The Contractor shall keep all equipment used in the performance of the work required by this Contract in good operating condition and in a clean, sanitary condition and shall thoroughly wash each vehicle at least twice each month or before each semi-monthly collection unless the same has not been used since the last washing. All of the Contractor's equipment is subject to periodic inspection by the City to assure that said vehicles and/or equipment are being maintained in a clean and sanitary condition.

SECTION 7.

CONTRACTOR'S OPERATIONS

- A. The Contractor shall establish and maintain, in a location approved by the City Administrator, an office staffed and capable of accepting complaints and customer calls. The office shall be in service during the hours of 8:00 a.m. to 4:30 p.m. on all days of collection as specified herein. The address and telephone number of the office shall be given to the City in writing. Any changes in address and telephone number of the office shall be given to the City in writing at least ten (10) working days prior to such change.
- B. The Contractor shall collect curbside Recyclable Materials between the hours of 7:00am and 6:00pm or as mutually agreed upon by the Contractor and the City.
- C. Complaints on service will be taken and collected by the City in addition to those received at the Contractor's office. The City will notify the Contractor of all complaints it receives. The Contractor is responsible for all corrective actions. A record of all such complaints and the action taken thereon shall be kept by the Contractor and reported to the City's Community Development Department whenever requested. All complaints shall be answered by the Contractor courteously and promptly.
- D. The City shall notify the Contractor by 12:00 noon on the work day following the scheduled pick-up of all missed stops. The Contractor is required to service such locations before 5:00 p.m. on the date of notification.
- E. The Contractor's employees shall handle all Containers with reasonable care to avoid

damage, shall replace all Containers in an upright position and shall immediately clean up and dispose of any Recyclable Materials which may have fallen out of a Container.

- F. The performance of the Contract shall be done by the Contractor with forces adequate to insure the satisfactory collection and disposal of the Recyclable Materials at all times. Contractor's failure to perform shall not be excused by adverse conditions of weather, breakdown and similar hindrances, including those caused by force majeure.
- G. The Contractor shall certify that the materials collected in the Recycling Program are delivered to a recycling processing center. Materials found to be landfilled are in violation of City ordinance and will cause the Contractor to incur the penalties listed in the City's recycling ordinance.

SECTION 8. COMPENSATION

- A. The City will compensate the Contractor for the collection of Recyclable Materials from City residents at a rate of \$3.98 per month per Residential Property for 2021, and then follow the schedule below for future years through the duration of the Contract. The City shall make payment to the Contractor by the 20th day of each month for the charges incurred during the immediately preceding month.

Year	Price
2021	\$3.98
2022	\$3.98
2023	\$3.98
2024	\$3.98
2025	\$3.98

- B. The number of Residential Properties will be updated not less than every calendar quarter and will be equal to the number of Residential Properties billed for participation in the Recycling Program through the City's utility billing system.
- C. The monthly rate per Residential Property is fixed and cannot be changed without mutual agreement of both parties.

SECTION 9. FILING OF REPORTS

The Contractor shall submit a monthly summary describing the residents' participation rate, the quantity (tonnage) and kinds of all Recyclable Materials collected and the primary purchaser(s) of the Recyclable Materials. Monthly summaries shall be submitted to the City's

Recycling Coordinator, either electronically or via mail, no later than the 15th day of the month following the month for which the report is submitted.

The Contractor shall also submit a summary report within three (3) weeks following each biannual or triannual recycling event. The summary report shall identify each material collected as well as the tonnage of each material.

SECTION 10. ACCESS TO RECORDS

The Contractor shall permit the City to review its books, documents, papers and records that are directly related to the performance of this Contract for the purpose of making an audit, and other examinations deemed necessary by the City.

SECTION 11. INSURANCE

Prior to the commencement of this Contract, the Contractor shall furnish the City with certificates or copies of the following policies of insurance, approved by the City Administrator, showing that such insurance is in force. All endorsements shall apply to both bodily injury or death and property damage coverage.

- A. Comprehensive general public liability insurance insuring against liability for bodily injury or death, in the sum of \$500,000 for any one person and in the sum of \$1,000,000 for two or more persons in the same occurrence, and for damages to property in the sum of \$500,000.
- B. Workers' compensation insurance and employers' liability insurance as required by law.
- C. Automobile liability and property damage insurance, including coverage for non-owned and hired vehicles, in limits as for comprehensive general public liability coverage stated above.

The City shall be named as an additional insured on the above policies, for coverage needed only for work, as specified in this Contract. The Contractor shall provide the City with thirty (30) days' written notice prior to any cancellation or termination of any of the insurance policies required hereunder.

No policy shall contain any provisions for exclusions from liability other than provisions for exclusion from liability forming part of the standard basic unamended and unendorsed form of policy, except that no exclusion will be permitted in any event if it conflicts with a coverage expressly required in this Contract, and in addition, no policy shall contain any exclusion from bodily injury to, or sickness, disease or death of any coverage under the contractual liability endorsement of the liability of the Contractor under this Contract. Compliance by the Contractor with the foregoing requirements to carry insurance and furnish certificates shall not relieve the Contractor from liability assumed under any provisions of this Contract.

SECTION 12.**INDEMNIFICATION**

The Contractor shall indemnify and hold harmless the City and its officers, agents and employees from and against all claims, damages, losses or expenses, including attorney fees, for which it may be held liable, arising out of or resulting from the assertion against them of any claims, debts or obligations in consequence of the performance of this Contract by the Contractor, its employees, agents or subcontractors. Notwithstanding anything contained herein to the contrary, the Contractor shall have no obligation to indemnify the City, or any of the City's subsidiaries, affiliates, or related companies, or any of their respective employees, agents, representatives, officers, managers, contractors, or subcontractors, or any other party, to the extent any claims, suits, actions, losses, damages, liabilities, costs or expenses arise out of: (i) the negligence or willful misconduct of the City, or any of the City's officials, employees, agents, representatives, officers, managers, contractors, or subcontractors, or any other party, (ii) the City's breach of any of the terms, conditions, representations, or warranties contained in this Contract, or (iii) the violation of any law, rule, regulation, ordinance, order, permit, or license by the City, or any of the City's officials, employees, agents, representatives, officers, managers, contractors, or subcontractors, or any other party.

Nothing in this Contract shall be construed to create an employer/employee, partnership, joint venture, license or agency relationship between the parties hereto and neither party shall have the right or authority to bind the other in any manner. For purposes of this Contract, Contractor shall be deemed an "independent contractor" as defined by law. Contractor's employees shall not be entitled to any employment benefits given to City employees.

SECTION 13.**TERMINATION**

If during the Term of this Contract either party shall be in breach of any provision of this Contract, the other party may suspend its performance hereunder until such breach has been cured or terminate this Contract; provided, however, that no termination of this Contract shall be effective until the complaining party has given written notice of such breach to the breaching party and the breaching party has failed to cure such breach within ten (10) days after its receipt of such notice. Upon any such failure to cure, the complaining party may terminate this Contract by giving the breaching party written notice of such termination, which shall become effective upon receipt of such notice.

SECTION 14.**PENALTIES AND DAMAGES**

- A. Failure by the Contractor to perform under this Contract, may result in its termination and/or claims by the City for damages.
- B. In the event of breach of this Contract by the Contractor, or proven negligence by the Contractor, the Contractor agrees to pay, in addition to the actual damages sustained by the City as a result thereof, the reasonable attorney's fees incurred by the City in pursuing any of its rights under this Contract.

SECTION 15.

SUCCESSORS AND ASSIGNS

The Contractor binds itself, its successors, executors, administrators and assigns to the City in respect to all covenants of this Contract, except that the Contractor shall not assign or transfer any part of its interest in this Contract nor shall the Contractor assign any moneys due, or to become due, without the City's written consent.

SECTION 16.

AMENDMENT, MODIFICATION OR WAIVER

No amendment, modification, or waiver of any condition, provision, or term of this Contract shall be valid or of any effect unless made in writing, signed by the party or parties to be bound or by its duly authorized representative, and specifying with particularity the extent and nature of such amendment, modification, or waiver. Any waiver by any party or any default of another party shall not affect or impair any right arising from any subsequent default.

SECTION 17.

SEVERABLE PROVISIONS

Each provision, section, sentence, clause, phrase, and word of this Contract is intended to be severable. If any provision, section, sentence, clause, phrase, or word hereof is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the validity of the remainder of this Contract.

SECTION 18.

ENTIRE CONTRACT

This Contract contains the entire understanding of the parties hereto with respect to the transactions contemplated hereby and supersedes all prior agreements and understanding between the parties with respect to such subject matter. No representations, warranties, undertakings, or promises, whether oral, implied, written, or otherwise, have been made by either party hereto to the other unless expressly stated in this Contract or unless mutually agreed to in writing between the parties hereto after the date hereof, and neither party has relied on any verbal representations, agreements, or understandings not expressly set forth herein.

SECTION 19.

CAPTIONS, HEADINGS OR TITLES

All captions, headings or titles in the paragraphs or sections of this Contract are inserted for convenience of reference only and shall not constitute a part of this Contract as a limitation of the scope of the particular paragraphs or sections to which they apply.

The representative of Ace Solid Waste, Inc., hereby acknowledges receipt of this Contract and has reviewed the conditions of this Contract and has agreed that they comply with the terms of this Contract.

CITY OF RAMSEY, MINNESOTA

Mark E. Wagner
Mayor

[Signature]
City Administrator

ACE SOLID WASTE, INC.

By: Candy Triplett

Its: District Mgr

Anoka County Contract # C0010120

2024 AGREEMENT FOR RESIDENTIAL RECYCLING PROGRAM

THIS AGREEMENT made and entered into on the 1st day of January 2024, notwithstanding the date of the signatures of the parties, between the COUNTY OF ANOKA, State of Minnesota, hereinafter referred to as the "COUNTY", and the CITY OF RAMSEY, hereinafter referred to as the "MUNICIPALITY".

WITNESSETH:

WHEREAS, the County will receive funding from the State of Minnesota pursuant to Minn. Stat. § 115A.557, the Select Committee on Recycling and the Environment (hereinafter "SCORE funds") during 2024 which must be used to encourage and improve recycling and a portion must be specifically directed to recycling source-separated compostable materials; and

WHEREAS, the County will also receive funding pursuant to Minn. Stat. § 473.8441, Local Recycling Development Grants (hereinafter "LRDG funds") during 2024; and

WHEREAS, the County also has additional budgeted program funding available to supplement SCORE and LRDG funds for solid waste recycling programs, so that the available amount for the Residential Recycling Program is \$1,611,188.00; and

WHEREAS, the County Solid Waste Management Master Plan 2018 (Master Plan 2018) and the Minnesota Pollution Control Agency (hereinafter "MPCA") Metropolitan Solid Waste Management Policy Plan 2016-2036 state that MSW generated in the County that is not reused, recycled, or composted, will be processed to the extent that processing capacity is available; and

WHEREAS, the Master Plan 2018 was developed with the participation of a representative from the Municipality staff, and the Municipality is required to develop and implement programs, practices, or methods designed to meet waste abatement goals by Minn. Stat. § 115A.551, Subd 2a. (b).; and

WHEREAS, the County wishes to assist the Municipality in meeting recycling goals established by Anoka County by providing said SCORE, LRDG, and County budgeted program funds to cities and townships in the County for solid waste recycling programs.

NOW, THEREFORE, in consideration of the mutual covenants and promises contained in this Agreement, the parties mutually agree to the following terms and conditions:

1. **PURPOSE AND CONTRACT DOCUMENTS.** The purpose of this Agreement is to provide for cooperation between the County and the Municipality to implement solid waste recycling programs in the Municipality which will help the County and member municipalities meet the goals set in the current Anoka County Solid Waste Management Master Plan. The County and the Municipality agree that the information provided in the recitals above is to be incorporated into the purpose of this agreement.

The Anoka County Municipal Waste Abatement Grant Program (hereinafter "Grant Program") Contract Documents include: the **Anoka County Municipal Waste**

Abatement Grant Funding Application submitted by the Municipality for the current contract year, and the **Grant Funding Award** issued by Anoka County for the current contract year. These documents are incorporated into this agreement by reference and are components of the entire contract package. The order of precedence of these documents in the event of inconsistency or ambiguity shall be resolved in the following order: 1) this **Agreement for Residential Recycling Program**; 2) **Grant Funding Award**; and 3) **Anoka County Municipal Waste Abatement Grant Funding Application**.

