

City of Ramsey
Agenda
Public Works Committee
Tuesday, February 16, 2021
Immediately Following Canvassing Board
Lake Itasca Room, 7550 Sunwood Drive NW

This meeting is being held in accordance with Minnesota Statutes 13D.021. Due to the COVID-19 Pandemic, it is not practical and prudent for all members of this board to attend in person. Current Minnesota law requires certain social distancing standards that impacts the capacity of the Council Chambers. For those at highest risk, it is advised to isolate themselves from the general public. For these reasons, it is not practical and prudent to have this meeting exclusively in person. Members of the public are welcome to attend in person or remotely.

Remote Attendance available at www.cityoframsey.com/meetings. To maximize social distancing due to the COVID-19 Pandemic, those that can join remotely are encouraged to do so. 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 Public Works Committee meeting minutes.
 1. Public Works Committee meeting dated January 19, 2021.
- 6. Committee Business**
 1. Consider Street Names for Riverstone South Addition
- 7. Committee/Staff Input**
 1. Receive Staff Updates on Improvement Projects, Studies and Items of Interest
 2. Review Future Topics Calendar
- 8. Adjournment**

Public Works Committee

4. 1.

Meeting Date: 02/16/2021

Submitted For: Grant Riemer, Engineering/Public Works

By: MaryJo Warner, Engineering/Public Works

Title:

Approve the following Public Works Committee meeting minutes.

1. Public Works Committee meeting dated January 19, 2021.

Purpose/Background:

Purpose: To review and approve meeting minutes.

Background: Attached are the meeting minutes for review.

Timeframe:

5 minutes.

Observations/Alternatives:

n/a

Funding Source:

n/a

Recommendation:

To review and approve meeting minutes dated January 19, 2021.

Action:

Motion to approve meeting minutes dated January 19, 2021.

Attachments

Minutes

Form Review

Inbox	Reviewed By	Date
Grant Riemer	MaryJo Warner	02/11/2021 04:06 PM
Kurt Ulrich	MaryJo Warner	02/11/2021 04:27 PM
Kurt Ulrich	Kathy Schmitz	02/12/2021 03:26 PM
Mary Jo Warner (Originator)	MaryJo Warner	02/12/2021 03:28 PM
Kurt Ulrich	Kurt Ulrich	02/12/2021 03:37 PM
Grant Riemer	MaryJo Warner	02/12/2021 03:39 PM
Kurt Ulrich	Kurt Ulrich	02/12/2021 03:41 PM
Form Started By: MaryJo Warner		Started On: 02/09/2021 01:21 PM
Final Approval Date: 02/12/2021		

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

The Public Works Committee conducted a regular meeting on Tuesday, January 19, 2021, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
 Councilmember Debra Musgrove
 Councilmember Matt Woestehoff

Also Present: City Engineer Bruce Westby
 Deputy City Administrator Tim Gladhill
 Councilmember Chelsea Howell

1. CALL TO ORDER

Acting 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 Woestehoff, seconded by Councilmember Musgrove, to approve the agenda, as presented.

Motion carried. Voting Yes: Acting Chairperson Riley, Councilmembers Woestehoff and Musgrove. Voting No: None.

4. APPROVE MINUTES

4.01: Approve November 17, 2020, Meeting Minutes

Acting Chairperson Riley acknowledged that the other members were not present at the meeting but commented that the minutes accurately reflect the discussion.

Councilmember Musgrove was unsure that the motion could be passed as the members not present would need to abstain.

Deputy City Administrator Gladhill confirmed that the group could approve the minutes even though not present.

Motion by Acting Chairperson Riley, seconded by Councilmember Woestehoff, to approve the following minutes:

Regular Meeting Minutes dated November 17, 2020.

Motion carried. Voting Yes: Acting Chairperson Riley and Councilmembers Woestehoff. Voting No: None. Abstain: Councilmember Musgrove.

5. COMMITTEE BUSINESS

5.01: Appoint Chair and Vice Chair of the Public Works Committee

City Engineer Westby noted that a Chairperson and Vice Chairperson would need to be elected.

Acting Chairperson Riley recommended appointing the Chair and Vice Chair at the first Public Works Committee meeting of the year in future years.

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to appoint Councilmember Riley as Chairperson and Councilmember Musgrove as Vice Chairperson of the Public Works Committee.

Motion carried. Voting Yes: Acting Chairperson Riley, Councilmembers Woestehoff and Musgrove. Voting No: None.

5.02: Receive Update on Cost Share Alternatives for Riverdale Drive Extension Improvement Project Related to Riverstone South; Case of Capstone Homes and Pearson Properties of Ramsey

Deputy City Administrator Gladhill provided an update on a potential cost share framework for the Riverdale Drive Extension Improvement Project.

Councilmember Musgrove asked for additional input on the timeframe planned for Riverdale Drive and the projected funding sources.

Deputy City Administrator Gladhill stated that the original study from MnDOT and Anoka County for Highway 10 and the corridor had Riverdale Drive labeled as an opportunity or development driven project with no specific timeframe, therefore it would move forward when development occurred, or funding was available. He noted that if the project were not development driven the extension would be linked to grant funding, similar to the other phases of Riverdale Drive, which would have estimated that about five or ten years out. He provided additional details on grant funding, noting that typically a project of this scope would have a five-year planning process in order to successfully obtain grants.

Councilmember Musgrove asked for more clarity related to the developer and assurance that the contribution of the City for this project would not financially benefit the developer's project.

Deputy City Administrator Gladhill explained that the City looks at the project as a whole and the benefit that it provides. He noted that all contributions to the project are valid, but the City is concerned that its contribution could be considered above industry standards and therefore it would make sense to have underwriting done.

