



SPECIAL COUNCIL MEETING AGENDA

AFTON CITY COUNCIL CHAMBERS

3033 St. Croix Trail South

Thursday, July 16, 2015

At 1:00 p.m.

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF AGENDA – July 16, 2015 Special Council Meeting**
4. **CITY COUNCIL BUSINESS**
 - a) **Downtown Improvement Project (including but not limited to the following)**
 - 1) **Design Revisions Reflecting State Archeologist Recommendations**
 - i. **PFA Funding Requirements**
 - 2) **Projects Cost Shares and Overhead (Engineering, Legal, Financing)**
 - 3) **Project Schedules**
 - 4) **Enhancement Package – Stormwater Grant**
 - b) **St. Croix Trail Roadway Improvement Project in Downtown Afton - Streetscape**
 - 1) **DRC recommendations and budget – Resolution 2015-52**
 - c) **Downtown Improvement Project Design – Resolution 2015-53**
 - 1) **Pike Avenue Ultimate Design After Downtown Improvements Construction**
 - 2) **33rd Street Design**
 - 3) **City Hall Parking ADA Compliance options**
 - d) **High Speed Internet Access**
 - e) **Afton House Easement Acquisition (Closed Session)**
5. **ADJOURN**

A quorum of the City Council or Other Commissions may be present to receive information at, but not limited to, any of the following meetings: Planning Commission; the Public Works Committee; Parks Committee; Design Review and Heritage Preservation Commission; Lower St. Croix Cable Commission; LSCWMO; MSCWMO; I-94 Corridor Coalition and the 5-City Mayor's Alliance.

City of Afton
3033 St. Croix Trl, P.O. Box 219
Afton, MN 55001

Meeting Date July 16, 2015

Council Action Memo

To: Mayor Bend and Members of the City Council
From: Ron Moore, City Administrator
Date: July 9, 2015
Re: CR 21 Streetscape/Aesthetics - **Resolution 2015--52**

CR 21 Streetscaping/Aesthetics

Attached is a resolution regarding CR 21 Streetscape/Aesthetics priorities. The City Engineer will provide an outline of the streetscape options and costs for the meeting.

Council Action Requested

Motion regarding the resolution regarding the CR 21 streetscape/Aesthetics priorities.

RESOLUTION 2015-53

**CITY OF AFTON
WASHINGTON COUNTY, MINNESOTA**

**ST. CROIX TRAIL ROADWAY IMPROVEMENTS IN DOWNTOWN AFTON –
STREETSCAPE/AESTHETICS**

WHEREAS, Washington County is reconstructing St. Croix Trail through Downtown Afton. The project requires the removal of existing streetscape including gas street lights, boulevard trees, and sidewalk; and,

WHEREAS, Washington County has a cost participation policy which allows for 3% of the project costs to be allocated to streetscape if matched by the City of Afton; and,

WHEREAS, The City of Afton Design Review Committee prioritized streetscape items of which the top three were: street lights, banded concrete sidewalk to maintain the historic architecture, and boulevard trees; and,

WHEREAS, The City of Afton desires to replace the street lights and install banded concrete sidewalk recognizing these items are not cost effectively added once the project is completed. Additional desired landscaping such as boulevard trees, plantings, benches, and trash receptacles will be added through a separate contract to be bid in 2016, so that the Council will have the results of the Downtown Improvement Project bids before it makes decisions regarding landscaping; and,

WHEREAS, City Staff is directed to adjust the bid quantities to meet the 3% budget match.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Afton approves street lights and banded concrete sidewalks to be included in the St. Croix Trail Roadway Improvements in Downtown Afton Project.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF AFTON THIS 16th DAY OF JULY 2015.

SIGNED:

Richard Bend, Mayor

ATTEST:

Ronald J. Moorse, City Administrator

Motion by:
Second by:
Palmquist:
Richter:
Ross:
Nelson:
Bend:

City of Afton
3033 St. Croix Trl, P.O. Box 219
Afton, MN 55001

Meeting Date July 16, 2015

Council Action Memo

To: Mayor Bend and Members of the City Council
From: Ron Moorse, City Administrator
Date: July 9, 2015
Re: Downtown Improvement Project Design - **Resolution 2015--53**

Final Project Design and CR 21 Streetscaping/Aesthetics

Attached are materials related to the downtown improvement projects, including a resolution regarding final project design. The final project design resolution addresses final local street widths, the Pike Street design, the 33rd Street design, options related to the City Hall parking lot compliance with ADA standards, parking spaces on local roads, and the redesign of the south flood storage pond to address the State Archeologist recommendations. The City Engineer will provide information regarding project costs and cost shares at the meeting.

Project Schedules

Also attached are a schedule related to the 2015 Treatment Site, Forcemain and Lift Station Project, and a schedule related to the Combined Plan 2016/2017 Project for the remainder of the downtown improvements.

Council Action Requested

Motion regarding the resolution regarding final project design.

RESOLUTION 2015-52

**CITY OF AFTON
WASHINGTON COUNTY, MINNESOTA**

DOWNTOWN IMPROVEMENT PROJECT DESIGN

WHEREAS, The City of Afton has initiated the Public Improvement Project to downtown Afton, to construct sanitary sewer, storm sewer, levee, roadways, and appurtenant work; and,

WHEREAS, The City of Afton established a Downtown Improvement Project Design Committee to provide input to the City Council regarding the design of the project. In addition to the Downtown Improvement Project Design Committee, the City held multiple public meeting open houses to receive input on the project design. When the project impacted specific properties the City held meetings with the affected property owners; and,

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Afton approves the following design for the Downtown Improvement Project.

1. Roadways will be a minimum of 20 feet wide except for 35th Street which is 15 feet wide per Resolution 2015-23. Roadway alignments are set in the approved construction plans dated April 21, 2015.
2. Pike Street will be a 22 foot wide detour roadway which will maintain access to businesses during construction. Post project this roadway will be converted back to its original use as a one way southbound and a bike trail. The project will improve the delineation of these uses.
3. 33rd Street was determined by community to be a focal point to the St. Croix River and a levee opening to be included in the levee design. 33rd Street is designed to be a one way roadway to the east with angled parking on the south side and a drop off on the north side.
4. The City Hall parking lot and 30th Street will be improved to meet the American Disabilities Act Title II Section 35.151 (a) 1. **(Insert option approved by Council)**
5. Parking on local roadways will be improved as feasible per updated parking study that indicates parking is adequate for current uses.
6. The flood storage pond located along the levee will be designed based on the recommendations of the State Archeologist and project permit requirements. **(Insert option approved by Council)**

ADOPTED BY THE CITY COUNCIL OF THE CITY OF AFTON THIS 16th DAY OF JULY 2015.

SIGNED:

Richard Bend, Mayor

ATTEST:

Ronald J. Moorse, City Administrator

Motion by:

Second by:

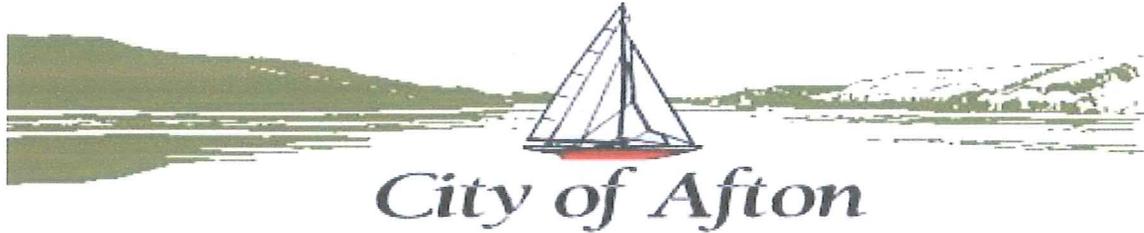
Palmquist:

Richter:

Ross:

Nelson:

Bend:



2015 Treatment Site Forcemain and Lift Station Project Schedule

July 16, 2015

- City Approves Plans and Specification and Authorize Ad June 16, 2015
- Submit Project Plans to MPCA for Certification July 17, 2015
- Submit VBWD Permit (DNR & Wash Co permits sent) July 17, 2015
- MPCA Review July 17-August 17, 2015
- Advertise August 10, 2015
- Bid Opening September 4, 2015
- Award Construction Contract September 15, 2015
- Begin Construction September 21, 2015
- Substantial Completion and System testing May 2016
- Final Completion and Restoration July 2016

St Croix Trail Projects

Project Schedule

Updated July 8, 2015

Combined Plan - 2016/2017 Project

- City provides resolution on outstanding design items July 21, 2015
- 60% Plan to County and City..... August 28, 2015
- Comments Due from County and City September 11, 2015
- 95% Plan to State Aid, County and City.....October 2, 2015
- Comments Due from County and CityOctober 16, 2015
- Comments Due from State Aid.....November 6, 2015
- Final Plans to State Aid..... December 4, 2015
- State Aid Plan Approval January 2016
- County Board Accept Plans and Specs/Authorize Ad for Bid January 12, 2015
- AdvertiseJanuary 27, February 3, 10, 2016
- Bid Opening February 24, 2016
- County Award Construction Contract March 8, 2016
- Begin Construction May 2016



Memorandum

To: *Diane Hankee, PE – City of Afton Engineer*

From: *Dean Chamberlain, PE – WSB & Associates*
Sean Delmore, PE, PTOE – WSB & Associates

Date: *May 13, 2015*

Re: *ADA Compliance Analysis*
Afton City Hall Site (Parking and Sidewalk Access) and Other Parking Areas
WSB Project No. 01856-400

The purpose of this memorandum is to document the need for ADA compliant parking and pedestrian facilities on the Afton City Hall site located on 30th Street east of St. Croix Trail. This memorandum also presents three ADA-compliant designs that accommodate the parking and pedestrian facility needs for Afton City Hall along with the pros and cons of each option and a recommendation for further action. The memorandum will also provide analysis of the amount of handicap parking stalls needed at other public parking lots being reconstructed with the 2015 and 2016 reconstruction projects in downtown Afton.

Need for ADA-Compliant Facilities

The Americans with Disabilities Act (ADA) requires that facilities suitable for the movement of people with physical disabilities be provided with all new construction and reconstruction projects on public facilities. Specific requirements are provided in Title II and ADAAG sections of the ADA. The following requirements from the ADA are applicable to the Afton City Hall site:

- Each facility or part of a facility constructed by, on behalf of, or for the use of a public entity shall be designed and constructed in such manner that the facility or part of the facility is readily accessible to and usable by individuals with disabilities, if the construction was commenced after January 26, 1992. – ADA Title II Section 35.151(a)(1)
- Full compliance with the requirements of this section is not required where a public entity can demonstrate that it is structurally impracticable to meet the requirements. Full compliance will be considered structurally impracticable only in those rare circumstances when the unique characteristics of terrain prevent the incorporation of accessibility features. – ADA Title II Section 35.151(a)(2)(i)

- At least 2 accessible parking spaces are required for parking facilities of 26-50 spaces (the Afton City Hall site is proposed to have 48 spaces) – Section 208 of ADAAG
- Parking spaces that serve a particular building or facility shall be located on the shortest accessible route from parking to an entrance. – Section 208 of ADAAG
- For every six or fraction of six parking spaces required, at least one shall be a van parking space. – Section 208 of ADAAG
- Accessible routes shall consist of one or more of the following components: walking surfaces with a running slope not steeper than 1:20, doorways, ramps, curb ramps excluding the flared sides, elevators, and platform lifts. – Section 402 of ADAAG
- Ramp runs shall have a running slope not steeper than 1:12, except that in existing sites, buildings, and facilities shall be permitted to have running slopes steeper than 1:12 [...] where such slopes are necessary due to space limitations. – Section 405 of ADAAG
- Cross slope of ramp runs shall not be steeper than 1:48. – Section 405 of ADAAG
- Ramps and curb ramps shall have landings at the top and bottom of each ramp run. Landing slopes not steeper than 1:48 shall be permitted. – Sections 405 and 406 of ADAAG
- Car parking spaces shall be 96 inches wide minimum, and van parking spaces shall be 132 inches wide, except that the van parking spaces shall be permitted to be 96 inches wide minimum where the access aisle is 96 inches wide minimum. – Section 502 of ADAAG
- Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted, except that slopes not steeper than 1:48 shall be permitted. – Section 502 of ADAAG

