

EAST BETHEL ROAD COMMISSION MEETING

May 14, 2013

The East Bethel Road Commission met on May 14, 2013 at 6:30 P.M at the East Bethel City Hall for their regular monthly meeting.

MEMBERS PRESENT: Kathy Paavola Tim Harrington Lori Pierson-Kolodzienski Deny Murphy
Roger Virta Al Thunberg Jeff Jensen

MEMBERS EXCUSED:

ALSO PRESENT: Nate Ayshford, Public Works Manager
Bob DeRoche, City Council Member

Adopt Agenda **Pierson-Kolodzienski motioned to adopt the agenda as submitted. Thunberg seconded; all in favor, motion carries.**

Approve –
April 9, 2013
Meeting
Minutes
Virta had one change on page 5 of 7, last paragraph, Section starting with Virta hadn't heard that one, fourth sentence, should be at Booster Day's. DeRoche said the idea came after Booster Day's, because of the large amount of responses. Richard says it has been going on for a couple of years, but it has only been since Booster Day's.

Virta had one other change page 7 of 7, last paragraph, Virta said that the ordinance passed the hook up. Probably would have been Virta said the ordinance passed that would hook up businesses. DeRoche said the way the ordinance reads it is a mandatory hook up by December 31, 2013, if they want to fall into the loan program. Virta said just add businesses to that sentence.

Pierson-Kolodzienski said page 6 residential developments a lot of lots are being scarfed up because they are so cheap. She doesn't remember saying that, but she probably did. Virta said do you want to delete that. Pierson-Kolodzienski said it doesn't matter. Ayshford said why are they being scarfed up? Pierson-Kolodzienski said because they are cheap.

Paavola said on page 5 of 7, bottom paragraph, the analogy that it isn't going to cost us more than a postage, word should be, stamp.

Jensen motioned to approve the March 12, 2013 minutes with changes. Paavola seconded; all in favor, motion carries.

Roads
Financial
Information

Ayshford said when we thought we were done plowing at the last meeting, but we burned up more fuel and some salt with the additional snows in April. We are getting into the busy time with road patching and street sweeping. If you have any questions, we can pull some of it out of there. Most of them are in pretty good shape, except line 307. That item is 500% and it has to do with personnel issue. Virta said generally your sense is we are in pretty good shape financially. Ayshford said we are doing pretty well in most of the categories. No surprises other than plowing snow all spring.

DeRoche said if there are any suggestions, now is the time because we are doing budget talks.

Virta said this section is just a review process and likened it to another set of eyes on the budget.

Lincoln Drive
Speed
Designation

In 2010 the City of East Bethel adopted a resolution that designated numerous city streets as being part of a Rural Residential District and therefore provided a speed limit posting of 35 mph. To be considered a Rural Residential District, the road must contain businesses, homes or other access points at intervals of less than 300 feet regardless of which side of the road they are on.

The other type of designation used on city streets in developed residential areas is an Urban District. To qualify as an Urban District, the road must contain businesses, homes or other access points at intervals less than 100 feet and will be posted with a speed limit of 30 mph.

Currently Lincoln Drive is not posted and is one of the main entry points into the Coon Lake Beach Neighborhood. Residents have expressed concern about the lack of a speed limit designation and requested that the road be posted. Staff has reviewed the criteria for the two types of designations and feels that the Urban District designation is appropriate at this location and it should be posted at 30 mph.

Lincoln Drive is the main road that comes into the Coon Lake Beach neighborhood. We are looking at getting it declared an Urban District. Some of our City streets have Rural Residential designation which is 35 mph some are Urban District at 30 mph. 30 mph is the lowest speed limit we can legally post. Murphy said if it qualifies and the residents are requesting it, there is no reason to deny it. Coming from Xylite, we had it posted, but no one enforced it.

DeRoche said he knows who requested it. They go racing around on their ATVs, and don't follow the stop signs. If you have been down to the beach, you can't race through the area. There are too many kids, and horses. If they could monitor the stop signs especially on Forrest and Lincoln from 4:00 p.m. – 5:00 p.m. in the afternoon that would help.

DeRoche said there are other issues coming up in the Beach other than the 30 mph. He would like to see more residents having a concern, a survey conducted at the store or something like that.

Murphy said how many residents asked for this, do we know? Ayshford said no we don't know how many. He said even if we don't have a deputy down there, it isn't enforceable if it is not posted. Paavola said 30 mph is the limit for enforcing

Jensen said if you complain about a stop sign, you have people not stopping then you could enforce that. That would take care of the problem. Putting up the sign, it gives options, just like a stop sign gives a little bit of power. DeRoche said Lincoln is posted as a no passing zone, if someone is going slow you can't pass them. Sometimes people do go slowly because they know you want to go around them.

