



**Wayzata City Council Workshop Meeting Agenda
Wayzata City Hall Community Room, 600 Rice Street
TUESDAY, APRIL 5, 2022**

WORKSHOP TOPICS FOR DISCUSSION:

1. Discussion of ARPA Funds Allocation (5:30-5:50 p.m.)
2. Review of Ferndale Road Sidewalk Feasibility Study (5:50-6:10 p.m.)
3. Update of Emerald Ash Borer Status and Discussion of Mitigation Plan (6:10-6:30 p.m.)



City Council Workshop City Council Agenda Report

MEETING DATE: April 5, 2022	WORKSHOP AGENDA ITEM: 1
TITLE: Discussion of ARPA Funds Allocation (5:30-5:50 p.m.)	
PREPARED BY: Aurora Yager, Administrative Services Director	
REVIEWED BY: Jeffrey Dahl, City Manager	

DISCUSSION OBJECTIVE:

To review and provide feedback regarding the City's plan for use of its American Rescue Plan Act (ARPA) funding.

BACKGROUND:

In March of 2021, the Federal Government passed the American Rescue Plan Act (ARPA) which established the Coronavirus State and Local Fiscal Recovery Funds to provide state, local, and Tribal governments with resources needed to both respond to the pandemic and its economic impacts. State, local, and tribal governments were to receive their funds in two equal installments, the first half in 2021 and the second half in 2022.

Wayzata's ARPA allocations are outlined below. The City has until December 31, 2024 to obligate its allocation and fully expend it by December 31, 2026. Annual reports are due to the Treasury by April 30th each year.

Wayzata's ARPA Allocations

1st Half 2021	\$246,394.94
Extra 2021 Distribution	\$8,068.76
2nd Half 2022	\$254,463.70
Total	\$508,927.40

ARPA Eligible Uses

The eligible uses of ARPA funds generally fall into these five categories:

- 1. Responding to the public health emergency** - Eligible uses include but are not limited to: vaccination programs, medical care, testing, contact tracing, enforcement of public health orders, etc.
- 2. Responding to the negative economic impacts of the pandemic** - Eligible uses include, but are not limited to: assistance to households, small businesses and non-profits for things like food, rent/mortgage payments or utilities, aid to impacted industries through loans or grants to retain employees, etc.
- 3. Premium pay for essential workers** - Eligible uses include, but are not limited to: additional pay on top of wages for essential workers who work in person in critical infrastructure sectors.
- 4. Replacement of lost public sector revenue** - Eligible uses include, but are not limited to: claim standard revenue loss of up to \$10 million or complete a full revenue loss calculation. Both options allow for streamlined reporting requirements.
- 5. Investments in water, sewer, or broadband infrastructure** - Eligible uses include, but are not limited to: water treatment and distribution rehabilitation and decontamination projects, sewer treatment and water conservation projects, and broadband improvements that deliver minimum speeds of 100 Mbps.

What Other Cities Are Doing

In 2021, staff participated in a forum of small cities (less than 5,000 people) to discuss how they planned to use their ARPA funds. Nearly all of these communities indicated that they planned to use the funding for overdue water, sewer, and other infrastructure projects that they hadn't had the resources to move forward with until now.

Since then, Treasury released their Final Rule on eligible uses of ARPA. In that Final Rule was the added ability to claim a standard allowance of up to \$10 million for replacement of lost public sector revenue. While some cities are planning to use their ARPA funds in a variety of ways (tourism, food/rent assistance, etc), the majority of cities' staff have spoken with now plan to claim the standard allowance because of the ease of reporting and flexibility in its uses.

Next Steps

While some larger cities with much larger awarded funds are in the process of or have already completed public engagement, based on the relatively small amount of funds that Wayzata received and the Treasury's updated Final Rule, staff propose to claim the standard allowance of up to \$10 million for replacement of lost public sector revenue (shown below) to retain the ARPA funds within the General Fund where they were budgeted and to minimize the impact the pandemic has had on our general government services while also streamlining the reporting requirements.

Eligible Expenses Category	Eligible Uses	Cost	Fund	Notes
Replacement of lost public sector revenue	Government Services - Police and Embedded Social Worker	\$508,927.40	General Fund	Wages are approximately \$117,000 per month

If it is agreeable to the Council to proceed with claiming the standard allowance, staff will bring back a resolution recommended by the League of Minnesota Cities that will memorialize these intentions at the April 19th City Council meeting.

ATTACHMENTS:

None



City Council Workshop City Council Agenda Report

MEETING DATE: April 5, 2022	WORKSHOP AGENDA ITEM: 2
TITLE: Review of Ferndale Road Sidewalk Feasibility Study (5:50-6:10 p.m.)	
PREPARED BY: Mike Kelly, City Engineer/Director of Public Works	
REVIEWED BY: Jeffrey Dahl, City Manager	

DISCUSSION OBJECTIVE:

To review the status of the Ferndale Road sidewalk feasibility report and provide feedback on next steps.

