

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

The Public Works Committee conducted a regular meeting on Tuesday, March 20, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
 Councilmember Jill Johns
 Councilmember Mark Kuzma

Also Present: Public Works Superintendent Grant Riemer
 City Engineer Bruce Westby
 Civil Engineer IV Leonard Linton
 City Administrator Kurt Ulrich
 Police Chief Jeff Katers

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 5:30 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

4. APPROVE MINUTES

4.01: Approve February 20, 2018, Meeting Minutes

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to approve the following minutes:

Regular Meeting Minutes dated February 20, 2018

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None.

5. COMMITTEE BUSINESS

5.01: Nominate Chair and Vice-Chair of the Public Works Committee

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to appoint Chris Riley as Chairperson of the Public Works Committee for the term April 1, 2018 through March 31, 2019.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

Motion by Councilmember Johns, seconded by Councilmember Riley, to appoint Mark Kuzma, as the Vice Chairperson of the Public Works Committee for the term April 1, 2018 through March 31, 2019.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None.

5.02: Provide City Council Recommendation for COR Infiltration Basin Improvements, Improvement Project #18-09

Civil Engineer IV Linton reviewed the staff report and stated that the City made the decision to place its municipal wells in the western part of the City, where development was expected to happen in the mid 1990's. He explained that the area around the wells was selected as the site of Ramsey Town Center (RTC) in the early 2000s and development began. He stated that the State required development of a wellhead protection plan for the wells in the mid 2000's. He noted that the City acquired the foreclosed RTC properties in 2009 and began marketing the properties as The COR.

Civil Engineer IV Linton explained that the City is part of the Lower Rum River Watershed Management Organization (LRRWMO), which is tasked with maintaining water quality through regulating stormwater discharges. He stated that the LRRWMO Third Generation Plan was adopted in 2012 and must be updated every 10 years, similar to the City's Comprehensive Plan. He stated that the Third Generation Plan required infiltration of the first one inch of runoff from all impervious surfaces on new projects. He noted that the infiltration guidelines discourage or prohibit infiltration in wellhead protection areas but noted that the Third Generation Plan has a provision in which projects can pay into an infiltration mitigation fund if they cannot infiltrate on site.

Civil Engineer IV Linton explained that most of The COR area to be developed is in the area where infiltration is not permitted, and all projects developed in The COR since 2015 have paid into the infiltration mitigation fund. He stated that the LRRWMO permits were approved for these projects with the condition that the City develop an infiltration basin in an area where infiltration is permitted. He noted that the City is required to have the infiltration basin in place by July 1, 2018.

Civil Engineer IV Linton explained that construction of the infiltration basin is necessary to fulfill the City obligations incurred with LRRWMO approval of project in The COR since 2015 and to provide capacity for future development to occur. He stated that the City has collected infiltration mitigation funds from all developments in The COR since 2015 and those funds will pay approximately ¼ of the cost of the project. He noted that the City will pay for the remainder of the project now and will be reimbursed as future development occurs. He recommended that the Committee recommend that the City Council authorize preparation of a Feasibility Study for The COR Infiltration Basin Improvement, Improvement Project #18-09.

Councilmember Kuzma referenced the remaining balance that would be owed, apart from the funds that have been paid from developers and asked where those remaining funds would come from.

City Engineer Westby replied that the funds would come from the storm water fund and confirmed there are sufficient funds.

Councilmember Johns asked for details on future development and how those funds would be paid to the City.

Civil Engineer IV Linton replied that The COR is unique because of the wellhead protection area and therefore most of the future developers will pay into the infiltration mitigation fund. He noted that a certain area of The COR (outside of the wellhead protection area) would provide developers with the choice of whether to do their own stormwater management or to pay into the infiltration mitigation fund.

Chairperson Riley asked for details on how this basin will look.

Civil Engineer IV Linton stated that the basin will be about four feet deep. He stated that a requirement of the basin is that all water must infiltrate within 48 hours. He noted that selected plantings must be resistant to short-term flooding.

Councilmember Johns asked if there would be landscaping.

City Engineer Westby stated that a landscaping plan has not been developed yet but costs for vegetation are included in the estimate, including minimal landscaping. He replied that it will likely look more like a natural prairie area.

Chairperson Riley asked if staff is being smart with the calculations for future developers to ensure that the cost would cover long-term maintenance duties.

City Engineer Westby replied that the long-term maintenance would be covered through the storm water maintenance program. He stated that staff will work with PSD on the acquisition of easements and/or land, as needed. He stated that thus far, PSD has stated they would prefer to deed the triangular piece of their property to the City. He noted that if this progresses forward, staff would bring back an agreement with PSD with the plans.

Councilmember Johns asked if the estimated cost included acquisition of the land.

City Engineer Westby replied that acquisition costs would be separate from construction costs.

