

**City of Ramsey**  
**Agenda**  
**Public Works Committee**  
**Tuesday, February 20, 2024**

**5:30 pm**

**Lake Itasca Room, 7550 Sunwood Drive NW**

Remote Attendance available at [www.cityoframsey.com/meetings](http://www.cityoframsey.com/meetings).  
Those joining remotely and requesting to speak are asked to use a webcam when speaking.

1. **Call to Order**
2. **Citizen Input**
3. **Approve Agenda**
4. **Approve Minutes**
  1. Approve the following meeting minutes.  
Public Works Committee meeting dated January 16, 2024.
5. **Committee Business**
  1. Consider Trail Connection between Bowers Drive and Riverstone South
  2. Consider Implementation and Prioritization of Gravel Road Elimination Projects
6. **Committee/Staff Input**
  1. Receive Updates on Improvement Projects, Studies and Items of Interest
  2. Review Future Topics Calendar
7. **Adjournment**

**Public Works Committee**

**Meeting Date:** 02/20/2024

**Primary Strategic Plan Initiative:** Not Applicable

**Title:**

Approve the following meeting minutes.  
Public Works Committee meeting dated January 16, 2024.

**Purpose/Background:**

To review and approve meeting minutes.

**Notification:**

N/A

**Time Frame/Observations/Alternatives:**

Staff anticipates this case will take less than 5 minutes.

**Funding Source:**

N/A

**Recommendation:**

To review and approve meeting minutes dated January 16, 2024.

**Outcome/Action:**

Motion to approve meeting minutes dated January 16, 2024.

**Attachments**

PWC Mtg. Min. 01-16-2024

**Form Review**

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	02/16/2024 11:33 AM
Brian Hagen	Brian Hagen	02/16/2024 12:58 PM
Form Started By: Marsha Weidner		Started On: 02/14/2024 02:46 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, January 16, 2024, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:     Chairperson Debra Musgrove  
                              Councilmember Chelsee Howell

Members Absent:     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

**1.     CALL TO ORDER**

Councilmember Musgrove called the regular meeting of the Public Works Committee to order at 5:35 p.m.

**2.     CITIZEN INPUT**

There was none.

**3.     APPROVE AGENDA**

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

Motion carried. Voting Yes: Councilmembers Howell and Musgrove. Voting No: None. Absent: Councilmember Olson.

**4.     APPROVE MINUTES**

**4.01:   Approve November 21, 2023, Meeting Minutes**

Councilmember Musgrove commented that the minutes accurately reflect the discussion and direction from the meeting, noting that she is the only previous member continuing on the Committee.

Motion by Councilmember Musgrove, seconded by Councilmember Howell, to approve the following minutes:

Regular Meeting Minutes dated November 21, 2023

Motion carried. Voting Yes: Councilmembers Musgrove and Howell. Voting No: None. Absent: Councilmember Olson.

## **5. COMMITTEE BUSINESS**

### **5.01: Appoint Chair and Vice-Chair of the Public Works Committee**

City Engineer/Public Works Director Westby stated that annually a Chair and Vice-Chair are appointed for the Public Works Committee.

Motion by Councilmember Howell, seconded by Councilmember Musgrove, to appoint Debra Musgrove as Chairperson and Chelsea Howell as Vice-Chairperson of the Public Works Committee for the term January 16, 2024 through December 31, 2024.

Motion carried. Voting Yes: Councilmembers Howell and Musgrove. Voting No: None. Absent: Councilmember Olson.

### **5.02: Recommend Trail Gap Construction, a 2024 Capital Improvement Project**

Parks and Assistant Public Works Director Riverblood reviewed the staff report and recommendation from the Park and Recreation Commission and staff to proceed in obtaining bids for the T.H. 47 trail gap.

Councilmember Howell asked if the project could be moved up earlier in 2024 to get better bids and so that people could use the trail in 2024.

Parks and Assistant Public Works Director Riverblood commented that there would be nothing preventing construction earlier, if desired, but this work would need to be done in preparation and would provide more information on potential timing.

Assistant City Engineer Feriancek provided more details on the current workload of staff with pavement management projects and noted that if a faster timeline is desired, staff would not be able to prepare plans so they would need to use a consultant, which would have an associated cost.

Chairperson Musgrove asked the thought of having the two segments on private property to be developed to occur in the spring, with the remainder of the trail then to be constructed on the City timeline.

Assistant City Engineer Feriancek stated that the property in the middle is being reviewed for preliminary and final plat and therefore the timeline is not fully known yet, although he believes that the intent would be to begin construction in the spring. He stated that it would be easy to have differences in elevation if the effort is not coordinated. He stated that in terms of design it would be best to have the final design from the private property developer in order to coordinate the plans and then wait for that construction to be done rather than trying to work together.

Parks and Assistant Public Works Director Riverblood commented that they also need to know how willing the seller is for the remaining easement. He stated that they do have good unit prices with the update and there will be some development fees from the outlot which will assist.

Chairperson Musgrove asked if there could be an update on progress during the second quarter.

Parks and Assistant Public Works Director Riverblood confirmed that could be done.

City Engineer/Public Works Director Westby commented that he can also add the project to his project updates list and provide updates at each meeting with a more comprehensive update during the second quarter.

Motion by Councilmember Howell, seconded by Councilmember Musgrove, to recommend to City Council the authorization of a Topographic Survey and subsequent preparation of Plans and Specifications and authorization to obtain bids for T.H. 47 Trail gap, with direction for staff to provide an update during the second quarter.

Motion carried. Voting Yes: Chairperson Musgrove and Councilmember Howell. Voting No: None. Absent: Councilmember Olson.

**5.03: Consider Recommending City Council Approval of Adding Streets within Riversbend 3<sup>rd</sup>, 4<sup>th</sup>, and Plaza Subdivisions to MSA Xkimo Street Reconstruction, Improvement Project #24-05**

Assistant City Engineer Feriancek reviewed the staff report and recommendation to recommend City Council approval of adding streets within Riversbend 3<sup>rd</sup>, Riversbend 4<sup>th</sup> and Riversbend Plaza subdivisions to MSA Xkimo Street Reconstruction, Improvement Project #24-05.

Chairperson Musgrove commented that adding these streets will also be helpful for the businesses in this area. She appreciated the concerns of the residents with the street conditions and agreed that these roads should be included as it does not seem to add a large cost in the scope of the overall project.

Assistant City Engineer Feriancek confirmed that staff believes that the funds are available to do these streets earlier than planned. He noted that the majority of the funding must be spent by 2025 because of the bonding and therefore it makes sense to frontload more projects, if possible.

Councilmember Howell commented that this is a great addition, and she is happy for the residents in this area.

Motion by Councilmember Howell, seconded by Councilmember Musgrove, to recommend City Council approval of adding streets within Riversbend 3<sup>rd</sup>, Riversbend 4<sup>th</sup>, and Riversbend Plaza subdivisions to MSA Xkimo Street Reconstruction, Improvement Project #24-05.

Motion carried. Voting Yes: Chairperson Musgrove and Councilmember Howell. Voting No: None. Absent: Councilmember Olson.

**5.04: Consider Recommending City Council Approval of Plans and Specifications and Authorizing Advertisement for Bids for 2024 Crack Seal Improvements, Improvement Project #24-08**

Assistant City Engineer Feriancek reviewed the staff report and recommendation for the City Council to recommend approving plans and specifications and authorizing advertisement for bids for 2024 Crack Seal Improvements, Improvement Project #24-08.

Chairperson Musgrove acknowledged that the streets have been mapped out by age and condition for crack seal and have also been segmented into different areas.

Assistant City Engineer Feriancek stated that they had six plan sheets for the different areas, noting that staff receives daily updates on the amount of material used in order to track and determine how accurate the estimate was. He stated that they then compare the actual material used to the estimates to ensure that the full project can be completed or whether there will be excess material that could still be used.

Chairperson Musgrove asked why the MSA funds were not recommended to be used.

Assistant City Engineer Feriancek stated that those are the same dollars that would be used towards MSA reconstructions or overlays and therefore staff would rather maximize the use of MSA funds for those larger benefit projects.

Motion by Councilmember Howell, seconded by Councilmember Musgrove, recommending City Council approval of plans and specifications and authorizing advertisement for bids for 2024 Crack Seal Improvements, Improvement Project #24-08.

Motion carried. Voting Yes: Chairperson Musgrove and Councilmember Howell. Voting No: None. Absent: Councilmember Olson.

**5.05: Consider Recommending City Council Approval of Plans and Specifications and Authorizing Advertisement for Bids for MSA Alpine Drive Reconstruction, Improvement Project #24-11**

Assistant City Engineer Feriancek reviewed the staff report and recommendation for City Council to approve plans and specifications and authorizing advertisement for bids for MSA Alpine Drive Reconstruction, Improvement Project #24-11.

Chairperson Musgrove commented that finishing this project would be great for the residents. She asked if the road would remain open during construction.

Assistant City Engineer Feriancek commented that the intent would be for the road to remain open the whole time. He noted that with the exception of concrete and watermain work, the remainder

would be mobile work. He commented that there will be an increase in truck traffic during hauling of material.

City Engineer/Public Works Director Westby commented that this would be similar to the 167<sup>th</sup> Avenue reconstruction project completed last year.

Assistant City Engineer Feriancek commented that there may be times where there are short term closures.

Motion by Councilmember Howell, seconded by Councilmember Musgrove, to recommend City Council approval of plans and specifications and authorizing advertisement for bids for MSA Alpine Drive Reconstruction, Improvement Project #24-11.

Motion carried. Voting Yes: Chairperson Musgrove and Councilmember Howell. Voting No: None. Absent: Councilmember Olson.

**5.06: Consider Recommending City Council Approval of Plans and Specifications and Authorizing Advertisement for Bids for Juniper Woods 1<sup>st</sup> – 3<sup>rd</sup> Street Reconstructions, Improvement Project #24-12**

Assistant City Engineer Feriancek reviewed the staff report and recommendation for the City Council to approve plans and specifications and authorize advertisement for bids for Juniper Woods 1<sup>st</sup> – 3<sup>rd</sup> Street Reconstructions, Improvement Project #24-12.

Chairperson Musgrove asked if the median would remain.

Assistant City Engineer Feriancek replied that the median exists because of the power pole in the middle and the large cost to relocate that power pole, therefore they proposed to leave that in place. He stated that the curb would be replaced and filled with concrete rather than leaving greenspace.

Chairperson Musgrove asked if there would be spot curb replacements as some of the roads have curb and gutter.

Assistant City Engineer Feriancek commented that the curb and gutter that exists is in fairly good condition and therefore they will be doing spot replacements.

Chairperson Musgrove commented that it seems that the cost is high to reclaim the trail.

Assistant City Engineer Feriancek replied that these are estimated costs. He commented that in square yard comparison a trail is more expensive than the street but believed the general cost to be in line with typical pricing.

Motion by Councilmember Howell, seconded by Councilmember Musgrove, to recommend City Council approval of plans and specifications and authorizing advertisement for bids for Juniper Woods 1<sup>st</sup> – 3<sup>rd</sup> Street Reconstructions, Improvement Project #24-12.

Motion carried. Voting Yes: Chairperson Musgrove and Councilmember Howell. Voting No: None. Absent: Councilmember Olson.

## **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.

Chairperson Musgrove asked how staff is doing in terms of workload with preparation of plans and specifications for the upcoming 2024 projects.

City Engineer/Public Works Director Westby commented that staff is very busy with design and inspection will be a big task this year as well with the Highway 10 project, Water Treatment Plant, COR improvements, along with private development. He stated that with the additional street maintenance workers they are looking to shift inspection for crack seal projects to public works.

Assistant City Engineer Feriancek stated that the use of Hakanson Anderson and Bolton & Menk has helped ease the workload of City staff.

### **6.02: Review Future Topics Calendar**

City Engineer/Public Works Director Westby commented that he attempts to keep the list moving and not keep projects on the list for too long. He acknowledged that some of the projects have been on the list for a while, and provided a brief update about the Sunfish Lake item as well as the speed studies, explaining those delays. He recognized that when delayed and there are changes to the roadway, the results of the speed studies sometimes become irrelevant. He noted that he would still like to get the information from the County to have the data on file.

## **7. ADJOURNMENT**

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

Motion carried.

The regular meeting of the Public Works Committee adjourned at 7:10 p.m.

Respectfully submitted,

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Bruce Westby  
City Engineer/Public Works Director

Drafted by Amanda Staple  
*TimeSaver Off Site Secretarial, Inc.*

**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.

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**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		

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?

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### Attachments

Planning Framework

REVISED Sketch Plan

Riverdale Drive Plan (clean)

Redlined Plans

Review Comments

Density Exhibit

Bowers Drive Survey Responses

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### Form Review

**Inbox**

Kurt Ulrich

Brian Hagen

Form Started By: Tim Gladhill

Final Approval Date: 09/03/2020

**Reviewed By**

Kurt Ulrich

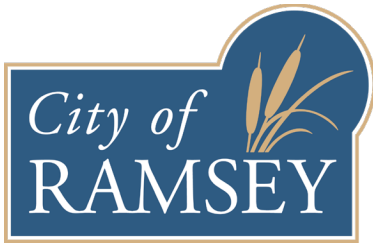
Tim Gladhill

**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](http://www.cityoframsey.com)

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## 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](http://www.cityoframsey.com/development) or [www.cityoframsey.com/769/Riverstone-South](http://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](http://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](http://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](mailto: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



# 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](http://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
<b>Address</b>	
<b>Phone Number</b>	

## Survey Question

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

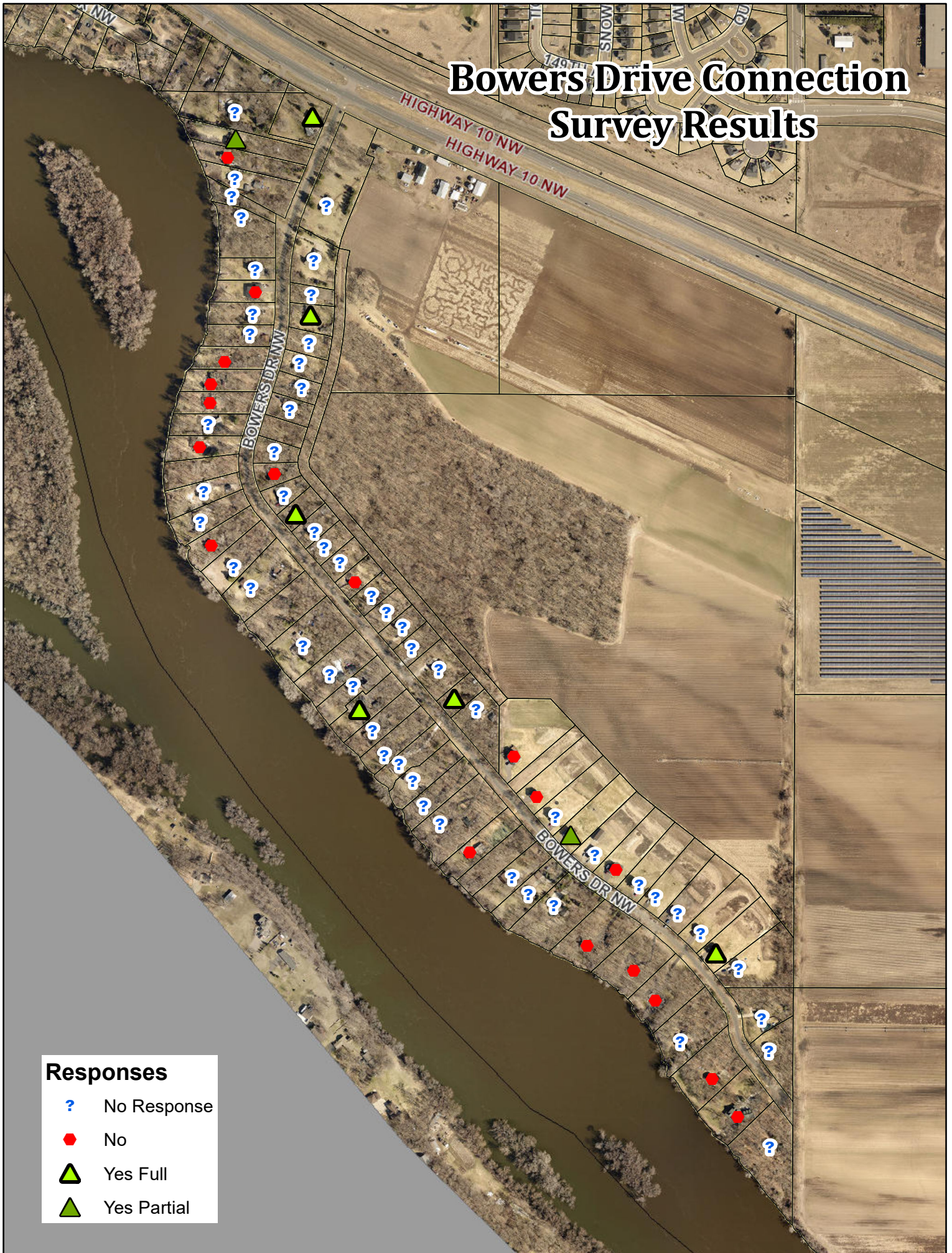
- Yes, I support a full public road connection
- Yes, but only if it is used by Public Safety (and Public Works Maintenance)
- No, I do not support a second connection to Bowers Drive
- Other (please describe below)

## 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



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	Too much traffic on the road already. 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.
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	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. 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.
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.
			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.
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	
			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.
Paige Bentley	14435 Bowers Dr NW	No, I do not support a second connection to Bowers Drive	
			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.
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"> <li>* Concerns that the 2nd access from neighboring high density low income housing will possibly reduce our property values on Bowers Dr.</li> <li>* Concerns this new 2nd access will result in future street lighting, road widening, sidewalks and fire hydrants etc on Bowers Dr.</li> <li>* Concerns of safety with increased foot/bicycle traffic on Bowers Dr.</li> </ul>
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

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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)
- ~~Yes~~, 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**

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**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

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.

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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](#)

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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

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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

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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\*

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**

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.**

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](#)

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\*

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**

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 #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

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

Gene. Waldowski

Address\*

14743 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 #2155

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

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.**

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# 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

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\*

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

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

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

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

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

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\*

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**

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 #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

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\*

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

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

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

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\*

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

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\*

Jamey McPheeters

Email Address

[REDACTED]

Address\*

14420 Bowers Dr NW

City

Ramsey

State

MN

Zip Code

55303

**Phone Number**

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**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.**

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# 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\*

Stephen J Nash

Email Address

[REDACTED]

Address\*

14500 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.**

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\*

Ron Herst

Email Address

[REDACTED]

Address\*

14670 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 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

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

Gretchen Morris

Address\*

14820 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.**

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

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\*

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

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\*

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

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\*

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

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\*

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

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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

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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\*

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

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### 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**

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**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**

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.**

\* 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

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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\*

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.

<b>Name</b>	<b>Email Address</b>
Carol Larsen	[REDACTED]
<b>Address</b>	
14480 Bowers Dr, NW, Ramsey, MN 55303	
<b>Phone Number</b>	
[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>On separate pages Please share with Council &amp; Mayor. I have questions about exit &amp; entrance on Bowers from Shirley Rd.</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*

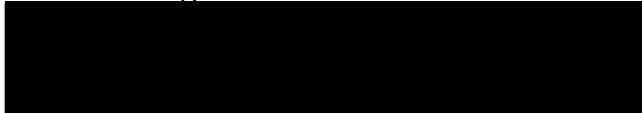


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    7.01: Adopt Resolution #20-171 Accepting Bids and Awarding Contracts for Bid Package  
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    7.02: Review Sketch Plan for Riverstone South; Case of Capstone Homes ..... 4  
8. MAYOR, COUNCIL AND STAFF INPUT ..... 10  
9. ADJOURNMENT ..... 10

**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 163<sup>rd</sup> 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.

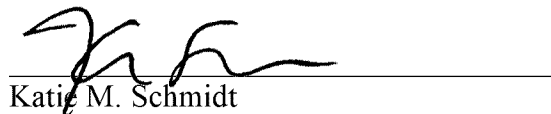
The regular meeting of the City Council adjourned at 8:32 p.m.

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)  
<<http://www.qctv.org>>. Recordings are available for 36 months after the date of the meeting.