BACKGROUND:

As part of the 2021 CIP, funding was allocated to determine the feasibility of a sidewalk along Ferndale Road South, between Lake Street and Wayzata Blvd. This segment is a critical north-south corridor for pedestrians and cyclists and is a direct route between the Dakota Rail Regional Trail and the Luce Line Trail. WSB was hired to evaluate this corridor and determine the viability of a pedestrian facility. A copy of WSB's memo is attached for reference. The CIP allocates funding for the construction of this project in 2023.

Additionally, staff requested that the City's consulting arborist complete an inventory of the trees located in this corridor. A map depicting the condition of the trees on this segment of Ferndale Road is included for reference.

Next Steps

- Share the feasibility study with the Parks and Trails Board and solicit comments
- Hold a neighborhood meeting to share the study and solicit feedback on the presented options
- Bring comments back to the Council and formally consider selecting an option to move forward with in 2023

ATTACHMENTS:

1. Ferndale Road Sidewalk Feasibility Memo
2. Ferndale Road Tree Inventory

Memorandum

To: Mike Kelly, Public Works Director
City of Wayzata

From: Brad Reifsteck, PE, Sr. Project Manager
WSB

Date: March 29, 2022

Re: Ferndale Road Sidewalk Improvement
WSB Project No. 019717-000

Introduction

The City of Wayzata is considering the feasibility of an off-road pedestrian sidewalk along Ferndale Road South from Lake Street East to Wayzata Boulevard. The purpose of this memorandum is to explore options and comparisons for constructing the sidewalk in the boulevard areas on either the east side (Option 1) or west side (Option 2) of Ferndale Road.

1. Existing Conditions

Ferndale Road South in the City of Wayzata between Lake Street East and Wayzata Boulevard is classified as a major collector with a 14-foot travel lane in either direction. This segment is also posted as “Share the Road” for cyclists and provides a link between the Luce Line State Trail and the Dakota Rail Regional Trail. The existing street pavement width varies between 32 and 28 feet wide and is flanked by a barrier type concrete curb and gutter for more than two-thirds of its length, starting at Lake Street and ending approximately 600 feet short of the intersection at Ferndale Road and Wayzata Boulevard. The existing right-of-way (ROW) is 66 feet wide, leaving approximately 17 to 19 feet of boulevard area between the roadway pavement edge and ROW boundary on either side. A short segment of sidewalk is currently present near Lake Street East on the east side directly behind the existing curb and gutter. The remaining boulevard areas along the corridor are mostly landscaped with maintained yards, gardens, and mature trees or shrubs. Many other obstructions in the boulevard areas are scattered throughout the corridor such as road signs, private utility pedestals or poles, mailboxes, residential driveways, and bus stops.

2. Proposed Sidewalk

Ferndale Road between Lake Street East and Wayzata Boulevard is approximately 1,600 feet long. A new off-road sidewalk has been discussed in order to accommodate pedestrian traffic safely along this roadway segment, to complement the existing trail access. It is recommended to design and construct the sidewalk directly adjacent to the back of the barrier curb to minimize disturbances to topographic features in the adjacent boulevards. The proposed sidewalk would be 5 feet wide and have a cross slope of not greater than 2 percent tilted back towards the street gutter pan and match the roadway profile. The proposed sidewalk shall follow all City and ADA accessibility guidelines, including new pedestrian ramps at all street and commercial drive intersections.

There are similar challenges to constructing a proposed sidewalk on either side of the road. The following considerations would need to be accommodated, regardless of which side of the roadway a facility might be constructed.

- The City would need to work with the private utility companies to relocate poles and pedestals a short distance (less than 2 feet) to allow for 1 foot of clear distance to the back of the walk's alignment.
- The traffic signs would need to be relocated to the back of the proposed walk. They would need to be minimum 7 feet above the surface, and trees would need to be trimmed to accommodate the vertical clearance.
- Portions of residential driveways will need to be removed and replaced to accommodate sidewalk slopes and driveway grades. Driveway replacement would be constructed with in-kind materials and may also include new concrete aprons to accommodate the cross slope of the sidewalk and the existing driveway grades.
- The trees and shrubs impacted by the proposed sidewalk would be replaced with new trees or plants, and the existing landscaping would be salvaged and restored to its preexisting condition near the back of the new walk.
- There also may be locations where retaining walls are needed to minimize grading and to protect nearby trees or other private landscaping features in the boulevards.

