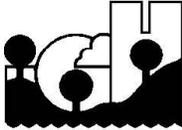


REVISED



INVER GROVE HEIGHTS CITY COUNCIL AGENDA
MONDAY, April 13, 2015
8150 BARBARA AVENUE
7:00 P.M.

1. CALL TO ORDER

2. ROLL CALL

3. PRESENTATIONS

4. CONSENT AGENDA – All items on the Consent Agenda are considered routine and have been made available to the City Council at least two days prior to the meeting; the items will be enacted in one motion. There will be no separate discussion of these items unless a Council member or citizen so requests, in which event the item will be removed from this Agenda and considered in normal sequence.

A. Minutes – March 23, 2015 Regular City Council Meeting _____

B. Resolution Approving Disbursements for Period Ending March 18, 2015 _____

C. Resolution Approving Amendment No.1 to the Development Contract for the Plat of Arbor Crest 2nd Addition _____

D. Resolutions Calling for Hearing on Proposed Assessments, Declaring Costs to be Assessed, and Ordering Preparation of Proposed Assessments for 2015 Pavement Management Program, City Project No. 2015-09E – 47th Street Area Reconstruction _____

E. Resolution Receiving and Accepting Professional Services Proposal from Short Elliot and Hendrickson, Inc. (SEH) for City Project No. 2015-09E – 47th Street Area Reconstruction and City Project No. 2015-14 – 47th Street Area Water and Sewer Improvements and Rehabilitation _____

F. Resolution Awarding Contract for Appraisal Services to Integra Realty Resources _____

G. Resolution to Accept Donations from ReMax Agents _____

H. Approve Additional Carryover of Unused Budget Appropriations and Payment of 2014 and 2015 City Contributions to Inver Grove Heights Firefighters’ Relief Association _____

I. Approve Date and Time of Annual Performance Review of the City Administrator Meeting _____

J. Approve Contract for North Valley Disc Golf Admissions and Retail Sales _____

K. Approve Rich Valley Maintenance Building Improvements _____

- L. Approve Contractor for 2015 Goose Management _____
- M. Approve Therapeutic Massage License _____
- N. Schedule Public Hearing _____
- O. Approve 2015/2016 Collective Bargaining Agreement between The City of Inver Grove Heights and Law Enforcement Labor Services (LELS Patrol) Local 80 _____
- Q. Approve action on the Housing Committee Work Plan _____
- R. Personnel Actions _____

5. **PUBLIC COMMENT:** Public comment provides an opportunity for the public to address the Council on items that are not on the Agenda. Comments will be limited to three (3) minutes per person.

6. **PUBLIC HEARINGS:**

- A. License **CITY OF INVER GROVE HEIGHTS:** Public Hearing to Consider Ordering the Trunk Utilities Project on the 71st Street Alignment, Authorizing and Approving Final Plans and Specifications, Authorizing City Attorney to Complete Easement Negotiations, and Authorizing Advertisement for Bids for the 2015 Improvement Program, City Project No. 2015-13 – NWA Trunk Utility Improvements – Argenta District (from 70th Street Lift Station to Blackstone Ridge Development) _____
- B. Consider Application for On-Sale/Sunday Intoxicating Liquor _____

7. **REGULAR AGENDA:**

PUBLIC WORKS:

- A. Review Bids Received for the 2015 Capital Improvement Program, City Project No. 2015-10 – NWA Trunk Utility Improvements, Argenta District (Alverno Avenue to Blackstone Vista Development) and City Project No. 2015-11 – NWA 70th Street Lift Station, Argenta District _____

COMMUNITY DEVELOPMENT:

- B. **CITY OF INVER GROVE HEIGHTS:** Consider a Resolution approving a Comprehensive Plan Amendment to Chapter 5: Transportation, identifying the realignment of Argenta Trail between the points at Highway 55 on the south end and near I-494 on the north end _____

C. CITY OF INVER GROVE HEIGHTS: Consider Third and Final Reading of Ordinance Amending Inver Grove Heights City Code Title 5, Chapter 9 related to Public Nuisances on Property

FIRE:

D. CITY OF INVER GROVE HEIGHTS: Consider authorizing the Inver Grove Heights Fire Department to Order the Replacement Engine for Engine 11 and Pre-pay the Full Cost at the Time it is Ordered

FINANCE:

E. CITY OF INVER GROVE HEIGHTS: Long-Term Funding for Argenta Trail

ADMINISTRATION:

F. CITY OF INVER GROVE HEIGHTS: Hearing to Consider Termination of Employment

8. MAYOR & COUNCIL COMMENTS

9. ADJOURN

This document is available upon 3 business day request in alternate formats such as Braille, large print, audio recording, etc. Please contact Amy Jannetto at 651.450.2510 or ajannetto@invergroveheights.org

**INVER GROVE HEIGHTS CITY COUNCIL MEETING
MONDAY, MARCH 23, 2015 - 8150 BARBARA AVENUE**

CALL TO ORDER/ROLL CALL The City Council of Inver Grove Heights met in regular session on Monday, March 23, 2015, in the City Council Chambers. Mayor Tourville called the meeting to order at 7:00 p.m. Present were Council members Bartholomew, Hark, Mueller and Piekarski Krech; City Administrator Lynch, City Attorney Kuntz, Community Development Director Link, Public Works Director Thureen, Parks and Recreation Director Carlson, Chief Thill, and Deputy Clerk Kennedy

3. PRESENTATIONS: None.

4. CONSENT AGENDA:

Mr. Thureen removed Item 4C from the Consent Agenda.

Mr. Lynch noted that item 4L had been revised to reflect that the title of the position would be "City Government Intern" rather than "Administrative Intern".

- A. i) Minutes – March 2, 2015 Regular City Council Work Session
- ii) Minutes – March 9, 2015 Regular City Council Meeting
- B. **Resolution No. 15-44** Approving Disbursements for Period Ending March 18, 2015
- D. **Resolution No. 15-45** Approving Waiver of Assessment Appeal Agreement for the Schmandt (Landowner) Property for City Project No. 2015-14, 47th Street Area Water and Sewer Improvements and Rehabilitation
- E. **Resolution No. 15-46** Authorizing Placement of Stormwater Discharge Improvements along the Mississippi River on the Minnesota Pollution Control Agency's Project Priority List and Intended Use Plan to Seek State Revolving Funds and Point Source Improvement Grants and Order the Preparation of a Feasibility Study for City Project No. 2016-01, Stormwater Treatment for Mississippi River Discharge
- F. **Resolution No. 15-47** Approving Purchase Agreement and Acceptance of Permanent Drainage and Utility Easement Agreement related to the Emergency Overflow of Pond H-2
- G. Approve Therapeutic Massage Licenses
- H. Approve Contractor for Inver Wood Golf Course Maintenance Facility
- I. Approve Directed Engineering Study for Energy Efficiency Projects at City Facilities
- J. Approve Rich Valley Dugout Covers
- K. Approve 2015 Tree Replacement Plan
- L. Approve Job Description and Authorize Advertisement for City Government Intern
- M. Schedule Public Hearing
- N. Schedule Special Meetings
- O. Approve Joint Powers Agreement between Dakota County Law Enforcement Agencies for the Continued Service of the Dakota County MAAG Team
- P. Approve Agreement for Appraisal Services
- Q. Personnel Actions

Motion by Bartholomew, second by Hark, to approve the Consent Agenda

Ayes: 5

Nays: 0 Motion carried.