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

Overlying 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
<b>Total</b>	<b>1,685,295</b>										<b>1,685,295</b>

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
<b>Total</b>	<b>1,685,295</b>										<b>1,685,295</b>

# 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  
By: [Signature] 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  
County Recorder/Registrar of Titles  
By: [Signature] Deputy

\$ 56.00

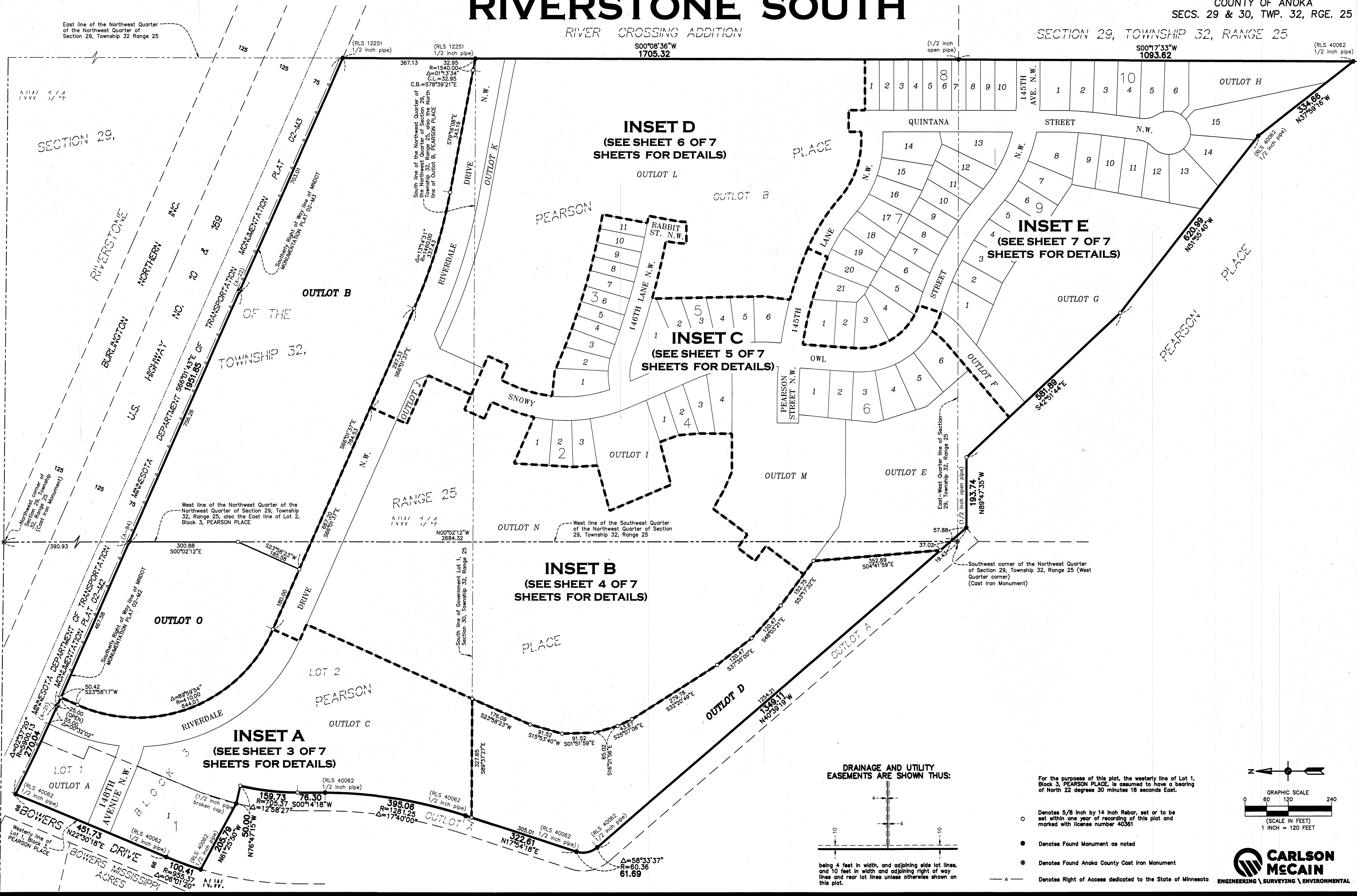


# RIVERSTONE SOUTH

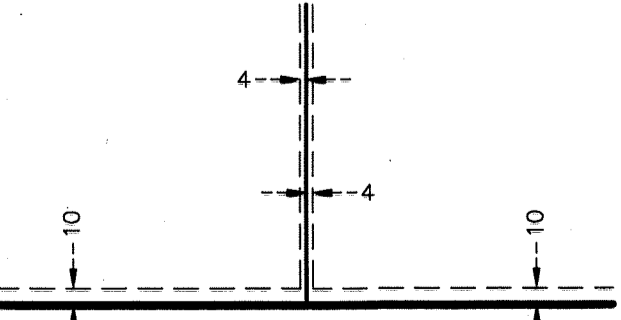
CITY OF RAMSEY  
COUNTY OF ANOKA  
SECS. 29 & 30, TWP. 32, RGE. 25

RIVER CROSSING ADDITION

SECTION 29, TOWNSHIP 32, RANGE 25



DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



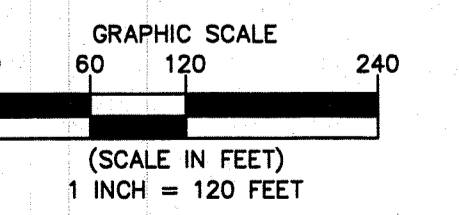
For the purposes of this plat, the westerly line of Lot 1, Block 3, PEARSON PLACE, is assumed to have a bearing of North 22 degrees 30 minutes 18 seconds East.

○ 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

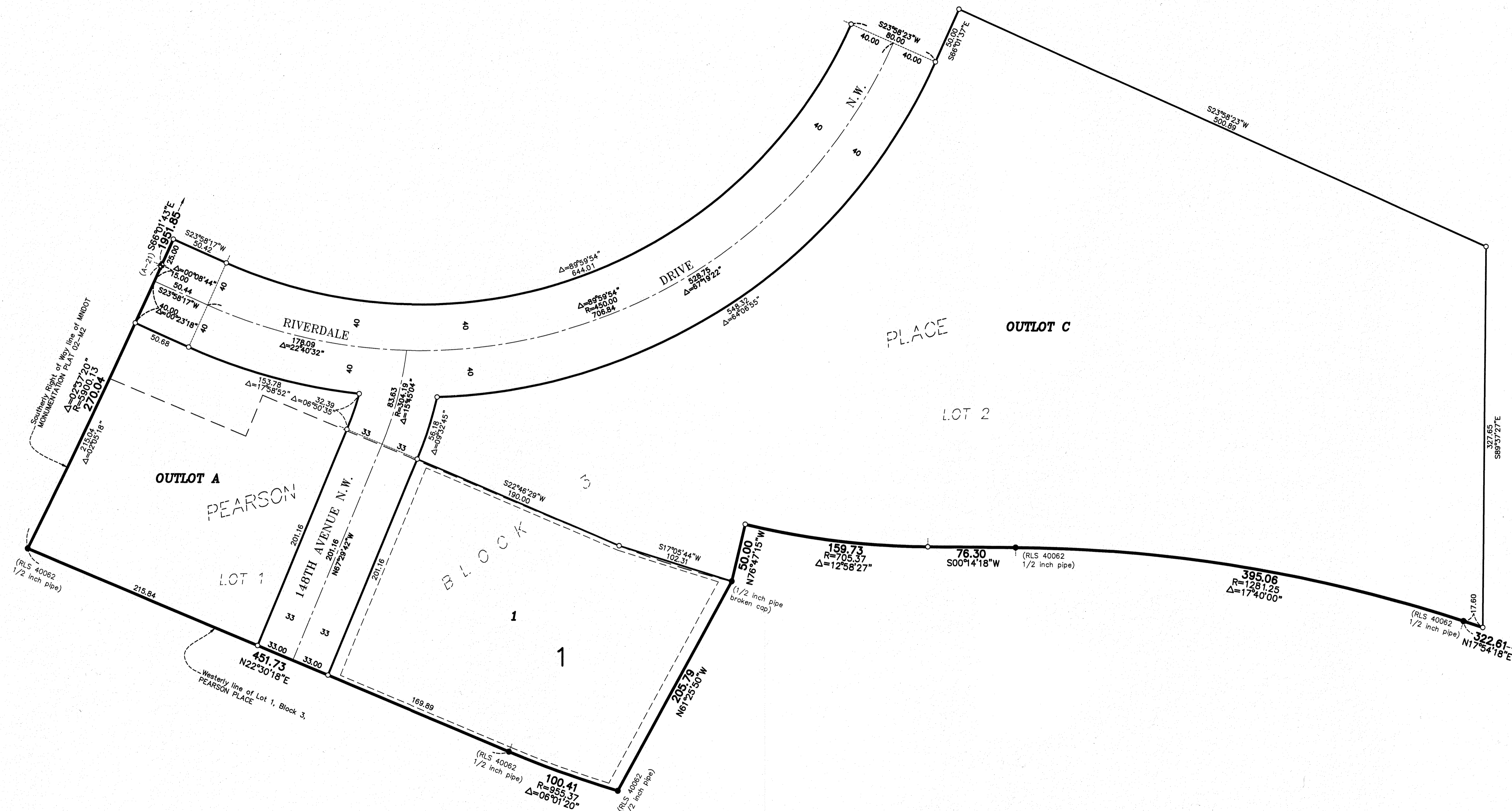


**CARLSON MCCAIN**  
ENGINEERING \ SURVEYING \ ENVIRONMENTAL

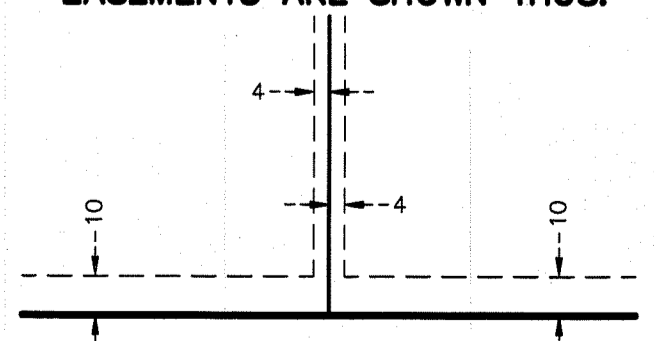
INSET A

RIVERSTONE SOUTH

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

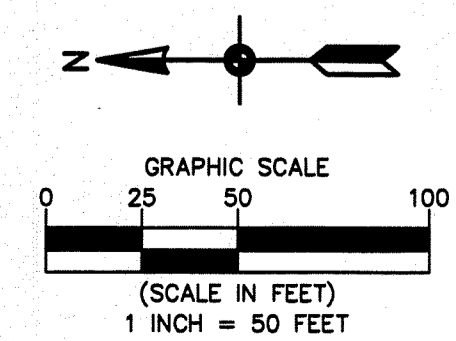


DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



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.

- ⊕ 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

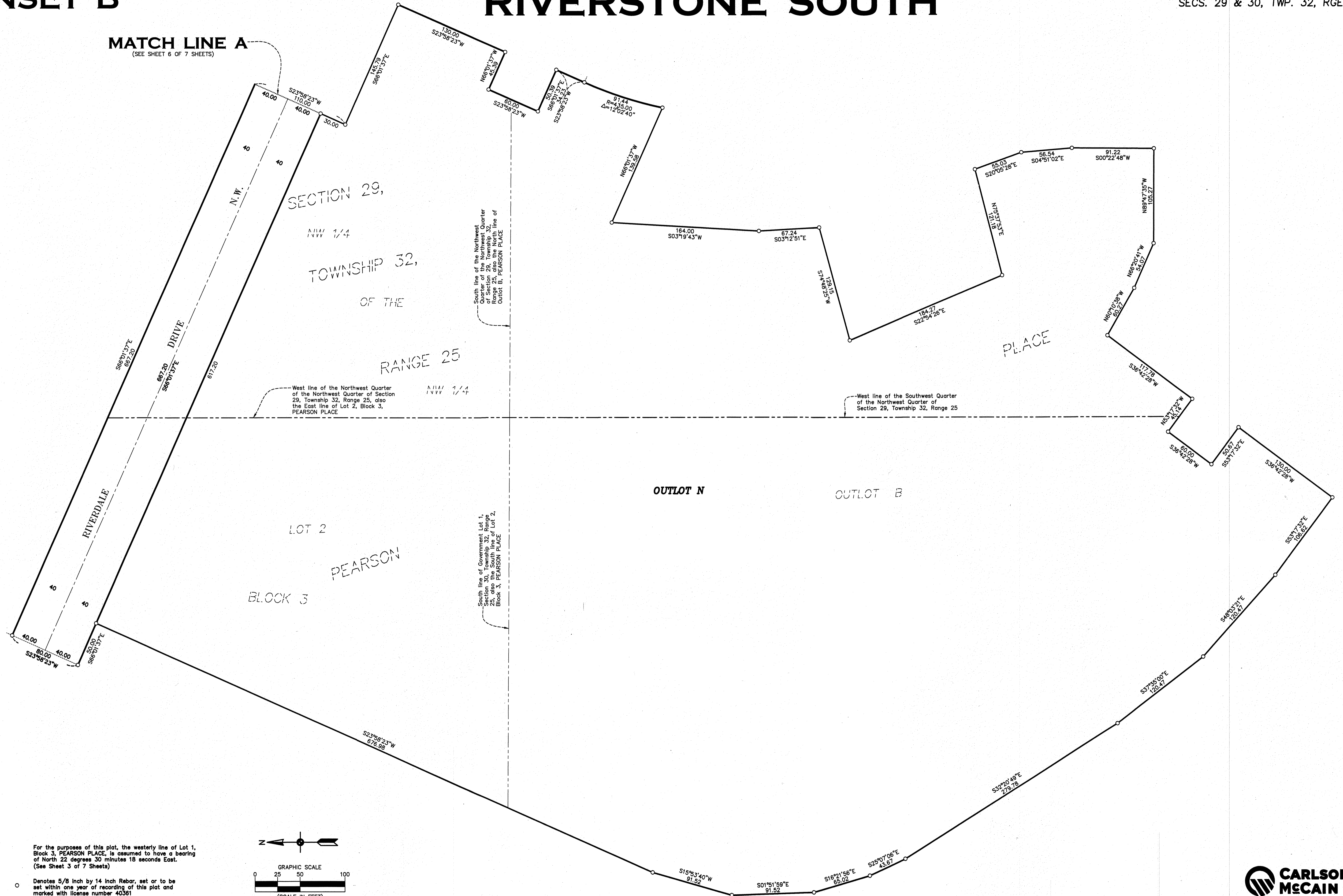


INSET B

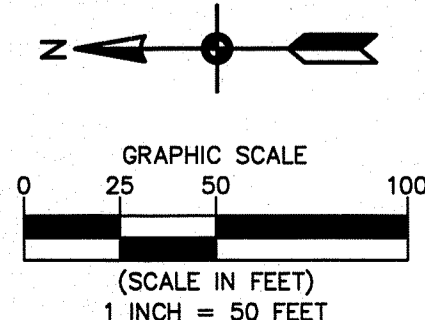
RIVERSTONE SOUTH

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)

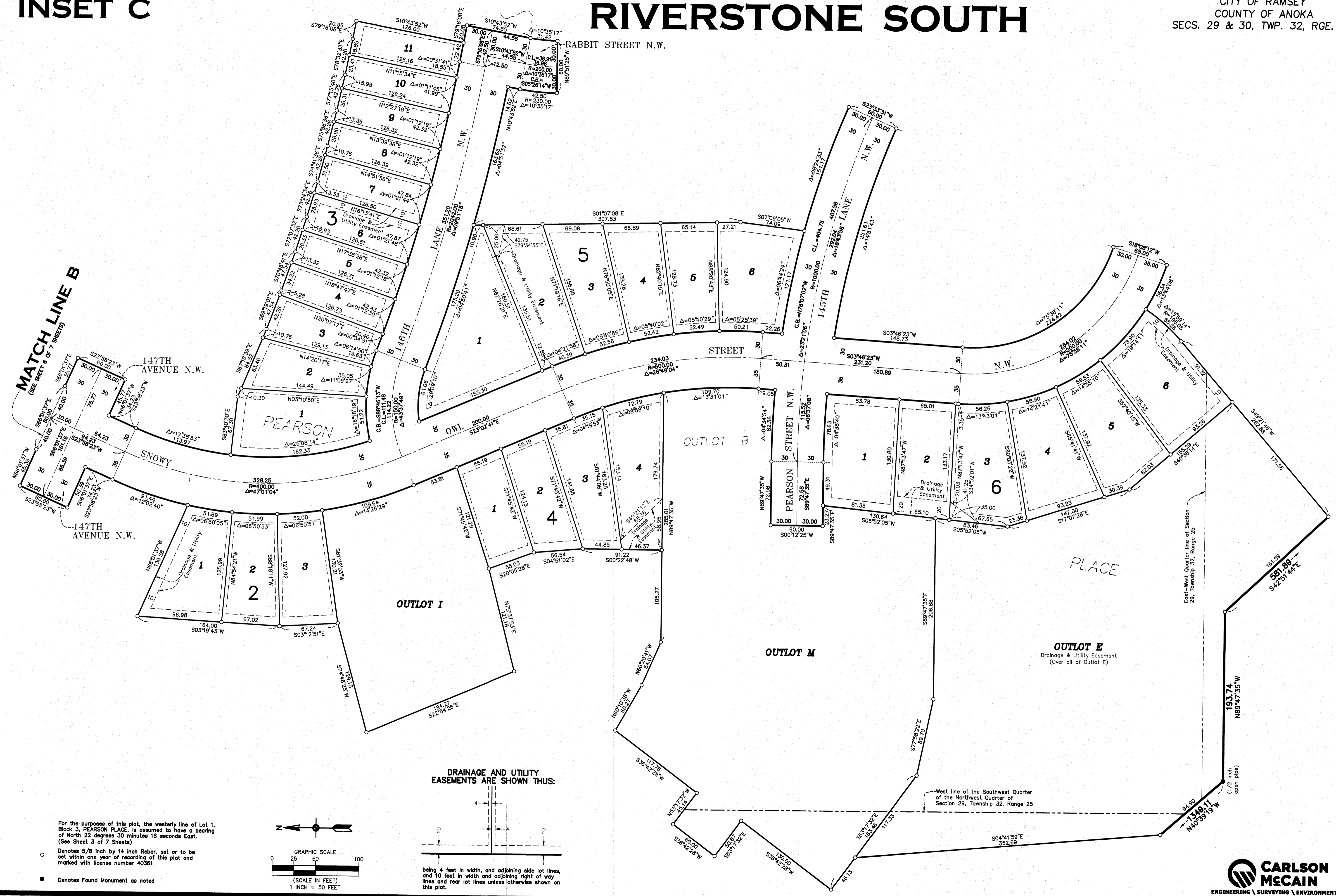


○ Denotes 5/8 inch by 14 inch Rebar, set or to be set within one year of recording of this plat and marked with license number 40361

# INSET C

# RIVERSTONE SOUTH

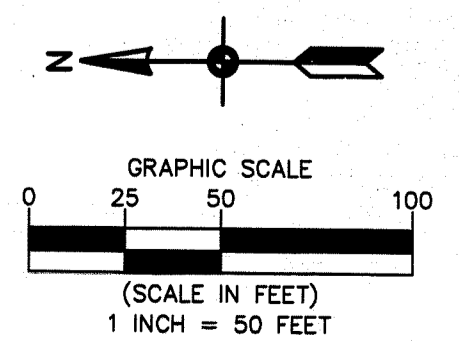
CITY OF RAMSEY  
COUNTY OF ANOKA  
SECS. 29 & 30, TWP. 32, RGE. 25



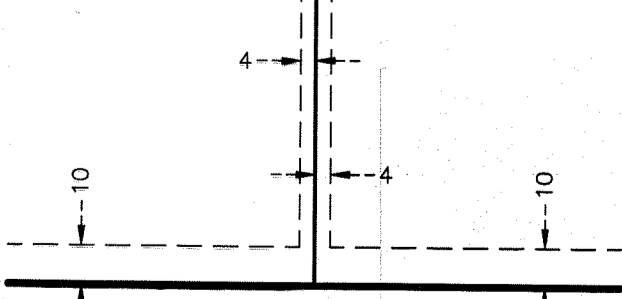
**MATCH LINE B**  
(SEE SHEET 6 OF 7 SHEETS)

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:**



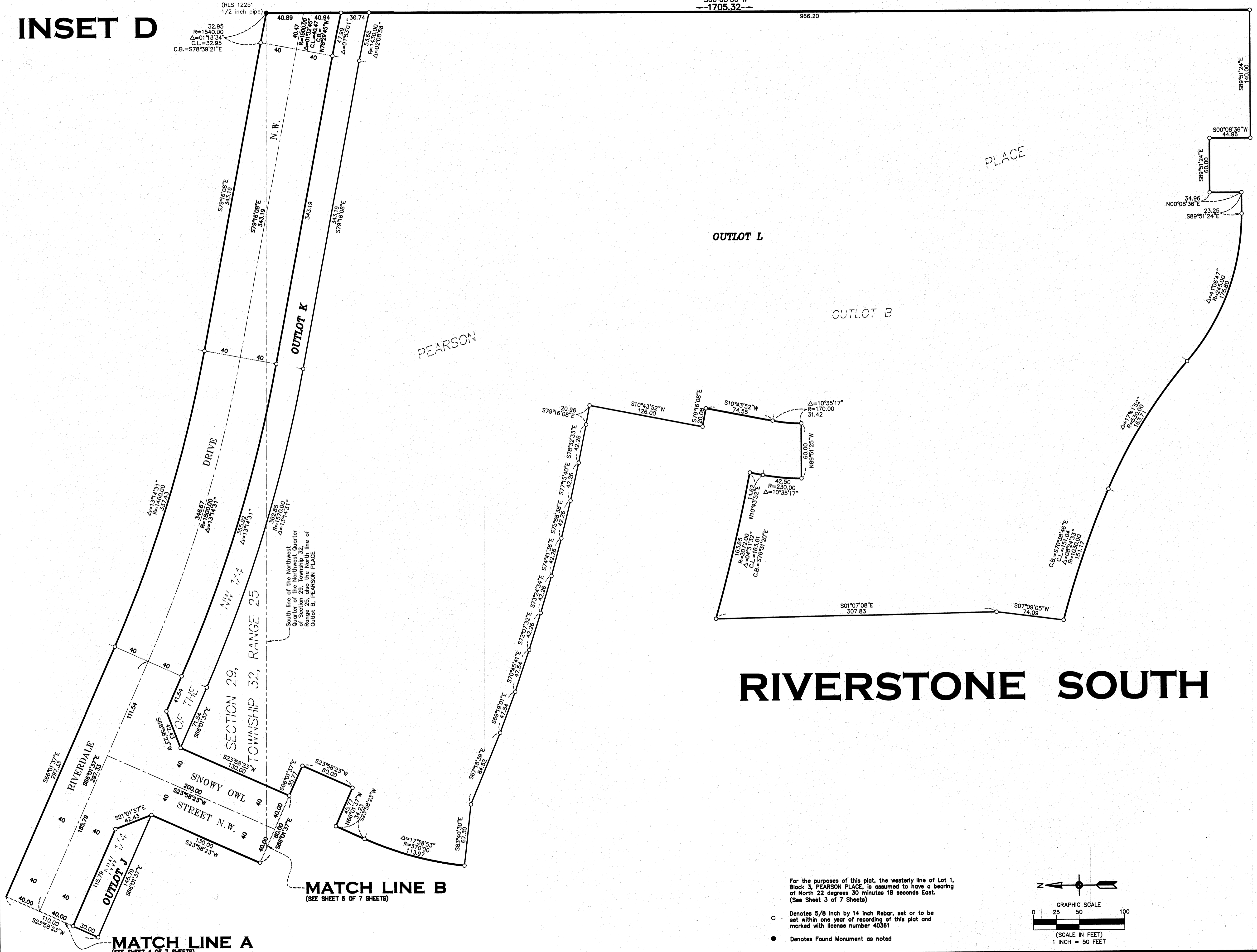
being 4 feet in width, and adjoining side lot lines, and 10 feet in width and adjoining right of way lines and rear lot lines unless otherwise shown on this plat.