3. Option 1 – East Side of Ferndale Road

Option 1 consists of designing and constructing the sidewalk on the east side of the centerline of Ferndale Road in the boulevard area. On this side of the street there is already a segment of 5-foot concrete walk set directly to the back of the existing curb extended from Lake Street East to the first commercial driveway to the north (Edgewood Court). This existing sidewalk segment is approximately 250 feet long. The proposed walk would begin immediately north of the commercial driveway (Edgewood Court) and be placed at the back of the existing curb and gutter and continue north ending at the intersection of Wayzata Boulevard with a new pedestrian ramp aligned with the existing crosswalk and pedestrian ramp on the north side of Wayzata Boulevard (see Exhibit "Option 1"). This proposed sidewalk segment is approximately 1,350 feet long, and new curb and gutter would need to be installed in the northern section for approximately 600 feet.

There will be conflicts with or impacts to several topographic features such as landscaping, driveways, trees, utilities, and traffic signs. Mailboxes for all properties in the corridor are located on the west side of the street and would not conflict with the proposed walk with this option. The number and types of impacts within the sidewalk's proposed path are tabulated below:

Option 1 Walk Conflicts		
ID #	Feature	# of Conflicts
1	Utility	3
2	Landscaping	1
3	Tree or Shrub	2
4	Traffic Sign	4
5	Mailbox	0
6	Driveway	6
TOTAL		16

4. Option 2 – West Side of Ferndale Road

Option 2 consists of designing and constructing a proposed sidewalk directly behind the barrier curb beginning at the intersection of Lake Drive East and ending at a new pedestrian ramp at the intersection of Wayzata Boulevard. From here, the proposed walk would head east across Ferndale Road with a proposed painted crosswalk and be terminated with a new pedestrian ramp. The new walk would continue a short distance to the existing pedestrian ramp aligned with the existing crosswalk headed north across Wayzata Boulevard (see Exhibit “Option 2”). This proposed sidewalk segment is approximately 1,600 feet long, and new curb and gutter would need to be installed in the northern section for approximately 600 feet.

As with Option 1, there will be conflicts with or impacts to several topographic features along the proposed sidewalk's path such as landscaping, driveways, trees, utilities, mailboxes, and traffic signs. The number and types of impacts within the sidewalk's proposed path are tabulated below:

Option 2 Walk Conflicts		
ID #	Feature	# of Conflicts
1	Utility	7
2	Landscaping	10
3	Tree or Shrub	19
4	Traffic Sign	4
5	Mailbox	11
6	Driveway	8
TOTAL		59

As can be seen on the table above, the number of conflicts is quite considerable compared to Option 1. Major private utility work would need to be completed near Lake Street East with minor adjustments to poles and pedestals throughout the corridor.

Under Option 2, it would be likely that mail delivery and mailboxes would need to be relocated to the east side of the street, requiring approval from the Postmaster. Additionally, many significant, mature trees would need to be removed (almost tenfold compared to Option 1). Finally, more residential driveways would be impacted on the west side than on the east side.

5. Opinion of Probable Project Cost

The opinion of cost incorporates estimated 2022 construction costs and includes a 10% contingency factor. Indirect costs are projected at 20% of the estimated construction cost and include legal, engineering, administrative, and financing. A breakdown of cost for each option is detailed below:

Opinion of Probable Cost		
	Option 1	Option 2
Construction Costs	\$251,300	\$330,366
10% Contingency	\$25,130	\$33,037
Subtotal Construction Costs	\$276,430	\$363,403
20% Indirect Costs	\$55,286	\$72,681
Grand Total Project Cost	\$331,716	\$436,084

A detailed breakdown of the Opinion of Probable Cost for each option is attached for review.

6. Summary and Recommendation

A new off-road sidewalk is feasible to accommodate pedestrian traffic safely along Ferndale Road South between Lake Street East and Wayzata Boulevard.

The proposed sidewalk will follow all City and ADA accessibility guidelines including new pedestrian ramps at all street and commercial drive intersections.

Based on our evaluation, it is not practical to construct a sidewalk along the west side of Ferndale Road due to the multitude of constraints including the relocation of private utilities, mailboxes, retaining walls, existing trees, and private landscaping.

