

OCTOBER 7, 2018

CALL TO ORDER

The scheduled Council Workshop of the City of Saint Marys was called to order by Mayor Louis Radkowski on Monday, October 8, 2018 at 7:00 p.m. The meeting was held in the Council Room of City Hall, 11 LaFayette Street. Notice of this meeting was sent to Council on September 28, 2018, posted at City Hall and published in the Daily Press.

PLEDGE TO THE FLAG**ROLL CALL**

Present: Mayor Louis Radkowski, Deputy Mayor Gregory Gebauer, Nedward Jacob, Chris Pletcher, Andrew Mohny, Margie Brown, Bob Mohr, Manager Timothy Pearson, Recording Secretary Lorrie Levenduski and Public Relations Officer Hannah Brock.

City Staff: Public Works Director Tim Brennan and Public Works Deputy Director Travis Skrzypek.

VISITORS

Visitors included: Joyce Meloni, Eileen Erich, Thomas Erich, Richard Dallasen, Leah Dallasen, Amy Cherry, Richard Sadley, Don Krug, Barb Rajchel, Jackie Candalor, David Candalor, Don Sain, Amy Foote, Ron Meyer, Norma Meyer, William Yetzer, Ken Ehrensberger, Joe Wehler, Jerry Daly, Patty Labant and Traci Meeker.

APPROVAL OF MINUTES
September 17, 2018
Motion Passed

Margie Brown made a motion to approve the minutes of September 17, 2018, seconded by Nedward Jacob and all were in favor.

TOPIC FOR DISCUSSION:
I & I and Stormwater

Mayor Radkowski stated tonight's discussion was focused on I & I and Stormwater, but first he wanted to provide an overview on the City's finances. He then provided an explanation of the following information:

- Millage
 - the amount of tax revenue collected from property assessments
 - Usually collected on every \$1,000 of assessed value
- Assessed Value
 - Dollar value of a property on which taxes are assessed
 - This is NOT the actual value of a property
- General Fund
 - City operations fund that contains the budgets for most major departments:
 - Public Works – Streets, Stormwater, Snow and Ice, Bridges
 - Public Safety - Police
 - Economic Development – grant programs and organization funding
 - Code Enforcement – zoning, beautification
- Where does your money go? (property taxes)
 - Overall
 - County 25 percent
 - School 50 percent
 - Municipality (St. Marys) just over 25 percent
- St. Marys
 - Public Safety
 - Public Works
 - Public Health
 - Admin and Staff
 - Parking
 - Other

OCTOBER 7, 2018

- Public Works
 - Road
 - Bridges
 - Stormwater
 - Signage
 - Signals
 - Ice and Snow Removal
 - Other

Mayor Radkowski noted the last substantial tax increase in 2010/2011 was to fund increased pension costs and to cover an increase in health insurance costs. He further noted that this increase in taxes did not provide any increase in services to the City and was not necessarily good timing due to a recession at that time.

He provided a graph of a breakdown of revenue sources for the City, noting the majority of revenue comes from Property taxes. He noted federal and state revenues being received at a local level have decreased over the years.

He provided the following breakdown of property taxes received and how they are distributed:

- For Every \$10,000 of Assessed Value

Taxing Body	Taxes
County	\$161.50
School	\$331.20
City	\$185.36

\$10,000 of Assessed Value = (185.36 Millage Funds)

General Fund	\$125.48
Debt	\$19.08
Fire Protection	\$14.00
Fire Hydrant	\$3.00
Library	\$5.80
Ambulance	\$1.00
Street Light	\$8.00
Recreation	\$9.00

\$10,000 of Assessed Value = (125.48 General Fund)

Public Safety	\$39.88
Roads/Streets	\$34.47
Gen. Govt.	\$24.71
Capital	\$9.57
Sanitation	\$6.60
Debt Service	\$4.66
Transfer to Organizations	\$2.70
Parking	\$1.81
Economic Development	\$0.80
Shade Tree	\$0.16
Health	\$0.11
Misc.	\$0.03

\$10,000 of Assessed Value = (34.47 Roads/Streets)

Salaries/Benefits/Admin.	\$20.57
Streets/Bridges	\$6.40
Snow/Ice	\$2.90
Storm Sewers	\$1.76
Machinery	\$1.69
Signal/Signs	\$1.14
Berms/Sidewalks	\$0.00

OCTOBER 8, 2018

Mayor Radkowski noted that the above breakdown reflects that for each \$10,000 of assessed value of taxes collected, only \$1.76 can be budgeted for Storm Sewers, which is the topic of tonight's discussion. He wanted the residents to know the limitations of property taxes as a resource and clarified the City intends to spend those funds wisely. With that being said, he noted the City needs to seriously explore creative revenue sources. He believed people moving back to the area was important to increase the tax base.