Thunberg doesn't see the harm in putting up a sign. Ayshford said the portion before that will be rebuilt this summer and signed per MSA requirements. It will be no parking, etc. Paavola said around that curve is pretty dangerous. It is just posted at Lexington and the T there is nothing further up. There is nothing after that curve. At 4:30 – 5:00 p.m., they are just blowing by the signs. Ayshford said we could talk to our Sheriff's Department Liaison about that. DeRoche said it is so obvious, where are you going to sit. Thunberg said if they sit there once a month it would improve the situation. For the minimal cost, it is worth it. DeRoche said you have to remember it is Coon Lake Beach; it is a different area of the City.

Virta said we have that designation of Urban District. It looks at only the road designation. Ayshford said the designation has to do with the driveways and access points on the road and is set according to the State Statute. Virta said Lincoln Drive does meet the criteria. Ayshford said when you get into the neighborhood area then it is enforceable, which is about 100 feet before the stop sign.

DeRoche said then you are telling people they can drive 30 mph. It is tight quarters and you are giving them authorization to drive fast. Ayshford said this is the lowest speed we can go, unless we designate it an alley. Virta said it is minimal expense.

Jensen motioned to recommend the Lincoln Drive be designated an Urban District designation and be posted at 30 mph. Thunberg seconded; all in favor, Murphy votes nay; motion carries.

DeRoche said what is going to prevent people from saying it is 30 mph and driving that fast. Jensen said he highly doubts any responsible driver is going to kick it in and go faster when they see a sign. DeRoche said it gives them an excuse to go faster. Jensen said what is the cop going to stop them for if they are going 29. DeRoche said going too fast for conditions, all the roads going laterally are posted at 15 mph. Now you put up a 30 mph, people are going to say they raised the speed limit and they will go faster. Jensen said if you post a road at 40 mph and they are comfortable going 70 mph, they would go that. He said a responsible driver in that area would go slower, even if it were posted at 30 mph.

MSA

The Minnesota Department of Transportation State Aid Office has revised the procedure for allocating funds to City's that qualify for Municipal State Aid (MSA) Funds. Currently 50% of the allocation is based on "Population" and the other 50% is based on "Need". The "Need" based criteria is being replaced by traffic volume. In order to maximize the funding received from MSA and considering other needs in the sewer district staff is recommending several revisions to the current MSA system. The table below summarizes the street segments that staff recommends to be added and revoked from the system. The streets recommended for addition and removal from the system is shown on Attachments 1 and 2.

Street	Segment	Length (Miles)
Roads Added to the MSAS:		
Aberdeen Street	Briarwood Lane to 186 th Avenue	0.54
186 th Avenue	Aberdeen Street to Baltimore Street	0.21
Buchanan Street	Viking Boulevard to Klondike Drive	1.00
205 th Avenue	TH 65 to Davenport Street	0.08
209 th Avenue	TH 65 to Davenport Street	0.15
213 th Avenue	TH 65 to Davenport Street	0.17
Total Miles Added		2.15
Roads Revoked from the MSAS:		
Baltimore Street	Briarwood Lane to 0.09 miles south of 187 th Lane	0.51
Davenport Street	Klondike Drive to 205 th Avenue	0.66
197 th Avenue	Polk Street to Buchanan Street	0.27
217 th Avenue	East Bethel Boulevard to Durant Street	0.75
Total Miles Revoked		2.19

Recommendation(s):

Staff recommends that Commission adopt Resolution 2013 – XX Revoking Municipal State Aid Streets and Resolution 2013 – XX Establishing New Municipal State Aid Streets.

Ayshford said we need to transfer designations to where we have need and we have traffic counts, in order to maximize our needs.

Ayshford said attachment number 1. The one on the very bottom, the one that is currently in place is the dotted line. We put it up to the service road up front. The road in the back, they did some engineering on that. Once we receive monies for a road we can't turn it back, otherwise we will have to repay the funds to the State. The next stretch up, from Klondike to the Ice Arena, that could be developer driven. We added two chunks off of Hwy 65 that would have traffic and connects to an existing MSA road. On East Bethel Boulevard where it would connect to Durant Street, that would give $\frac{3}{4}$ of a mile to put in the other area of the City.

Thunberg said Buchanan Street doesn't exist right now. Ayshford said the very north $\frac{1}{4}$ mile does, but it is a gravel road.