2. **TERM.** The term of this Agreement is from January 1, 2024, through December 31, 2024, unless earlier terminated as provided herein.
3. **DEFINITIONS.** Defined terms contained in this Agreement and all the attachments are found in Minn. Stat. § 115A.03; 115A.471; and 115A.552. The use of capitalization for defined terms has no special effect. Additionally:
 - a. “Full-Service Recycling Drop-off Center” means centralized permanent drop-off center that is open at least two times a week and accepts at least four types of materials beyond traditional curbside recyclables, i.e.: mattresses, appliances, scrap metal, furniture, source-separated compostable materials, electronics, etc.
 - b. “Multi-family dwellings” means households within apartment complexes, condominiums, townhomes, mobile homes, and senior housing complexes.
 - c. “Community Partner” means community festivals which appear to the public to be supported and run by the Municipality but in fact are sponsored or co-sponsored by a municipality or an independent non-profit 501c (3) organization, for example: the Anoka Halloween Parade.
4. **ELIGIBILITY FOR FUNDS.** Per Minn. Stat. § 115A.557, Subd. 1, funding eligibility is based primarily on population, with a minimum funding floor. For 2024, the County has determined that funding will be determined by the Grant Program funding application. The Municipality is entitled to receive reimbursement for eligible expenses, less revenues or other reimbursement received, for eligible activities up to the project maximum, which shall not exceed \$69,350.00. The Municipality shall be provided documentation of the funding award determination and rationale as indicated by the approved 2024 Grant Program Funding Application.

The County reserves the right to assess reimbursement reporting status for each municipality mid-year and recommend funding adjustments as determined by the County Program Specialist managing the Grant Program.

The County also reserves the right to withdraw reimbursement of approved expenses if the requirements noted in section 6. of this contract are not met.

The County also reserves the ability to assess the programs and reallocate unused SCORE and/or, LRDG funds mid-year if any participating municipality demonstrates the need for the funding and funds are available. The Municipality shall be provided documentation of the Grant Program funding award determination and rationale as indicated by the 2024 Grant Program Funding Award.

5. **PROGRAM.** The Municipality shall develop and implement a residential solid waste recycling program adequate to meet the Municipality's annual recycling goal of 3,100 tons of recyclable and source-separated compostable materials as established by the County. The Municipality shall ensure that the recyclable materials collected are delivered to processors or end markets for recycling or composting.
 - a. The Municipal recycling program shall include the following components:
 - i. Per Minn. Stat. § 115A.552, each household (including both single and Multi-family dwellings) in the Municipality shall have the Opportunity to Recycle at least four broad types of materials, including but not limited to, paper (including cardboard/paperboard cartons), glass, plastic, and metal.
 - ii. The recycling (including any organics) program shall be operated in compliance with all applicable federal, state, and local laws, ordinances, rules, and regulations.
 - iii. The Municipality shall implement a public information program that contains at least one of the following components:
 - (1) One promotional mailing to each household focused exclusively on the Municipality's recycling and source-separated compostable materials program;
 - (2) One promotional advertisement detailing recycling and source-separated compostable materials opportunities available for residents included in the Municipality's newsletter or local newspaper; or
 - (3) Two community outreach activities at Municipal or Community Partner events to inform residents about recycling and source-separated compostable materials opportunities.
 - iv. The public information components listed above shall focus on all recyclable materials and the various opportunities to recycle and compost source-separated compostable materials within the Municipality. The Municipality shall incorporate County/regional/State campaigns and images and use the toolkits provided by the County when preparing promotional materials. The Municipality, on an ongoing basis, shall identify new residents and provide detailed information on the recycling opportunities available to these new residents. The County shall work with the Municipality on promotional materials to coordinate messages. The Municipality shall provide promotional materials to the County for review prior to publication to ensure accuracy.
 - v. The Municipality shall offer a minimum of one spring or fall recycling drop-off event where items not normally accepted at the curb are collected for recycling. If the Municipality is hosting a monthly drop-off as described below, the spring/fall recycling drop-off events may be included within that program.
 - b. The Municipality is encouraged to expand its recycling program to include one or more of the following components in order to receive additional funding.

- i. Organize monthly/quarterly recycling drop-off events which can be held in conjunction with a neighboring municipality(ies) on a cooperative basis for the citizens of both/all municipalities.
 - ii. Provide a community event recycling program, which at a minimum would consist of providing recycling opportunities at all Municipal sponsored or Community Partner events and festivals as required by Minn. Stat. § 115A.151. The feasibility of adding source-separated compostable material collection at the event will be explored, and if feasible, implemented as an enhancement to the waste abatement program.
 - iii. Provide the opportunity for citizens to engage in recycling activities at Municipal and Community Partner facilities as required by Minn. Stat. § 115A.151 such as athletic fields and public centers.
 - iv. Organize and manage a Full-Service Recycling Drop-off Center.
 - v. Implement enhanced recycling promotion and assistance for Multi-family dwellings.
 - vi. Develop additional opportunities for source-separated compostable materials collection.
 - vii. Develop and implement additional opportunities to recycle bulky and problem materials (e.g., appliances, batteries, electronics, fluorescent lamps, mattresses, oil, scrap metal, etc.) from residents on an on-going basis either curbside or at a drop-off.
- c. If the Municipality's recycling program did not achieve the Municipality's recycling goals as established by the County for the prior calendar year, the Municipality shall work with the County to prepare a plan to achieve the recycling goals set forth in this Agreement.
 - d. The Municipality's recycling program shall be limited to residential programming for funding reimbursements under this Agreement. The County will not reimburse business recycling programming or household hazardous waste programming by the Municipality. Any inquiries or requests regarding these topics should be sent to the County for response.
 - e. In addition to the above requirements designed to increase residential recycling opportunities, the Municipality shall provide recycling opportunities in all municipal buildings including but not limited to, city offices, public meeting rooms and parks, as required by Minn. Stat. § 115A.151.
 - f. If the Municipality requests reimbursement for park/public entity recycling/organics/trash waste systems/containers, the Municipality needs to work with the County before an order is placed to make sure the containers are consistent with the requirements set forth by the County for colors e.g. (blue for recycling, green for organics and gray or black for trash), openings and labels.

- g. Pursuant to Minn. Stat. §§ 115A. 46, 115A.471 and 473.848, all waste generated by municipal government activities (including city/town halls, public works and public safety buildings, parks, and libraries, and for municipalities that arrange for waste services on behalf of their residents (organized collection)) shall be delivered to a waste processing plant for disposal as long as capacity is available. Failure to comply with this provision shall constitute a breach of this Agreement resulting in the loss of all Grant Funding unless, pursuant to statute, the Municipality has conferred with the County and developed a plan to comply within a reasonable period of time.
6. **REPORTING.** The Municipality shall submit the following forms via Re-TRAC: application, reimbursement, and tonnage report forms to the County on the schedule noted below:
- a. June 3, 2024 – Deadline for submitting via Re-TRAC the 2025 Anoka County Municipal Waste Abatement Grant Funding Application and all required attachments
- b. July 12, 2024 – Deadline for submitting via Re-TRAC the 2024 January – June Anoka County Municipal Reimbursement Report Form and all required attachments
- c. July 31, 2024 – Deadline for submitting via Re-TRAC the 2024 January – June Anoka County Municipal Tonnage Report Form and all required attachments
- d. November 15, 2024 – Deadline for submitting via DocuSign the signed 2025 Agreement for Residential Recycling Program
- e. January 10, 2025 – Deadline for submitting via Re-TRAC the 2024 July – December Anoka County Municipal Reimbursement Report Form and all required attachments
- f. January 31, 2025 – Deadline for submitting via Re-TRAC the 2024 July – December Anoka County Municipal Tonnage Report Form and all required attachments
- g. For the Anoka County **Municipal Waste Abatement Grant Funding Application, using set categories in Re-TRAC**, the:
- Municipality is required to follow application instructions
 - Municipality must refer to list of eligible expenses when completing the application
 - Municipality is required to upload in Re-TRAC a complete and accurate 2024 Staffing Metric and Drop-off Calculator
 - Municipality is required to upload in Re-TRAC a complete and accurate .pdf file of up-to-date promotions listing collection opportunities at curbside, permanent drop-off centers or other special events
- h. For the Anoka County **Municipal Reimbursement Report Form, using set categories in Re-TRAC**, the:
- Municipality is required to follow reimbursement form instructions

- Municipality must refer to list of eligible expenses when completing the reimbursement form
 - If the Municipality is being audited, the Municipality must provide a full accounting of the expenses incurred that have been approved in the 2024 Municipal Waste Abatement Grant Funding Application
 - Municipality is required to upload in Re-TRAC a complete and accurate Reimbursement Worksheet which matches the amounts entered in the associated sections in the Re-TRAC Reimbursement Report Form
 - Information regarding any revenue received from sources other than the County, for the Municipality's recycling and source-separated organics programs, i.e., revenue taken in from the sale of recyclables and fees collected from residents, shall be reported
 - Copies of all promotional materials that have been prepared by the Municipality during each reporting period shall be uploaded in the Re-TRAC Reimbursement Report Form
- i. For the **Municipal Tonnage Report Form, using set categories in Re-TRAC**, the:
- Municipality is required to follow tonnage report form instructions
 - Municipality shall keep detailed records documenting the disposition of all recyclable materials collected pursuant to this Agreement
 - When calculating all tonnage categories, weight slips from haulers and end markets are required. If weight slips cannot be obtained, written documentation of the quantity and type of material being reused, recycled, or composted must be provided
 - Using quantity and type of material, the Municipality shall use the conversion factors provided by the County to determine the tonnage
 - If County conversion factors do not apply to any given materials, a description of the methodology used for calculations must be provided to the County
 - If the Municipality is being audited, the Municipality must provide a full accounting of the amount of waste which has been reused, recycled, and composted due to the Municipality's activities and the efforts of other community programs, redemption centers and drop-off centers
 - Municipality is required to upload in Re-TRAC a complete and accurate Tonnage Worksheet which matches the amounts entered in the associated sections in the Re-TRAC Tonnage Report Form
 - For waste abatement programs run by other persons or entities, the Municipality shall provide documentation of materials recycled by the Municipality's residents through these other programs
- j. The Municipality agrees to support County efforts in obtaining hauler reports by ensuring compliance through ordinance, contract or license requirements and the ability to exercise punitive actions, if needed.
- k. The Municipality agrees to furnish the County with additional reports in form and at frequencies requested by the County for financial evaluation, program management purposes, and reporting to the State of Minnesota.

7. **REIMBURSEMENT PAYMENT PROCEDURE.** Approved grant reimbursement payments shall be paid in accordance with standard County procedures, subject to the approval of the Anoka County Board of Commissioners. Payments will not be made until the set contract deadlines are met.

8. **PUBLICATIONS.** The Municipality shall acknowledge the financial assistance of Anoka County on all promotional materials, reports and publications relating to the activities funded under this Agreement, by including the following acknowledgement: "Funded by the Anoka County Board of Commissioners and State SCORE funds." The Municipality shall provide to the County copies of all promotional materials funded by this grant.

The County shall provide to the Municipalities printed public information pieces about County programs and topics developed by the Recycling Education Committee (REC). The Municipality shall not modify County provided publications and promotional materials.

Information about all County programs and drop-off sites that a Municipality plans to publish in a Municipal communication, printed, electronic, or on social media platforms shall be provided to the County for review and approved by the County prior to publication. This includes all information related to County waste prevention, reduction, recycling programs, County household hazardous waste operations and the County compost sites.

To ensure content accuracy and message consistency throughout the region, any technical information about waste prevention, reduction, recycling, composting and household hazardous waste should be provided to the County for review, before it is printed, to verify that it is correct information for Anoka County. Information copied from the Internet may not be accurate for the twin cities metro area.

9. **INDEMNIFICATION.** The County agrees to indemnify, defend, and hold the Municipality harmless from all claims, demands, and causes of action of any kind or character, including the cost of defense thereof, resulting from the acts or omissions of its public officials, officers, agents, employees, and contractors relating to activities performed by the County under this Agreement.

The Municipality agrees to indemnify, defend, and hold the County harmless from all claims, demands, and causes of action of any kind or character, including the cost of defense thereof, resulting from the acts or omissions of its public officials, officers, agents, employees, and contractors relating to activities performed by the Municipality under this Agreement.

The provisions of this subdivision shall survive the termination or expiration of the term of this Agreement.

10. **GENERAL PROVISIONS.**
 - a. In performing the provisions of this Agreement, both parties agree to comply with all applicable federal, state, or local laws, ordinances, rules, regulations, or

standards established by any agency or special governmental unit which are now or hereafter promulgated insofar as they relate to performance of the provisions of this Agreement. In addition, the Municipality shall comply with all applicable requirements of the State of Minnesota for the use of SCORE funds provided to the Municipality by the County under this Agreement. The Municipality shall also comply with all relevant portions of the current Anoka County Solid Waste Management Master Plan and shall participate in the preparation of the successor Master Plans.