Stormwater Discussion

Tim Brennan, Public Works Director provided the following information: "To start talking about stormwater and flooding issues you must first start by understanding the conveyance network's makeup and problems. We are experiencing storms with heavier rainfall intensities which is causing more localized flooding which is straining the current stormwater conveyance system. There are 2 ways to help reduce this flooding, increase capacity (speed up the flow) or increase storage (slow it down).

Increasing capacity is very expensive and several downstream restrictions will be difficult or nearly impossible to resolve. The City's system contains 50 miles of paved roadway and 25 miles of unpaved roadway. Although we have not mapped or inventoried the system, it is estimated that we have between 80-90 miles of storm sewers (public and private) 90 miles ditches to maintain.

Increasing storage

With our current system, there are two options. Medium to large scale regional detention ponds which we are currently working with (DEP & Army Corps of Engineers), and on a Smaller scale – trying to slow water down throughout the system within individual segments of the conveyance network. Our stormwater System is made up of three components: Cross Sewers, Parallel Drainage & Tail Ditches

1. Cross Sewers

Cross sewers simply convey water perpendicular across the road from one side to the other.

2. Parallel Drainage (either open or closed)

Parallel drainage is open or closed ditches that convey water along the roadway itself. This type of drainage has created the most problems due to over the years much of denser population areas have closed ditches increasing the chances of localized flooding.

Closed ditches were installed by the property owners or some kind of coordination with the City, possibly during road construction. This enclosing has actually increased the chances of flooding in certain areas by decreasing stormwaters time of concentration, which is the time it takes water to travel from the most remote point in the watershed to the discharge point or area of interest. Since the ditches are closed, it creates a situation where water has difficulty entering the system. This creates higher velocities, increased roadside erosion, and eventually deposits the carried material into the drains. Stormwater inlets are spaced too far apart in most areas. Due to how they were installed throughout different time periods, this system does not have a uniform network creating constrictions, snag points, and sags and bends, that collect debris. A couple hundred feet of closed ditch may be a mix match of corrugated metal pipe, single wall plastic, metal

OCTOBER 8, 2018

casing, clay tile or double wall polyethylene pipe. It is difficult to notice any problems or defects until flooding occurs. Maintenance is very time consuming due to limited access points, specialized equipment required and constantly changing pipe variations.

Open ditches are visually easier to determine when maintenance is required, increase the time of concentration, allows water to enter the system before erosion velocity occurs and are easily enlargeable and less costly to maintain.

Curbed

Water is more controlled thru a concrete or paved gutter inlet system to prevent erosion and clogging. However, this system is only practical in densely populated areas due to the high cost of construction.

Tail Ditches (also problematic)

Tail ditches are ditches leading away from the roadway off the City's right of way thru private property to the receiving stream. They generally follow natural drainage patterns that existed before any development occurred. They can be open ditches, sewered ditches or natural swales. They can be a few feet long to a few 1000' long passing thru several neighborhoods and crossing several roads.

Generally speaking the City did not build the road network, it is a collection of many different separate subdivisions over a span of decades. When developments or subdivisions were created the developer designed and constructed the improvements for the subdivision on the property they owned. The construction included the roadway, roadway drainage, tail ditches and any other utilities on site. The developer determined location of the drainage patterns be it the natural path prior to development or modified it for the creation of more buildable lots. The City only accepts maintenance of the roadway itself and not the off-roadway drainage system. The City did not create these tail ditches nor did it accept maintenance responsibility for them. This off-roadway drainage network was retained by the developer and later transferred to the purchaser of the lots. The City does not create new tail ditches in developed areas of the City. If we were to create new ones, we would have clear agreements with the property owners regarding ownership and maintenance responsibilities.

Just a side note: misconceptions regarding streams the City does not own, regulate or control the streams running thru the city. They are regulated by the Commonwealth thru PA DEP. These streams traverse through private property. The City has no authority over them and receives no preferential treatment regarding stream permits. We are regulated in the same manner that an individual would be.

Home Drain Connections

Over time many areas of the City, homeowners have connected downspouts and other drainage directly to the roadways parallel drainage system. The primary purpose of the drainage system is to drain the roadway and to prevent adjacent property runoff from flooding the roadway. These additional connections during these recent usually large storms, create a potential for home owner backups."

OCTOBER 8, 2018

Residents of Hemlock Road Louis Ehrensberger, Jerry Daly, and Eileen Erich described issues with stormwater.

Tim Brennan then reviewed the City's current Ordinances regarding Roadway Drainage and Driveway sewers and the maintenance responsibility. He stated the City has current regulations and a determination needs to be made whether to follow the current ordinance or make changes to it.

He quoted Chapter 21, Part 3 Section 303:

"Each property owner shall be responsible for maintaining all driveway and storm sewers along his/her property on uncurbed streets. This also includes replacement sewers when required. Property owners requesting the placement of storm sewers along their property on uncurbed streets must obtain a permit from the City for proper size determination. When deficiencies in storm drainage are recognized by the City, a notice will be filed with the property owner as to what remedies shall be required. The property owner shall have 30 days to correct the drainage deficiency. If the property owner fails to correct the drainage deficiency, the City shall address the problem and invoice the property owner for all costs."