Ayshford said we have a couple other spots. Virta said he liked the map thing you used last time. Ayshford said the old service road project will remain as MSA. Another one up here on the north side of the town. We want to keep this one in place this could be possible access point to the commercial park.

Jensen said the service road from 221st the guy didn't go for it on the other side of the road (east side). DeRoche said it is up for consideration tomorrow night. Ayshford said there was quite a bit of engineering on the westside. Jensen said now we can't un-designated that chunk, since there was engineering done.

DeRoche said the Baltimore Street area they are looking at developing the 80 acres. Ayshford said if we don't use any money on the old service road, down the road sometime we could flip it back over if we haven't expended money on it. We will get money for it, because we have a traffic count, as long as we don't spend any money on it. We can un-designated it and put it somewhere else.

Jensen said you are talking spending money. Ayshford said yes, engineering and reconstruction costs. Anything we have to submit to the state for reimbursement.

DeRoche said that part should sit until the discussions with the businesses on the east side. There are two stubs over there. There have been meetings over there on it, but he hasn't gotten any information on it. Jensen said it depends on what development they want to do there. Ayshford said if we leave it where it is, we wouldn't get any funding for it. Jensen said you might as well get the traffic counts, so you can get the money for it. Virta said we are switching these around so they will have higher traffic counts so that will get us more money for MSA roads. DeRoche said where is the traffic count coming from? Ayshford said we would have zero for that street with the dotted line. We won't get any funding for that on the traffic portion. So that will affect other road projects if that MSA funding goes down. Murphy said DOT is forcing our hand, do it this way, or lose the funds. Ayshford said this came from cities in the metro that have higher traffic counts that have been lobbying to get this changed from what he understands. Virta said do any of the roads that we are removing impact the schedules. Ayshford said no they aren't on the schedule, but it will if we lose money, then we will lose our piece of the pie. Thereby affecting projects.

Thunberg motioned to adopt Resolution 2013 – XX Revoking Municipal State Aid Streets and Resolution 2013 – XX Establishing New Municipal State Aid Streets as outlined with intention of not spending money on any of the streets and moving it back at sometime to the streets that it was removed from. Jensen seconded; all in favor, motion carries unanimously.

Council
Report and
Other
Business

Staff and the Roads Commission will discuss current issues facing the City Council with the City Council liaison, Councilmember Bob DeRoche.

Virta asked DeRoche what his thoughts are on the roads. DeRoche said not really knowing between EDA, staff, City Council and Planning everyone has to get on the same page. Everyone is going in different directions.

He personally has a problem with that frontage road on the west side. It is coming up tomorrow night. He would have liked to see that money go into Klondike. The Roads Commission didn't want it and that will be part of discussion tomorrow night, it may not make it. Thunberg said where it is with land acquisition. Ayshford said it is all ready to roll and is close to being ready for bid.

DeRoche said there is not a lot of coordination. What is it going to take to do the businesses? The loan program was offered to the businesses on the west side. Ayshford said they had a meeting with the businesses on the west side to discuss what they will have to do to hook up.

DeRoche said he would encourage anyone in the City to watch the EDA meeting, especially the last two minutes. He won't go into a lot of detail, he is just here as a liaison. People need to see what is going on. People were told if you don't hook up you don't pay. The fees are twice as high as everyone else. He hopes it works. There is an upside, our financial firm Elhers and Associates will be at tomorrow night's City Council meeting. Refinancing the bonds is on the agenda. We can drop down the interest and will be able to save \$3 million on the bonds, and make the payments lower. The document explaining it is quite the document; it is a lot of numbers.

DeRoche said is it going to work, sure? Reality is we need 600 connections. Thunberg asked you mean connections or ERUs? DeRoche said we need 6,500 ERUs over the life of the project. Thunberg asked how quickly? DeRoche said in twenty years.

DeRoche said Aggressive Hydraulics is going to be moving in. Pierson-Kolodzienski said they are moving in steel. The building is quite a piece of work. It is very beautiful.

Ayshford said the sewer line passed inspection, so it is up and running. Thunberg asked what businesses are hooked up to it? Ayshford said the City's Water Treatment plant and Aggressive Hydraulics are hooked up to it. Thunberg asked would the theater, and gas station and bank be hooked up to it? Ayshford said there are twelve businesses and those are included.

Pierson-Kolodzienski said Kristen called in to find out about the sewer and water permit, how do you get it. We are used to emailing a city such as Hugo they order one and it was \$65. This was the first sewer and water permit for the City and they didn't know how to do it. Ayshford said this is the first commercial permit; the City has had residential permits for a while. Part of the process last night was getting it all organized. Virta said who does that? Ayshford said the building inspection department. Ayshford said his department does the meters and the finance department handles the building so we have

been working on coordinating all the departments into a streamlined process.