# 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

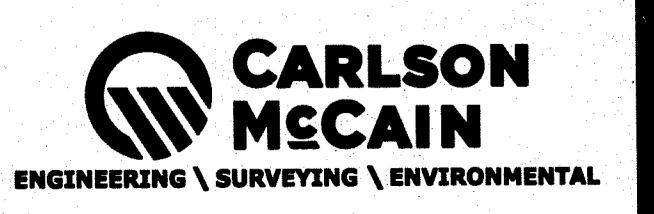
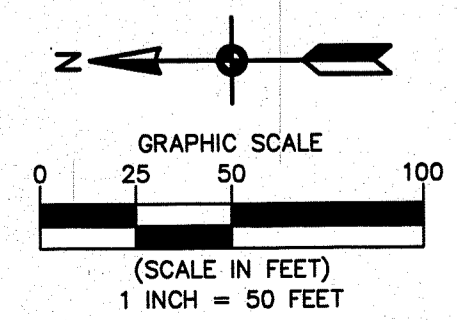
PEARSON

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)

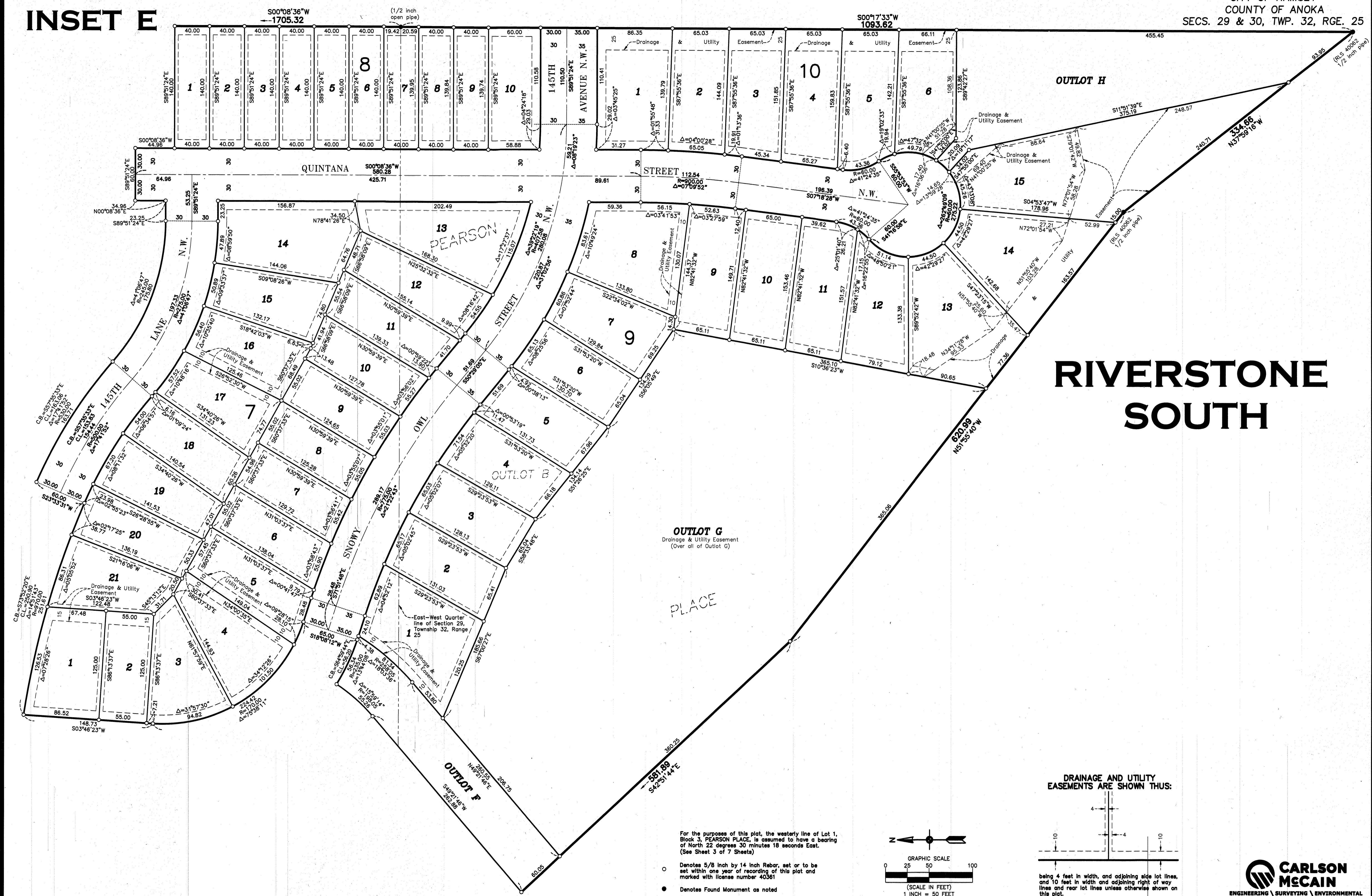
- Denotes 5/8 inch by 14 inch Rebar, set or to be set within one year of recording of this plat and marked with license number 40361
- Denotes Found Monument as noted



MATCH LINE A  
(SEE SHEET 4 OF 7 SHEETS)

MATCH LINE B  
(SEE SHEET 5 OF 7 SHEETS)

# INSET E

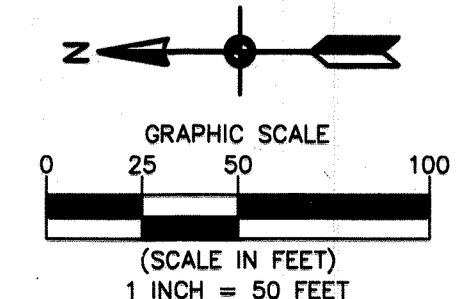


# RIVERSTONE SOUTH

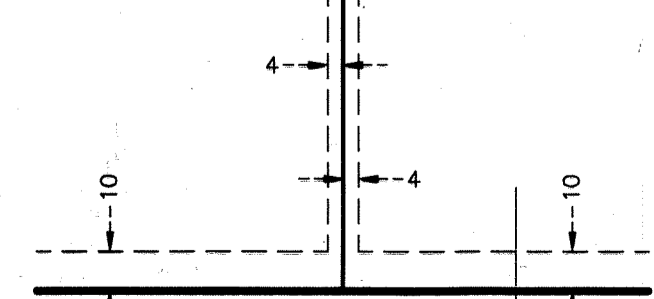
**OUTLOT G**  
Drainage & Utility Easement  
(Over all of Outlot G)

PLACE

- 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



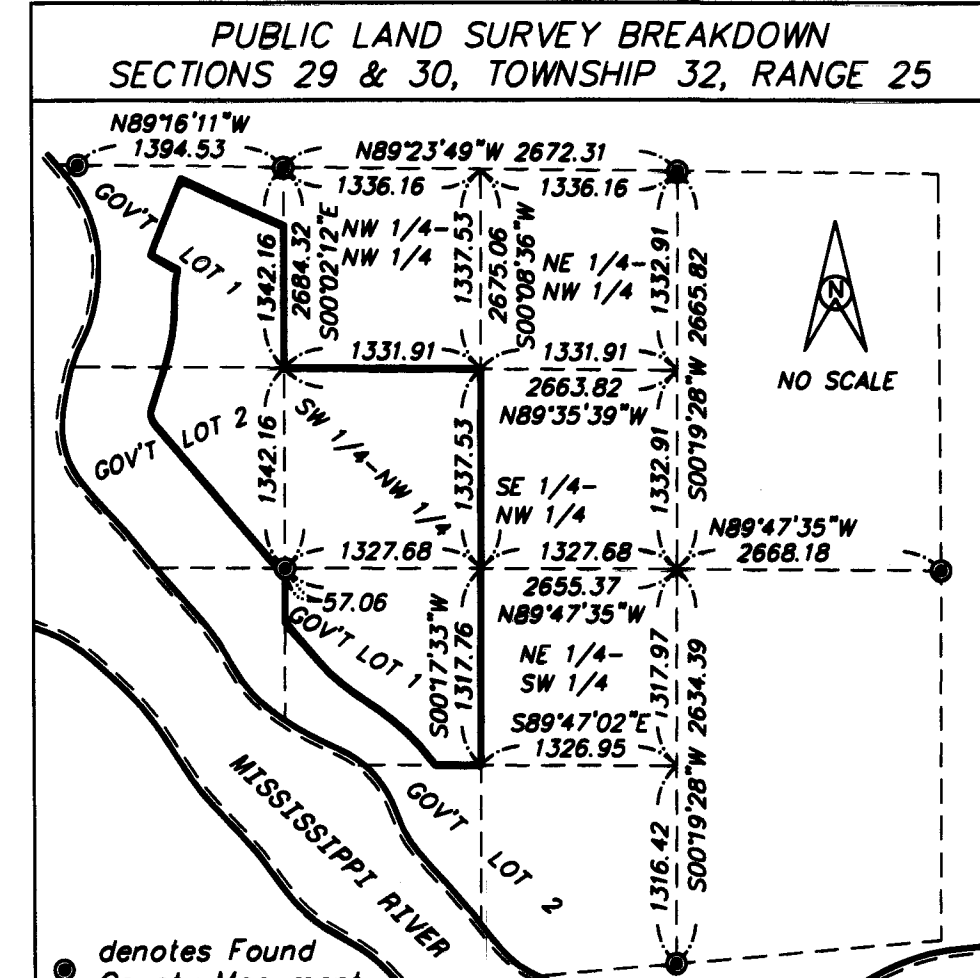
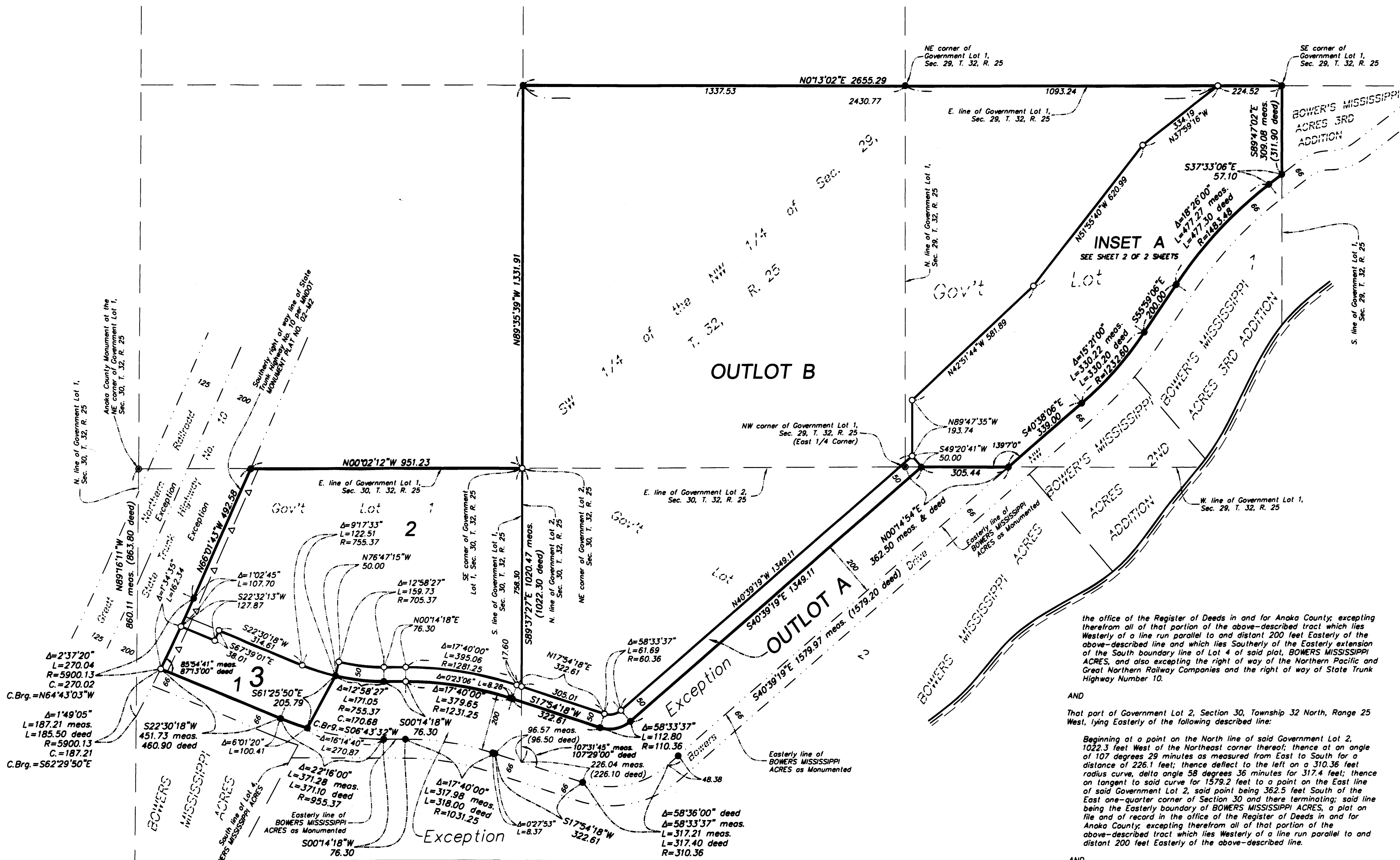
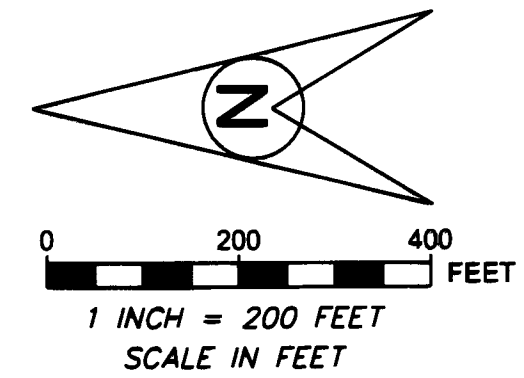
**DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:**



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.

# 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"W.

- denotes iron monument found
- denotes 1/2 inch by 14 inch iron pipe set and marked by License number 40062.
- denotes found Anoka County Cast Iron Monument unless otherwise noted.
- △— denotes right of access dedicated to the State of Minnesota.
- denotes Found County Monument

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.

Cara 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 17th day of November, 2017 at 1:44 o'clock P.M. and was duly recorded as Document Number 218d015.002.

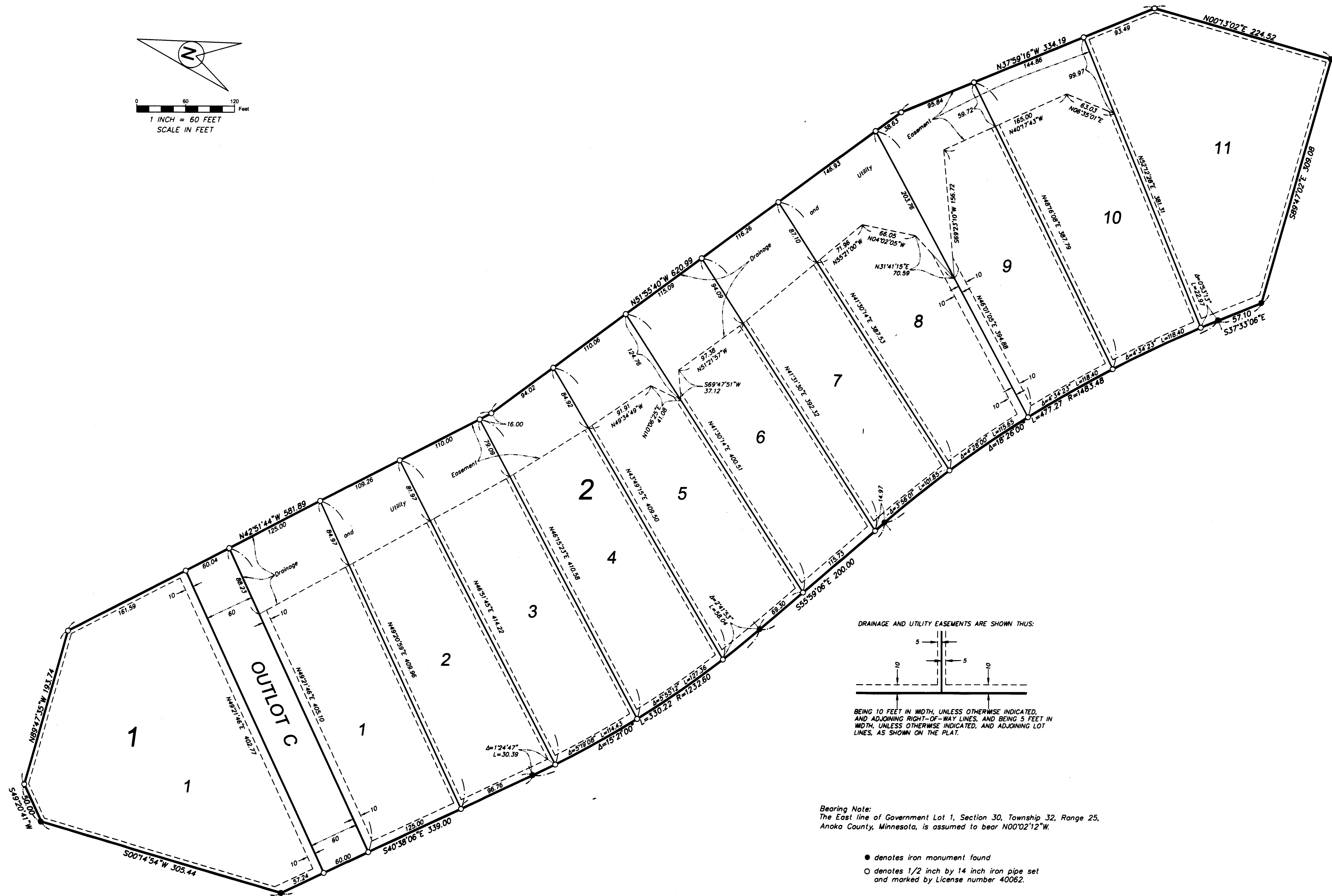
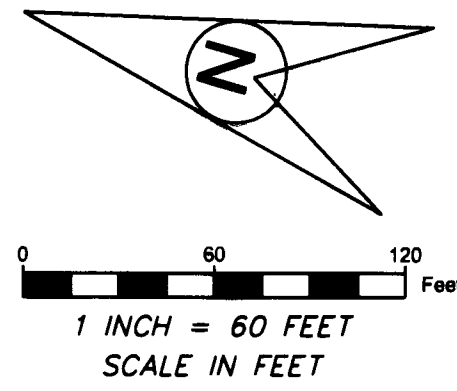
Jonell M. Sawyer  
County Recorder/Registrar of Titles  
By M. Kling Deputy

Engineers & Land Surveyors, Inc.

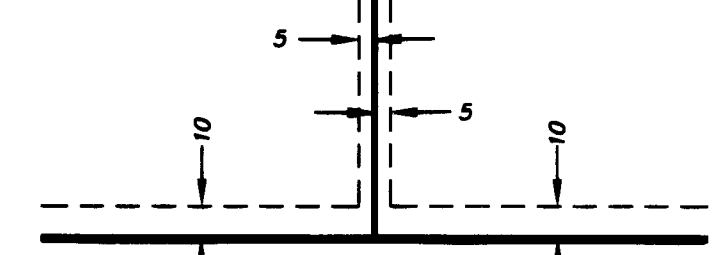


# PEARSON PLACE INSET A

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.



**Public Works Committee****Meeting Date:** 02/20/2024**Primary Strategic Plan Initiative:** Address infrastructure needs.**Title:**

Consider Implementation and Prioritization of Gravel Road Elimination Projects

**Purpose/Background:****Purpose:**

Consider development and implementation of a Gravel Road Elimination Policy (GREP), including project prioritization and funding program.

**Background:**

The City of Ramsey currently maintains a total of 2.41 miles of public gravel roads. A summary and a map of these existing gravel roads are attached.

Maintaining gravel roads requires the use of a road grader. In non-winter months, the grader is used to grade the surface to remove potholes and “washboards” and to restore the crown on the roads so they drain properly. During winter months, the grader is primarily used to plow snow from the gravel roads, though grading the surface in the winter may also be required.

The City currently owns a 1999 John Deere grader, which is not identified for replacement in the Capital Improvement Program (CIP). If this grader were to be out of service for any length of time, the City would need to rent a replacement temporarily.

In 2011, the City discussed adopting a Gravel Road Elimination Policy but a formal policy was never adopted. However, when the City adopted a Special Assessment Policy in 2014, a statement was included in this policy that requires benefiting property owners to pay for 50-percent of the costs to convert a gravel road to a paved street. A copy of the Special Assessment Policy is attached.

Staff is requesting input from the Public Works Committee on whether a formal Gravel Road Elimination Policy should be further explored and implemented at this time. If so, Staff can more fully explore anticipated project costs and other impacts to the budget, project prioritizations, and funding sources, then present their findings to the Committee at a future meeting.

**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:**

In 2004, when the Gravel Road Elimination Policy was first discussed, Ramsey had about 12 miles of gravel roads. Roughly 9.6 miles of gravel roads have since been paved, leaving 2.41 miles of gravel roads in 2024.

In 2024, staff is proposing to remove 0.07 miles of gravel road by paving Basalt Street as part of Improvement Project #24-07. Also, another 0.13 miles of gravel road is proposed to be paved as part of the Jam Hops

development. This will result in a total of 2.21 miles of gravel roads remaining in 2025.

Additionally, the gravel road section of 173rd Avenue west of Nowthen Boulevard/CSAH 5 is proposed to be paved as part of the Trott Brook Crossing residential development within the next several years, depending on the development's buildout schedule.

For the purposes of tonight's discussion, the City can focus on paving the remaining 1.9 miles of gravel roads.

Staff will continue to promote the elimination of gravel roads as additional private development occurs.

**Alternatives:**

Alternative #1:

Motion to direct staff to obtain soil borings for all remaining gravel roads and to explore stormwater management needs as required to convert the gravel roads to bituminous pavement sections.

Alternative #2:

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

Alternative #3:

Motion of other.

**Funding Source:**

Preliminary estimated project costs to convert these streets from gravel surfacing to bituminous pavement range from \$1.5M to over \$3M, depending on required subgrade corrections and stormwater management needs. To refine estimated project costs, soil borings will be required. This work could be completed within the next 2 to 3 months.

Potential funding sources include Public Improvement Revolving (PIR) funds, Municipal State Aid (MSA) funds, and bonding. Pavement Management Funds are not an option as these funds are strictly dedicated to funding pavement overlay and street reconstruction projects. Attached is a copy of the cash flow projections for these and other funds copied from the 2024 to 2033 Capital Improvement Plan.

Per the attached Special Assessment Policy, property owners are proposed to be assessed 50-percent of the project costs to convert their streets from gravel to pavement.

**Recommendation:**

Staff recommends approving alternative action #1 since underlying soils generally do not change over time and since the CIP does not address replacing the 1999 road grader.

**Outcome/Action:**

Based on discussion.

