

**CITY COUNCIL MEETING
CITY OF FRIDLEY
FEBRUARY 12, 2018**

The City Council meeting for the City of Fridley was called to order by Mayor Lund at 7:02 p.m.

ROLL CALL:

MEMBERS PRESENT: Mayor Lund
Councilmember Barnette
Councilmember Saefke
Councilmember Varichak
Councilmember Bolkcom

OTHERS PRESENT: Wally Wysopal, City Manager
Scott Hickok, Community Development Manager
James Kosluchar, Public Works Director
Julie Jones, City Planner
Jay Karlovich, City Attorney

APPROVAL OF PROPOSED CONSENT AGENDA:

APPROVAL OF MINUTES:

- 1. City Council Meeting of January 22, 2018.**

APPROVED.

NEW BUSINESS:

- 2. Receive the Minutes from the Planning Commission meeting of January 17, 2018.**

RECEIVED.

- 3. Resolution Ordering Preparation of Preliminary Report, Plans and Specifications for 2018 Street Rehabilitation Project No. ST2018-01.**

ADOPTED RESOLUTION NO. 2018-06.

- 4. Approve City of Fridley Hydrant Use and Maintenance Policy.**

APPROVED.

5. Claims (179597-179793).

APPROVED.

ADOPTION OF PROPOSED CONSENT AGENDA:

MOTION by Councilmember Barnette to adopt the proposed consent agenda. Seconded by Councilmember Varichak.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

OPEN FORUM, VISITORS:

No one from the audience spoke.

ADOPTION OF AGENDA:

MOTION by Councilmember Bolkom to adopt the agenda. Seconded by Councilmember Saefke.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

PUBLIC HEARING:

6. Preliminary Assessment Hearing on West Moore Lake Drive Trail and Street Resurfacing Project No. ST2017-21 (Continued January 22, 2018)

Jim Kosluchar, Public Works Director, said each year Fridley performs major rehabilitation of selected streets in a planned neighborhood according to its pavement management plan. The project proposed for 2018 is in the Lakeview neighborhood, advanced from 2022. Council authorized initiation of this project on August 22, 2016.

Mr. Kosluchar reviewed the 2013 Active Transportation Plan. He said existing trails/sidewalks are often cited as high-value community assets and there is support for more trails/sidewalks in the Fridley along with more bike friendly streets. Multi-use trail and bike lanes prioritize connections to provide a network in Fridley for pedestrians and cyclists.

Mr. Kosluchar said on November 1, 2016, there was an open house and speed and safety were major concerns. On February 7, 2017, there was a design concepts meeting discussing maintenance, liability and parking loss concerns. August 24, 2017 was the project demonstration discussing maintenance and liability and if the west side was a better option. The main concerns from the meetings were safety, speed of vehicles, maintenance and parking loss. The safety features proposed include off-road trails protected by curb and gutter, bump outs/curb extensions

with crosswalks, on-street bike lane with separation and reconfiguring the intersection at Marigold Terrace.

Mr. Kosluchar stated traffic calming options presented were reducing lane widths, gore striping, medians, delineators and mumble strips. The City is responsible for maintenance, and this provides upgrades in equipment for better winter maintenance. The City will maintain all project elements. With respect to the parking loss with the elimination of parking on west and south sides of the street, staff conducted parking surveys (60+ visits) and the average parking on the west was 0.2 vehicles, east was 1.7, north was 0.4 and south was 0.3. Parking on the west side will reduce utility coordination, have more street conflicts but have fewer driveway conflicts, better sight lines, be on the same side as the school and provide more side street parking.

Mr. Kosluchar said the proposed trail and bike lanes will connect to the trail/walk network (off collector streets) for pedestrians and cyclists, give a safe route for pedestrians and cyclists to and from Fridley High and Middle School and complete a 2.4 mile loop around Moore Lake. Staff has developed a feasibility report that evaluated streets in the area and considered conditions, utility improvements, and other typical elements that may be incorporated into the project.

Mr. Kosluchar stated the work elements include shared multi-use trail and bike lanes, removal of pavement, reclaim or milling, watermain replacement in certain locations of the project, storm sewer and drainage work, curb replacement/re-paving streets and restoration. Opening bids and award of the project would be in May 2018, advanced utility work March/April, construction June-August, final hearing and notice of assessment October, and assessments begin January 2019. The schedule will be coordinated with improvements planned at Fridley High School. The feasibility report outlined the project, budget, and schedule, and provides some detail on the extent of construction. The feasibility report concluded that the project is cost effective, necessary, and feasible. The estimated project cost is \$630,000. The amount of \$418,204 would be paid by City of Fridley (Municipal State Aid/Federal Funds), \$114,796 from assessment to adjacent properties, \$67,000 from the Water Utility Fund, and \$30,000 from the Storm Water Utility Fund.