Chairperson Riley suggested that staff look at alternatives such as donation of the land or a land swap, outside of a traditional purchase.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to recommend that the City Council authorize preparation of a Feasibility Study for The COR Infiltration Basin Improvement, IP #18-09.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

5.03: Consider Recommendation to City Council Approving Bituminous Patching with 2018 Street Overlay Improvements, Improvement Project #18-03

City Engineer Westby reviewed the staff report noting that the purpose of the case is to consider a recommendation to City Council approving bituminous patching with the 2018 Street Overlay Improvements, Improvement Project #18-03. He stated that while preparing plans and specifications, staff reviewed existing pavement conditions of impacted street segments in the field again and noted various areas of pavement that are in extremely poor condition. He suggested that these areas of severely damaged pavement should be removed and replaced with new pavement before receiving an overlay to prevent the overlay improvements from prematurely deteriorating before the end of its design life, which is roughly 20 years. He stated that staff is therefore preparing plans and specifications to include removal and replacement of the areas of damaged bituminous pavement prior to overlaying. He noted that this work as proposed will increase project costs in impacted areas and unfortunately, this will also increase special assessment amounts in these areas, unless these costs were to be paid 100 percent by the City and not assessed to property owners. He noted that per previous Council approvals, 25 percent of the eligible project costs are to be assessed against benefiting properties. He highlighted the plan sheets showing the areas proposed to receive bituminous patching prior to overlay and presented information on the financial impacts to each of the projects areas. He reviewed the options for addressing the project costs and noted that staff recommends overlaying damaged areas after patching with new pavement as this will help achieve the design life of the overlay improvements.

City Engineer Westby recommended that the Committee recommend that the City Council approve of the bituminous patching with the 2018 Street Overlay Improvements, Improvement Project #18-03, with all costs for the bituminous patching to be paid by the City. He noted that the work was not identified in the Feasibility Report and therefore was not addressed with the public or the City Council prior to the public hearing for the project.

Chairperson Riley stated that he is generally in agreement.

Councilmember Johns asked if there is a history of the City funding this type of cost because of the faulty subgrade.

City Engineer Westby confirmed that with reconstruction projects the City funds all subgrade correction costs. He stated that this will be the first time the City is conducting spot patching with an overlay project, which is assumed to be needed due to poor subgrade soils, making it a similar practice to the reconstruction projects.

Councilmember Kuzma agreed that this seems to make sense to expand the life of the roadways until the next reconstruction occurs.

Chairperson Riley asked the typical lifespan of an overlay.

City Engineer Westby replied that typically the lifespan of an overlay would be about 15 to 20 years, depending on the underlying pavement section.

Councilmember Johns asked if the City has this funding available or whether this cost would prohibit the City from completing another project.

City Engineer Westby confirmed that there is sufficient funding for this action and this will not prevent the City from completing other scheduled projects.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to recommend that the City Council approve the bituminous patching with the 2018 Street Overlay Improvements, Improvement Project #18-03, with all costs for the bituminous patching to be paid by the City.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

5.04: Consider Alternate Street Names in The COR

City Engineer Westby reviewed the staff report noting that the purpose of this case is to discuss whether three street segments within The COR (Xenolith, Yolite, and Zeolite) should be renamed, and if so, to what. He noted that the Public Works Committee has discussed concerns with one or more names within The COR on multiple occasions and on February 20th, the Committee confirmed that these three names cause the most concern; directing staff to report back with alternate name suggestions. He stated that The COR is generally bounded by Armstrong Boulevard/CR 83 on the west, Bunker Lake Boulevard/CR 116 on the north, Ramsey Boulevard/CR 57 on the east and the BNSF railroad right-of-way on the south. He stated that the majority of existing street names within The COR are based on the Anoka County street grid naming convention, with the exception of Veteran's Drive, Center Street, and Ramsey Parkway. He noted that the street grid naming convention within Ramsey includes football greats, mammals, rocks, elements, and Indian tribes. He stated that deviating from the County street grid naming convention was recently discussed with the platting of the Riverstone development in 2017 and at that time, the City Council approved naming two street segments with names not included in the Anoka County grid, revising Quagga to Quintana and Sloth to Snowy Owl.

City Engineer Westby stated that staff from various departments recently met to discuss potential alternatives for re-naming three street in The COR per the direction of the Public Works Committee. He stated that the public safety staff would be most impacted by the renaming and objects to the renaming (whether in The COR or other areas of the City) due to concerns with the confusion this could create for emergency responders attempting to quickly located an address, especially for responders coming from outside the City. He explained that street names are an important component of public safety response, which can have a significant impact on response times and outcomes. He stated that public safety staff also noted that during emergencies, electronic navigation might not be available, so responders must rely on their knowledge of the City's street naming convention to locate addresses. He stated that for those reasons, public safety staff recommend that the City follow the County's street naming grid system or come up with its own street naming convention that is consistent throughout the City.

