



### **NOTICE OF MEETING**

City Council Workshop 3800 Laverne Avenue North July 10, 2018 6:30 PM

### **AGENDA**

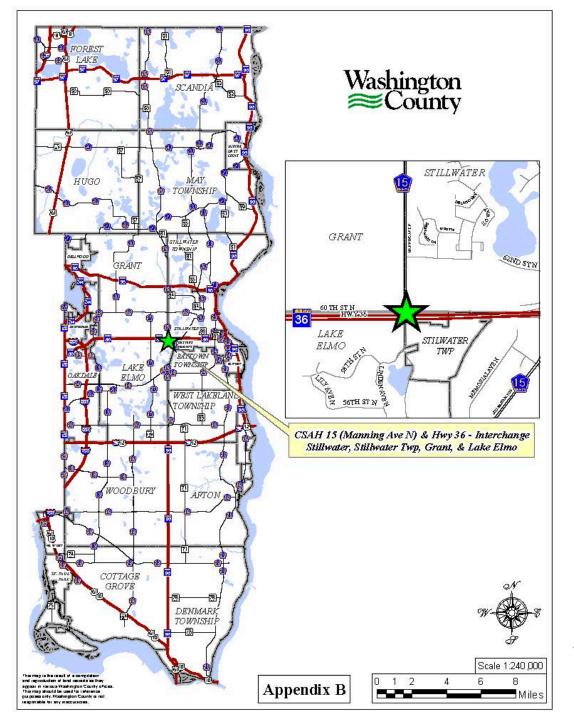
I.	Call to Order	6:30 PM
II.	TH36/Manning Interchange Update	6:30 PM
III.	Septic in Sunfish Ponds	7:00 PM
IV.	Snowmobile Ordinance	7:30 PM
V.	Items for Future Work Session Agenda	7:45 PM
VI.	Adiourn	8:00 PM



Trunk Highway (TH) 36 and Manning Avenue/County State Aid Highway (CSAH) 15
Interchange Study Update

Nathan Arnold Engineer II











- TH 36 and CSAH 15 (Manning Avenue)
- Development Opportunities
  - Edge of Current Urban Development
  - Existing Housing, Golf Course, Apple Farm, Commercial Businesses
- Existing system deficiencies
  - Congestion and delays
     – especially during commute times
  - Unsafe and poorly functioning intersection
    - High Volume
  - Access Management
  - Inadequate intersection spacing
  - Pedestrian facilities
  - Drainage improvement opportunities



Why do we need to do something?



Intersection is approaching its full capacity (long delays/ frustrations) 56

Reported Crashes (2011 to 2015)

**1** Fatality

Intersection ranked

**75** 

(out of 8,000) based on statewide crash cost comparisons 20%

increase in traffic expected by 2040

### If we do nothing...



Delays will become intolerable

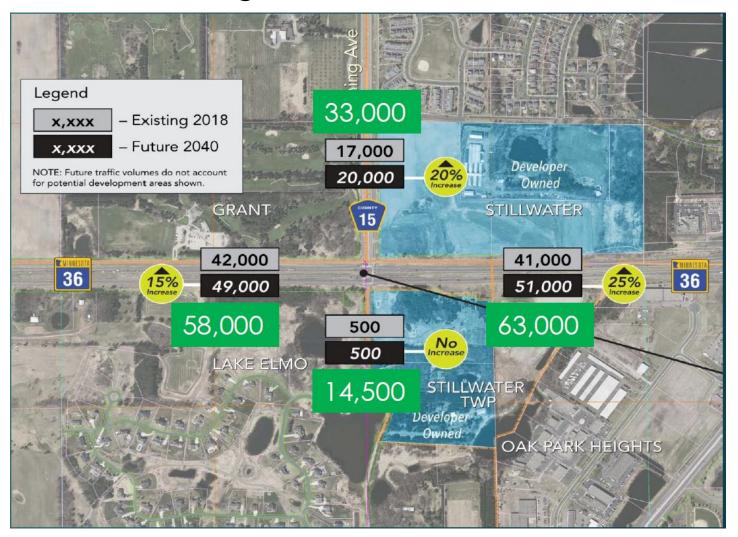


Traffic trying to turn onto Manning will spill back onto Hwy 36



Crashes will likely increase







# **Project Goals**

- Improve Capacity, Safety, and Operations
- Maintain/Improve Local Access
- Constructability/Financially Responsible Project
- Maintain Federal Requirements for Funding
  - North Frontage Road Connection
  - Maintain multiuse trail connection
- Maintain long-term transportation goals



### **Project Partners/Stakeholders**

- Washington County, FHWA, MNDOT
- Grant, Lake Elmo, Oak Park Heights, Stillwater, Stillwater Township, Brown's Creek Watershed District
- 2 residential neighborhoods
- 2 developers Legends & Sanctuary
- Applewood Golf Course and Aamodt Apple Farm
- Public including local and regional users
- Pedestrians and multimodal users