Councilmember Musgrove asked if the \$350,000 would not be paid in addition to the preserve land.

Deputy City Administrator Gladhill provided background information on the park dedication for the Riverstone South property, noting that park dedication focused on the one acre of park and cash contribution of \$350,000. He noted that the City will look for outside funding to assist in the price for the preserved area.

Chairperson Riley asked if the reason this has changed is related to the County parcel.

Deputy City Administrator Gladhill confirmed that is a large portion of the discussion but noted that the developer also offered a counteroffer.

Chairperson Riley asked if the offer would be to buy the entire County parcel.

Deputy City Administrator Gladhill stated that there are three parcels that make up the property in discussion, noting that the County purchased that in 2008 in attempt to preserve that for a future river crossing. He stated that the parcel is split in three pieces because the County used different funding sources to purchase the property. He noted that the City would not be purchasing the entire County owned parcel, but the entire parcel outlined in the case.

Chairperson Riley asked and received confirmation that the road would take up about one third of that proposed parcel.

Deputy City Administrator Gladhill believed that a user could be found for the remainder of the parcel outside of the road.

Councilmember Woestehoff asked if there is contingency planned if the funds are not received from MnDOT.

Deputy City Administrator Gladhill stated that the deal would not move forward without that funding from MnDOT, therefore when action is taken on the preliminary plat, the City will be well protected.

Tom Bakritges, Capstone Homes, commented that this has been a 13-month process thus far and a lot of different iterations to the plan have occurred, to the good. He commented that they have been cooperative with all the necessary parties, noting that by the time construction would begin they would be more than two years into the planning process. He commented on the seven acres of wooded area that will be preserved, the one acre of wooded park land, the buffering that would occur along Riverdale Drive, and the variety of housing that would be provided through their development. He stated that there are 15 acres of open space on the south side that provide

buffering between the Riverstone development and adjacent Bowers Drive neighborhood. He stated that the seven acres plus one acre equate to over 10 percent of the site which is above the required park dedication with only land contributions. He referenced the original framework for Riverdale Drive that used one third contributions that everyone agreed to, acknowledging that there was a gap. He stated that they do not agree to spend their funds on a public improvement on County property. He stated that the mechanism of the dollar amounts, and percentages do not change by much, but they do not want to contribute to the County property. He commented that things were added to the project which add cost and they do not want to contribute to. He stated that staff was able to develop the new framework which they agree to. He stated that they cost-shared on the construction of Puma with the City in Riverdale North and is an example of how this can work. He stated that they agreed to the recommendation of staff to provide the seven acres of wooded area, one acre of park land and a cash park dedication of \$350,000 for Riverstone South as long as the City purchases the seven acres of wooded land for \$350,000. He stated that they have not discussed about opening books throughout this process and would not agree to that. He stated that they are not asking for TIF or anything above what is typically done for public improvement projects. He commented that they realize that the City and County are going through the appraisal process for the County parcel and that potential purchase would provide the City with benefit down the road when development of that site occurs. He stated that if Capstone had to put more dollars into this improvement, they would not move the project forward. He stated that the goal would be for the City to have its third-party financing in order to move forward in spring of 2022 when Capstone is ready to move forward on Riverstone South. He stated that they want to continue working with and collaborating with staff and agree to the framework but do not agree with the underwriting component.

John Dobbs, representing the Pearson family, commented that they have had direct conversations with staff which he appreciates. He commented that there are two things different in this framework, than the original which split it into thirds. He stated that the land value is different and not accounted for. He stated that if grant funds are allocated for land purchase that provides the City with land that would be improved as it would have both right-of-way and road access and could be sold for development, therefore he struggles with the premise that the entire cost for the land is shown on the sheet, but the future value is not accredited to offset that. He stated that the other difference from the original framework is the Bowers Drive extension, cul-de-sac, and access point. He commented that the Pearson family is donating the right-of-way for Riverdale Drive and would also be asked to provide the right-of-way and cul-de-sac area for Bowers Drive, which is not their responsibility to donate. He stated that the associated details and costs were not shown in the original framework and it is the opinion that the Bowers Drive right-of-way and cul-de-sac for Bowers Drive is the responsibility of Bowers Drive residents and not the Pearson family. He stated that the original framework agreed to each of the three parties contributing one third of the cost, with an acknowledgement that there was a gap on the County contribution. He stated that the new framework does not show the value of the land that the City would purchase with grant funds and also shows the Bowers Drive requirements as a credit on the City portion. He stated that the Pearson's agreed to the one third split and do not agree to the Bowers Drive components.

Steve Bona, Capstone Homes, commented that the original framework included the one third split of costs between the parties and Capstone still agrees to that. He stated that the framework then allowed the negotiation of the park dedication and tree preservation, which was then approved.

He noted that those two elements were approved, and Capstone proceeded with the preliminary plat in order to reach this point. He stated that they are concerned because there is now a discussion about underwriting and that is being used in a manner to say that if Capstone does not want to go through underwriting, it could forego the \$350,000 the City offered to pay for the tree preservation area or could pay \$272,000 for Riverdale Drive. He stated that means that the framework originally approved as significantly changed. He noted that the initial funding gap in the original framework for the County was \$117,000.

Chairperson Riley thanked Capstone for being present as they have been a great partner and developer in the community. He stated that it appears that Capstone agrees to the framework but is concerned with the tree preservation dollars and the Ehlers underwriting. He stated that it appears the Pearson family is concerned with the land value.

Mr. Dobbs commented that he understands the land value is an estimate but there is no estimate for the potential return on investment for the City owning the land if the grant funds will all be used for that acquisition. He noted that the Bowers Drive portion also reduces the City contribution and was not included in the original framework.