Mr. Brennan noted that over the years the City has not taken a hard-line approach on this section of code. The City has tried to clear blockages and fix problems for residents as calls were received but due to the recent heavy rain events and after a review of the list of calls it was determined the City does not have the equipment, resources or manpower to keep up with this ongoing maintenance.

He clarified the issues were with closed/piped-in ditches. The open ditch system maintenance is behind schedule, due to the work needed on the closed ditches, which according to the ordinance, are the resident's responsibility. There are circumstances where private property drainage issues are affecting other residents.

Traci Meeker asked if warnings were being issued to property owners?

Mr. Brennan clarified he was asking Council tonight if they wanted to strictly enforce the current ordinance or make changes to the ordinance? If no changes were going to be made then how would the maintenance be funded? He believed another discussion would be needed if no changes were going to be made to the current ordinance. He noted that other municipalities were charging an annual fee based on square footage.

Council discussed the current penalties in the ordinance.

Manager Pearson clarified the section of code was referring to parallel drainage on uncurbed streets.

David Candalor, resident of Hemlock Road, described his concerns with fines and penalties and with stormwater.

Manager Pearson stated support from Council was needed to address issues and the challenges within the City's right-of-way.

Mr. Brennan noted the upcoming proposed budget will contain

OCTOBER 8, 2018

additional funding for berming to help with stormwater issues.

Mr. Brennan quoted Chapter 21 Part 2 Sections 202 and 203:

§ 202.

1. No person, firm or corporation shall divert or obstruct the natural flow of surface water in any ditch, sewer or culvert along or leading from any City road in such manner as to damage public or private property. 2. No person, firm or corporation shall grade or landscape property abutting any City road in such manner to cause surface water to flow onto the traveled portion or berm of the City road.

§ 203. No drainage ditch along or leading from any City road shall be covered, enclosed, altered or relocated unless a permit is first obtained from the City. The City may require catch basins or cleanouts where necessary.

Mr. Brennan noted these rules are related to the tail ditches that should not be modified. Residents have modified or covered open ditches with a smaller 8 inch that go thru their property. They have stormwater issues and then request the City to replace with a larger pipe. According to the ordinance, those residents are being told it is the property owner's responsibility.

Mr. Brennan was requesting direction from Council to follow the current ordinance with consideration given to certain circumstances.

Deputy Mayor Gebauer stated his concerns with roadway water and who was responsible.

Manager Pearson responded with a clarification that before the roads were constructed there would have been a natural water course. During road construction the water is directed under the roadway for the safety of the motoring public and still adheres to the natural water course.

A brief discussion regarding Act 167 Stormwater Management and how at the time of adoption the City Council decided to monitor commercial and industrial development. Due to the high costs of engineering a stormwater plan (\$4,000 - \$10,000), the residential development was regulated thru Zoning lot coverage requirements.

Don Krug, resident of Grandview Road, Barb Rajchel, resident of Vine Road, Joe Wehler, resident of S. Michael Road, Patty Labant, representing five residents of Rightmeyer Street, Traci Meeker, resident of Prince Alley, Bill "Ray" Yetzer, former resident of Hemlock Road and Tom Erich resident of Hemlock Road all described their concerns with stormwater.

Manager Pearson stated stormwater was a priority for the City and appreciated everyone's input.

Mayor Radkowski commented another meeting should be set up since time ran out to have the I & I portion of discussion.

COUNCIL COMMENTS

Margie Brown believed a better visual was needed so the residents could better understand the information being presented.

CITY OF SAINT MARYS COUNCIL WORKSHOP

OCTOBER 8, 2018

Chris Fletcher thanks the residents for attending.

Nedward Jacob questioned the responsibility within the City's right-of-way but believed it was the property owners responsibility for the closed ditches and should be enforced.

Deputy Mayor Gebauer commented on a private property owner stormwater blockage. He believed problems on private property should be enforced immediately, according to the ordinance.

Tim Brennan commented the City has limited access to correct these private property issues. A right-of-way or permission needs to be obtained before the City can enter private property and Solicitor Wagner agreed.

Manager Pearson stated a resident has been notified of an issue with stormwater on Prince Alley.

Manager Pearson recommended Council provide direction on the ordinance as a whole in order to be fair to the residents. He recommended a long-term solution was needed.

There was a brief discussion on the need for a collaborative effort between City staff and City Council to evaluate the enforcement and effectiveness of the existing code and revision of the code, if needed.

ANNOUNCEMENTS

Mayor Radkowski made the following announcements:


- Council's next regular meeting will be held on Monday, October 15, 2018, at 7:00 p.m. at City Hall.

ADJOURNMENT

Nedward Jacob made a motion to adjourn the meeting, seconded by Andrew Mohney. Meeting adjourned at 9:12 p.m.



Recording Secretary



Mayor