

City of Ramsey
Agenda
Public Works Committee
Tuesday, April 20, 2021

5:30 pm
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 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 meeting minutes.
 1. Public Works Committee meeting dated March 16, 2021.

5. Committee Business

1. Consider Request to Vacate Drainage and Utility Easement at 15730 Armstrong Boulevard
2. Consider Request to Vacate Road Easement between 5805 and 5860 148th Lane NW
3. Consider Collector Roads and Trunk Utility Infrastructure for Trott Brook North Planning Area
4. Consider Year Round Cardboard Recycling at Public Works
5. Consider Recommending City Council Approval of Plans and Specifications and Award of Contract for Improvement Project #21-11, 2021 Pavement Rejuvenation Improvements

6. Committee/Staff Input

1. Review Requested Access Changes to Casey's/Java Properties Site
2. Receive Staff Updates on Improvement Projects, Studies and Items of Interest

3. Review Future Topics Calendar

7. **Adjournment**

Public Works Committee

4. 1.

Meeting Date: 04/20/2021

Submitted For: Grant Riemer, Engineering/Public Works

By: MaryJo Warner, Engineering/Public Works

Title:

Approve the following meeting minutes.

1. Public Works Committee meeting dated March 16, 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 March 16, 2021.

Action:

Motion to approve meeting minutes dated March 16, 2021.

Attachments

Minutes

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	04/15/2021 03:07 PM
Kurt Ulrich	Kurt Ulrich	04/15/2021 04:14 PM
Form Started By: MaryJo Warner		Started On: 04/15/2021 10:55 AM
Final Approval Date: 04/15/2021		

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

The Public Works Committee conducted a regular meeting on Tuesday, March 16, 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: Public Works Superintendent Grant Riemer
 City Engineer Bruce Westby
 City Administrator Kurt Ulrich
 Parks and Assistant Public Works Superintendent Mark Riverblood

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

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

4. APPROVE MINUTES

4.01: Approve February 16, 2021, Meeting Minutes

Councilmember Musgrove noted on page four, the first paragraph should end with, "...based on the fact that Bowers is not on the street name grid, and neither are Pearson or Snowy Owl, and the names follow no order."

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to approve the following minutes as amended:

Regular Meeting Minutes dated February 16, 2021

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

5. COMMITTEE BUSINESS

5.01: Tennis Court Maintenance and Consider Adding Pickleball Courts

Parks and Assistant Public Works Superintendent Riverblood reviewed the staff report and recommended proceeding with the reconditioning of the courts at Central Park as soon as practical and adding six pickleball courts in lieu of two of the four tennis courts at the park at the same time as the maintenance occurs.

Councilmember Woestehoff recognized that the City is not required to get bids for this price level but asked if the pricing falls within industry standard.

Parks and Assistant Public Works Superintendent Riverblood commented that these prices do fall within the standard for this work. He noted that the City has does work with this contractor in the past and he was satisfied with the work.

Councilmember Musgrove asked if this contractor did the Anoka High School tennis courts.

Parks and Assistant Public Works Superintendent Riverblood commented that he is unsure but believes that the contractor did the work.

Councilmember Musgrove asked for additional input on the funds proposed to be used.

Parks and Assistant Public Works Superintendent Riverblood explained that the Parks Trust Fund are funds collected by developers and to be used for new parks or trails improvements. He stated that the Capital Maintenance Fund is to be used for maintenance of capital items.

Councilmember Musgrove commented that she likes this idea, especially if residents are requesting pickleball courts.

Chairperson Riley asked if there are numbers to support the increased demand in pickleball.

Parks and Assistant Public Works Superintendent Riverblood noted that when they drive by the courts, they see the increased use on pickleball courts compared to tennis courts. He stated that he hears input from residents each week asking that the courts be improved and for dedicated pickleball courts. He stated that dependent upon weather the construction process should take about three to five days beginning around May 1st.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend to City Council, the reconditioning of the courts at Central Park in the amount of \$28,028 to be funded by the Capital Maintenance Fund, and adding six pickleball courts at the park for \$16,939 with proceeds from the Park Trust Fund.

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

Chairperson Riley referenced other existing courts in different locations.

Parks and Assistant Public Works Superintendent Riverblood provided an update on the condition of other courts. He noted that perhaps staff could put signage up asking for input on whether residents would like the courts to continued to be used for tennis or considered for pickleball and/or basketball.

5.02: Consider Recommending City Council Approval of Plans and Specifications and Authorization for Bids for Business Park 95 Street Reconstructions, Improvement Project #21-03

City Engineer Westby reviewed the staff report and recommended approval of plans and specifications and authorization to advertise for bids for Improvement Project #21-03, Business Park 95 Street Reconstruction.

Chairperson Riley asked if it would make sense to speak with Anoka related to the cul-de-sac area and creating a connection.

City Engineer Westby replied that the City has had discussions on that idea, but it has been met with opposition on the Anoka side. He noted that the cul-de-sac would allow for future connection if that possibility came forward in the future.

Councilmember Musgrove noted that it would seem beneficial to both cities.

Deputy City Administrator Gladhill commented that Anoka County may be willing to facilitate the discussion as it would also create a benefit to the Highway 10 corridor. He noted that perhaps a joint meeting with both Councils would be helpful as well.

Chairperson Riley stated that he agrees other funds should be used for the cul-de-sac and agreed PIR would seem appropriate.

Councilmember Woestehoff agreed.

Councilmember Musgrove asked if there would be a negative to using the PIR fund.

City Engineer Westby replied that staff does not see a negative.

Councilmember Musgrove asked if this would impact the Bunker Lake Boulevard project.

City Engineer Westby replied that there should not be an overlap between the projects.

Councilmember Musgrove commented that this project has been discussed for some time and is needed. She asked for additional details on the alternates mentioned.

City Engineer Westby replied that the extension and cul-de-sac would be bid separately, and the Council would then make the decision as to whether to approve those portions of the project.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend City Council approval of plans and specifications and authorization to advertise for bids for Improvement Project #21-03, Business Park 95 Street Reconstruction.

Further discussion: Chairperson Riley agreed that this project is necessary as the roads are in bad shape and are used by businesses.

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, studies, and other items of interest.

6.02: Review Future Topics Calendar

Chairperson Riley commented that the cardboard recycling container seemed to be popular and asked if that could be available year-round.

Public Works Superintendent Riemer confirmed that staff could reach out to ACE Solid Waste to potentially bring that back.

Councilmember Musgrove stated that perhaps it would be nice to follow that up with numbers supporting that request.

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 6:05 p.m.

Respectfully submitted,

Grant Riemer

Public Works Superintendent

Drafted by Amanda Staple

TimeSaver Off Site Secretarial, Inc.

Public Works Committee

5. 1.

Meeting Date: 04/20/2021

By: Chris Anderson, Community
Development

Title:

Consider Request to Vacate Drainage and Utility Easement at 15730 Armstrong Boulevard

Purpose/Background:

The City received an application from Eduard Kopaygorodskiy (the "Applicant") to vacate an existing drainage and utility easement (the "Easement") that bisects the property at 15730 Armstrong Boulevard NW (the "Subject Property"). The Applicant had proposed to dedicate right-of-way for a cul-de-sac bulb that would improve upon the existing size of the Eland Street cul-de-sac, which currently fits entirely within the sixty-six (66) foot wide right-of-way. However, what was initially proposed by the Applicant was not contained entirely on the Subject Property (portions of the proposed right-of-way impacted the two adjacent properties to the north) and did not meet the minimum right-of-way radius requirement of sixty-five (65) feet.

The purpose of this case is to get direction from the Public Works Committee as to whether the full right-of-way radius, on the Subject Property, should be required, or if some reduced size would be acceptable, if it improved on the current situation.

Timeframe:

15 minutes

Observations/Alternatives:

The Subject Property was created as part of the Nordvik Addition in 2001. The Plat was a lot split, with an existing home on the southern lot and the Subject Property as the new, buildable lot. While the lot met the lot width standard in place at that time (200 feet), it was along Armstrong Boulevard rather than Eland Street. The Development Agreement stated that access was to be from Armstrong Boulevard, where the lot width complied with City Code, but that a sixty-six (66) foot wide Drainage and Utility Easement would reserve a corridor for a future southern extension of Eland Street should the land be further subdivided in the future. At that time, access to the Subject Property (and the lot to the south) would be converted to Eland Street and eliminated from Armstrong Boulevard.

The Subject Property is zoned R-1 Residential (Rural Developing) and is also guided as Rural Developing in the Comprehensive Plan. It seems unlikely the Subject Property would be further subdivided any time in the near future as that would require a Zoning Amendment, a Comprehensive Plan Amendment, and extension of both sewer and water trunk lines (water is relatively close, at 157th Avenue and Armstrong Boulevard; but sanitary sewer is much further away, Variolite Street to the east and 150th Lane to the south).

The Applicant intends to construct a new home on the Subject Property and has stated their preference is to eliminate the access to Armstrong Boulevard and construct a new driveway from the existing Eland Street cul-de-sac. The Applicant has stated that they have no desire to subdivide the Subject Property further and connecting to the local street would create a safer access than onto a County Highway. Furthermore, the Applicant is agreeable to deeding the right of access along Armstrong Boulevard to the public, eliminating any potential for a future driveway onto the County Highway.

The Applicant has expressed concern with accommodating the full right-of-way for a cul-de-sac on the Subject Property. City Code requires a radius of sixty-five (65) feet for a rural section cul-de-sac. Their initial proposal included a fifty-five (55) foot wide radius, but portions of the proposed right-of-way spilled over onto the two adjacent parcels to the north. Note that the actual enlarged cul-de-sac bulb would not be constructed at this time;

rather, the right-of-way would be dedicated now so that the City could construct a larger bulb in the future. The actual construction of the enlarged bulb would occur when Eland Street is reconstructed, which is currently in the CIP for 2027.

Alternatives

Alternative 1: Recommend that City Council vacate the sixty-six (66) foot wide drainage and utility easement contingent upon the Applicant dedicating right-of-way for a full size cul-de-sac entirely on the Subject Property.

Alternative 2: Recommend that City Council vacate the sixty-six (66) foot wide drainage and utility easement contingent upon the Applicant dedicating right-of-way for a larger cul-de-sac than what presently exists, but not necessarily the full sixty-five (65) foot radius.

Alternative 3: Recommend that City Council not vacate the existing drainage and utility easement and require any newly constructed home on the Subject Property to utilize the existing access onto Armstrong Boulevard.

Funding Source:

This portion of the request is being handled as part of Staff's regular duties. Based on direction of the Public Works Committee, further action on this request would likely be the responsibility of the Applicant.

Recommendation:

Both Engineering and Public Works Staff have stated a preference that the full right-of-way radius of sixty-five (65) feet be provided if the existing north-south drainage and utility easement is to be vacated. If the Applicant doesn't want to impact the Subject Property to that extent, then they would need to have the written consent of the two adjacent property owners to impact their parcels with right-of-way.

Note - we are reacting to request to release an asset that we currently have. Staff seems it is reasonable to ask for something in return and not unreasonable to ask for a full size ROW in return.

Action:

Based on discussion.

Attachments

Site Location Map

Applicant's Original Proposal

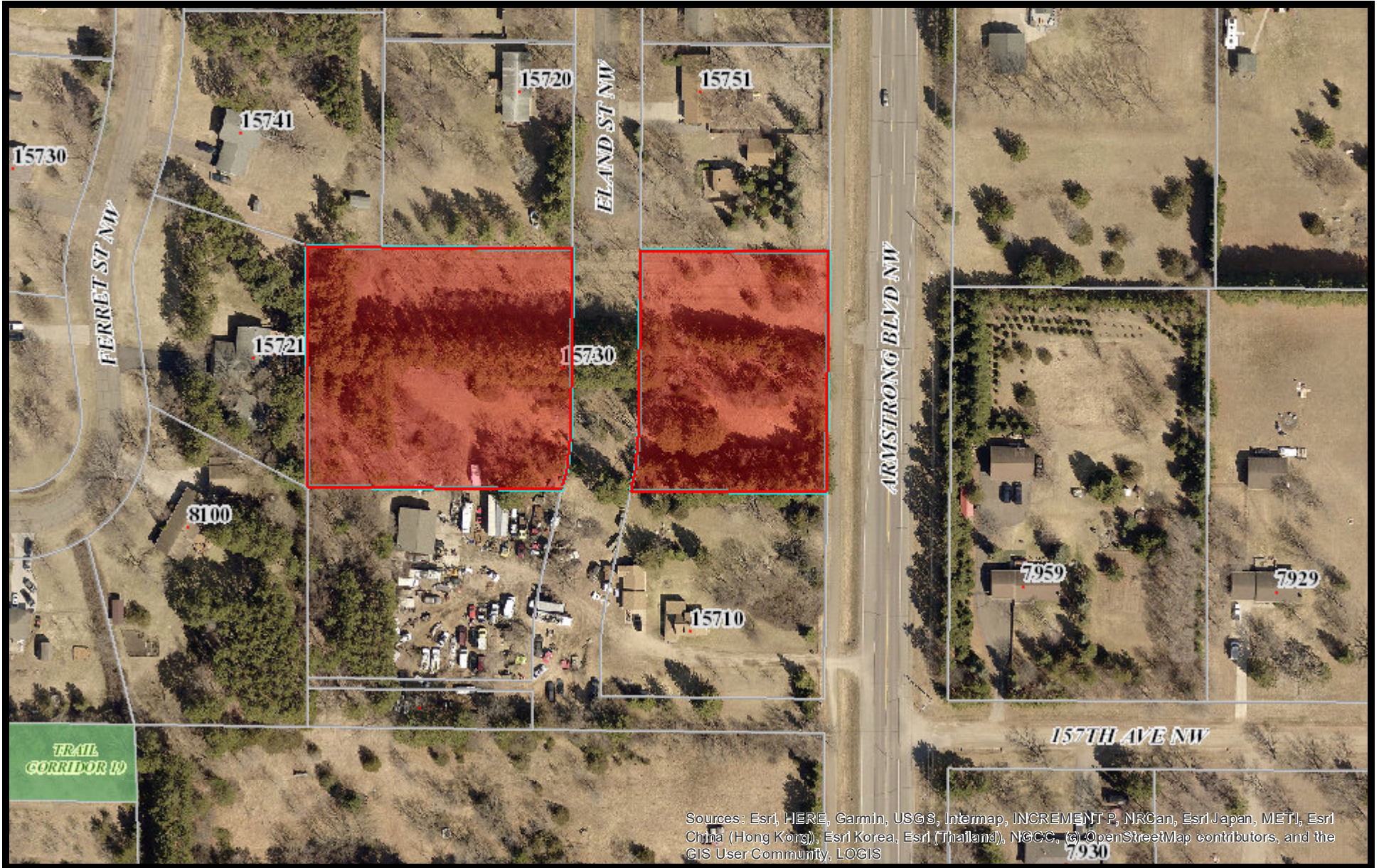
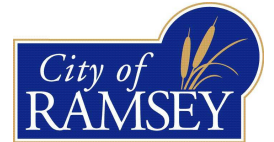
Proposed Easement Vacation