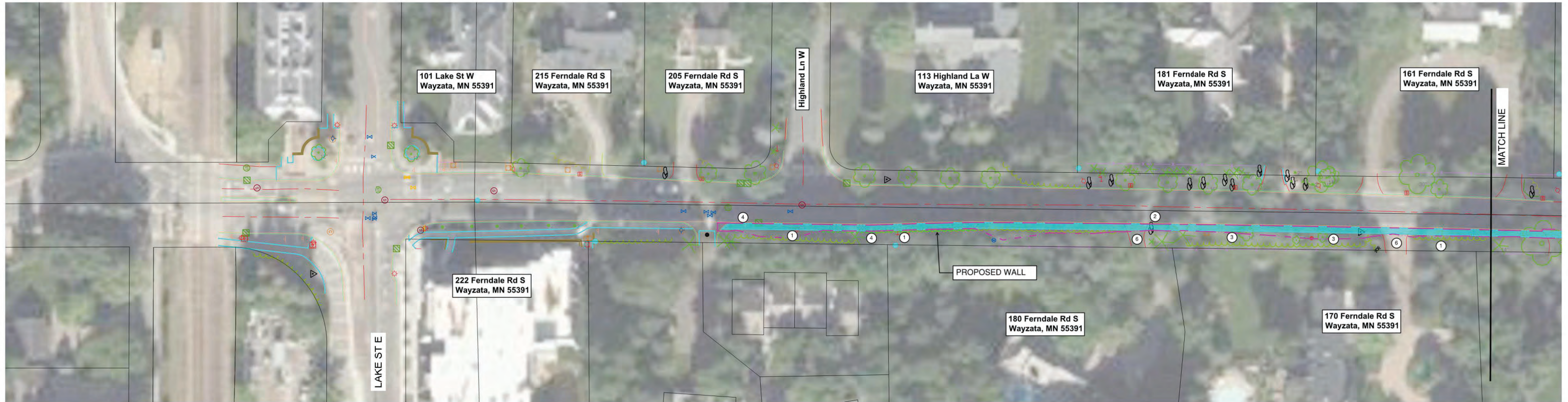
It is much more feasible to construct a sidewalk on the east side of Ferndale Road as conflicts are far fewer.

Attachments

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