---

**Attachments**

2024 Gravel Road Summary  
2024 Gravel Roads Map  
Special Assessment Policy  
CIP Cash Flow Projections

**Form Review**

Inbox

Reviewed By

Date

Brian Hagen

Brian Hagen

02/16/2024 02:09 PM

Form Started By: Bruce Westby

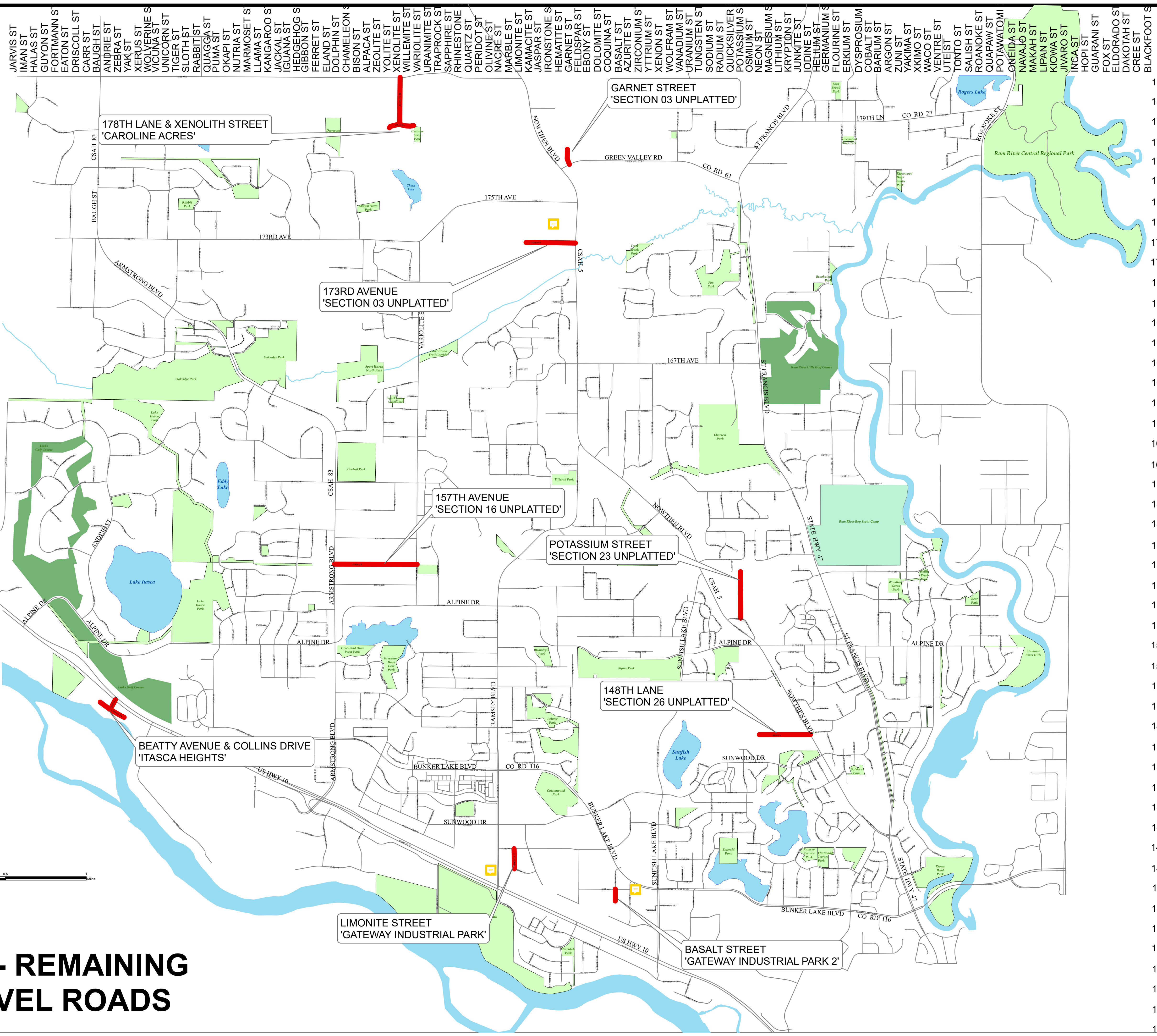
Started On: 02/14/2024 05:17 PM

Final Approval Date: 02/16/2024

**2024 Remaining Gravel Road Summary**

2/16/2024

<b>PLAT</b>	<b>NAME</b>	<b>DESCRIPTION</b>	<b>ROW</b>	<b>FEET</b>	<b>MILES</b>
Caroline Acres	178th Lane	CDS / Xenolith St	66	462	0.09
Caroline Acres	178th Lane	Xenolith St / CDS	66	371	0.07
Caroline Acres	Xenolith Street	178th Ln / N Line Section 4	66	1,525	0.29
Gateway Industrial Park	Limonite Street	142nd Ave / 143rd Ave	66	661	0.13
Gateway Industrial Park 2	Basalt Street	141st Ave / S EOP	66	389	0.07
Itasca Heights	Beatty Avenue	Collins Dr / TH 10	66	360	0.07
Itasca Heights	Collins Drive	NW EOP / W Termini	66	927	0.18
Section 03 Unplatted	173rd Avenue	CSAH 5 / W Termini	40	1,612	0.31
Section 03 Unplatted	Garnet Street	CR 63 / Termini	40	508	0.10
Section 16 Unplatted	157th Avenue	CR 83 / Variolite St	40	2,709	0.51
Section 23 Unplatted	Potassium Street	Old CR 5 / Termini	40	1,516	0.29
Section 26 Unplatted	148th Lane	Nowthen Blvd / CDS	40	1,671	0.32
			<b>Total</b>	<b>12,712</b>	<b>2.41</b>



181ST AVE  
180TH AVE  
179TH AVE  
178TH AVE  
177TH AVE  
176TH AVE  
175TH AVE  
174TH AVE  
173RD AVE  
172ND AVE  
171ST AVE  
170TH AVE  
169TH AVE  
168TH AVE  
167TH AVE  
166TH AVE  
165TH AVE  
164TH AVE  
163RD AVE  
162ND AVE  
161ST AVE  
160TH AVE  
159TH AVE  
158TH AVE  
157TH AVE  
156TH AVE  
155TH AVE  
154TH AVE  
153RD AVE  
152ND AVE  
151ST AVE  
150TH AVE  
149TH AVE

181ST AVE  
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179TH AVE  
178TH AVE  
177TH AVE  
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173RD AVE  
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171ST AVE  
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167TH AVE  
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163RD AVE  
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134TH AVE

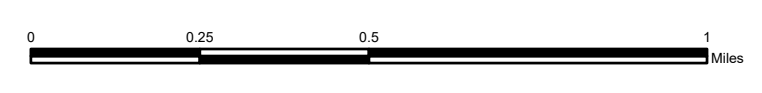
JARVIS ST  
IMAN ST  
HALAS ST  
GUYON ST  
FORTMANN ST  
EATON ST  
DRISCOLL ST  
CARR ST  
BAUGH ST  
ANDRIE ST  
ZEBRA ST  
YAK ST  
XERUS ST  
WOLVERINE S  
VICUNA ST  
UNICORN ST  
TIGER ST  
SLOTH ST  
RABBIT ST  
QUAGGA ST  
PUMA ST  
OKAPI ST  
NUTRIA ST  
MARMOSET S  
LLAMA ST  
KANGAROO S  
JACKAL ST  
IGUANA ST  
HEDGEHOG S  
GIBBON ST  
FERRET ST  
ELAND ST  
DOLPHIN ST  
CHAMELEON S  
BISON ST  
ALPACA ST  
ZEOLITE ST  
YOLITE ST  
XENOLITE ST  
WILLEMITE ST  
VARIOLITE ST  
URANIMITE ST  
TRAPROCK ST  
SAPPHIRE ST  
RHINESTONE  
QUARTZ ST  
PERIDOT ST  
OLIVINE ST  
NACRE ST  
MARBLE ST  
LIMONITE ST  
KAMACITE ST  
JASPAR ST  
IRONSTONE S  
HEMATITE ST  
GARNET ST  
FELDSPAR ST  
EBONY ST  
DOLOMITE ST  
COQUINA ST  
BASALT ST  
AZURITE ST  
ZIRCONIUM S  
YTRITIUM ST  
XENON ST  
WOLFRAM ST  
VANADIUM ST  
HRANIUM ST  
TUNGSTEN ST  
SODIUM ST  
RADIUM ST  
QUICKSILVER  
POTASSIUM S  
OSMIUM ST  
NEON ST  
MAGNESIUM S  
LITHIUM ST  
KRYPTON ST  
JUNKITE ST  
IODINE ST  
HELIUM ST  
GERMANIUM S  
FLOURINE ST  
ERKLUM ST  
DYSPROSIUM  
COBALT ST  
BARIUM ST  
ARGON ST  
ZUNI ST  
YAKIMA ST  
XKIMO ST  
WACO ST  
VENTRE ST  
UTEI ST  
TONTO ST  
SALISH ST  
ROANOKE ST  
QUAPAW ST  
POTAWATOMI  
ONEIDA ST  
NAVAJO ST  
MAKAH ST  
LIPAN ST  
KIOWA ST  
JIVARO ST  
INCA ST  
HOPI ST  
GUARANI ST  
FOX ST  
ELDORADO ST  
DAKOTAH ST  
CREE ST  
BLACKFOOT S

In 2025 only 2.21 miles gravel roads will remain.

173rd Ave will be paved with TBC leaving 1.9 miles gravel roads

### Legend

- GRAVEL STREETS
- Street Centerlines
- ScoutCamp
- Golf\_Courses
- Parks
- Rivers
- Lakes\_Ponds
- Creeks



## 2024 - REMAINING GRAVEL ROADS



## **SPECIAL ASSESSMENTS POLICY AND PROCEDURES FOR PUBLIC IMPROVEMENTS AND MAINTENANCE COSTS**

- SECTION 1. General Policy Statement.
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### **SECTION 1. GENERAL POLICY STATEMENT.**

The purpose of this policy is to establish a fair and equitable manner of assessing the increase in market value (special benefit) associated with public improvements. The procedures used by the City for levying special assessments are those specified by the City Charter and Minnesota Statutes Chapter 429, which provide that all or a part of the cost of improvements may be assessed against benefiting properties.

Three basic criteria must be satisfied before a particular parcel can be assessed. The criteria are as follows:

1. The land must have received special benefit from the improvement.
2. The amount of the assessment must not exceed the special benefit.
3. The assessment must be uniform in relation to the same class of property within the assessment area.

It is important to recognize that the actual cost of extending an improvement past or through a particular parcel is not the controlling factor in determining the amount to be assessed. However, in many cases the method for assigning the value of the benefit received by the improvement, and therefore the amount to be assessed, will focus on calculating the proportionate cost of providing the improvement, provided the cost does not exceed the increase in property market value resulting from the improvement. The entire project shall be considered as a whole for the purpose of calculating and computing an assessment rate. In the event City staff has doubt as to whether the costs of the project may exceed the special benefits to the property, the City Council may obtain such appraisals as may be necessary to support the proposed assessment.

The assessment policy is intended to serve as a guide for a systematic assessment process in the City. There may be exceptions to the policy or unique circumstances or situations that may require special consideration and discretion by City staff and the City Council.

## **SECTION 2. IMPROVEMENTS AND MAINTENANCE COSTS ELIGIBLE FOR SPECIAL ASSESSMENT.**

**Subd. 1.** Public improvements, and related acquisition, construction, extension, and maintenance of such improvements, authorized by Minnesota Statutes, Sections 429.021 and 459.14, subd. 7, that are eligible for special assessment within the City include the following:

1. Streets, sidewalks, pavement, curbs and gutters, including the beautification thereof.
2. Parking lots.
3. Water works systems and appurtenances, within and without the corporate limits.
4. Sanitary sewer and storm sewer systems including appurtenances, within and without the corporate limits.
5. Street boulevard trees.
6. Street lights, street lighting systems and special lighting systems.
7. Steam heating mains.
8. Parks, playgrounds, and recreational facilities, including the purchase of equipment, within or without the corporate limits.
9. Abatement of nuisances, including but not limited to, draining and filling swamps, marshes, and ponds on public and private property.
10. Dikes and other flood control works.
11. Retaining walls and area walls.
12. A pedestrian skyway system upon a petition pursuant to section 429.031, subdivision 3.
13. Underground pedestrian concourses.
14. Public malls, plazas or courtyards.
15. District heating systems.
16. Fire protection systems in existing buildings upon a petition pursuant to section 429.031, subdivision 3.
17. Highway sound barriers.
18. Gas and electric distribution facilities.

**Subd. 2.** The City is also authorized by ordinance adopted pursuant to Minnesota Statutes Section 429.101 to recover, through special assessment, certain costs, including the following:

1. Snow, ice, or rubbish removal from sidewalks.
2. Weed elimination from streets or private property.
3. Removal or elimination of public health or safety hazards from private property excluding any structure included under the provisions of Minnesota Statutes, sections 463.15 to 463.26.
4. Installation or repair of water service lines, street sprinkling, sweeping, or other dust treatment of streets.
5. The trimming and care of trees and the removal of unsound trees from any street.
6. The treatment and removal of insect infested or diseased trees on private property.
7. The repair of sidewalks and alleys.
8. The operation of a street lighting system.
9. The operation and maintenance of a fire protection or a pedestrian skyway system.

### **SECTION 3. INITIATION OF PUBLIC IMPROVEMENT PROJECTS.**

Public improvement projects can be initiated in the following ways.

1. Public improvement projects may be initiated by petition of owners of not less than 50% in frontage of the property abutting the proposed improvement in accordance with the provisions of Section 8.4.2 of the City Charter.
2. Public improvements also may be initiated by the City Council when, in its judgment, such action is required and is in accordance with the provisions of Chapter 8 of the City Charter.
3. A resolution ordering any improvements initiated by the Council requires a four-fifths majority vote of all members of the Council. A resolution ordering any improvements petitioned for by owners of not less than 50% of abutting property owners requires a majority vote of all members of the Council. A resolution ordering any improvements initiated by all owners of abutting property, and assessing the entire cost against their property, may be adopted without a public hearing. The Council may consider the request of a Developer to construct the improvements and assess them.

### **SECTION 4. PUBLIC IMPROVEMENT PROCEDURE.**

The following is the general procedure followed by the City Council for all public improvement projects from initiation of such a project through certification of the assessment roll to the County Auditor. Formats for the various reports and resolutions referenced in this section are made a part of the policies and procedures of the City. **Applicable state law and City Charter provisions take precedence over the following general procedure.**

1. Staff reviews the petition or Developer's request for submission to Council.
2. Council accepts or rejects the petition or request. If based upon a petition, the Council adopts a resolution declaring whether the required percentage of property owners signed the petition. If the petition or request is accepted, Council orders the preparation of a feasibility report.
3. Staff prepares the feasibility report. The report shall preliminarily evaluate whether the proposed improvement is necessary, cost-effective, and feasible and whether it should be made as proposed or in conjunction with another project. The report shall include an estimate of the cost of the improvement as proposed. Council may refer the report to the Planning and Zoning Commission.
4. Council accepts or rejects the feasibility report. If accepted, Council orders a public hearing on the improvements.
5. Staff posts and publishes the hearing notice and mails notices to affected property owners as provided in Minn. Stat. § 429.031(a).
6. Council conducts a public hearing.
7. Within six (6) months of the hearing date, but no sooner than sixty (60) days after per City Charter § 8.4.1, Council adopts or rejects a resolution ordering the improvement to be constructed and advertisement of bids. If adopted, staff prepares final plans, advertises for and opens bids as provided in Minn. Stat. § 429.041, prepares a bid tabulation, makes a recommendation to City Council for award, and prepares a proposed assessment roll. Bonds to finance project costs may be issued at any time after the improvements are ordered.

8. Council reviews the proposed assessment roll and orders an assessment hearing.
9. Staff publishes a hearing notice and mails notice of the hearing date and proposed assessments to the affected property owners as provided in Minn. Stat. § 429.061.
10. Council conducts the assessment hearing and adopts, revises, or rejects the resolution determining the amount of the total expense the City will pay, if any, and establishing the assessment roll. If adopted, Council authorizes certification of the assessment to the County Auditor.
11. Council awards contracts based on the bids received.
12. Staff certifies the assessment roll to the County Auditor.
13. Staff supervises construction and prepares payments.

## **SECTION 5. FINANCING OF PUBLIC IMPROVEMENTS.**

The City encourages public improvement projects when the area benefiting and needing such improvements develop. Examples of this policy can be seen through the subdivision regulations, zoning ordinance, and building codes. Developers are required to provide the needed improvements and services before development occurs, thereby avoiding unexpected hardships on the property owners purchasing such property and the general public. However, it is recognized that certain areas of the City have developed without all needed public improvements (e.g. parks, water, sewer, and street improvements) and that methods must be found to provide these improvements without causing undue hardships on the general public or the individual property owners.

Special assessments are generally accepted as a means by which areas can obtain improvements or services; however, the method of financing assessment is a critical factor to both the City and the property owner. Full project costs spread over a very short term can cause an undue hardship on the property owner and, likewise, city costs and systems costs spread over a long period of time can cause an undue hardship on the City.

It is the policy of the City to not defer assessments except in cases where hardship to senior citizens 65 years of age or older, or persons retired by virtue of a permanent and total disability, would result. Also, the City Council may elect to defer assessments on undeveloped land for a specified length of time or until the lands are developed. Terms and conditions of any such deferral will be established in the resolution adopting the assessments.

## **SECTION 6. GENERAL ASSESSMENT POLICIES APPLICABLE TO ALL TYPES OF IMPROVEMENTS.**

The cost of any improvement shall be assessed based upon benefits received. The following general principles shall be used as a basis of the City's assessment policy:

1. **Project Cost.** The "project cost" of an improvement includes the costs of all necessary construction work required to accomplish the improvement (direct costs), plus engineering, legal, administrative, financing and other contingent costs, including acquisition of right-of-way and other property (indirect costs). The finance charges include all costs of financing the project. These costs include, but are not limited to, financial consultant's fees, bond rating agency fee, bond attorney's fees, and capitalized interest. The interest charged to the project shall be included as financing charges.

2. **City Cost.** The “city cost” of an improvement is the amount of the total improvement expense the City will pay as determined by Council resolution. Where the project cost of an improvement is not entirely attributed to the need for service to the area served by the improvement, or where unusual conditions beyond the control of the owners of the property in the area served by the improvement would result in an inequitable distribution of special assessments, or for any other reason determined by the City, the City, through the use of other funds, may pay such “city cost.”
3. **Assessable Cost.** The “assessable cost” of an improvement is equal to the “project cost” minus the “city cost.”
4. **Interest.** The City will charge interest on special assessments at a rate specified in the resolution approving the assessment roll. If bonds were sold to finance the improvement project, the interest rate shall be equal to the interest rate of the bonds plus 2% (2% above bond rate), rounded to the nearest quarter of a percent. If no bonds were sold, the interest rate shall be set at the U.S. Treasury rate (10-year for 10 year assessment; 15-Year for 15 year assessment) plus 2 percentage points.
5. **Prepayment.** Property owners may pay their assessments in full, interest free, for a period of 30 days after the assessment hearing. After such period interest shall be computed from the date specified in the assessment resolution. The City will transmit a certified duplicate of the assessment roll with each installment, including interest, to the County Auditor, or in lieu of such certification, annually certify to the County Auditor by November 30 in each year, the total amount of installments of and interest on assessments on each parcel that are to become due in the following year.
6. **Extensions.** Where an improvement is designed for service of an area beyond that receiving the initial benefit, the City may pay for increased project costs due to such provisions for future service extensions. The City will levy assessments to cover this cost when a new improvement is installed as an extension of the existing improvement upon identification of such additional amount in the notice of hearing for the extensions or new improvements. As an alternative, the City may assess these costs to the area of future extension immediately based on the value of benefit received.
7. **Project Assistance.** If the City receives financial assistance from the Federal Government, the State of Minnesota, the County, or from any other source to defray a portion of the costs of a given improvement, such aid will be used first to reduce the “city cost” of the improvement. If the financial assistance received is greater than the “city cost,” the remainder of the aid will be placed in the Public Improvement Revolving Fund to be applied towards other City projects.
8. **Assessable Property.** Property owned by the City and other political subdivisions including municipal building sites, parks and playgrounds, but not including public streets, alleys, and right-of-way, shall be regarded as being assessable on the same basis as if such property was privately owned. Private right-of-way shall be assessable.
9. **Individual Benefits.** The City may construct improvements specifically designed for or shown to be of benefit solely to one or more properties. The costs for these improvements will be assessed directly to such properties, and not included in the assessments for the remainder of the project. An example would be utility service lines running from the main lines to the property.
10. **Benefit Appraisals.** In the event that City staff has doubt as to whether the proposed assessments exceed the special benefits to the property(ies) in question, the City Council may order benefit appraisals or benefit appraisal consultations as deemed necessary to support the proposed assessments. As a general rule, benefit appraisals or benefit appraisal consultations may be ordered when the proposed assessment exceeds \$5,000 for a standard city street

reconstruction project on a residential lot, or \$20,000 per acre for commercial or industrial property.

11. **Condemnation Awards.** A property owner may elect to offset special assessments against condemnation awards. In such case, the property owner must execute an agreement (Net Assessment Agreement) with the City.
12. **Subgrade Corrections.** All costs relative to subgrade soil corrections deemed necessary to construct or reconstruct City streets will be considered a “city cost” and will not be assessed.
13. **Rural to Urban Conversion.** All costs relative to converting an existing rural street section to an urban street section by filling roadside drainage ditches and adding curb and gutter and storm sewer will be considered a “city cost” and will not be assessed.
14. **Oversizing.** All costs relative to oversizing an existing City street by increasing the width of the street and/or the load carrying capacity of the pavement section will be considered a “city cost” and will not be assessed.

## **SECTION 7. METHODS OF ASSESSMENT.**

**Subd. 1. General Statement.** There are three different methods of assessment: adjusted front footage, area, and per lot. The feasibility report will recommend one or a combination of these methods for each project, based upon which method would best reflect the benefit received for the area to be assessed. The City Council will select the preferred method of calculating the assessments along with other applicable assessment criteria.

**Subd. 2. Policy Statement.** The following methods of assessment, as described and defined below, are hereby established as the preferred methods of assessment in the City.

### ***A. “Adjusted Front Footage” Method of Assessment.***

The “adjusted front footage” method of assessment is based on the quotient of the “assessable cost” divided by the total assessable frontage benefiting from the improvement. This method is typically applied to commercial, industrial, and multi-family residential properties. For the purpose of determining the “assessable frontage,” all properties, including those owned by governmental entities, shall have their frontages included in such calculation.

The actual physical dimensions of a parcel abutting an improvement (i.e., street, sewer, water, etc.) shall not be construed as the frontage utilized to calculate the assessment for a particular parcel. Rather, an “adjusted front footage” will be determined. The purpose of this method is to equalize assessment calculations for lots of similar size. Individual parcels by their very nature differ considerably in shape and area. The following procedures will apply when calculating adjusted front footage. The selection of the appropriate procedure will be determined by the specified configuration of the parcel. All measurements will be scaled from available plat and section maps and will be rounded down to the nearest foot dimension with any excess fraction deleted.