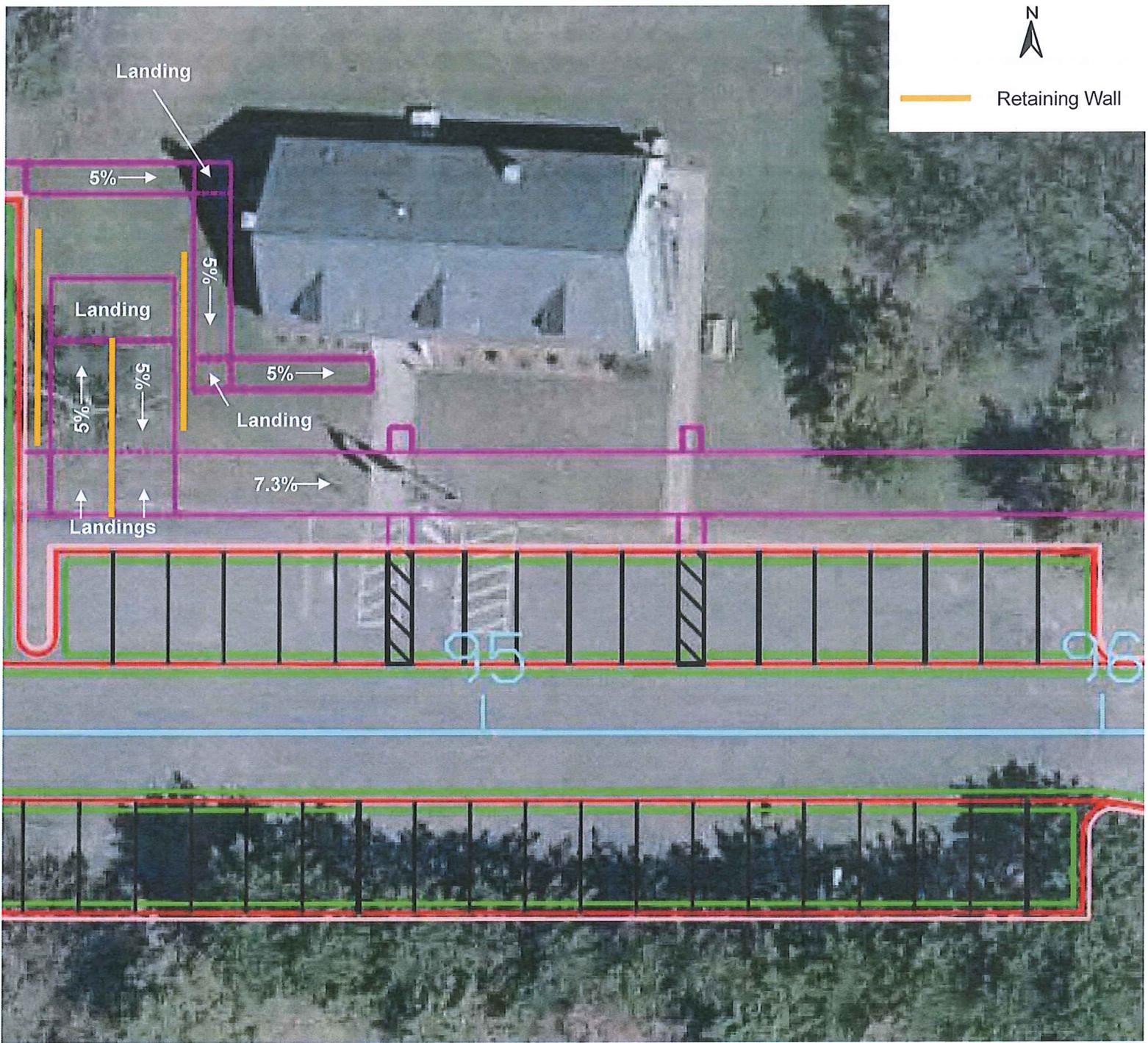
Although Afton City Hall and 30th Street are constructed on a considerable slope (> 7% toward the east), the terrain and existing facilities do not meet the standards for being impracticable for construction of ADA-complaint facilities.

Design Options for Accessible Parking and Routes to Afton City Hall

Three design options were considered to fulfill ADA requirements for accessible parking facilities for Afton City Hall and routes from the parking facilities to the Afton City Hall building: the west lot option, on-street option, and east lot option.

West Lot Option

This option provides two van-accessible parking spaces, an access aisle, and a turnaround area in a separate lot from the rest of the proposed parking along 30th Street. The lot would be located west of the Afton City Hall building on the north side of 30th Street. Grades along 30th Street do not allow for accessible parking on the street without significant elevation changes on the street. A separate lot allows for accessible spaces to be provided without significantly changing the roadway profile of 30th Street to accommodate ADA design standards. The layout for this option is provided in **Figure 1**.



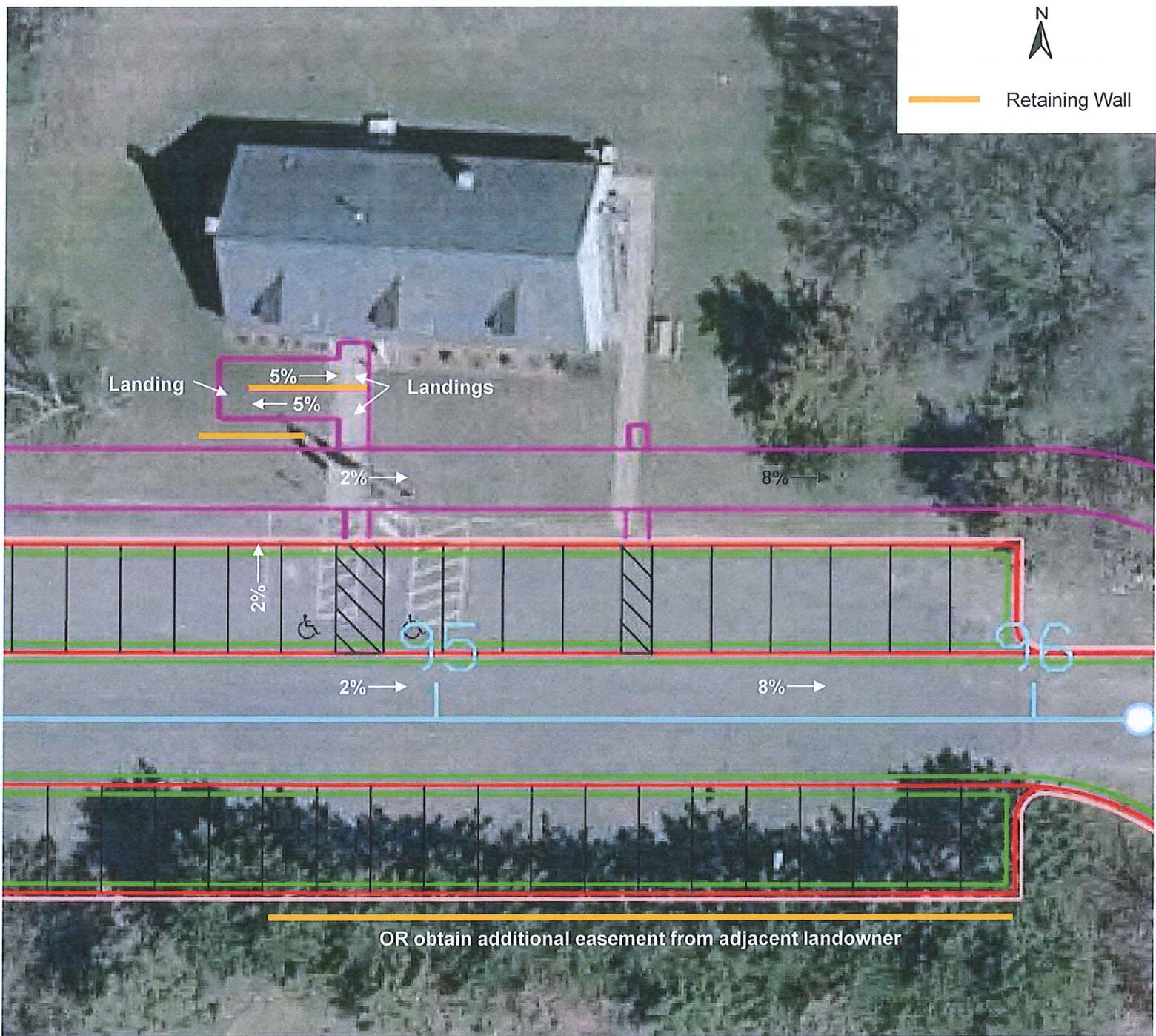
Grading and Access Route Analysis
 Hall Site
 [Location], Minnesota

Figure 1
 West Lot Option

This option requires a switchback along the 10' trail next to the north curb on 30th Street as well as many retaining walls between the pedestrian walkways/trails and/or parking areas. Either grading will be needed west of the accessible parking area/turnaround requiring removal of a significant amount of trees or a retaining wall would be needed west of the accessible parking area to avoid the grading. Each of the needed or potential retaining walls for the option would be generally 2' high or less. This option would likely be the most expensive option and potentially require the greatest impact to the existing mature trees in the area.

On-Street Option

This option provides two van-accessible parking spaces and an access aisle in the proposed parking area along 30th Street. This option would alter the profile of 30th Street to allow for the 2% maximum slope in the accessible parking area. The layout for this option is provided in **Figure 2**.



Planning and Access Route Analysis
 Hall Site
 on, Minnesota

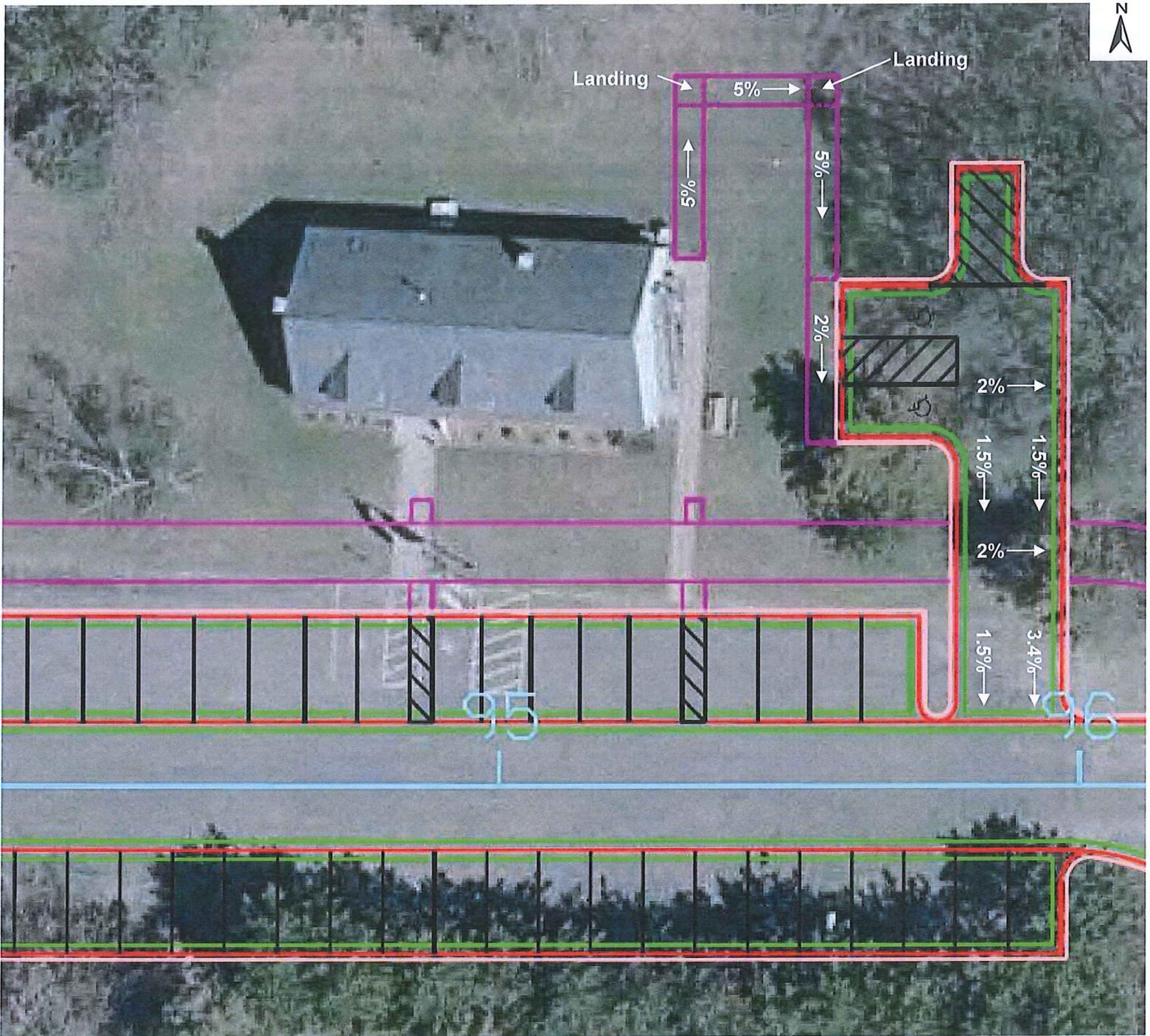
Figure 2
 On-Street Option

This option would require a sidewalk switchback ramp between the trail and the main building entrance to meet ADA grade requirements. This option would also require the most retaining wall of any option (approximately 125' long along the south side of 30th Street at 3' max height and 20' along the sidewalk switchback at the building entrance) to avoid additional easement purchases along the south side of 30th Street.