# **Project Schedule**

2017 2018		2019	2020		2021	
CONCEPTUAL DESIGN & TRAFFIC ANALYSIS				•		
		PRELIM. DESIGN AND ENVIRONMENTAL DOC.				
				FINAL DESIGN & RIGHT OF WAY		
						CONSTRUCTION





## Interchange Study

Project Management Team (PMT) Meeting Monthly Local Advisory Team (LAT) and Stakeholder Meetings at Progress Points

- Identify needs
- Identify high level impacts
- Traffic modeling
- Screen alternatives
- Public feedback
- Identify preferred interchangePublic Open House



### **Open House Comments**

### Current/future issues

- Need for an interchange
- Pedestrian/bike access across 36
- Housing development concerns
  - Legends neighborhood
    - Increased traffic from development
    - Signal at 62<sup>nd</sup>
  - Sanctuary neighborhood
    - Noise impacts





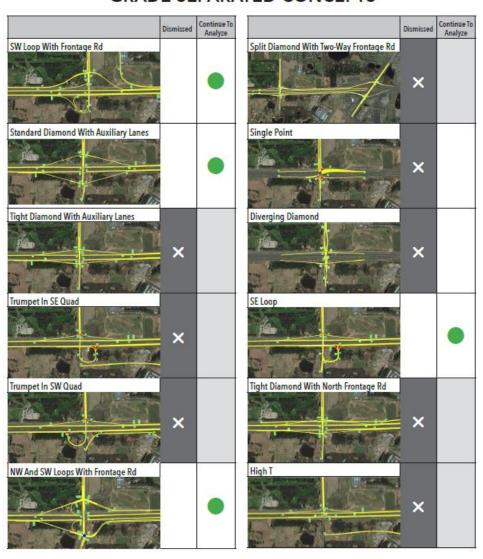
### **Alternatives**

### AT-GRADE CONCEPTS



NOTE: At-grade concepts do not meet traffic demands or improve safety.

### **GRADE SEPARATED CONCEPTS**



		TH 36/Manning Ave Interchange Alternatives						
Comparison Category	Description	SINGLE LOOP	DOUBLE LOOP	LOOP IN SE QUAD	STANDARD DIAMOND	DOUBLE ROUNDABOUTS		
Interchange Operations	Meets acceptable overall LOS/delay	NR - 5 sec/veh SR - 5 sec/veh	NR - 10 to 15 sec/veh SR - 5 sec/veh	NR - 5 sec/veh SR - 5 sec/veh	NR - 15 to 20 sec/veh SR - 15 to 20 sec/veh	NR - 15 to 20 sec/veh SR - 15 to 20 sec/veh		
Hwy 36 Operations	Yields acceptable operations along Hwy 36 relative to Stillwater Blvd interchange	EB - longer distance	EB/WB - longer distance	B - closer distance, lower entry speed	EB/WB - avg weave areas	EB/WB - avg weave areas		
Overall Safety	Minimizes vehicle to vehicle conflict points on heavy moves	Limited conflicts (+)	EB left/SB Thru conflict (-) WB off ramp loop (-)	Limited conflict points (+) EB off ramp loop (-)	EB left/SB right conflict (-)	Reduced crash severity (+) Multilane, potential sideswipe (-)		
Connection to Stillwater Blvd	Allows for natural connection and continuity of Manning Ave (pulls trips off Hwy 36)	Natural connection	Natural connection	Difficult connection	Difficult connection	Less conventional connection		
Traffic Ranking		#1	#2	#4	#5	#3		
Local Access (NW Quad)	Allows for convenient local access and adequate space for developable land	Better access than existing	No access to Manning	No access to Manning	No access to Manning	Better access than existing		
Local Access (NE Quad)	Allows for convenient local access and adequate space for developable land	Use 62nd St	Direct access	Use 62nd St	Use 62nd St	Use 62nd St		
Local Access (SE Quad)	Allows for convenient local access and adequate space for developable land	Direct access	Direct access	Difficult access, less space	Difficult access, less space	Good access, less space		
Local Access Ranking		#1	#2	#5	#4	#3		
Cost	Minimize construction costs (base cost is \$10 to \$12 Million)	Impacts powerlines & pond	Impacts powerlines and pond	Avoids SW quad	Avoids powerlines & pond	Requires large/long walls		
Right-of-Way	Minimize Right-of-Way needs	<u>.</u>	Two quadrants	Three quadrants	Four quadrants	Four quadrants		
Cost/Impact Ranking		#3	#2	#1	#4	#5		