Councilmember Musgrove commented that she feels that she understands both sides after hearing input. She asked if there would be time to gain additional outside funds associated with the tree preservation land.

Deputy City Administrator Gladhill stated that staff has been discussing opportunities with different outside groups that are providing input to the City.

Councilmember Musgrove stated that it sounds like these issues were perhaps unknowns and they are now fitting them into the framework. She stated that she would like to stick to the original framework to the extent possible and encouraged staff to continue to look for funding with the option of perhaps using the County HRA funds as well.

Deputy City Administrator Gladhill stated that if the road wants to be built, it has been the input from the County that the City would need to purchase that parcel. He noted that staff continues to have discussions with the County to investigate options that would not include purchase of the parcel.

Councilmember Musgrove stated that it appears there is still time to move forward with the original framework split and continue to look for funds to use for tree preservation and the County portion. She stated that the consensus throughout this discussion has included the preserved trees and the developer presented that plan.

Deputy City Administrator Gladhill noted that staff is attempting to stay close to the original framework and provided details.

Councilmember Musgrove asked if a cul-de-sac is needed at the end of Bowers Drive.

Deputy City Administrator Gladhill stated that MnDOT is not going to allow two access points that close together and if that cul-de-sac is not provided, the \$1,250,000 grant will not be provided from MnDOT.

Councilmember Musgrove asked if the road could be stubbed rather than a cul-de-sac.

City Engineer Westby commented that a shared driveway or something of that nature could be considered but that comes with other issues.

Deputy City Administrator Gladhill stated that a second connection to Bowers Drive was already foregone and therefore he would find it hard to believe that public works and public safety would agree to less than a cul-de-sac.

Councilmember Woestehoff asked the density for the County parcel.

Deputy City Administrator Gladhill stated that currently the parcel is zoned R-2, medium density residential. He stated that part of this exercise would be to determine the highest and best use of the parcel adjacent to the solar farm.

Chairperson Riley stated that it appears that everyone agrees to the one third split for the framework as presented and reviewed some of the other assumptions. He stated that it appears the consensus is to continue to look for outside funds for tree preservation purchase. He stated that underwriting is often done for the EDA but was unsure if that was typically done for public works.

Deputy City Administrator Gladhill confirmed that it would be at the discretion of the City as to whether to require that underwriting. He stated that the underwriting does not have to be done and was provided as a tool.

Chairperson Riley stated that two uses of funds were identified that could remove the underwriting recommendation.

Mr. Bakritges stated that the mention of underwriting is new. He stated that the dollars for the approved framework and this framework are essentially the same and therefore he does not see a need for underwriting. He stated that the County parcel was not part of the framework before and now it is, and they agree that if funds are received the City can use them in that way. He stated that they do not see any additional enrichment of dollars to the developer which would justify underwriting.

Mr. Bona stated that Capstone would never open their books for private development. He stated that the seven acres of tree preservation is something the City asked them to do. He stated that Riverdale is a collector road and traditionally both the City and developers contribute. He stated that they are not asking for public assistance that would justify underwriting.

Chairperson Riley stated that underwriting is typically done for the EDA and it would essentially be the same idea but recognized that it is not typically done.

Councilmember Musgrove commented that she does not see the developer gaining anything differently because the City would be acquiring land in order to construct a road through that parcel.

Deputy City Administrator Gladhill stated that underwriting is not recommended because of the new version but more related to the more known costs.

Councilmember Musgrove commented that she does not fully understand the implications of underwriting.

Chairperson Riley provided additional details on the underwriting process and rate of return on the investment related to the City contribution.

Mr. Bona commented that they did two assessment projects that included City contributions, Bunker Lake and Puma, and there was never a discussion of underwriting or Capstone opening its books. He stated that they would like to continue to follow that process.

Councilmember Woestehoff stated that he was unsure that underwriting is the right process for this. He acknowledged that without the County property, this project would die because the collector road cannot go through.

Mr. Dobbs stated that when the original framework was done the required right-of-way was not known and so they understand that more details are known at this time. He stated that he has a lot of residential, commercial, and industrial development experience and while it makes sense to use underwriting to show benefit on commercial development it would be unrealistic to do that for residential development. He stated that he does not speak for Capstone but based on his experience in development it would not make sense for Capstone to open its books for underwriting.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend City Council approve the alternate cost share framework without the underwriting.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Musgrove and Woestehoff. Voting No: None.

5.03: Consider Water Treatment Plant Site Selection Recommendation

City Engineer Westby reviewed the staff report and stated that engineering and public works staff recommend locating the proposed water treatment plant (WTP) on the Public Works Site due to that site having the lowest estimated construction cost; the ability to maintain control over the cemetery access road; the ability to most cost-effectively share security infrastructure, an emergency generator, and garage space; and significant operational efficiencies and cost savings of the life of the WTP. Staff also recommends proceeding with the proposed WTP construction in as timely a manner as possible to ensure the City is able to continue to provide water in compliance with Minnesota Department of Health (MDH) health based values (HBV) for manganese. The City has been running only two to four municipal wells to supply water to the City since the summer of 2019, meaning these wells are constantly in operation and are not able

to be rested or taken off-line for routine maintenance. If the City elects to move forward with constructing a WTP in a timely manner, it could be operational by spring of 2023. On January 7th, the Planning Commission unanimously recommended City Council approval of the Public Works Site for the proposed WTP. On January 14th, the Economic Development Authority unanimously recommended approval of the Public Works Site for the proposed WTP.

Deputy City Administrator Gladhill stated that public works prefer the east side of the site for access to the cemetery. He stated that in terms of EDA this is the best site for economic development, but the economy is in a much different position than it was, and this site provides the most overall benefit.