5. PUBLIC COMMENT: None.

6. PUBLIC HEARINGS: None.

7. REGULAR AGENDA:

PUBLIC WORKS:

A. CITY OF INVER GROVE HEIGHTS: Consider Selection of Alignment for Argenta Trail North Study Area

Mr. Lynch stated City staff met with the developer, residents of the neighborhood, and County staff to review alternative alignment 3a. Staff was subsequently notified by neighborhood representatives of their decision to forego further participation in any discussions or negotiations due to concerns related to the relocation of the regional basin and the potential impacts on existing properties. City and County staff continued to meet and were able to reach an understanding regarding the costs related to the acquisition of property from the developer for the right-of-way necessary to make alignment 3a viable. He stated a preliminary understanding had also been reached with the developer that alignment 3a could occur on his property with the acquisition of right-of-way and consideration of the costs related thereto. He explained the City Council was asked to consider approval of several resolutions. Staff recommended that the Council forward alignment 3a to the Planning Commission for consideration at the public hearing scheduled on April 7th. Staff also recommended that the Council direct the City Administrator and the Finance Director to develop a financing plan to identify the timing and source of funds needed for the acquisition of right-of-way on the developer's property. He noted the current estimated cost being discussed was approximately \$2.3 million. The City requested that the County begin the process for acquisition and dedication of property required for the road right-of-way in alignment 3a. The City also requested that the County enter into a Joint Powers Agreement to identify the costs, timing, responsibilities, and the schedule related to the acquisition of property required to make alignment 3a viable. He noted the City also generally agreed that the developer would not need a complete review of the revised plat. The City would consider the revision to be an amendment to the existing plat. The revised plat would still be subject to the final plat approval process.

Mr. Thureen explained one of the challenges of alignment 3a was the fact that it would go through a major regional basin in the storm water management plan. Staff had to determine if the issue could be mitigated through relocation of the basin within the watershed. After reviewing the available information staff could not say with absolute certainty that the relocation of the basin would be sufficient. He explained the preliminary review indicated it would be very close to meeting the needs of the system, and the remaining questions could only be answered through the final design process. He stated he included a factor in his preliminary cost estimates to increase the required acreage, if necessary, to facilitate relocation of the basin. The City and County also reached an agreement related to cost sharing for the various components of the project. The developer's concept plat containing 78 lots was presented at the County's Plat Commission meeting and it was determined that the plat was viable. The Plat Commission's primary concerns related to access. County staff felt a temporary access to 70th Street would likely be approved provided the appropriate design was used to address safety issues. He explained staff provided the Council with a preliminary estimate of the City's potential costs. The City and County cost share would ultimately be based on the appraised value of the land that would need to be acquired. Staff felt the proposed recommendations provided the means to meet the timeline set forth in the conditions of the preliminary plat approval for Blackstone Ridge. Staff requested that two of the resolutions presented be amended to specify that payment to the developer would be in the amount of \$2,311,000.

Councilmember Piekarski Krech clarified that the only work that would occur until such time that future Argenta was constructed was reflected in light blue on Exhibit 1.

Mr. Thureen replied in the affirmative. He explained if the Council selected alignment 3a, there was a possibility that the width of the alignment could be reduced at the north end of the alignment during the final design process. He stated staff's expectation was that the temporary connection would be in place for a while.

Councilmember Bartholomew questioned why parcel #2 was still identified as a total acquisition when it appeared that alignment 3a veered further away from the property.

Mr. Thureen stated it was identified as a total acquisition because it was still unknown when the future Argenta Trail would be constructed. He noted the temporary connection from the southern segment had to tie into the existing alignment of Argenta Trail and staff did not feel that could be done without impacting the parcel.

Mr. Kuntz summarized the resolutions that were prepared for Council's consideration. The first resolution contained operative language that would identify alignment 3a as the preferred alignment. The second resolution requested that the County draft a Joint Powers Agreement that would address the requirements for a strip of land, approximately 265 feet in width, along the west boundary of Blackstone Ridge. The agreement would outline the cost participation of each agency in the transfer of the identified property to the County. The agreement would identify the property, address the dedication of a portion of the property byway of the platting process, and would further address the purchase of a portion of the property. The compensation for the portion of the property being transferred would be identified as \$2,311,000, subject to the appraisal process. He noted the Council was not agreeing to pay the amount specified at this time. The resolution also asked the County to identify, in the agreement, how the stormwater runoff would be taken care of, and how the capacity and construction of the stormwater ponds would be dealt with between the City, County, and the developer. The third resolution requested that the County begin the process of drafting an acquisition and dedication agreement with the developer for the identified strip of property. It also directed staff to meet with the City's financial consultants and bring back a financing plan for the City's portion of the obligation outlined in the Joint Powers Agreement. The fourth resolution recognized that the developer did not have to start over and go through the preliminary plat approval process for the revised plat of Blackstone Ridge. It was thought that the other questions related to the location and sizing of the basin could be worked out during the technical evaluation of the final plat.

Mayor Tourville asked Mr. Thureen to review the proposed alignment 3a.

Mr. Thureen provided an overview of the proposed alignment and the anticipated amount of right-of-way required. He also identified the impacted parcels that would were thought to require total acquisition.

Kyle Van, 6818 Argenta Trail, stated the neighborhood was grateful that a compromise could be reached between all parties involved and that alignment 3a proved to be a viable alternative. The neighborhood thanked the developer for his willingness to consider alignment 3a. He thanked City and County staff for their time and effort to find an alternative that would preserve existing homes in the neighborhood.

Motion by Piekarski Krech, second by Bartholomew, to adopt Resolution No. 15-49 Selecting Alignment Alternative 3a for the Realignment of Argenta Trail, Resolution No. 15-50 Requesting a Draft Joint Powers Agreement with Dakota County for the Acquisition and Dedication of a Strip of Land 265 Feet Wide Along the West Side of the Proposed Blackstone Ridge Plat for the Future Realignment of Argenta Trail with the suggested revision, Resolution No. 15-51 Requesting that Dakota County Prepare a Draft Acquisition and Dedication Agreement with James Deanovic for the Transfer of the Westerly 265 Feet of the Proposed Preliminary Plat of Blackstone Ridge with the suggested revision, and Resolution No. 15-52 Accepting for Review as Part of the Final Plat Review Process an Amendment to the Preliminary Plat and Preliminary PUD Development Plan for Blackstone Ridge

Ayes: 5

Nays: 0 Motion carried.