- b. If the Municipality utilizes the services of a subcontractor for purposes of meeting requirements herein, the Municipality shall be responsible for the performance of all such subcontracts and shall ensure that the subcontractors perform fully the terms of the subcontract. The agreement between the Municipality and a subcontractor shall obligate the subcontractor to comply fully with the terms of this Agreement.
- c. It is understood and agreed that the entire agreement is contained herein, and that this Agreement supersedes all oral and written agreements and negotiations between the parties relating to the subject matter hereof.
- d. Any amendments, alterations, variations, modifications, or waivers of this Agreement shall be valid only when they have been reduced to writing, duly signed by the parties.
- e. The provisions of this Agreement are severable. If any paragraph, section, subdivision, sentence, clause, or phrase of this Agreement is for any reason held to be contrary to law, such decision shall not affect the remaining portion of this Agreement.
- f. Nothing in this Agreement shall be construed as creating the relationship of co-partners, joint venturers, or an association between the County and the Municipality, nor shall the Municipality, its employees, agents, or representatives be considered employees, agents, or representatives of the County for any purpose.
- g. The Municipality shall maintain financial and other records and accounts in accordance with requirements of the County and the State of Minnesota. The Municipality shall maintain strict accountability of all funds and maintain records of all receipts and disbursements. Such records and accounts shall be maintained in a form which will permit the tracing of funds and program income to final expenditure. The Municipality shall maintain records sufficient to reflect that all funds received under this Agreement were expended in accordance with Minn. Stat. § 115A.557, Subd. 2, for residential solid waste recycling purposes. The Municipality shall also maintain records of the quantities of materials recycled. All records and accounts shall be retained as provided by law, but in no event for a period of less than five years from the last receipt of payment from the County pursuant to this Agreement.
- h. Pursuant to Minn. Stat. § 16C.05, the Municipality shall allow the County or other persons or agencies authorized by the County, and the State of Minnesota, including the Legislative Auditor or the State Auditor, access to the records of the

Municipality at reasonable hours, including all books, records, documents, and accounting procedures and practices of the Municipality relevant to the subject matter of the Agreement, for purposes of audit. In addition, the County shall have access to the project site(s), if any, at reasonable hours.

- i. The County reserves the right to withdraw reimbursement of approved expenses if the Municipality does not comply with state law or the County's Solid Waste Ordinance.
11. **TERMINATION.** This Agreement may be terminated by mutual written agreement of the parties or by either party, with or without cause, by giving not less than seven (7) days' written notice, delivered by mail or in person to the other party, specifying the date of termination. If this Agreement is terminated, assets acquired in whole or in part with funds provided under this Agreement shall be the property of the Municipality so long as said assets are used by the Municipality for the purpose of a landfill abatement program approved by the County.

(SIGNATURE PAGE TO FOLLOW)

IN WITNESS WHEREOF, the parties hereunto set their hands.

CITY OF RAMSEY

DocuSigned by:
Mark Kuzma
By: _____
Mark Kuzma
Mayor

Date: 9/19/2023

DocuSigned by:
Brian Hagen
By: _____
Brian Hagen
City Administrator

Date: 9/27/2023

COUNTY OF ANOKA

DocuSigned by:
Cindy Cesare
By: _____
Cindy Cesare, Chief Officer
Anoka County Human Services

Date: 9/27/2023

DocuSigned by:
Rhonda Sivarajah
By: _____
Rhonda Sivarajah
County Administrator

Date: 9/27/2023

Approved as to form and legality:

DocuSigned by:
Kurt C. Deile
By: _____
Kurt Deile
Assistant County Attorney

Date: 9/27/2023

Attachment A

Minnesota Statutes Referenced in Agreement for Residential Recycling Program

Chapter 115A WASTE MANAGEMENT

Minn. Stat. §115A.03 Definitions

Subdivision 1. **Applicability.**

For the purposes of this chapter, the terms defined in this section have the meanings given them, unless the context requires otherwise.

Subd. 2. **Agency.**

"Agency" means the Pollution Control Agency.

Subd. 3.

[Repealed, [1989 c 335 art 1 s 270](#)]

Subd. 3a. **Arrange for management.**

"Arrange for management" means an activity undertaken by a person that determines the ultimate disposition of solid waste that is under the control of the person, including delivery of the waste to a transfer station for transport to another solid waste management facility. Knowledge of the destination of waste by a generator is by itself insufficient for arranging for management unless the generator knows that the destination is an environmentally inferior facility as defined in this section, has the ability to redirect the waste to an environmentally superior facility and ensure its delivery to that facility, and chooses not to redirect the waste.

Subd. 4. **Cities.**

"Cities" means statutory and home rule charter cities and towns authorized to plan under sections [462.351](#) to [462.364](#).

Subd. 5. **Collection.**

"Collection" means the aggregation of waste from the place at which it is generated and includes all activities up to the time the waste is delivered to a waste facility.

Subd. 6. **Commercial waste facility.**

"Commercial waste facility" means a waste facility established and permitted to sell waste processing or disposal services to generators other than the owner and operator of the facility.

Subd. 6a. **Commissioner.**

"Commissioner" means the commissioner of the Pollution Control Agency.

Subd. 7. Construction debris.

"Construction debris" means waste building materials, packaging, and rubble resulting from construction, remodeling, repair, and demolition of buildings and roads.

Subd. 7a. Containment.

"Containment" means isolating, controlling, and monitoring waste in a waste facility in order to prevent a release of waste from the facility that would have an adverse impact upon human health and the environment.

Subd. 8. Development region.

"Development region" means a region designated pursuant to sections [462.381](#) to [462.397](#).

Subd. 8a.

[Repealed, [1Sp2005 c 1 art 2 s 162](#)]

Subd. 9. Disposal or dispose.

"Disposal" or "dispose" means the discharge, deposit, injection, dumping, spilling, leaking, or placing of any waste into or on any land or water so that the waste or any constituent thereof may enter the environment or be emitted into the air, or discharged into any waters, including groundwaters.

Subd. 10. Disposal facility.

"Disposal facility" means a waste facility permitted by the agency that is designed or operated for the purpose of disposing of waste on or in the land, together with any appurtenant facilities needed to process waste for disposal or transfer to another waste facility.

Subd. 10a. Environmentally inferior.

"Environmentally inferior" means a solid waste management method that is lower on the list of preferred waste management methods in section [115A.02](#) than a solid waste management method chosen by a county or, as applied to a facility, means a waste management facility that utilizes a waste management method that is lower on the list of preferred waste management methods than the waste management method chosen by a county. In addition, as applied to disposal facilities, a facility that does not meet the standards for new facilities in Code of Federal Regulations, title 40, chapters 257 and 258, is environmentally inferior to a facility that does meet these standards.

Subd. 11. Generation.

"Generation" means the act or process of producing waste.

Subd. 12. Generator.

"Generator" means any person who generates waste.

Subd. 13. Hazardous waste.

"Hazardous waste" has the meaning given it in section [116.06, subdivision 11](#).

Subd. 13a. Industrial waste.

"Industrial waste" means solid waste resulting from an industrial, manufacturing, service, or commercial activity that is managed as a separate waste stream.

Subd. 14. Intrinsic hazard.

"Intrinsic hazard" of a waste means the propensity of the waste to migrate in the environment, and thereby to become exposed to the public, and the significance of the harm or damage likely to result from exposure of natural resources or the public to the waste, as a result of such inherent or induced attributes of the waste as its chemical and physical stability, solubility, bioconcentratability, toxicity, flammability, and corrosivity.

Subd. 15. Intrinsic suitability.

(a) "Intrinsic suitability" of a land area or site means that, based on existing data on the inherent and natural attributes, physical features, and location of the land area or site, there is no known reason why the waste facility proposed to be located in the area or site cannot reasonably be expected to qualify for permits in accordance with agency rules. Agency certification of intrinsic suitability shall be based on data submitted to the agency by the proposing entity and data included by the administrative law judge in the record of any public hearing on recommended certification, and applied against criteria in agency rules and any additional criteria developed by the agency in effect at the time the proposing entity submits the site for certification.

(b) In the event that all candidate sites selected by the board before May 3, 1984, are eliminated from further consideration and a new search for candidate sites is commenced, "intrinsic suitability" of a land area or site shall mean that, because of the inherent and natural attributes, physical features, and location of the land area or site, the waste facility proposed to be located in the area or site would not be likely to result in material harm to the public health and safety and natural resources and that therefore the proposed facility can reasonably be expected to qualify for permits in accordance with agency rules.

Subd. 16.

[Repealed, [1997 c 7 art 1 s 26](#)]

Subd. 17. Local government unit.

"Local government unit" means cities, towns, and counties.

Subd. 17a. Major appliances.

"Major appliances" means clothes washers and dryers, dishwashers, hot water heaters, heat pumps, furnaces, garbage disposals, trash compactors, conventional and microwave ovens, ranges and stoves, air conditioners, dehumidifiers, refrigerators, and freezers.

Subd. 18. Metropolitan area.

"Metropolitan area" has the meaning given it in section [473.121](#).

Subd. 19. Metropolitan Council.

"Metropolitan Council" means the council established in chapter 473.

Subd. 20.

[Repealed, [1994 c 628 art 3 s 209](#)]

Subd. 21. **Mixed municipal solid waste.**

(a) "Mixed municipal solid waste" means garbage, refuse, and other solid waste from residential, commercial, industrial, and community activities that the generator of the waste aggregates for collection, except as provided in paragraph (b).

(b) Mixed municipal solid waste does not include auto hulks, street sweepings, ash, construction debris, mining waste, sludges, tree and agricultural wastes, tires, lead acid batteries, motor and vehicle fluids and filters, and other materials collected, processed, and disposed of as separate waste streams.

Subd. 22. **Natural resources.**

"Natural resources" has the meaning given it in chapter 116B.

Subd. 22a.

[Repealed, [1Sp2005 c 1 art 2 s 162](#)]

Subd. 22b. **Packaging.**

"Packaging" means a container and any appurtenant material that provide a means of transporting, marketing, protecting, or handling a product. "Packaging" includes pallets and packing such as blocking, bracing, cushioning, weatherproofing, strapping, coatings, closures, inks, dyes, pigments, and labels.

Subd. 23. **Person.**

"Person" has the meaning given it in section [116.06](#), but does not include the Pollution Control Agency.

Subd. 24. **Political subdivision.**

"Political subdivision" means any municipal corporation, governmental subdivision of the state, local government unit, special district, or local or regional board, commission, or authority authorized by law to plan or provide for waste management.

Subd. 24a. **Problem material.**

"Problem material" means a material that, when it is processed or disposed of with mixed municipal solid waste, contributes to one or more of the following results:

(1) the release of a hazardous substance, or pollutant or contaminant, as defined in section [115B.02, subdivisions 8, 13, and 15](#);

(2) pollution of water as defined in section [115.01, subdivision 13](#);

(3) air pollution as defined in section [116.06, subdivision 4](#); or

(4) a significant threat to the safe or efficient operation of a solid waste facility.

Subd. 24b. Postconsumer material.

"Postconsumer material" means a finished material that would normally be discarded as a solid waste having completed its life cycle as a consumer item.

Subd. 25. Processing.

"Processing" means the treatment of waste after collection and before disposal. Processing includes but is not limited to reduction, storage, separation, exchange, resource recovery, physical, chemical, or biological modification, and transfer from one waste facility to another.

Subd. 25a. Recyclable materials.

"Recyclable materials" means materials that are separated from mixed municipal solid waste for the purpose of recycling or composting, including paper, glass, plastics, metals, automobile oil, batteries, source-separated compostable materials, and sole source food waste streams that are managed through biodegradative processes. Refuse-derived fuel or other material that is destroyed by incineration is not a recyclable material.

Subd. 25b. Recycling.

"Recycling" means the process of collecting and preparing recyclable materials and reusing the materials in their original form or using them in manufacturing processes that do not cause the destruction of recyclable materials in a manner that precludes further use.

Subd. 25c. Recycling facility.

"Recycling facility" means a facility at which materials are prepared for reuse in their original form or for use in manufacturing processes that do not cause the destruction of the materials in a manner that precludes further use.

Subd. 25d. Refuse-derived fuel.

"Refuse-derived fuel" means a product resulting from the processing of mixed municipal solid waste in a manner that reduces the quantity of noncombustible material present in the waste, reduces the size of waste components through shredding or other mechanical means, and produces a fuel suitable for combustion in existing or new solid fuel-fired boilers.