K:\019717-000\Cad\Wayzata Sidewalk\FERNDALE WALK WITH CONST LIMITS OPTION 1.dwg 2/11/2022 1:36:30 PM

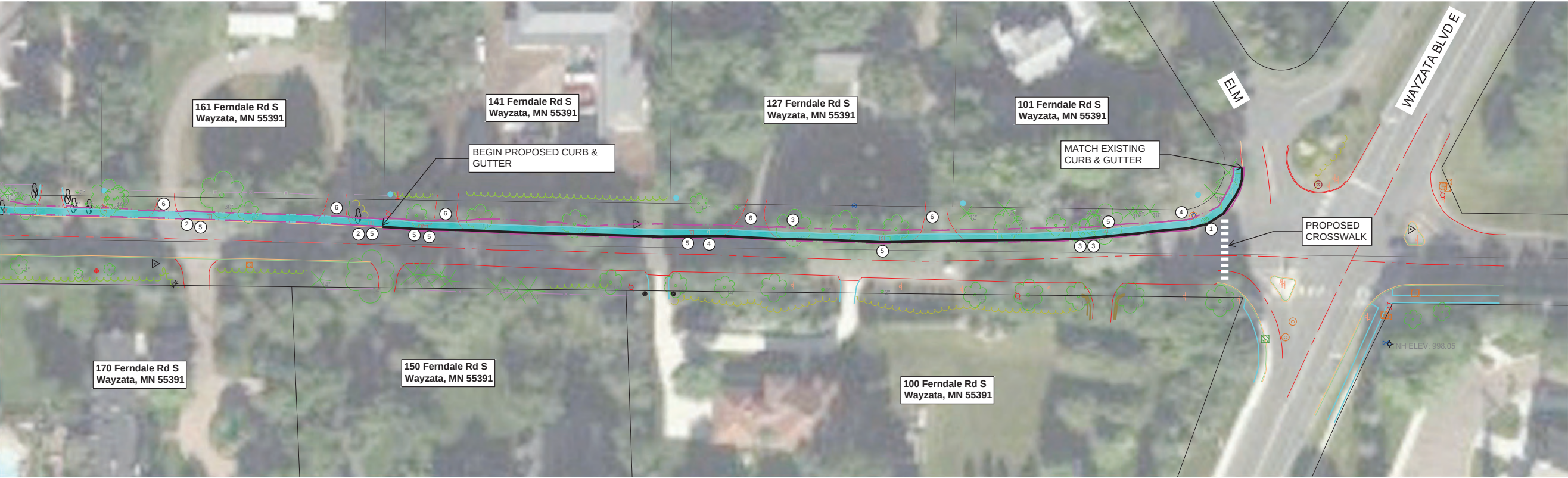
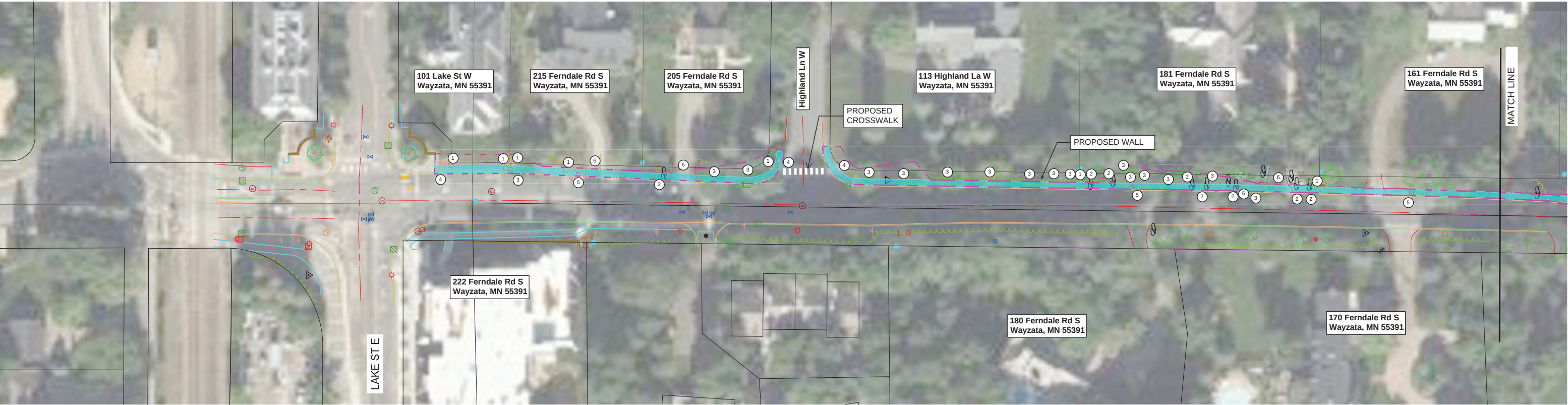