Councilmember Musgrove commented that this seems to be well thought out and this site seems to be the best location. She agreed that it would make the most sense to use the public works site because of the efficiencies identified in the report. She referenced the funding for the added project costs and whether that could come from the same funding source even though those are ancillary uses.

City Engineer Westby stated that this would all be part of constructing the WTP and therefore all the funding could be used for that purpose.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend City Council approval of the Public Works Site for the proposed Water Treatment Plant.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Musgrove and Woestehoff. Voting No: None.

5.04: Consider Recommending City Council Approval of Plans and Specifications and Authorization to Advertise for Bids for Riverdale Drive Reconstruction, Improvement Project #21-00

City Engineer Westby reviewed the staff report and recommendation to recommend approval of plans and specifications and authorization to advertise for bids for Riverdale Drive Reconstruction, Improvement Project #21-00. Staff recommendations include not constructing concrete sidewalk south of Riverdale Drive as part of this project, and not constructing the Mississippi River observation deck as part of this project.

Councilmember Musgrove asked for additional details as it relates to the Ramsey Gateway Highway 10 improvements.

City Engineer Westby provided additional details noting that design alternatives are being reviewed for the Ramsey Gateway project, and identified the construction limits on the east end of Riverdale Drive, which could then be tied into the Highway 10 project in the future.

Councilmember Musgrove commented that the Highway 10 plans are still being finalized.

City Engineer Westby noted that the proposed termination of the road would align as closely as possible with the Ramsey Gateway Highway 10 plans.

Councilmember Musgrove referenced the section of road for the townhome section, west of Feldspar Street, and asked the width of that segment and whether that would match in terms of width and lanes to the new road east of Feldspar Street.

City Engineer Westby replied that is a narrower segment and this segment would be about four feet wider. He identified the placement of the trail and noted that the lanes would align even with the different widths.

Chairperson Riley asked the amount of MSA funds the City has been receiving.

City Engineer Westby replied that the City received around \$1,600,000 last year in total for construction and maintenance. He confirmed that all previous loans have been paid back and therefore any MSA funds received moving forward will be available for projects. He noted that they are estimating less in MSA funds this year because the calculation is based on road usage and there were less people on the road in 2020 due to the pandemic.

Chairperson Riley commented that 15 or 20 years ago the City borrowed money against future MSA to construct specific improvements. He noted that those funds have been paid back and the funds therefore are available for use on projects.

Councilmember Musgrove asked if the plans and specifications are typically included in cases or only upon request.

City Engineer Westby commented that if the plans and specifications are complete they could be included in the case, but he explained that if the plans are included in the case, they become public and anyone can access that information. He explained that if changes are made to the plans after that time, a contractor could then incorrectly base their bid on the plans that were included in the case. He stated that the plans can be presented and shared with the Council once they are fully prepared. He acknowledged that the plan development process has been hurried the past few years so Council approvals were requested while plans were being finalized but he hoped that this would be the last year because of the change in funding, which will allow Staff to start developing projects earlier in the year. He noted that the most relevant plans would be included in the presentation to the full Council when the process reaches that step.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend City Council approval of plans and specifications and authorization to advertise for bids for Riverdale Drive Reconstruction, Improvement Project #21-00.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Musgrove and Woestehoff.
Voting No: None.

5.05: Consider Recommending City Council Approval of Plans and Specifications and Authorization to Advertise for Bids for 2021 Crack Seal Improvements, Improvement Project #21-06

City Engineer Westby reviewed the staff report and recommendation to recommend approval of plans and specifications and authorization to advertise for bids for 2021 Crack Seal Improvements, Improvement Project #21-06 as crack sealing remains the most cost-effective maintenance operation available.

Chairperson Riley noted that it is scheduled to crack seal the rejuvenated section in Stanhope and asked if that would be the intended process.

City Engineer Westby noted that the projects are unrelated. He explained when the rejuvenation would typically occur and noted that once that is completed crack sealing could occur anytime.

Councilmember Musgrove stated that within the case she noticed similar lengths of area with different materials proposed and asked if that is related to the age of the street.

City Engineer Westby replied that the pounds of the material are adjusted based on the condition of the road. He stated that staff estimate the pounds that will be needed in order to address the disparity of the cracking.

Councilmember Musgrove referenced areas within the Riverstone development, noting that those are new streets and asked how those roads would already need crack sealing. She stated that when she has driven on the roads, they look really nice and she was surprised to see them on the list.

City Engineer Westby replied that staff attempts to crack seal pavements three years after construction and these roads were constructed in 2017. He commented that the cracking should be minimal, but they are attempting to be proactive in maintenance.

Councilmember Musgrove asked if other areas of the City would be more in need than this newer area.

City Engineer Westby replied that the primary focus is to be proactive with maintenance in order to keep the good streets good. He commented that some streets in the City are past the point of maintenance and staff will do something if they can, but the priority will remain on extending the lifespan of the new roads.

Councilmember Howell asked how staff determines that quality work will be received from bids.

City Engineer Westby replied that experience is the best teacher, noting that typically the City receives bids from the same contractors that they know to do a good job. He stated that if a contractor is not known, staff reaches out for input from other municipalities to determine if there have been past issues. He stated that very rarely does the City find a contractor they do not want to work with. He stated that the City is typically required to award to the low bidder. He noted that there are specifications and the minimum requirements that a low bidder must meet.

Chairperson Riley stated that the City has become strict on inspections to ensure that road is built to specification.

Councilmember Musgrove referenced the MSA roads included for crack seal and asked if that would be funded through crack seal or MSA funds.

City Engineer Westby replied that crack seal funds budgeted are historically used for crack sealing, regardless of whether a road is an MSA road. He stated that the intent is to use MSA funds for reconstruction or overlay projects.