Subd. 26. Regional development commission.

"Regional development commission" means a commission established pursuant to sections [462.381](#) to [462.397](#).

Subd. 26a. Resource conservation.

"Resource conservation" means the reduction in the use of water, energy, and raw materials.

Subd. 27. Resource recovery.

"Resource recovery" means the reclamation for sale, use, or reuse of materials, substances, energy, or other products contained within or derived from waste.

Subd. 28. Resource recovery facility.

"Resource recovery facility" means a waste facility established and used primarily for resource recovery, including related and appurtenant facilities such as transmission facilities and transfer stations primarily serving the resource recovery facility.

Subd. 28a. Retrievable storage.

"Retrievable storage" means a method of disposal whereby wastes are placed in a facility established pursuant to sections [115A.18](#) to [115A.30](#) for an indeterminate period in a manner designed to allow the removal of the waste at a later time.

Subd. 28b. Sanitary district.

"Sanitary district" means a sanitary district with the authority to regulate solid waste.

Subd. 29. Sewage sludge.

"Sewage sludge" means solid, semisolid, or liquid residue generated during the treatment of domestic sewage in a treatment works. It includes, but is not limited to, scum or solids removed in primary, secondary, or advanced wastewater treatment processes and a material derived from sewage sludge. Sewage sludge does not include ash generated during the firing of sewage sludge in a sewage sludge incinerator or grit and screenings generated during preliminary treatment of domestic sewage in a treatment works. Sewage sludge that is acceptable and beneficial for recycling on land as a soil conditioner and nutrient source is also known as biosolids.

Subd. 30. Sewage sludge disposal facility.

"Sewage sludge disposal facility" means property owned or leased by a political subdivision and used for interim or final disposal or land spreading of sewage sludge.

Subd. 31. Solid waste.

"Solid waste" has the meaning given it in section [116.06, subdivision 22](#).

Subd. 32. Solid waste management district or waste district.

"Solid waste management district" or "waste district" means a geographic area extending into two or more counties in which the management of solid waste is vested in a special district established pursuant to sections [115A.62](#) to [115A.72](#).

Subd. 32a.

MS 1994 [Renumbered subd 32c]

Subd. 32a. Source-separated compostable materials.

"Source-separated compostable materials" means materials that:

(1) are separated at the source by waste generators for the purpose of preparing them for use as compost;

(2) are collected separately from mixed municipal solid waste, and are governed by the licensing provisions of section [115A.93](#);

(3) are comprised of food wastes, fish and animal waste, plant materials, diapers, sanitary products, and paper that is not recyclable because the commissioner has determined that no other person is willing to accept the paper for recycling;

(4) are delivered to a facility to undergo controlled microbial degradation to yield a humus-like product meeting the agency's class I or class II, or equivalent, compost standards and where process rejects do not exceed 15 percent by weight of the total material delivered to the facility; and

(5) may be delivered to a transfer station, mixed municipal solid waste processing facility, or recycling facility only for the purposes of composting or transfer to a composting facility, unless the commissioner determines that no other person is willing to accept the materials.

Subd. 32b.

MS 1994 [Renumbered subd 32d]

Subd. 32b. Source-separated recyclable materials.

"Source-separated recyclable materials" means recyclable materials, including commingled recyclable materials, that are separated by the generator.

Subd. 32c. Stabilization.

"Stabilization" means a chemical or thermal process in which materials or energy are added to waste in order to reduce the possibility of migration of any hazardous constituents of the resulting stabilized waste in preparation for placement of the waste in a stabilization and containment facility.

Subd. 32d. Stabilization and containment facility.

"Stabilization and containment facility" means a waste facility that is designed for stabilization and containment of waste, together with other appurtenant facilities needed to process waste for stabilization, containment, or transfer to another facility.

Subd. 33. Transfer station.

"Transfer station" means an intermediate waste facility in which waste collected from any source is temporarily deposited to await transportation to another waste facility.

Subd. 34. Waste.

"Waste" means solid waste, sewage sludge, and hazardous waste.

Subd. 35. Waste facility.

"Waste facility" means all property, real or personal, including negative and positive easements and water and air rights, which is or may be needed or useful for the processing or disposal of waste, except property for the collection of the waste and property used primarily for the manufacture of scrap metal or paper. Waste facility includes but is not limited to transfer stations, processing facilities, and disposal sites and facilities.

Subd. 36. Waste management.

"Waste management" means activities which are intended to affect or control the generation of waste and activities which provide for or control the collection, processing and disposal of waste.

Subd. 36a. Waste management method chosen by a county.

"Waste management method chosen by a county" means:

(1) a waste management method that is mandated for waste generated in the county by section [115A.415](#), [473.848](#), [473.849](#), or other state law, or by county ordinance based on the county solid waste management plan developed, adopted, and approved under section [115A.46](#) or [458D.05](#) or the county solid waste management master plan developed, adopted, and approved under section [473.803](#); or

(2) a waste management facility or facilities, developed under the county solid waste management plan or master plan, to which solid waste generated in a county is directed by an ordinance developed, adopted, and approved under sections [115A.80](#) to [115A.893](#).

Subd. 36b. Waste reduction or source reduction.

"Waste reduction" or "source reduction" means an activity that prevents generation of waste or the inclusion of toxic materials in waste, including:

- (1) reusing a product in its original form;
- (2) increasing the life span of a product;
- (3) reducing material or the toxicity of material used in production or packaging; or
- (4) changing procurement, consumption, or waste generation habits to result in smaller quantities or lower toxicity of waste generated.

Subd. 37. Waste rendered nonhazardous.

"Waste rendered nonhazardous" means (1) waste excluded from regulation as a hazardous waste under the delisting requirements of United States Code, title 42, section 6921 and any federal and state delisting rules, and (2) other nonhazardous residual waste from the processing of hazardous waste.

Subd. 38. Yard waste.

"Yard waste" means garden wastes, leaves, lawn cuttings, weeds, shrub and tree waste, and prunings.

History:

[1980 c 564 art 1 s 3](#); [1981 c 352 s 1,2](#); [1983 c 373 s 5,6](#); [1984 c 640 s 32](#); [1984 c 644 s 1,2](#); [1985 c 274 s 1-3](#); [1986 c 425 s 12-17](#); [1987 c 348 s 1,2](#); [1988 c 524 s 1](#); [1988 c 685 s 3,4,21](#); [1989 c 325 s 3](#); [1989 c 335 art 1 s 128,129,269](#); [1Sp1989 c 1 art 18 s 3](#); [art 20 s 1,2](#); [1991 c 303 s 1](#); [1991 c 337 s 6,7,44](#); [1992 c 593 art 1 s 5-7,28](#); [1993 c 249 s 7,8,61](#); [1994 c 548 s 1](#); [1994 c 585 s 3](#); [1994 c 639 art 5 s 3](#); [1995 c 220 s 96](#); [1995 c 247 art 1 s 66](#); [1996 c 470 s 2-5](#); [1Sp2005 c 1 art 2 s 161](#); [2008 c 357 s 32,33](#); [2011 c 107 s 81](#); [2014 c 248 s 14](#); [1Sp2015 c 4 art 4 s 104,105](#)

Minn. Stat. § 115A.151 RECYCLING REQUIREMENTS; PUBLIC ENTITIES; COMMERCIAL BUILDINGS; SPORTS FACILITIES.

(a) A public entity, the owner of a sports facility, and an owner of a commercial building shall:

(1) ensure that facilities under its control, from which mixed municipal solid waste is collected, also collect at least three recyclable materials, such as, but not limited to, paper, glass, plastic, and metal; and

(2) transfer all recyclable materials collected to a recycler.

(b) For the purposes of this section:

(1) "public entity" means the state, an office, agency, or institution of the state, the Metropolitan Council, a metropolitan agency, the Metropolitan Mosquito Control Commission, the legislature, the courts, a county, a statutory or home rule charter city, a town, a school district, a special taxing district, or any entity that receives an appropriation from the state for a capital improvement project after August 1, 2002;

(2) "metropolitan agency" and "Metropolitan Council" have the meanings given them in section [473.121](#);

(3) "Metropolitan Mosquito Control Commission" means the commission created in section [473.702](#);

(4) "commercial building" means a building that:

(i) is located in a metropolitan county, as defined in section [473.121](#);

(ii) contains a business classified in sectors 42 to 81 under the North American Industrial Classification System; and

(iii) contracts for four cubic yards or more per week of solid waste collection; and

(5) "sports facility" means a professional or collegiate sports facility at which competitions take place before a public audience.

History: [1Sp1989 c 1 art 18 s 9](#); [1991 c 337 s 12](#); [1996 c 457 s 10](#); [2002 c 312 s 2](#); [2014 c 225 s 4](#); [2014 c 312 art 13 s 24](#)

Minn. Stat. §115A.46 REGIONAL AND LOCAL SOLID WASTE MANAGEMENT PLAN; REQUIREMENTS.

Subdivision 1. **General.**

(a) Plans shall address the state policies and purposes expressed in section [115A.02](#) and may not be inconsistent with state law.

(b) Plans for the location, establishment, operation, maintenance, and postclosure use of facilities and facility sites, for ordinances, and for licensing, permit, and enforcement activities shall be consistent with the rules adopted by the agency pursuant to chapter 116.

(c) Plans shall address:

(1) the resolution of conflicting, duplicative, or overlapping local management efforts;

(2) the establishment of joint powers management programs or waste management districts where appropriate; and

(3) other matters as the rules of the agency may require consistent with the purposes of sections [115A.42](#) to [115A.46](#).

(d) Political subdivisions preparing plans under sections [115A.42](#) to [115A.46](#) shall consult with persons presently providing solid waste collection, processing, and disposal services.

(e) Plans must be submitted to the commissioner for approval. When a county board is ready to have a final plan approved, the county board shall submit a resolution requesting review and approval by the commissioner. After receiving the resolution, the commissioner shall notify the county within 45 days whether the plan as submitted is complete and, if not complete, the specific items that need to be submitted to make the plan complete. Within 90 days after a complete plan has been submitted, the commissioner shall approve or disapprove the plan. If the plan is disapproved, reasons for the disapproval must be provided.

(f) After initial approval, each plan must be updated and submitted for approval at least every ten years. The plan must be revised as necessary so that it is not inconsistent with state law.

(g) Rules that regulate plan content under subdivision 2 must reflect demographic, geographic, regional, and solid waste system differences that exist among the counties.

Subd. 2. Contents.

(a) The plans shall describe existing collection, processing, and disposal systems, including schedules of rates and charges, financing methods, environmental acceptability, and opportunities for improvements in the systems.

(b) The plans shall include an estimate of the land disposal capacity in acre-feet which will be needed through the year 2000, on the basis of current and projected waste generation practices. In assessing the need for additional capacity for resource recovery or land disposal, the plans shall take into account the characteristics of waste stream components and shall give priority to waste reduction, separation, and recycling.

(c) The plans shall require the most feasible and prudent reduction of the need for and practice of land disposal of mixed municipal solid waste.

(d) The plans shall address at least waste reduction, separation, recycling, and other resource recovery options, and shall include specific and quantifiable objectives, immediately and over specified time periods, for reducing the land disposal of mixed municipal solid waste and for the implementation of feasible and prudent reduction, separation, recycling, and other resource recovery options. These objectives shall be consistent with statewide objectives as identified in statute. The plans shall describe methods for identifying the portions of the waste stream such as leaves, grass, clippings, tree and plant residue, and paper for application and mixing into the soil and use in agricultural practices. The plans shall describe specific functions to be performed and activities to be undertaken to achieve the abatement, reduction, separation, recycling, and other resource recovery objectives and shall describe the estimated cost, proposed manner of financing, and timing of the functions and activities. The plans shall describe proposed mechanisms for complying with the recycling requirements of section [115A.551](#), and the household hazardous waste management requirements of section [115A.96, subdivision 6](#).

(e) The plans shall include a comparison of the costs of the activities to be undertaken, including capital and operating costs, and the effects of the activities on the cost to generators and on persons currently providing solid waste collection, processing, and disposal services. The plans shall include alternatives which could be used to achieve the abatement objectives if the proposed functions and activities are not established.

(f) The plans shall designate how public education shall be accomplished. The plans shall, to the extent practicable and consistent with the achievement of other public policies and purposes, encourage ownership and operation of solid waste facilities by private industry. For solid waste facilities owned or operated by public agencies or supported primarily by public funds or obligations issued by a public

agency, the plans shall include criteria and standards to protect comparable private and public facilities already existing in the area from displacement unless the displacement is required in order to achieve the waste management objectives identified in the plan.