- KEYED NOTE (TYPE OF CONFLICT)**
- ① UTILITY
 - ② LANDSCAPING
 - ③ TREE OR SHRUB
 - ④ SIGN
 - ⑤ MAILBOX
 - ⑥ DRIVEWAY

- LEGEND**
- PROPOSED SIDEWALK
 - CONSTRUCTION LIMITS
 - PROPOSED CURB & GUTTER
 - PROPOSED RETAINING WALL



K:\019717-000\Cad\Wayzata Sidewalk\FERNDAL WALK WITH CONST LIMITS OPTION 3.dwg 2/11/2022 1:50:08 PM



- KEYED NOTE (TYPE OF CONFLICT)
- ① UTILITY
 - ② LANDSCAPING
 - ③ TREE OR SHRUB
 - ④ SIGN
 - ⑤ MAILBOX
 - ⑥ DRIVEWAY

- LEGEND
- PROPOSED SIDEWALK
 - CONSTRUCTION LIMITS
 - PROPOSED CURB & GUTTER
 - PROPOSED RETAINING WALL



OPINION OF PROBABLE COST

WSB Project: Ferndale Road Sidewalk Improvements Option 1
 Project Location: City of Wayzata
 City Project No.:
 WSB Project No: 019717-000

MNDOT SPECIFICATION NO.	DESCRIPTION	UNIT	ESTIMATED UNIT PRICE	PROJECT TOTAL	
				ESTIMATED TOTAL QUANTITY	ESTIMATED TOTAL COST
A. SURFACE IMPROVEMENTS					
2021.501	MOBILIZATION	L S	\$ 11,967.00	1	\$ 11,967.00
2101.502	CLEARING	TREE	\$ 350.00	2	\$ 700.00
2101.502	GRUBBING	TREE	\$ 300.00	2	\$ 600.00
2104.502	SALVAGE SIGN	EACH	\$ 100.00	7	\$ 700.00
2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	L F	\$ 7.00	55	\$ 385.00
2104.503	SAWING BIT PAVEMENT (FULL DEPTH)	L F	\$ 5.00	668	\$ 3,340.00
2104.503	REMOVE AND REPLACE CURB AND GUTTER	L F	\$ 45.00	15	\$ 675.00
2104.504	REMOVE BITUMINOUS PAVEMENT	S Y	\$ 10.00	140	\$ 1,395.56
2104.504	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	S Y	\$ 10.00	85	\$ 853.33
2104.504	REMOVE CONCRETE DRIVEWAY PAVEMENT	S Y	\$ 20.00	14	\$ 284.44
2104.518	REMOVE CONCRETE WALK	S F	\$ 4.00	75	\$ 300.00
2104.601	SALVAGE AND REINSTALL LANDSCAPE STRUCTURES	L S	\$ 10,000.00	1	\$ 10,000.00
2104.603	MILL BIT SURFACE - LONGITUDINAL TRENCH	L F	\$ 4.00	628	\$ 2,512.00
2106.507	EXCAVATION - COMMON (P)	C Y	\$ 45.00	252	\$ 11,338.54
2106.507	EXCAVATION - SUBGRADE	C Y	\$ 45.00	25	\$ 1,133.85
2106.507	SELECT GRANULAR EMBANKEMENT (CV)	C Y	\$ 45.00	25	\$ 1,133.85
2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOUR	\$ 150.00	20	\$ 3,000.00
2130.523	WATER	MGAL	\$ 80.00	10	\$ 800.00
2211.507	AGGREGATE BASE (CV) CLASS 5 (P)	C Y	\$ 55.00	121	\$ 6,651.94
2331.603	JOINT ADHESIVE	L F	\$ 2.00	628	\$ 1,256.00
2360.504	BITUMINOUS PATCHING	S Y	\$ 150.00	140	\$ 20,933.33
2360.504	TYPE SP 9.5 WEAR CRS MIX (2,C) 3" THICK	S Y	\$ 80.00	85	\$ 6,826.67
2411.618	PREFABRICATED MODULAR BLOCK WALL	S F	\$ 60.00	350	\$ 21,000.00
2503.601	STORM SEWER SYSTEM	L S	\$ 20,000.00	1	\$ 20,000.00
2521.518	4" CONCRETE WALK	S F	\$ 12.00	6,500	\$ 78,000.00
2521.518	6" CONCRETE WALK	S F	\$ 15.00	31	\$ 465.00
2531.503	*CONCRETE CURB & GUTTER DESIGN B618	L F	\$ 18.00	1,200	\$ 21,600.00
2531.504	6" CONCRETE DRIVEWAY PAVEMENT	S Y	\$ 80.00	53	\$ 4,266.67
2531.618	TRUNCATED DOMES	S F	\$ 75.00	10	\$ 750.00
2563.601	TRAFFIC CONTROL	LS	\$ 6,000.00	0	\$ 1,200.00
2564.502	INSTALL SIGN TYPE C	EACH	\$ 100.00	7	\$ 700.00
2571.502	DECIDUOUS TREE 2.5" CAL B & B	EACH	\$ 600.00	4	\$ 2,400.00
2573.502	STORM DRAIN INLET PROTECTION	EACH	\$ 300.00	8	\$ 2,400.00
2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER	L F	\$ 3.00	1,300	\$ 3,900.00
2574.507	COMMON TOPSOIL BORROW	C Y	\$ 50.00	64	\$ 3,209.88
2575.504	SODDING TYPE LAWN	S Y	\$ 8.00	578	\$ 4,622.22
				CONSTRUCTION TOTAL	\$ 251,300.29
* Includes new curb on both sides of the roadway				CONTINGENCY TOTAL (10%)	\$ 25,130.03
				SUBTOTAL	\$ 276,430.32
				INDIRECT COST TOTAL (20%)	\$ 55,286.06
				TOTAL	\$ 331,716.39