Motion by Piekarski Krech, second by Mueller, to receive written correspondence

Ayes: 5

Nays: 0 Motion carried.

COMMUNITY DEVELOPMENT:**B. RICHARD & DODY SOBASZKIEWICZ:** Consider Application for Chicken License for property located at 7775 Boyd Avenue

Richard Sobaszekiewicz, 7775 Boyd Avenue, stated when they first applied for a chicken license two (2) years ago a similar complaint was raised by the same neighbor. He explained they attempted to address the issue with the neighbor and offered to install a fence to mitigate the concerns. He noted in the past two (2) years they had not heard anything from the concerned neighbor. He reiterated if a complaint had been raised they would have attempted to address it right away.

Mayor Tourville stated the concerns primarily related to noise and that the chickens were at times loose in the yard.

Mr. Sobaszekiewicz explained the chickens were loose in the yard when the coop was being cleaned. He noted they were always supervised while out in the yard.

Kirsten Schwartz, 7755 Boyd Avenue, stated she lived next door to the applicants. She explained her family spent a lot of time outdoors and had not experienced any issues with the chickens being kept on her neighbors' property. She added she had no noise concerns either.

Councilmember Bartholomew questioned if there had been a noticeable increase in the number of coyotes in the area.

Mr. Sobaszekiewicz stated he had noticed some tracks and droppings in the yard. He noted the coop was very secure and he had not seen any damage to the coop.

Councilmember Mueller stated there was a neighbor who complained about the noise.

Ms. Sobaszekiewicz stated the chickens did make noise when they laid eggs. She noted the chickens were generally quiet the majority of the time. She opined that chickens were quieter than barking dogs.

Dian Piekarski, 7609 Babcock Trail, stated she heard dogs barking all the time and a chicken clucking was not the same as a rooster crowing. She opined there were a lot of other noises within neighborhoods that were more disruptive than a chicken clucking when it laid an egg.

Councilmember Mueller suggested that the applicant find a way to mitigate the neighbors' concern.

Councilmember Piekarski Krech questioned if the chickens were locked in the coop at night.

Ms. Sobaszekiewicz stated they were allowed to go between the coop and the run.

Councilmember Piekarski Krech stated locking the chickens inside the coop at night would mitigate some of the noise problems so they cannot get out as soon as it is light outside.

Mayor Tourville suggested that the neighbors get together to find a compromise.

Motion by Hark, second by Piekarski Krech, to approve application for a Chicken License for property located at 7775 Boyd Avenue

Ayes: 4

Nays: 1 (Mueller) Motion carried.

C. CITY OF INVER GROVE HEIGHTS: Consider Ordinance Amending Inver Grove Heights City Code Title 5, Chapter 9 related to Public Nuisances on Property

Mr. Link stated the ordinance would allow the City to remove public nuisances such as junk in a yard or junk vehicles. He explained the ordinance was placed on the website and an informational article was included in the most recent edition of Insights. To date the City received eight (8) responses, six (6) of which did not pertain to the ordinance. The other two (2) responses were supportive of the proposed ordinance. He noted the Chamber of Commerce did not comment on the ordinance.

Councilmember Bartholomew referenced the section of the ordinance pertaining to penalties. He questioned why a violation of section 5-9-6A would be a misdemeanor offense and a violation of section

5-9-4H would be considered a petty misdemeanor. He opined the misdemeanor level offense was too steep and suggested including language that would provide flexibility for a more graduated response to violations.

Mayor Tourville stated it was originally thought that many of the issues were with repeat offenders and the main problem was actually achieving compliance.

Councilmember Bartholomew stated he was hesitant to get heavy-handed in the City's response to violations and wanted to ensure that the primary focus for first-time violations was on education.

Mr. Link explained almost all violations of the code, with a couple of minor exceptions, were considered to be misdemeanor offenses. He stated once the City received a complaint the Code Compliance Officer would investigate the complaint, and then would issue a series of notification letters to the property owner in an attempt to educate and achieve compliance. A citation would only be issued as a last resort and after numerous attempts to remediate the violation.

Mr. Kuntz reviewed the maximum penalties that could be imposed for misdemeanor and petty misdemeanor offenses. He explained with respect to many of the City's land use regulations, violations that were prosecuted had not been met with overly strict penalties by the court system. He noted much of the feedback the City had received was that many felt the penalties for violations had not been large enough.

Councilmember Bartholomew opined that it was inconsistent to treat violations of certain sections of the code differently in terms of the level of offense.

Councilmember Hark stated the court would not typically punish a first-time offender with the maximum penalty. He opined a petty misdemeanor was equivalent to a parking ticket and really did not mean much. He stated his preference would be that a violation be treated as a misdemeanor level offense.

Mayor Tourville stated one of the complaints had been that the court system had been too lackadaisical in its penalties for code violations.

Councilmember Mueller questioned the screening requirement for items in a backyard and how items would be classified as junk.

Mr. Link stated he would look into the issue and bring back more information.

Mr. Kuntz stated there was an exception included in the ordinance to address automobiles and trailers being stored in the backyard.

Mr. Hark questioned what the difference was between firewood and woodpiles.

Mr. Link stated the idea was that someone with a lot of firewood needed to keep it stacked and stored in an orderly manner. He added he would provide further clarification prior to the third reading.

Chris Perrone, 5989 Babcock Trail, stated he had a nuisance home in his neighborhood and the property owner routinely found ways to avoid incurring any real penalties and continued to violate the same provisions of the code. He explained the neighborhood supported the proposed ordinance because it would allow the City to better address ongoing issues with repeat offenders.

Motion by Mueller, second by Bartholomew, to approve the second reading of an Ordinance amending Inver Grove Heights City Code Title 5, Chapter 9 related to Public Nuisances on Property

Ayes: 5

Nays: 0

Motion carried.

ADMINISTRATION:**D. CITY OF INVER GROVE HEIGHTS:** Consider Resolution Approving Encroachment Agreement with Magellan Pipeline

Mr. Kuntz stated the item related to the extension of utilities for City Project No. 2015-10. He explained there was a pipeline easement on the Peltier property owned by the Magellan Pipeline Company. The easement gave Magellan the right to consent to any other easement that interfered with their existing easement. The proposed encroachment agreement had been approved by City Engineering staff, the consultants for the project, and by Magellan Pipeline Company.

Motion by Bartholomew, second by Piekarski Krech, to adopt Resolution No. 15-53 approving Encroachment Agreement with Magellan Pipeline**Ayes: 5****Nays: 0 Motion carried.****E. CITY OF INVER GROVE HEIGHTS:** Consider Resolution Approving the Negotiated Settlement Agreement between James E. Peltier and the City Concerning Damages relating to the Peltier Property relative to City Project No. 2015-10

Mr. Kuntz stated by way of the agreement the City would pay the property owner the sum of \$110,000 in return for a permanent drainage and utility easement across the property.