Mr. Kosluchar said the proposed special assessments go from Medtronic Parkway to 61st Avenue. There will be no assessments proposed for the 61st Avenue parcels.

Mr. Kosluchar stated that Non-LDR includes all other properties, including commercial, industrial, high-density residential, etc. The assessable frontage is measured and the non LDR assessment is calculated by dividing total cost by length of property frontage to determine the cost per foot. Each side of the street pays 50% of the cost per centerline foot to resurface the street, and the estimated assessment is \$34 per lineal foot. Past Non LDR assessments from 2011 through 2017 ranged from \$24.30/l.f. in 2011 to \$34.00/l.f. for this project. The assessment estimates are dependent on cost of construction.

Mr. Kosluchar reviewed three payment options. Option 1 lump sum paid within 30 days of the final assessment hearing (September/November 2018), Option 2 the amount would be added to property taxes that are paid over 10 years with an interest rate to be determined (typically 5.5 to

6.5%), or Option 3 senior citizens meeting certain criteria may request to have the assessment deferred until the future sale of property. Interest accrues until property is sold.

Mr. Kosluchar said staff requests the City Council to move to continue the preliminary assessment hearing on West Moore Lake Drive Trail and Street Resurfacing Project No. ST2017-21 and hear all those who desire to address Council. Staff also requests the City Council move to adopt the resolution ordering final plans, specifications and calling for bids for the West Moore Lake Drive Trail and Street Resurfacing Project No. ST2017-21 following the preliminary assessment hearing.

Councilmember Bolkcom asked if anyone could not come tonight.

Mr. Kosluchar said he received two calls; one from Medtronic asking if the project went ahead and he told them the hearing was continued. They also asked to clarify the estimated assessment amount. One other call was from a resident who did not think the trail was needed. They were also concerned about the width of the roadway if it was narrowed.

Denise Mitchell, 705 59th Avenue, lives on the corner house next to the school and is concerned about moving parking to the west side of the road. No residents want this trail and they have been fighting against it from the beginning. She asked if a parking study was done when there was an event at the school. Where are all the vehicles supposed to go? Speed is also a concern for residents in the neighborhood and more children will be in jeopardy if the road is narrowed. This is not a good fit for that neighborhood.

Councilmember Bolkcom asked why more people would be hit if the road was narrowed.

Ms. Mitchell replied people are speeding and not driving 30 mph. A true traffic study needs to be done reflecting how fast people are driving. People will not slow down and there will be less room to travel. This is a dangerous move.

Scott Hickok, Community Development Director, noted that the narrowing of the road should produce calming effects.

Mr. Kosluchar added that there is usually a slight reduction in speed with a narrower road. He said staff is working with the school and police to talk about the speed of travel.

Councilmember Bolkcom asked if staff had done any studies during anticipated times where there was a lot of cars in the area and what would be done about the parking demands during those peak times.

Mr. Kosluchar replied that counts were not done during events. The schools are retrofitting their parking areas and adding more parking space. This additional parking would be available during events.

Councilmember Varichak asked if the parking reduction to one side on the street would be permanent.

Mr. Kosluchar answered that the parking lane and two feet would be taken with parking on only one side of the street permanently.

Mayor Lund said that given the choices residents had, there was discussion with the residents and it was determined that the west side was a better alternative.

Mr. Kosluchar added that another factor is the delivery vehicles would use the trail to get to the doorstep and that was more acceptable.

Mayor Lund stated this is an assessment for that portion of the street that will be redone whether a trail is completed or not. It would not lessen the assessment..

Mr. Kosluchar said that without the trail, the assessment would be higher.

Kelly Brillhurt, 830 Moore Lake Drive, said the additional stop sign by Able Street has helped with the traffic speed and safety at that corner. The trail will be on the street without a barrier to traffic, just lines. For most of the east/west portion that would be okay, but she has concerns with the s-curves by the middle school where there have been several accidents. She thought a barrier should be placed on along the s-curves so it would be safer or to figure out a way to slow down traffic in that area.