City Engineer Westby stated that the options staff discussed were to select new street names common to a theme related to The COR. He stated that because Veteran's Drive exists within The COR, perhaps a patriotic theme could be chosen. He noted that staff was unable to come up with names using those themes for X or Z, but noted that Yankee could be used for Y. He noted that another option was to consider names outside of the alpha order and consider using place context names such as "City Hall", "Municipal", "Lake Ramsey", "Plaza Park", "Northstar", "Railroad", or "Station" for street names. He provided examples of historic names that could be considered. He reminded the Committee again that public safety staff recommends that the City should continue to follow the County street grid system or come up with its own street naming convention that is consistent throughout the City.

Councilmember Kuzma stated that this subject has been the focus of many discussions and the City is spending too much time on this. He suggested that the City stay with the County naming grid to prevent public safety problems.

Chairperson Riley stated that the problem is the bad names for the X, Y, and Z streets. He stated that this will be the fourth Z street in Ramsey. He noted that looking across the County, many cities have chosen other names that deviate from the grid. He believed that the reasonable answer would be to change the names just within The COR for the X, Y and Z streets. He stated that he likes some of the examples given in the staff report that focus on elements of The COR such as Itasca, Northstar, or Stonebrook.

Councilmember Kuzma stated that he believes that the City is spending too much time discussing the street names and this could continue to open up future road name discussions. He stated that if he found a home he likes, he is not choosing it based upon the street name.

Councilmember Johns stated that while she does not like the street names, her concern is with public safety. She noted that because the public safety department does not support these changes, she would hesitate to approve changes. She stated that if the changes are made for the X, Y and Z roads, she would support the name suggestions mentioned by Chairperson Riley.

Police Chief Katers provided input on how the police department is trained to learn their way around Ramsey and respond to calls. He noted that within Ramsey there are a lot of dead-end streets. He stated that while the naming grid may not present the best options for names, there is a logical reason behind the grid and the grid provides assistance to officers that are responding to calls. He stated that public works does not have an opinion on naming of the streets, as long as there is a logical system. He stated that Ramsey has not stayed with one theme throughout the City and acknowledged that it not the fault of this Committee or Council. He stated that his concern is that if the variances continue to occur, there will not be a logical system for the public safety department to use for response.

City Engineer Westby stated that streets that are being discussed are located such that future developments could be addressed off the cross streets, which are Sunwood Drive or Ramsey Parkway.

Chairperson Riley stated that while that would make it better, he does not believe that people will want to live or have their businesses on Yolite or Zeolite. He stated that he would like to have the X, Y and Z streets within The COR renamed.

City Administrator Ulrich referenced the idea of using Town Center in different variations such as Town Center Drive, Town Center Lane, or Town Center Drive and asked if that would be helpful as it is the center of the town.

Police Chief Katers replied that would make things more complicated.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to not change the street names.

Further discussion: Chairperson Riley stated that both Councilmembers voted in favor of this discussion the previous month. He stated that he believes that this should continue to be discussed because he does not like the names.

Motion carried. Voting Yes: Councilmembers Johns and Kuzma. Voting No: Chairperson Riley.

5.05: Discuss Maintenance Options for Highway 47 Corridor

Public Works Superintendent Riemer reviewed the staff report noting the tactic within the Strategic Plan to improve the image of residential neighborhoods, business districts and key corridors. He stated that the public works department is looking for direction from the Committee on what it would like to see the department undertake to improve the appearance of the Highway 47 corridor. He explained that maintenance responsibilities are shared along the corridor between the City, MnDOT, and private property owners. He reviewed the maintenance activities of the City's portion of the corridor, which is the east side of Highway 47 from the intersection of CR 5 to Alpine Drive, and includes ROW mowing, litter pick-up, and landscaping activities. He stated that MnDOT controls the mowing of the center median and the west ROW and is also responsible for the maintenance and repair of the sound wall on the west side of

Highway 47. He noted that the sound walls along the west side of the corridor appear to be the maintenance responsibility of the adjacent developments.

Public Works Superintendent Riemer noted that several of the improvements that the public works department has scheduled for the corridor and include painting the signal systems at Alpine Dr/Hwy 47 and Sunwood Dr/Hwy 47 and conversion of the luminaries above the signal system at Alpine Dr to LED. He stated that additional plantings could be added to the ROW on the east side of Highway 47 near the sound wall. He stated that any improvements to the corridor would come from the General Fund.

Councilmember Johns suggested additional tree planting. She stated that it's a bit odd because the City cannot control plantings on both sides of the road or in the median, and only has control over one side.

Chairperson Riley asked if the plantings could be refreshed.

Councilmember Johns noted that she would prefer trees when possible.

Public Works Superintendent Riemer replied that he is unsure that MnDOT would approve trees within the center median. He confirmed that the damaged fence is going to be repaired. He stated that the lumber is green treat lumber and therefore if you paint over the material it defeats the purpose of the green treat.

Councilmember Johns stated that any type of softening near the fence would help, whether its plantings or trees.

Public Works Superintendent Riemer stated that he would attempt to find small trees that could be suitable or plantings that would be chloride resistant.

6. COMMITTEE / STAFF INPUT

No additional comments.

7. ADJOURNMENT

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 6:32 p.m.

Respectfully submitted,

Grant Riemer
Public Works Superintendent

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.