1. *Rectangular Interior Lots.* The rectangular lot is defined as having no more than 2 feet of difference between the front and rear lot lines. The adjusted front footage is the actual front footage of the lot. For rectangular lots whose frontage is greater than its depth, the “odd shaped lot” method shall be used.

2. *Odd Shaped Lots.* For odd shaped lots such as exist on cul-de-sacs and curved streets where there is more than 2 feet of difference between the front and rear lot lines, and where the lots frontage is greater than its depth, the “odd shaped lot” method of determining the adjusted front footage shall be used. The adjusted front footage shall be computed by dividing the area of the lot by 12,000 square feet to determine the equivalent number of front footage units in the parcel. The number of units multiplied by 65 feet will give the adjusted front footage.
3. *Corner Lot Adjustment.* For street and trail assessments, the short side will be assessed the actual front footage. The long side will be assessed one-half the actual side footage. Sanitary sewer and watermain will only be assessed on the short side of a corner lot.
4. *Zonal Assessment.* When the street along the long side of a corner lot is improved, the cost shall be assessed equally to all lots within ½ block in each direction of the street improved. This method may be selected rather than the “corner lot adjustment”.
5. *Double Fronting Lots.* When a lot has frontage on two streets, the lot is subject to assessments for improvements to both streets, consistent with this policy, regardless of the timing of the improvements.

***B. “Area” Method of Assessment.***

The “area” method of assessment is based on the number of square feet or acres within the boundaries of the appropriate property lines of the parcels benefiting from the project. This method is most often applied to commercial and industrial lots. The assessment rate (i.e., cost per square foot) shall be calculated by dividing the total assessable cost by the total assessable area. On large lots, the City Engineer may determine that only a portion of the lots receives the benefit and may select a lot depth for the calculations equal to the benefit received.

All properties included in the benefited area, including those owned by governmental entities, churches, etc., shall be assessable. The following items may not be included in area calculations: public right-of-ways, and natural waterways, swamps and lakes and other wetlands designated by the Minnesota Department of Natural Resources or the City. The City Engineer will make a recommendation on the boundaries or parameters of the benefited area in the feasibility report.

***C. “Per Lot” Method of Assessment.***

The “per lot” method of assessment is based on equal assessment of all lots within the benefited area. This method is typically applied to single-family residential lots with similar sizes and configurations. The “assessment per lot” shall be the quotient of the “assessable cost” divided by the total assessable lots or parcels benefiting from the improvement. For the purpose of determining the “lots” or “parcels” all parcels, including those owned by governmental entities, shall be included in such calculations.

**SECTION 8. STANDARDS FOR PUBLIC IMPROVEMENT PROJECTS.**

The following standards are hereby established by the City to provide a uniform guide for improvements within the City.

## **A. Surface Improvements**

Surface improvements shall normally include all improvements visible on or above the ground within the right-of-way, and include, but are not limited to, trees, lighting, sidewalks, trails, signing, street and accessory improvements such as drainage ponds and facilities, parking lots, parks and playgrounds. Surface improvements shall also normally include aggregate or granular base materials for bituminous and concrete pavements.

***Policy Statement.*** Prior to construction or completion of surface improvements, all utilities and utility service lines (including sanitary sewers, storm sewers, water lines, gas and electric service) shall be installed to all planned service locations such as residences or buildings.

When practicable, no surface improvements to less than both sides of a full block of street shall be approved except as necessary to complete partially completed improvements initiated previously. Concrete or bituminous curbing, or concrete curb and gutter, shall be installed at the same time as street surfacing.

## **B. Sub-Surface Improvements**

Sub-surface improvements shall normally include such items as water distribution, sanitary sewer and storm sewer lines and appurtenant infrastructure, and electric and gas utilities.

Main lines are the publicly owned and maintained lines or facilities such as trunk lines, interceptors, mains, and laterals. Service lines are those privately owned lines or facilities extending from the main line to the property line.

***Policy Statement.*** Sub-surface improvements shall be made to serve current and projected land use. All installations shall conform to applicable standards established by local, state and/or federal agencies of competent jurisdiction. All installations shall also comply, to the maximum extent feasible, with nationally recognized standards such as those of the American Insurance Association.

Service lines from the lateral or trunk utility to the property line of all planned service locations such as residences or buildings on properties whose owner has requested service shall be installed in conjunction with the construction of the mains.

## **C. Subgrade Improvements**

Subgrade improvements shall normally include such items as subgrade corrections (removing layers/pockets of unsuitable soils and replacing them with aggregate base, select granular material, or other more suitable soils) and installation of geotextile fabrics.

***Policy Statement.*** Prior to construction or completion of subgrade improvements, all utilities and utility service lines (including sanitary sewers, storm sewers, water lines, gas and electric service) shall be installed to all planned service locations such as residences or buildings.

## SECTION 9. POLICIES OF REASSESSMENT.

The City shall design public improvements to last for a definite period. The life expectancy or service life shall be as stated in the policy statement of this section, or if different, shall be as stated in the resolution ordering improvement and preparation of plans.

### Policy Statement

The following are the “life expectancies” or “service lives” of public improvements except as may be otherwise stated in the resolution ordering improvement and preparation of plans.

1. Sidewalks and Trails – 30 years.
2. Street improvements, including surfacing and curb and gutter – 60 years.
3. Ornamental street lighting – 30 years.
4. Water Mains – 60 years.
5. Sanitary Sewers – 60 years.
6. Storm Sewers – 60 years.

## SECTION 10. ASSESSMENT COMPUTATIONS.

The following is the typical city assessment for various specified improvements. The City Council reserves the right to vary from the following computations when conditions warrant. All computations are subject to the criteria set forth in Section 1.

### A. Street and Curb and Gutter Improvements

1. **New Construction.** New streets are assessed 100% to the abutting benefited properties. Street and curb and gutter improvements will normally be assessed by the adjusted front footage method for commercial, industrial and multi-family residential properties, or by the per lot method for single-family residential properties, however other methods including the area method may be utilized if conditions warrant. Cost of construction of streets shall be assessed based on the minimum design of 7-ton axle load in residential areas and 9-ton axle load in commercial and industrial areas. Oversizing costs that are incurred in excess of the above may be paid by: (1) State funds, (2) larger assessment rates to other benefited properties, (3) general obligation funds, or (4) any other method or combination of methods authorized by the City Council.
2. **Reconstruction and Overlays.** Street reconstructions and overlays, including the associated removal and replacement of curb and gutter, are assessed 25% to the abutting benefited properties or as otherwise determined by Council ordered benefit appraisals.
3. **Gravel Streets.** Upgrading existing gravel streets by adding pavement, curb and gutter, and storm sewer are assessed 50% to the abutting benefited properties or as otherwise determined by Council ordered benefit appraisals.
4. **Seal Coats.** Sealcoats are not assessed.
5. **Alleys.** Upgrading existing gravel alleys by adding pavement is assessed 50% to all lots abutting on the alley in the block being improved or as otherwise determined by Council ordered benefit appraisals. Reconstructing existing paved alleys is 25% assessed to all lots abutting on the alley or as otherwise determined by Council ordered benefit appraisals.

## **B. Sidewalks and Trails**

1. ***New Construction.*** New sidewalks and trails are not assessed to the abutting property on which the sidewalk is located, but rather are funded 100% by the City. In new subdivisions, the City will require the developer to finance sidewalk and trail improvements rather than assessing the cost.
2. ***Reconstruction.*** Replacement sidewalks are assessed 25% to the abutting property owner and 75% City funded.

## **C. Storm Sewer Improvements**

Storm sewers are assessed on a project-by-project basis. Storm sewers in new subdivisions are considered an assessable improvement on an area basis.

Oversizing costs due to larger mains and larger appurtenances are paid for by a combination of availability charges, user charges and/or trunk area assessment charges. Trunk area storm sewer charges are levied to all unplatted property at the time of platting, to re-plats that have not been charged trunk area charges when the land was originally platted, and to re-plats that have been charged trunk area charges when the land was originally platted but where the use is increasing (only the cost difference based on current and prior use is charged). The charges will be set in the annual fee schedule approved by the City Council.

Normally, storm sewers are assessed on an area basis (square foot or acres), but in certain situations the per lot method or adjusted front footage method may be utilized at the City Council's discretion.

The replacement of existing storm sewers is paid for entirely through the Stormwater Utility Fund.

## **D. Sanitary Sewer Assessments**

Assessments for sanitary sewer in residential areas are based upon the cost of construction of 8-inch mains, which is the smallest size installed in residential areas of the City. Assessments for sanitary sewers in commercial and industrial areas are based upon a standard size of 12-inch mains. Sanitary sewer assessments must conform to Chapter 8 of the City Charter.

Oversizing costs due to larger mains and larger appurtenances will be paid for by a combination of availability charges, user charges and/or trunk area assessment charges. Trunk area sanitary sewer charges shall be levied on all un-platted property at the time of platting and on re-plats that have not been charged trunk area charges when the land was originally platted. The charges will be set in the annual fee schedule approved by the City Council. Services installed to individual properties are assessed to the benefiting property as allowed under Chapter 8 of the City Charter.

Normally, sanitary sewers are assessed on an area basis (square foot or acres), but in certain situations the per lot method or adjusted front footage method may be utilized at the City Council's discretion.

Lateral benefit from major trunk sewers or interceptors is assessed to the properties benefited by the sewer. Any oversizing cost is assessed as described above.

The replacement of existing sewers is funded entirely by the City through the sewer enterprise funds.

Individual sanitary sewer service lines installed directly to specified properties are fully assessed directly to the benefited properties. Properties that have existing private sanitary services, but do not have mainline sewers adjacent to, across or abutting their property lines pay 0% of the assessment rate for the new mainline sanitary sewer, and 100% of the cost associated with replacing the service lines.

Any existing sanitary sewer service lines found to be defective as part of a project are replaced as part of the project and are assessed to the benefiting property as allowed under Chapter 8 of the City Charter.

Property owners electing to connect to City sewer during street reconstruction projects will receive a credit to offset those costs that would have been incurred by the City to reconstruct the street and boulevard after connecting to City sewer if the street were not being reconstructed. The amount of the credit will be set in the annual fee schedule approved by the City Council. Connecting to City sewer requires a City water connection.

#### **E. Watermain Assessments**

Assessments for watermains in residential areas are based upon the cost of construction of 8-inch mains, which is the smallest size installed in residential areas of the City. Assessments for watermains in commercial and industrial areas are based upon the standard size of 12-inch mains. Watermain assessments must conform to Chapter 8 of the City Charter.

Oversizing costs due to larger mains and larger appurtenances are paid for by a combination of availability charges, user charges and/or trunk area assessment charges. Trunk area water charges shall be levied on all un-platted property at the time of platting and on re-plats that have not been charged trunk area charges when the land was originally platted. The charges will be set in the annual fee schedule approved by the City Council. Services installed to individual properties shall be fully assessed to the benefiting property.

Normally, watermains are assessed on a per lot basis, but in certain situations the area or adjusted front footage method may be utilized at the City Council's discretion.

The replacement of existing watermains is funded entirely by the City through the water enterprise funds.

Lateral benefit from major trunk watermains is assessed to properties benefited by the watermain. Lateral watermain assessments are based on the costs for an equivalent 8-inch diameter watermain for residential properties and for an equivalent 12-inch diameter watermain for commercial/industrial properties.

Individual water service lines installed directly to specified properties are fully assessed directly to the benefited properties. Properties that have existing private water services, but do not have

mainline watermains adjacent to, across or abutting their property lines pay 0% of the assessment rate for the new watermain but 100% of the cost associated with replacing their service lines.

Any existing water service lines found to be defective as part of the project, are replaced as part of the project and are assessed directly to the benefiting property as allowed under Chapter 8 of the City Charter.

Property owners electing to connect to City water during street reconstruction projects will receive a credit to offset those costs that would have been incurred by the City to reconstruct the street and boulevard after connecting to City water if the street were not being reconstructed. The amount of the credit will be set in the annual fee schedule approved by the City Council.

#### **F. Street Boulevard Trees**

All street boulevard trees installed as part of new street constructions or in reconstructing existing streets shall be included as part of the overall project costs included in the assessment calculations.

#### **G. Street Lights**

All costs for new streetlights installed as part of constructing new streets or streetlights relocated as part of reconstructing streets are included in the overall project costs and included in the assessment calculations, unless otherwise directed by the City Council. In new subdivisions, the City will require the developer to finance street light improvements rather than assessing the cost.

#### **H. Other Improvements**

Based on the City Council's determination, any other eligible improvements may be fully assessed or assessed in part.

### **SECTION 11. DEFERMENT OF SPECIAL ASSESSMENTS.**

**Subd. 1.** The Council may defer the payment of any special assessment on homestead property owned by a person who is 65 years of age or older, or who is retired by virtue of permanent and total disability, and the City Clerk is hereby authorized to record the deferment of special assessments where all of the following conditions are met:

1. The applicant must apply for the deferment not later than 90 days after the assessment is adopted by the City Council.
2. The applicant must be 65 years of age or older or retired by virtue of permanent and total disability at the time the assessment is adopted.
3. The applicant must be the owner of the property.
4. The applicant must occupy the property as his or her principal place of residence.
5. The average annual payment for assessments levied against the subject property exceed one percent of the adjusted gross income of the applicant as evidenced by the applicant's most recent federal income tax return. The average annual payment of an assessment shall be the total cost of the assessment divided by the number of years over which it is spread.

**Subd. 2.** The deferment shall be granted for as long a period of time as the hardship exists and the conditions in subdivision 1 remain true. It shall be the duty of the applicant to notify the City Clerk of any change in his or her status that would affect eligibility for deferment.

**Subd. 3.** The entire amount of deferred special assessments shall be due within sixty days after loss of eligibility by the applicant. If the special assessment is not paid within the sixty (60) days, the City Clerk shall add thereto interest accruing from the first date the applicant loses eligibility at the rate as defined in section 6.4 and the total amount of principal and interest shall be certified to the County Auditor for collection with taxes the following year. Should the applicant demonstrate to the satisfaction of the Council, that full repayment of the deferred special assessment would cause the applicant particular undue financial hardship, the Council may order that the applicant pay within sixty days a sum equal to the number of installments of deferred special assessments outstanding and unpaid to date, including principal and interest, with the balance thereafter paid according to the terms and conditions of the original special assessments.

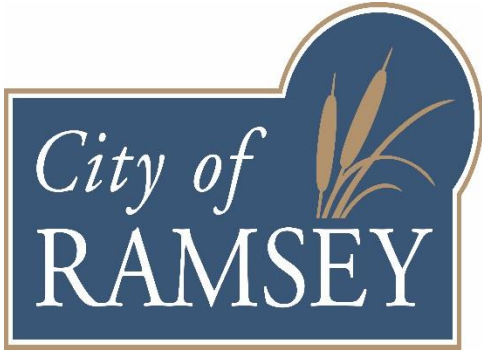
**Subd. 4.** The option to defer the payment of special assessments shall terminate and all amounts accumulated plus applicable interest shall become due upon the occurrence of any one of the following:

1. The death of the owner when there is no spouse who is eligible for deferment.
2. The sale, transfer or subdivision of all or any part of the property.
3. Loss of homestead status on the property.
4. Determination by the Council for any reason that immediate or partial payment would impose no hardship.

State Law References(s): Minn. Stat. § 435.193, Senior Citizens or retired & disabled persons hardship special assessment deferral.

\*Original Adoption: 12/9/14 by Resolution #14-12-250

\*Amended: 1/13/15 by Resolution #15-01-016 – *Section 6 - #4 Interest to reflect interest rate on bonded projects*



## **CITY OF RAMSEY CAPITAL IMPROVEMENT PROGRAM 2024-2033**

*The Capital Improvement Program document is a planning tool maintained by the city to identify future projects, related expenditures, and funding sources. All projects designated in the Capital Improvement Program are contingent upon availability of resources during the planned year. The total expenditure of projects includes city-funded sources as well as other resources such as grants, fees, bonding, etc.*





# **CASH FLOW PROJECTIONS**



**Business Revolving Loan Fund**

	<u>Actual 2022</u>	<u>Projected 2023</u>	<u>Projected 2024</u>	<u>Projected 2025</u>	<u>Projected 2026</u>	<u>Projected 2027</u>	<u>Projected 2028</u>	<u>Projected 2029</u>	<u>Projected 2030</u>	<u>Projected 2031</u>	<u>Projected 2032</u>	<u>Projected 2033</u>
FUND BALANCE, Beginning of Year	353,274	350,199	351,950	355,470	359,024	362,615	366,241	369,903	373,602	377,338	381,112	384,923
REVENUES:												
StoneBrook- Prn												
StoneBrook- Int												
Interest Earnings	(3,075)	1,751	3,520	3,555	3,590	3,626	3,662	3,699	3,736	3,773	3,811	3,849
Total Revenues	(3,075)	1,751	3,520	3,555	3,590	3,626	3,662	3,699	3,736	3,773	3,811	3,849
EXPENDITURES:												
Total Expenditures	-	-	-	-	-	-	-	-	-	-	-	-
Increase (Decrease) in Cash	(3,075)	1,751	3,520	3,555	3,590	3,626	3,662	3,699	3,736	3,773	3,811	3,849
<b>FUND BALANCE, End of Year</b>	<b>350,199</b>	<b>351,950</b>	<b>355,470</b>	<b>359,024</b>	<b>362,615</b>	<b>366,241</b>	<b>369,903</b>	<b>373,602</b>	<b>377,338</b>	<b>381,112</b>	<b>384,923</b>	<b>388,772</b>

**CAPITAL MAINTENANCE FUND - 9810**

	Act	Actual <u>2022</u>	Projected <u>2023</u>	Projected <u>2024</u>	Projected <u>2025</u>	Projected <u>2026</u>	Projected <u>2027</u>	Projected <u>2028</u>	Projected <u>2029</u>	Projected <u>2030</u>	Projected <u>2031</u>	Projected <u>2032</u>	Projected <u>2033</u>
FUND BALANCE, Beginning of Year		1,358,485	1,185,444	721,371	508,585	443,671	378,108	311,889	245,008	177,458	109,232	40,325	(29,272)
REVENUES:													
Excess Revenue Transfer (Year End)		81,806	-	-	-	-	-	-	-	-	-	-	-
Interest Earnings		(10,558)	5,927	7,214	5,086	4,437	3,781	3,119	2,450	1,775	1,092	403	(293)
Total Revenues		71,249	5,927	7,214	5,086	4,437	3,781	3,119	2,450	1,775	1,092	403	(293)
EXPENDITURES:													
Repair/Replace City Hall Exterior Lighting			40,000										
Central Park Main Parking Lot Reconstruction			340,000										
Riversbend Monument Sign replace		16,580											
City Hall retaining wall - 2024 budget				75,000									
Reseal Police Department Floor			5,000										
Resurface Fire #1 Floor/Apparatus B		29,710											
Repair/Replace Flat Roof Areas at Fire Station #1			15,000										
Replace City Hall Carpeting-24 budget				15,000									
Lake Itasca Boardwalk		138,000											
Replace bad caulking City Hall - 24 budget				15,000									
Replace Bad Counter tops city hall - 24 budget				20,000									
Sprinker Fire Station #1				25,000									
Park Trail Patching		60,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	
Park Maint													
Total Expenditures		244,290	470,000	220,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	-
Increase (Decrease) in Cash		(173,041)	(464,073)	(212,786)	(64,914)	(65,563)	(66,219)	(66,881)	(67,550)	(68,225)	(68,908)	(69,597)	(293)
<b>CASH/FUND BALANCE, End of Year</b>		<b>1,185,444</b>	<b>721,371</b>	<b>508,585</b>	<b>443,671</b>	<b>378,108</b>	<b>311,889</b>	<b>245,008</b>	<b>177,458</b>	<b>109,232</b>	<b>40,325</b>	<b>(29,272)</b>	<b>(29,565)</b>

**EQUIPMENT REVOLVING FUND #9234**

	<u>Actual 2022</u>	<u>Projected 2023</u>	<u>Projected 2024</u>	<u>Projected 2025</u>	<u>Projected 2026</u>	<u>Projected 2027</u>	<u>Projected 2028</u>	<u>Projected 2029</u>	<u>Projected 2030</u>	<u>Projected 2031</u>	<u>Projected 2032</u>	<u>Projected 2033</u>
FUND BALANCE, Beginning of Year	794,055	690,178	80,505	2,310	2,333	2,357	2,380	2,404	2,428	2,452	2,477	2,502
<b>REVENUES:</b>												
Transfers from General Fund:												
Excess Revenue	81,806	-	-	-	-	-	-	-	-	-	-	-
Close fund 9803	6,563											
QCTV Funds	35,000	20,000										
Interest Earnings	(7,864)	-	805	23	23	24	24	24	24	25	25	25
<b>Total Revenues</b>	<b>115,505</b>	<b>20,000</b>	<b>805</b>	<b>23</b>	<b>23</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>25</b>	<b>25</b>	<b>25</b>
<b>EXPENDITURES:</b>												
Capital Outlay:												
General Government	184,382	219,873	79,000									
2 squad cars from 22 budget		64,000										
cvil def sirens 2021 budget, 2022 budget		60,000										
Plow Truck from 2022 budget		265,800										
Fire Generator												
Fire Truck from 2020												
Server costs remaining from 2019 budget												
Improvements with qctv funds	20,365	540										
<b>Total Expenditures</b>	<b>204,747</b>	<b>610,213</b>	<b>79,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Increase (Decrease) in Cash	(89,242)	(590,213)	(78,195)	23	23	24	24	24	24	25	25	25
Reserved for QCTV Funding Purcha	63,534	82,994										
<b>FUND BALANCE, End of Year</b>	<b>690,178</b>	<b>80,505</b>	<b>2,310</b>	<b>2,333</b>	<b>2,357</b>	<b>2,380</b>	<b>2,404</b>	<b>2,428</b>	<b>2,452</b>	<b>2,477</b>	<b>2,502</b>	<b>2,527</b>
	753,712	163,500										