(g) The plans shall establish a siting procedure and development program to assure the orderly location, development, and financing of new or expanded solid waste facilities and services sufficient for a prospective ten-year period, including estimated costs and implementation schedules, proposed procedures for operation and maintenance, estimated annual costs and gross revenues, and proposals for the use of facilities after they are no longer needed or usable.

(h) The plans shall describe existing and proposed county and municipal ordinances and license and permit requirements relating to solid waste management and shall describe existing and proposed regulation and enforcement procedures.

Subd. 3.

[Repealed, [1984 c 644 s 82](#)]

Subd. 4. Delegating solid waste responsibilities.

A county or a solid waste management district established under sections [115A.62](#) to [115A.72](#) may not delegate to another governmental unit or other person any portion of its responsibility for solid waste management unless it establishes a funding mechanism to assure the ability of the entity to which it delegates responsibility to adequately carry out the responsibility delegated.

Subd. 5. Jurisdiction of plan.

(a) After a county plan has been submitted for approval under subdivision 1, a public entity, as defined in section [16C.073, subdivision 1](#), within the county may not enter into a binding agreement governing a solid waste management activity that is inconsistent with the county plan without the consent of the county.

(b) After a county plan has been approved under subdivision 1, the plan governs all solid waste management in the county and a public entity, as defined in section [16C.073, subdivision 1](#), within the county may not develop or implement a solid waste management activity, other than an activity to reduce waste generation or reuse waste materials, that is inconsistent with the county plan that the county is actively implementing without the consent of the county.

History:

[1980 c 564 art 5 s 5](#); [1982 c 569 s 13](#); [1984 c 644 s 32,33](#); [1987 c 404 s 140](#); [1989 c 131 s 3](#); [1989 c 325 s 6](#); [1989 c 335 art 1 s 269](#); [1Sp1989 c 1 art 20 s 3,4](#); [1991 c 337 s 15,16](#); [1995 c 247 art 1 s 8](#); [art 2 s 12](#); [2003 c 13 s 1](#); [1Sp2005 c 1 art 2 s 161](#); [2014 c 196 art 1 s 5](#)

Minn. Stat. §115A.471 PUBLIC ENTITIES; MANAGING SOLID WASTE.

Subdivision 1. Definitions.

(a) Prior to entering into or approving a contract for the management of mixed municipal solid waste which would manage the waste using a waste management practice that is ranked lower on the list of preferred waste management practices in section [115A.02, paragraph \(b\)](#), than the waste management practice selected for such waste in the county plan for the county in which the waste was generated, a public entity must:

(1) determine the potential liability to the public entity and its taxpayers for managing the waste in this manner;

(2) develop and implement a plan for managing the potential liability; and

(3) submit the information from clauses (1) and (2) to the agency.

(b) For the purpose of this subdivision, "public entity" means the state; an office, agency, or institution of the state; the Metropolitan Council; a metropolitan agency; the Metropolitan Mosquito Control District; the legislature; the courts; a county; a statutory or home rule charter city; a town; a school district; another special taxing district; or any other general or special purpose unit of government in the state.

History: [1995 c 247 art 1 s 9](#)

Minn Stat. §115A.551 RECYCLING.

Subdivision 1. Definitions.

(a) For the purposes of this section, "recycling" means, in addition to the meaning given in section [115A.03, subdivision 25b](#), yard waste and source-separated compostable materials composting and recycling that occurs through mechanical or hand separation of materials that are then delivered for use in manufacturing processes that do not cause the destruction of recyclable materials in a manner that precludes further use.

(b) For the purposes of this section, "total solid waste generation" means the total by weight of:

(1) materials separated for recycling;

(2) materials separated for yard waste and source-separated compostable materials composting;

(3) mixed municipal solid waste plus motor and vehicle fluids and filters, tires, lead acid batteries, and major appliances; and

(4) residential waste materials that would be mixed municipal solid waste but for the fact that they are not collected as such.

Subd. 2

[Repealed, [2014 c 312 art 13 s 48](#)]

Subd. 2a. County recycling goals.

(a) By December 31, 2030, each county will have as a goal to recycle the following amounts:

(1) for a county outside of the metropolitan area, 35 percent by weight of total solid waste generation; and

(2) for a metropolitan county, 75 percent by weight of total solid waste generation.

(b) Each county will develop and implement or require political subdivisions within the county to develop and implement programs, practices, or methods designed to meet its recycling goal. Nothing in this section or in any other law may be construed to prohibit a county from establishing a higher recycling goal.

(c) Any quantified recyclable materials that meet the definition in subdivision 1, paragraph (a), or section [115A.03, subdivision 25a](#), are eligible to be counted toward a county's recycling goal under this subdivision.

Subd. 3. Interim goals; nonmetropolitan counties.

The commissioner shall establish interim recycling goals for the nonmetropolitan counties to assist them in meeting the goals established in subdivision 2a.

Subd. 4. Interim monitoring.

The commissioner shall monitor the progress of each county toward meeting the recycling goals in subdivision 2a. The commissioner shall report to the senate and house of representatives committees having jurisdiction over environment and natural resources as part of the report required under section [115A.411](#). If the commissioner finds that a county is not progressing toward the goals in subdivision 2a, the commissioner shall negotiate with the county to develop and implement solid waste management techniques designed to assist the county in meeting the goals, such as organized collection, curbside collection of source-separated materials, and volume-based pricing.

Subd. 5. Failure to meet goal.

(a) A county failing to meet the interim goals in subdivision 3 shall, as a minimum:

- (1) notify county residents of the failure to achieve the goal and why the goal was not achieved; and
- (2) provide county residents with information on recycling programs offered by the county.

(b) If, based on the recycling monitoring described in subdivision 4, the commissioner finds that a county will be unable to meet the recycling goals established in subdivision 2a, the commissioner shall, after consideration of the reasons for the county's inability to meet the goals, recommend legislation for consideration by the senate and house of representatives committees having jurisdiction over environment and natural resources and environment and natural resources finance to establish mandatory recycling standards and to authorize the commissioner to mandate appropriate solid waste management techniques designed to meet the standards in those counties that are unable to meet the goals.

Subd. 6. County solid waste plans.

Each county shall include in its solid waste management plan described in section [115A.46](#), or its solid waste master plan described in section [473.803](#), a recycling implementation strategy for meeting the recycling goal established in subdivision 2a along with mechanisms for providing financial incentives to solid waste generators to reduce the amount of waste generated and to separate recyclable materials from the waste stream.

Subd. 7. Recycling implementation strategy.

Each county shall submit to the commissioner for approval the recycling implementation strategy required in subdivision 6. The recycling implementation strategy must be submitted by October 31, 1995, and must:

- (1) be consistent with the approved county solid waste management plan;
- (2) identify the materials that are being and will be recycled in the county to meet the goals under this section and the parties responsible and methods for recycling the material;
- (3) provide a budget to ensure adequate funding for needed county and local programs and demonstrate an ongoing commitment to spending the money on recycling programs; and
- (4) include a schedule for implementing recycling activities needed to meet the goals in subdivision 2a.

History:

1Sp1989 c 1 art 18 s 12; 1991 c 337 s 19-21; 1992 c 593 art 1 s 14-16,54; 1993 c 249 s 13,14,61; 1994 c 639 art 5 s 3; 1995 c 247 art 1 s 14-17; art 2 s 15; 1996 c 470 s 27; 1999 c 73 s 4; 1Sp2005 c 1 art 2 s 161; 2012 c 272 s 67,68; 2014 c 312 art 13 s 26,27; 1Sp2015 c 4 art 4 s 108; 2016 c 158 art 1 s 26-28

Minn. Stat. §115A.552 OPPORTUNITY TO RECYCLE.

Subdivision 1. County requirement.

Counties shall ensure that residents, including residents of single and multifamily dwellings, have an opportunity to recycle. At least one recycling center shall be available in each county. Opportunity to recycle means availability of recycling and curbside pickup or collection centers for recyclable materials at sites that are convenient for persons to use. Counties shall also provide for the recycling of problem materials and major appliances. Counties shall assess the operation of existing and proposed recycling centers and shall give due consideration to those centers in ensuring the opportunity to recycle. To the extent practicable, the costs incurred by a county for collection, storage, transportation, and recycling of major appliances must be collected from persons who discard the major appliances.

Subd. 2. Recycling opportunities.

An opportunity to recycle must include:

- (1) a local recycling center in the county and sites for collecting recyclable materials that are located in areas convenient for persons to use them;
- (2) curbside pickup, centralized drop-off, or a local recycling center for at least four broad types of recyclable materials in cities with a population of 5,000 or more persons; and
- (3) monthly pickup of at least four broad types of recyclable materials in cities of the first and second class and cities with 5,000 or more population in the metropolitan area.

Subd. 3. Recycling information, education, and promotion.

(a) Each county shall provide information on how, when, and where materials may be recycled, including a promotional program that publishes notices at least once every three months and encourages source separation of residential, commercial, industrial, and institutional materials.

(b) The commissioner shall develop materials for counties to use in providing information on and promotion of recycling.

(c) The commissioner shall provide technical assistance to counties to help counties implement recycling programs.

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Subd. 4. Nonresidential recycling.

Each county shall encourage building owners and managers, business owners and managers, and collectors of commercial mixed municipal solid waste to provide appropriate recycling services and opportunities to generators of commercial, industrial, and institutional solid waste in the county.

History: 1Sp1989 c 1 art 18 s 13; 1991 c 337 s 22-24; 1994 c 639 art 5 s 3; 1Sp2005 c 1 art 2 s 161

Minn. Stat. §115A.557 COUNTY WASTE REDUCTION AND RECYCLING FUNDING.

Subdivision 1. Distribution; formula.

Any funds appropriated to the commissioner for the purpose of distribution to counties under this section must be distributed each fiscal year by the commissioner based on population, except a county may not receive less than \$55,000 in a fiscal year. If the amount available for distribution under this section is less or more than the amount available in fiscal year 2001, the minimum county payment under this section is reduced or increased proportionately. For purposes of this subdivision, "population" has the definition given in section [477A.011, subdivision 3](#). A county that participates in a multicounty district that manages solid waste and that has responsibility for recycling programs as authorized in section [115A.552](#), must pass through to the districts funds received by the county in excess of the minimum county payment under this section in proportion to the population of the county served by that district.

Subd. 2. Permissible expenditures.

(a) A county receiving money distributed by the commissioner under this section may use the money only for the development and implementation of programs to:

- (1) reduce the amount of solid waste generated;
- (2) recycle the maximum amount of solid waste technically feasible;
- (3) create and support markets for recycled products;
- (4) remove problem materials from the solid waste stream and develop proper disposal options for them;
- (5) inform and educate all sectors of the public about proper solid waste management procedures;
- (6) provide technical assistance to public and private entities to ensure proper solid waste management;
- (7) provide educational, technical, and financial assistance for litter prevention;
- (8) process mixed municipal solid waste generated in the county at a resource recovery facility located in Minnesota;
- (9) compost source-separated compostable materials, including the provision of receptacles for residential composting;
- (10) prevent food waste or collect and transport food donated to humans or to be fed to animals; and
- (11) process source-separated compostable materials that are to be used to produce class I or class II compost, as defined in Minnesota Rules, part [7035.2836](#), after being processed in an anaerobic digester, but not to construct buildings or acquire equipment.

(b) Beginning in fiscal year 2015 and continuing thereafter, of any money distributed by the commissioner under this section to a metropolitan county, as defined in section [473.121, subdivision 4](#), that exceeds the amount the county was eligible to receive under this section in fiscal year 2014: (1) at least 50 percent must be expended on activities in paragraph (a), clauses (9) to (11); and (2) the remainder must be expended on activities in paragraph (a), clauses (1) to (7) and (9) to (11), that advance the county toward achieving its recycling goal under section [115A.551](#).

Subd. 3. Eligibility.

(a) To be eligible to receive money distributed by the commissioner under this section, a county shall within one year of October 4, 1989:

- (1) create a separate account in its general fund to credit the money; and
- (2) set up accounting procedures to ensure that money in the separate account is spent only for the purposes in subdivision 2.