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	04/15/2021 01:42 PM
Grant Riemer	Grant Riemer	04/15/2021 03:10 PM
Kurt Ulrich	Kurt Ulrich	04/15/2021 04:10 PM
Form Started By: Chris Anderson		Started On: 04/13/2021 02:19 PM
Final Approval Date: 04/15/2021		

Site Location Map

15730 Armstrong Blvd



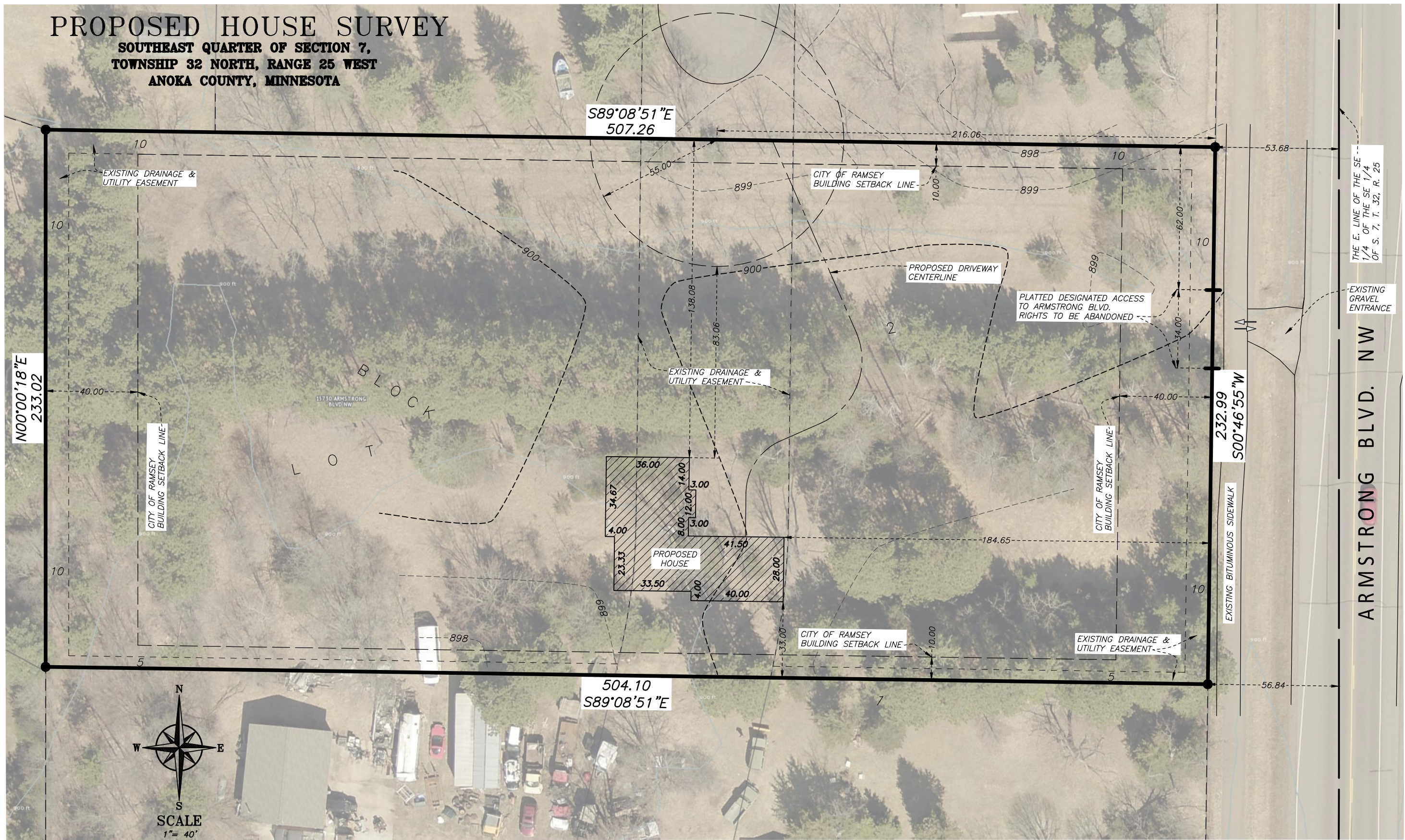
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NCCO, © OpenStreetMap contributors, and the GIS User Community, LOGIS

4/13/2021, 2:17:13 PM

0.0075 0.015 0.03 0.045 0.06 mi

A horizontal scale bar with markings at 0.0075, 0.015, 0.03, 0.045, and 0.06 miles.

PROPOSED HOUSE SURVEY
SOUTHEAST QUARTER OF SECTION 7,
TOWNSHIP 32 NORTH, RANGE 25 WEST
ANOKA COUNTY, MINNESOTA



BEARINGS ARE BASED ON NAD83(2011)
 ANOKA COUNTY COORDINATE SYSTEM



EDUARD KAPAYGORODSKIY
 157301 ARMSTRONG
 BOULEVARD NW
 RAMSEY, MN

JOB#:	20404	DRAWN BY:	TS
FILENAME:	20404.dwg	DATE:	11/13/2020
REV#	DESCRIPTION	DATE	

Public Works Committee

5. 2.

Meeting Date: 04/20/2021

By: Chris Anderson, Community
Development

Title:

Consider Request to Vacate Road Easement between 5805 and 5860 148th Lane NW

Purpose/Background:

In March of 2020, the Planning Commission reviewed and approved a variance related to the proposed location of a detached accessory building at 5805 148th Lane NW. As part of that discussion and approval, the Planning Commission directed Staff to initiate the process to vacate approximately 600 feet of existing roadway easement between 5805 and 5860 148th Lane (the "Subject Properties").

Timeframe:

15 minutes

Observations/Alternatives:

The existing road easement extends from the Subject Properties eastern boundaries west a bit over 600 feet. A road was never constructed within this portion of the easement and the City Attorney has stated that since no there has never been any road improvement within this portion of the easement and since the City has not maintained this portion of the easement, it is not 'open' to use by the general public. It is worth noting that the segment of 148th Lane NW west of Nowthen Boulevard is gravel; it has never been upgraded to a paved street.

Just west of where the road easement terminates is a large wetland complex, which really diminishes the likelihood of further development west of the Subject Properties. Thus, the only potential scenario in which the easement could be necessary would be if either of the Subject Properties wanted to subdivide in the future. However, the Subject Properties are zoned R-1 Residential (MUSA) and guided Low Density Residential (LDR) in the Comprehensive Plan, which would require extension of sewer and water. While there is a trunk sanitary sewer line west of the terminus of this road easement (through the wetland complex), the nearest trunk water line is along Nowthen Boulevard. Furthermore, there is also wetland over portions of the Subject Properties as well, further diminishing the potential for subdivision.

As can be seen from the aerial view of the Subject Properties, there is no cul-de-sac bulb where 148th Lane currently terminates. Should the easement be vacated, a small bulb would be constructed, presumably within the existing sixty-six (66) foot wide corridor, creating some maneuverability for large vehicles (plow trucks, garbage/recycling trucks, etc.). While it would not meet current standards, it would be an improvement from what exists presently.

Alternatives:

Alternative 1: Motion to recommend City Council vacate that portion of road easement generally from the eastern boundaries of the Subject Properties west to its terminus and direct staff to develop plans to construct a cul-de-sac bulb within the existing, remaining easement area.

Alternative 2: Motion to recommend City Council vacate that portion of road easement generally from the eastern boundaries of the Subject Properties west to its terminus and direct staff to work the the owners of the Subject Properties to obtain a greater radius for a cul-de-sac bulb.

Alternative 3: Motion to recommend that the City Council not vacate this existing roadway easement.

Funding Source:

This case is being handled as part of Staff's regular duties, based on direction from the Planning Commission.

Recommendation:

Staff supports vacating the western segment of this roadway easement contingent upon construction of a cul-de-sac bulb that provides some room for vehicle maneuverability (either within the existing easement boundaries or approaching the owners of the Subject Properties to widen the easement area for the cul-de-sac bulb).

Action:

Motion to recommend City Council vacate the western segment of this roadway easement.

Attachments

Site Location Map

Aerial of Existing Road (No Cul-De-Sac)

Aerial Image with Potential Cul-De-Sac Bulb within Existing Easement

Form Review**Inbox**

Tim Gladhill

Grant Riemer

Kurt Ulrich

Form Started By: Chris Anderson

Final Approval Date: 04/15/2021

Reviewed By

Tim Gladhill

Grant Riemer

Kurt Ulrich

Date

04/15/2021 01:40 PM

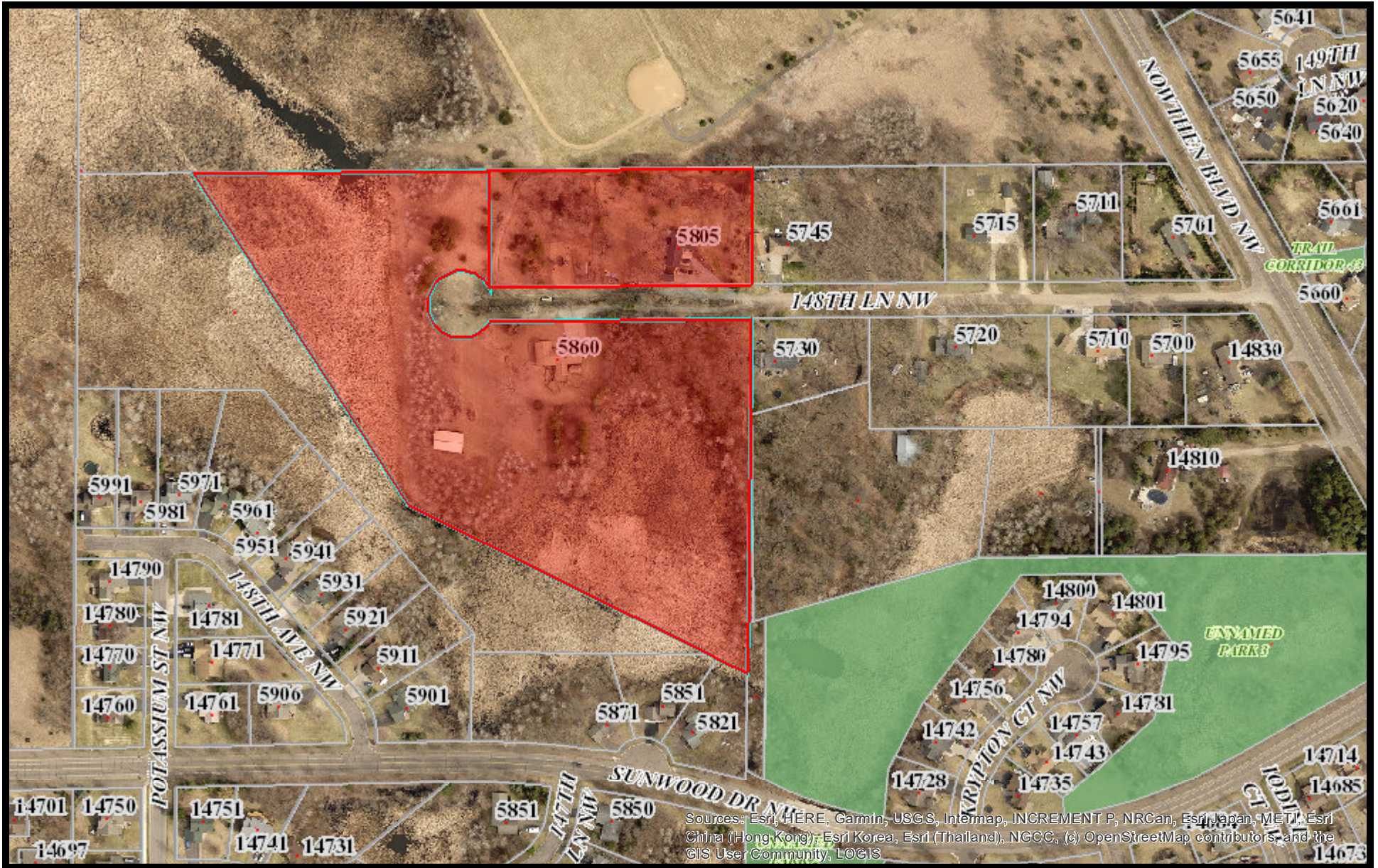
04/15/2021 03:15 PM

04/15/2021 03:52 PM

Started On: 04/13/2021 11:38 AM

Site Location Map

5805 & 5860 148th Lane



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, LOGIS



148TH LN NW



0ft
2971
23.413828 Degrees

Three Rivers Park District, Es

Meeting Date: 04/20/2021

By: Tim Gladhill, Community Development

Title:

Consider Collector Roads and Trunk Utility Infrastructure for Trott Brook North Planning Area

Purpose/Background:

The purpose of this case is to seek a recommendation to the full City Council to authorize an infrastructure study for the Trott Brook North Planning Area. The Trott Brook North Planning area is an area generally north of Trott Brook, south of 175th Avenue/173rd Avenue between Nowthen Boulevard and Variolite Street. This would be a similar infrastructure study as used with the Riverstone South development, although a much smaller scope.

There are 2 active development proposals within the Planning Area (Hunt Addition and Makowsky Addition). Both require Trunk Water and Sanitary Sewer Extensions. Additionally, both will require turn lanes on Nowthen Boulevard and the paving of 173rd Avenue. This infrastructure is a high-level planning level study that will lay out expectations for the Developer and help develop a fair cost allocation between the 2 projects.

Timeframe:

15 minutes

Observations/Alternatives:

This case is to authorize the work order only, not to approve a study or any cost share framework. Those will come at future steps.

- Priority Infrastructure Study Needs
 - Trunk Water
 - **Trunk Sanitary Sewer**
- Secondary Infrastructure Study Needs
 - Nowthen Boulevard Improvements
 - 175th Avenue Improvements

Emphasis was intentionally highlighted on sanitary sewer. This is the largest unknown at this point. Currently, the Hunt Addition is reliant on a sanitary sewer extension through the Makowsky Addition. If the Makowsky Addition does not move forward, the City must look at different alternatives. The first, and most critical part of the study is an examination of the capacity of the existing Lift Station in the Brookfield Neighborhood. That will aide Staff in determining other scenarios/alternatives as part of the study. The City is responsible for the Trunk System. Staff is not even able to delegate any additional engineering without first knowing this existing capacity.