Motion by Piekarski Krech, second by Bartholomew, to adopt Resolution No. 15-54 approving the Negotiated Settlement Agreement between James E. Peltier and the City Concerning Damages relating to the Peltier Property relative to City Project No. 2015-10**Ayes: 5****Nays: 0 Motion carried.****F. CITY OF INVER GROVE HEIGHTS:** Consider Resolutions relating to the Transfer and Extension of the Comcast Franchise

Jodie Miller, NDC4, stated nothing had changed since the Council had last discussed the transfer and extension of the franchise at their March 2nd work session. She explained the other member cities had already approved both resolutions. She stated the first resolution related to a 12-month extension of the existing franchise. The second resolution related to the transaction transferring the existing franchise to a new owner. She added there were conditions of approval attached to the transfer transaction to protect cable subscribers. She noted the cable franchise was not exclusive.

Brian Grogan, Moss & Barnett, reviewed the proposed resolutions and the implications of the transaction to transfer the existing franchise. He explained Comcast, the largest provider in the nation, was slated to acquire the second largest provider, Time Warner. He stated all of the major markets in the United States would be under the control of Comcast. Because the transaction was so large, Comcast agreed to divest itself of 4 million customers. If the federal government approved the acquisition, the assumption was that Comcast would no longer be doing business in Minnesota. The new company, GreatLand Connections, would rely heavily on Charter Communications to provide many services. He noted GreatLand Connections was a brand new company and had no history to investigate. He explained GreatLand would offer jobs to all local technical personnel and government personnel. Customers would have the ability to purchase Spectrum products. He stated the Spectrum subscription packages would be similar to those currently offered by Comcast in terms of programming and price. Charter would provide programming agreements and would also be responsible for marketing and billing services. He stated current Comcast telephone customers would be able to retain the same phone number and cable subscribers would keep the same equipment. Email customers would be required to change their email address to a different domain. He explained the cable commission had been diligent in its efforts to review the transaction and to include consumer protection conditions in the resolutions. He stated the first resolution related to approval of a 12-month extension of the existing franchise to give the cable commission time to finalize the franchise renewal. The second resolution related to approval of the transfer of the existing franchise.

The approval of the transfer would be contingent upon maintaining an escalated complaint system to ensure that Inver Grove Heights residents can call and receive immediate response to their issue. Quarterly meetings would also be required with the new grantee to monitor customer service related issues and monthly meetings to address the franchise renewal. He noted a stipulation was also included whereby subscriber costs could not be increased based on the costs of the actual purchase of the system. He reiterated the transaction had not yet been approved at the Federal level. While the City had the right to deny the transaction, the denial would have to be based on some rationale that the new grantee lacked legal, technical, or financial qualifications. He noted it would be difficult to defend such action by the Council. All costs incurred by the member cities with respect to the processing of the transfer would be reimbursed by the new company.

Mayor Tourville stated denial of the transaction would not achieve anything.

Councilmember Piekarski Krech questioned if existing Comcast customers would be eligible for new customer rates from GreatLand.

Mr. Grogan stated existing customers would be considered legacy customers and would not be eligible for new customer subscription rates.

Councilmember Bartholomew questioned if the proposed PEG increase was the same for all cities.

Mr. Grogan stated the provision was unique to the franchise agreement with NDC4.

Motion by Bartholomew, second by Piekarski Krech, to adopt Resolution No. 15-55 Granting Comcast of St. Paul, Inc. a Franchise Extension to March 31, 2016

Ayes: 5

Nays: 0 Motion carried.

Motion by Bartholomew, second by Piekarski Krech, to adopt Resolution No. 15-56 approving the Transfer of the Cable Franchise and Change of Control of the Grantee

Ayes: 5

Nays: 0 Motion carried.

8. MAYOR & COUNCIL COMMENTS:

Mr. Kuntz reviewed the timelines for the various public improvement projects scheduled to begin in 2015.

9. ADJOURN: Motion by Hark, second by Mueller, to adjourn. The meeting was adjourned by a unanimous vote at 8:58 pm

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Meeting Date: April 13, 2015
 Item Type: Consent
 Contact: Kristi Smith 651-450-2521
 Prepared by: Bill Schroepfer, Accountant
 Reviewed by: N/A

Fiscal/FTE Impact:

<input type="checkbox"/>	None
<input checked="" type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input type="checkbox"/>	Other

PURPOSE/ACTION REQUESTED

Approve the attached resolution approving disbursements for the period of March 19, 2015 to April 7, 2015.

SUMMARY

Shown below is a listing of the disbursements for the various funds for the period ending April 7, 2015. The detail of these disbursements is attached to this memo.

General & Special Revenue	\$268,734.64
Debt Service & Capital Projects	229,060.08
Enterprise & Internal Service	88,412.05
Escrows	9,416.44
	<hr/>
Grand Total for All Funds	<u><u>\$595,623.21</u></u>

If you have any questions about any of the disbursements on the list, please call Kristi Smith, Finance Director at 651-450-2521.

Attached to this summary for your action is a resolution approving the disbursements for the period March 19, 2015 to April 7, 2015 and the listing of disbursements requested for approval.

DAKOTA COUNTY, MINNESOTA

RESOLUTION NO. _____

**RESOLUTION APPROVING DISBURSEMENTS FOR THE
PERIOD ENDING April 7, 2015**

WHEREAS, a list of disbursements for the period ending April 7, 2015 was presented to the City Council for approval;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS: that payment of the list of disbursements of the following funds is approved:

General & Special Revenue	\$268,734.64
Debt Service & Capital Projects	229,060.08
Enterprise & Internal Service	88,412.05
Escrows	9,416.44
Grand Total for All Funds	<u><u>\$595,623.21</u></u>

Adopted by the City Council of Inver Grove Heights this 13th day of April, 2015.