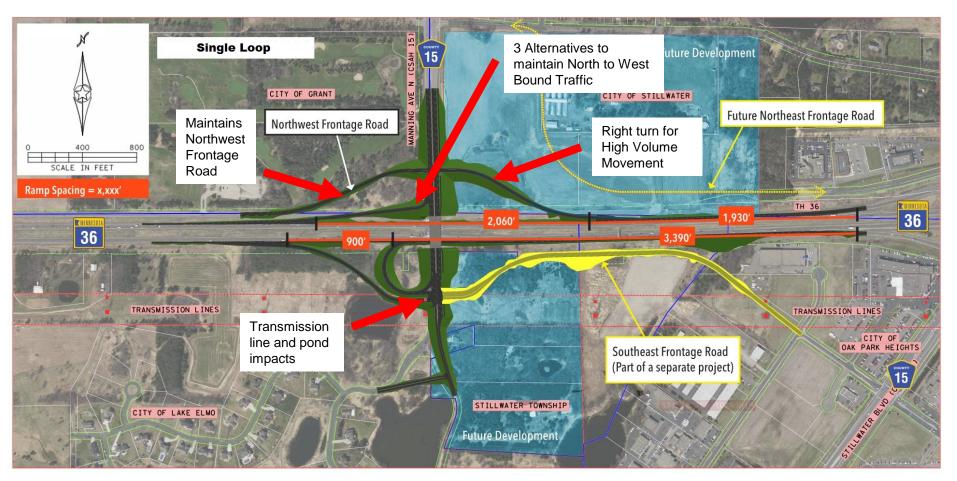
<u>Legend:</u> Less Favorable

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Moderately Favorable

Most Favorable

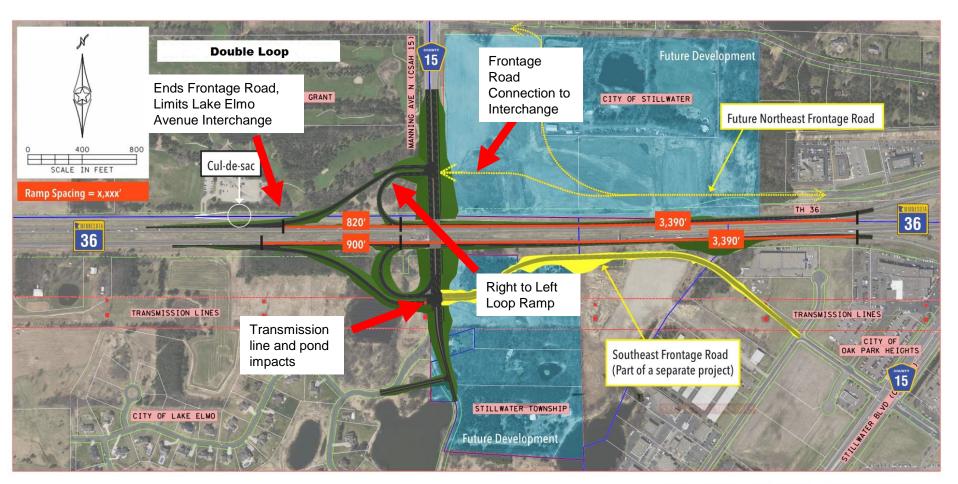




### CONCEPT - NOT FOR CONSTRUCTION

03-12-2018





### **CONCEPT - NOT FOR CONSTRUCTION**

03-12-2018



# **Project Funding**

- Expense
  - \$25-30 million
- Anticipated Funding
  - \$7 million in federal funding Regional Solicitation
  - 10-20% local contributions per the county cost participation policy
  - Currently no State funding
    - Requested State Bonding
  - Will continue to seek additional funding



### **Potential Local Costs**

- Relocation/reconstruction of local access
- Sound/noise barrier
- Cost of signal legs at local streets
- Future/potential frontage roads local/developer
- % of construction cost for mobilization, engineering services, traffic control
- Retaining wall to minimize impacts
- 50% of trails
- 50% of curb and gutter
- Right of way



## **Next Steps**

- Investigate Single and Double loop options
  - Further design, geotechnical, environmental impacts/documentation, construction limits, costs
- Work with Partners/Stakeholders
  - Maximize benefits and minimize impacts
  - Identify preferred interchange design and develop Layout
  - Resolution of support



## **Questions?**





### STAFF REPORT

DATE: July 10, 2018

**REGULAR** 

ITEM #: 3

TO: Council

**FROM:** Emily Becker, Planning Director

**AGENDA ITEM**: Sunfish Ponds Septic System

**REVIEWED BY:** Kristina Handt, City Administrator

**ISSUE BEFORE COUNCIL:** Should the Council direct Staff to bring approval of a septic system in an undesignated area of Outlot A of Sunfish Ponds, over which the City has a conservation easement?