It is common for the City to set minimum expectations on these shared/collector infrastructure needs and feels that it is a far better use of the City's time for the City to manage shared/collector infrastructure and allow private development to build off of that.

The City has a high-level Comprehensive Water and Comprehensive Sanitary Sewer Plan in place for ultimate build out. However, that does not do the necessary 'deeper dive' nor discuss phasing alternatives.

Funding Source:

Study Costs

Costs of the study would be split between the Public Improvement Revolving (PIR) Fund, Water Utility Fund and Sanitary Sewer Fund. Staff would aim to recoup these costs as part of a future assessment to the projects for collector infrastructure improvements.

- \$14,860 for Infrastructure Study
- \$9,260 for Lift Station Analysis

Future Capital Costs

Other than potential cost share for Nowthen Boulevard and 175th Avenue, Staff would recommend that the 2 Developers be responsible for all costs internal to the sites. The City may construct 173rd Avenue and assess the costs back to the adjacent developments. No assessments would be allocated to existing homes at this time.

Recommendation:

Staff recommends that the City Council authorize the Infrastructure Study by Bolton and Menk for the Trott Brook North Planning Area.

Action:

Motion to recommend that the City Council authorize the Infrastructure Study by Bolton and Menk for the Trott Brook North Planning Area.

Attachments

Makowsky Addition

Hunt Addition

BMI Proposal

Form Review

Inbox

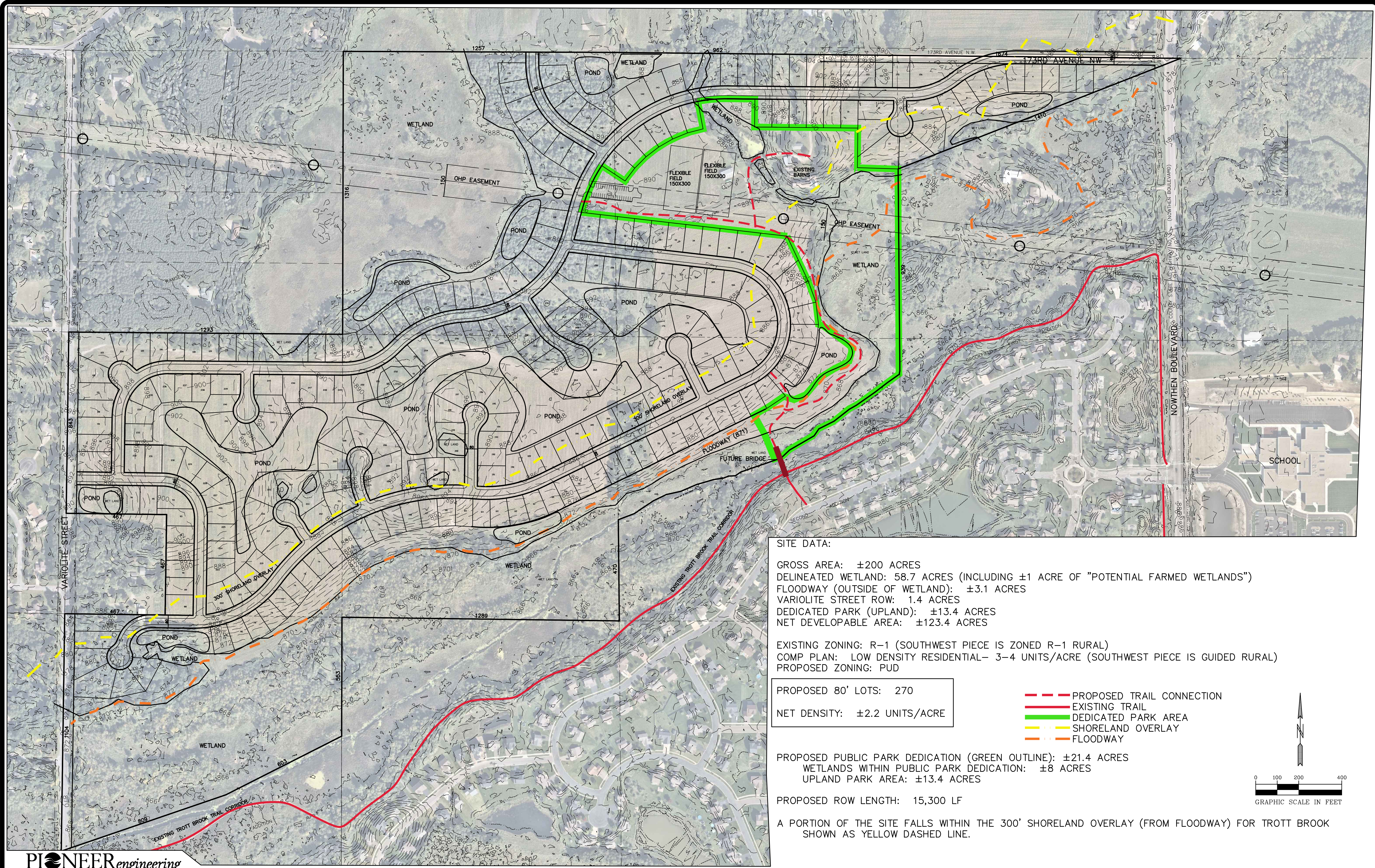
Bruce Westby
Tim Gladhill (Originator)
Grant Riemer
Kurt Ulrich
Form Started By: Tim Gladhill
Final Approval Date: 04/15/2021

Reviewed By

Bruce Westby
Tim Gladhill
Grant Riemer
Kurt Ulrich

Date

04/15/2021 02:15 PM
04/15/2021 03:17 PM
04/15/2021 03:22 PM
04/15/2021 03:35 PM
Started On: 03/16/2021 10:11 AM



SITE DATA:

GROSS AREA: ±200 ACRES
 DELINEATED WETLAND: 58.7 ACRES (INCLUDING ±1 ACRE OF "POTENTIAL FARMED WETLANDS")
 FLOODWAY (OUTSIDE OF WETLAND): ±3.1 ACRES
 VARIOLITE STREET ROW: 1.4 ACRES
 DEDICATED PARK (UPLAND): ±13.4 ACRES
 NET DEVELOPABLE AREA: ±123.4 ACRES

EXISTING ZONING: R-1 (SOUTHWEST PIECE IS ZONED R-1 RURAL)
 COMP PLAN: LOW DENSITY RESIDENTIAL- 3-4 UNITS/ACRE (SOUTHWEST PIECE IS GUIDED RURAL)
 PROPOSED ZONING: PUD

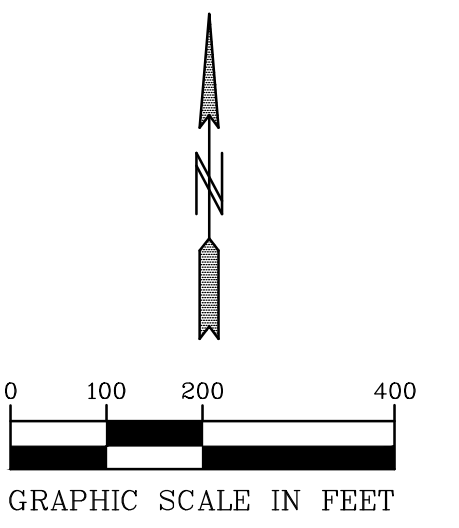
PROPOSED 80' LOTS: 270
 NET DENSITY: ±2.2 UNITS/ACRE

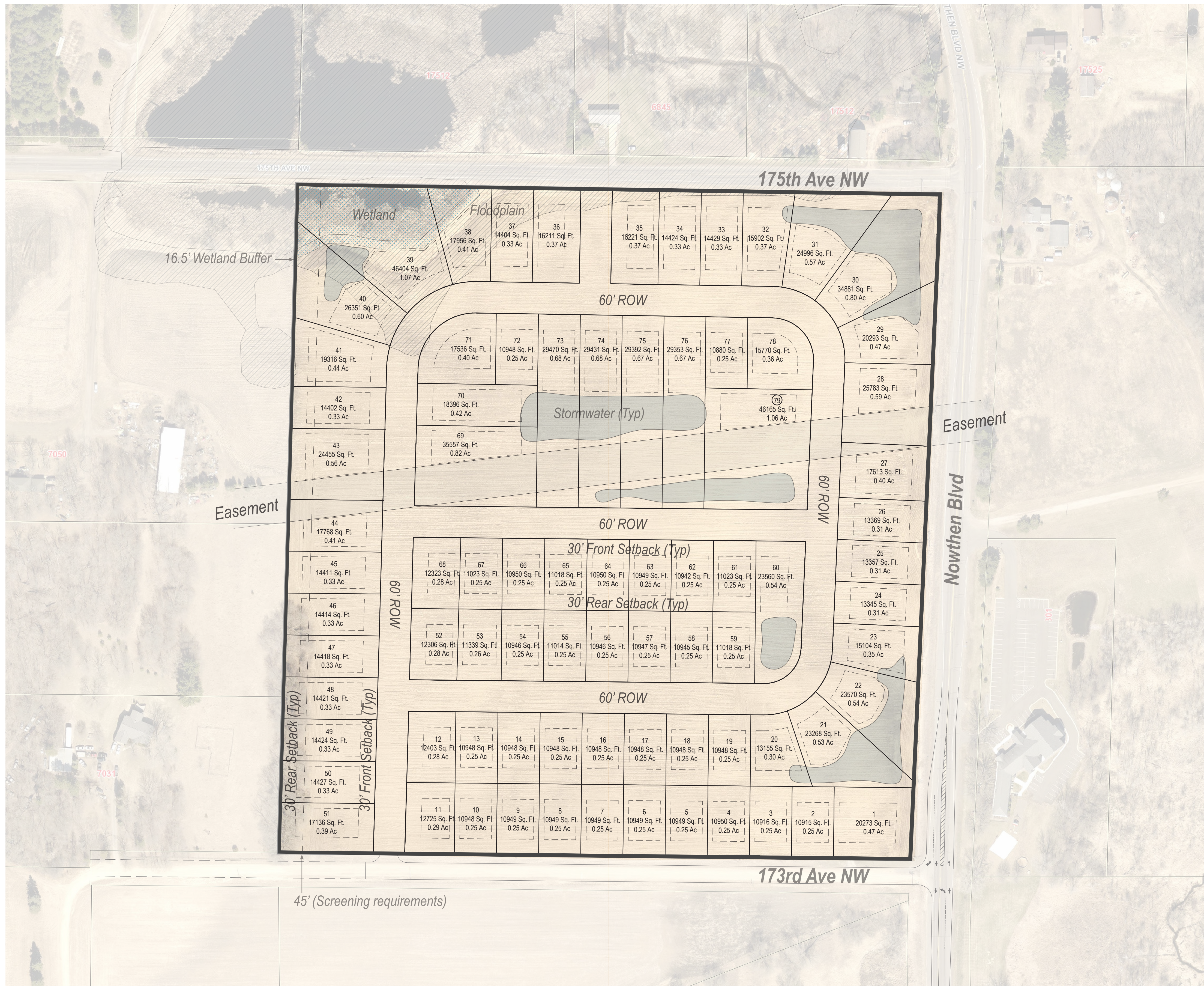
- PROPOSED TRAIL CONNECTION
- EXISTING TRAIL
- DEDICATED PARK AREA
- SHORELAND OVERLAY
- FLOODWAY

PROPOSED PUBLIC PARK DEDICATION (GREEN OUTLINE): ±21.4 ACRES
 WETLANDS WITHIN PUBLIC PARK DEDICATION: ±8 ACRES
 UPLAND PARK AREA: ±13.4 ACRES

PROPOSED ROW LENGTH: 15,300 LF

A PORTION OF THE SITE FALLS WITHIN THE 300' SHORELAND OVERLAY (FROM FLOODWAY) FOR TROTT BROOK SHOWN AS YELLOW DASHED LINE.





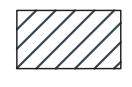

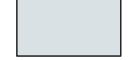
Site Data

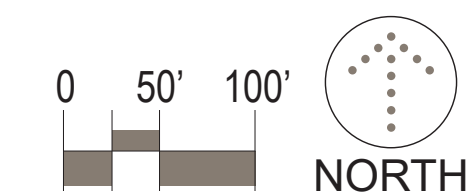
Site Area - Gross	35.5 Acres
Wetland	0.7 Acres
Wetland Buffer	0.2 Acres
Site Area - Net <i>(less wetland & wetland buffer)</i>	34.7 Acres
Easement <i>(not buildable)</i>	2.1 Acres
Buildable Area <i>(less wetland, wetland buffer, & easement)</i>	32.6 Acres
Floodplain Area to Mitigate	1.5 Acres

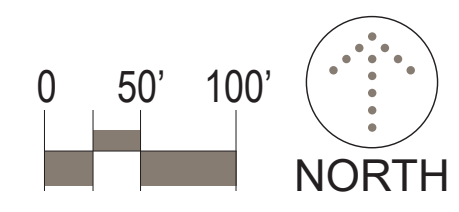
Concept Data

Unit Count	79
Density - Gross / Net	2.2 / 2.3
Minimum lot size	10,890 Sq. Ft.
Minimum lot width / Corner lot	80' / 90'
Front Building Setback	30'
Rear Building Setback	30'
Side Setback Street / Interior	30' / 10'
Wetland Buffer	16.5'
Buffer Requirements <i>(required along existing residential properties)</i>	45' no berm 35' berm

Legend

-  Floodplain (FEMA)
-  Wetland and Wetland Buffer (NWI)
-  Stormwater







Real People. Real Solutions.

7533 Sunwood Drive NW
Suite 206
Ramsey, MN 55303-5119

Ph: (763) 433-2851
Fax: (763) 427-0833
Bolton-Menk.com

March 4, 2021

Tim Gladhill, AICP
Deputy City Administrator
7550 Sunwood Drive NW
Ramsey, MN 55303

RE: Proposal for Engineering Services –Trott Brook North (MUSA Area) – Public Utilities

Dear Mr. Westby:

We appreciate the opportunity to assist the City of Ramsey with the analysis of servicing the area north of Trott Brook, within the MUSA boundary, with public utilities.

There are several potential development scenarios that could be brought forward for the area north of Trott Brook, west of Nowthen Boulevard. The specific properties being evaluated for this study include:

- Hunt Addition: A 35.5 acre parcel between 173rd Avenue and 175th Avenue, west of Nowthen Boulevard.
- Makowsky Addition: An approximate 200 acre parcel directly north of Trott Brook between Nowthen Boulevard and Variolite Street.

Three development scenarios will be reviewed:

- The Hunt Addition develops as a stand-alone project,
- The Hunt Addition and a portion of the Makowsky Addition develop simultaneously, and
- The Hunt Addition and all of the Makowsky Addition develop simultaneously.

