



Bassett Creek Watershed Management Commission

Technical Advisory Committee Meeting

Wednesday March 5, 2025

10:30 a.m. – 12:00 p.m.

Wirth Lake Room, Brookview

1. CALL TO ORDER, INTRODUCTIONS

2. APPOINT MEETING CHAIR

3. COMMUNICATIONS & UPDATES

4. BUSINESS

A. 5-YEAR CAPITAL IMPROVEMENT PROGRAM – see updated 5-year CIP, proposed project from Plymouth, prioritization matrix

At the February meeting, the group reviewed the current 5-year CIP and discussed projects that should be moved due to readiness. The group also heard a request from the City of Plymouth for the Wood Creek Restoration Project. The city has since pulled that project from BCWMC CIP consideration because the timing doesn't align between the BCMWC and city processes.

At their meeting in February, the Commission approved moving forward with a feasibility study for the Double Box Culvert Repair Project with the intent to levy for the project in 2026 rather than 2027.

The City of Plymouth is proposing the Fernbrook Regional Stormwater Improvements Project which was briefly reviewed at the February meeting. See the attached project fact sheet and prioritization matrix.

The changes/additions noted above along with revisions noted at the February meeting are incorporated into the updated draft 5-year CIP included with meeting materials. The TAC should develop recommendations on the 5-year CIP for the Commission's consideration.

B. REVIEW RECOMMENDATIONS TO BCWMC REQUIREMENTS DOCUMENT – Continued from February TAC meeting; see Word document with comments and tracked changes

The TAC should aim to finalize their recommendations for changes at this meeting. The TAC began discussing recommended changes to the Requirements Document at their February meeting. In response to comments at that meeting, Commission Engineers reworded some language regarding structures in floodplains (these changes are not included in the document attached with meeting materials):

From Section 4.0 Floodplain Requirements:

1. **Minimum building elevations** (lowest floor) of new and redeveloped **structures**, including **parking garages/ramps** that are underground or otherwise connected to the building, must be at least 2.0 feet above the 100-year flood level. *(per Policy 29)*. Disconnected parking garages/ramps and storage sheds must be at or above the 100-year flood level. Other structures and disconnected parking garages/ramps must be at or above the 100-year flood level. Freeboard provisions will not apply to pavilions/gazebos, fences, retaining walls or pools/pool decks.

From Section 9.0 Definitions

Structure: Any impervious building or other object that is constructed or placed on the ground and that is, or is intended, to remain in place for longer than a temporary period. With respect to these requirements, structures do not include pavilions/gazebos, storage sheds, fences, retaining walls or pools/pool decks.

Continued from February TAC agenda: Commission Engineers recommend several relatively minor updates to the BCWMC requirements for improvements and development proposals (aside from requirements still under discussion such as linear projects, chloride management, and buffers). The attached document shows recommended changes, tracked, along with context for the changes, shown in comment boxes. The TAC should review the recommended changes and discuss, as needed, for input to the Plan Steering Committee.

The more notable proposed changes include the following:

- i. All “shalls” in the document were replaced with “musts” or, in some situations, “should” to clarify whether something is required or not (per former Commissioner Welch’s direction).
- ii. Added new Sections 2.9 and 8.5 with requirements and guidance for regional best management practices
- iii. Section 4.0 - revised item #1 regarding minimum building elevations for parking ramps and garages; and revised item #4 regarding parking in the floodplain (this change is in response to the Currie Commons project in the Bassett Creek Valley).
- iv. Added new Section 6.4 regarding maintenance of stormwater best management practices and chloride management plans.
- v. Section 5 and Section 7.0 - incorporated edits approved at the February 2023 BCWMC meeting regarding erosion and sediment control provisions, once the MPCA Construction Stormwater Permit went into effect.
- vi. Section 9.0 - added a definition for disconnected impervious surfaces and revised the structure definition.
- vii. Although there are no text changes regarding the proposed linear project triggers and standards, and the stream and wetland buffer triggers and standards that are currently under review, there are comments about this added to Sections 2.2, 2.3, 2.4, 5.0, 6.1.2, 7.0, and the App B flysheet to note that they are under discussion.

C. REVIEW REQUIREMENTS DOCUMENT LANGUAGE FOR LINEAR PROJECTS, BUFFERS, AND CHLORIDE MANAGEMENT – See Excerpts of Requirements Document

This item was not discussed in February and has not changed since the February TAC meeting.

In January the Plan Steering Committee reviewed TAC input and subsequent Commission staff recommendations for linear project standards, buffer requirements, and chloride management requirements. The TAC should review the attached document, which shows the proposed changes to language in the affected (excerpted) sections of the Requirements document (i.e., excerpts from the document). The TAC should also review the separate document regarding chloride/winter maintenance management plans.

NOTE: The “excerpt” version of the Requirements document assumes all tracked changes and proposed revisions to the requirements document in Item 4C above are accepted. The additional proposed changes are shown as tracked changes.

In addition to the language proposed in the excerpt document, staff would like to discuss how cities can keep BCWMC informed in chloride management plans, and some items to consider including as “optional” in chloride management plans such as:

- Educational signage locations to inform property users about winter maintenance expectations
- Documentation
 - Map or spreadsheet
 - Size of entire maintenance area
 - Estimated amount of deicer per pass*
 - Size of each maintenance area (i.e. main parking lot, front sidewalk...)
 - Level of service for each area
 - Estimated amount of deicer needed per pass for each area
 - Annual report
 - Total deicer use (in lb/gal)
 - Challenges in reducing salt use
 - Successes in reducing salt use
 - Plans for smart salting next year

Provide information on the best practices you plan to use (check all that apply):

- Remove snow before applying deicer
 - Snow removal early and often to prevent compaction
 - Better and or more snow removal tools (brooms, segmented blades, blowers, underbody blades, shovels by salt bucket...)
- Measure pavement temperature and trend, use this information to guide deicer selection and application rates.
- Have available a variety of deicer/abrasive materials so you can select the product that will work best in the lowest commodity depending on the conditions.
 - If deicers are being use, they should include liquid deicers
- Improve salt bucket situation (educate users, provide alternatives like shovels and brooms, provide application rate guidance, restrict use, provide small scoops)
- Calibrate spreaders, put calibration card on spreaders.
 - Use equipment capable of spreading at low rates suggested in MPCA parking lot manual or

work towards this goal as you acquire new equipment.

- Create application rate charts so applicators can see calibration card, and application rate guidance and be able to choose most appropriate setting on their spreaders.
- If your application rate charts are more than twice the rate of the MPCA Smart Salting application rate charts explain why this is necessary.
- Sweep up extra salt after events
- Hold post storm meetings or debrief with maintenance crew on what went well and how to continue to work toward smart salting goals.
- Educate building and grounds users on smart salting and the role they play with safe driving and walking practices.
- Close areas not needed in winter so there is less surface area to salt
- Consider areas where you might change level of service from bare pavement to not bare pavement. (Salted walking path to eco-path for dog walkers (no salt))

5. SET NEXT MEETING & ADJOURN