* Includes new curb on both sides of the roadway

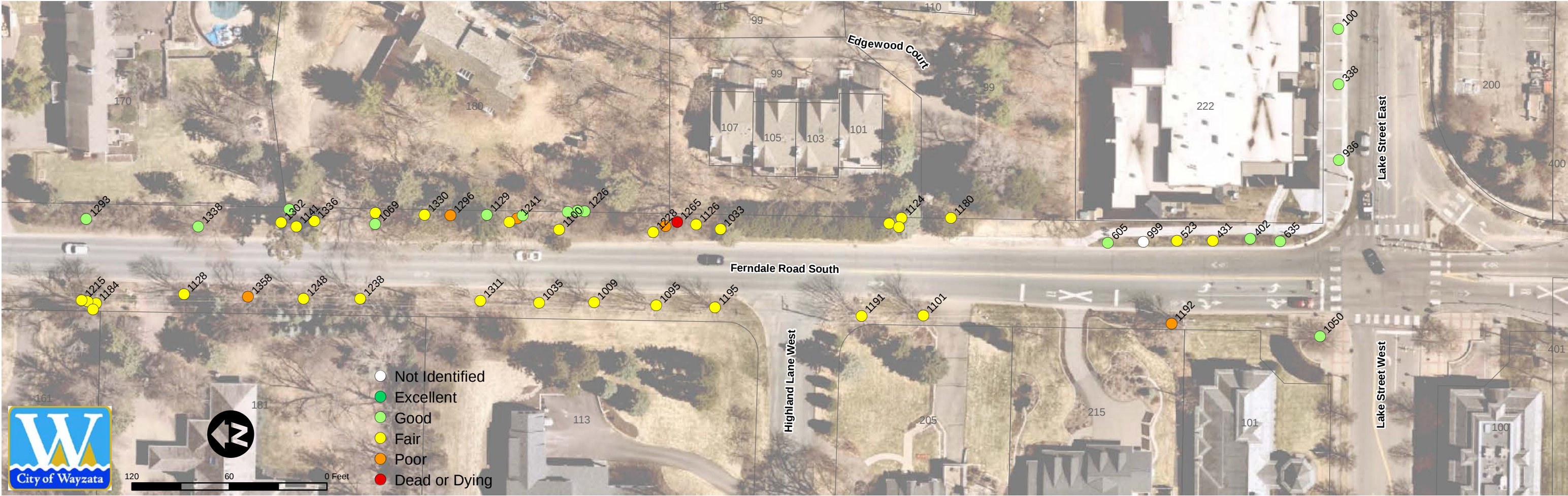
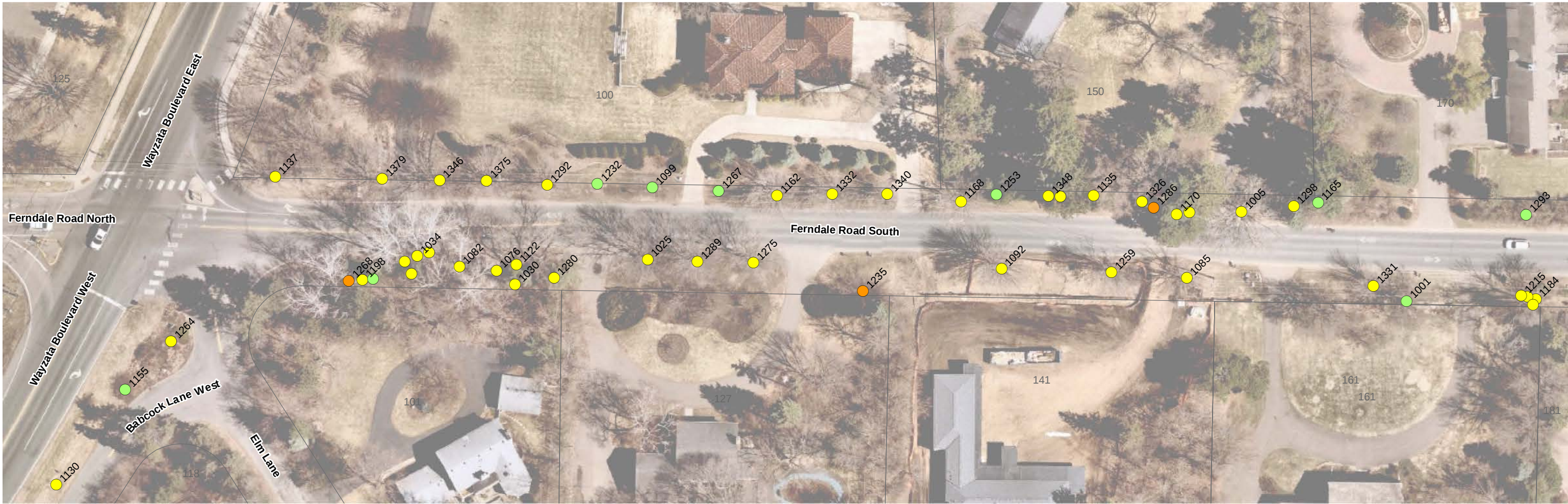
OPINION OF PROBABLE COST

WSB Project: Ferndale Road Sidewalk Improvements Option 2
 Project Location: City of Wayzata
 City Project No.:
 WSB Project No: 019717-000