For each of the scenarios, we will review required improvements and costs associated with those improvements. The costs will be separated between development responsibility and trunk utility responsibility. We will review needs and costs associated with roadway, storm sewer, water main, sanitary sewer improvements.

Base Analysis

Our base analysis will include the following:

Water Main – We will review the City’s Comprehensive plan and determine the improvements required to serve the area(s).

Roadways – The roadway network will be reviewed to determine the improvements required. Temporary improvements will be identified if they are needed to serve the development(s).

Sanitary Sewer – We will review options for each of the three development scenarios, including temporary service if the Hunt Addition develops individually. For the sanitary sewer analysis, we will

make recommendations related to the capabilities of the existing facilities to serve the area north of Trott Brook. Our analysis will assume the existing lift station can serve the Hunt Addition on a temporary basis, as long as flow can be routed to the facility.

Scope of Work

The tasks anticipated for the study are presented below. The anticipated duration of each primary task is included next to the task title.

Existing Conditions Analysis

Gather Data and Compile Working Drawing: We will gather existing information, including aerial photography, LiDAR contour information, GIS utility information and record drawings, where available. We will compile the information into a working drawing. Fees associated with this task are estimated at \$2,220.

Field Survey: Based on the working drawing, we anticipate some field survey will be required along the creek. We are estimating 1.5 days of field survey, including establishing control and inserting the data into the working drawing. Fees associated with this task are estimated at \$2,240.

Existing Sanitary Sewer Flows: To understand the existing sanitary sewer flows in the area, we will request the lift station pumping records for the past several years. We will work with Public Works staff to gather the pumping records. We will also review the existing developed areas which flow to the lift station to gain a further understanding of flows per residence in the area. Fees associated with this task are estimated at \$1,740.

Flow Projections and System Requirements

Developable Acreage/Projected Flows: We will review the undeveloped parcels which could potentially flow to Variolite Street, both north and south of Trott Brook. We will then develop estimates for average daily flow and peak flow for the service area. Fees associated with this task are estimated at \$3,330.

Pipe Capacity Requirements: Based on the projected flow estimates, we will develop pipe capacity requirements at several locations throughout the service area. Fees associated with this task are estimated at \$630.

Roadway and Water System Requirements

Roadway: We will review the roadway needs for the area. This will include a review of Nowthen Boulevard and the potential cul-de-sac if the Hunt Addition develops prior to the Makowsky Addition. Fees associated with this task are estimated at \$630.

Water System: We will review the City's Comprehensive plan to determine water system improvements required for the development(s). Fees associated with this task are estimated at \$830.

Estimates and Memorandum

Estimates and Memorandum: We will prepare a brief Memorandum with exhibits depicting the results of the study. High level construction cost estimates will also be prepared for use in budgeting for the improvements. Fees associated with this task are estimated at \$3,240.

Additional Recommendations

Based on the findings of our analysis, we may make recommendations for tasks which should be completed during the design phase of future projects. The recommendations could include such items as: soil borings, additional survey, additional lift station related testing (concrete, power supply, etc.), and I/I analysis of the existing sanitary sewer system in the area.

Optional: Lift Station Analysis

Our proposed analysis will assume that the existing lift station will be able to accommodate flows from the Hunt Addition on a temporary basis. Once the Makowsky Addition develops, the Hunt Addition sanitary sewer flows will be conveyed through the Makowsky Addition.

The current Sanitary Sewer Comprehensive Plan depicts service to this area via gravity sewer which then flows to an existing lift station. The lift station then pumps the sewage through a forcemain which discharges in Variolite Street near 166th Avenue. Our understanding is that the lift station is at or near capacity, requiring alternative solutions to be explored.

The lift station analysis will most likely include the following components:

- Meet with Public Works staff to gain an understanding of existing operations of the facility,
- Complete a site visit and perform a cursory review and condition assessment,
- Review the control panel, SCADA system and power source. Develop recommendations based on reliability and long-term usage of the existing equipment.
- Analyze existing and future flows to the facility. Develop an estimate of when pump replacement will need to occur.
- Analyze forcemain, lift station structure and pump capacity to determine if capacity exists when full development of the service area occurs.
- Perform a general assessment of the existing power source. Provide discussion related to the implications of power failure, the potential need for a backup power generator, and consequences of power failure.
- Prepare cost estimates for recommended improvements.

The above analysis is estimated to cost \$9,260. The actual fees may vary, depending upon the findings described in the primary task.

Tim Gladhill, AICP

March 4, 2021

Page 4 of 4

Proposed Fees

Each of the tasks above presents an estimate of fees on a per task basis. The total fees will not exceed \$14,860.00 without prior approval of the City. The optional lift station analysis can be completed for an additional not to exceed amount of \$9,260.00.

If there are any questions, please call me at (651) 968-7760.

Sincerely,

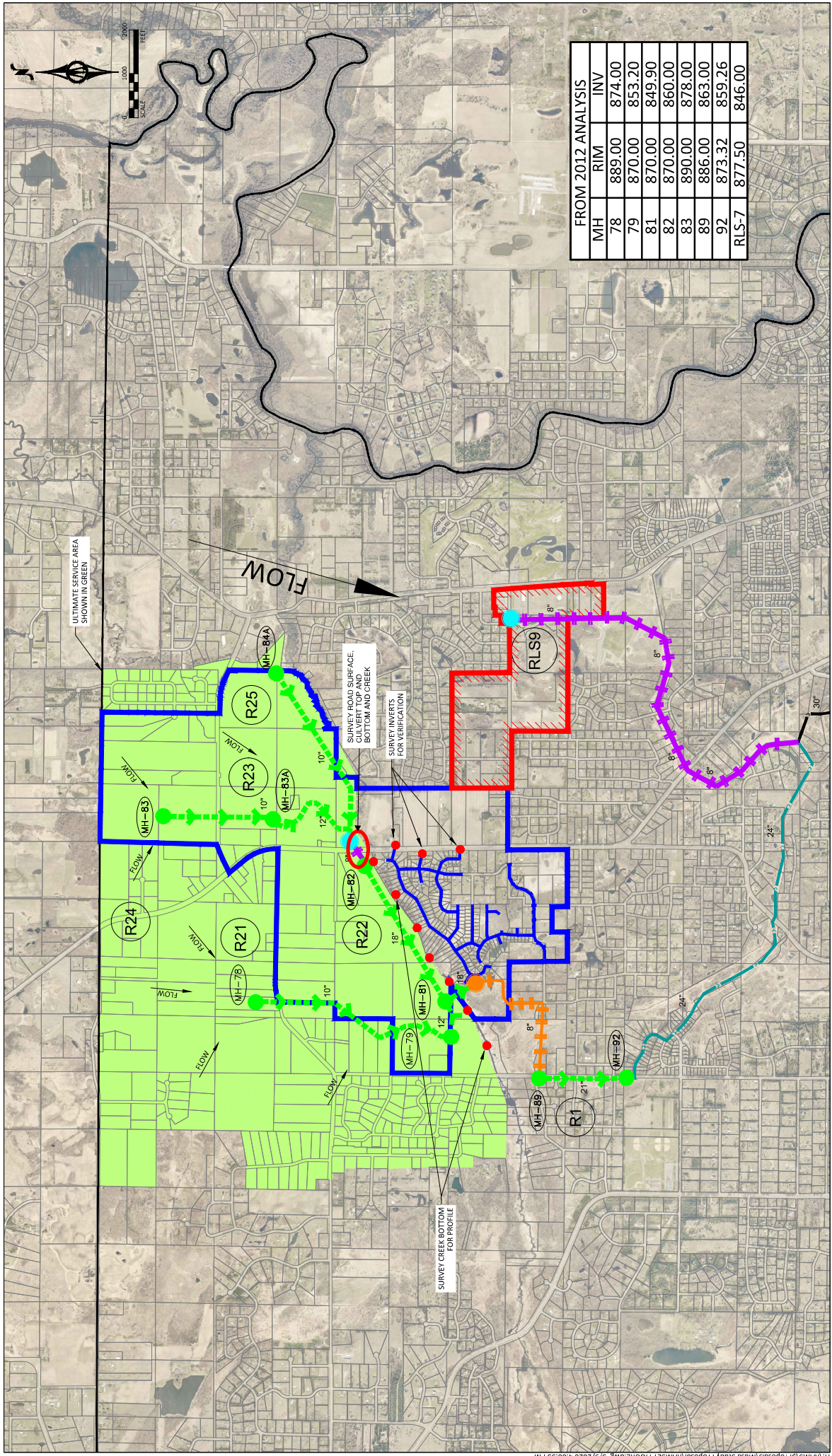
BOLTON & MENK, INC.

A handwritten signature in blue ink that reads "Kevin P. Kielb". The signature is fluid and cursive, with the first name being the most prominent.

Kevin P. Kielb, P.E.

Principal Engineer

Attachment: Location Map



Public Works Committee

5. 4.

Meeting Date: 04/20/2021

Submitted For: Grant Riemer, Engineering/Public Works

By: Grant Riemer, Engineering/Public Works

Title:

Consider Year Round Cardboard Recycling at Public Works

Purpose/Background:

The purpose of this case is to see if there is sufficient interest, by our residents, to offer cardboard recycling year round. Card board recycling is offered during the holiday season and has proved to be hugely popular with residents. There are two large dumpsters located at the PW campus from mid-December through late January with weekly service from ACE (or more often, if needed). If council approved, we would start with a somewhat smaller dumpster, just to help judge the public's response.

Timeframe:

10 minutes

Observations/Alternatives:

ACE is willing to provide a dumpster on a trial basis to see if there is enough interest to support the program year round. If demand dictates that the dumpster only be emptied once, say every 30 days, it would be considered an "under utilized asset" and would not be financially feasible to continue, but ACE is willing to try it out to judge demand. Presently, the cost to empty the container would be \$137.63 per service

ACE also provides a small dumpster at their site for cardboard recycling. When they expanded their transfer station, they incorporated a 'customer convenience center' located just west of the intersection of 141St Ave/Basalt St, which includes a 2-yard dumpster for typical curbside recyclables, including cardboard, and four (4) carts for organics. This is another option that's available to residents at no charge.

Funding Source:

SCORE Funding from Anoka County

Recommendation:

Staff recommends working with ACE Solid Waste to provide cardboard recycling at the Public Works Campus, on a trial basis, to judge resident response. If Staff is directed to move forward, this opportunity would be promoted via the Ramsey Resident newsletter, the Ramsey Recycler newsletter, and the website.

Action:

Motion to accept staff recommendation to work with ACE Solid Waste to provide cardboard recycling at the Public Works Campus, on a trial basis, to judge resident response.

Attachments

[ACE Customer Convenience Center](#)

Form Review

Inbox

Chris Anderson

Kurt Ulrich

Form Started By: Grant Riemer

Final Approval Date: 04/15/2021

Reviewed By

Chris Anderson

Kurt Ulrich

Date

04/15/2021 10:04 AM

04/15/2021 12:00 PM

Started On: 03/25/2021 12:50 PM

RECYCLE ONLY
PLEASE DO NOT RECYCLE IN THIS BIN TO KEEP IT CLEAN
NOTICE VIDEO SURVEILLANCE IN USE ON THESE PREMISES



ORGANICS ONLY
NOTICE VIDEO SURVEILLANCE IN USE ON THESE PREMISES



Public Works Committee

5. 5.

Meeting Date: 04/20/2021

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommending City Council Approval of Plans and Specifications and Award of Contract for Improvement Project #21-11, 2021 Pavement Rejuvenation Improvements

Purpose/Background:

Purpose:

The purpose of this case is to consider recommending City Council approval of plans and specifications and award of contract for Improvement Project #21-11, 2021 Pavement Rejuvenation Improvements.

Background:

Sealcoating Background -

The intended purpose of sealcoating streets was to protect existing bituminous pavement from damage due to stormwater runoff, ultraviolet rays from the sun, and petroleum deposits left by vehicles using the streets. In addition, a small amount of oil in the sealcoat emulsion is absorbed by the underlying pavement, helping to rejuvenate up to the top quarter-inch of pavement.

In 2019, the City Council indefinitely suspended sealcoat improvements due to observed pavement stripping under sealcoat issues, which causes the top inch or so of pavement to strip away from the underlying pavement in areas that start out small (the size of a quarter), but then grow larger and larger over time until much of the pavement's surface has disintegrated.

Since the sealcoat program was suspended, Staff has been exploring alternatives to sealcoat improvements for northern tier states, such as Minnesota. Numerous alternatives have been tried by many cities throughout the metro area. The most common alternatives in use by other cities include fog sealing, micro-thin overlays, and pavement rejuvenators.

City Staff have been conferring with Staff from other metro cities including Anoka, Andover, Brooklyn Center, Coon Rapids, Saint Michael and Woodbury to discuss what other sealcoat alternatives are being tried. Based on these discussions, Staff feels pavement rejuvenators will provide the greatest overall benefit at the lowest cost, while minimizing impacts to the traveling public due to the fast cure times.

Reclamite Pavement Rejuvenator Background -

On March 3, 2020, Staff attended a lunch and learn presented by Corrective Asphalt Materials (CAM) and hosted by the City of Coon Rapids. Staff from the following cities were in attendance.

- Andover
- Brooklyn Center
- Circle Pines
- Columbia Heights
- Coon Rapids
- Fridley
- Ham Lake
- Mahtomedi
- Mounds View
- New Brighton
- Otsego

- Ramsey
- Saint Francis

Corrective Asphalt Materials specializes in applying a petroleum maltene-based pavement rejuvenating agent called Reclamite. Maltene-based petroleum products have the ability to absorb or penetrate into asphalt pavement and restore the reactive components (maltenes) that have been lost due to the natural process of oxidation.

Reclamite is used as a pavement preservation tool and is applied similar to a fog seal, but with a much quicker dry time along with additional benefits. Numerous cities have been using this product for years and have had good experiences thus far and plan to continue applying Reclamite in the foreseeable future.

CAM typically restricts applications of Reclamite to pavement that is 5 years old or less, though they are starting to apply Reclamite to some streets in Edina and Woodbury that are around 8 years old. To determine if the pavement is able to absorb the Reclamite application in sufficient quantity the pavement must first be tested by applying test applications to determine if the existing pavement is porous enough to accept Reclamite using standard application rates.

As stated in the attached brochure from CAM, Reclamite has been used for more than 50 years and is proven to add 5 to 7 years of service life to pavements. According to CAM, Reclamite penetrates, rejuvenates and seals the surface of the pavement by replenishing the lost maltene fraction in the asphalt binder making the surface durable and flexible thereby preventing raveling, stripping, and air and moisture intrusion.

CAM also claims Reclamite provides a significant cost savings over a 60-year pavement life over traditional sealcoat and overlay improvements.