**FACILITY FUND #9412**

	Act	Actual <u>2022</u>	Projected <u>2023</u>	Projected <u>2024</u>	Projected <u>2025</u>	Projected <u>2026</u>	Projected <u>2027</u>	Projected <u>2028</u>	Projected <u>2029</u>	Projected <u>2030</u>	Projected <u>2031</u>	Projected <u>2032</u>	Projected <u>2033</u>
FUND BALANCE, Beginning of Year		857,884	711,798	675,357	646,111	652,572	659,097	665,688	672,345	679,069	685,859	692,718	699,645
REVENUES:													
Excess Revenue Transfer (Year Enc		27,269	-	-	-	-	-	-	-	-	-	-	-
Municipal Center Land Sale													
Interest Earnings		(6,755)	3,559	6,754	6,461	6,526	6,591	6,657	6,723	6,791	6,859	6,927	6,996
Total Revenues		20,513	3,559	6,754	6,461	6,526	6,591	6,657	6,723	6,791	6,859	6,927	6,996
EXPENDITURES:													
PW Campus													
Fire Station #1 Storage Building			20,000										
Fire Station Carpeting & Panels			20,000										
City Hall security improvements				25,000									
PD front end remodel				11,000									
Fire Station #1 Cabling													
Muni Center & Fire Door Access		36,883											
Fire Station #1 Parking Lot-on 7-2C		129,716											
City Signs-Cor & ramsey Blvd													
Total Expenditures		166,599	40,000	36,000	-	-	-	-	-	-	-	-	-
Increase (Decrease) in Cash		(146,086)	(36,441)	(29,246)	6,461	6,526	6,591	6,657	6,723	6,791	6,859	6,927	6,996
<b>CASH BALANCE, End of Year</b>		<b>711,798</b>	<b>675,357</b>	<b>646,111</b>	<b>652,572</b>	<b>659,097</b>	<b>665,688</b>	<b>672,345</b>	<b>679,069</b>	<b>685,859</b>	<b>692,718</b>	<b>699,645</b>	<b>706,642</b>
PW Loan Balance		258,148	218,811	178,687	137,761	96,016	53,436						
<b>FUND BALANCE, End of Year</b>		<b>453,650</b>	<b>456,546</b>	<b>467,424</b>	<b>514,811</b>	<b>563,081</b>	<b>612,252</b>	<b>672,345</b>	<b>679,069</b>	<b>685,859</b>	<b>692,718</b>	<b>699,645</b>	<b>706,642</b>

**FLEET VEHICLE FUND - 0297**

	<u>Actual 2022</u>	<u>Projected 2023</u>	<u>Projected 2024</u>	<u>Projected 2025</u>	<u>Projected 2026</u>	<u>Projected 2027</u>	<u>Projected 2028</u>	<u>Projected 2029</u>	<u>Projected 2030</u>	<u>Projected 2031</u>	<u>Projected 2032</u>	<u>Projected 2033</u>
FUND BALANCE, Beginning of Year	130,584	135,284	50,974	2,974	2,974	2,974	2,974	2,974	2,974	2,974	2,974	2,974
REVENUES:												
Sale of Vehicles-Auction	22,500	20,000										
Total Revenues	22,500	20,000	-	-	-	-	-	-	-	-	-	-
EXPENDITURES:												
Replace 2006 Impala #407		29,000										
Replac 2010 Chev Silverado #676		75,310										
Ford Explorer \$32K total cost)-Re 2024 vehicles	17,800		48,000									
Total Expenditures	17,800	104,310	48,000	-	-	-	-	-	-	-	-	-
Increase (Decrease) in Cash	4,700	(84,310)	(48,000)	-	-	-	-	-	-	-	-	-
<b>CASH/FUND BALANCE, End of Year</b>	<b>135,284</b>	<b>50,974</b>	<b>2,974</b>	<b>2,974</b>	<b>2,974</b>	<b>2,974</b>	<b>2,974</b>	<b>2,974</b>	<b>2,974</b>	<b>2,974</b>	<b>2,974</b>	<b>2,974</b>

**LAWFUL GAMBLING FUND #270**

	<u>Actual 2022</u>	<u>Projected 2023</u>	<u>Projected 2024</u>	<u>Projected 2025</u>	<u>Projected 2026</u>	<u>Projected 2027</u>	<u>Projected 2028</u>	<u>Projected 2029</u>	<u>Projected 2030</u>	<u>Projected 2031</u>	<u>Projected 2032</u>	<u>Projected 2033</u>
FUND BALANCE, Beginning of	419,567	434,946	491,635	447,593	403,331	358,848	314,142	269,213	222,713	27,559	(17,827)	(64,190)
REVENUES:												
Required Contributions:												
Anoka Area Ice Arena As	24,950	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Anoka Area Hockey Assn	3,707	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500
ARAA	18,478	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Ramsey Lions Club	61,387	55,000	55,000	55,000	55,000	55,000	55,000	55,000	55,000	55,000	55,000	55,000
Donations	-	-	-	-	-	-	-	-	-	-	-	-
Lions Donation for Building Fund												
Interest Earnings	(3,712)	2,175	2,458	2,238	2,017	1,794	1,571	-	1,346	1,114	138	(89)
Miscellaneous	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	<u>104,809</u>	<u>94,675</u>	<u>94,958</u>	<u>94,738</u>	<u>94,517</u>	<u>94,294</u>	<u>94,071</u>	<u>92,500</u>	<u>93,846</u>	<u>93,614</u>	<u>92,638</u>	<u>92,411</u>
EXPENDITURES:												
Park Improvement Program												
Ford Brook Playground Equipment									150,000			
Field Lighting Central Park												
Playground Replacement I	56,016		100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	
Draw Park Concerts in the	18,415	22,985	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000
Alexandra House												
Youth First	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Total Expenditures	<u>89,431</u>	<u>37,985</u>	<u>139,000</u>	<u>139,000</u>	<u>139,000</u>	<u>139,000</u>	<u>139,000</u>	<u>139,000</u>	<u>289,000</u>	<u>139,000</u>	<u>139,000</u>	<u>39,000</u>
Increase (Decrease) in Cash	<u>15,378</u>	<u>56,690</u>	<u>(44,042)</u>	<u>(44,262)</u>	<u>(44,483)</u>	<u>(44,706)</u>	<u>(44,929)</u>	<u>(46,500)</u>	<u>(195,154)</u>	<u>(45,386)</u>	<u>(46,362)</u>	<u>53,411</u>
<b>FUND BALANCE, End of Year</b>	<b>434,946</b>	<b>491,635</b>	<b>447,593</b>	<b>403,331</b>	<b>358,848</b>	<b>314,142</b>	<b>269,213</b>	<b>222,713</b>	<b>27,559</b>	<b>(17,827)</b>	<b>(64,190)</b>	<b>(10,779)</b>

**MSA Fund**

	Actual 2022	Projected 2023	Projected 2024	Projected 2025	Projected 2026	Projected 2027	Projected 2028	Projected 2029	Projected 2030	Projected 2031	Projected 2032	Projected 2033
Beginning Balance	3,901,042	3,960,405	1,303,561	570,213	(189,319)	(16,558)	69,572	171,156	255,002	443,777	359,559	820,867
<b>Revenues</b>												
Current Year Allocation (Held at State)	1,572,009	1,543,201	1,550,917	1,558,672	1,566,465	1,574,297	1,582,169	1,590,080	1,598,030	1,606,020	1,614,050	1,622,121
TIF Transfer for Variolite St Riverdale Reim from metro municipal agreement												
Interest Earnings	(13,382)	19,802	13,036	5,702	(1,893)	(166)	696	1,712	2,550	4,438	3,596	8,209
Coop Grant for Riverdale	763,430											
HRA Share for Riverdale	302,114											
TIF Share for Riverdale												
<b>Total Revenue</b>	<b>6,525,212</b>	<b>5,523,408</b>	<b>2,867,513</b>	<b>2,134,587</b>	<b>1,375,253</b>	<b>1,557,574</b>	<b>1,652,436</b>	<b>1,762,947</b>	<b>1,855,582</b>	<b>2,054,235</b>	<b>1,977,205</b>	<b>2,451,196</b>
<b>Expenditures</b>												
MSA Maintenance (Received from State Held Allocation)	(200,000)	(210,000)	(240,000)	(240,000)	(240,000)	(270,000)	(270,000)	(300,000)	(300,000)	(300,000)	(300,000)	(300,000)
<b>CIP Projects</b>												
MSA Overlays: 2023 See listing in CIP		(324,959)										
167th Avenue Street Recon	(31,596)	(1,650,402)										
Waco to Sunwood Dr Rec	(561,560)											
MSA overlays: 2024 See Listing in CIP		(31)	(366,900)									
MSA overlays: 2026 See Listing in CIP					(1,143,811)							
MSA overlays: 2027 See Listing in CIP						(747,780)						
MSA overlays: 2028 See Listing in CIP							(43,680)					
MSA overlays: 2029 See Listing in CIP								(239,400)				
MSA overlays: 2030 See Listing in CIP									(66,150)			
MSA overlays: 2031 See Listing in CIP										(876,488)		
MSA Pavement Rejuvenation												
Alpine Drive (TH 47 & Roanoke) Street Recon									(1,019,655)			
Alpine Drive (Variolite & Ramsey Blvd) Street Recon										(492,188)		
Alpine Drive (Puma CSAH 83)		(14,143)	(734,400)									
Alpine Drive (5/47)				(551,250)								
Alpine Drive (cr57/CSAH 5)				(462,656)								
Alpine Drive ((TH10 & Puma Street)							(1,107,600)					
Bunker Lake Blvd (Jackal St/CR 83)											(407,900)	
161st Avenue Recon	(22,756)	(753,710)										
Riverdale between Llama & Bowers & Capstone/Pearson Pr	(1,658,602)	(261,071)										
Jaspar Street (Sunwood/McKinley)											(413,438)	
Juniper Ridge between 156th & Roanoke Street Recon						(390,628)						
Sunwood Drive Recon CR5 Erkium St				(303,000)								
Uranimite Street (149th ave/152nd In)												(327,600)
Waco Street (150th/Alpine Dr)												(372,960)
142nd Ave Street Recon						(67,594)						
Roundabout-Alpine/Armstrong		(184,575)										
Hwy 10 & BNSF RR Grade Separation at Ramsey Blvd		(375,000)	(250,000)	(375,000)								
Hwy 10 & BNSF RR Grade Separation at Sunfish Lake		(375,000)	(250,000)	(375,000)								
Recon Xkimo TH47 to 142nd		(740)	(435,000)									
Reconstruction of Variolite Street (use TIF 8 for \$200,000 if no road recon for 2020)												
Concrete Repairs								(954,545)				
Annual MSA Pavement Marking Improvements	(31,113)	(70,217)	(21,000)	(17,000)	(8,000)	(12,000)	(60,000)	(14,000)	(26,000)	(26,000)	(35,000)	(27,000)
<b>Total Expenditures</b>	<b>(2,564,807)</b>	<b>(4,219,847)</b>	<b>(2,297,300)</b>	<b>(2,323,906)</b>	<b>(1,391,811)</b>	<b>(1,488,002)</b>	<b>(1,481,280)</b>	<b>(1,507,945)</b>	<b>(1,411,805)</b>	<b>(1,694,676)</b>	<b>(1,156,338)</b>	<b>(1,027,560)</b>
<b>FUND BALANCE, End of Year</b>	<b>3,960,405</b>	<b>1,303,561</b>	<b>570,213</b>	<b>(189,319)</b>	<b>(16,558)</b>	<b>69,572</b>	<b>171,156</b>	<b>255,002</b>	<b>443,777</b>	<b>359,559</b>	<b>820,867</b>	<b>1,423,636</b>

Park Improvement Fund														Parks Supplemental CIP 2023-2032 Future
Act	Actual 2022	Projected 2023	Projected 2024	Projected 2025	Projected 2026	Projected 2027	Projected 2028	Projected 2029	Projected 2030	Projected 2031	Projected 2032	Projected 2033		
Beginning Balance	6,313,263	6,940,688	7,258,337	5,878,640	5,898,033	5,952,523	6,102,286	6,172,797	6,343,661	6,515,379	6,687,956	6,861,396		
<b>Projected Revenue</b>														
Park/Trail Dedications (Averaged Ehlers Study for 2017-2)	827,652	770,520	145,000	145,000	145,000	145,000	145,000	145,000	145,000	145,000	145,000	145,000		
Donations	-	-	-	-	-	-	-	-	-	-	-	-		
MRT reim0-Anoka														
Interest Earnings	(60,539)	34,703	36,292	29,393	29,490	29,763	30,511	30,864	31,718	32,577	33,440	34,307		
<b>TOTAL REVENUE</b>	<b>767,113</b>	<b>805,223</b>	<b>181,292</b>	<b>174,393</b>	<b>174,490</b>	<b>174,763</b>	<b>175,511</b>	<b>175,864</b>	<b>176,718</b>	<b>177,577</b>	<b>178,440</b>	<b>179,307</b>		
<b>CIP Projects</b>														
Alpaca Estates Outlet					(35,000)									
Amphitheater Lighting			(40,000)											
Barn Stabilization & Farm House Repair			(95,000)											
Aeration for Sunfish Lake & The Draw				(40,000)										
<b>Alpine Park Winter Facilities (Future)</b>													\$ (2,500,000)	
Central Park Parking Lot (authorized 10-11-16)														
Central Park Parking Lot		(345,000)												
Central Park Dugouts														
COR Park/1st Phase Waterfront Park		(29,011)	(1,170,989)											
Grading & Drainage Plan COR Parks Bolton & Menk														
<b>Elmcrest Creek Trail (Future)2027</b>													\$ (800,000)	
Elmcrest Park Entrance				(80,000)										
Emerald Pond Pergola														
<b>Elm Crest Cameras</b>														
<b>Lake Ramsey Park (Future)</b>													\$ (6,300,000)	
Landscape Improvements for Parks	(4,887)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)		
<b>Mississippi River Park Development (Future)</b>													\$ (750,000)	
<b>Mississippi Skyway</b>													\$ (5,600,000)	
<b>Municipal Plaza (Future)</b>													\$ (3,700,000)	
Northfork Trail Connection			(150,000)											
Observation Deck-Mississippi							(100,000)							
Playground Equip-Snowy Owl		(24,414)												
Riverdale between Llama & Bowers & Capstone/Pearson Proj		(84,150)												
Pickleball Court														
Ramsey Plaza Dirt level														
River's Bend South Shelter Replacement			(100,000)											
Riversbluff Outlaws A Acquisition						(20,000)								
<b>Sixth Community Park (Future)2027</b>													\$ (3,800,000)	
Sunfish Lake Phase 2 Parking Lot														
Mississippi River Trail-City Portion - PHASE II														
Mississippi River Trail -Federal] _WEST SECTION(PHASE III)														
Mississippi River Trail - Non Grant Funded (PHASE III)														
Trail Projects				(30,000)	(80,000)									
Elm Crest Park Entrance Land	(100,800)													
Tennis Court	(34,000)													
<b>Trott Brook Trail Corridor (Future)</b>													\$ (4,000,000)	
<b>Lake Itasca Park Phase I &amp; II (Future)</b>													\$ (1,200,000)	
<b>Lake Itasca/COR Greenway (Future)</b>													\$ (1,900,000)	
<b>Total CIP Projects (EXPENDITURES)</b>	<b>(139,687)</b>	<b>(487,575)</b>	<b>(1,560,989)</b>	<b>(155,000)</b>	<b>(120,000)</b>	<b>(25,000)</b>	<b>(105,000)</b>	<b>(5,000)</b>	<b>(5,000)</b>	<b>(5,000)</b>	<b>(5,000)</b>	<b>(5,000)</b>	<b>(5,000)</b>	<b>(30,550,000)</b>
<b>FUND BALANCE, End of Year</b>	<b>6,940,688</b>	<b>7,258,337</b>	<b>5,878,640</b>	<b>5,898,033</b>	<b>5,952,523</b>	<b>6,102,286</b>	<b>6,172,797</b>	<b>6,343,661</b>	<b>6,515,379</b>	<b>6,687,956</b>	<b>6,861,396</b>	<b>7,035,703</b>		

Possible Future Projects-Currently Unfunded or not high priority

Pavement Management Fund-9435												
	Actual 2022	Projected 2023	Projected 2024	Projected 2025	Projected 2026	Projected 2027	Projected 2028	Projected 2029	Projected 2030	Projected 2031	Projected 2032	Projected 2033
Beginning Balance	1,706,619	15,102,525	14,538,188	10,480,180	5,924,259	2,512,489	943	(410,113)	(1,056,623)	(1,340,317)	(2,005,584)	(2,249,096)
Special Assessments	11,686	-	-	-	-	-	-	-	-	-	-	-
Franchise Fees - Est	4,859	-	-	-	-	-	-	-	-	-	-	-
ARPA Funds	1,900,000											
Property Tax Levy(based on 5% Levy increase)	1,669,353	1,752,821	1,840,462	1,932,485	2,029,109	2,130,564	2,237,092	2,348,947	2,466,394	2,589,714	2,719,200	2,855,160
Bond Proceeds	11,903,744											
TIF												
From General Fund												
Sealcoating Fund Closed												
Interest Earnings	17,860	75,513	72,691	52,401	29,621	12,562	5	(2,051)	(5,283)	(6,702)	(10,028)	(11,245)
Total Revenues	15,507,501	1,828,333	1,913,152	1,984,886	2,058,730	2,143,127	2,237,097	2,346,897	2,461,111	2,583,013	2,709,172	2,843,914
Road Improvements:												
Pavement Management Projects(See CIP listings)	(2,074,896)	(2,362,000)	(5,855,870)	(6,481,517)	(5,420,331)	(4,420,142)	(2,616,120)	(2,984,494)	(2,744,805)	(3,248,280)	(2,952,684)	(3,896,550)
U study Road Funding												
Special Assessment Rebate	(27,519)	(30,670)	(59,290)	(59,290)	(50,169)	(38,964)	(32,033)	(8,913)				
Inspector Vehicle for road projects			(56,000)									
Double Meter Rebate	(9,180)											
GPR Pavement Eval												
Total Expenditures	(2,111,595)	(2,392,670)	(5,971,160)	(6,540,807)	(5,470,500)	(4,459,106)	(2,648,153)	(2,993,407)	(2,744,805)	(3,248,280)	(2,952,684)	(3,896,550)
Increase (decrease) in Cash	13,395,906	(564,337)	(4,058,008)	(4,555,921)	(3,411,770)	(2,315,979)	(411,056)	(646,510)	(283,694)	(665,267)	(243,512)	(1,052,636)
<b>FUND BALANCE, End of Year</b>	<b>15,102,525</b>	<b>14,538,188</b>	<b>10,480,180</b>	<b>5,924,259</b>	<b>2,512,489</b>	<b>943</b>	<b>(410,113)</b>	<b>(1,056,623)</b>	<b>(1,340,317)</b>	<b>(2,005,584)</b>	<b>(2,249,096)</b>	<b>(3,301,732)</b>

**PUBLIC IMPROVEMENT REVOLVING [PIR] FUND #9400**

	Actual 2022	Projected 2023	Projected 2024	Projected 2025	Projected 2026	Projected 2027	Projected 2028	Projected 2029	Projected 2030	Projected 2031	Projected 2032	Projected 2033
FUND BALANCE - Beginning of Year	5,232,079	5,518,433	4,058,815	3,358,403	2,421,487	2,033,702	1,823,039	1,610,269	1,395,372	1,178,325	959,109	737,700
REVENUES:												
Special Assessments (P&I) & Payoffs	17,207	256,634										
Garden View Dev Fee												
Rum River Prairie Trail Seg	45,436											
Covenant Meadows Trail Seg	9,200											
Oppidan-Bunker Lake Blvd Recon	200,000											
Reim Pothole Patching Arpa Funds			100,000									
Reim Back from Funding for Ralf F	151,875											
Close fund 9496												
General Fund -30% transfer (exces	81,806	-	-	-	-	-	-	-	-	-	-	-
TIF 8 Reimbursement Interfund Loan												
Interest Earnings	(47,124)	27,592	40,588	33,584	24,215	20,337	18,230	16,103	13,954	11,783	9,591	7,377
Total Revenues	458,401	284,226	140,588	33,584	24,215	20,337	18,230	16,103	13,954	11,783	9,591	7,377
EXPENDITURES:												
COR Pavement Striping												
Tinklenburg Hwy 10 Funding												
Hwy 47 Transportation Study			30,000									
Business Park 95 Cul-De-Sac		139,354										
CSAH 116 & TH 47 Intersection Improvements (10-27-20 ccc)												
County 5 Transportation Study			50,000									
County 83 Transportation Study			35,000									
Road Funding Study - WSB up to \$40,000												
Hwy 10 road impr-bill time		19,193										
Hwy 10 & BNSF RR Grade Sep at Ramsey Lake Blvd		375,000	250,000	375,000								
Hwy 10 & BNSF RR Grade Sep at Sunfi	1,864	375,000	250,000	375,000								
County Road 116 Bunker to Armstrong												
Hwy 10 Planning Study with Bolton & Menk												
Pothole Patching		400,000										
McKinley Street Pavement Ext (From CC Case)		94,172										
2025 Neighborhood Overlays				14,500								
Ferret/West Armstrong Study	18,264											
Sidewalk Sections - By Gigi's Salon												
Sunwood Drive Roundabout Landscaping			20,000									
Sunwood Drive Concrete Repairs		50,000										
Sunwood Drive Striping Improvements												
Trott Brook Studies (Private Develop F	1,919											
Tree Preservation-Riverdale (Capstone/Pearson project)-10-		110,125										
Zeolite Trail/Sidewalk					206,000							
50% of annual road debt levy												
Anoka Cnty S.A. Expenses		6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
Transfers to Other Funds:												
General Fund Transfer To	150,000	175,000	200,000	200,000	200,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000
Total Expenditures	172,047	1,743,844	841,000	970,500	412,000	231,000	231,000	231,000	231,000	231,000	231,000	231,000
INCREASE (DECREASE) IN CASH	286,354	(1,459,618)	(700,412)	(936,916)	(387,785)	(210,663)	(212,770)	(214,897)	(217,046)	(219,217)	(221,409)	(223,623)
<b>FUND BALANCE - End of Year</b>	<b>5,518,433</b>	<b>4,058,815</b>	<b>3,358,403</b>	<b>2,421,487</b>	<b>2,033,702</b>	<b>1,823,039</b>	<b>1,610,269</b>	<b>1,395,372</b>	<b>1,178,325</b>	<b>959,109</b>	<b>737,700</b>	<b>514,077</b>
Includes \$254,636 for Bunker Lake Blvd Impro												
	5,263,796.90	3,804,178.64	3,103,766.79	2,166,850.82	1,779,065.69							