Design By: JTH
 Checked By: BAR
 Date: 3/28/2022

MNDOT SPECIFICATION NO.	DESCRIPTION	UNIT	ESTIMATED UNIT PRICE	OPTION 2 - FERNDAL RD WEST SIDE WALK	
				ESTIMATED QUANTITY	ESTIMATED COST
A. SURFACE IMPROVEMENTS					
2021.501	MOBILIZATION	L S	\$ 34,717.00	1	\$ 34,717.00
2101.502	CLEARING	TREE	\$ 350.00	15	\$ 5,250.00
2101.502	GRUBBING	TREE	\$ 300.00	15	\$ 4,500.00
2104.502	SALVAGE BOULDER	EACH	\$ 50.00	12	\$ 600.00
2104.502	SALVAGE SIGN	EACH	\$ 100.00	12	\$ 1,200.00
2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	L F	\$ 7.00	15	\$ 105.00
2104.503	SAWING BIT PAVEMENT (FULL DEPTH)	L F	\$ 5.00	748	\$ 3,740.00
2104.503	REMOVE AND REPLACE CURB AND GUTTER	L F	\$ 45.00	15	\$ 675.00
2104.504	REMOVE BITUMINOUS PAVEMENT	S Y	\$ 10.00	140	\$ 1,395.56
2104.504	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	S Y	\$ 10.00	114	\$ 1,137.78
2104.504	REMOVE CONCRETE DRIVEWAY PAVEMENT	S Y	\$ 20.00	28	\$ 568.89
2104.601	SALVAGE AND REINSTALL LANDSCAPE STRUCTURES	L S	\$ 15,000.00	1.0	\$ 15,000.00
2104.603	MILL BIT SURFACE - LONGITUDINAL TRENCH	L F	\$ 4.00	628	\$ 2,512.00
2106.507	EXCAVATION - COMMON (P)	C Y	\$ 45.00	304	\$ 13,697.92
2106.507	EXCAVATION - SUBGRADE	C Y	\$ 45.00	30	\$ 1,369.79
2106.507	SELECT GRANULAR EMBANKEMENT (CV)	C Y	\$ 45.00	30	\$ 1,369.79
2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOURL	\$ 150.00	20	\$ 3,000.00
2130.523	WATER	MGAL	\$ 80.00	10	\$ 800.00
2211.507	AGGREGATE BASE (CV) CLASS 5 (P)	C Y	\$ 55.00	146	\$ 8,036.11
2331.603	JOINT ADHESIVE	L F	\$ 2.00	628	\$ 1,256.00
2360.504	BITUMINOUS PATCHING	S Y	\$ 150.00	140	\$ 20,933.33
2360.504	TYPE SP 9.5 WEAR CRS MIX (2,C) 3" THICK	S Y	\$ 80.00	114	\$ 9,102.22
2411.618	PREFABRICATED MODULAR BLOCK WALL	S F	\$ 60.00	450	\$ 27,000.00
2503.601	STORM SEWER SYSTEM	L S	\$ 20,000.00	1	\$ 20,000.00
2511.602	PLACE BOULDER	EACH	\$ 50.00	12	\$ 600.00
2521.518	4" CONCRETE WALK	S F	\$ 12.00	7740	\$ 92,880.00
2521.518	6" CONCRETE WALK	S F	\$ 15.00	150	\$ 2,250.00
2531.503	*CONCRETE CURB & GUTTER DESIGN B618	L F	\$ 18.00	1200	\$ 21,600.00
2531.618	TRUNCATED DOMES	S F	\$ 75.00	10	\$ 750.00
2563.601	TRAFFIC CONTROL	LS	\$ 6,000.00	0.40	\$ 2,400.00
2564.502	INSTALL SIGN TYPE C	EACH	\$ 100.00	6	\$ 600.00
2571.502	DECIDUOUS TREE 2.5" CAL B & B	EACH	\$ 600.00	30	\$ 18,000.00
2573.502	STORM DRAIN INLET PROTECTION	EACH	\$ 300.00	8	\$ 2,400.00
2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER	L F	\$ 3.00	1210	\$ 3,630.00
2574.507	COMMON TOPSOIL BORROW	C Y	\$ 50.00	60	\$ 2,987.65
2575.504	SODDING TYPE LAWN	S Y	\$ 8.00	538	\$ 4,302.22
				CONSTRUCTION TOTAL	\$ 330,366.27
				CONTINGENCY TOTAL (10%)	\$ 33,036.63
				SUBTOTAL	\$ 363,402.89
				INDIRECT COST TOTAL (20%)	\$ 72,680.58
				TOTAL	\$ 436,083.47
* Includes new curb on both sides of the roadway					

* Includes new curb on both sides of the roadway



120 60 0 Feet

- Not Identified
- Excellent
- Good
- Fair
- Poor
- Dead or Dying



City Council Workshop City Council Agenda Report

MEETING DATE: April 5, 2022	WORKSHOP AGENDA ITEM: 3
TITLE: Update of Emerald Ash Borer Status and Discussion of Mitigation Plan (6:10-6:30 p.m.)	
PREPARED BY: Mike Kelly, City Engineer/Director of Public Works	
REVIEWED BY: Jeffrey Dahl, City Manager	

DISCUSSION OBJECTIVE:

To provide an update on the current status of Emerald Ash Borer (EAB) within the City and receive feedback on a mitigation plan.

BACKGROUND:

In January of 2020, the Minnesota Department of Agriculture confirmed the first emerald ash borer infestation in the City of Wayzata. Earlier this year, the City's consulting arborist began an inventory of trees in public spaces, including parks and City right-of-way. Unfortunately, the arborist discovered that EAB quickly spread across the City. A map depicting the current tree inventory, with the condition of ash trees is attached for reference.

To minimize the spread of EAB to additional trees, a quick response is needed. The Parks Department is currently preparing a mitigation plan for the removal of infested ash trees and treatment of healthy ash trees. The goal would be to implement the mitigation plan by May 1, before EAB enters its active spreading season. Staff is currently soliciting quotes for removal and treatment of the inventoried trees. The Parks CIP has \$80,500 allocated in 2022 for the planting, removal, and maintenance of City trees, including managing EAB.

Given the community-wide impact of EAB, staff have already begun informing the public about its presence. It was included in the Wayzata Weekly and is on the City's website, which includes information on how Wayzata's residents can contact the Parks Department for additional assistance in evaluating ash trees on private property. Additional communication will be sent out when the mitigation plan is prepared.

ATTACHMENTS:

1. Current Tree Inventory