The vertical curves on 30th Street to accommodate the ADA parking spaces are designed at 15 mph, which is lower than the 30 mph statutory speed limit for local urban roads. These vertical curves will likely be acceptable due to the slow speeds of traffic anticipated turning onto 30th Street from St. Croix Trail and negotiating the 90 degree curve between 30th Street and Pike Avenue. With this option, it is recommended to sign the curve between 30th Street and Pike Avenue for a 15 mph advisory speed to slow traffic around the curve.

East Lot Option

This option provides two van-accessible parking spaces, an access aisle, and a turnaround area in a separate lot from the rest of the proposed parking along 30th Street. The lot would be located east of the Afton City Hall building north of 30th Street. Grades along 30th Street do not allow for accessible parking on the street without significant elevation changes on the street. A separate lot allows for accessible spaces to be provided without significantly changing the roadway profile of 30th Street to accommodate ADA design standards. The layout for this option is provided in **Figure 3**.



Parking and Access Route Analysis
 Hall Site
 Iron, Minnesota

Figure 3
 East Lot Option

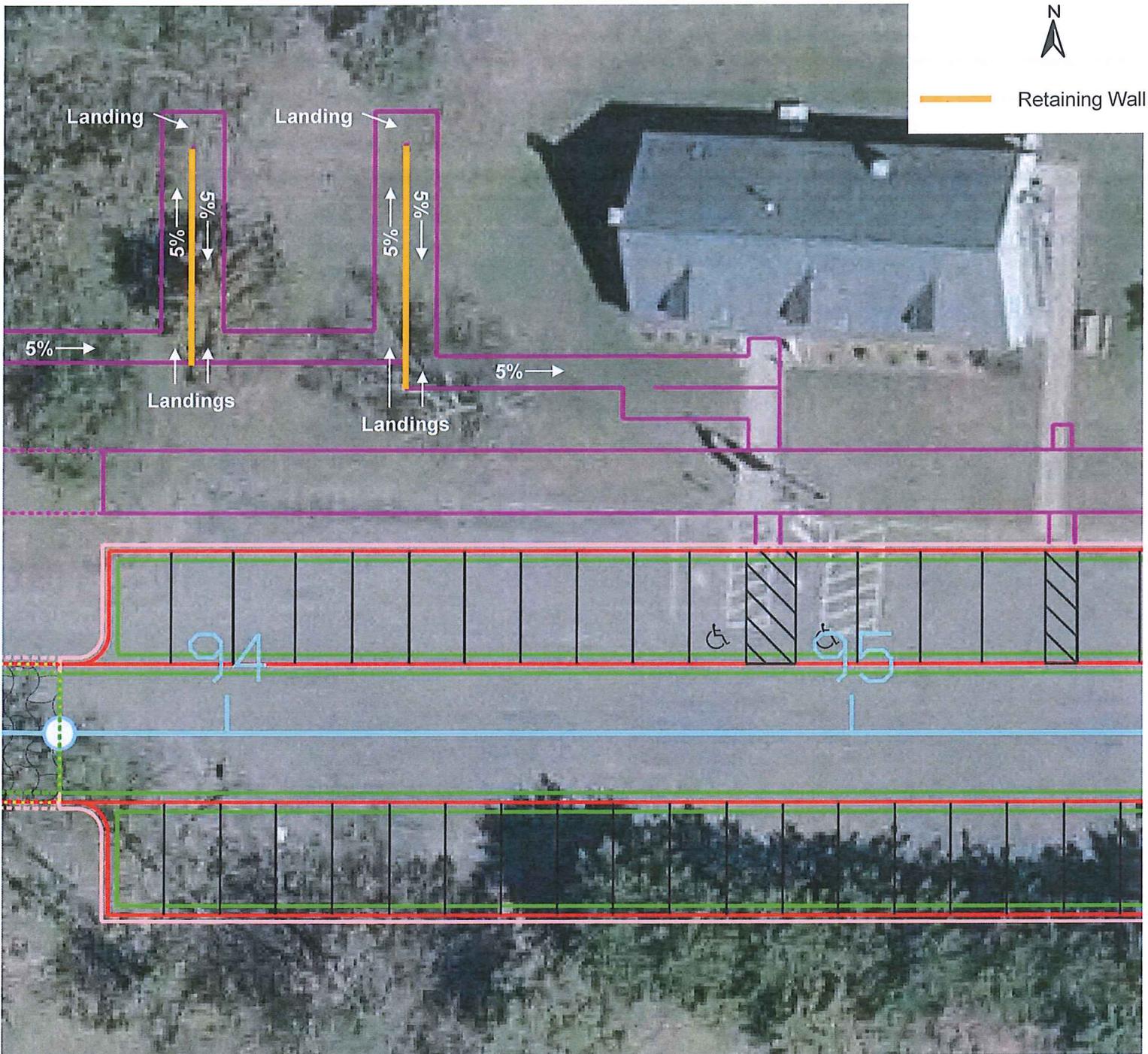
This option would not require any retaining walls or sidewalk switchbacks. However, construction of the accessible parking lot and the grading needed to match the existing ground would require the removal of some trees east of the Afton City Hall building. This option would also likely be the lowest cost option due to the lack of needed retaining walls.

This option would require further analysis of the side access to the Afton City Hall building to determine if wheelchair users would be able to use the side access to the building.

ADA-Compliant Connection to Trail along St. Croix Trail

ADA-compliant access for impaired users from the trail along St. Croix Trail to the Afton City Hall site is desired to meet ADA requirements and to provide the opportunity for impaired users to access the Afton City Hall building without using a car. Constructing the sidewalk adjacent to 30th Street to be ADA-complaint would not be feasible due to the need to match the sidewalk to the adjacent street grade. A separate sidewalk facility would be necessary to provide the required grades for ADA compliance. **Figure 4** shows an example of a parallel ADA-compliant sidewalk facility along the north side of 30th Street connecting St. Croix Trail to the Afton City Hall building.

ADA-compliant facilities were not deemed necessary connecting Afton City Hall to Pike Avenue on the east if an ADA-compliant sidewalk was provided connecting the Afton City Hall building to St. Croix Trail.



Planning and Access Route Analysis
 Hall Site
 Minneapolis, Minnesota

Figure 4
 On-Street Option with ADA-Accessible Sidewalk
 from St. Croix Trail

In order to provide ADA-compliant sidewalk facilities from St. Croix Trail to Afton City Hall without impacting trees in the area, two switchbacks with retaining walls would be needed in the sidewalk. Constructing the sidewalk without including switchbacks and retaining walls would require removal of many trees in the northwest corner of the Afton City Hall property.

Other Parking Areas in Reconstruction Area

In addition to the parking on 30th Street near the Afton City Hall site, the following parking areas are proposed within the reconstruction area:

- Steamboat Park parking lot (Upper 34th Street east of St. Croix Trail)
- 34th Street west of St. Croix Trail
- 33rd Street east/west of St. Croix Trail
- 32nd Street east of St. Croix Trail
- 31st Street east of St. Croix Trail

ADA requirements state that 1 handicap parking space with a van accessible access aisle is required for parking lots with 1-25 spaces. Lots with 26-50 spaces require an additional handicap space that is not required to be van accessible. With these requirements, the following amount of handicap spaces is required in the reconstructed lots:

- Steamboat Park parking lot: 1 space
- 34th Street west of St. Croix Trail: 1 space
- 33rd Street east/west of St. Croix Trail: 1 space (assumes parking areas comprise one lot due to proximity)
- 32nd Street east of St. Croix Trail: 1 space
- 31st Street east of St. Croix Trail: 1 space (to be met via off-street parking area at southwest corner of Afton Market Square building)

All of these parking lots are on grades that support ADA-compatible parking facilities without alteration of roadway profiles, except for the 32nd Street parking area. It is determined to be impracticable to change the profile of the road to meet ADA requirements for grades due to the roadway profile needing to match in to the many intersecting roadways.

Recommendations

The following are recommended based on the analysis in this memorandum:

- The on-street option is recommended to facilitate ADA requirements for parking at the Afton City Hall site due to the lowest likely cost and the reduced impacts to adjacent land.
- An ADA-compliant sidewalk facility should be provided from St. Croix Trail to the Afton City Hall site utilizing switchbacks to avoid tree removal.
- Reconstructed parking areas should be striped to provide the required number of handicap accessible spaces as explained in the memo.

City of Afton
3033 St. Croix Trl, P.O. Box 219
Afton, MN 55001

Meeting Date July 16, 2015

Council Action Memo

To: Mayor Bend and Members of the City Council
From: Ron Moorse, City Administrator
Date: July 8, 2015
Re: High Speed Internet Service Needs and Expansion Options

The High Speed Internet Access Committee has completed its work of identifying unserved and underserved areas and identifying options, costs and funding sources for the expansion of high speed internet service. Attached is a PowerPoint presentation prepared by Council member Ross outlining the work of the Committee and the options, costs and funding sources for the expansion of high speed internet service. Council member Ross will present the PowerPoint information at the Special Council meeting.

Council Action Requested

Motion regarding high speed internet service needs

Afton High
Speed Internet
Committee
(HSIC)
Report
June, 2015

HSIC goals:

- #1 - Identify those homes in Afton that have no Internet connectivity.
- #2 - Identify those homes in Afton with slow Internet connectivity which is defined as connectivity speeds under 1mbs.
- #3 - Establish points of contact with the service providers.
- #4 - Investigate funding options.
- #5 - Make recommendations to the City Council.

The Process:

The HSIC met with Centurylink (CTL) and Comcast at its first meeting. Follow up meetings were scheduled to view proprietary coverage maps and discuss options.

- [Richard Gacke](mailto:Richard.Gacke@CenturyLink.com), (Richard.Gacke@CenturyLink.com) manager of Network Planning for the state of Minnesota is our CTL contact person. 612-600-9250
- [Kate Hensing](mailto:Kate.Hensing@cable.comcast.com), (Kate.Hensing@cable.comcast.com) manager of Government Affairs is our Comcast contact person. 651-341-3022

The HSIC met with a representative from the Mn. Office of Broadband (MOB) to discuss funding options.

- [Jane Leonard](mailto:Jane.Leonard@state.mn.us), (Jane.Leonard@state.mn.us) Broadband Grant Administrator is our contact at the MOB. 651-259-7635

- Coverage maps from both service providers were viewed and noted. FYI – these maps are considered company confidential and therefore should not be distributed.
- A request for feedback was posted in the monthly Afton newsletter for residents to let the HSIC know if they had no or slow connectivity. Approximately forty (40) replies were received and the HSIC posted the results on a map of Afton. The results confirmed CTL and Comcast's coverage map information.

The Next Step:

- Both service providers were requested to quote at the following levels:
 - 1) Build out to provide service to the None Served homes.
 - 2) Build out to those homes with "slow" service.
 - 2) Build out to provide the standard 10mbs service to all of Afton.

Why do homes in Afton have NO or SLOW Internet connectivity?

