



Bassett Creek Watershed Management Commission

Technical Advisory Committee Meeting

Monday March 31, 2025

10:00 a.m. – 12:00 p.m.

Wirth Lake Room, Brookview

1. CALL TO ORDER, INTRODUCTIONS

2. COMMUNICATIONS & UPDATES

3. BUSINESS

A. 5-YEAR CAPITAL IMPROVEMENT PROGRAM – see updated 5-year CIP, proposed project from Plymouth, prioritization matrix **(No change from original March 5th meeting materials)**

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 RECOMMENDED REVISIONS TO BCWMC REQUIREMENTS DOCUMENT – **(Documents and context below updated from original March 5th materials)**

The TAC should aim for consensus on the final text for the BCWMC Requirements Document to be incorporated into the 2026 Watershed Management Plan. The attached revised Requirements Document now encompasses and tracks all recommended revisions to the current document including:

1. Changes made in response to comments received at the February TAC meeting and subsequent comments received from Golden Valley TAC members, particularly regarding **floodplain requirements** (Section 4.0).

2. Numerous other changes made in response to comments received from Golden Valley TAC members. The revised document also includes the Golden Valley comments and the Commission Engineers' responses. The Commission Engineers addressed most comments, but some comments were left for the TAC to discuss further.
3. Several relatively **minor updates** to the BCWMC requirements for improvements and development proposals. 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.
4. Final language for **linear project standards, buffer requirements, and chloride management**. In January the Plan Steering Committee reviewed TAC input and subsequent Commission staff recommendations for linear project standards, wetland and stream buffer requirements, and chloride management requirements. The revised Requirements Document now includes these requirements with (hopefully) final language.

In addition to the language proposed in the Requirements 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))

4. SET NEXT MEETING & ADJOURN