2020 Pavement Rejuvenation Improvements -

Following approvals from the Public Works Committee and the City Council, a pavement rejuvenator demonstration project was completed in 2020. Reclamite was applied to Ute Street in the Stanhope Terrace development, which was reconstructed in 2018.

The pavement treated with Reclamite currently appears to be less porous and drains better than the pavement segment to the north that was reconstructed at the same time but was not treated with Reclamite. Staff will continue to monitor the two sections to evaluate the ongoing benefits of Reclamite.

2021 Pavement Rejuvenation Improvements -

The City budgeted \$200,000 for 2021 crack seal improvements. Total project costs for the 2021 crack seal improvements based on the awarded bid are anticipated to be \$125,888.00. Therefore, \$74,112 is projected to remain unspent from the 2021 crack seal budget.

In an attempt to best utilize the entire \$200,000 budgeted for crack seal improvements on pavement maintenance improvements, engineering and public works staff have reviewed the City's street maintenance needs and offer the following recommendations.

Public Works Staff recommends authorizing Staff to replace the old pavement patching trailer with a new trailer, which if purchased through the state contract would cost \$33,593. The old trailer could continue to be used by a second patching crew, when available. Staff does not believe the old trailer has much, if any, salvage value.

Engineering Staff recommends awarding a contract to Corrective Asphalt Materials in the amount of \$41,272.12 to apply Reclamite to 44,861 square yards (SY) of bituminous pavement on numerous street segments in the following residential developments.

- Brookfield 6th, 7th and 8th Additions (9,618 SY)
- Covenant Meadows (6,218 SY)
- Ford Brook Estates (3,016 SY)
- Harvest Estates 1st and 2nd Additions (7,826 SY)

- Rivers Bend (7,915 SY)
- Wood Pond Hills & Chestnut Ridge (10,268 SY)

Attached is a copy of Corrective Asphalt Materials proposal, as well as a project scope map showing the streets segments proposed to be treated with Reclamite.

The total cost associated with Staff’s recommendations is \$74,865.12. Again, based on the awarded crack seal bid, Staff projects \$74,112 will remain unspent from the 2021 crack seal budget. If Council acts to approve Staff’s recommendations above, an additional \$753.12 would be needed.

Staff plans to present a case to the City Council on April 27th requesting authorization to proceed with Staff’s recommendations to spend down the unspent 2021 crack seal budget. This case will include any recommendations from the Public Works Committee.

Timeframe:

Staff estimates 15 minutes will be needed to present this case and respond to questions.

Observations/Alternatives:

Observations:

During the Public Works Committee meeting, Staff will display several pictures of pavement before and after receiving Reclamite applications. Staff will also present one or two short video clips showing the Reclamite application process.

Alternatives:

Alternative #1 – Motion to recommend City Council approval of plans and specifications and award of contract for Improvement Project #21-11, 2021 Pavement Rejuvenation Improvements.

Alternative #2 – Motion of other.

Funding Source:

Based on Staff’s recommendations, an additional \$753.12 would be needed, which Staff proposes to pay for from the pavement maintenance budget.

Recommendation:

Staff recommends alternative #1.

Action:

Motion to recommend City Council approval of plans and specifications and award of contract for Improvement Project #21-11, 2021 Pavement Rejuvenation Improvements.

Attachments

Reclamite Brochure

2021 Reclamite Proposal

IP 21-11 Project Scope Map

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	04/15/2021 03:14 PM
Kurt Ulrich	Kurt Ulrich	04/15/2021 03:58 PM
Form Started By: Bruce Westby		Started On: 04/13/2021 12:43 PM
Final Approval Date: 04/15/2021		

Reclamite® Petroleum Maltene-Based Rejuvenating Agent

► What is Reclamite?

According to the National Center for Pavement Preservation “a true asphalt rejuvenator is a maltene-based petroleum product which has the ability to absorb or penetrate into an asphaltic concrete pavement and restore those reactive components (maltenes) that have been lost from the asphalt cement binder due to the natural process of oxidation.”

Reclamite comprises the same maltene fractions as the asphalt binder. Reclamite is refined from a naphthenic (wax free) base that seals and preserves the surface “in-depth”.



► How does it work?

Reclamite has been used for more than 50 years and is proven to add 5-7 years service life to pavements. It penetrates, rejuvenates and seals the surface by replenishing the lost maltene fraction in the asphalt binder. Maltene is necessary to make the surface durable and flexible. Reclamite fluxes with the asphalt binder, restoring the aggregate/asphalt bond.

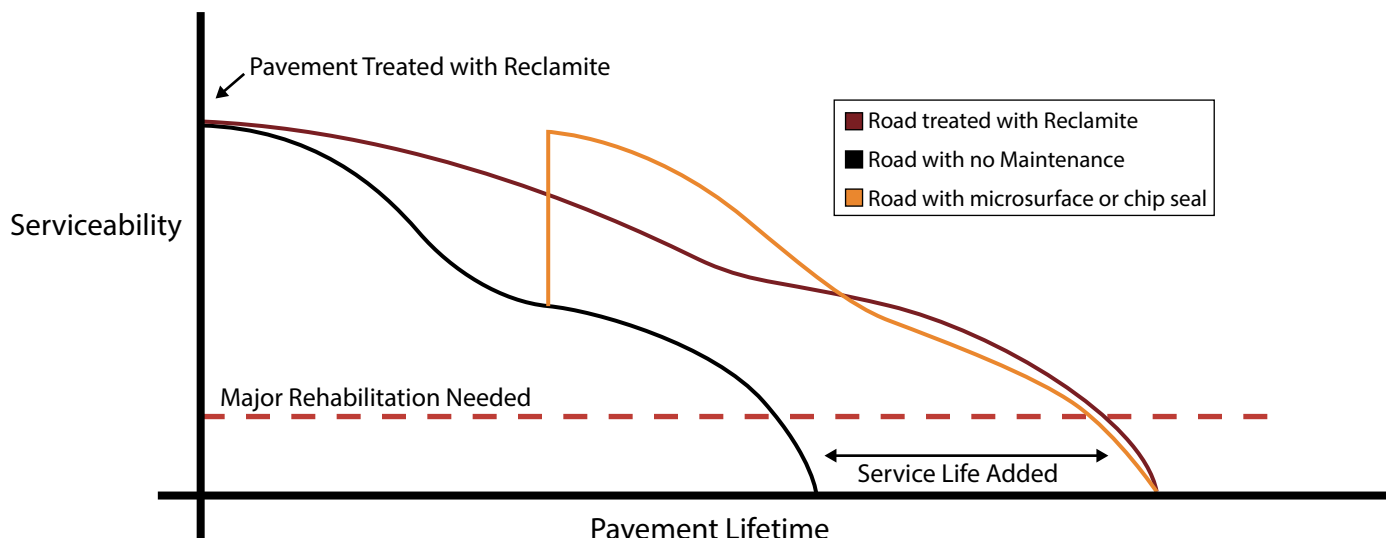
Reclamite prevents raveling and stripping and, by densifying the pavement’s surface, it helps address compaction issues, reduces surface permeability, and prevents air and moisture intrusion. It adjusts viscosity and penetration values. It does not contain degreasers, solvents or creosotes.

Components of Asphalt.



► When should Reclamite be used?

Reclamite is a “top-of-the-curve” application. Apply to newer pavement (less than six years old in northern climates, less than ten years old in southern climates) that shows minimal signs of surface deterioration.



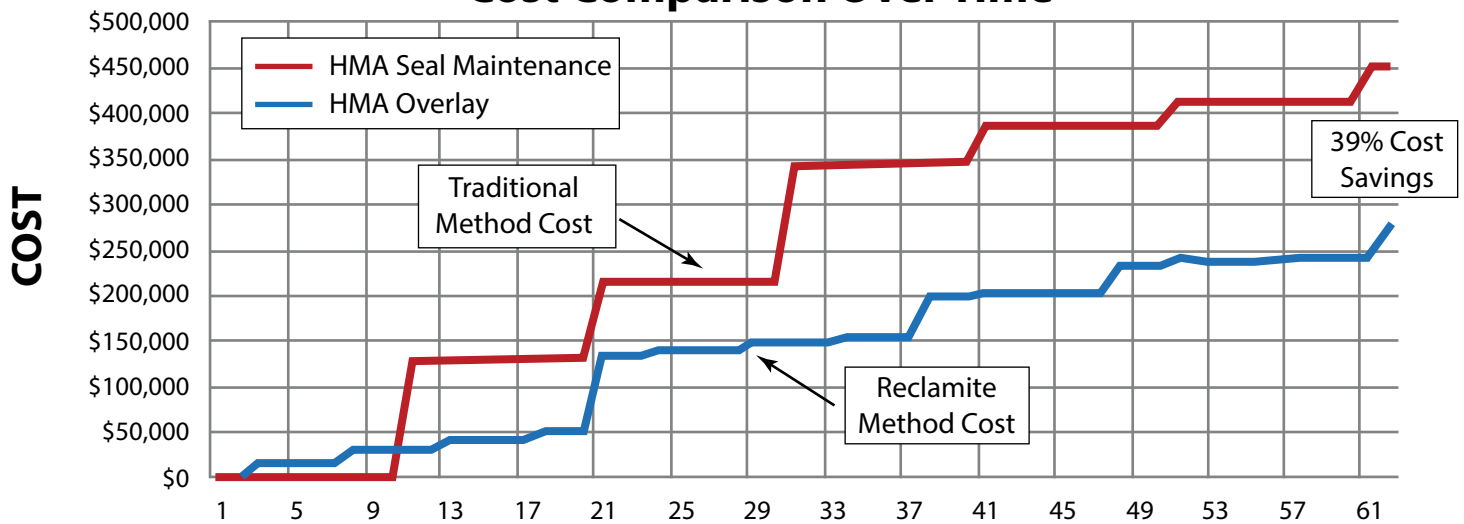
► How is Reclamite applied?

Reclamite is sprayed like a fog seal. The emulsion is diluted with water to 60 percent Reclamite. Application rates average between .05-.08 gallons per square yard. It is applied in one pass, has a 20-45 minute cure time and leaves no surface coating. Then a light coating of sand or limestone screenings is applied (1-2 pounds per square yard). The screenings are swept between 1-2 days after application. Striping is not compromised and remains visible throughout the application process.



Application of Reclamite

Cost Comparison Over Time



Source: Town of Avon, Indiana Preservation Study. Schneider Engineering Case Study Presented at Purdue University www.youtube.com/watch?v=dYIDAA2Ey4k

AVON PASER AVG. 1999-2013

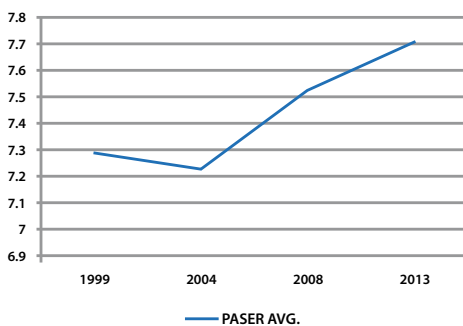


Chart shows average Paser ratings increasing after Reclamite program was initiated



Photo taken in November 2015

Corrective Asphalt Materials

Mailing Address:
300 Daniel Boone Trail
South Roxana, IL 62087
Phone: 618-254-3855
Fax: 618-254-2200

Locations:
300 Daniel Boone Trail, South Roxana, IL 62087
43W630 Wheeler Road, Sugar Grove, IL 60554

April 1, 2021

City of Ramsey MN
7550 Sunwood Drive NW
Ramsey, Minnesota 55303
Joe Feriancek: JFeriancek@ci.ramsey.mn.us

RE: Reclamite project

Dear Mr. Feriancek

Corrective Asphalt Materials, LLC (CAM, LLC) thanks you for the opportunity to bid the City of Ramsey, MN's Asphalt Rejuvenator Project. Please accept the following as our formal proposal to apply Reclamite Maltene Based Rejuvenating Agent to the areas listed below and per map provided by city.

- Apply Reclamite to 44,861 SY of Asphalt Road Ways
 - Wood Pond Hills & Chestnut Ridge 10268 SY Rivers Bend 7915 SY
 - Harvest Estates 1st and 2nd 7826 SY Covenant Meadows 6218 SY
 - Ford Brook Estates 3016 SY Brookfield 6/7/8th 9618 SY
 - **Total: 44,861 SY @ \$.92 per SY = \$41,272.12**
 -

CAM's Responsibilities:

- Furnish and apply Reclamite
- Furnish and apply limestone screenings
- Post Sweeping of limestone screenings
- Traffic Control and signage
- Post "NO PARKING" signs
- Attend to any issues that may arise from work

City of Ramsey's Responsibilities:

- Resident Notifications

Price good for 30 days. Payment Net 30

Tina Revermann will be contacting you to schedule the project. Info: tina@cammidwest.com, Direct: 618-484-7650

Billing Information (please fill out upon acceptance)

Name: _____ Address: _____

Phone Number: _____

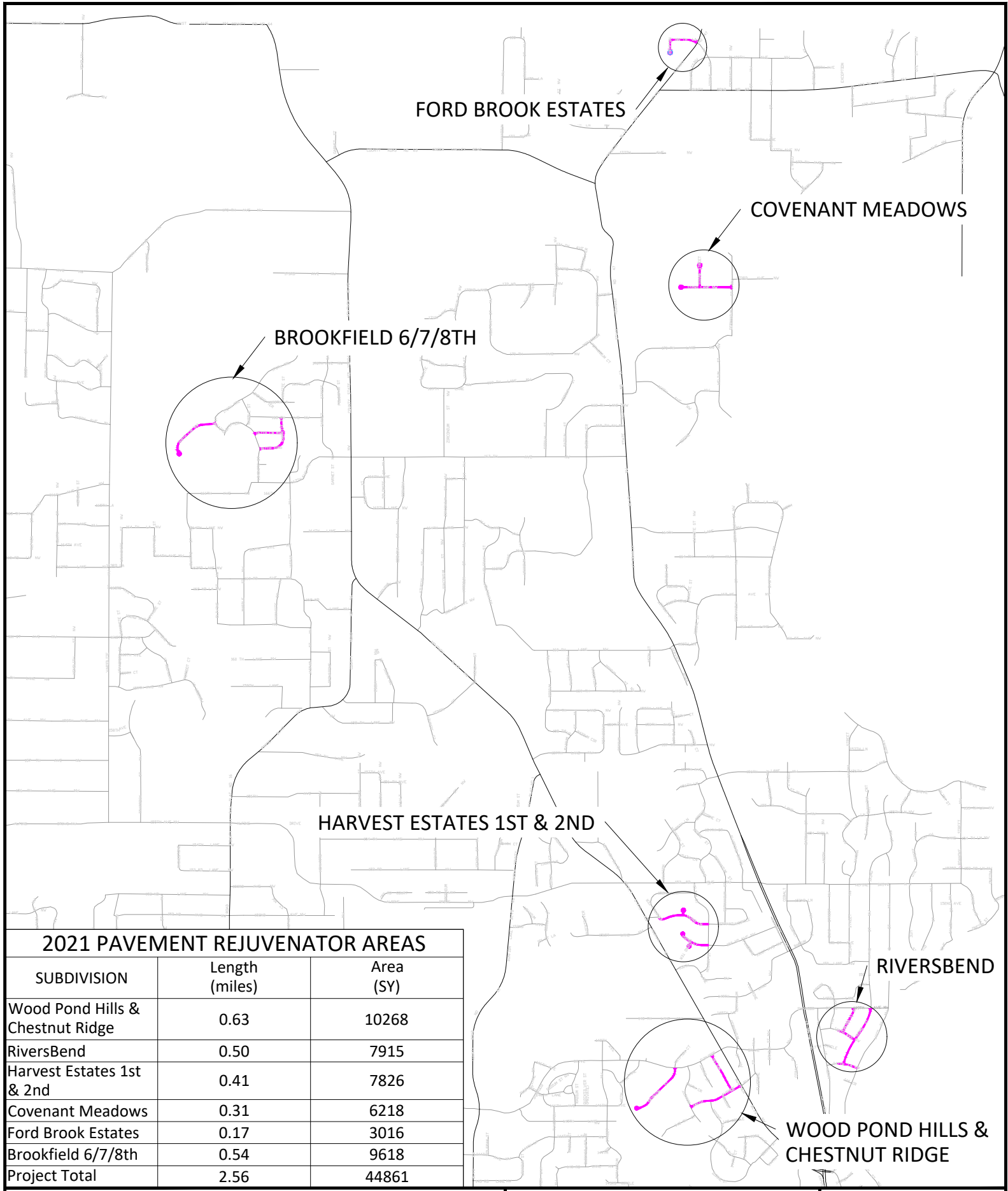
Signature: _____

Again, thank you for the opportunity. We look forward to providing our professional services.