SOME BACKGROUND - the copper wire phone lines traveling from our homes do not go directly to the phone companies switching station. Instead these wires travel to a junction box called a DSLAM (Digital Subscriber Line Access Multiplexer) . Here your and your neighbors' phones lines for voice and data are combined together and converted from a signal on copper wire to an optic signal which can travel long distances over fiber optic cable. Afton currently has seven (7) DSLAMs.

THE PROBLEM - data signals on copper wire hate traveling distances. So, the further you live from one of Afton's DSLAM boxes the slower your Internet speed. The signal may be so badly degraded that you have no data connectivity at all. Another factor: the DSLAM you are connected to may not be the closest.



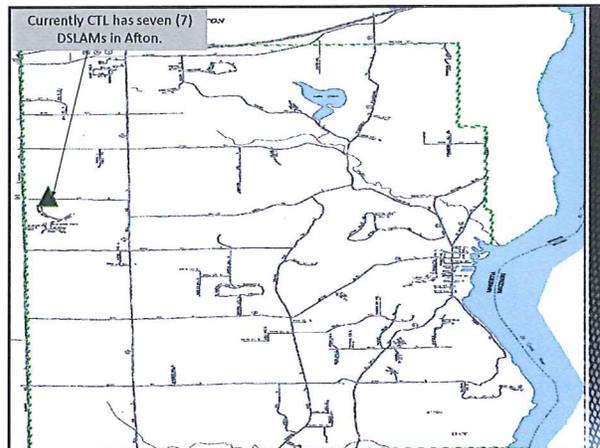
One of Afton's DSLAMs.

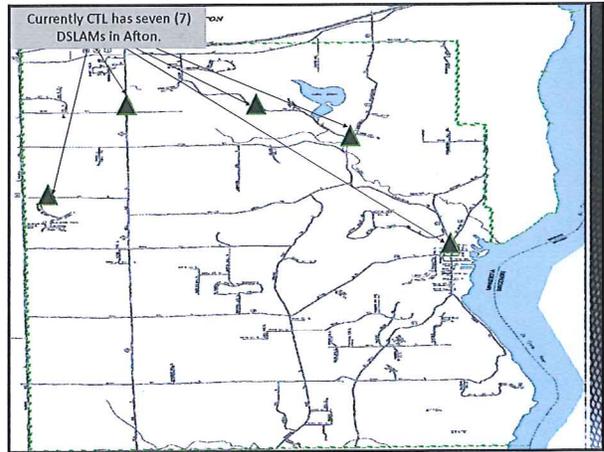
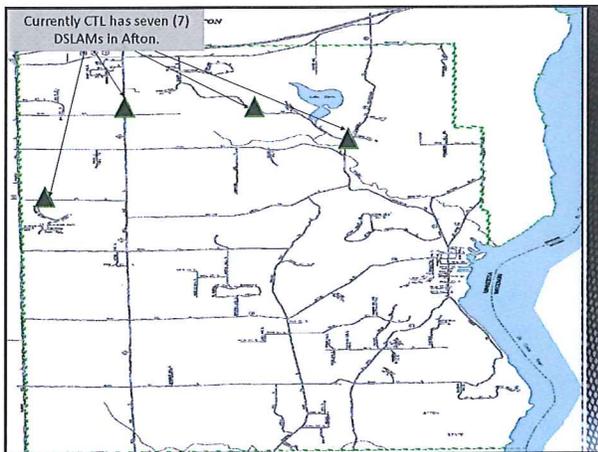
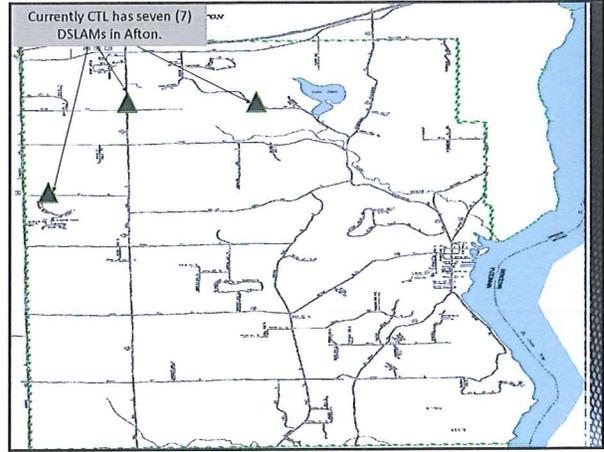
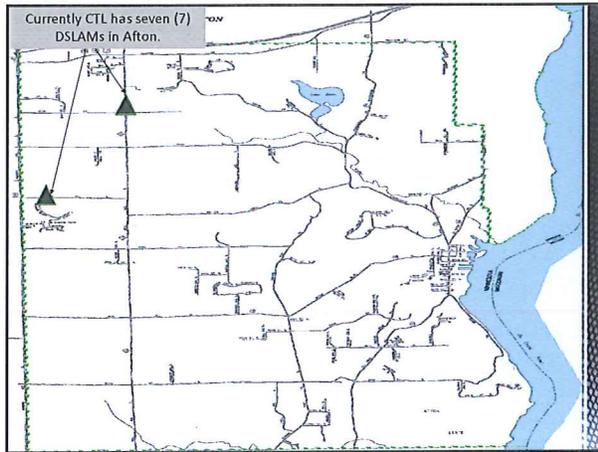
The Solution – More DSLAMs in Afton – except!

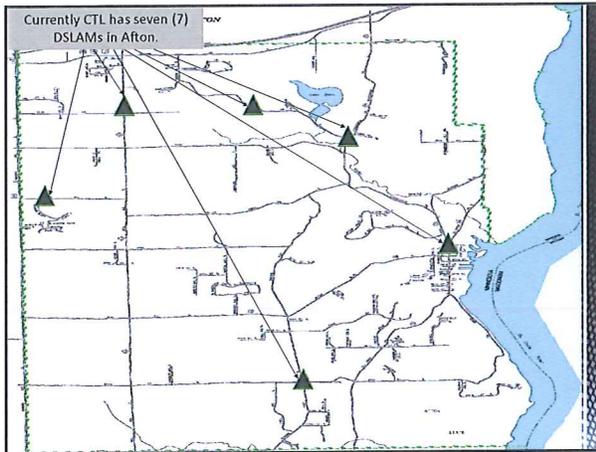
DSLAMs are expensive – about \$30,000 to 50,000 each. Centurylink (CTL) looks at those costs and decides where to install DSLAMs based on return on investment. As you can imagine with Afton's housing densities we are not high on the priority list for improvements.

An Important Point - Slow vs Unreliable service.

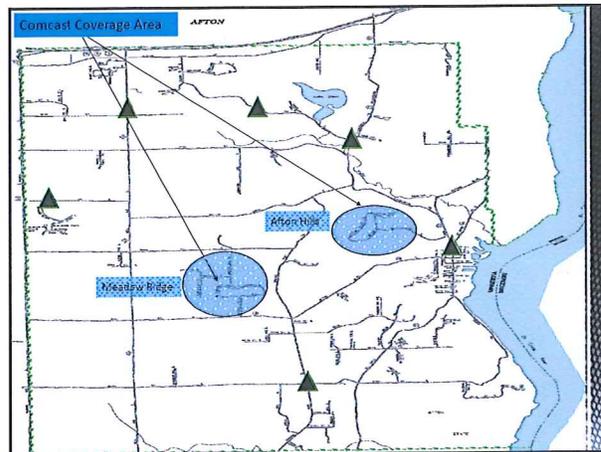
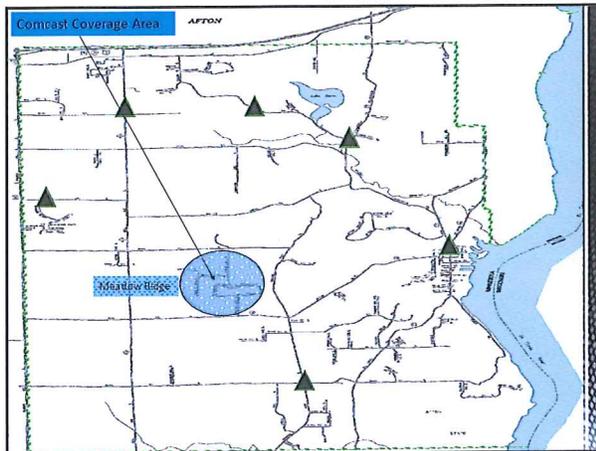
SOME TERMS PLEASE – the HSIC uses the term Unserved and No Service to mean a home with literally no Internet Connection except for Dial Up, Cell data usage or satellite service. The HSIC wants home owners to understand that there is a distinct difference between "slow" and "unreliable" service. When the HSIC talks about "slow" speeds we are referring to speeds at 128k to 256k baud or slower. The HSIC is not dealing with "unreliable" service which means connection speeds greater than 256k baud but some times has interruptions in service.

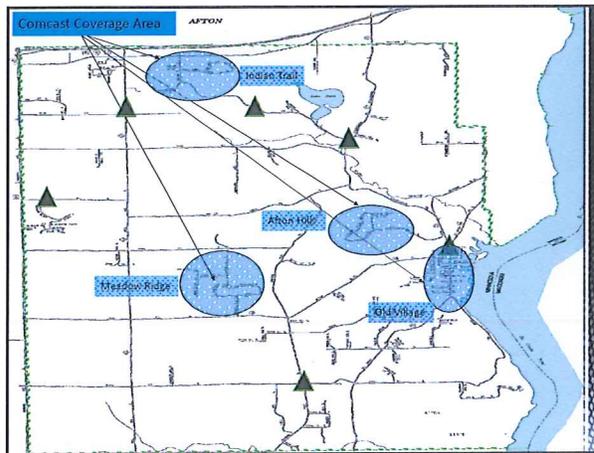
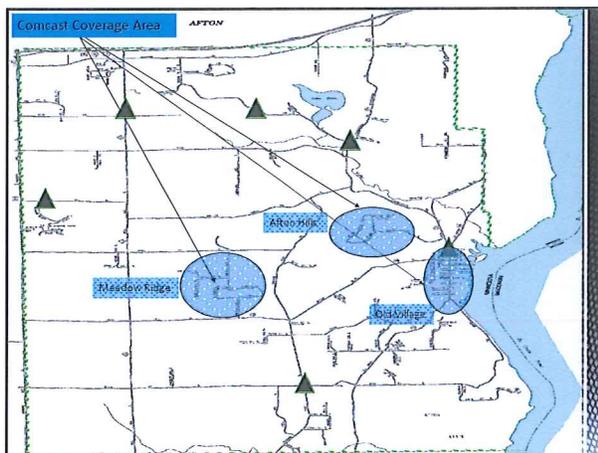






Comcast Coverage Areas.