**Sewer Utility Fund - Working Capital**

Act	Actual 2022	Projected 2023	Projected 2024	Projected 2025	Projected 2026	Projected 2027	Projected 2028	Projected 2029	Projected 2030	Projected 2031	Projected 2032	Projected 2033
New Construction Units	100	50	50	50	50	25	25	25	25	25	25	25
Connection Charge	1,306	1,349	1,349	1,416	1,487	1,562	1,640	1,722	1,808	1,898	1,993	2,093
Beginning Balance	13,285,165	11,545,660	8,376,227	3,575,364	1,708,225	1,969,202	1,997,204	2,111,235	1,453,848	1,506,522	1,503,009	1,435,813
Utility Revenue												
From Utility Billings(sewer study)	1,870,397	1,890,000	2,079,000	2,286,900	2,401,245	2,521,307	2,647,373	2,779,741	2,918,728	3,064,665	3,217,898	3,378,793
<b>WRITE DOWN INV TO MARKET VALUE</b>	(1,212,066)											
Interest Earnings	(119,172)	20,000	83,762	35,754	17,082	19,692	19,972	21,112	14,538	15,065	15,030	14,358
SAC (1% of SAC Fee to Met Council)	6,560	4,796	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500
Met Council Grant		44,996										
Connection Charges-Trunk (see Construction units & Connection Charge Above)	257,429	373,050	67,450	70,823	74,364	39,041	40,993	43,043	45,195	47,454	49,827	52,319
Operating Expense (Personal Services, Supplies, Other Services & Charges)	(1,360,297)	(1,757,275)	(1,950,575)	(2,087,116)	(2,233,214)	(2,389,539)	(2,556,806)	(2,735,783)	(2,927,287)	(3,132,198)	(3,351,451)	(3,586,053)
<b>CIP Projects-Sewer Utilities</b>												
Utility Truck(s)			(75,000)				(39,000)					
Jetter/Vac Truck								(750,000)				
Televisng Trailer			(50,000)									
Mobile Generator						(164,000)						
Backhoe (portion of cost)								(17,000)				
Riverdale Drive Sewer Impr												
Riverdale Capstone/Pearson Proj (Proj 20	(94,975)											
Riverdale Drive Extension (proj 22-05)	(1,070,342)											
HY-10 Recon												
Riverdale Dr Ext												
2022 Road Projects	(17,038)											
161st Avenue Recon		(150,000)										
Lift Station #1 Rehab & Generator				(175,000)								
Replace Pumps at Liftsation #2			(57,000)									
Replace Pumps at Liftsation #4												
Replace Pumps at Liftsation #6												
Trott Brook Crossing Liftstation		(1,575,000)										
Variolite Sewer												
Puma Sewer												
Zeolite Sewer												
Public Works Campus												
Water Treatment Plant		(2,000,000)	(4,900,000)	(2,000,000)								
Fire Station #1 Sanitary Sewer		(20,000)										
<b>Remaining Working Capital Balance</b>	<b>11,545,660</b>	<b>8,376,227</b>	<b>3,575,364</b>	<b>1,708,225</b>	<b>1,969,202</b>	<b>1,997,204</b>	<b>2,111,235</b>	<b>1,453,848</b>	<b>1,506,522</b>	<b>1,503,009</b>	<b>1,435,813</b>	<b>1,296,730</b>

10% Rate Inc 10% Rate Inc 10% Rate Inc 5% Rate Inc 5% Rate Inc 5% Rate Inc 5% Rate Inc 5% Rate Inc 5% Rate Inc 5% Rate Inc 5% Rate Inc 5% Rate Inc

**Stormwater Management Fund #292**

	<u>Actual 2022</u>	<u>Projected 2023</u>	<u>Projected 2024</u>	<u>Projected 2025</u>	<u>Projected 2026</u>	<u>Projected 2027</u>	<u>Projected 2028</u>	<u>Projected 2029</u>	<u>Projected 2030</u>	<u>Projected 2031</u>	<u>Projected 2032</u>	<u>Projected 2033</u>
Beginning Balance	1,046,659	1,081,777	1,117,733	1,148,911	1,180,400	1,212,204	1,244,326	1,276,769	1,309,537	1,342,632	1,376,059	1,409,819
Developer's Contributions	172,941	227,481	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
COR Infiltration Contributions												
Ace												
Ramsey storage												
Rivers Bend Holdings												
Gigi's Salon												
Java (O'Reilly's)												
Garden View												
Home2 Suites		18,510										
Aldi		23,220										
Interest Earnings	(9,054)	5,409	11,177	11,489	11,804	12,122	12,443	12,768	13,095	13,426	13,761	14,098
Total Revenues	<u>163,887</u>	<u>274,620</u>	<u>31,177</u>	<u>31,489</u>	<u>31,804</u>	<u>32,122</u>	<u>32,443</u>	<u>32,768</u>	<u>33,095</u>	<u>33,426</u>	<u>33,761</u>	<u>34,098</u>
CIP Projects-Park Projects												
Riverdale Capstone/Pearson Proj	(128,769)	(238,663)										
COR Regional Infiltration Basin												
Total Expenditures	<u>(128,769)</u>	<u>(238,663)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Increase (decrease) in Cash	35,118	35,957	31,177	31,489	31,804	32,122	32,443	32,768	33,095	33,426	33,761	34,098
<b>FUND BALANCE, End of Year</b>	<b>1,081,777</b>	<b>1,117,733</b>	<b>1,148,911</b>	<b>1,180,400</b>	<b>1,212,204</b>	<b>1,244,326</b>	<b>1,276,769</b>	<b>1,309,537</b>	<b>1,342,632</b>	<b>1,376,059</b>	<b>1,409,819</b>	<b>1,443,917</b>



<b>Street Light Utility Fund #603 - Working Capital</b>												
	<b>Actual 2022</b>	<b>Projected 2023</b>	<b>Projected 2024</b>	<b>Projected 2025</b>	<b>Projected 2026</b>	<b>Projected 2027</b>	<b>Projected 2028</b>	<b>Projected 2029</b>	<b>Projected 2030</b>	<b>Projected 2031</b>	<b>Projected 2032</b>	<b>Projected 2033</b>
Beginning Balance	1,248,082	1,299,407	1,348,443	1,399,371	1,345,561	1,135,808	1,168,390	1,195,564	1,217,103	1,232,774	1,242,336	1,245,540
Utility Revenue From Utility Billings	227,364	227,364	227,364	227,364	227,364	227,364	227,364	227,364	227,364	227,364	227,364	227,364
Contributions from Developers												
Interest Earnings	(11,160)	6,497	13,484	13,994	13,456	11,358	11,684	11,956	12,171	12,328	12,423	12,455
Operating Expense (Personal Services, Supplies, Other Services & Charges)	(164,879)	(169,825)	(174,920)	(180,168)	(185,573)	(191,140)	(196,874)	(202,780)	(208,864)	(215,130)	(221,584)	(228,231)
<b>CIP Projects-Street Light Utility</b>												
Bunker Lake Blvd & Puma Lights				(100,000)								
PW Campus												
Riverdale Drive between Ramsey Blvd & Traprock Lights					(250,000)							
Zeolite Street Lights												
Priority/Developer Street Lights		\$ (15,000)	\$ (15,000)	\$ (15,000)	\$ (15,000)	\$ (15,000)	\$ (15,000)	\$ (15,000)	\$ (15,000)	\$ (15,000)	\$ (15,000)	\$ (15,000)
<b>Remaining Working Capital Balance</b>	<b>1,299,407</b>	<b>1,348,443</b>	<b>1,399,371</b>	<b>1,345,561</b>	<b>1,135,808</b>	<b>1,168,390</b>	<b>1,195,564</b>	<b>1,217,103</b>	<b>1,232,774</b>	<b>1,242,336</b>	<b>1,245,540</b>	<b>1,242,128</b>

Act	Actual 2022	Projected 2023	Projected 2024	Projected 2025	Projected 2026	Projected 2027	Projected 2028	Projected 2029	Projected 2030	Projected 2031	Projected 2032	Projected 2033
<b>Capital Expenses-Equipment</b>												
<b>CIP Projects</b>												
Fire Station #1 Extension of Water		\$ (12,000)										
Backhoe (portion of cost)								(17,000)				
3/4 Ton Truck												
Mower												
util truck cost share		(61,000)	(50,000)				(39,000)					
<b>A. Water Supply &amp; Treatment Improvements</b>												
Complete Pump House #3												
Construct Well #9& Pumphouse #5			(50,000)	(1,100,000)								
Construct Well #10 & Pumphouse #6							(1,750,000)					
Well #1 Rehabilitation (Not in CIP Maintenance)		(56,000)	(59,000)	(62,000)	(65,000)	(68,000)	(68,000)	(68,000)	(68,000)	(68,000)	(68,000)	(68,000)
Well #1 Pressure Filter and Generator						(1,500,000)						
Water Treatment Facility 10 MGD Groundwater	(588,974)	(4,200,000)	(14,800,000)	(6,600,000)								
Debt Service on \$9M debt-15 Year (Debt run 2-7-23)(2.9M int)			(796,385)	(799,270)	(797,053)	(797,053)	(796,699)	(796,009)	(797,500)	(798,321)	(798,176)	(798,176)
Refurbish Water Tower #2				(20,000)	(1,000,000)							
Refurbish Water Tower #1				\$ (20,000)		(750,000)						
Maintain Water Tower #3 (Not in CIP as maintenance)												
Watermain - Alpine Drive			\$ (528,000)									
Watermain - Halls Dover Acres			\$ (250,000)									
Watermain-Riverdale												
Watermain-Variolite												
Watermain - Bunker/Puma (Riverstone Proj)												
161st Ave Recon		\$ (150,000)										
Ford Brook Estates Reconstruction												
Hy10 Recon												
Riverdale Capstone/Pearson Proj (proj 20-05)	\$ (535,827)											
Riverdale Drive Extension (proj 22-05)	\$ (540,118)											
Riverdale Drive watermain												
Trott Brook Sewer												
Zeolite Street Improvement					\$ (185,000)							
<b>Subtotal - Capital Expenses</b>	\$ (1,664,919)	\$ (4,479,000)	\$ (16,533,385)	\$ (8,601,270)	\$ (2,047,053)	\$ (3,115,053)	\$ (2,653,699)	\$ (881,009)	\$ (865,500)	\$ (866,321)	\$ (866,176)	\$ (866,176)
<b>Operational Expenses</b>												
Operating Expense-Distribution and Administration	\$ (1,119,899)	\$ (1,418,480)	\$ (1,517,774)	\$ (1,624,018)	\$ (1,737,699)	\$ (1,859,338)	\$ (1,989,492)	\$ (2,128,756)	\$ (2,277,769)	\$ (2,437,213)	\$ (2,607,818)	\$ (2,790,365)
Operating Expense-Treatment				(672,667)	(1,079,630)	(1,155,204)	(1,236,068)	(1,322,593)	(1,415,175)	(1,514,237)	(1,620,234)	(1,733,650)
<b>Subtotal-Operating Expense</b>	\$ (1,119,899)	\$ (1,418,480)	\$ (1,517,774)	\$ (2,296,684)	\$ (2,817,329)	\$ (3,014,542)	\$ (3,225,560)	\$ (3,451,349)	\$ (3,692,944)	\$ (3,951,450)	\$ (4,228,051)	\$ (4,524,015)
<b>Total Annual Expenses</b>	\$ (2,784,818)	\$ (5,897,480)	\$ (18,051,159)	\$ (10,897,954)	\$ (4,864,382)	\$ (6,129,595)	\$ (5,879,259)	\$ (4,332,358)	\$ (4,558,444)	\$ (4,817,771)	\$ (5,094,227)	\$ (5,390,191)
<b>Water System Revenue</b>												
New Service Connections(From Fiscal Impact Study 10/05 reduced by 200-300	100	50	50	50	50	25	25	25	25	25	25	25
Water Sales (gallons/year)	1,062,326,691	1,076,136,938	1,090,126,718	1,104,298,366	1,118,654,245	1,133,196,750	1,147,928,308	1,162,851,376	1,177,968,443	1,193,282,033	1,208,794,700	1,224,509,031
Water rates (\$/1000 gal)	\$ 2.88	\$ 3.17	\$ 3.33	\$ 3.59	\$ 3.88	\$ 4.19	\$ 4.53	\$ 4.89	\$ 5.28	\$ 5.70	\$ 6.16	\$ 6.65
Water Availability Charge (WAC) (\$/connection)(	\$ 1,434	\$ 1,481	\$ 1,525	\$ 1,571	\$ 1,618	\$ 1,667	\$ 1,717	\$ 1,768	\$ 1,821	\$ 1,876	\$ 1,932	\$ 1,990
Connection/Trunk Charge (\$/connection)(4.5% after year 2005)	\$ 1,946	\$ 2,043	\$ 2,094	\$ 2,146	\$ 2,200	\$ 2,255	\$ 2,311	\$ 2,369	\$ 2,429	\$ 2,489	\$ 2,551	\$ 2,615
Rate Revenue(Water Sales/1000 x Water Rates) + water meters	\$ 2,962,563	\$ 3,260,000	\$ 3,423,000	\$ 3,696,840	\$ 3,992,587	\$ 4,311,994	\$ 4,656,954	\$ 5,029,510	\$ 5,230,690	\$ 5,439,918	\$ 5,657,515	\$ 5,883,815
WAC Revenue(Service Connections x Wac Charge)	\$ 841,673	\$ 1,003,936	\$ 76,272	\$ 78,560	\$ 80,916	\$ 41,672	\$ 42,922	\$ 44,210	\$ 45,536	\$ 46,902	\$ 48,309	\$ 49,759
<b>WRITE DOWN INVESTMENTS TO MARKET VALUE</b>	\$ (3,312,982)											
Interest Earnings	\$ (255,719)	\$ -	\$ 245,307	\$ 103,261	\$ 34,095	\$ 27,564	\$ 11,116	\$ 469	\$ 8,506	\$ 16,387	\$ 23,242	\$ 29,590
<b>Total System Revenue</b>	\$ 235,535	\$ 4,263,936	\$ 3,744,578	\$ 3,878,660	\$ 4,107,599	\$ 4,381,230	\$ 4,710,992	\$ 5,074,189	\$ 5,284,732	\$ 5,503,208	\$ 5,729,066	\$ 5,963,164
<b>PW Land/Building-Internal Loan 2009-2028 @2%</b>	\$ 38,566	\$ 39,337	\$ 40,124	\$ 40,926	\$ 41,745	\$ 41,745	\$ 41,745					
Internal Loan to offset Muni Center Debt beginning year 2011-2030 @2%	\$ 61,853	\$ 61,853	\$ 61,853	\$ 61,853	\$ 61,853	\$ 61,853	\$ 61,853	\$ 61,853	\$ 61,853	\$ 61,853		
<b>Water Working Capital Balance</b>												
Total Annual Expenses	\$ (2,784,818)	\$ (5,897,480)	\$ (18,051,159)	\$ (10,897,954)	\$ (4,864,382)	\$ (6,129,595)	\$ (5,879,259)	\$ (4,332,358)	\$ (4,558,444)	\$ (4,817,771)	\$ (5,094,227)	\$ (5,390,191)
Total System Revenue	\$ 335,953	\$ 4,365,126	\$ 3,846,555	\$ 3,981,439	\$ 4,211,197	\$ 4,484,828	\$ 4,814,590	\$ 5,136,042	\$ 5,346,585	\$ 5,503,208	\$ 5,729,066	\$ 5,963,164
Net Income(Loss)	\$ (2,448,864)	\$ (1,532,354)	\$ (14,204,604)	\$ (6,916,515)	\$ (653,185)	\$ (1,644,767)	\$ (1,064,669)	\$ 803,684	\$ 788,142	\$ 685,437	\$ 634,839	\$ 572,973
Beginning Water Working Capital Balance	\$ 28,511,875	\$ 26,063,011	\$ 24,530,657	\$ 10,326,053	\$ 3,409,538	\$ 2,756,353	\$ 1,111,585	\$ 46,916	\$ 850,600	\$ 1,638,742	\$ 2,324,179	\$ 2,959,017
<b>Ending Water Working Capital Balance</b>	\$ 26,063,011	\$ 24,530,657	\$ 10,326,053	\$ 3,409,538	\$ 2,756,353	\$ 1,111,585	\$ 46,916	\$ 850,600	\$ 1,638,742	\$ 2,324,179	\$ 2,959,017	\$ 3,531,991

10% Rate Inc      5% Rate Inc      8% Rate Inc      8% Rate Inc      8% Rate Inc      8% Rate Inc      8% Rate Inc      8% Rate Inc      4% Rate Inc      4% Rate Inc      4% Rate Inc      4% Rate Inc

**TIF Projections District #1-Rivers Bend**

Projected Revenue FOR TIF I District I (2011) Balance	In TIF Amended Budget 12/11												Projected 2022>
	Actual 2012	Actual 2013	Actual 2014	Actual 2015	Actual 2016	Actual 2017	Actual 2018	Actual 2019	Actual 2020	Actual 2021	Actual 2022		
	2,785,666	1	402,373	322,713	1,180,519	1,142,575	1,073,522	1,084,888	1,119,223	1,151,858	1,145,116	1,134,149	
<b>Revenues</b>													
TIF Increments													
Trans from TIF 10 Land sales/Orig Land Purchased with TIF 1 Bond (Fund 332)													
Advancement on F&C 10-year Loan (See \$1,420,000 below)	120,000												
Transfer from TIF 10 for non-increment int attriuted to land sales above													
Diamond Graphics Land Sale		407,876											
F&C Loan #1 Paid Back 20% of annual cash flows from April 1, 2015-April 1, 2025				1,300,000									
Transfer of Int earnings prior to 1997 to HRA													
Interest Earnings			(3,412.87)	13,112	14,506	10,922	15,369	18,484	37,498	33,686	(5,848)	(9,963)	5,726
<b>Total Revenue</b>	120,000	404,463	13,112	1,314,506	10,922	15,369	18,484	37,498	33,686	(5,848)	(9,963)	5,726	
<b>Less:</b>													
Bond Principal (B&A Cyl \$1,035,000) FUND #342													
Bond Interest (B&A Cyl \$1,035,000)													
Interfund Loan F&C (Tif Spending Plan)	(1,420,000)												
Administrative Expenses	(1,217)	(2,091)	(1,473)	(11,520)	(2,620)	(987)	(1,915)	(3,162)	(1,051)	(893)	(1,004)	(3,194)	
<b>Total Expense</b>	(1,421,217)	(2,091)	(1,473)	(11,520)	(2,620)	(987)	(1,915)	(3,162)	(1,051)	(893)	(1,004)	(3,194)	
<b>CIP Project Costs:</b>													
Shovel Ready Projects					(46,246)	(83,436)	(5,203)	-	-			(69,797)	
Diamond Graphics Land sale from 2013 coded incorrectly funded with non TIF money (PIR & Landfill Trust) that should be reimbursed.				(407,876)									
Zeolite Street												(1,000,000)	
New Business Park				(37,304)									
Bury Electric Wires -			(91,300)										
Ramp Construction Extension	(244,448)												
County Road 116 Bunker to Armstrong-County pushed out project for 20+ years-had \$1,050,000 budgeted													
Rail Stop ROW	(862,064)												
Pay TIF 10 for Transaction Error by Ehlers (See \$787,803 transfer above, put TIF 10 Neg)	(377,936)												
<b>Total CIP Project Costs</b>	(1,484,448)	-	(91,300)	(445,180)	(46,246)	(83,436)	(5,203)	-	-	-	-	(1,069,797)	
<b>Remaining TIF Balance</b>	1	402,373	322,713	1,180,519	1,142,575	1,073,522	1,084,888	1,119,223	1,151,858	1,145,116	1,134,149	66,884	
(Total Revenue less Total Project Costs)													

TIF Projections District #2 - Gateway												
(2013)												
Tif Plan Budget Amended 11-13												
Decertified												
	Actual 2012	Actual 2013	Actual 2014	Actual 2015	Actual 2016	Actual 2017	Actual 2018	Actual 2019	Actual 2020	Actual 2021	Actual 2022	Projected 2022>
<b>Revenues</b>												
TIF Increments on agreements	\$ 1,713,507	\$ 1,557,425	\$ -	\$ (29,155)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfer of Int earnings prior to 1997 to HRA												
Easement funds for Business Park 95		10,454	0	0	0	0	0	0	0	0	0	0
Interest on F&C Admin Loan (TIF 14 in amount of \$425,845.90) for 2010-2015 int				64,531.94								
Transfer in for F&C Transfer done in previous years-set up as DUE to FROM	217,422											
Interest Earnings(2000 neg int adj for borrowing)	68,211.43	(21,681.33)	84,544	30,911	22,679	33,465	41,585	76,821	67,026	(11,641)	(19,829)	11,400
<b>Total Revenue</b>	<u>\$1,999,140</u>	<u>\$1,546,197</u>	<u>\$84,544</u>	<u>\$66,288</u>	<u>\$22,679</u>	<u>\$33,465</u>	<u>\$41,585</u>	<u>\$76,821</u>	<u>\$67,026</u>	<u>(\$11,641)</u>	<u>(\$19,829)</u>	<u>\$11,400</u>
<b>Expenses</b>												
Sauter Land Purchase Bond Int (Fund 329 \$1,680,000 Bond-18% of bond)												
Sauter Land Purchase Bond Prin (Fund 329 \$1,680,000 Bond-18% of bond)												
Parabody Pay-Go(site impr)	(20,264)		-	-	-	-	-	-	-	-	-	-
Transfer out per Ehlers for non-increment funds				(10,454)								
Wetland analysis											(14,740)	
Sharp Reimbursement-Sunfish Gateway												
Administrative Expenses	(22,511)	(10,021)	(3,241)	(9,244)	(1,569)	(987)	(1,230)	(946)	(1,011)	(893)	(1,004)	(2,090)
<b>Total Expense</b>	<u>(\$42,775)</u>	<u>(\$10,021)</u>	<u>(\$3,241)</u>	<u>(\$19,698)</u>	<u>(\$1,569)</u>	<u>(\$987)</u>	<u>(\$1,230)</u>	<u>(\$946)</u>	<u>(\$1,011)</u>	<u>(\$893)</u>	<u>(\$15,744)</u>	<u>(\$2,090)</u>
<b>AVAILABLE REVENUES</b>	\$1,956,365	\$1,536,177	\$81,303	\$46,590	\$21,110	\$32,478	\$40,355	\$75,875	\$66,015	(\$12,534)	(\$35,572)	\$9,310
<b>CIP Project Costs:</b>												
Command/National Growth-Minks Property												
142nd Court Street Improvements (B&A Cyl)												
Internal Loan from TIF 14 for Admin Fees F&C project			-	-	-	-	-	-	-	-	-	-
TIF amendment recorded incorrectly in prior years						29,155.12						
Parking Ramp Costs	(66,363)		-	-	-	-	-	-	-	-	-	-
Sunwood Drive (Use of Excess Funding from Rail Stop See Below)	(500,000)		-	-	-	-	-	-	-	-	-	-
RAIL Stop-net of (contingency-\$889,517) (Did not need internal loan received tax funds prior to payment)Final payment 3/19	(2,700,436)											
<b>Zeolite Street Constr</b>												(1,517,000)
County Road #116 (#47 toDysprosium)												
County Road 116 Bunker to Armstrong-County pushed out project for 20+ years-had \$1,700,000 budgeted												
Sunwood Drive Realignment	(500,000)											
<b>Total CIP Project Costs</b>	<u>(3,766,799)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>29,155</u>	<u>-</u>	<u>(297,983)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(1,517,000)</u>
(Available Revenue less Total Project Costs)	<u>(\$1,810,434)</u>	<u>\$1,536,177</u>	<u>\$81,303</u>	<u>\$46,590</u>	<u>\$21,110</u>	<u>\$61,633</u>	<u>\$40,355</u>	<u>(\$222,108)</u>	<u>\$66,015</u>	<u>(\$12,534)</u>	<u>(\$35,572)</u>	<u>(\$1,507,690)</u>
<b>Remaining TIF Balance/(Deficit)</b>	\$3,530,531	\$5,066,708	\$5,148,011	\$5,194,602	\$5,215,712	\$5,277,345	\$5,317,701	\$5,095,593	\$5,161,608	\$5,149,074	\$5,113,502	\$3,605,812
Internal Loans - F&C & TIF 14 Admin Expe	\$ 2,782,605	\$ 2,824,477	\$ 2,869,048	\$ 2,869,048	\$ 2,869,048	\$ 2,869,048	\$ 2,869,048	\$ 2,869,048	\$ 2,869,048	\$ 2,869,048	\$ 2,869,048	\$ 2,869,048
<b>CASH BALANCE AVAILABLE</b>	<b>\$747,926</b>	<b>\$2,242,231</b>	<b>\$2,278,964</b>	<b>\$2,325,554</b>	<b>\$2,346,664</b>	<b>\$2,408,298</b>	<b>\$2,448,653</b>	<b>\$2,226,545</b>	<b>\$2,292,560</b>	<b>\$2,280,026</b>	<b>\$2,244,454</b>	<b>\$736,764</b>