Ayes:

Nays:

George Tourville, Mayor

ATTEST:

Joe Lynch, City Clerk



Expense Approval Report

By Fund

Payment Dates 3/19/2015 - 4/7/2015

Vendor Name	Payable Number	Post Date	Description (Item)	Account Number	Amount
ACE PAINT & HARDWARE	523450/5	04/01/2015	501126	101.43.5200.443.60016	3.71
ACE PAINT & HARDWARE	523526/5	03/25/2015	501126	101.42.4200.423.60065	18.47
ACE PAINT & HARDWARE	523548/5	04/01/2015	501126	101.44.6000.451.60012	7.09
ACE PAINT & HARDWARE	523554/5	04/01/2015	501126	101.42.4200.423.60011	19.98
ACE PAINT & HARDWARE	523569/5	04/01/2015	501126	101.44.6000.451.40040	7.99
ACE PAINT & HARDWARE	523569/5	04/01/2015	501126	101.44.6000.451.60040	28.44
ACE PAINT & HARDWARE	523610/5	04/01/2015	501126	101.44.6000.451.60011	7.49
AFSCME COUNCIL 5	INV0039033	03/20/2015	UNION DUES (AFSCME FAIR	101.203.2031000	33.04
AFSCME COUNCIL 5	INV0039034	03/20/2015	UNION DUES (AFSCME FULL	101.203.2031000	756.69
AFSCME COUNCIL 5	INV0039035	03/20/2015	UNION DUES (AFSCME FULL	101.203.2031000	86.00
ALEX AIR APPARATUS, INC.	27237	03/25/2015	3/16/15	101.42.4200.423.40042	72.50
ANDERSON, TRENT	2/24/15	04/01/2015	REIMBURSE-VEST/PLATE	101.42.4000.421.60045	440.00
BATTERIES PLUS-WSP	030-626688	03/25/2015	C-1034	101.42.4200.423.40040	84.85
BEACON ATHLETICS	0443530-IN	04/01/2015	W13009	101.44.6000.451.60065	1,691.52
CA DEPT OF CHILD SUPPORT SERVICES	INV0039036	03/20/2015	MIGUEL GUADALAJARA FEIN	101.203.2032100	279.69
CA DEPT OF CHILD SUPPORT SERVICES	INV0039546	04/03/2015	MIGUEL GUADALAJARA FEIN	101.203.2032100	279.69
CARGILL, INC.	2902201254	03/25/2015	Invoice	101.43.5200.443.60016	32,097.02
CARGILL, INC.	2902203665	03/25/2015	Invoice	101.43.5200.443.60016	38,074.75
CENTURY LINK	3/7/15 651 451 0205 74	04/01/2015	651 451 0205 745	101.44.6000.451.50020	58.94
CLAREY'S SAFETY EQUIPMENT	160197	04/01/2015	090500	101.42.4200.423.60040	296.78
COMPASS MINERALS AMERICA INC.	71316265	03/25/2015	Invoice	101.43.5200.443.60016	16,915.68
COMPASS MINERALS AMERICA INC.	71316753	03/25/2015	Invoice	101.43.5200.443.60016	19,191.03
COMPASS MINERALS AMERICA INC.	71317360	03/25/2015	Invoice	101.43.5200.443.60016	1,841.79
DAKOTA AWARDS INC	1412063	04/01/2015	IN23037	101.41.1100.413.60065	83.95
DAKOTA COMMUNICATIONS CENTER	IG2015-04	03/25/2015	APRIL 2015	101.42.4000.421.70502	44,208.00
DAKOTA COMMUNICATIONS CENTER	IG2015-04	03/25/2015	APRIL 2015	101.42.4200.423.70502	4,912.00
DAKOTA CTY PROP TAXATION & RECORDS	11/12/14	04/01/2015	ABSTRACT FEE	101.45.0000.3413000	138.00
EMERGENCY RESPONSE SOLUTIONS	3257	03/25/2015	3/5/15	101.42.4200.423.60040	2,235.00
EXECUTIVE CONTRACTORS, INC.	32215A	04/01/2015	3/22/15	101.43.5200.443.40046	13,562.50
FIRST IMPRESSION GROUP, THE	61370	04/01/2015	3022	101.44.6000.451.50030	539.25
FIRST IMPRESSION GROUP, THE	61469	04/01/2015	3/19/15	101.41.1100.413.50032	2,925.00
FLINT TRADING INC	178783	03/25/2015	Invoice	101.43.5200.443.60016	635.20
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	101.41.1100.413.30550	26.96
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	101.41.2000.415.30550	94.89
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	101.42.4000.421.30550	261.98
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	101.42.4000.423.30550	14.00
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	101.43.5000.441.30550	8.38
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	101.43.5100.442.30550	54.43
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	101.43.5200.443.30550	33.17
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	101.44.6000.451.30550	62.05
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	101.45.3000.419.30550	18.30
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	101.45.3200.419.30550	15.46
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	101.45.3300.419.30550	18.50
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	101.41.1100.413.30550	34.46
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	101.41.2000.415.30550	96.45
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	101.42.4000.421.30550	273.94
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	101.42.4200.423.30550	14.00
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	101.43.5000.441.30550	13.44
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	101.43.5100.442.30550	44.62
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	101.43.5200.443.30550	35.51
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	101.44.6000.451.30550	53.98
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	101.45.3000.419.30550	18.30
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	101.45.3200.419.30550	15.46
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	101.45.3300.419.30550	18.50
GRAINGER	9691121207	04/01/2015	806460150	101.44.6000.451.60045	31.76
GRAINGER	9695916677	04/01/2015	806460150	101.44.6000.451.40040	67.76
GRAINGER	9699786480	04/01/2015	806460150	101.44.6000.451.40040	61.20
HOME DEPOT CREDIT SERVICES	3/13/15 6035 3225 0255	03/25/2015	6035 3225 0255 4813	101.42.4200.423.60011	11.82
HOME DEPOT CREDIT SERVICES	3/8/15 6035 3220 1712	03/25/2015	Invoice	101.44.6000.451.60012	6.40
KENISON, TERRI	FEBRUARY 2015	04/01/2015	FEBRUARY 2015	101.42.4200.423.30700	850.00
LEVANDER, GILLEN & MILLER P.A.	2/28/15 92000E	03/25/2015	92000E	101.42.4000.421.30410	13,648.58
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Council M	04/01/2015	Invoice	101.41.1000.413.30401	360.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Engineerin	04/01/2015	Invoice	101.43.5100.442.30420	1,901.80