Sincerely,

Tina Revermann
Operations Manager 618.484.7650

cc: Colleen West
Business Development 314.267.9313



FORD BROOK ESTATES

COVENANT MEADOWS

BROOKFIELD 6/7/8TH

HARVEST ESTATES 1ST & 2ND

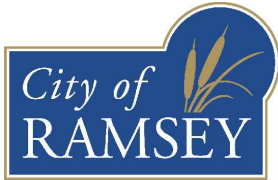
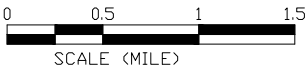
RIVERSBEND

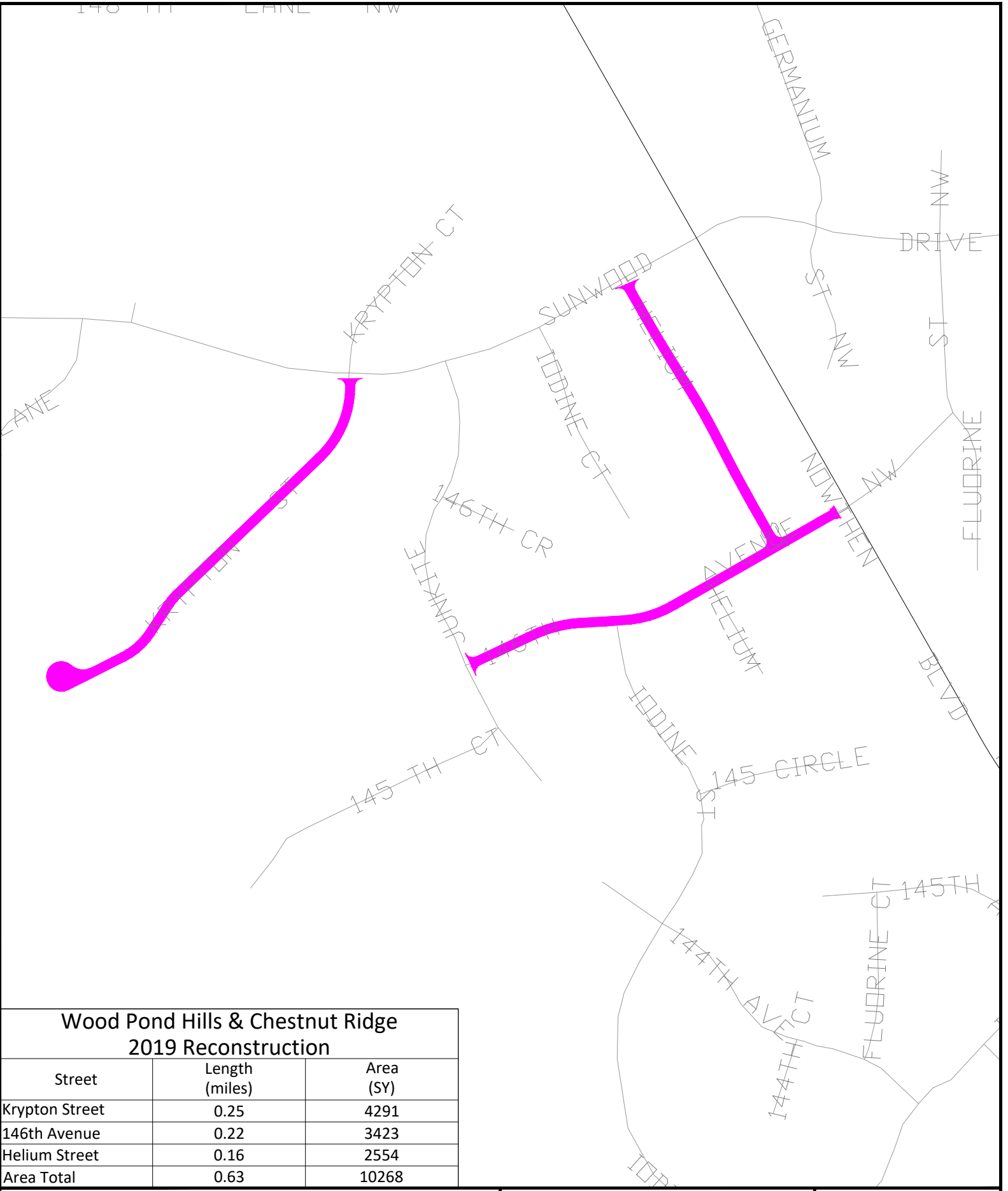
WOOD POND HILLS & CHESTNUT RIDGE

2021 PAVEMENT REJUVENATOR AREAS

SUBDIVISION	Length (miles)	Area (SY)
Wood Pond Hills & Chestnut Ridge	0.63	10268
RiversBend	0.50	7915
Harvest Estates 1st & 2nd	0.41	7826
Covenant Meadows	0.31	6218
Ford Brook Estates	0.17	3016
Brookfield 6/7/8th	0.54	9618
Project Total	2.56	44861

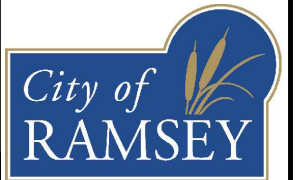
2021 PAVEMENT REJUVENATOR OVERALL MAP

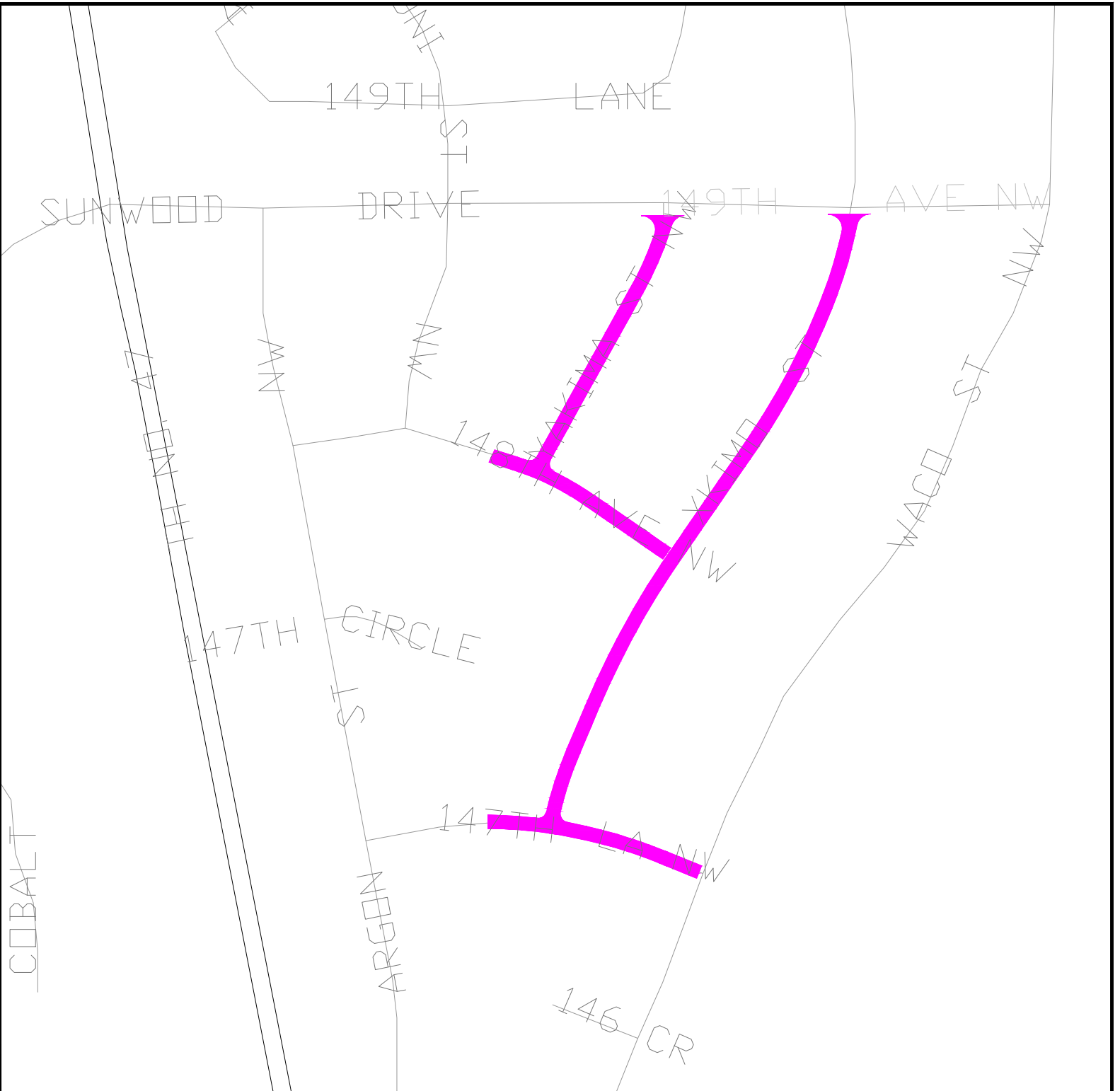




Wood Pond Hills & Chestnut Ridge 2019 Reconstruction		
Street	Length (miles)	Area (SY)
Krypton Street	0.25	4291
146th Avenue	0.22	3423
Helium Street	0.16	2554
Area Total	0.63	10268

**WOOD POND HILLS & CHESTNUT RIDGE
PROJECT SCOPE**

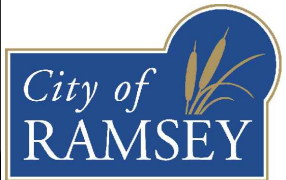
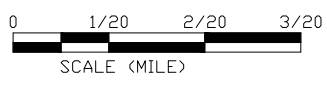


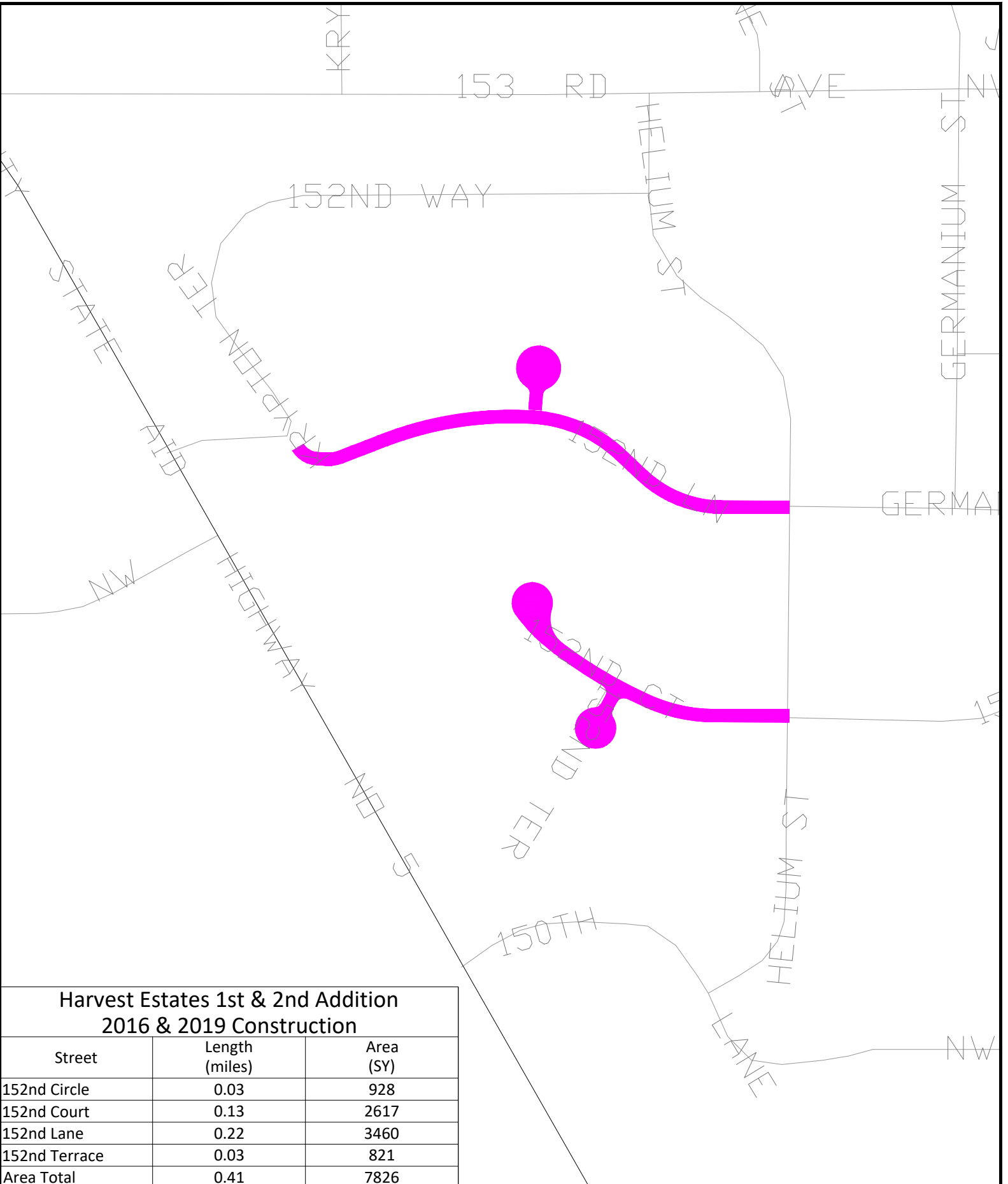


**Riversbend
2018 Reconstruction**

Street	Length (miles)	Area (SY)
147th Lane	0.08	1233
148th Avenue	0.07	1134
Xkimo Street	0.25	3899
Yakima Street	0.10	1649
Area Total	0.50	7915