DeRoche said there was a snag in getting the line up to Castle Towers. There were two bids and they are suing each other – Wedema and Hentges. Hentges got the bid because his wife is the business owner and due to a woman owning the business. Hopefully that will be figured out soon. We need to have a bid for our part. From what he talked to Jack, you guys have to make a decision, if we have to rebid it maybe we can't afford it. He said the irony is when Hentges didn't get the project on Viking Boulevard because they didn't have enough minorities so Wedema got the contract.

Ayshford said it sounds like they are going to rebid again. The bid opening for the cities portion was today and it came in as expected.

Harrington asked if there is any truth to the trailer court hooking up on 181st? DeRoche said the ordinance that was passed for the sewer and water system said you have to hook up if it runs past. The trailer court wasn't included in the original project according to Statute 429. We can run water down there and the cost would be like \$329,000. It is such a mess, we say they are residential they say they are a business. There are 120 trailers in there and to be at the end of the line, it would keep the water circulating and we would have gotten connection charges.

Ayshford said any home or trailer on the north side that is not already hooked up we will get the SAC charges for. DeRoche said as of April 3, 2013 any new home would be charged a connection charge.

PVS auto did get a conditional use permit for 221st and Hwy 65. So that land is used.

Ayshford said the new billboard is up and functioning. Pierson-Kolodzienski said it looks really nice. DeRoche said it looks pretty classy. Ayshford said it is pretty nice and they can show pictures and video if the need arises. They don't want to make it too distracting for drivers. The final landscaping still needs to be done around the base.

Jensen asked for what sort of water they have for the trailer park? Ayshford said it is a private well shared by all the trailers. It would be easy to tie into.

Virta asked if there was any recourse on that with the trailer court? DeRoche said if we run a water line down there they will have to hook up.

Virta said we aren't getting credit for the hook ups. How come? Ayshford said because they existed before the ordinance change. DeRoche said it is to Met Council's advantage because their fees go up 5% per year. He said when he sits down with someone he will refer them to sections of the minutes and put it all together for them. There is a lot to it.

Virta any other developments or that development area. He knows we have County Road 22 all torn up. There was an arrangement for a turn lane for that property. DeRoche said they have paid for that and there is talk about putting something there. There is always a lot of talk. It would be nice to see something go in.

DeRoche said he would like to see the two stubs that were put in on the east side used.

Virta said that one street you were talking about is on the east side. That is a big area down there that they were talking about developing as a residential environment. DeRoche said for a developer to put in housing it is x amount per square foot and if the cost per square foot is more than in another area they won't do it. The question is do you put in houses and then put in stores, or do you put in stores and then housing?

DeRoche said Hwy 65 is going to have to be some amount of housing for the amount of ERUS we need. To go off of Hwy 65 it is \$1 million per mile to hook people up. Aggressive Hydraulics came is at 16 ERUs.

Ayshford said it could be developer driven. What role does the City play? A lot of these developers will do it themselves, if they can make money.

DeRoche said the feasibility study came in for the water park and the cost is \$18,000, which won't happen. He understands the water park is going to be developer driven. But developers are going to come in and want something from the City. They are going to want roads and utilities.

Virta asked if there was any word from the DNR for the clear cutting. DeRoche said there was a meeting two days ago. They aren't going to do anything until fall. The MPCA is part of that group; they may have some money and might pull \$30,000 out of it. The night that they had the meeting here it was pretty interesting.

Virta clarified the Sand Hill Crane area and the DNR's notion that they have to generate money, so they are going to clear cut the oaks and they will generate \$20,000 – \$60,000 that is the context for this. So that is the context for that. We had a meeting Anoka County and the DNR were here. Anoka County Environmental personnel were against it. The residents were against it. The only ones that were for it were the DNR. DeRoche said the history is the Federal Government set out trust lands to generate monies for schools. He asked the question on how many other sensitive areas are you clear cutting the trees of? They said there aren't any. It was pointed out the area is home to the red shoulder hawk, the bald eagle, blanding turtle, sand hill cranes and deer. The guy from the DNR is retiring in a couple of months. Paavola said thinks it is ridiculous. She made a call to City hall. DNR is supposed to help things like that and they are going to do something so stupid. She could see if it was blighted but that is not the case. Pierson-Kolodzienski they are the DNR and they can do what they want.