Vendor Name	Payable Number	Post Date	Description (Item)	Account Number	Amount
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Inspection:	04/01/2015	Invoice	101.45.3300.419.30420	516.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Mayor/CC	04/01/2015	Invoice	101.41.1000.413.30420	5,237.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Nitti Devel	04/01/2015	Invoice	101.45.3200.419.30420	76.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Planning	04/01/2015	Invoice	101.45.3200.419.30420	2,883.70
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Public Wor	04/01/2015	Invoice	101.43.5000.441.30420	34.00
LIFESHINE COACHING AND CONSULTING, INC	3/13/15	03/25/2015	PROFESSIONAL COACHING	101.42.4200.423.30700	650.00
MENARDS - WEST ST. PAUL	79185	04/01/2015	30170270	101.44.6000.451.60016	41.17
MIDWAY CONTAINER INC	002754	04/01/2015	0030161	101.44.6000.451.60065	1,930.19
MINNEAPOLIS OXYGEN CO.	3/25/15	03/25/2015	BALANCE DUE	101.42.4200.423.40042	172.12
MINNESOTA DEPARTMENT OF HUMAN SERVI	INV0039037	03/20/2015	JUSTIN PARRANTO FEIN/TA	101.203.2032100	300.41
MINNESOTA DEPARTMENT OF HUMAN SERVI	INV0039547	04/03/2015	JUSTIN PARRANTO FEIN/TA	101.203.2032100	300.41
MN DEPT OF REVENUE	February 2015	03/20/2015	Invoice	101.207.2070300	108.65
MN DEPT OF REVENUE	February 2015	03/20/2015	Invoice	101.207.2070300	0.63
MN DEPT OF REVENUE	SALES TAX AUDIT 201	03/31/2015	SALES TAX AUDIT 2014	101.41.1100.413.70600	605.06
MN DEPT OF REVENUE	SALES TAX AUDIT 201	03/31/2015	SALES TAX AUDIT 2014	101.42.4000.421.70600	2,722.80
MN DEPT OF REVENUE	SALES TAX AUDIT 201	03/31/2015	SALES TAX AUDIT 2014	101.42.4000.421.70600	1,020.00
MN GLOVE & SAFETY, INC.	287192	04/01/2015	CTINVP	101.44.6000.451.60045	250.00
MTI DISTRIBUTING CO	1016733-99	04/01/2015	91180	101.44.6000.451.50080	650.00
NATURE CALLS, INC.	21278	04/01/2015	FEBRUARY 2015	101.44.6000.451.40065	162.00
PRECISE MRM	IN200-1004760	03/25/2015	Invoice	101.43.5200.443.30700	60.23
SAVATREE	3586833	03/25/2015	Invoice	101.44.6000.451.30700	51.87
SCOTT NELSON COACHING, INC.	575	03/25/2015	Invoice	101.44.6000.451.30700	800.00
SMITH KRISTI	3/18/15	03/25/2015	REIMBURSE-CAFR, ACFE, MI	101.41.2000.415.50070	422.50
SMITH KRISTI	3/18/15	03/25/2015	REIMBURSE-CAFR, ACFE, MI	101.41.2000.415.50075	25.00
SMITH KRISTI	3/18/15	03/25/2015	REIMBURSE-CAFR, ACFE, MI	101.41.2000.415.60018	38.22
SPRINT	842483314-160	04/01/2015	Invoice	101.41.1000.413.50020	69.98
SPRINT	842483314-160	04/01/2015	Invoice	101.41.1100.413.50020	69.98
SPRINT	842483314-160	04/01/2015	Invoice	101.41.2000.415.50020	34.99
SPRINT	842483314-160	04/01/2015	Invoice	101.42.4000.421.50020	34.99
SPRINT	842483314-160	04/01/2015	Invoice	101.42.4000.423.50020	34.99
SPRINT	842483314-160	04/01/2015	Invoice	101.43.5000.441.50020	34.99
SPRINT	842483314-160	04/01/2015	Invoice	101.44.6000.451.50020	34.99
SPRINT	842483314-160	04/01/2015	Invoice	101.45.3000.419.50020	34.99
SUMMIT COMPANIES	110153	03/25/2015	2910 UPPER 55TH ST E	101.42.0000.3222500	25.20
THILL, JUDY	1/14/15	03/25/2015	REIMBURSE- REGISTRATION	101.42.4200.423.50080	4,500.00
TWIN SOURCE SUPPLY	00443894	04/01/2015	3/12/15	101.44.6000.451.60011	340.67
UNIFIRST CORPORATION	0900244336	03/25/2015	Invoice	101.43.5200.443.60045	32.89
UNIFIRST CORPORATION	0900244336	03/25/2015	Invoice	101.44.6000.451.60045	56.61
UNIFORMS UNLIMITED	240192	03/25/2015	I14866	101.42.4000.421.60045	281.16

Fund: 101 - GENERAL FUND

224,342.53

MCCALLEY-LEE ENTERTAINMENT, LLC.	2014-010	03/25/2015	3/25/15	201.44.1600.465.50025	2,500.00
RIVER HEIGHTS CHAMBER OF COMMERCE	5332	03/25/2015	JANUARY 2015	201.44.1600.465.30700	250.00
RIVER HEIGHTS CHAMBER OF COMMERCE	5332	03/25/2015	JANUARY 2015	201.44.1600.465.40065	200.00

Fund: 201 - C.V.B. FUND

2,950.00

FIRST IMPRESSION GROUP, THE	61370	04/01/2015	3022	204.44.6100.452.50030	4,785.84
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	204.44.6100.452.30550	22.63
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	204.44.6100.452.30550	13.78
MAYER ARTS INC	2767	03/25/2015	Invoice	204.44.6100.452.30700	1,128.00
MN DEPT OF REVENUE	February 2015	03/20/2015	Invoice	204.207.2070300	765.84
OLD WORLD PIZZA	3/25/15	04/01/2015	3/25/15	204.44.6100.452.60009	134.00
TARGET BANK	3/18/15 00028954117	04/01/2015	00028954117	204.44.6100.452.60009	6.63
TARGET BANK	3/18/15 00028954117	04/01/2015	00028954117	204.44.6100.452.60009	15.00
TARGET BANK	3/18/15 00028954117	04/01/2015	00028954117	204.44.6100.452.60009	(6.64)

Fund: 204 - RECREATION FUND

6,865.08

ABC RENTALS INC	233809	03/25/2015	Invoice	205.44.6200.453.40050	65.50
ACE PAINT & HARDWARE	523440/5	03/25/2015	Invoice	205.44.6200.453.60016	16.46
ACE PAINT & HARDWARE	523458/5	03/25/2015	Invoice	205.44.6200.453.60016	8.96
BECKER ARENA PRODUCTS, INC.	00102377	04/01/2015	INV000	205.44.6200.453.40040	435.00
BY THE YARD INC.	47077	03/25/2015	Invoice	205.44.6200.453.40040	120.00
COMMON SENSE BUILDING SERVICES, INC.	35583	04/01/2015	MARCH 2015	205.44.6200.453.40040	6,767.85
FIRST IMPRESSION GROUP, THE	61370	04/01/2015	3022	205.44.6200.453.50030	5,210.66
GARTNER REFRIGERATION & MFG, INC	47233	04/01/2015	X3492	205.44.6200.453.40040	703.27
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	205.44.6200.453.30550	26.74
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	205.44.6200.453.30550	11.00
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	205.44.6200.453.30550	3.50
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	205.44.6200.453.30550	10.50
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	205.44.6200.453.30550	10.50
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	205.44.6200.453.30550	12.50
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	205.44.6200.453.30550	34.14