**TIF Projections District #9**  
**ACCAP (2004-2029)**

<b>Projected Revenue FOR TIF IX District IIX (2029)</b>	<b>Actual 2019</b>	<b>Actual 2020</b>	<b>Actual 2021</b>	<b>Actual 2022</b>	<b>Projected 2023</b>	<b>Projected 2024</b>	<b>Projected 2025</b>	<b>Projected 2026</b>	<b>Projected 2027</b>	<b>Projected 2028</b>	<b>Projected 2029</b>
Balance	164	12,537	28,756	42,002	56,404	47,836	47,375	46,912	46,446	45,979	45,509
<b>Revenues</b>											
Tax Increment	33,885	37,935	35,611	37,022	28,850	37,000	37,000	37,000	37,000	37,000	37,000
Interest Earnings	257	574	(176)	(432)	282	239	237	235	232	230	228
<b>Total Revenue</b>	<b>34,142</b>	<b>38,509</b>	<b>35,436</b>	<b>36,590</b>	<b>29,132</b>	<b>37,239</b>	<b>37,237</b>	<b>37,235</b>	<b>37,232</b>	<b>37,230</b>	<b>37,228</b>
Administrative Expenses	(1,068)	(1,590)	(1,490)	(1,488)	(1,700)	(1,700)	(1,700)	(1,700)	(1,700)	(1,700)	(1,700)
Site Improvements(2004-202	(20,700)	(20,700)	(20,700)	(20,700)	(36,000)	(36,000)	(36,000)	(36,000)	(36,000)	(36,000)	(35,500)
<b>Total Expense</b>	<b>(21,768)</b>	<b>(22,290)</b>	<b>(22,190)</b>	<b>(22,188)</b>	<b>(37,700)</b>	<b>(37,700)</b>	<b>(37,700)</b>	<b>(37,700)</b>	<b>(37,700)</b>	<b>(37,700)</b>	<b>(37,200)</b>
<b>Remaining TIF Balance</b>	<b>12,537</b>	<b>28,756</b>	<b>42,002</b>	<b>56,404</b>	<b>47,836</b>	<b>47,375</b>	<b>46,912</b>	<b>46,446</b>	<b>45,979</b>	<b>45,509</b>	<b>45,536</b>

<b>TIF Projections District #14-COR (2015-2040)</b>													
<b>Projected Revenue</b>		<b>Actual</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	
<b>FOR TIF XIV</b>		<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>
District 14													
Balance		(25,551,808)	(24,765,270)	(23,554,744)	(24,296,523)	(27,851,281)	(27,286,976)	(26,724,279)	(26,162,204)	(25,599,759)	(25,035,940)	(24,469,732)	(23,900,112)
<b>Revenues</b>													
TIF Increments-F&C		1,693,272	1,649,000	1,649,000	1,649,000	1,649,000	1,649,000	1,649,000	1,649,000	1,649,000	1,649,000	1,649,000	1,649,000
Bond Proceeds - 2023 Issue			7,200,270										
Other TIF Increments (Alina VA)													
TIF Increments PSD Apartments(2018-2040)													
TIF Increments - Commonbond (2016-2040)													
Aeon Non Refund Earnest Money		(30,000)											
Interest Earnings		(12,244)	11,564	35,232	27,815	(7,733)	(2,090)	3,537	9,158	14,782	20,421	26,083	31,779
<b>Total Revenue</b>		<b>1,651,028</b>	<b>8,860,834</b>	<b>1,684,232</b>	<b>1,676,815</b>	<b>1,641,267</b>	<b>1,646,910</b>	<b>1,652,537</b>	<b>1,658,158</b>	<b>1,663,782</b>	<b>1,669,421</b>	<b>1,675,083</b>	<b>1,680,779</b>
<b>Expenditures</b>													
F&C TIF (\$3M)		(360,045)	(361,998)	(344,569)	(344,569)	(344,569)	(344,569)	(344,569)	(344,569)	(344,569)	(344,569)	(344,569)	(344,569)
Affinity (2020-2040)		(183,433)	(257,258)	(183,433)	(180,610)								
PSD TIF (\$500,000) 8/1/18-2/1/22		(76,599)											
Debt Service 2023 Bond Issue				(646,010)	(644,394)	(642,394)	(644,644)	(645,894)	(646,144)	(645,394)	(643,644)	(645,894)	(641,894)
Admin Expenses \$500,000 Interfund Loan Dec 2010 & Fund 9468		(63,173)	(75,000)	(80,000)	(85,000)	(90,000)	(95,000)	(100,000)	(105,000)	(110,000)	(115,000)	(115,000)	(115,000)
<b>Total Expenditures</b>		<b>(683,250)</b>	<b>(694,256)</b>	<b>(1,254,012)</b>	<b>(1,254,572)</b>	<b>(1,076,963)</b>	<b>(1,084,213)</b>	<b>(1,090,463)</b>	<b>(1,095,713)</b>	<b>(1,099,963)</b>	<b>(1,103,213)</b>	<b>(1,105,463)</b>	<b>(1,101,463)</b>
<b>CIP Project Costs:</b>													
Improvements Sunwood Drive in the COR			(80,000)										
116/Sunfish improvements(agreement with County)			(23,780)										
Zeolite				(824,000)									
COR Fill Outlot A		(39,500)											
COR Tree Removal			(335,000)										
Hy-10 Recon			(1,600,000)										
Mass Grading			(4,717,270)										
Ramsey Parkway					(2,673,000)								
COR Infrastructure Road Planning - Bolton & Menk			(200,000)	(348,000)									
Center street improvements		(141,740)			(1,304,000)								
County Road 116 Bunker to Armstrong-County pushed out project for		-											
<b>Total CIP Project Costs</b>		<b>(181,240)</b>	<b>(6,956,050)</b>	<b>(1,172,000)</b>	<b>(3,977,000)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Remaining TIF Balance-Fund Balance</b>		<b>(24,765,270)</b>	<b>(23,554,744)</b>	<b>(24,296,523)</b>	<b>(27,851,281)</b>	<b>(27,286,976)</b>	<b>(26,724,279)</b>	<b>(26,162,204)</b>	<b>(25,599,759)</b>	<b>(25,035,940)</b>	<b>(24,469,732)</b>	<b>(23,900,112)</b>	<b>(23,320,796)</b>
Remaining TIF Balance - Cash Balance		2,312,721	3,523,247	2,781,468	(773,290)	(208,985)	353,712	915,786	1,478,232	2,042,051	2,608,259	3,177,879	3,757,195
<b>NEED TO DETERMINE WHAT CITY FUNDS NEED TO BE PAID BACK FROM TIF 14</b>													

**TIF Projections District #16-PSD Business Park (2019-2027)**

<b>Projected Revenue FOR TIF XVI</b>	<b>Actual 2019</b>	<b>Actual 2020</b>	<b>Actual 2021</b>	<b>Actual 2022</b>	<b>Projected 2023</b>	<b>Projected 2024</b>	<b>Projected 2025</b>	<b>Projected 2026</b>	<b>Projected 2027</b>
District I6									
Balance	(1,006)	3,800	25,513	28,020	33,365	39,623	44,985	50,401	103,068
<b>Revenues</b>									
TIF Increments-	10,808	51,658	50,887	54,363	59,554	54,363	54,363	54,363	54,363
Interest Earnings	(21)	54	(42)	(98)	167	396	450	504	1,031
<b>Total Revenue</b>	10,787	51,713	50,845	54,264	59,721	54,759	54,813	54,867	55,394
<b>Expenditures</b>									
BLIPII TIF (\$218,000)8/1/	(4,846)	(28,009)	(46,061)	(47,197)	(51,262)	(47,197)	(47,197)	-	-
Admin Expenses	(1,135)	(1,991)	(2,277)	(1,722)	(2,200)	(2,200)	(2,200)	(2,200)	(2,200)
<b>Total Expenditures</b>	(5,982)	(29,999)	(48,338)	(48,919)	(53,462)	(49,397)	(49,397)	(2,200)	(2,200)
<b>Remaining TIF Balance</b>	<b>3,800</b>	<b>25,513</b>	<b>28,020</b>	<b>33,365</b>	<b>39,623</b>	<b>44,985</b>	<b>50,401</b>	<b>103,068</b>	<b>156,262</b>

**TIF Projections District #17-Delta Mod (2019-2030)**

<b>Projected Revenue FOR TIF XVII</b>	<b>Actual 2019</b>	<b>Actual 2020</b>	<b>Actual 2021</b>	<b>Actual 2022</b>	<b>Projected 2023</b>	<b>Projected 2024</b>	<b>Projected 2025</b>	<b>Projected 2026</b>	<b>Projected 2027</b>	<b>Projected 2028</b>	<b>Projected 2029</b>	<b>Projected 2030</b>
District I7 Balance	-	80	(4,827)	(8,323)	65,992	76,143	74,493	72,825	71,142	69,441	67,724	165,274
<b>Revenues</b>												
TIF Increments-	-	-	3,016	142,265	155,655	142,265	142,265	142,265	142,265	142,265	142,265	142,265
Interest Earnings	80	791	(117)	(112)	660	761	745	728	711	694	677	1,653
<b>Total Revenue</b>	<b>80</b>	<b>791</b>	<b>2,899</b>	<b>142,152</b>	<b>156,315</b>	<b>143,026</b>	<b>143,010</b>	<b>142,993</b>	<b>142,976</b>	<b>142,959</b>	<b>142,942</b>	<b>143,918</b>
<b>Expenditures</b>												
Delta Mod TIF Note	-	-	(1,357)	(65,367)	(143,964)	(142,477)	(142,477)	(142,477)	(142,477)	(142,477)	(43,192)	
Interfund Loan Int			(3,000)									
Admin Expenses	-	(5,698)	(2,037)	(2,471)	(2,200)	(2,200)	(2,200)	(2,200)	(2,200)	(2,200)	(2,200)	(2,200)
Total Expenditures	-	(5,698)	(6,394)	(67,838)	(146,164)	(144,677)	(144,677)	(144,677)	(144,677)	(144,677)	(45,392)	(2,200)
<b>Remaining TIF Balance</b>	<b>80</b>	<b>(4,827)</b>	<b>(8,323)</b>	<b>65,992</b>	<b>76,143</b>	<b>74,493</b>	<b>72,825</b>	<b>71,142</b>	<b>69,441</b>	<b>67,724</b>	<b>165,274</b>	<b>306,992</b>

**TIF Projections District #18-Oppidan (2021-2031)**

<b>Projected Revenue</b>	<b>Actual</b>	<b>Actual</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>
<b>FOR TIF XVIII</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
District 18											
Balance	-	(14,758)	(18,462)	(7,587)	105,317	185,195	225,204	266,928	310,420	355,741	402,950
<b>Revenues</b>											
TIF Increments-	-	-	23,872	228,140	332,326	343,290	354,583	366,215	378,196	390,536	403,247
Interest Earnings	(2)	(4)	(92)	(38)	1,053	1,852	2,252	2,669	3,104	3,557	4,030
<b>Total Revenue</b>	(2)	(4)	23,780	228,102	333,379	345,142	356,835	368,884	381,300	394,093	407,277
<b>Expenditures</b>											
Oppidan TIF Note	-	-	(10,704)	(112,998)	(251,302)	(302,932)	(312,912)	(323,192)	(333,779)	(344,684)	(355,917)
Admin Expenses	(14,756)	(3,700)	(2,200)	(2,200)	(2,200)	(2,200)	(2,200)	(2,200)	(2,200)	(2,200)	(2,200)
Total Expenditures	- (14,756)	- (3,700)	- (12,904)	- (115,198)	- (253,502)	- (305,132)	- (315,112)	- (325,392)	- (335,979)	- (346,884)	- (358,117)
<b>Remaining TIF Balance</b>	<b>(14,758)</b>	<b>(18,462)</b>	<b>(7,587)</b>	<b>105,317</b>	<b>185,195</b>	<b>225,204</b>	<b>266,928</b>	<b>310,420</b>	<b>355,741</b>	<b>402,950</b>	<b>452,110</b>

**Public Works Committee****Meeting Date:** 02/20/2024**Primary Strategic Plan Initiative:** Not Applicable**Title:**

Receive Updates on Improvement Projects, Studies and Items of Interest

**Purpose/Background:**

The purpose of this case is to update the Public Works Committee on current and proposed City, County and MnDOT improvement projects and studies, and on other items of interest to the Committee.

**City Improvement Projects****#24-01 Barthel's Rum River Acres & White Pine Estates Street Reconstructions**

- Bid opening February 21, 2024
- CC to consider award of contract February 26, 2024

**#24-02 Halls Dover Acres Street Reconstructions**

- Bid opening February 21, 2024
- CC to consider award of contract February 26, 2024

**#24-03 2024 NE Ramsey Street Reconstructions**

- Plan preparation in progress (Hakanson Anderson)

**#24-04 180<sup>th</sup> Lane Drainage Improvements**

- Plan preparation in progress
- Coordinating design with property owners, City of Nowthen and MnDOT
- Anticipate requesting CC approval to advertise bids Spring/Summer 2024

**#24-05 Xkimo St MSA (TH47 to 142<sup>nd</sup> Avenue) Reconstruction**

- Plan preparation in progress (Hakanson Anderson)

**#24-06 2024 MSA Pavement Overlay Improvements (McKinley St)**

- Plan preparation in progress

**#24-07 2024 Neighborhood Overlay Improvements**

- Plan preparation in progress

**#24-08 2024 Crack Seal Improvements**

- Bid opening March 4, 2024

**#24-09 2024 Pavement Rejuvenator Improvements**

- Plan preparation in progress

**#24-11 Alpine Drive MSA Street Reconstruction (Puma St to CSAH 83)**

- Bid opening March 20, 2024
- CC to consider award of contract March 26, 2024

**#24-12 Juniper Woods 1<sup>st</sup> – 3<sup>rd</sup> Street Reconstructions**

- Bid opening March 4, 2024
- CC to consider award of contract March 12, 2024

**#24-51 TH 47 Trail Gap Connection – 142<sup>nd</sup> Avenue to Xkimo Street (NEW)**

- Bolton & Menk preparing plans and specs for 10' trail construction

- Solicitation of Request for Quotes for construction anticipated Spring 2024

#### **#23-01 161st Avenue Reconstruction**

- Final payment anticipated Spring 2024

#### **#23-02 Central Park Parking Lot Reconstruction**

- Final payment anticipated Spring 2024

#### **#23-04 167th Avenue Reconstruction**

- Final payment anticipated Spring 2024

#### **#23-05 Barthels Rum River Acres 2nd Street Reconstructions**

- Final payment anticipated Spring 2024

#### **#23-10 Whispering Pines Estates Plat 3 Street Reconstructions**

- Final payment anticipated Spring 2024

#### **#23-11 Trott Brook Crossing Sanitary Sewer Lift Station Improvements**

- CC to consider final payment February 26, 2024

#### **#23-12 HY-10 Ramsey Improvements**

- CC to consider final payment February 26, 2024

#### **#23-19 COR Infrastructure Improvements**

- Bid opening March 13, 2024
- CC to consider award of contract March 26, 2024

#### **#23-20 COR Mass Grading**

- Substantially complete
- Working to correct leaks in pond lining in 4 locations
- Final completion anticipated Spring 2024

#### **#22-17 Highway 47 Sound Wall north of Xkimo Street**

- MnDOT preparing Cooperative Construction Agreement
- CC anticipated to consider authorizing bids Spring/Summer 2024

#### **#21-08 WTP Trunk Watermain Improvements**

- Preconstruction meeting scheduled for March 26, 2024
- Includes reconstruction of 143<sup>rd</sup> Avenue

#### **#21-09 Centralized Water Treatment Plant**

- Construction on schedule for substantial completion May 1, 2025
- Final completion scheduled for August 1, 2025

#### **#20-11 Ramsey Gateway Highway 10 Improvements**

- Construction in progress
- Final completion anticipated June 2026
- Project webpage <https://www.anokacountymn.gov/3918/Hwy-10Ramsey-Blvd-Interchange>

### **City of Anoka Improvement Projects**

#### **Highway 47 Corridor Improvements**

- 3-lane design proposed south of Bunker Lake Boulevard
- City received regional solicitation funds for 2027 construction
- Signal system at McKinley Street proposed to be permanent
- Anoka webpage <https://clients.bolton-menk.com/anokahwy47/>

### **Anoka County Improvement Projects**

#### **2024 Pavement Overlay Improvements**

- Portions of CSAH 83 and CR 27 will receive pavement overlays in 2024

- Staff reviewed plans and City Engineer signed title sheet for CSAH 83 plans

### **MnDOT Improvement Projects**

#### **Anoka Solution Highway 10 Improvements**

- Final completion Spring 2024

#### **US 10 / 169 & Ferry Street / TH 47 Interchange**

- Final completion Spring 2024

#### **Ferry Street / Trunk Highway 47 Grade Separation @ BNSF Rail Crossing**

- Preliminary design suspended; exploring S-curve realignment and stormwater impacts
- \$45M in bonds authorized October 2020
- Construction proposed for 2024 to 2026, depending on final design
- MnDOT webpage <http://www.dot.state.mn.us/metro/projects/hwy47rr-anoka/>

### **Studies & Items of Interest**

#### **Commercial/Industrial/Residential Developments**

Staff can respond to questions as needed

#### **Time Frame/Observations/Alternatives:**

Staff estimates up to 10 minutes will be needed for updates and discussion.

#### **Recommendation:**

Dependent on discussions.

#### **Outcome/Action:**

No formal action required. For Committee review and discussion purposes only.

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### **Attachments**

*No file(s) attached.*

### **Form Review**

**Inbox**

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 02/15/2024

**Reviewed By**

Brian Hagen

**Date**

02/15/2024 01:08 PM

Started On: 02/14/2024 05:22 PM

**Public Works Committee**

**Meeting Date:** 02/20/2024

**Primary Strategic Plan Initiative:** Not Applicable

**Title:**

Review Future Topics Calendar

**Purpose/Background:**

Attached is a calendar of future topics for review and discussion by the Public Works Committee. The calendar includes topics drawn from Committee requests received during meetings and/or unresolved topics previously discussed by the Committee. Calendar dates are subject to change based on the availability of information and required attendees, staff workload, and competing interests and objectives.

**Time Frame/Observations/Alternatives:**

Less than 5 minutes is anticipated to be necessary to review the future topics calendar and address questions.

**Funding Source:**

Dependent on discussion.

**Recommendation:**

Staff recommends reviewing the attached calendar and to either approve the calendar by consensus or to direct Staff to revise the calendar as follows; \_\_\_\_\_.

**Outcome/Action:**

No formal action required. For Committee review and discussion purposes only.

**Attachments**

PWC Calendar Feb2024

**Form Review**

**Inbox**

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 02/15/2024

**Reviewed By**

Brian Hagen

**Date**

02/15/2024 01:08 PM

Started On: 02/14/2024 05:23 PM

## **Public Works Committee Future Topics Calendar \***

<b>Date</b>	<b>Topics for Discussion – Committee Action</b>
March 2024	Sunfish Lake Sedimentation Basin Improvements ( <i>Westby</i> )
Future/TBD	Sunwood Drive Roundabout Landscaping ( <i>Riverblood</i> )
<b>Date</b>	<b>Topics for Discussion – Regulatory</b>
March 2024	Sunfish Lake Blvd./CSAH 57 Speed Study Results ( <i>Westby</i> )
March 2024	Bunker Lake Blvd./CSAH 116 Speed Study Results ( <i>Westby</i> )
<b>Date</b>	<b>Topics for Discussion – Policy</b>
Future/TBD	Landscaped Median Maintenance Policy ( <i>Riverblood</i> )
June 2024	Draft Trail Maintenance Policy ( <i>Riverblood</i> )
June 2024	Draft Stormwater Pond Maintenance Policy ( <i>Westby</i> )
<b>Date</b>	<b>Topics for Discussion – Planning and Budget</b>
May 2024	Asset Management Programming Update ( <i>Westby</i> )
February 2024	Targeted Trail Gap Connection Planning ( <i>Riverblood</i> )
<b>Date</b>	<b>Topics for Discussion – Staff Updates</b>
March 2024	Elk River Highway 10 Corridor Study ( <i>Westby</i> )
Ongoing	Project Review Process Improvements ( <i>Westby</i> )
Ongoing	Flashing Yellow Arrow Improvement Opportunities ( <i>Westby</i> )
Ongoing	TH 47 Improvements, Bunker Lk Blvd to Hwy 10 ( <i>Westby</i> )
<i>April 2024</i>	<i>TH 47 Trail Connection Update (142<sup>nd</sup> to Holiday So. of Xkimo)</i>

\* Dates subject to change based on availability of information, required attendees, staff workload, and competing interests and objectives.