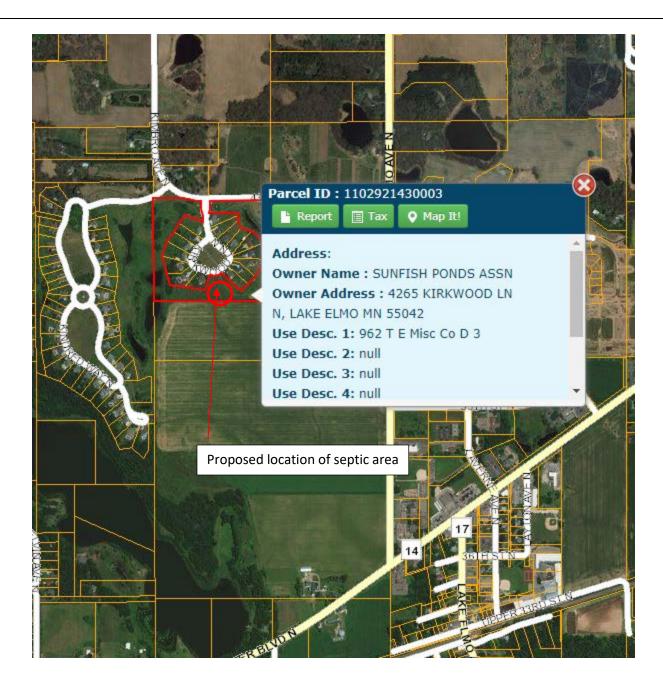
#### PROPOSAL DETAILS/ANALYSIS:

Location of Septic Area and Conservation Easement. Sunfish Ponds has Individual Subsurface Sewage Treatment Systems (SSTS). Many of these systems are within Outlots A and B, over which the City has a conservation easement. The conservation easement states that owners may maintain, repair, and replace existing utility systems such as water, sewer, power, fuel and communication lines and related facility within the protected outlots without prior approval of the City. Installation of new utility systems or extensions of existing utility systems, however, require prior approval. Sunfish Ponds designated in its Septic Sewer Plan where septic areas could go.

**Request.** The owner of Lot 4, Block 1 of Sunfish Ponds (4146 Kirkwood Lane N) had a failed septic system within Outlot B. The attached septic sewer plan indicates where both the primary and secondary septic systems could go within Outlot B. In order to remedy this, it is possible for a mound system to be constructed within Outlot B. Due to concerns of surrounding property owners (there is no formal Homeowners' Association (HOA)), the owner and potential buyer are requesting that the system be constructed in Outlot A outlined in the attached plan – Kirkwood Septic Options and below for reference.

#### Issues.

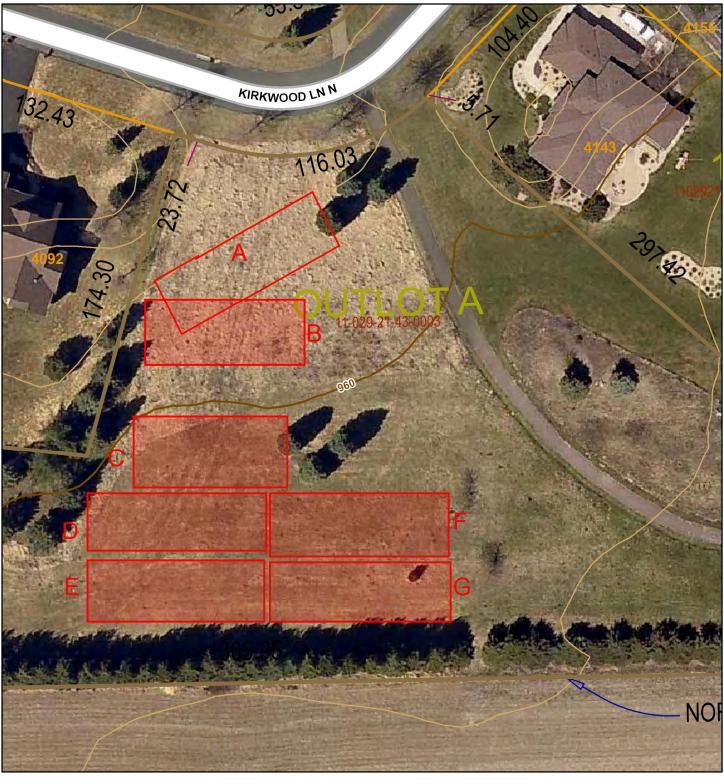
- Deviation from Plan. The City has heard that a number of homes within this development have septic systems that are near the completion of their lifetime. It would be difficult for the City to allow this owner, who has an option to construct a mound system within the designated area, to construct a septic area in an undesignated area, possibly leaving future homeowners with no option of future septic area.
- Sewer. If this development were to hook up to sewer (it is not currently within the Metropolitan Urban Service Area), the area in which the septic system is being proposed would be disturbed by a sewer pipe, leaving the home without wastewater treatment for the period of time it takes to hook up the system.