Vendor Name	Payable Number	Post Date	Description (Item)	Account Number	Amount
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	205.44.6200.453.30550	12.50
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	205.44.6200.453.30550	3.50
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	205.44.6200.453.30550	11.00
GOODIN COMPANY	02090039-00	03/25/2015	Invoice	205.44.6200.453.40040	183.77
GRAINGER	9690721742	03/25/2015	Invoice	205.44.6200.453.60016	89.12
GRAINGER	9690902573	03/25/2015	Invoice	205.44.6200.453.60016	11.76
HAWKINS, INC.	3703915	03/25/2015	Invoice	205.44.6200.453.60024	964.31
HAWKINS, INC.	3703916	03/25/2015	Invoice	205.44.6200.453.60024	864.80
HILLYARD INC	700175709	04/01/2015	274069	205.44.6200.453.40042	434.08
HILLYARD INC	700175709	04/01/2015	274069	205.44.6200.453.40042	434.08
HILLYARD INC	601540074	04/01/2015	274069	205.44.6200.453.60011	93.31
HILLYARD INC	601540074	04/01/2015	274069	205.44.6200.453.60011	93.31
HILLYARD INC	601543553	04/01/2015	274069	205.44.6200.453.60011	100.23
HILLYARD INC	601543553	04/01/2015	274069	205.44.6200.453.60011	100.23
HILLYARD INC	601545320	04/01/2015	274069	205.44.6200.453.60040	71.32
HILLYARD INC	601545320	04/01/2015	274069	205.44.6200.453.60040	71.33
HOME DEPOT CREDIT SERVICES	3/8/15 6035 3220 1712	03/25/2015	Invoice	205.44.6200.453.60040	29.00
MAAS, RONI	3/2/15	04/01/2015	REIMBURSE-TICKETS	205.44.6200.453.60065	23.56
MENARDS - WEST ST. PAUL	78391	04/01/2015	30170270	205.44.6200.453.60016	23.57
MENARDS - WEST ST. PAUL	78412	04/01/2015	30170270	205.44.6200.453.60040	23.26
MENARDS - WEST ST. PAUL	78558	04/01/2015	30170270	205.44.6200.453.60040	(17.97)
METRO GROUP INC, THE	PO 409057	04/01/2015	INV330-00	205.44.6200.453.60016	714.15
MN DEPT OF REVENUE	February 2015	03/20/2015	Invoice	205.207.2070300	8,242.46
MN DEPT OF REVENUE	SALES TAX AUDIT 201	03/31/2015	SALES TAX AUDIT 2014	205.44.6200.453.70600	5,216.77
OLD WORLD PIZZA	3/25/15	04/01/2015	3/25/15	205.44.6200.453.76050	90.00
PREMIER ELECTRICAL CORPORATION	62102	04/01/2015	72962	205.44.6200.453.40040	190.00
PUSH PEDAL PULL	135784	03/25/2015	Invoice	205.44.6200.453.60040	281.80
TAHO SPORTSWEAR	15TF0282	04/01/2015	3	205.44.6200.453.60045	223.64
TAHO SPORTSWEAR	15TF0282	04/01/2015	3/19/15	205.44.6200.453.60045	223.64
TAHO SPORTSWEAR	15tf0268	04/01/2015	3/9/15	205.44.6200.453.60045	29.25
TAHO SPORTSWEAR	15tf0268	04/01/2015	3/9/15	205.44.6200.453.60045	29.25
THOMAS, COLLEEN	PR 4/3/15 ACH RTN	04/07/2015	PR ACH RTN 4/3/15	205.44.6200.453.10300	171.91
TOTAL CONSTRUCTION & EQUIP.	63496	03/25/2015	Invoice	205.44.6200.453.40040	243.63
Fund: 205 - COMMUNITY CENTER					32,713.15
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	290.45.3000.419.30550	1.23
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	290.45.3000.419.30550	1.25
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 EDA	04/01/2015	Invoice	290.45.3000.419.30420	340.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 EDA-River	04/01/2015	Invoice	290.45.3000.419.30420	621.40
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 EDA-Shipt	04/01/2015	Invoice	290.45.3000.419.30420	900.00
Fund: 290 - EDA					1,863.88
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Impr Proj	04/01/2015	Invoice	402.44.6000.451.30420	297.00
SAVATREE	3586833	03/25/2015	Invoice	402.44.6000.451.30700	3,008.13
Fund: 402 - PARK ACQ. & DEV. FUND					3,305.13
DAKOTA CTY PROP TAXATION & RECORDS	TIF033015	03/25/2015	2014 TAX INCREMENT FINAN	405.57.9000.570.30700	556.00
Fund: 405 - NORTH SIDE WTR STOR. FAC.					556.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Ades Asse	04/01/2015	Invoice	425.72.5900.725.30420	849.00
Fund: 425 - 2005 IMPROVEMENT FUND					849.00
SHAW-LUNDQUIST ASSOCIATES	3/19/15	03/25/2015	SETTLEMENT FEES AND EXF	428.72.5900.728.30700	1,030.00
SHAW-LUNDQUIST ASSOCIATES	3/19/15	03/25/2015	SETTLEMENT FEES AND EXF	428.72.5900.728.80200	63,472.38
Fund: 428 - 2008 IMPROVEMENT FUND					64,502.38
HOME DEPOT CREDIT SERVICES	3/8/15 6035 3220 1712	03/25/2015	Invoice	433.73.5900.733.60065	105.95
Fund: 433 - 2013 IMPROVEMENT FUND					105.95
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 #1409D-Cr	04/01/2015	Invoice	440.74.5900.740.30420	68.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 #1509E	47/04/01/2015	Invoice	440.74.5900.740.30420	1,524.40
Fund: 440 - PAVEMENT MANAGEMENT PROJ					1,592.40
JAMES E. PELTIER	SETTLEMENT CITY PR	04/01/2015	SETTLEMENT CITY PROJEC	446.74.5900.746.80100	110,000.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 #1510-Imp	04/01/2015	Invoice	446.74.5900.746.30420	11,961.07
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 #1511-Imp	04/01/2015	Invoice	446.74.5900.746.30420	71.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 #1513-Imp	04/01/2015	Invoice	446.74.5900.746.30420	3,566.40
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 2014-13 N	04/01/2015	Invoice	446.74.5900.746.30420	2,933.00
Fund: 446 - NW AREA					128,531.47