Councilmember Musgrove asked if additional crack seal work would be anticipated later this year using MSA maintenance dollars.

City Engineer Westby replied that the budget for this year uses the MSA funds for reconstruction and overlay projects.

Councilmember Musgrove asked for details on the 14 percent indirect costs associated in the case. She also asked for details on the consortium that exists for road improvements.

City Engineer Westby replied that he could bring additional information back to the group related to the consortium. He stated that Ramsey is not a partner city, but he is on the email list and receives shared information. He believed there were currently 11 members in the consortium with Coon Rapids leading the group and organized maintenance activities. He stated that Ramsey has been watching the consortium to determine if they should join for maintenance, but thus far Ramsey has received lower bids, including the 14 percent indirect costs which includes plan preparation and inspection. He noted that being independent also allows for greater flexibility in scheduling the work, which can benefit abutting property owners.

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to recommend City Council approval of plans and specifications and authorization to advertise for bids for 2021 Crack Seal Improvements, Improvement Project #21-06.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Woestehoff and Musgrove. Voting No: None.

5.06: Consider Recommending City Council Approval of Resolution Adopting Minimum Requirements for Public Utilities Installed in Public Right-of-Ways and Easements

City Engineer Westby reviewed the staff report and recommendation to approval of a resolution adopting minimum requirements for public utilities installed in public right-of-way and easements.

Chairperson Riley stated that he likes where this is headed. He asked if this were in place would it be hamstringing the City and future developers.

City Engineer Westby replied that the City prefers gravity sewer, and the Riverwalk site was too low to make that work. He reviewed the different options that could be used and noted that the developer chose the cheapest route with the intent of the developer maintaining that line. He stated that if that option were chosen in a future development, one lift station would need to be created with a pressurized system going to the gravity system. He recognized that there would be additional cost to a developer for that.

Councilmember Woestehoff asked if this is something that should be run by EDA and the Planning Commission before going before the Council.

Chairperson Riley commented that this is more of a policy decision.

Councilmember Woestehoff stated that there are sites that may fall into this category and as a previous member of the Planning Commission he did not recall this being an issue when Riverwalk was proposed.

Deputy City Administrator Gladhill explained that the core function of the EDA is business retention and subsidy, and this level of detail is not intended to be a function of the Planning Commission. He commented that additional feedback could be gathered from those groups, but Public Works Committee would be the appropriate group to review this and make a recommendation to the Council.

Councilmember Musgrove commented that as part of this draft resolution, perhaps the excluded areas of the City should be listed. She asked if Riverwalk would be the only development of that nature.

City Engineer Westby replied that there are numerous undeveloped parcels that would fall into this category and require some level of a pressurized system to reach the City system.

Councilmember Musgrove clarified that she did not want to misconstrue that this action would make the City responsible for any other systems.

Chairperson Riley stated that the language is generic in utility and trunk lines and asked if that would accurately cover water and sewer.

City Engineer Westby replied that it is his understanding that it is the intent of the City to maintain infrastructure under the roadway and/or right-of-way and therefore the City would want to ensure that the pipes are adequately sized.

Chairperson Riley asked if there would be a downside.

City Engineer Westby replied that he did not notice a downside but would double check with Public Works Superintendent Riemer before bringing this forward to Council. He noted that this was intended to be a starting point and therefore broad language was used and confirmed that staff would verify to ensure that the City would not be at risk.

Councilmember Musgrove asked if a resolution is needed or whether the City simply needs to update the policy/designs.

Deputy City Administrator Gladhill stated that having the backing of the Council through resolution helps with developer discussions. He stated that the language is broad enough yet specific enough for negotiations and code enforcement.

City Engineer Westby replied that the Council does not adopt the design standards per se, therefore the resolution provides the policy direction to guide those standards.

Deputy City Administrator Gladhill explained that this direction and policy from the Council is helpful on the front end to prevent a situation like Riverwalk from occurring.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend City Council approval of a resolution adopting minimum requirements for public utilities in public right-of-way and easements as discussed.

Further discussion: Chairperson Riley commented that if staff feels that additional language is needed for the resolution it should be added as discussed. Councilmember Woestehoff commented that he would be comfortable with staff making the amendments in line with the discussion.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Musgrove and Woestehoff. Voting No: None.

6. COMMITTEE / STAFF INPUT

6.01: Staff Updates on Improvement Projects and Items of Interest

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

6.02: Review Future Topics Calendar

City Engineer Westby stated that staff is doing its best to reach the topics on the list once other projects are cleared off.

Councilmember Musgrove asked if any of the projects on the list would qualify for Watershed Based Funding.

City Engineer Westby stated that staff will look through the CIP to determine if any of the projects would qualify.

7. ADJOURNMENT

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

Motion carried.

The regular meeting of the Public Works Committee adjourned at 8:23 p.m.

Respectfully submitted,

Grant Riemer
Public Works Superintendent

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Public Works Committee

6. 1.

Meeting Date: 02/16/2021

By: Tim Gladhill, Community Development

Title:

Consider Street Names for Riverstone South Addition

Purpose/Background:

The purpose of this case is to consider a request from Capstone Homes to deviate from the Anoka County Public Safety Grid for Street Names in the Riverstone South Addition.

Timeframe:

15 minutes

Observations/Alternatives:

The Anoka County Street Name Grid is an important tool for Public Safety and other City Operations to have a consistent street name scheme to maximize response times. While it is common for developments to request deviations from the grid, deviations can create delays in response times. As the City develops and deviations for individual projects are approved, Staff is concerned about a patchwork of street names.