**RIVERSBEND
PROJECT SCOPE**

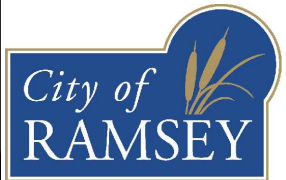
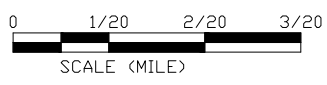


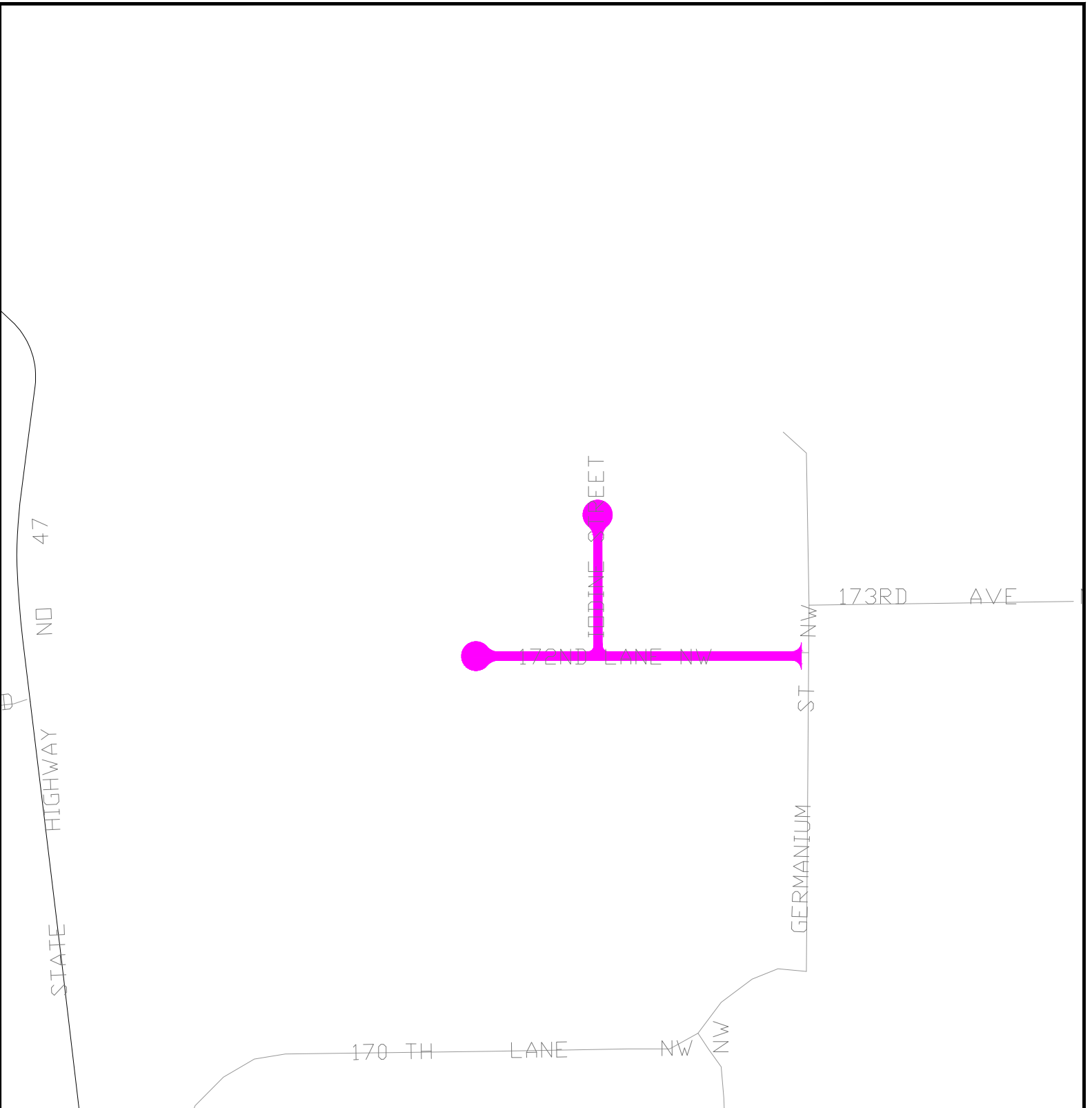


**Harvest Estates 1st & 2nd Addition
2016 & 2019 Construction**

Street	Length (miles)	Area (SY)
152nd Circle	0.03	928
152nd Court	0.13	2617
152nd Lane	0.22	3460
152nd Terrace	0.03	821
Area Total	0.41	7826

**HARVEST ESTATES 1ST & 2ND
PROJECT SCOPE**

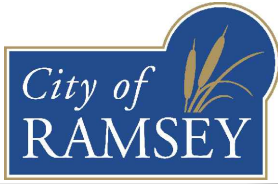
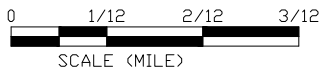


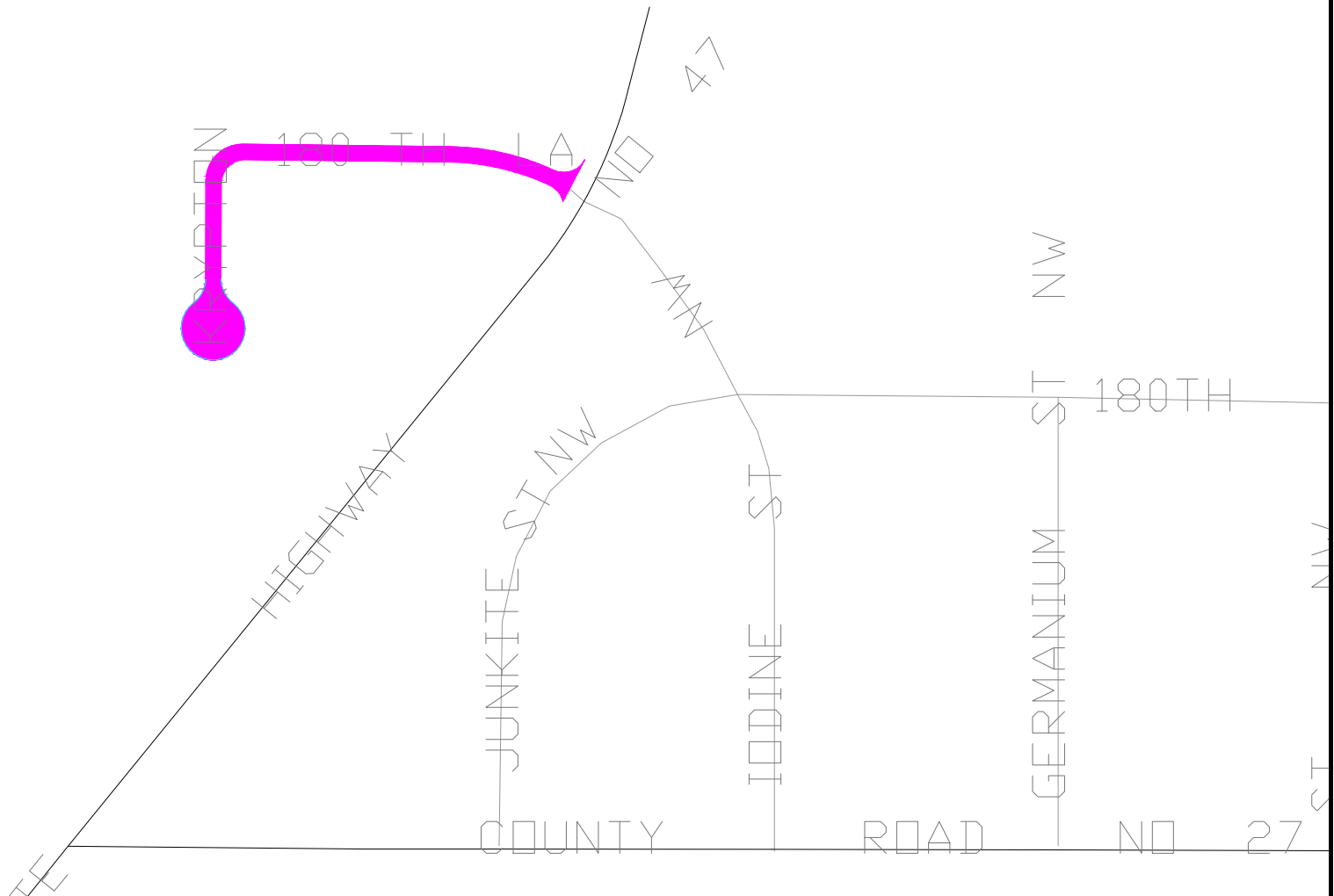


**Covenant Meadows
2017 Construction**

Street	Length (miles)	Area (SY)
172nd Lane	0.21	4086
Iodine Street	0.10	2132
Area Total	0.31	6218

**COVENANT MEADOWS
PROJECT SCOPE**

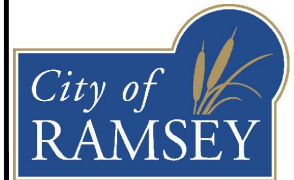
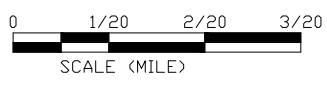


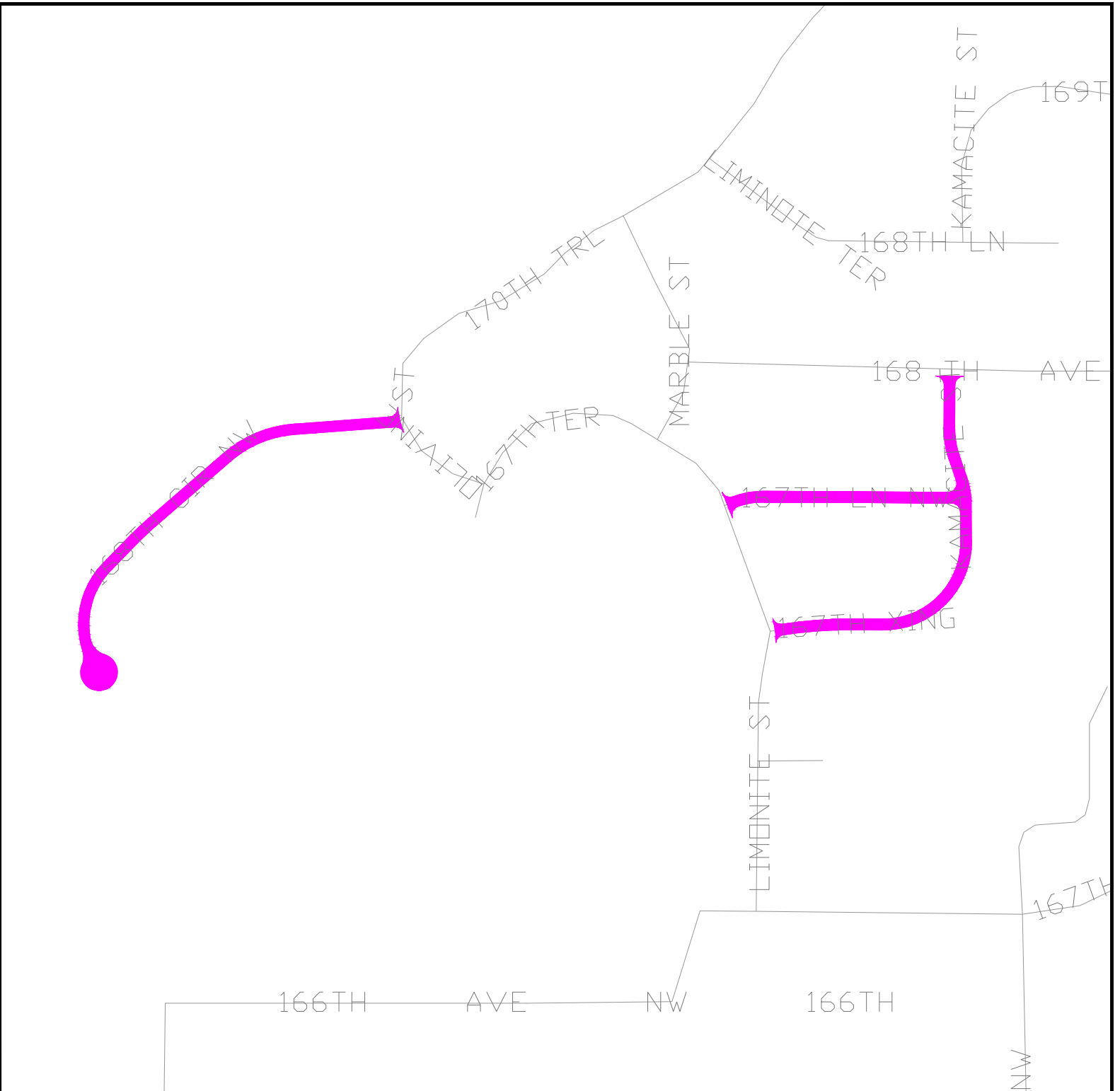


**Ford Brook Estates
2019 Reconstruction**

Street	Length (miles)	Area (SY)
180th Lane	0.11	1533
Krypton Street	0.06	1483
Area Total	0.17	3016

**FORD BROOK ESTATES
PROJECT SCOPE**

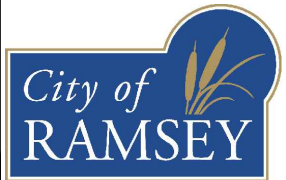
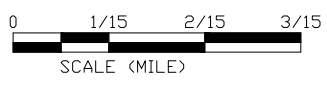




**Brookfield 6th, 7th & 8th
2016 & 2017 Construction**

Street	Length (miles)	Area (SY)
167th Crossing	0.09	1433
167th Lane	0.11	1965
168th Circle	0.23	4300
Kamacite Street	0.11	1920
Area Total	0.54	9618

**BROOKFIELD 6TH , 7TH & 8TH
PROJECT SCOPE**



Public Works Committee

6. 1.