### **FISCAL IMPACT:** None.

**RECOMMENDATION**: Staff would recommend that the City not allow the septic area to be located outside of the previously-approved area in order to ensure all property owners within the development have equal septic area possibilities in the case of future failed systems. Staff is requesting that the Council provide direction on whether to bring this for approval at a future City Council meeting.

### Kirkwood Septic Options Washington County, MN



- 4. Residential, Commercial & Industrial Uses. Owner shall not subdivide all or part of the Protected Lands for residential, commercial or industrial development. Owner shall not subdivide, either legally or physically, the Protected Land for any other reason without the prior written approval of the City. Owner shall not engage in commercial or industrial activities on the Protected Land, other than the activities relating to agricultural operations as set forth in Paragraph 7. Owner shall not engage in the exploration or extraction of soil, sand, gravel, rock minerals, hydrocarbons or any other natural resource on or from the Protected Land. Owner shall not grant rights of way on the Protected Land in conjunction with commercial or industrial activities or residential development on lands other than the Protected Land, except for access to adjacent parcels owned by Owner.
- 5. <u>Construction</u>. Owner shall not construct or install additional buildings or improvements of any kind including, without limitation, fences, driveways, parking lots, and roads, on the Protected Land, except as specified herein. Owner may maintain, repair, and replace existing roads but shall not widen them unless doing so lessens the environmental impact of the road on the Protected Land and Owner has obtained the prior written approval of the City. Owner may maintain, renovate, expand or replace existing agricultural and related buildings or improvements in substantially their present location. Any expansion or replacement of an existing building or improvement shall not substantially alter its character or function, and shall not exceed its current square footage, without the prior written approval of the City.
- 6. <u>Utility Systems</u>. Owner may maintain, repair, and replace existing utility systems on the Protected Land including, without limitation, water, sewer, power, fuel, and communications lines and related facilities. Owner shall not install new utility systems or extensions of existing utility systems on the Protected Land including, without limitation, water, sewer, power, fuel, and communications lines and related facilities, without the prior approval of the City. Owner may install, maintain, and replace irrigation systems used on the Protected Land. Owner may install sewage systems on or under the Protected Land which comply with all existing federal, state and local regulations regarding water quality and other environmental concerns, and which do not disrupt other activities permitted under the terms of this Open Space Easement.
- 7. <u>Agricultural Use</u>. Owner may conduct agricultural operations on the Protected Land provided that such use is in compliance with the City's Development Regulations.
- 8. <u>Surface Alteration</u>. Owner shall not alter the surface of the Protected Land including, without limitation, the filling, excavation, or removal of soil, sand, gravel, rocks,

 From:
 Tillges, Jennifer

 To:
 Emily Becker

 Subject:
 Re: 4146 Kirkwood

Date: Monday, April 30, 2018 3:38:28 PM

#### Hi Emily,

We would like to purpose outlet A be used for the new mound septic system for 4146 Kirkwood. Brian Humpal has provided a map of potential locations that would be options to service this home.

As Brian mentioned today, the design was done poorly when the homes were built back in 2003 & unfortunately the owners have a non-compliant septic as a result of a system that was originally signed off on when the home was built. Out lot B in the middle of the neighborhood will not go over well with the HOA and we will work on getting signatures from the neighbors prior to the workshop meeting on 6/12/18.

Is there anything else that I should include, in order for us to get on the schedule for the workshop and city council meeting?

Would an email from the owner be suffice, allowing myself and Brian to attend the meetings on their behalf?

Thank you for your time today.

Jennifer Tillges-Dahly Edina Realty- White Bear Lake Cell Phone: 651-442-5662

Please excuse typos from my mobile device.

On Apr 26, 2018, at 9:25 AM, Emily Becker < EBecker@lakeelmo.org > wrote:

It will work, but please be advised that it will not be going to Council Tuesday. Also, I do want to convey that Kristina has spoken with two councilmembers who do not support the relocation of the septic area when a mound system will work.

Emily Becker Planning Director City of Lake Elmo 651-747-3912 ebecker@lakeelmo.org <image001.jpg>

From: Tillges, Jennifer [mailto:JenniferTillges@edinarealty.com]

**Sent:** Thursday, April 26, 2018 6:43 AM **To:** Emily Becker < <u>EBecker@lakeelmo.org</u>>

Subject: Re: 4146 Kirkwood

Will 1pm Monday work?

Jennifer Tillges-Dahly Edina Realty- White Bear Lake Cell Phone: 651-442-5662

Please excuse typos from my mobile device.