County Grid Names	Developer's Request	Staff Recommendation
Quagga Street* <i>Modified to Quintana Street in Riverstone North</i>	Quintana Street	Agreement Quintana Street
Rabbit Street	Rabbit Street	Rabbit Street
Sloth Street* <i>Modified to Snowy Owl Street in Riverstone North</i>	Pearson Parkway	No Agreement Snowy Owl Street
Tiger Street	Tiger Street	Agreement Tiger Street
Unicorn Street	Umbrellabird Street	No Agreement Unicorn Street

Staff understands the desire to honor the Pearson Family and the intent behind changing the street name to Pearson Parkway. However, this is now 2 deviations away from the County Grid and a smaller segment of roadway. Staff would recommend that the Developer consider a different way to honor the Pearson Family, such as the name of the neighborhood (i.e. Pearson's Riverstone South) with an entry monument to the neighborhood.

At the end of the day, the City Council has the final say over street names. Staff will honor any decision made by the City Council. Staff simply wants to lay out a recommendation that we feel is in the best interest of the broader public. As Staff has discussed internally, the scoping question we have asked ourselves that could help frame this conversation is: **"what is the compelling reason to deviate from the grid that is in the interest of the broader public?"**

Funding Source:

All costs associated with reviewing this Application/request are the responsibility of the Developer.

Recommendation:

See above for detailed recommendations. The current Staff Recommendation represents a unified voice across multiple departments in support of Public Safety.

Action:

Motion to recommend that the City Council adopt the following Street Names in Riverstone South:

- Quintana Street
- Rabbit
- Snowy Owl Street
- Tiger Street
- Unicorn Street

Attachments

Street Name Map

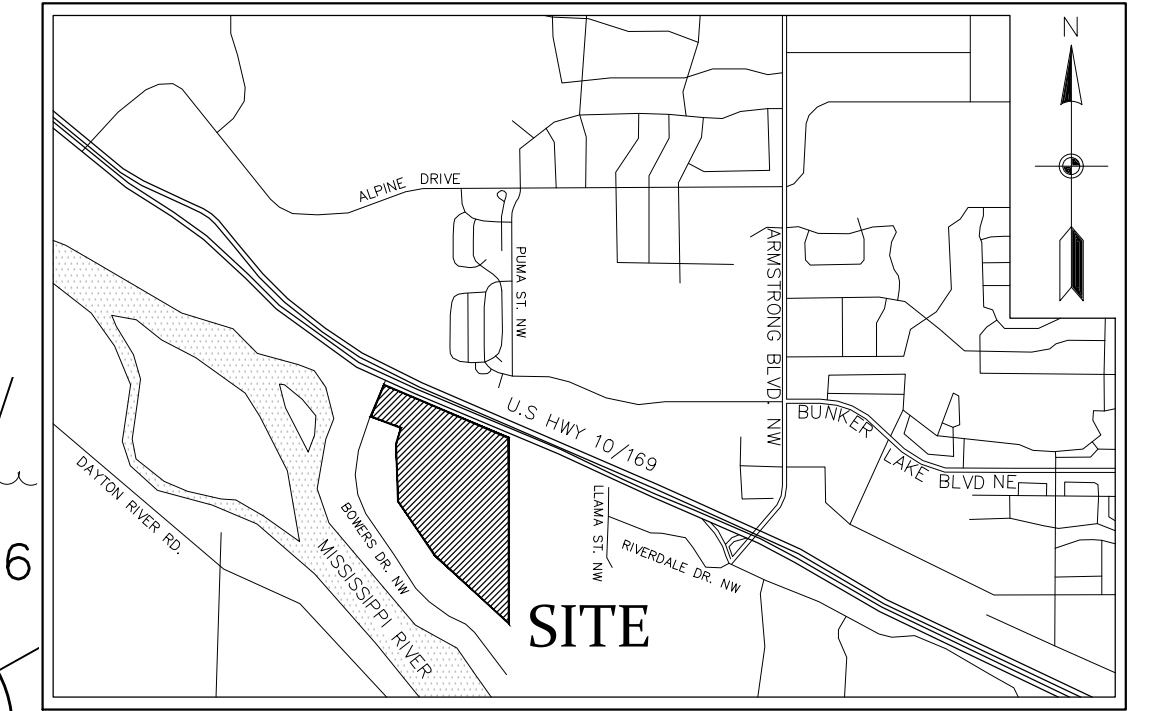
Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	02/11/2021 08:16 AM
Kurt Ulrich	Kurt Ulrich	02/11/2021 02:47 PM
Form Started By: Tim Gladhill		Started On: 01/29/2021 11:37 AM
Final Approval Date: 02/11/2021		