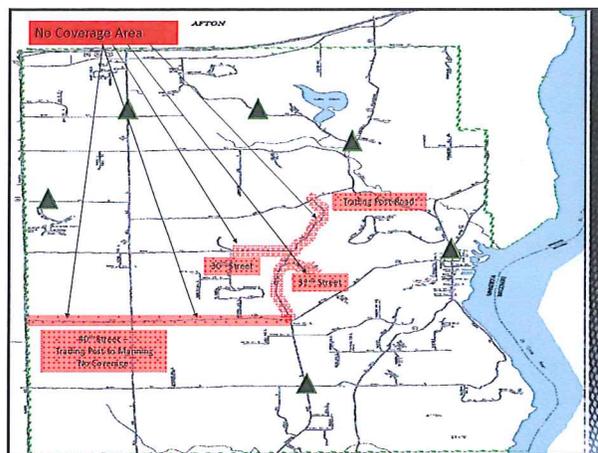
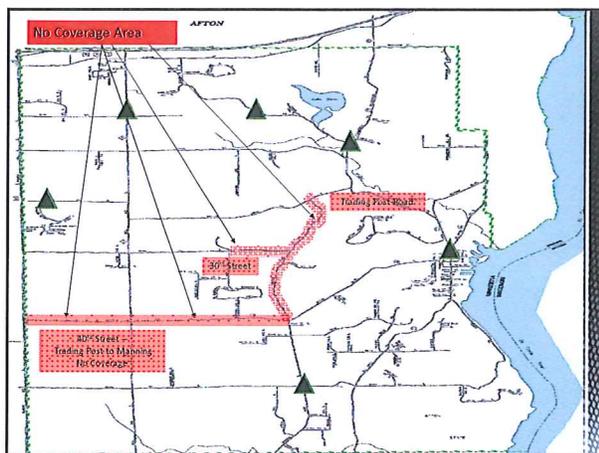
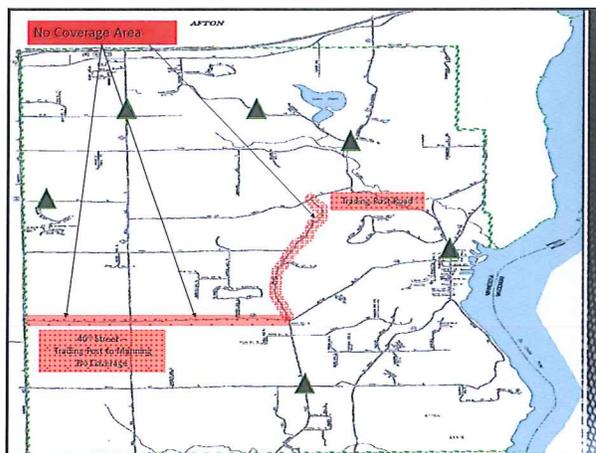
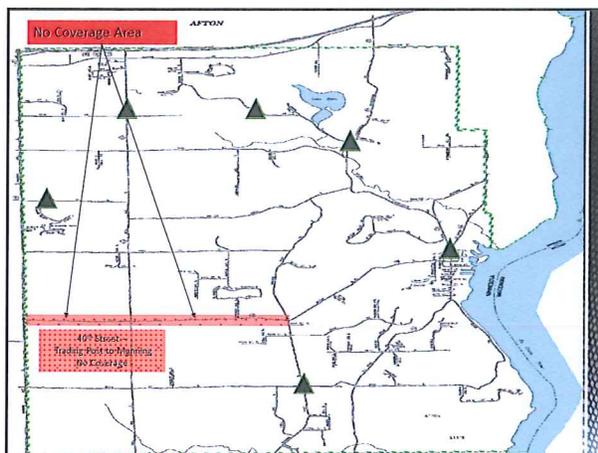


Comcast Quote

The HSIC requested a quote from Comcast to provide service to the 40th Street / Trading Post Road un-served area. This quote exceeded CTLs quote by a factor of 4 or greater.

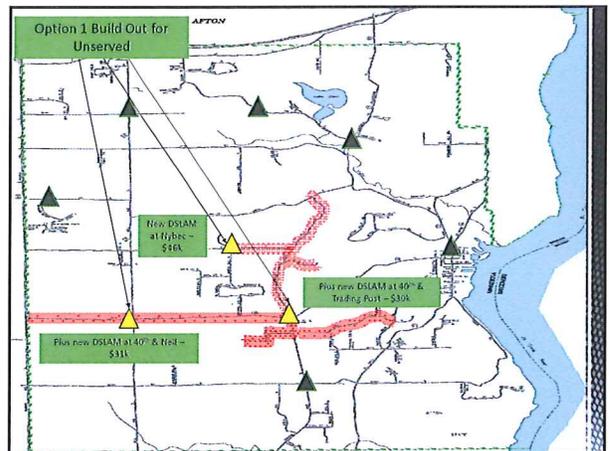
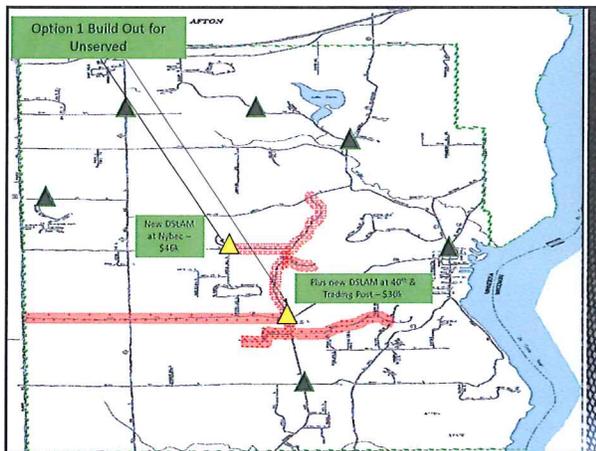
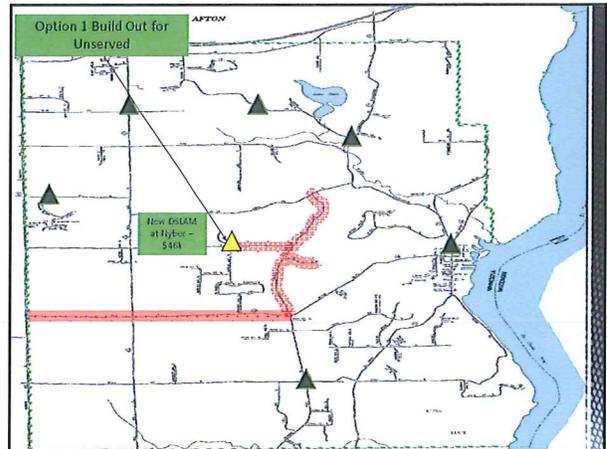
No or Slow Connectivity areas.

Working with CTL, Comcast and from an Afton wide survey, the HSIC has determined that the areas of no coverage are clustered around Trading Post Road and 40th Street. These areas shown in the following maps have either no coverage or extremely slow coverage.



CTL - Option # 1

CTL has quoted installing 3 DSLAMs to remedy the "No Coverage" area in Afton.

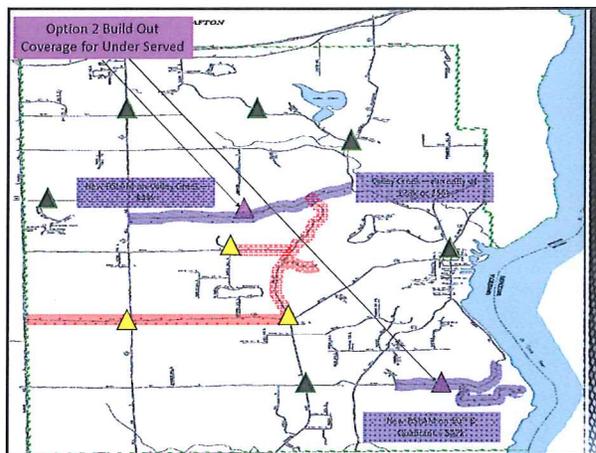
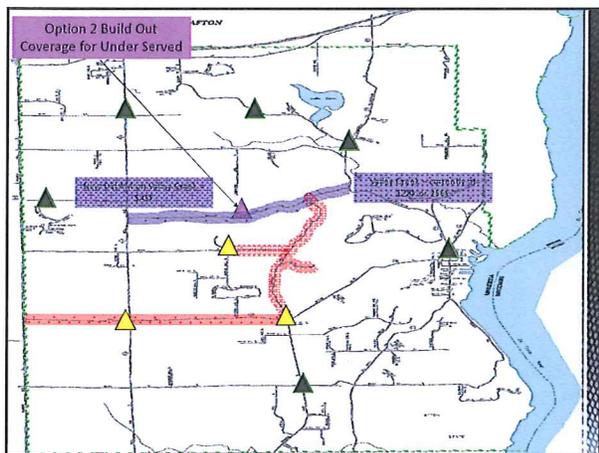


CTL - Option # 1

Approximate cost \$100,000

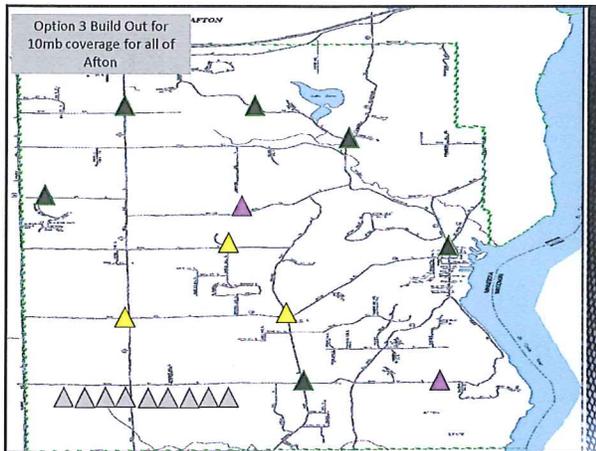
CTL - Option # 2

CTL has quoted installing 2 more DSLAMs to remedy the "Under Coverage" or Slow Speed areas in Afton.



CTL - Option # 1 + 2
Approximate cost \$200,000

CTL - Option # 3
CTL has quoted installing a total of 14 additional DSLAMs to bring all of Afton up to the most recent standard of 10mbs.
“The MN Broadband funds are dictating a minimum speed of 10mb download and 1mb upload. This is also the minimum speed to qualify for household reimbursement from the FCC Connect America Funds.”



CTL - Option # 3
Approximate cost \$500,000

Funding

- 1) Mn. Office Of Broad Band (MOB) grant program has \$10m in grant funds for F2015.
- 2) MOB pays 50% of the total cost and requires a 50% match.
- 3) Centurylink (CTL) has agreed to pay 1/3 of the match.
- 4) CTL will complete the MOB grant application at no cost to Afton and will submit in early September.
- 5) CTL has agreed to cover all cost overruns.
- 6) CTL requires a letter of intent from Afton to proceed which is due the end of August.
- 7) Afton's cost share payment would be due in February of 2016.
- 8) Option #1 example: MOB: ~\$50k, CTL: ~\$25k and Afton ~\$25k due in Feb 2016.

Some Interesting Questions:

1. Has Internet Connectivity now reached the same level of importance as road repair?
2. Is the City of Afton responsible for Internet Connectivity costs?
3.or is this the responsibility of the residents?
4. Are the residents of Afton willing to have a tax increase to pay for a full upgrade to 10mb ?
5. Has Afton caused a hardship with land use rules that prevents CTL from doing a complete build out?
6. Can the City partially fund Option 1 or Option 2 and ask those affected to raise a matching amount?

Recommendations:

The City of Afton should require new developments to place underground conduits in place for future build outs. The cost to install in pre-existing conduit is \$1 per foot verses \$13 per foot to install new underground lines.

The homes with no service and those with slow service need to be addressed. Perhaps some mechanism can be put in place to cost share between the city and the residents to solve this issue.

Afton should consider the 10mbs build out option. The demand for Internet services will only increase and this issue will not go away.

City of Afton
3033 St. Croix Trl, P.O. Box 219
Afton, MN 55001

Meeting Date July 16, 2015

Council Action Memo

To: Mayor Bend and Members of the City Council
From: Ron Moorse, City Administrator
Date: July 8, 2015
Re: Afton House Easement Acquisition (Closed Session)

The negotiating committee authorized by the City Council has been meeting with the Afton House representatives regarding the City's acquisition of easements for the levee and sanitary sewer system. The Committee would like to provide an update and obtain direction from Council regarding the negotiation process. Information regarding the background and status of the negotiation process is being provided in a confidential packet.

Council Action Requested

Motion to provide direction regarding the Afton House easement acquisition process

7-16-15
SP. CC mtg

SUPPLEMENTAL PACKET

City of Afton
3033 St. Croix Trl, P.O. Box 219
Afton, MN 55001

Meeting Date July 16, 2015

Council Action Memo

To: Mayor Bend and Members of the City Council
From: Ron Moorse, City Administrator
Date: July 16, 2015
Re: Downtown Improvement Project Design - **Supplemental**

Attached are emails from Peg Nolz and Tom Nolz to Mayor Bend regarding the downtown improvement projects. Mayor Bend has requested they be provided to the Council. Also, the downtown improvement project design discussion includes options for providing ADA compliant parking spaces at City Hall. One of the options involves locating the spaces at the east side of the City Hall. This would conflict with a proposed concept design for the building to house the Sheriff's Deputies. The concept design is attached.

Ron Moore

From: mayor
Sent: Friday, July 10, 2015 3:41 PM
To: Ron Moore
Subject: Fwd: Downtown "improvements"

Ron,

Here is a second string of communication initiated by Tom Nolz. Could you also put this in the council packet, this time with regard to the 34th street matter?