Meeting Date: 04/20/2021

By: Chloe McGuire Brigl, Community Development

Title:

Review Requested Access Changes to Casey's/Java Properties Site

Purpose/Background:

The purpose of this case is to follow up on the approved striping plan for Java Properties, who has an approved site plan for O'Reilly Auto Parts off Sunwood Drive and Ramsey Blvd NW. The site shares an entrance to the site off Sunwood Drive NW with Casey's. The entrance strip of land is a separately platted parcel owned by the City and retained as access for the two sites (see: Site Location Map for parcel lines).

Timeframe:

5-10 minutes

Observations/Alternatives:

The Applicant, Java Properties, has included the striping that both City Staff and the City Planning Commission recommended. However, since this is City-owned land and will likely be maintained by the City, Staff wanted confirmation from the Public Works Committee. The Site Plan is fully approved at this point, which includes the striping of the entrance/exit.

Alternative 1: Approve Site Plan as-is, which includes a left exit and right exit arrow onto Sunwood Drive.

Alternative 2: Modify Site Plan to include an "in" arrow off of Sunwood Drive in addition to the two exit arrows.

Alternative 3: Recommend all striping is removed from Site Plan.

Funding Source:

The Applicant is responsible for all costs associated with review.

Recommendation:

The Planning Commission and Staff Development Review Team recommended striping the shared entrance/exit area.

Action:

Formally approve striping plan on City access.

Attachments

Site Location Map

Site Plan

Striping Plan

Form Review

Inbox

Grant Riemer

Kurt Ulrich

Reviewed By

Grant Riemer

Kurt Ulrich

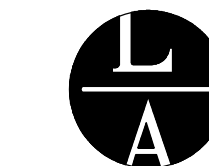
Date

04/15/2021 07:35 AM

04/15/2021 12:01 PM

Form Started By: Chloe McGuire Brigl
Final Approval Date: 04/15/2021

Started On: 04/14/2021 10:41 AM



LAMPERT ARCHITECTS

420 Summit Avenue
St. Paul, MN 55102
Phone: 763.755.1211 Fax: 763.757.2849
lampert@lampert-arch.com

ARCHITECT CERTIFICATION:
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRELIMINARY
NOT FOR CONSTRUCTION

JAVA PROPERTIES

879 Scheffer Avenue
St. Paul, MN 55102
Phone: 952-403-9595

O'REILLY AUTO
Sunwood Drive NW, Ramsey Minnesota

Copyright 2020
Leonard Lampert Architects Inc.

Project Designer: JAMES B

Drawn By: ALE

Checked By: LL

Revisions

10/28/20 PRELIMINARY

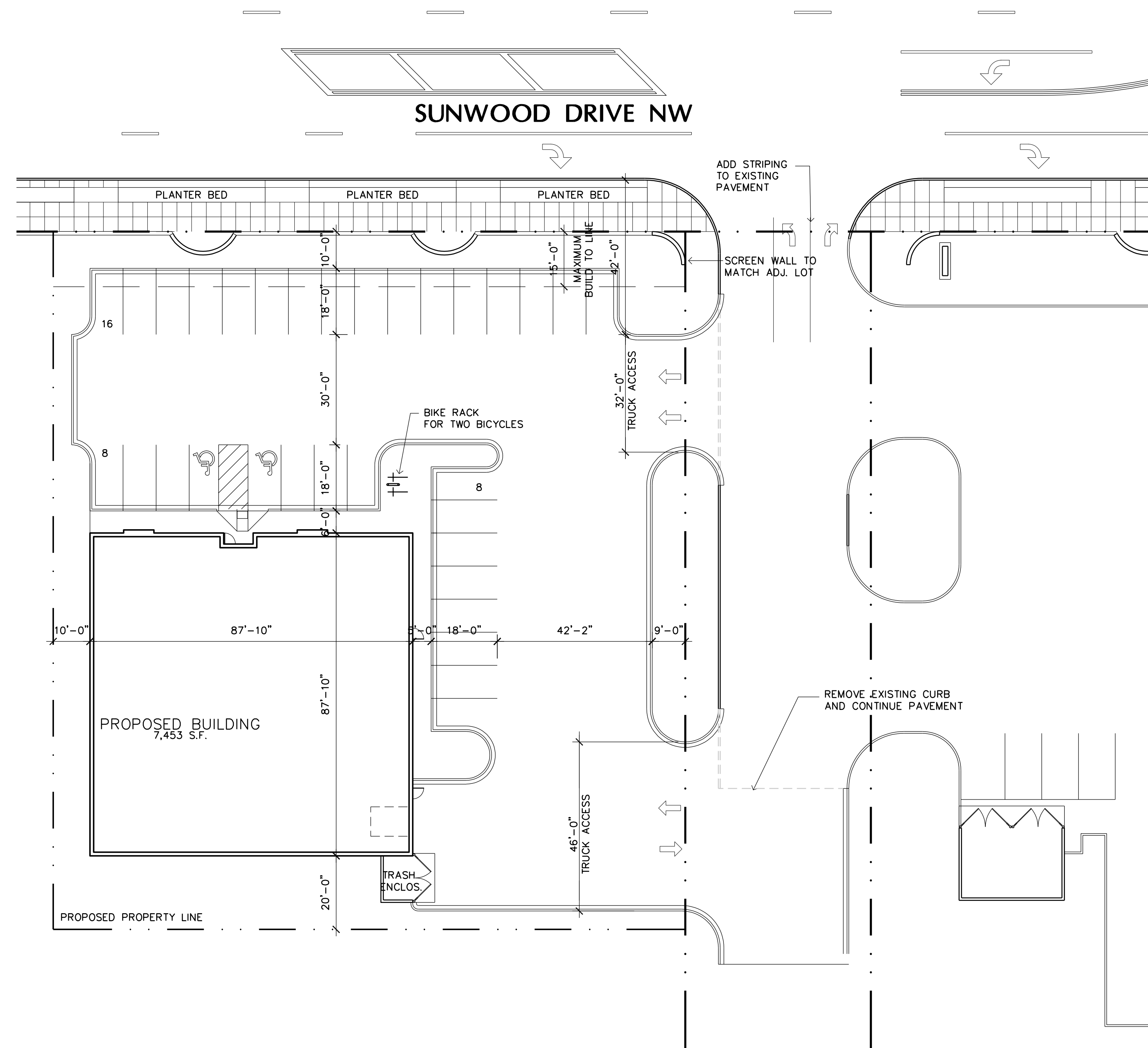
3/5/21 CITY SUBMITTAL

SITE PLAN

Sheet Number

A1

Project No. 200805-2



1 SITE PLAN
A1 SCALE: 1" = 20'-0"

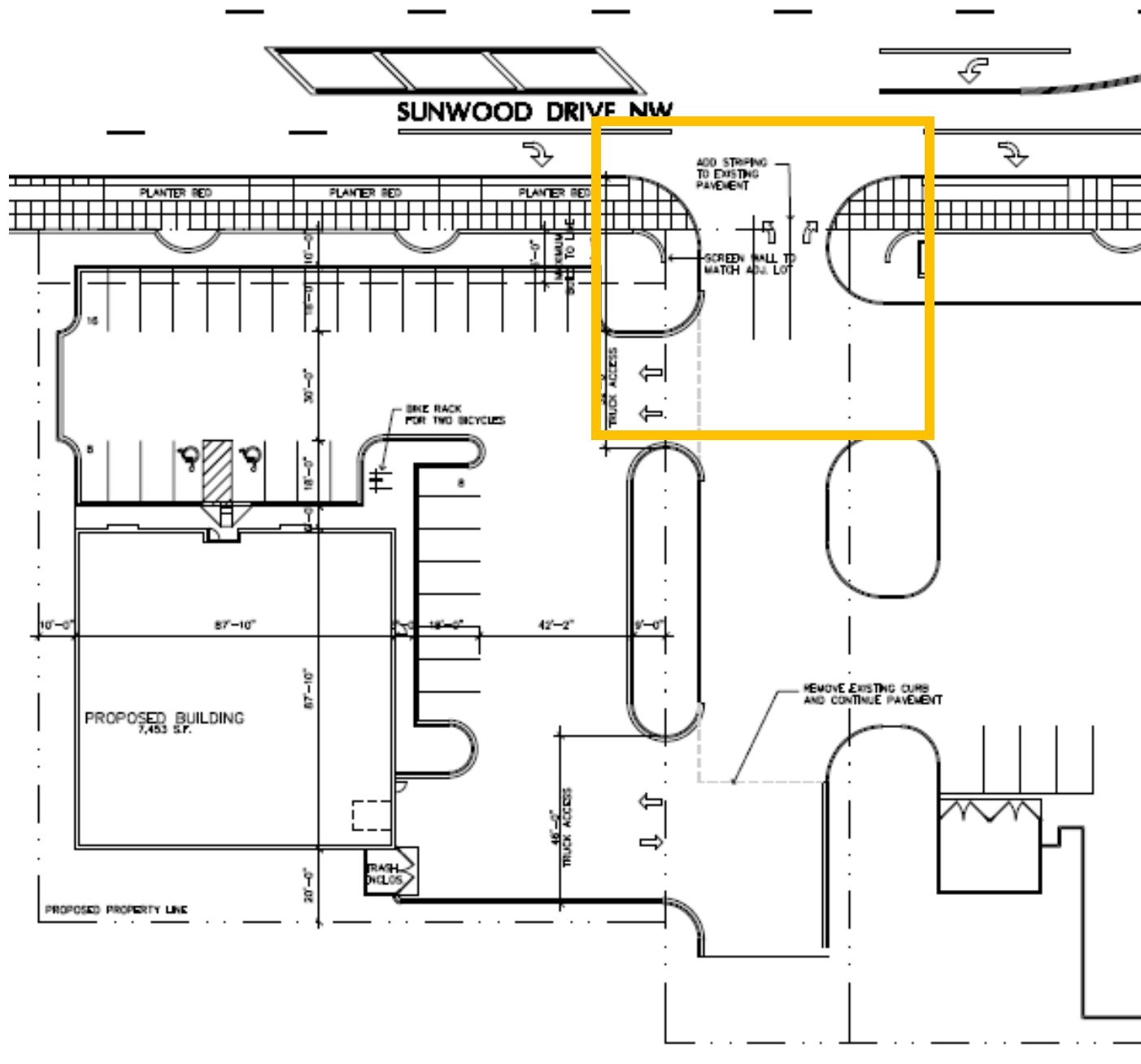


SITE DATA

LOT SIZE: 32,651 S.F. 0.75 ACRES
FLOOR AREA RATIO: 7,704/32,651 = 23.6% < 25% MIN. *VARIANCE REQ'D
ZONING: COR-3 WORKPLACE DISTRICT
BUILDING: AUTO PARTS STORE (CONDITIONAL USE) 7,704 S.F.

PARKING DATA

RETAIL (2/1,000 S.F. MIN-4/1,000 S.F. MAX) - 14 MIN/29 MAX
STALLS PROVIDED - 32 STALLS *VARIANCE REQ'D



Public Works Committee

6. 2.

Meeting Date: 04/20/2021

By: Bruce Westby, Engineering/Public
Works

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)**
 - Work requested by Minnesota DNR
 - Construction proposed for 2022
- **Variolite Street Reconstruction (#20-01)**
 - Punch list work required in the spring/summer of 2021
 - Drain tile outlets will be routinely checked/cleaned to ensure pavement subgrade drainage is maintained, especially during winter months
 - Final payment anticipated summer/fall 2021
- **Riverdale Drive Reconstruction – Feldspar St. to Tungsten St. (#21-00)**
 - Contract executed, Notice to Proceed issued
 - Preconstruction meeting being scheduled
 - Construction to be substantially complete by early September
- **Municipal Well #1 Casing Evaluation (#21-01)**
 - Work is complete
 - No leaks were observed
- **Tiger Street Reconstruction (#21-02)**
 - Advertised for bids, bid opening May 12
 - Construction proposed 2021
- **Business Park 95 Street Reconstructions (#21-03)**
 - Advertised for bids, bid opening April 19 (update during PWC meeting) Construction proposed 2021
- **2021 Neighborhood Pavement Overlay Improvements (#21-04)**
 - Advertised for bids, bid opening April 19 (update during PWC meeting)
 - Construction proposed 2021
- **2021 MSA Pavement Overlay Improvements (#21-05)**
 - Advertised for bids, bid opening April 19 (update during PWC meeting)
 - Construction proposed 2021
- **2021 Crack Seal Improvements (#21-06)**
 - Contract executed, Notice to Proceed issued
 - Construction to be complete by September
- **Dolomite Street Demolition – Riverdale Drive to Highway 10 (#21-07)**
 - Bolton & Menk submitted plans to MnDOT State Aid
 - Construction proposed for 2021 (with Riverdale Drive Reconstruction)

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 for 2023, pending City & County approvals
- **CSAH 116 Interim Improvements**
 - Anoka County revised concept level layout per Resolution #21-044 comments
 - Evaluating benefits/costs to construct EB Sunwood Drive right turn lane
 - Construction proposed to begin September 7, 2021
- **CSAH 116 & TH 47 Intersection Improvements**
 - Construction started April 12, 2021
 - Construction to be completed in 2021

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 findings to be presented in May or June
- **City of Ramsey Centralized Water Treatment Plant Feasibility Study**
 - Feasibility Study complete
 - City Council approval requested in April or May
- **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
- **NW Metro Mississippi River Crossing Feasibility Analysis**
 - No updates at this time
- **TH 47 Safety Study**
 - Study updates to be presented in May or June
- **Reduced Speed Limits on Local Streets**
 - No new requests received since last discussed
 - Staff continues to monitor actions in other cities

Timeframe:

Staff estimates up to 15 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	04/15/2021 03:57 PM
Kurt Ulrich	Kurt Ulrich	04/15/2021 04:00 PM
Form Started By: Bruce Westby		Started On: 04/13/2021 12:44 PM
Final Approval Date: 04/15/2021		

Public Works Committee

6.3.

Meeting Date: 04/20/2021

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:

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

Action:

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

Attachments

PWC Calendar April 2021

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	04/15/2021 03:23 PM
Kurt Ulrich	Kurt Ulrich	04/15/2021 04:00 PM
Form Started By: Bruce Westby		Started On: 04/13/2021 12:45 PM
Final Approval Date: 04/15/2021		

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
June 2021	Sunfish Lake Sedimentation Basin Improvements (<i>Westby</i>)
May 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
<i>April 2021</i>	<i>Municipal State Aid System (MSAS) Revisions (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.