(b) In each following year, each county shall also:

(1) have in place an approved solid waste management plan or master plan including a recycling implementation strategy under section [115A.551, subdivision 7](#), and a household hazardous waste management plan under section [115A.96, subdivision 6](#), by the dates specified in those provisions;

(2) submit a report by April 1 of each year to the commissioner, which may be submitted electronically and must be posted on the agency's website, detailing for the previous calendar year:

(i) how the money was spent including, but not limited to, specific recycling and composting activities undertaken to increase the county's proportion of solid waste recycled in order to achieve its recycling goal established in section [115A.551](#); specific information on the number of employees performing SCORE planning, oversight, and administration; the percentage of those employees' total work time allocated to SCORE planning, oversight, and administration; the specific duties and responsibilities of those employees; and the amount of staff salary for these SCORE duties and responsibilities of the employees; and

(ii) the resulting gains achieved in solid waste management practices; and

(3) provide evidence to the commissioner that local revenue equal to 25 percent of the money sought for distribution under this section will be spent for the purposes in subdivision 2.

(c) The commissioner shall withhold all or part of the funds to be distributed to a county under this section if the county fails to comply with this subdivision and subdivision 2.

Subd. 4. Report.

The commissioner shall report on how the money was spent and the resulting statewide improvements in solid waste management to the senate and house of representatives committees having jurisdiction over ways and means, finance, environment and natural resources, and environment and natural resources finance. The report shall be included in the report required under section [115A.411](#).

History:

[1Sp1989 c 1 art 19 s 1](#); [1991 c 337 s 26](#); [1992 c 593 art 1 s 17,54](#); [1994 c 585 s 13](#); [1994 c 639 art 5 s 3](#); [1995 c 247 art 1 s 19,20](#); [1996 c 470 s 27](#); [2000 c 490 art 10 s 1](#); [1Sp2001 c 2 s 125](#); [2002 c 374 art 6 s 2](#); [2004 c 284 art 2 s 11](#); [1Sp2005 c 1 art 2 s 161](#); [2009 c 37 art 1 s 42](#); [2012 c 272 s 69](#); [2014 c 312 art 13 s 28,29](#); [1Sp2015 c 4 art 4 s 109](#)

Chapter 473 METROPOLITAN GOVERNMENT

Minn. Stat. §473.8441 LOCAL RECYCLING DEVELOPMENT PROGRAM.

Subdivision 1. Definitions.

"Number of households" has the meaning given in Minnesota Statutes 1992, section [477A.011, subdivision 3a](#).

Subd. 2. Program.

The commissioner shall encourage the development of permanent local recycling programs throughout the metropolitan area. The commissioner shall make grants to qualifying metropolitan counties as provided in this section.

Subd. 3. Grants; eligible costs.

Grants may be used to pay for planning, developing, and operating yard waste composting and recycling programs.

Subd. 4. Grant conditions.

The commissioner shall administer grants so that the following conditions are met:

- (a) A county must apply for a grant in the manner determined by the commissioner. The application must describe the activities for which the grant will be used.
- (b) The activities funded must be consistent with the metropolitan policy plan and the county master plan.
- (c) A grant must be matched by equal local expenditures for the activities for which the grant is made. A local expenditure may include, but is not limited to, an expenditure by a local unit of government, tribal government, or private sector or nonprofit organization.
- (d) All grant funds must be used for new activities or to enhance or increase the effectiveness of existing activities in the county. Grant funds shall not be used for research or development of a product that would be patented, copyrighted, or a subject of trade secrets.
- (e) Counties shall provide support to maintain effective municipal recycling where it is already established.

Subd. 5. Grant allocation procedure.

- (a) The commissioner shall distribute the funds annually so that each qualifying county receives an equal share of 50 percent of the allocation to the program described in this section, plus a proportionate share of the remaining funds available for the program. A county's proportionate share is an amount that has the same proportion to the total remaining funds as the number of households in the county has to the total number of households in all metropolitan counties.
- (b) To qualify for distribution of funds, a county, by April 1 of each year, must submit to the commissioner for approval a report on expenditures and activities under the program during the preceding fiscal year and any proposed changes in its recycling implementation strategy or performance funding system. The report shall be included in the county report required by section [473.803, subdivision 3](#).

History: [1987 c 348 s 46](#); [1989 c 325 s 63](#); [1993 c 249 s 41](#); [1995 c 247 art 2 s 47-49](#); [1Sp2005 c 1 art 2 s 161](#); [2016 c 158 art 1 s 194](#); [2018 c 134 s 1](#)

Minn. Stat. § 473.848 RESTRICTION ON DISPOSAL.

Subdivision 1. Restriction.

(a) For the purposes of implementing the waste management policies in section [115A.02](#) and metropolitan area goals related to landfill abatement established under this chapter, a person may not dispose of unprocessed mixed municipal solid waste generated in the metropolitan area at a waste disposal facility unless the waste disposal facility meets the standards in section [473.849](#) and:

- (1) the waste has been certified as unprocessable by a county under subdivision 2; or
- (2)(i) the waste has been transferred to the disposal facility from a resource recovery facility;
- (ii) no other resource recovery facility serving the metropolitan area is capable of processing the waste; and
- (iii) the waste has been certified as unprocessable by the operator of the resource recovery facility under subdivision 3.

(b) For purposes of this section, mixed municipal solid waste does not include street sweepings, construction debris, mining waste, foundry sand, and other materials, if they are not capable of being processed by resource recovery as determined by the council.

Subd. 2. County certification; office approval.

(a) By April 1 of each year, each county shall submit an annual certification report to the office detailing:

- (1) the quantity of waste generated in the county that was not processed prior to transfer to a disposal facility during the year preceding the report;
- (2) the reasons the waste was not processed;
- (3) a strategy for development of techniques to ensure processing of waste including a specific timeline for implementation of those techniques; and
- (4) any progress made by the county in reducing the amount of unprocessed waste.

The report shall be included in the county report required by section [473.803, subdivision 3](#).

(b) The Pollution Control Agency shall approve a county's certification report if it determines that the county is reducing and will continue to reduce the amount of unprocessed waste, based on the report and the county's progress in development and implementation of techniques to reduce the amount of unprocessed waste transferred to disposal facilities. If the Pollution Control Agency does not approve a county's report, it shall negotiate with the county to develop and implement specific techniques to reduce unprocessed waste. If the Pollution Control Agency does not approve two or more consecutive reports from any one county, the Pollution Control Agency shall develop specific reduction techniques that are designed for the particular needs of the county. The county shall implement those techniques by specific dates to be determined by the Pollution Control Agency.

Subd. 3. Facility certification.

The operator of each resource recovery facility that receives waste from counties in the metropolitan area shall certify as unprocessable each load of mixed municipal solid waste it does not process. Certification must be made to each county that sends its waste to the facility at intervals specified by the county. Certification must include at least the number and size of loads certified as unprocessable and the reasons the waste is unprocessable. Loads certified as unprocessable must include the loads that would otherwise have been processed but were not processed because the facility was not in operation,

but nothing in this section relieves the operator of its contractual obligations to process mixed municipal solid waste.

Subd. 4. Pollution Control Agency report.

The Pollution Control Agency shall include, as part of its report to the Environment and Natural Resources Committees of the senate and house of representatives, the Finance Division of the senate Committee on Environment and Natural Resources, and the house of representatives Committee on Environment and Natural Resources Finance required under section [473.149](#), an accounting of the quantity of unprocessed waste transferred to disposal facilities, the reasons the waste was not processed, a strategy for reducing the amount of unprocessed waste, and progress made by counties to reduce the amount of unprocessed waste. The Pollution Control Agency may adopt standards for determining when waste is unprocessable and procedures for expediting certification and reporting of unprocessed waste.

Subd. 5. Definition.

For the purpose of this section, waste is "unprocessed" if it has not, after collection and before disposal, undergone separation of materials for resource recovery through recycling, incineration for energy production, production and use of refuse-derived fuel, composting, or any combination of these processes so that the weight of the waste remaining that must be disposed of in a mixed municipal solid waste disposal facility is not more than 35 percent of the weight before processing, on an annual average.

History:

[1985 c 274 s 35](#); [1989 c 325 s 66](#); [1991 c 337 s 81,82](#); [1993 c 249 s 43,44](#); [1994 c 585 s 49,50](#); [1995 c 247 art 2 s 51,52](#); [1996 c 470 s 27](#); [1Sp2005 c 1 art 2 s 161](#)

CHAPTER 16C. STATE PROCUREMENT

Minn. Stat. § 16C.05 CONTRACT MANAGEMENT; VALIDITY AND REVIEW.

Subdivision 1. Agency cooperation and delegation.

Agencies shall fully cooperate with the commissioner in the creation, management, and oversight of state contracts. Authority delegated to agencies shall be exercised in the name of the commissioner and under the commissioner's direct supervision and control. A delegation of duties may include, but is not limited to, allowing individuals within agencies to acquire goods, services, construction, and utilities within dollar limitations and for designated types of acquisitions. Delegation of contract management and review functions must be filed with the secretary of state. The commissioner may withdraw any delegation at the commissioner's sole discretion. The commissioner may require an agency head or subordinate to accept delegated responsibility to procure goods, services, or construction intended for the exclusive use of the agency receiving the delegation.

Subd. 2. Creation and validity of contracts.

(a) A contract and amendments are not valid and the state is not bound by them and no agency, without the prior written approval of the commissioner granted pursuant to subdivision 2a, may authorize work to begin on them unless:

(1) they have first been executed by the head of the agency or a delegate who is a party to the contract;

(2) they have been approved by the commissioner; and

(3) the accounting system shows an encumbrance for the amount of the contract liability, except as allowed by policy approved by the commissioner and commissioner of management and budget for routine, low-dollar procurements and section 16B.98, subdivision 11.

(b) Grants, interagency agreements, purchase orders, work orders, and annual plans need not, in the discretion of the commissioner and attorney general, require the signature of the commissioner and/or the attorney general. A signature is not required for work orders and amendments to work orders related to Department of Transportation contracts. Bond purchase agreements by the Minnesota Public Facilities Authority do not require the approval of the commissioner.

(c) Amendments to contracts must entail tasks that are substantially similar to those in the original contract or involve tasks that are so closely related to the original contract that it would be impracticable for a different contractor to perform the work. The commissioner or an agency official to whom the commissioner has delegated contracting authority under section [16C.03, subdivision 16](#), must determine that an amendment would serve the interest of the state better than a new contract and would cost no more.

(d) A record must be kept of all responses to solicitations, including names of bidders and amounts of bids or proposals. A fully executed copy of every contract, amendments to the contract, and performance evaluations relating to the contract must be kept on file at the contracting agency for a time equal to that specified for contract vendors and other parties in subdivision 5. These records are open to public inspection, subject to section [13.591](#) and other applicable law.

(e) The attorney general must periodically review and evaluate a sample of state agency contracts to ensure compliance with laws.

(f) Before executing a contract or license agreement involving intellectual property developed or acquired by the state, a state agency shall seek review and comment from the attorney general on the terms and conditions of the contract or agreement.

Subd. 2a. Emergency authorization.

The commissioner may grant an agency approval to authorize work to begin on a contract prior to the full execution of the contract in the event of an emergency as defined in section [16C.10, subdivision 2](#).

Subd. 3.

[Repealed by amendment, [2014 c 196 art 2 s 4](#)]

Subd. 4. Contract administration.

A contracting agency shall diligently administer and monitor any contract it has entered into. The commissioner may require an agency to report to the commissioner at any time on the status of any contracts to which the agency is a party.

Subd. 5. Subject to audit.

A contract or any pass-through disbursement of public funds to a vendor of goods or services or a grantee made by or under the supervision of the commissioner or any county or unit of local government must include, expressed or implied, an audit clause that provides that the books, records, documents, and accounting procedures and practices of the vendor or other party, that are relevant to the contract or transaction, are subject to examination by the contracting agency and either the legislative auditor or the state auditor, as appropriate, for a minimum of six years. If the contracting agency is a local unit of government, and the governing body of the local unit of government requests that the state auditor examine the books, records, documents, and accounting procedures and practices of the vendor or other party pursuant to this subdivision, the contracting agency shall be liable for the cost of the examination. If the contracting agency is a local unit of government, and the grantee, vendor, or other party requests that the state auditor examine all books, records, documents, and accounting procedures and practices related to the contract, the grantee, vendor, or other party that requested the examination shall be liable for the cost of the examination. An agency contract made for purchase, lease, or license of software and data from the state is not required to contain this audit clause.

Subd. 6. Authority of attorney general.

The attorney general may pursue remedies available by law to avoid the obligation of an agency to pay under a contract or to recover payments made if services performed or goods received under the contract are so unsatisfactory, incomplete, or inconsistent that payment would involve unjust enrichment. The contrary opinion of the contracting agency does not affect the power of the attorney general under this subdivision.

Subd. 7. Contracts with Indian tribes and bands.

Notwithstanding any other law, an agency may not require an Indian tribe or band to deny its sovereignty as a requirement or condition of a contract with an agency.