Mr. Kosluchar said there is a sidewalk on both sides of the street. Staff has looked at posts as a barrier possibility but need to see if snowplows could work around them. It would also be difficult to offer parking with barriers in that area.

Brad Wedgewood, West Moore Lake Drive, said that originally parking was going to be on the lake side.

Mr. Kosluchar replied that was the original concept, to keep parking along the park side. But it was decided to move the parking to the other side after meeting with the neighborhood.

Mr. Wedgewood asked what they would do with the intersection of Marigold and West Moore Lake Drive.

Mr. Kosluchar explained they are trying to make traffic hit the intersection at a 90-degree angle. **Mr. Wedgewood** said the street was a high traffic volume area to put in a bike path. He asked how many people will walk and use bikes on the paths.

Mr. Kosluchar replied the City would be providing a safer environment for people who use the streets for walking and biking.

Mr. Wedgewood said he did not see a need for the trail and asked how the assessment would increase without putting in the trail.

Mr. Kosluchar replied that it would increase 27% or \$500 to 600 dollars because there is a grant that is paying for the trail, making the street project assessment smaller.

Mayor Lund thought this would be safer for bikers and walkers because they would not be sharing the street with cars like they do now.

Ms. Mitchell asked when residents were notified that the parking was being switched to the west side of the street.

Mr. Kosluchar replied that a feasibility report was prepared and notifications were sent to residents about this meeting.

Mark Ingebrigtsen, 5831 West Moore Lake Drive, asked what residents on the corner lots would be assessed.

Mr. Kosluchar replied that the corner lot assessment is only the street that the driveway enters; they do not get assessed on both sides of the street.

Mr. Ingebrigtsen asked if the grant funding could be used as part of the assessment.

Mr. Kosluchar replied the grant funding was for the trail which takes away from the street width and reduces the assessment.

Mr. Ingebrigtsen said he was not aware there was interest charged on the assessment and asked if that was common.

Mayor Lund replied yes.

Mr. Ingebrigtsen said the homeowners were given information about sump pump issues.

Mr. Kosluchar replied if the project goes forward, they will reach out to residents about that.

Mr. Ingebrigtsen asked who would be plowing the trail and where would the snow go from the trail.

Mr. Kosluchar replied that generally, a single pass would be maintained and the majority of the snow would go on the curb or the back side of the trail. Some snow may be pushed behind into the yard. It depends on the equipment that is used.

Mr. Ingebrigtsen asked about the sidewalk in front of the school.

Mr. Kosluchar replied they would replace only what needs to be replaced.

Mr. Ingebrigtsen said the busses that go on West Moore Lake Drive stopped for a while but now they are back using that road.

Mr. Kosluchar replied the high school buses continue to pass on that road, but the middle school buses were rerouted.

Mr. Ingebrigtsen said this was a surprise to him and this was the first he heard of the parking on the west side of the road. He does not know of anyone who wants this done. There is not a lot of walking or biking traffic on this road. He heard that in 2020 the streets will be torn up again to do work on sewers and that does not make sense. It should all be done at the same time.

Mayor Lund replied that the infrastructure work would be done at the same time the street is done. It was changed when we moved up the street project.

Mr. Kosluchar added the utilities would be done prior to the project and are done based on the condition assessment.

Mayor Lund said if the condition of the waterline is good it will not be replaced. The piping may be relined or replaced as needed based on its condition.

Mr. Ingebrigtsen recalled that when the flood happened with Moore Lake, the water was pumped across West Moore Lake Drive. He asked if staff had considered if another emergency happened putting a pipe under the road.

Mr. Kosluchar replied there is money in the budget to do that.

Shirley Schmitt, 870 West Moore Lake Drive, asked if the road going east and west was going to be narrowed.

Mayor Lund replied that it was the north/south section.

Ms. Schmitt asked if the street going east/west would be narrowed.

Mr. Kosluchar replied yes, the street would go from 13 ½ feet to 12 feet.

Ms. Schmitt said she did not think with the traffic more condensed it would be safer for bikers.

Mayor Lund replied there would be dedicated space for bikers. Staff will look at putting in safety features and having more police present to get people to slow down.

Spencer Minear, Committee Chair for St. Phillips Lutheran Church, asked what the plan was for parking on the north/south section between St. Phillips and Miller Funeral Home. Both entities have adequate parking for day-to-day needs but during special events extra parking is needed.