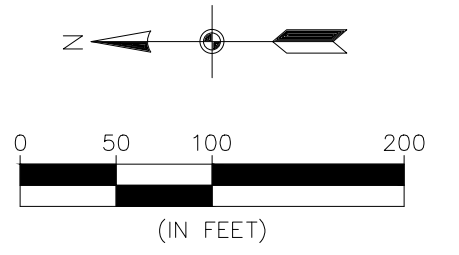
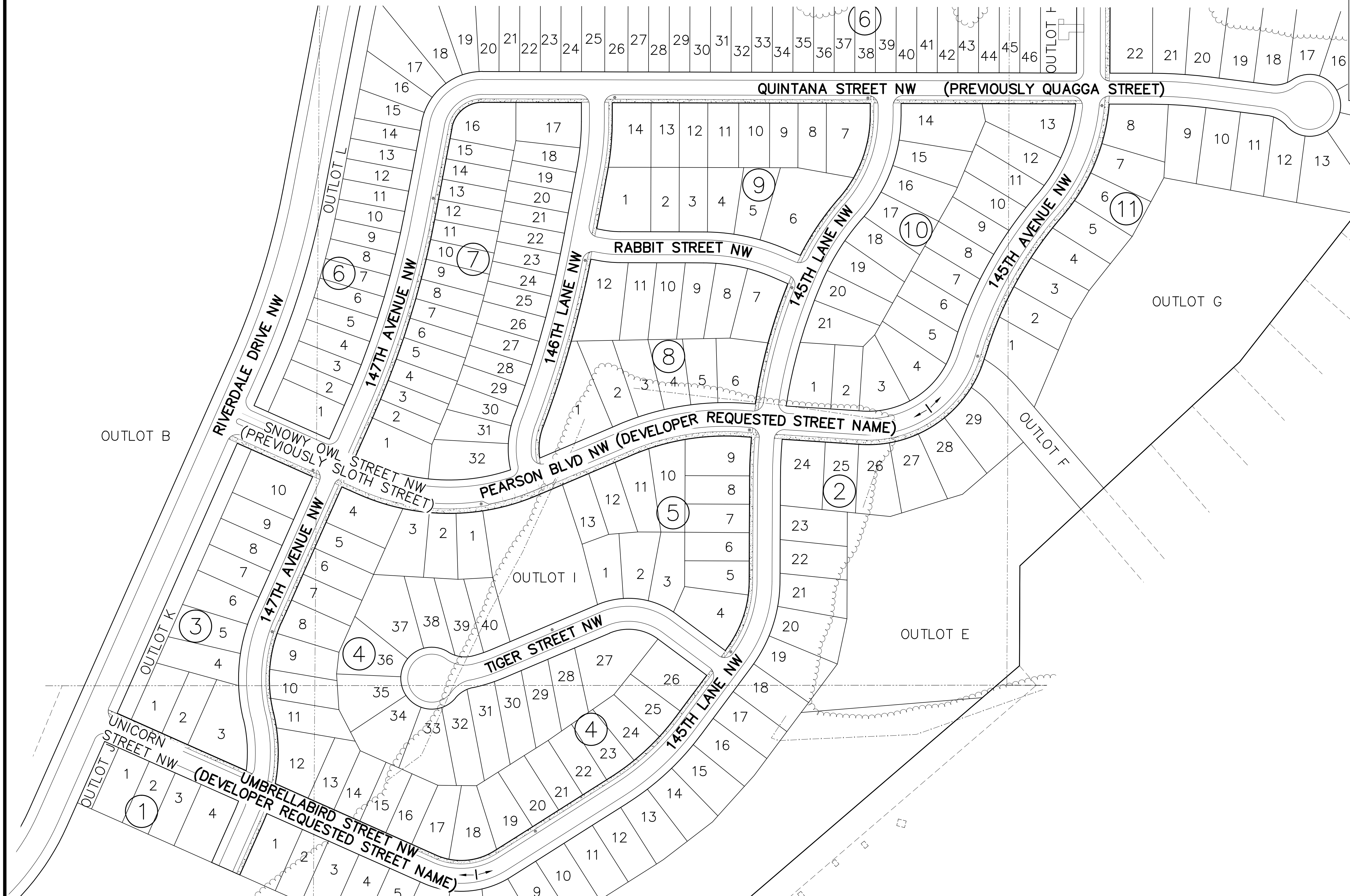
RIVERSTONE SOUTH

RAMSEY, MINNESOTA

VICINITY MAP



NOT TO SCALE



BENCHMARKS	
1.	Minnesota Department of Transportation GSID Station #66054 (Name: PUMA MNDT RM 1). Elev. = 884.89 ft.
2.	Minnesota Department of Transportation GSID Station #802 (Name: H 257). Elev. = 882.78 ft.

CARLSON McCAIN ENGINEERING SURVEYING ENVIRONMENTAL
 3890 PHEASANT RIDGE DR NE SUITE 100 BLAINE, MN 55449
 TEL 763.489.7900 FAX 763.489.7959
 CARLSONMCCAIN.COM

Drawn: GJS
 Designed: BJK
 Date: 2/5/21

Revisions:
 1.

RIVERSTONE DEVELOPMENT, LLC
 14015 Sunfish Lake B, Suite 400
 Ramsey, MN 55303

RIVERSTONE SOUTH
 Ramsey, MN

STREET NAME EXHIBIT

Save Date: 02/05/21 | F:\jpb\8481 - 8500\8494 - pearson place 2nd\cad\c3d\engineering\prelim\plans\8494_street name exhibit.dwg

Public Works Committee

7. 1.

Meeting Date: 02/16/2021

By: Bruce Westby, Engineering/Public Works

Title:

Receive Staff Updates on Improvement Projects, Studies and Items of Interest

Purpose/Background:

Title:

Receive Staff 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

- **Wetland 114P Outlet Control Improvements (#19-07)**
 - Requested by the Minnesota DNR
 - Construction proposed 2021/2022
- **Variolite Street Reconstruction (#20-01)**
 - Construction substantially complete
 - Punch list work required in the spring/summer of 2021
 - Final payment anticipated summer/fall 2021
- **Riverdale Drive Reconstruction – Feldspar St. to Tungsten St. (#21-00)**
 - Bids are advertised in the Anoka Union Herald and Finance & Commerce
 - Construction proposed 2021
 - Removal of Dolomite Street north of Riverdale is also proposed for 2021
- **Municipal Well #1 Casing Evaluation (#21-01)**
 - MDH Grant agreement executed
 - Work to be completed in 2021
- **Tiger Street Reconstruction (#21-02)**
 - Plans are being prepared in-house
 - Construction proposed 2021
- **Business Park 95 Street Reconstructions (#21-03)**
 - Plans are being prepared in-house
 - Construction proposed 2021
- **2021 Neighborhood Pavement Overlay Improvements (#21-04)**
 - Plans are being prepared in-house
 - Construction proposed 2021
- **2021 MSA Pavement Overlay Improvements (#21-05)**
 - Plans are being prepared in-house
 - Construction proposed 2021
- **2021 Crack Seal Improvements (#21-06)**
 - Bids are advertised in the Anoka Union Herald and Finance & Commerce
 - Construction proposed 2021