Thanks,

Dick

Begin forwarded message:

From: "Bend, Richard" <rbend@bendellingson.com>
Date: July 10, 2015 at 1:41:27 PM CDT
To: mayor <mayor@ci.afton.mn.us>
Subject: Fwd: Downtown "improvements"

Begin forwarded message:

From: Tom Nolz <tom_nolz@hotmail.com>
Date: July 9, 2015 at 10:58:23 PM CDT
To: Richard Bend <rbend@bendellingson.com>
Subject: RE: Downtown "improvements"

Mayor Bend,

It appears to me that you haven't quite understood what I first wrote. It seems to me that you believe I was referring to *Upper* 34th Street which I certainly was not. I am suggesting changes to the unimproved section of 34th Street, east of St Croix Trail that lines up *precisely* with the commonly used walking access, east of the dike, to both Steamboat Park and the city dock along the south edge of Windmill Marina.

Any "improvements" to 33rd Street would seem to be for the convenience of boaters, most of whom are not residents, and the almost exclusive benefit of the Gervais family holdings.

Are you saying that a public right-of-way connecting 32nd and 33rd east of St

Croix Trail is something that the city would spend funds to acquire? I assume that it is understood that the right-of-way of Pike Ave is totally beneath the dike along that stretch. Again, how does anyone *other than* the owners of the various eating and drinking establishments in the Afton House complex benefit from that? On the contrary, the homes on 32nd end up with headlights shining in the windows during the wee hours of the morning after the bars close. Why would it not be better to continue to have bar traffic exit directly onto St Croix Trail?

It seem that this portion of the downtown "improvements" is aimed at greatly benefitting certain parties and is not designed to benefit the overall community.

The flow of patrons from the city dock will not change with having the city in control of the dock, when and if that ever happens. The boaters will continue to flock to the establishment that are conveniently adjacent. They already have *that* access. Why isn't the city looking to do something for the community rather than the boaters?

A bigger problem is that this plan, and all of the other proposed "improvements" seem to be quite discretionary, that is not critical or mandatory. Yet the City Council is will to spend down all of the funds that have been set aside for future road maintenance (and more) to do this work. That seems to be incredibly irresponsible. I guess I'd like to know when the City Council actually voted to approve to divert these funds.

There's another thing that is eating at me and that is the proposed (pending?) subdivision of the property in the Don Scheel estate. *It appears that the applicant was pushed into a subdivision plan that greatly reduces the overall market value and therefore the profits for the heirs. I'll address that in a separate email...*

TN

From: rbend@bendellingson.com
To: tom_nolz@hotmail.com
Subject: RE: Downtown "improvements"
Date: Fri, 10 Jul 2015 02:20:03 +0000

Tom,

That is an interesting question. I think the reason people in the old village prefer the 33rd street access rests on a number of different considerations: the residents on the south end of town knowing how to use and access the park while the businesses on the north end want to provide easier access for visitors who tend to use the north end of the old village. The business owners on the north end want to channel more of the marina traffic on foot into the business area. Property owners adjacent to 34th street don't want the percentage of the right of way in use increased, whereas 34th street already has a wide percentage in use as, frankly, an ugly parking area. This improvement will reduce the amount of parking on 34th and significantly improve its appearance from St. Croix Trail.

The reason I prefer it is that it fixes the ugliest street in the old village, provides better access to the park and the city dock which someday will again be the city dock, and gives better foot traffic to and from the marina. Finally, it turns 33rd into a one way street and gives the city a connecting 33rd and 32nd which we don't have at this time.

Dick

From: Tom Nolz [mailto:tom_nolz@hotmail.com]
Sent: Thursday, July 09, 2015 3:52 PM
To: Bend, Richard
Subject: Downtown "improvements"

Richard,

I really don't understand the focus on 33rd Street as an access to the river and Steamboat Park (and the inherent bowing to the Afton House and associated businesses.) Wouldn't the public and the community be better served by pushing that access through at 34th Street and providing a connection between Town Square Park and Steamboat Park?

Just asking,...

TN

Ron Moore

From: mayor
Sent: Thursday, July 16, 2015 10:13 AM
To: Ron Moore
Subject: Fwd: Special City Council Meeting

Ron,

Please include the following e-mail in a supplementary packet for today's meeting.

Dick

Begin forwarded message:

From: Peg Nolz <peggynolz@msn.com>
Date: July 16, 2015 at 9:41:49 AM CDT
To: "mayor@ci.afton.mn.us" <mayor@ci.afton.mn.us>
Subject: RE: Special City Council Meeting

Richard;

Wow! Are things out of control or what?

Some History

When Pat Snyder was elected mayor, she and I were able to convince Joe, but not Nelson and Palmquist, to go on an austerity program. even though we were saddled with lawsuits initiated when Julia was mayor. We were able to rein in costs, pay our lawsuit attorneys' fees and eventually show a healthy surplus at the end of the year. During this era, we only raised taxes to cover the ongoing rise in the payments to the road-paving bond. This surplus was used to bulk up the Capitol Improvement (Road) Fund (accompanied by much pushback from Nelson and Palmquist) with the thought that we would have funds to repair the roads paved during the road paving project when it was necessary.

During that period, the idea to fix the levee and put in downtown sewer was floated because there was grant money available through the DNR. We were originally told that we could get an almost unlimited DNR grant (\$4M+) and the Afton share would be capped at \$1.2 Million. Since the \$95K previously levied and used for attorneys' fees from the lawsuits was now freed up, we decided to use these funds for 10 years to get to \$950,000 and that the rest of our obligation could be met by the assessments and part of W/C road reconstruction through downtown. Soon the match was changed to \$1.8M (based on population, tax capacity or some other mumbo-jumbo), but we still felt we were okay with this because we felt, as a council, that the city was responsible for road maintenance in the downtown area. It was never the intention of the

majority of this CC to fund the sewer, levee and streetscape enhancements from taxpayer monies.

Sometime in 2011 or 2012, WSB presented a funding chart to the CC in a workshop that showed the \$850,000+ in the Capitol Improvement Fund being diverted to the downtown levee project. When called on it, Todd admitted that they had "taken" it, but it was needed to go forward or the project would need to be scrapped and I think the CC felt we were too far into it to pull the plug, but would be able to keep it in check. This is proving to not be the case anymore.

We currently have at least 2.5 CC members representing downtown and there is little thought being given to the impact of this project on the rest of the residents. Since less than 10% of the population resides downtown, and they live on some of the least taxed property in the city, it is unconscionable to be throwing this kind of taxpayer money down a black hole. No amount of money is going to "fix" downtown. It will never be a thriving destination mecca. Who are they kidding? Ron's memo stating the engineers will provide options and costs at the meeting is just plain wrong. How can you responsibly make such a huge decision when you have not had time to mull the decision? So much for transparent government and responsible governing. That is just plain nuts! There is no way, after spending precious funds to "improve" the gaslights that we should now scrap them and put in lights that cost an exorbitant amount of money apiece. Does anyone yet have a real number for what this project is going to totally cost? WSB has been very reluctant to come forward with that number. The last time I saw any semblance of a total, it was on the far side of \$14M, having grown from an original estimate of around \$9M.

And, a public bathroom in the downtown park? That idea has been suggested 3 or 4 times in my memory and has been deemed, by reasonable minds, to be a really bad idea. The DNR couldn't fund a facility at the Boomsite north of Stillwater. What makes anyone think it is responsible for our small city to do it? Last year Palmquist fought to not use park funds for the community garden fence (around \$3000) because this did not benefit only residents. And who would use the facility downtown? You can fund a bunch of porta-potties with much less than the \$50,000 a bathroom would cost. We have spent tons of money on that park (a \$65K playground set, gaslights, basketball matting, roof for picnic shelter, grills, ...). Why not try to protect the Park Fund and get a park elsewhere in the community instead outside Palmquist's front door. If the bathroom absolutely needs to change, a great example of an appropriate facility is a state park restroom with a sealed vault below.

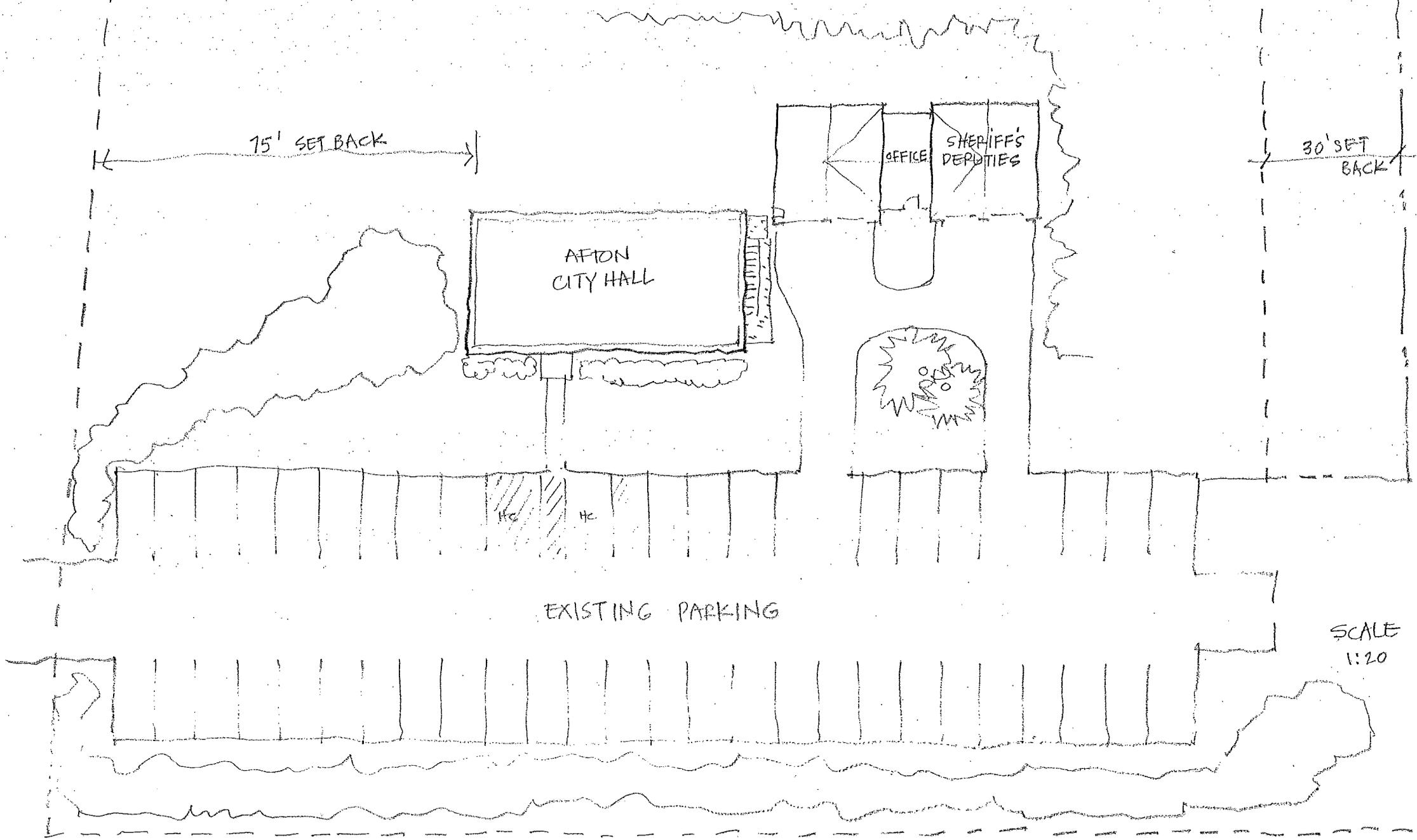
And since when do we pay to install public utilities? To have the City pay for bringing in internet service is ludicrous. Residents have, in the past, put pressure on Centurylink to put in a DSLAM in the southern part of the city. I think a more important project would be to help residents who do not have access to natural gas and are forced to use expensive propane. Everyone needs to heat their home; not the case with internet.

Start representing the citizens you represent instead of trying to play nice to the downtown contingent. Spending is out of control and no one is paying attention, yet.

Peg Nolz

CITY SITE PLAN SKETCH

6.17.15



SCALE
1:20

BLONDO  **CONSULTING** LLC.