History:

[1994 c 632 art 3 s 33](#); [1998 c 386 art 1 s 6](#); [1999 c 86 art 1 s 11](#); [1999 c 230 s 1](#); [2000 c 488 art 2 s 1](#); [1Sp2001 c 8 art 2 s 10](#); [1Sp2001 c 10 art 2 s 37](#); [2003 c 130 s 12](#); [1Sp2003 c 1 art 2 s 48,49](#); [2004 c 206 s 7](#); [2007 c 148 art 2 s 35,36](#); [2009 c 101 art 2 s 109](#); [2014 c 187 s 3](#); [2014 c 196 art 1 s 5](#); [art 2 s 4](#)

2024 Anoka County Municipal Waste Abatement Grant Funding Award Letter

Contract number: C0010120

The Municipality of Ramsey is eligible for a total of \$94,475.00 for their Municipal program abatement efforts in 2024, plus if awarded upon request up to an additional \$20,000.00.

The total funding for the 2024 Residential Recycling Program is based on the budgeted amounts stated in the Municipal Waste Abatement Grant Funding Application.

The Grant Funding Award for Ramsey is as follows:

	Amount Eligible	Amount Requested	Amount Awarded
Base Funding Allocation	\$ 59,625.00	\$ 37,925.00	\$ 37,925.00

	Amount Eligible	Amount Requested	Amount Awarded
Drop-off Grant	\$ 15,000.00	\$ -	\$ -
General Enhancement Grant	\$ 9,925.00	\$ 9,925.00	\$ 9,925.00
Organics Grant	\$ 9,925.00	\$ 6,000.00	\$ 6,000.00
Labor & Staffing	\$ -	\$ 15,500.00	\$ 15,500.00

Total (Base + Enhancement Funding + Labor & Staffing)	\$ 94,475.00	\$ 69,350.00	\$ 69,350.00
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Supplemental Funding	\$ -	\$ -	\$ -
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Total Funding Award (Base + Enhancement + Labor & Staffing and Supplemental)			\$ 69,350.00
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To the extent that the Municipality requested funds in excess of the total eligible amount, the excess amount in any category is denied.

The annual tonnage goal for Ramsey is: 3,100 tons

Reviewed by: Jill Curran

Dated: 09/08/23

Approved by: Alison Peterson

Dated: 09/08/2023



Anoka County Municipal Waste Abatement Grant Funding Application

Cycle: *Annual* | Year: *2023* | Status: *Verified*

Member Name: *City of Ramsey*

2024 Applications are due June 2, 2023.

City of Ramsey is requesting the following funding for their 2024 Anoka County municipal waste abatement program efforts.

General Instructions

This application is provided to each municipality in Anoka County for funds to support and increase recycling activities and programs within the municipality.

The funds allocated in this application are based on the number of households in the municipality. The number of households is determined using the most current Met Council household data available. For calendar year 2024, 2021 Met Council data has been used to determine the number of households for this application.

There are three sections in this funding application:

- Base Funding
- Enhancement Funding
- Supplemental Funding

The Enhancement Funding section of the application also has three parts:

- Drop-off
- General Enhancement
- Organics Program Funding

Please complete each section of the grant application. A number value must be entered in each field before submitting the application. If no funds are being requested for any given field, enter a zero. **If a completed funding application isn't submitted by June 2, 2023, the municipality will not be eligible for funding.**

In a separate Re-TRAC form, reimbursement requests will be submitted twice a year.

USER TIPS

To contact support from within this form: Click "Support" at the top of the screen or "Program Support Request" in the green bar at the top of the form.

To print this form: Click the "Export" button found on upper top right corner of the form. You must save the form before you can export it.

To see eligible expenses within each section: Click "view eligible expense" in each section.

Click [here](#) to download the full Eligible Expenses document.

To save this form while working on it: Click "Save" at the bottom of the form and select "Save as Draft".

To submit this form: Click “Save” at the bottom of the form and if there are no errors, click the “Mark as Complete” option. Note that once you mark the form as complete, you cannot make changes to it.

Eligible Expenses

The following items are examples of eligible expenses allowed for reimbursement.

Collection Expenses: If residents are charged recycling fees for curbside or recycling events, waste abatement funds will reimburse the difference between the fees collected and the cost of recycling or composting the materials.

Equipment: The cost to purchase, maintain and repair equipment that is used exclusively to operate the recycling or composting program.

Containers: The cost for recycling or organics containers.

Promotion: The entire cost of a publication if totally dedicated to waste reduction, recycling or composting information or a percentage of the cost for the portion of a municipal publication dedicated to waste management information.

Staffing: Labor and staffing directly related to recycling program administration and implementation may be funded up to 75% of total funding allocation. See Labor & Staffing section below for more information.

Ineligible Expenses

The following general operating expenses should NOT be submitted for reimbursement.

Standard Operational Expenses/Building Overhead: Since most of the municipal recycling coordinators are part-time positions and staff serve multiple roles at the municipality, standard operating expenses including office space rental, leasing office equipment and general office supplies, are not eligible for reimbursement.

Project Expenses: Specific to transportation, energy or ground water protection.

Collection Costs: The costs for general waste and recycling collection at municipal buildings, trash costs when advertised as being accepted at a recycling/cleanup day, and costs associated with road side cleanup of illegally dumped materials should not be included in this application.

General Municipal Staff: Staff time related to standard municipal operations (city administrator, office administration, facilities management, finance and legal staff) are not eligible for reimbursement. If municipal staff do not assist the recycling coordinator directly on activities to help the municipality achieve its recycling goal, e.g. communications and collecting, processing or marketing recyclable materials and organics, their time will not be reimbursed.

Click here to view previous years application:

Click [here](#) to download the full Eligible Expenses document.

2024 Total Funding Allocation

 MANAGE ONLY

Your Community has access to the following funds for 2024:

\$ 94,475.00

(An additional \$20,000 in discretionary funds may be available through the Supplemental Funding section.)

2024 BASE Funding Allocation

All municipalities are eligible for base waste abatement grant funding. When completing this application, base funding requests should fall under one of the following categories:

- regular curbside collection,
- general operations of a drop-off center,
- costs for spring and fall recycling days,
- basic promotion,
- yard waste collection and
- percentage of time the recycling coordinator spends on waste abatement activities.

Base Funding is \$10,000.00 base, plus \$5.00/household (household counts are based on 2021 Met Council estimates)

Municipality Name:

City of Ramsey

 **MANAGE ONLY**

of households

9,925

Base Funding

\$ 10,000.00

Base Funding Additional (based on \$5/household)

\$ 49,625.00

Total Base Funding Allocation

\$ 59,625.00

Curbside Collection

Complete ALL required fields below, if value is zero, enter "0.00".

Click [here](#) to download the Curbside Collection Eligible Expenses document.

Collection Service Provider Expenses *

\$ 452,000.00

Contamination Fees *

\$ 0.00

Additional Expenses *

\$ 6,625.00

Curbside Collection Expense Subtotal

\$

458,625.00

Estimated Revenue *

\$ 452,000.00

Curbside Collection Expenses \$
 6,625.00 *Negative values here will not carry forward to other sections.*

General Operations of a Drop-Off Center/Spring or Fall Recycling Day(s)

Click [here](#) to download the General Operations of a Drop-off Center/Spring or Fall Recycling Days Eligible Expenses document.

Complete ALL required fields below, if value is zero, enter "0.00".

DO NOT include any expenses for tires, oil, antifreeze & oil filters. These expenses should be listed in the Problem Materials section.

Collection Service Provider Expenses * \$ 3,000.00

Equipment * \$ 1,000.00

Facility Expenses * \$ 0.00

Please enter Labor & Staffing expenses in Labor & Staffing section below.

General Operations of a Drop-off Expense Subtotal \$
 4,000.00

Estimated Revenue * \$ 0.00

General Operations of a Drop-off Expenses \$
 4,000.00 *Negative values here will not carry forward to other sections.*

Promotion -- Base Funding

Click [here](#) to download the Promotion Eligible Expenses document.

Complete ALL required fields below, if value is zero, enter "0.00".

Printing * \$ 10,200.00

Postage * \$ 9,700.00

Advertising * \$ 0.00

Volunteer Incentives * \$ 0.00

Educational Entertainment * \$ 500.00

Promotion -- Base Funding Expenses \$

20,400.00

Yard Waste/Tree Waste

Click [here](#) to download the Yard/Tree Waste Eligible Expenses document.

Complete ALL required fields below, if value is zero, enter "0.00".

Collection Service Provider Expenses * \$ 0.00

Equipment * \$ 0.00

Yard Waste/Tree Waste Expenses Subtotal \$

0.00

Estimated Revenue * \$ 0.00

Yard Waste/Tree Waste Expenses \$

0.00

Negative values here will not carry forward to other sections.

Problem Materials (Tires, Oil, Antifreeze, and Oil Filters)

Click [here](#) to download the Problem Materials Eligible Expenses document.

Complete ALL required fields below, if value is zero, enter "0.00".

Service Provider Expenses * \$ 0.00

Estimated Revenue * \$ 0.00

Problem Material Expenses \$

0.00

Negative values here will not carry forward to other sections.

Program Administration -- Base Funding

Click [here](#) to download the Program Administration Eligible Expenses document.

Complete ALL required fields below, if value is zero, enter "0.00".

Office supplies * \$ 100.00

Training * \$ 500.00

Mileage * \$ 0.00

Membership Dues, Periodicals *	\$ 300.00
Professional Services *	\$ 6,000.00

Please enter Labor & Staffing expenses in Labor & Staffing section below.

Program Administration- Base Funding Expenses	\$
6,900.00	

Total BASE Funding Requested	\$ 37,925.00
Funding Remaining	\$ 56,550.00

2024 ENHANCEMENT Funding Allocation

The purpose of the Anoka County Municipal Waste Abatement grant funding program is to increase recycling and organics diversion and help the County achieve the State mandated goal of 75% recycling/composting by 2030. The County recognizes that this funding is needed to support established infrastructure costs that exceed the Base and each communities funding. To be eligible for grant funds, municipalities must apply for these funds. Applicants must itemize expenditures within each of the three grant sections, Drop-off, General Enhancement and Organics Program, below and calculate the total grant request for each category.

Drop-off Grant

This grant is allocated to cover additional drop-off center costs or events beyond the regularly scheduled spring and fall recycling days.

The grant for this section is \$10,000.00 for municipalities with up to 4,999 households and \$15,000.00 for municipalities with household counts 5,000 and over.

Below are examples of materials that can be collected for reuse or recycling. Only list organics expenses in the organics section.

Additional Reusable or Recyclable Materials Collected at Permanent Drop-off Centers or Special Events:

Appliances, Electronics, Mattresses*, Confidential Document Destruction, Fluorescent Bulbs, Household Batteries, Fire Extinguishers, Propane Tanks, Bicycles**, and Clothing**.

Additional Items:

Block and Shape Polystyrene, Cell Phones, Film Plastic/Bags, Furniture***, Household Goods**, String Lights/Extension Cords, Printer Cartridges

* None of these materials should be advertised as being collected on a Recycling Day and then disposed of as trash

** Items that should be evaluated for reuse prior to recycling

 **MANAGE ONLY**

Drop-off Grant Amount Available	\$
15,000.00	

Click [here](#) to download the Drop-off Eligible Expenses document.

Permanent Drop-off Center Enhancements

Complete ALL required fields below, if value is zero, enter "0.00".

Collection Service Provider Expenses * \$ 0.00

New Equipment & Supplies * \$ 0.00

New Construction * \$ 0.00

Please enter Labor & Staffing expenses in Labor & Staffing section below.

Permanent Drop-off Center Enhancement Expenses Subtotal \$
0.00

Estimated Revenue * \$ 0.00

Permanent Drop-off Center Enhancement Expenses \$
0.00 *Negative values here will not carry forward to other sections.*

Monthly or Quarterly Drop-off Events

Complete ALL required fields below, if value is zero, enter "0.00".

Collection Service Provider Expenses * \$ 0.00

New Equipment & Supplies * \$ 0.00

User Coupon Incentives * \$ 0.00

Please enter Labor & Staffing expenses in Labor & Staffing section below.

Monthly or Quarterly Drop-off Events Expense Subtotal \$
0.00

Estimated Revenue * \$ 0.00

Monthly or Quarterly Drop-off Event Expenses \$
0.00 *Negative values here will not carry forward to other sections.*

Total Drop-off Grant Requested \$
[Redacted]

General Enhancement Grant

The grant amount available for this section is calculated using \$1.00/household.

General Enhancement Grant Amount Available \$

9,925.00

Click [here](#) to download the General Enhancement Eligible Expenses document.