Anoka County Improvement Projects

- **Roundabout at Armstrong Boulevard/CSAH 83 and Alpine Drive**

- Anoka County received \$1.35M in HSIP funds (est. project cost = \$1.5M)
- Anoka County and City of Ramsey share is \$150,000 each (per \$1.5M est.)
- Construction proposed 2022, pending City & County approvals
- **CSAH 116 Interim Improvements**
 - Resolution #21-044 has been shared with Anoka County
 - Layout modifications will be reviewed with the City Council
 - Construction proposed 2021 pending City & County approvals
- **CSAH 116 & TH 47 Intersection Improvements**
 - Constructing additional turn lanes in 2021 to improve operations and safety
 - Forest Lake Contracting was awarded the construction contract

MnDOT Improvement Projects

- **US 10 / 169 & Ferry Street / TH 47 Interchange**
 - Construction proposed 2022 - 2023
- **Ferry Street / Trunk Highway 47 Grade Separation @ BNSF Rail Crossing**
 - Preliminary design still on hold
 - MnDOT exploring realignment of Highway 47 to remove S-curve, which would require the relocation of Alter Recycling
 - Tentatively proposed for construction in 2024 or later
- **Rum River Bridge Replacement**
 - Construction proposed 2022 - 2023
 - Proposing three lanes between Highway 47 and 7th Street

Studies & Items of Interest

- **Anoka Solution Highway 10 Improvements**
 - Construction proposed 2022 - 2023
- **NW Metro Surface Water Supply Feasibility Study**
 - Member cities include Corcoran, Dayton, Ramsey and Rogers
 - MCES funded 100% using Clean Water Funds
 - Study to be presented at future meeting
- **City of Ramsey Centralized Water Treatment Plant Feasibility Study**
 - Final draft of Feasibility Study complete
 - City Council to consider authorizing SEH, Inc. to prepare plans and specifications for trunk watermain improvements on February 23, 2021
 - City Council to consider authorizing solicitation of Requests for Proposals to qualified consultants on February 23, 2021
- **Ramsey Gateway Highway 10 Improvements**
 - Preliminary design for grade-separation of Ramsey Blvd. and Sunfish Lake Blvd. is underway
 - Approximately \$84M in project funding has been secured
 - Remaining funding continues to be pursued
 - Public Open House scheduled for February 18, 2021
- **NW Metro Mississippi River Crossing Feasibility Analysis**
 - No updates at this time
- **TH 47 Safety Study**
 - No updates at this time
- **Reduced Speed Limits on Local Streets**
 - No new requests received since last discussed
 - Monitoring actions in other cities

Timeframe:

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

Observations/Alternatives:

NA

Funding Source:

NA

Recommendation:

NA

Action:

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

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	02/10/2021 02:17 PM
Kurt Ulrich	Kurt Ulrich	02/11/2021 02:57 PM
Form Started By: Bruce Westby		Started On: 02/02/2021 01:38 PM
Final Approval Date: 02/11/2021		

Public Works Committee

7. 2.

Meeting Date: 02/16/2021

By: Bruce Westby, Engineering/Public Works

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.

Timeframe:

Staff estimates less than 5 minutes will be necessary to review the future topics calendar and address questions.

Observations/Alternatives:

NA

Funding Source:

NA

Recommendation:

NA

Action:

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

Attachments

PWC Calendar Feb2021

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	02/10/2021 02:42 PM
Kurt Ulrich	Kurt Ulrich	02/11/2021 02:57 PM
Form Started By: Bruce Westby		Started On: 02/02/2021 01:38 PM
Final Approval Date: 02/11/2021		

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
May 2021	Sunfish Lake Sedimentation Basin Improvements (<i>Westby</i>)
April 2021	Available Funding Assistance for Wet Basement Repairs (<i>Westby</i>)
Future/TBD	Sunwood Drive Roundabout Landscaping (<i>Riemer</i>)
Date	Topics for Discussion – Regulatory
Future/TBD	Sunfish Lake Boulevard Speed Study Results (<i>Westby</i>)
Future/TBD	Bunker Lake Boulevard Speed Study Results (<i>Westby</i>)
Future/TBD	County Ditch Maintenance / Buffer Law (<i>Westby</i>)
Date	Topics for Discussion – Policy
Future/TBD	Landscaped Median Maintenance Policy (<i>Riemer</i>)
June 2021	Draft Trail Maintenance Policy (<i>Westby</i>)
July 2021	Draft Stormwater Pond Maintenance Policy (<i>Westby</i>)
Date	Topics for Discussion – Planning and Budget
April 2021	Municipal State Aid System (MSAS) Revisions (<i>Westby</i>)
August 2021	Review 1996 and 2007 (unadopted) TH 47 Corridor Studies (<i>Westby</i>)
Future/TBD	Asset Management Program (<i>Westby</i>)
Date	Topics for Discussion – Staff Updates
Ongoing	Water Conservation Opportunities / Incentives (<i>Westby</i>)
Ongoing	NW Metro Area Regional Surface Water Supply Study (<i>Westby</i>)
Ongoing	Centralized Water Treatment Facility – Prelim. Design Report (<i>Westby</i>)
Ongoing	NW Metro Mississippi River Crossing Feasibility Analysis (<i>Westby</i>)
Ongoing	TH 47 Safety Study (<i>Westby</i>)

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