CULTURAL
HERITAGE
CONSULTING

STEVEN J. BLONDO, MA
3939 SAND HILL RD., KETTLE RIVER, MN 55757
218-485-1174 • STEVEN@BLONDOCONSULTING.COM
WWW.BLONDOCONSULTING.COM

July 13, 2015

Ms. Alison Harwood
WSB & Associates, Inc.
701 Xenia Avenue South
Suite 300
Minneapolis, MN 55416

RE: Scope of Work and Fee Proposal: Section 106 Cultural Resources Consulting for the Proposed Afton Wastewater Collection System, Road Reconstruction, and Stormwater Collection System, Afton, Washington County, Minnesota

Dear Alison,

In response to your request, Blondo Consulting, LLC (Blondo Consulting) has prepared the following Scope of Work and Fee Proposal for assisting with Section 106 initiation and completion for the proposed Afton Wastewater Collections System, Road Reconstruction, and Stormwater Collection System Project. The proposed project is being permitted by the U.S. Army Corps of Engineers. As such, the project is subject to review under Section 106 of the National Historic Preservation Act. Blondo Consulting will assist with agency coordination and consultation associated with the initiation of this review.

Review of cultural resource studies may be done at the local level or at the state level by the State Historic Preservation Office (SHPO) and the Office of the State Archaeologist (OSA), or in the case of tribal involvement (eg on reservation property), a Tribal Historic Preservation Office (THPO). SHPO, THPO, and OSA require that surveys be conducted by a qualified archaeologist who meets the Secretary of the Interior's qualifications as outlined in 36CFR800, and also outlines standards and guidelines for conducting work in the state. Additionally, OSA permits archaeologists under the Minnesota Field Archaeology Act for investigations on non-federal public land.

Blondo Consulting will meet or exceed these standards, requirements and guidelines for this project. Mr. Steven Blondo will conduct all aspects of the project. He holds a Master's Degree in Anthropology (Cultural Heritage Studies) from the University of Minnesota. He meets Secretary of the Interior's Qualifications Standards and holds a current a Minnesota State Archaeological Annual License.

Mr. Blondo has been assisting clients with compliance related Cultural Resource work for over 15 years and has outstanding relationships with the Minnesota SHPO, OSA, and many tribal offices. He has completed small to large and complex projects in the state and coordinated client compliance repeatedly. He has conducted numerous archaeological and cultural resource studies for commercial wind projects.

Project cost will be invoiced as on an hourly basis. Billing rates will range from \$35/hour for Field Technicians to \$75/hour for Principal Investigator. The following cost estimate ranges are offered for planning purposes. It is understood that studies have been completed by Mergent (Dean Sather, 2015) and Mississippi Valley Archaeological Center (MVAC, 2015). These studies will form the basis for the federal Section 106 review which it is anticipated will follow the already completed state level review. This project will not include any fieldwork and work will be directed by WSB.

Task 1. Section 106 Initiation

Blondo Consulting will work on behalf of the City of Afton (applicant) and request initiation of Section 106 review by the U.S. Army Corps of Engineers (USACE). Coordination with agencies including but not limited to State Historic Preservation Office (SHPO), Office of the State Archaeologist (OSA), and USACE. Additional consultation with the Minnesota Indian Affairs Council may be required. Blondo Consulting will assist with this consultation if required.

COST ESTIMATE.....\$1,000.00 (based on 10 -20 hours)

Task 2. Archaeological Monitoring

As requested in the Anfinson letter dated June 15, 2015 and SHPO letter dated June 24, 2015, Blondo Consulting will provide an Archaeological Monitor to provide oversight during the excavation within culturally sensitive areas (21WA10) as required by SHPO and OSA.

COST ESTIMATE.....\$2,000.00 (based on 20 -40 hours)

Task 3. Determination of Effects on the NRHP listed Cushing Hotel

Blondo Consulting will assist in preparation of a Determination of Effects (DOE) Report detailing project effects (if any) on the NRHP listed Cushing Hotel. This DOE Report was requested by SHPO in the June 24 letter.

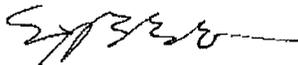
COST ESTIMATE.....\$1,500.00 (based on 15 -30 hours)

Task 4. Additional Fieldwork

If required, Blondo Consulting will provide additional fieldwork. This is not anticipated but may be required if project changes have not been previously surveyed. This task has not been assigned a cost estimate but will be detailed if required.

WSB and Blondo Consulting have a standing General Services Professional Agreement. A signed copy of this proposal will supplement that agreement. Fees estimated in this proposal are based on our assumptions that you will authorize this work by August 1, 2015. Please let me know if you have any questions or comments regarding this proposal.

Sincerely,



Steven J. Blondo MA
Blondo Consulting, LLC

Todd Hubmer

From: Todd Hubmer
Sent: Monday, July 13, 2015 6:56 AM
To: Diane Hankee; Ron Moorse (rmoorse@ci.afton.mn.us); 'Jane Krebsbach'
Cc: Sean Delmore; Jon Chiglo; Wayne H. Sandberg PE (Wayne.Sandberg@co.washington.mn.us); Jacob Newhall; Jamie Wallerstedt
Subject: Afton Ponding in the Vicinity of the Effigy Mound
Attachments: SouthPond-ExhibitA.pdf; SouthPond-ExhibitB.pdf; SouthPond-ExhibitC.pdf; SouthPond-ExhibitD.pdf; OSA Afton.pdf

Good Morning Everyone,

Based on comments from the MPCA citizens board and state archeologist in regards to the location of the "south pond" in relation to the effigy mounds. The letter from Scott Anfinson, the state archeologist is included for reference and guidance. Currently, Mr. Anfinson has not finalized his comments to SHPO and will not do so until he sees the revised plan sheets.

We are seeking comments and consensus from the County and City as to how to modify the design of the South Pond to protect and avoid disturbance of the effigy mounds. We have prepared the attached alternatives for review and provided a brief discussion on project impacts of each alternative on its potential to protect the effigy mounds and to address the project's needs. The purple area labelled effigy mound in the figures includes the recommended 20-foot set back from the mapped effigy mound.

All options allow for enough pond volume to provide >1 foot of freeboard to existing structures for the 10-year rainfall event when the river is flooding and >1 foot of freeboard to existing structures for the 100-year rainfall event when the river is not flooding (assuming the proposed lift station is constructed). All options have the currently designed levee shifting slightly to the east to accommodate drainage from the south, provide ADA compliant trail access and to keep the levee off private property south of upper 34th Street (this shift is not for pond storage volumes). The alternatives are:

Alternative A: is the layout shown in the current plan set (this is what the current Myher property condemnation is based on). This option:

1. Protects the White Pine tree as the two cells are connected using existing contours, which minimizes grading in the vicinity of the tree.
2. The excavation of the south basin is located in the middle of the effigy mound. This is in contradiction with the archeologists recommendation.
3. This option does not require additional *levee* shift to provide more volume.
4. The trunk storm sewer would not likely be redesigned if this option is chosen.
5. Currently proposed land would need to be acquired from Myhers for this option.

Alternative B: is the layout that was developed to avoid the effigy mound and protect the white pine. This option:

1. Protects the existing white pine.
2. Requires the levee to be shifted an additional 35' (35' is max shift and tapered back to meet the existing levee alignment).
3. This alignment results in additional wetland impacts and floodplain impacts. This will likely result in additional geotechnical investigation/design as there will be levee built in a wetland area that is not currently levee.
4. Require the purchase of additional wetland credits.

5. The trunk storm sewer to be redesigned to discharge into the south end of the pond (short-circuiting may be a concern as inlet will be near outlet).
6. Land acquired from Myhers for this option would be reduced significantly.
7. May need to trade some property to meet the requirements of impacts to 4f park land.

Alternative C: is the layout that was developed to avoid the effigy mound, avoid additional levee shift. This option:

1. Removes the white pine and constructs the pond in the area that currently experiences ponding/standing water at times throughout the year.
2. This option will redesign the trunk storm sewer to discharge into the south end of the pond (short-circuiting for water quality may be a concern as inlet will be near outlet).
3. The reconfigured trunk is not shown on this exhibit but would be needed to avoid the effigy mound.
4. Acquisition of the existing proposed property from Myhers would need to be obtained, plus loss of the white pine.

Alternative D: is the layout that eliminates the cell north of the tree and extends storage to the south by extending the retaining wall south. This option:

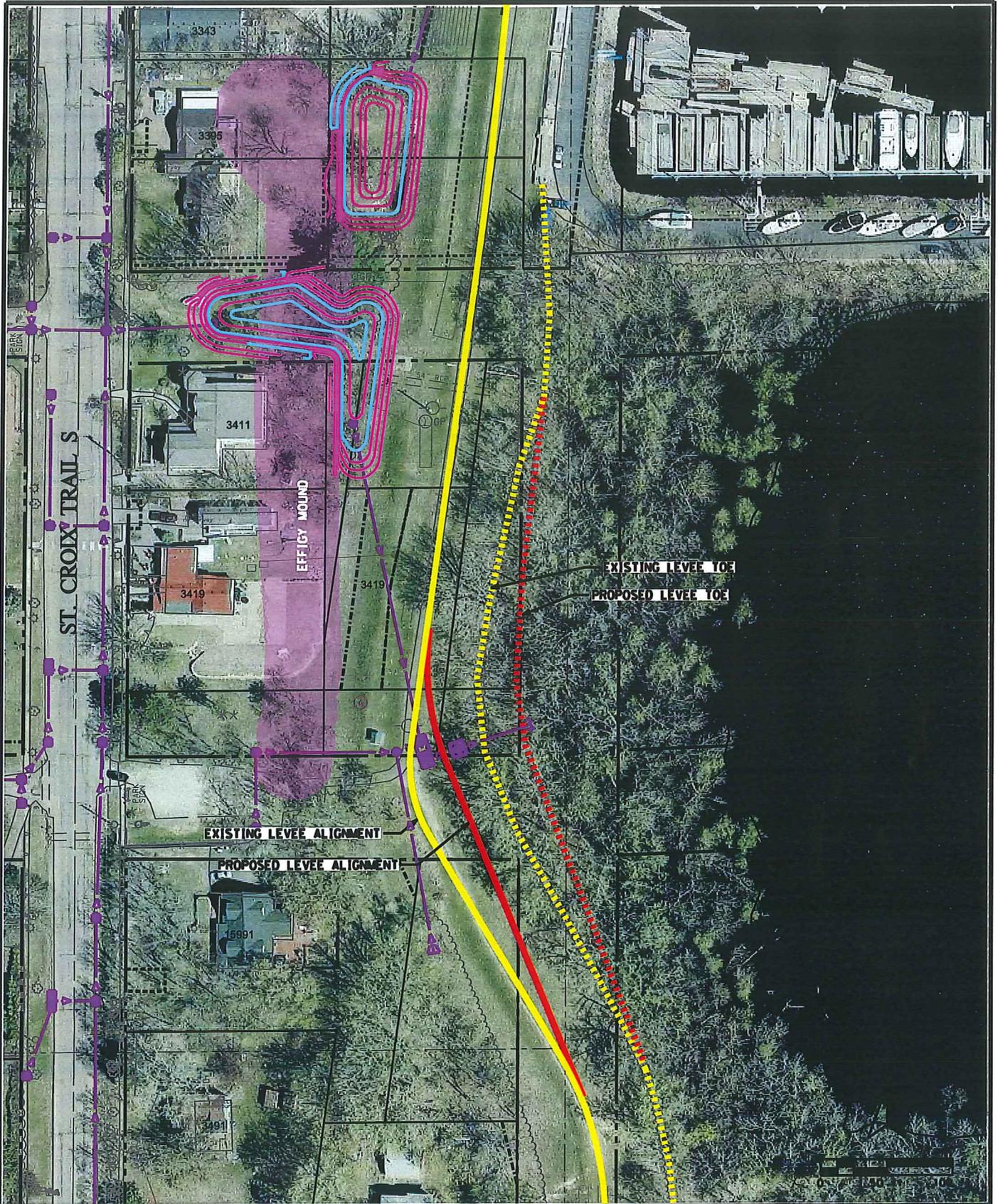
1. Does not require an Additional levee shift.
2. The pond excavation is located in the middle of the effigy mound.
3. The trunk storm sewer would not be redesigned if this option is chosen.
4. Minimal land would need to be acquired from Myhers for this option.