Park Recycling

Complete ALL required fields below, if value is zero, enter "0.00".

Collection Service Provider Expenses * \$ 2,000.00

Recycling Containers * \$ 0.00

Recycling Bags * \$ 1,500.00

Please enter Labor & Staffing expenses in Labor & Staffing section below.

Park Recycling Expenses \$

3,500.00

Special Municipal Programs or Events - Please list any organics expenses in the organics section.

Complete ALL required fields below, if value is zero, enter "0.00".

Service Provider Expenses * \$ 500.00

Supplies & Containers * \$ 0.00

Please enter Labor & Staffing expenses in Labor & Staffing section below.

Special Municipal Program or Event Expenses Subtotal \$

500.00

Estimated Revenue * \$ 0.00

Special Municipal Program or Event Expenses \$

500.00

Negative values here will not carry forward to other sections.

Special Curbside Recycling Collection

Complete ALL required fields below, if value is zero, enter "0.00".

Collection Service Provider Expenses * \$ 0.00

Subsidy to Resident * \$ 5,925.00

Special Curbside Recycling Collection Expenses Subtotal \$
5,925.00

Estimated Revenue * \$ 0.00

Special Curbside Recycling Collection Expenses \$
5,925.00 *Negative values here will not carry forward to other sections.*

Multi-Family Recycling Outreach

Complete ALL required fields below, if value is zero, enter "0.00".

Supplies & Containers * \$ 0.00

Please enter Labor & Staffing expenses in Labor & Staffing section below.

Multi-Family Recycling Outreach Expenses \$
0.00

Promotion -- Enhancement Funding

Complete ALL required fields below, if value is zero, enter "0.00".

Printing * \$ 0.00

Postage * \$ 0.00

Advertising * \$ 0.00

Volunteer Incentives * \$ 0.00

Educational Entertainment * \$ 0.00

Promotion -- Enhancement Funding Expenses \$
0.00

Total General Enhancement Grant Requested \$
9,925.00

Organics Program Grant

The grant amount for this section is \$0.50/household if additional curbside or drop-off grant programs are not offered to residents or \$1.00/household if curbside or drop-off organics programs are offered to residents.

Does your municipality offer curbside or drop-off organics programs to your residents? *

- Yes
- No

Amount Available

\$ 9,925.00

Click [here](#) to download the Organics Eligible Expenses document.

Organics Program Expenses

Complete ALL required fields below, if value is zero, enter "0.00".

Collection Service Provider Expenses *

\$ 6,000.00

Organics Equipment *

\$ 0.00

Organics Only - Promotion *

\$ 0.00

Please enter Labor & Staffing expenses in Labor & Staffing section below.

Organics Program Expenses Subtotal

\$

6,000.00

Estimated Revenue *

0.00

Organics Program Expenses

\$

6,000.00

Negative values here will not carry forward to other sections.

Total ENHANCEMENT Funding Requested

\$ 15,925.00

Labor & Staffing (All Programs)

Salary and labor expenses must be directly related to recycling program operations and administration. These expenses may be funded up to 75% of funding allocation (not including supplemental funding). The final % and expense amount for salary and labor will be determined after Anoka County approves the submitted staffing and labor metric.

Upload 2024 Staffing Metric and Drop-off Calculator *

2024 Staffing Metric and Drop-off Calculator.xlsx

Upload a scanned pdf of recent promotion for your current curbside or drop-off opportunities. It can be from a brochure, newsletter or from your website, for how your special curbside collection program works, and/or what is accepted at your city or town offices (during business hours), spring recycling event, permanent drop-off centers or other drop-off events. *
combined promo info.pdf

Click [here](#) to download the Curbside Collection Eligible Expenses document.

 **MANAGE ONLY**

Admin only: The approved Labor and Staffing % from your 2023 Staffing Metric has been inserted to provide an estimate of typical Labor and Staffing costs for your community. In general, this percentage has not changed much over the last two years. If your 2024 Staffing Metric % increases due to program changes, this will be taken into consideration to raise the %.

61 %

 **MANAGE ONLY**

Labor & Staffing Maximum Funds Available \$

57,629.750

General Program Administration *

\$ 13,000.00

Program Implementation *

\$ 2,500.00

Total Labor & Staffing Expenses Requested:

\$ 15,500.00

Supplemental Funding Request

Supplemental grant funding is currently available to help support municipal waste abatement programs and/or new program development. Supplemental funding, however, should not be depended on for long-term program sustainability. Before requesting supplemental additional grant program dollars, it is critical that your municipality is willing to support and sustain the services before implementation.

Please be aware that there is a limited amount of supplemental funding available for this section. If the County receives more funding requests than funds, the funds may be reduced or denied for a municipalities supplemental funding request. Grants will be evaluated based on which projects best help the County meet the State mandated goal of 75% by 2030.

The maximum supplemental grant available may be up to \$20,000.00 per municipality.

Supplemental Funding – may include:

- Collection service provider expenses for additional materials
- Additional expenses from construction and paving projects
- Large equipment purchases
- New program expenses

Do you need additional funds to grow existing waste abatement programs? *

Yes No

Summary of Funding Requested

Base Funding Requested

\$ 37,925.00

Enhancement Funding Requested

Drop-off Grant Requested

\$

General Enhancement Grant Requested

\$

9,925.00

Organics Program Grant Requested

\$

6,000.00

Total Enhancement Funding Requested

\$

15,925.00

Labor & Staffing Funding Requested

\$

15,500.00

Supplemental Funding Requested

\$

Total Funding Requested

\$

69,350.00

Date: *

05/30/2023

Name: *

Chris Anderson

Title: *

Senior Planner

Total Funding Granted

 MANAGE ONLY

Base Funding Granted

37,925.00

 MANAGE ONLY

Drop-off Funding Granted

 MANAGE ONLY

General Enhancement Funding Granted

9,925.00

 MANAGE ONLY

Organics Program Funding Granted

6,000.00

 MANAGE ONLY

Labor & Staffing Funding Granted

15,500.00

 MANAGE ONLY

Supplemental Funding Granted

Total Funding Granted

\$ 69,350.00

 MANAGE ONLY

*****Office Use Only*****

Received By:

Sue Doll


Date:

05/30/2023


Manager Notes for Reporters:

Not requesting \$25,125.00 of available funds.

Created: Apr 28, 2023 at 03:46 PM CDT

 Robin WodziakRobin.Wodziak@co.anoka.mn.us

Last Updated: Jun 29, 2023 at 07:22 PM CDT

 Sue DollSue.Doll@co.anoka.mn.us

CC Work Session**Meeting Date:** 03/26/2024**Primary Strategic Plan Initiative:**

Information**Title:**

Discuss the potential increase in Planning Administrative Assistant hours to full-time.

Purpose/Background:

Dana Veerbeek, Planning Assistant, will be transitioning to full-time Rental Housing Inspector on April 1, 2024. She will continue to assist with planning duties and will train the new Planning Administrative Assistant while also performing the inspector duties. In 2024, the current position works 25 hours per week, increased from 20 hours per week from 2023. Staff is proposing the position be considered for full-time. At this time, there are assistant duties not being completed because of the lack of time and other planning staff are being utilized to backfill some duties.

The Community Development Department has had a full-time Administrative Assistant since 1998 until recently. Ms. Joanne Shaw held the position in a full-time capacity until she transitioned into retirement in February 2020 (16 hours a week) until she officially retired in November 2021. During the transition, planning staff assisted with some of the job functions of the administrative assistant. This was also during the time of the COVID pandemic, in which city hall staff was limited, there were no city hall walk-ins, and development slowed down because of the pandemic. During that time frame, planning staff assisting with administrative duties made sense.

Since the ending of the pandemic, city staff returned to in-person work and development has grown well above and beyond the pre-pandemic rate. The current planning administrative assistant is working 25 hours a week (increased from 20 hours in 2023), while the City Planner and Senior Planner assist with covering the front counter daily during the non-scheduled hours and assist with administrative duties that need to be completed. At this point, 25 hours a week is not adequate to complete administrative duties for the planning division and to provide much needed full-time coverage for the Community Development Departments front counter. In addition, the assistant will provide administrative duties for the Rental Housing Inspector. Currently, there is not a full-time assistant to cover the front counter; full-time coverage is dependent on two (2) full-time planners who should be utilizing their time to complete planning duties and not administrative duties.

The following should be taken into consideration when discussing the additional hours:

1. The position will provide administrative assistance to the Rental Housing Inspector which will include managing the rental license database, generating mailings, receiving and managing applications and associated fees.
2. Relieving planning administrative duties: this includes Projectdox, administering the Water Efficiency Grant, assisting with the recycling program, website page updates, and process planning escrows.
3. File Management /Records Retention: Planning files have not been adequately managed for a number of years (since this position became part-time), it is at the bottom of the priority list. Planning files need to be organized and scanned into Laserfiche for the record retention process. This project will take, at a minimum, one year, if the assistant can add it to the work load. At this point, the duty is not getting done because of the lack of hours.

Timeframe:

At this time, Ms. Verbeek will continue to assist with planning assistant duties while also performing inspections as the Rental Housing Inspector. The goal is for the Planning Administrative Assistant to start in mid-June in either a part-time or full-time capacity. Ms. Verbeek will train the new hire.

Funding Source:

The estimated cost for a full-time administrative assistant for a full calendar year is \$72,833.00; this includes starting at a step 1 - pay grade with single coverage benefits. For budgeting purposes, if we assume hiring a new Planning Administrative Assistant at step 3 (mid-point of the range) on July 1, 2024 the net financial increase to the 2024 budget would be \$18,900. The 2025 net budget increase would be \$47,500.

If the consensus is to move the position to 40 hours per week, the 2025 budget will reflect this approved change.

Responsible Party(ies):

Community Development Department

Outcome:

Provide directions to staff regarding increased hours for the Planning Assistant position.

Attachments

No file(s) attached.

Form Review

Inbox

Brian Hagen

Form Started By: Stephanie Hanson

Final Approval Date: 03/21/2024

Reviewed By

Brian Hagen

Date

03/21/2024 10:37 AM

Started On: 03/15/2024 01:26 PM

CC Work Session

Meeting Date: 03/26/2024

Primary Strategic Plan Initiative: Not Applicable

Information

Title:

Communication Strategy to Share Development Interest with City Council

Purpose/Background:

The purpose of this discussion is to establish an understanding of what development inquiries are shared and when with the City Council. Staff will share some typical interest inquiries they receive from prospective businesses both from economic development and planning division interactions.

Timeframe:

Funding Source:

Responsible Party(ies):

Stephanie Hanson, Community Development Director
Brian Hagen, City Administrator

Outcome:

Establish a communication strategy to share prospective development interests with the City Council.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	03/21/2024 12:36 PM
Form Started By: Brian Hagen		Started On: 03/21/2024 12:17 PM
Final Approval Date: 03/21/2024		

CC Work Session

Meeting Date: 03/26/2024

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

Information

Title:

Review Future Topics/Calendar

Purpose/Background:

Attached is the current list of future topics for work session discussions. Items are drawn from Council requests at meetings, or are related to topics that have been identified in the City's strategic plan. Tentative dates have been assigned.

Timeframe:

Funding Source:

Responsible Party(ies):

Outcome:

For Council review - no formal action necessary.

Attachments

Future Topics List

Form Review

Inbox

Brian Hagen

Form Started By: Katie Schmidt

Final Approval Date: 03/21/2024

Reviewed By

Brian Hagen

Date

03/21/2024 10:39 AM

Started On: 03/19/2024 12:35 PM

Row #		<u><i>Tentative City Council Future Work Session Topics</i></u>	
	Proposed Date	Topic	Minutes (Estimate)
	2024		
	TBD	Solicitor License approval process	15
	April 9	Waterfront Park Direction	60
	April 9	Old Town Hall Discussion	30
	April 23	Subdivision Code	60
	April 23	Personnel Policy	30
	May 14	Final Review of Personnel Policy	30
	May 14	Labor Negotiations (closed session)	60
	May 28	Subdivision Code	
	June 11	City Administrator Review	15
	June 25	Review Citizen Survey	
	July	Budget Season Begins	
	TBD	Continue Policy Project Discussion – continue Park Policy discussion – Riverblood	30
	TBD	Draft Trail Maintenance Policy – Riverblood	30
	TBD	Draft Stormwater Pond Maintenance Policy – Westby	30
	TBD	Review procedure/policy/best practice for introduction of resolutions/proclamations – Staff	20
	TBD	Discuss Council and B/C Remote Meetings Policy - Staff	15
	TBD	Decorum of Council Towards Meeting Attendees	