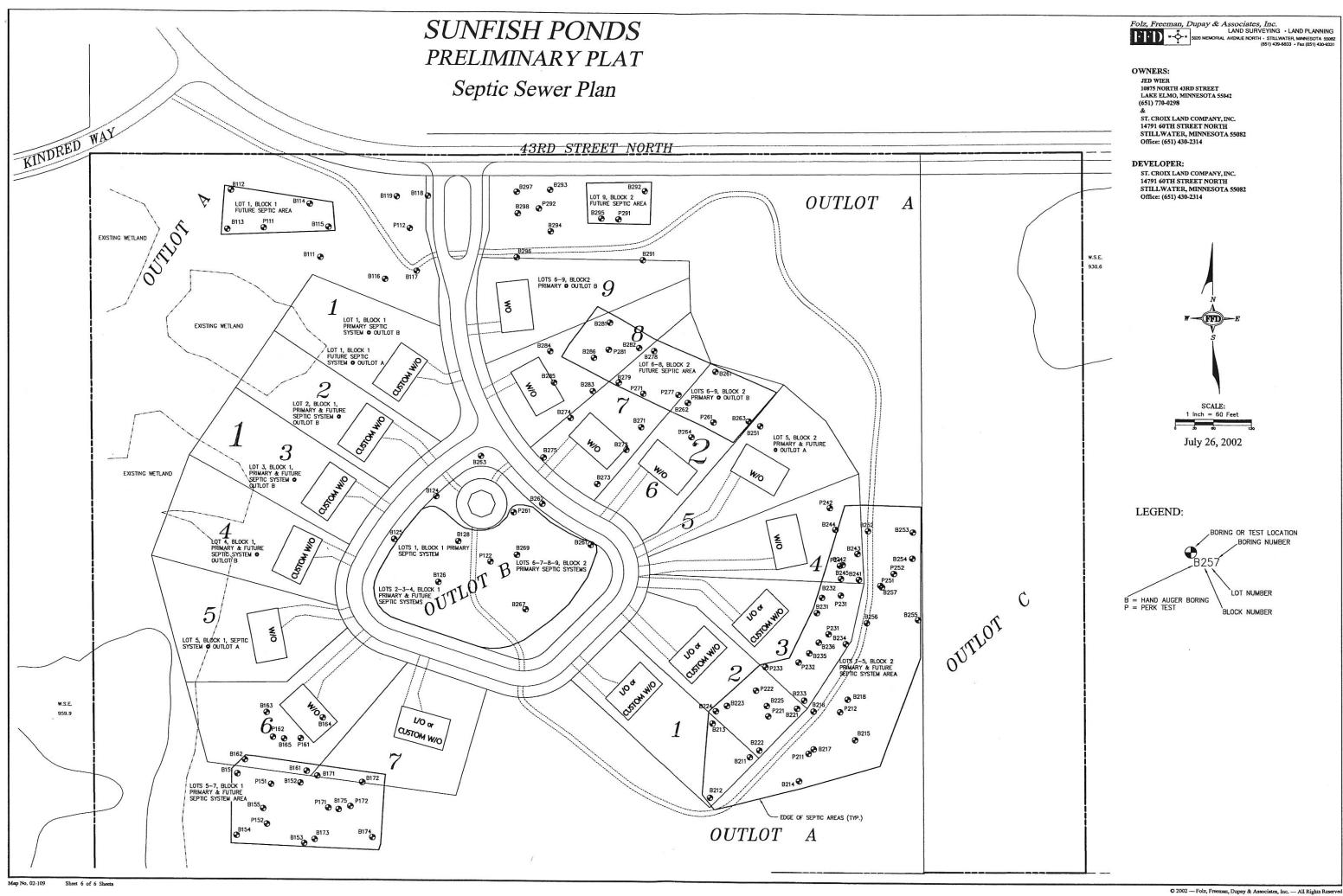
On Apr 26, 2018, at 6:00 AM, Emily Becker < EBecker@lakeelmo.org > wrote:

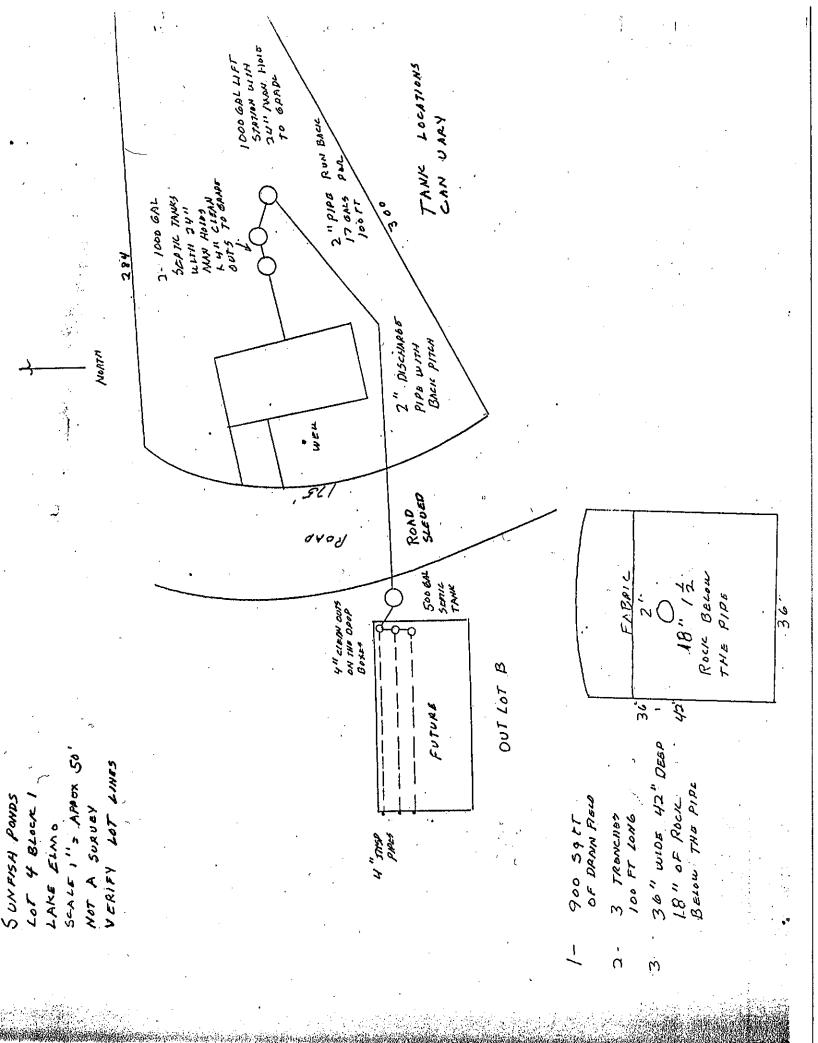
Ok I checked and she's off Friday. Please advise of available times Monday.