Based on the comments from the State Archeologist, the significant impacts to the effigy mound presented in Alternatives A and D are not likely to be approved. Therefore, we suggest that the alternatives presented in Alternatives B and C be given consideration. We will be discussing this at the July 16th workshop with the City Council. Please provide us your thoughts, comments and ideas on this issue. We are working quickly to develop a response for submittal to the MPCA, SHPO and the State Archeologist. The City's condemnation hearing for the Myher parcel is also rapidly approaching.

Thank you for your thoughts and insights on this issue.

Sincerely,

Todd Hubmer

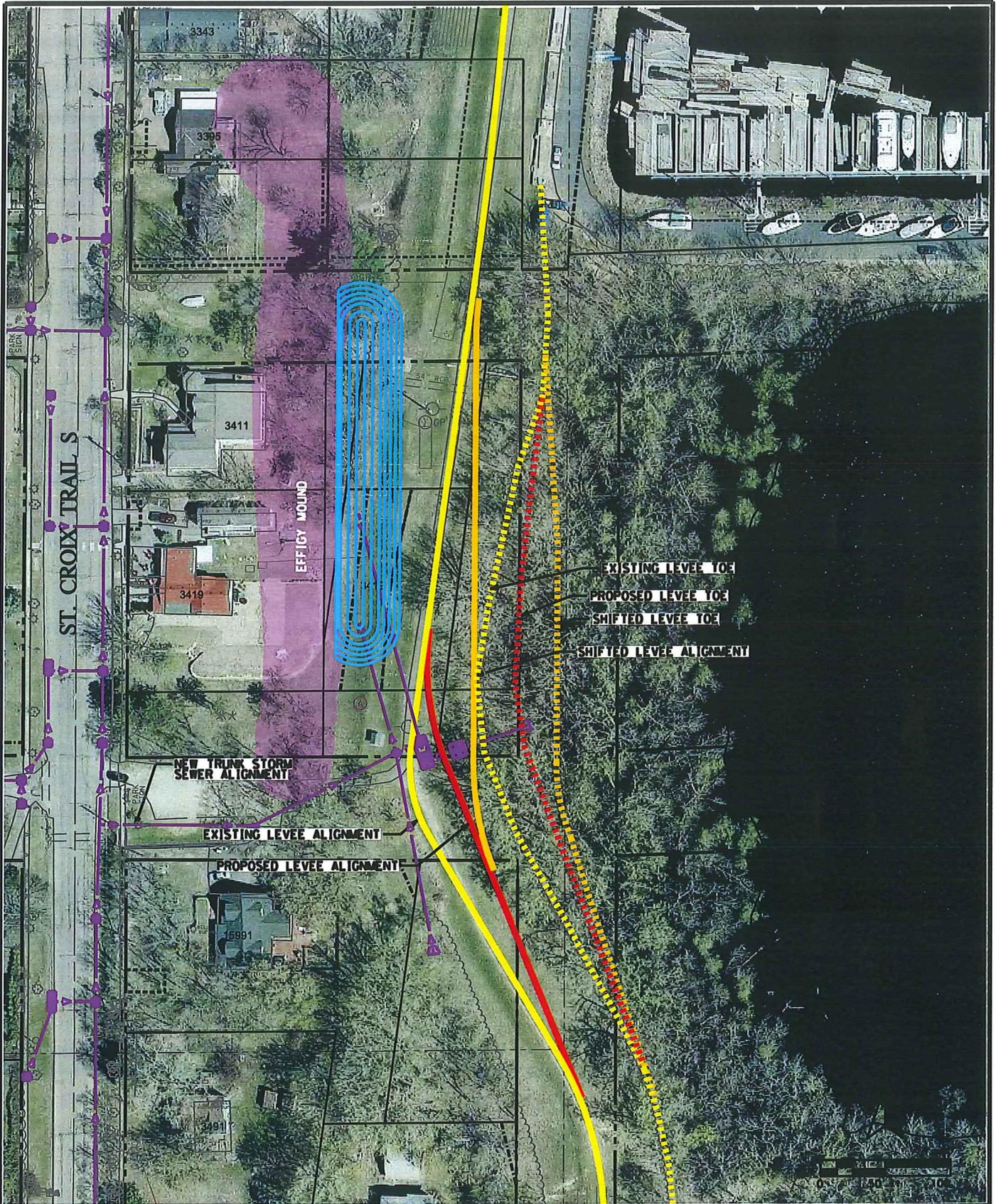


St. Croix Trail

Roadway Improvements
in Downtown Afton



South Pond Exhibit A

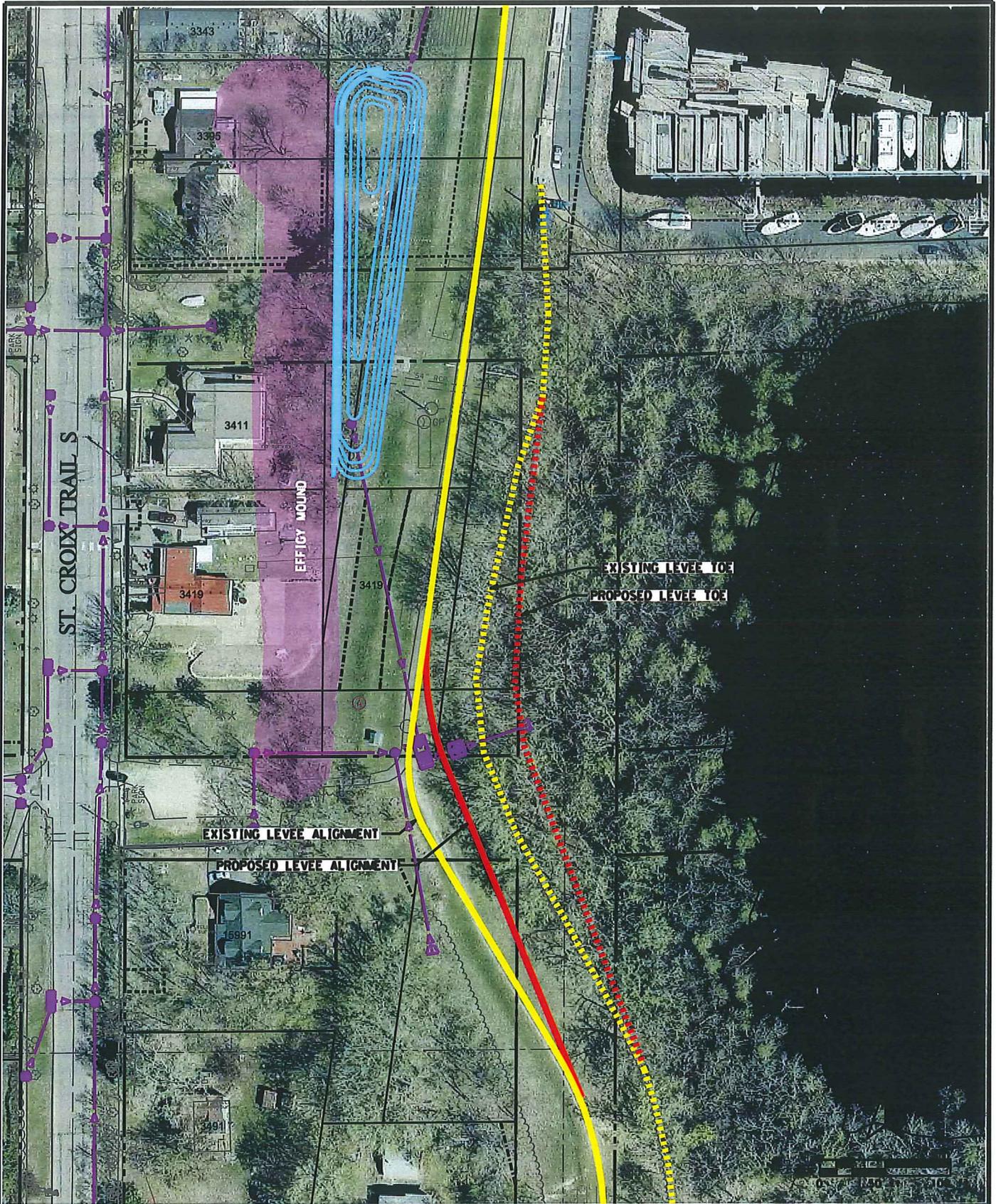


St. Croix Trail

**Roadway Improvements
in Downtown Afton**



South Pond Exhibit B

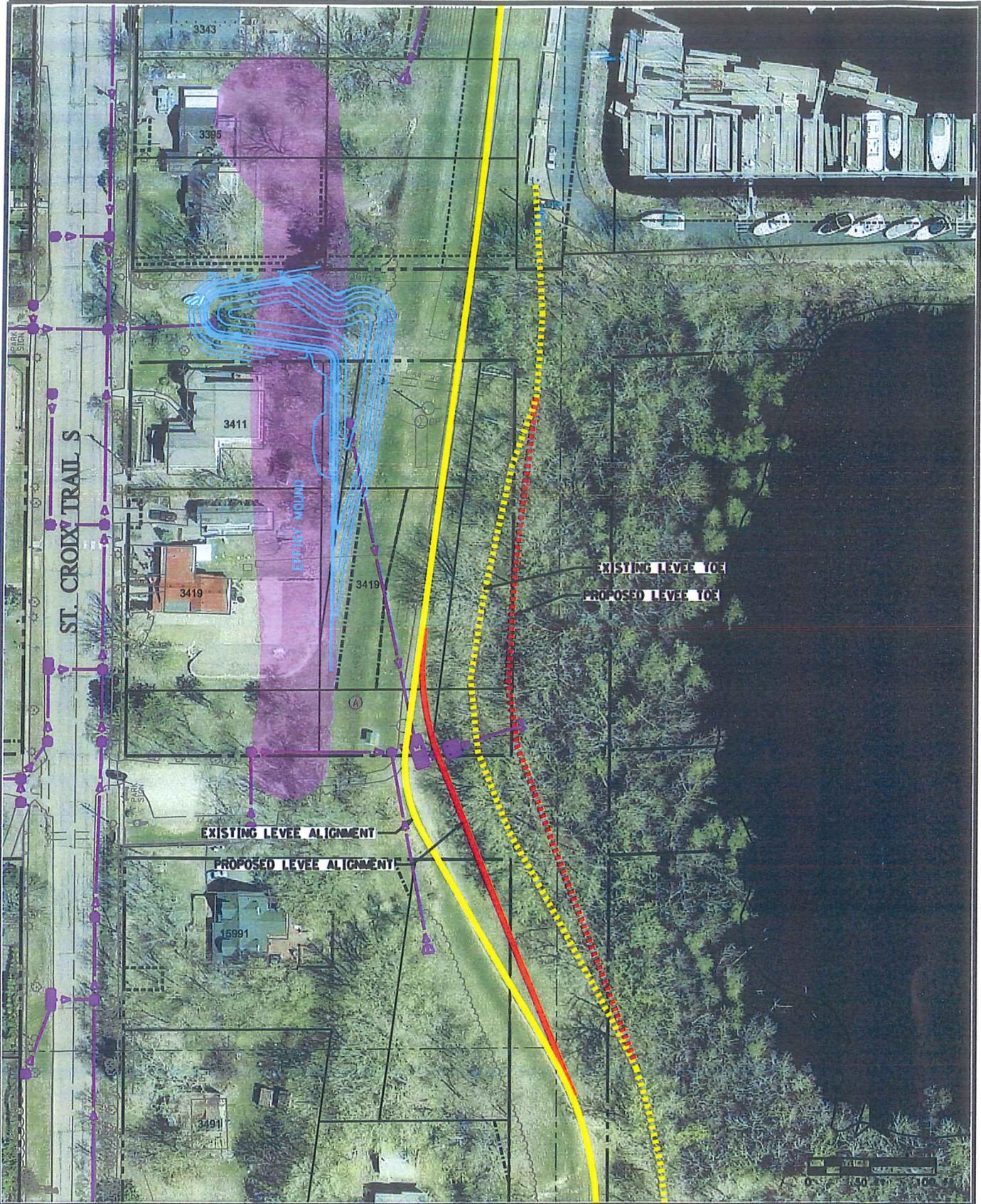


St. Croix Trail

**Roadway Improvements
in Downtown Afton**



South Pond Exhibit C



St. Croix Trail

**Roadway Improvements
in Downtown Afton**



South Pond Exhibit D