Mr. Kosluchar replied there would be no parking on the south side of the street. There will be a bike lane, 12' travel lane, 12' travel lane, bike lane and parking. Contractors will work with the church to try and accommodate large events the church may be having over the summer during construction.

Mr. Minear said they would need access to the church and have multiple entrances; but some may be blocked for a while.

Denise Mitchell, 705 – 59th Avenue N.E., asked if it was considered to add school speed zones to limit or reduce speed on a permanent basis to address the safety factor.

Mr. Kosluchar replied there have been some discussions with Fridley Police Department and the schools about that.

Councilmember Bolkcom asked how it is determined.

Mr. Kosluchar replied that it is a legal process that needs to be approved to establish an official school zone. MnDOT would approve the request.

Mayor Lund said he thought enforcement was the best solution.

MOTION by Councilmember Saefke to close the public hearing. Seconded by Councilmember Barnette.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DELCARED THE MOTION CARRIED AND THE PUBLIC HEARING CLOSED AT 8:23 P.M.

NEW BUSINESS:

7. Resolution Ordering Final Plans, Specifications and Calling for Bids: West Moore Lake Drive Trail and Street Resurfacing Project No. ST 2017-21

MOTION by Councilmember Saefke to adopt Resolution No. 2018-07. Seconded by Councilmember Bolkcom.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

8. Approve the City of Fridley Emerald Ash Borer Mitigation Plan.

Jim Kosluchar, Public Works Director, stated the emerald ash borer is an insect that infests ash trees and many Midwestern states have already been affected. The insect bores into the tree, eating the innermost layer of bark, and disrupts the transportation of nutrients and water. The insect will kill an infested ash tree in 2 to 7 years, depending on age, size and initial tree vigor. Certain metro cities are affected, but it has not yet been identified in Fridley.

Mr. Kosluchar noted the mitigation plan will be a selective removal program of ash, beginning with the lowest-quality trees (critical, poor, fair condition) and trees posing the greatest risk and most subject to EAB mortality removed first. There are 584 trees or 55% of the City's green ash. Removal will take place over the next five years beginning in 2018 by neighborhood, mimicking a pilot program completed in 2017 in the North Park neighborhood, and then selective removal based on reinspection. A budget has been established for the City and for contract removals and re-plantings. The treatment of select specimen trees slows decline and allows for establishment of new canopy.

Mr. Kosluchar said notices were sent out to Melody Manor residents and if an owner wants to treat a boulevard tree identified for removal, we can accommodate. Re-plantings will be performed by the City and volunteers. The goal is survival of 110% of removals and we encourage private participation. This does not address greenspaces or private property removals. No green ash is counted toward development requirements. The budget is \$85,000 per year and this reduces the chances of a quick infestation event costing many times this cost. The value of trees is \$1.7M by maintaining a resilient urban forest. Thanks to Jeff Jensen, Chris Titus, Kay Qualley and Rachel Workin for their help on this report.

Councilmember Bolkcom asked if the cold weather was helpful for this situation.

Mr. Kosluchar replied the cold will slow activity but not enough to completely stop it.

Councilmember Bolkcom asked if the trees are examined for infestation when they are cut down.

Mr. Kosluchar replied the crews are trained to look for signs. The purple triangular bags that you may see on trees are hung to trap the bugs.

Councilmember Bolkcom asked if there was any concern of the infestation spreading when the trees are ground up.

Mr. Kosluchar replied that a cross cut grind is done so pests cannot survive.

MOTION by Councilmember Bolkcom to approve the City of Fridley Emerald Ash Borer Mitigation Plan. Seconded by Councilmember Varichak.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

9. City Hall Construction Progress Report and Approval of GMP Increase

Scott Hickok, Community Development Director, said staff was requesting to adjust, within the project budget, the Guaranteed Maximum Price (GMP) for construction.

Staff Recommends accepting the report and authorizing the Mayor and City Manager to Sign AIA Document G701-2017 to increase the GMP by \$531,723.

MOTION by Councilmember Saefke to approve the GMP Increase. Seconded by Councilmember Bolkcom.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

10. Informational Status Reports.

There were no Informal Status Reports.

ADJOURN:

MOTION by Councilmember Barnette to adjourn. Seconded by Councilmember Varichak.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE MEETING ADJOURNED AT 8:55.

Respectfully submitted,

Krista Peterson
Recording Secretary

Scott J. Lund
Mayor