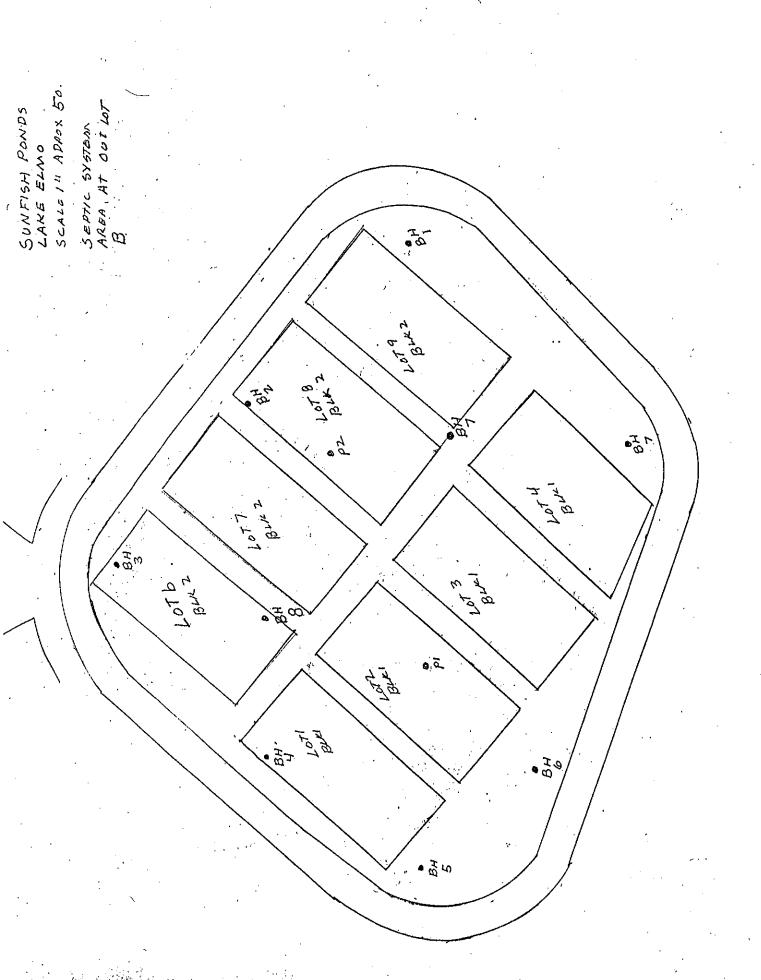
**Emily Becker** 

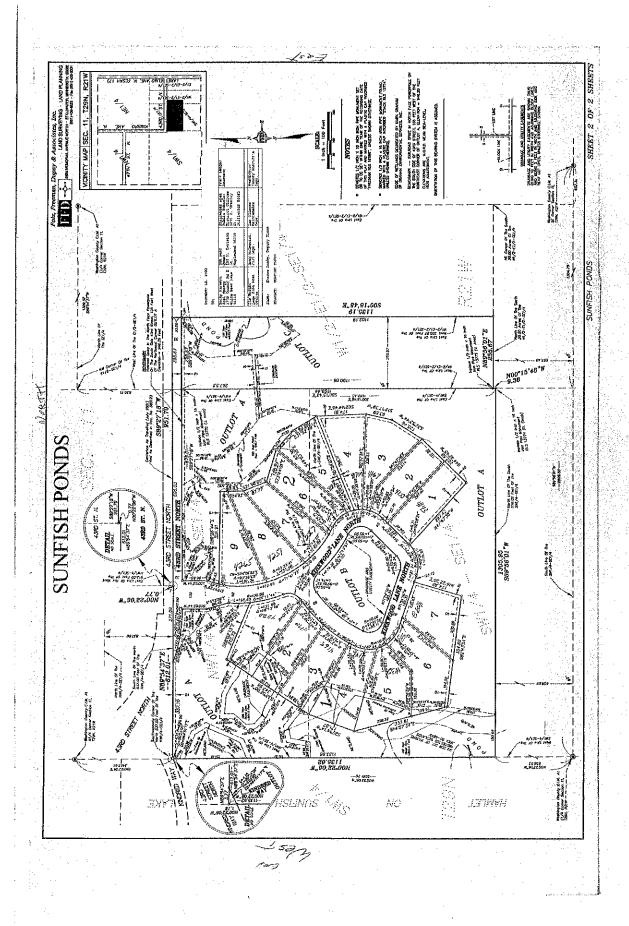
On Apr 26, 2018, at 5:37 AM, Tillges, Jennifer < <u>Jennifer Tillges@edinarealty.com</u>> wrote:

1pm works for Brian Friday. Please confirm It works for you & Kristina.











### STAFF REPORT

DATE: July 10, 2018

**DISCUSSION** 

**AGENDA ITEM**: Snowmobile Ordinance

SUBMITTED BY: Kristina Handt, City Administrator

#### **BACKGROUND:**

The Council discussed changes to the snowmobile ordinance at the April 10<sup>th</sup> work session. Numerous changes were discussed so staff was directed to work on it and bring it back to a future meeting.

#### **ISSUE BEFORE COUNCIL:**

Should the City Council amend the snowmobile ordinance? If so, how?

#### **PROPOSAL DETAILS/ANALYSIS:**

Included in your packet is a redlined snowmobile ordinance to show the proposed changes. Also included in your packet is a map of the snowmobile trails in the area to use as a point of reference when discussing section (D) related to trail riding.

#### **ATTACHMENTS:**

- Lake Elmo Code amendments
- Star Snowmobile Trail Map

#### Lake Elmo, MN Code of Ordinances

### CHAPTER 70: SNOWMOBILES AND ALL-TERRAIN VEHICLES

#### Section

70.01 Incorporation by reference

70.02 Regulations

### § 70.01 INCORPORATION BY REFERENCE.

Provisions of M.S. Ch. 84, as amended from time to time, shall be applicable to the City of Lake Elmo. In those cases where there is a conflict between the provisions of M.S. Ch. 84 and this chapter, the more restrictive regulation shall apply.

(Ord. 97-164, passed 12-20-2006)

#### § 70.02 REGULATIONS.

- (A) No person shall operate a snowmobile or all-terrain vehicle on a public sidewalk or within the unimproved portion of a city street. or upon any public park or playground.
- (B) No person shall operate a snowmobile on city streets except for when traveling in the most right-hand lane available for automobile traffic or as close as practicable to the right-hand curb or edge of the roadway and when traveling in the same direction as automobile traffic in that lane.
- (C) No person shall operate a snowmobile in the ditch except in the ditch bottom or outside slope of any drainage ditch which lies within and runs parallel to any city-controlled public road easement. Motorized recreational vehicles may not be operated on any boulevard area where an identifiable ditch is not present.
- (D) No person shall ride a snowmobile in the right of way as a substitute for trail riding. Travel in the right of way shall be used to reach a destination such a trail, public body of water, public gathering place, residence, etc.
- <u>(E)</u>No person shall operate a snowmobile or all-terrain vehicle on city-owned property.
- (<u>FC</u>) No person shall operate a snowmobile or all-terrain vehicle between the hours of <u>11:00 p.m.midnight</u> and 7:00 a.m. provided that all-terrain vehicles may be used for snow plowing purposes during prohibited hours.
- (<u>DG</u>) No person shall operate a snowmobile or all-terrain vehicle within <u>50-10</u> feet of a residential dwelling unless such operation occurs on property owned or occupied

by the operator of the snowmobile or all-terrain vehicle and such operation is for the purpose of accessing a public right-of-way from private property.

(<u>H</u>E) No person shall operate a snowmobile or all-terrain vehicle within 100 feet of any fisherman, pedestrian, skating rink, or sliding area.

(Ord. 97-164, passed 12-20-2006) Penalty, see § 10.99