DeRoche asked them if they normally speak to the affected area residents. They said they don't talk to people, we just do it. To do this project they would have to use City roads and property. This will have to be negotiated if they are going to clear-cut the land.

Representatives Tom Hackbarth and Michelle Benson were trying to get some exemption in the metro area at the legislature. This area is 80 acres of forest. It is valuable in the metro. We also found out that the money is suppose to go to the school trust. But only ¼ of the monies go to the school trust. Paavola said they aren't out for anyone but themselves. Virta said now that they got the spotlight shined on them it will help. Hopefully our state legislators will get a change. The DNR is hiding behind this notion that they were generating money for the school trust. Paavola said it is greed. Virta said the amount of money for the timber rights is \$20,000-\$60,000. DeRoche said that has been refined to \$30,000. Virta said what they are throwing in there to make it more palatable is

there is oak wilt in area. If they clear-cut it, it will make the oak wilt spread more. Anoka County spent a lot of money clearing buckthorn out of there. But there is still buckthorn there. If they clear-cut it you will see the buckthorn explode. There is something odd about it.

DeRoche said last year the legislature questioned on the funds for the trust funds. Ayshford said they are being pressured by the legislature to clear cut the lands to receive the funds.

Murphy said if they do the selective cutting that is the best solution. He is familiar with the area with the infiltration pond, you can't move in there. If you step off that four-wheeler trailer there is nowhere to go. He hunted in there last year, and they need to do something with it. He only saw two deer tracks.

DeRoche said on Sims where they clear-cut it looks terrible. The newspaper had pictures of where they clear-cut in Oak Grove last year, which is located where County Road 59 comes into County Road 13. 181st, if you take a left right there, it goes back in a quarter of mile, about 100 feet of there. They did it last fall. Virta said he challenged the guy to ask if they did anything like this before. He told him he has. We will need to keep any eye on it.

Ayshford said there is other DNR staff that did speak against it at the meeting. A lot of the area hasn't been disturbed. DeRoche said they were people from the DNR on both sides of the issues.

Virta said you have to stay involved, and participate.

DeRoche said once it is done, it is done.

Paavola said we talked about Dogwood. We have a couple of the members that area going to be working together along with the DNR. She doesn't foresee any problems. They are going to see what it will cost us. So they were going to get the suggestions and we will redo that with concrete at Dogwood. Other than that, we are just going to muddle along. We have a couple more weeks for the kitchen and stuff to be done. We are waiting for the make up air unit to be done. All of the kitchen equipment is here.

DeRoche said people are upset with a dock being on Forrest. They come over the beach and nobody pays any mind to it. Paavola said the dock is on the landing. The bars dock is to the left. It was installed in the middle so no one can use it for a landing. DeRoche said he has watched people like Miller Marine drop things in there. Paavola said Dogwood was the designated one, and it is so steep and the road washes. We will fix that. We will leave the dock at Forrest this year. The dock will not be put in next year. They won't be able to use Forrest.

Ayshford said there are two boat landings in the Beach. We have gotten away from maintaining them with gravel because it keeps washing out. Who owns it? Who is going to pay for it? It is a gray area. Paavola said Coon Lake Beach Community owns to the center of the road. We have been maintaining the lakeshore, so we are the responsible ones so we will maintain it.

DeRoche said they are trying to pass the MIDS, storm water and all this other crap, so you won't be able to do anything anymore. Ayshford said MIDS is the Minimal Impact Design Standards, which will help keep storm water green compliant.

Paavola said any of the actions are any worse than what have been on the end of Birch. She is not the one to talk to about that. Her husband had to go to court four times on that. His blood pressure was so high. DeRoche said Birch or Aspen. Paavola said Aspen. We have to do something. Ayshford said is it a public or private landing. Paavola said it is a private landing. She said we have a sixteen-foot boat, and we go around the lake to put that in. People get upset if they want to put in a jet ski. When the bylaws were drawn, we have to have two places for people to put in their boats. DeRoche said when there are invasive species, etc; people don't inspect their vehicles and boats when they get out of the lake. Ayshford said does it require a permit for the DNR. Paavola said she doesn't know. They are going to be getting a hold of the DNR and Anoka Conservation District. They pretty much leave that, the District, they send us to the DNR for that sort of thing.

Virta asked if we are going to do a road tour this year. Ayshford said in July.

DeRoche said feel free to come to the Council meeting.

Adjourn

Pierson-Kolodzienski motioned for adjournment. Paavola seconded; all in favor, motion carries. Meeting adjourned at 7:45 p.m.

Respectfully submitted,
Jill Anderson
Recording Secretary