Vendor Name	Payable Number	Post Date	Description (Item)	Account Number	Amount
JOEL CARLSON	APRIL 2015	03/25/2015	APRIL 2015	451.75.5900.751.30700	1,000.00
Fund: 451 - HOST COMMUNITY FUND					1,000.00
DAKOTA CTY PROP TAXATION & RECORDS	TIF033015	03/25/2015	2014 TAX INCREMENT FINAN	452.57.9000.570.30700	5,080.00
Fund: 452 - SPRINGWOOD PONDS TIF#3-1					5,080.00
DAKOTA CTY PROP TAXATION & RECORDS	TIF033015	03/25/2015	2014 TAX INCREMENT FINAN	453.57.9000.570.30700	8,668.00
Fund: 453 - SE QUADRANT TIF DIST 4-1					8,668.00
ACE PAINT & HARDWARE	523570/5	04/01/2015	501126	501.50.7100.512.60016	10.98
CITY OF BLOOMINGTON	2/28/15	04/01/2015	P/A TOTAL COLIFORM	501.50.7100.512.30700	420.00
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	501.50.7100.512.30550	28.84
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	501.50.7100.512.30550	33.72
GOODIN COMPANY	02090272-00	03/25/2015	Invoice	501.50.7100.512.40042	487.97
HAWKINS, INC.	3702913	03/25/2015	Invoice	501.50.7100.512.60019	589.00
HD SUPPLY WATERWORKS LTD	D486497	04/01/2015	099872	501.50.7100.512.75500	2,835.36
MID STATE PLUMBING & HEATING, INC.	89373	03/25/2015	Invoice	501.50.7100.512.40040	3,500.00
MN DEPT OF REVENUE	February 2015	03/20/2015	Invoice	501.207.2070200	1,544.72
MN PIPE & EQUIPMENT	0329999	03/25/2015	Invoice	501.50.7100.512.40043	2,228.70
MN PIPE & EQUIPMENT	0330000	03/25/2015	Invoice	501.50.7100.512.40043	639.99
MPCA	3/25/15	03/25/2015	CERTIFICATION	501.50.7100.512.50070	190.00
SPRINT	842483314-160	04/01/2015	Invoice	501.50.7100.512.50020	69.98
TGO TECHNOLOGIES INC	2205	03/25/2015	Invoice	501.50.7100.512.40042	1,674.00
UPS	000027914A095	04/01/2015	27914A	501.50.7100.512.60016	15.27
VESSCO INC	62774	03/25/2015	Invoice	501.50.7100.512.40042	317.87
WATER CONSERVATION SERVICES INC	5762	04/01/2015	JANUARY 26	501.50.7100.512.30700	283.35
Fund: 501 - WATER UTILITY FUND					14,869.75
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	502.51.7200.514.30550	16.62
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	502.51.7200.514.30550	16.62
VALLEY-RICH CO, INC	21375	03/25/2015	Invoice	502.51.7200.514.40043	14,519.20
Fund: 502 - SEWER UTILITY FUND					14,552.44
114INK	21153	04/01/2015	3/19/15	503.52.8200.523.76400	210.26
ACE PAINT & HARDWARE	523491/5	03/25/2015	Invoice	503.52.8600.527.60012	24.95
ACE PAINT & HARDWARE	523504/5	03/25/2015	Invoice	503.52.8500.526.70600	4.98
ACE PAINT & HARDWARE	523505/5	03/25/2015	501126	503.52.8600.527.60050	12.45
ACE PAINT & HARDWARE	523565/5	03/25/2015	501126	503.52.8500.526.40040	35.98
ARAMARK UNIFORM SERVICES	629-8189878	03/25/2015	792502342	503.52.8600.527.60045	102.55
COCA COLA BOTTLING COMPANY	0148077810	04/01/2015	4/1/14	503.52.8300.524.76100	2,249.73
COLLEGE CITY BEVERAGE	327734	04/01/2015	3592	503.52.8300.524.76150	547.60
ESCAPE FIRE PROTECTION LLC	14445	03/25/2015	3/19/15	503.52.8500.526.40040	1,660.00
FIRST IMPRESSION GROUP, THE	61370	04/01/2015	3022	503.52.8500.526.50025	539.25
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	503.52.8000.521.30550	11.50
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	503.52.8500.526.30550	12.94
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	503.52.8600.527.30550	26.46
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	503.52.8000.521.30550	11.00
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	503.52.8500.526.30550	11.96
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	503.52.8600.527.30550	25.50
GLOVEIT, LLC	72350	03/25/2015	Invoice	503.52.8200.523.76200	482.00
JJ TAYLOR DIST. COMPANY OF MN	2342132	04/01/2015	00834	503.52.8300.524.76150	403.60
M. AMUNDSON LLP	192293	04/01/2015	902858	503.52.8300.524.76050	829.16
MANCILLAS ENTERPRISES, INC. DBA CARNOL	833586	03/25/2015	Invoice	503.52.8200.523.76200	3,147.20
MN DEPT OF LABOR & INDUSTRY	ABR01138641	03/25/2015	Invoice	503.52.8600.527.50070	20.00
MN DEPT OF REVENUE	February 2015	03/20/2015	Invoice	503.52.8600.527.60020	180.81
MN GOLF ASSOCIATION, INC.	5099237	03/25/2015	2015 MEMBER CLUB DUES	503.52.8500.526.50070	270.00
MTI DISTRIBUTING CO	999075-00	03/25/2015	Invoice	503.52.8600.527.60050	445.41
MTI DISTRIBUTING CO	999075-01	03/25/2015	Invoice	503.52.8600.527.60050	176.15
MTI DISTRIBUTING CO	999562-00	03/25/2015	Invoice	503.52.8600.527.40042	502.76
MUNDSTOCK, TOM	3/25/15	04/01/2015	REFUND LEAGUE FEES	503.52.0000.3481000	570.00
NAPA OF INVER GROVE HEIGHTS	414326	03/25/2015	4165	503.52.8600.527.60012	16.06
NAPA OF INVER GROVE HEIGHTS	414463	03/25/2015	4165	503.52.8600.527.40042	23.56
NIKE USA, INC.	969211889	03/25/2015	Invoice	503.52.8200.523.76200	59.36
NIKE USA, INC.	969578916	04/01/2015	79282	503.52.8200.523.76200	264.27
NIKE USA, INC.	969274407	03/25/2015	Invoice	503.52.8200.523.76200	2,010.08
NIKE USA, INC.	969293518	03/25/2015	Invoice	503.52.8200.523.76200	4,190.67
NIKE USA, INC.	969440515	04/01/2015	79282	503.52.8200.523.76200	500.29
PING	12686080	03/25/2015	Invoice	503.52.8200.523.76350	133.34
SHAMROCK GROUP	1876088	04/01/2015	07176	503.52.8300.524.76100	102.00
TAYLOR MADE GOLF COMPANY INC	30496465	03/25/2015	602343	503.52.8200.523.76200	1,182.16
TAYLOR MADE GOLF COMPANY INC	30496634	03/25/2015	602343	503.52.8200.523.76200	2,017.27
TAYLOR MADE GOLF COMPANY INC	30496793	03/25/2015	602343	503.52.8200.523.76200	368.67

Vendor Name	Payable Number	Post Date	Description (Item)	Account Number	Amount
TAYLOR MADE GOLF COMPANY INC	30556911	04/01/2015	602343	503.52.8200.523.76200	104.74
TAYLOR MADE GOLF COMPANY INC	30529976	03/25/2015	Invoice	503.52.8200.523.76200	212.50
THE CIT GROUP COMMERCIAL SERVICES	PSI-260491	03/25/2015	2/23/15	503.52.8200.523.76200	462.32
TITLEIST	6155197	10/01/2014	008363/1243 062177/1243 001	503.52.8200.523.76450	(1,234.00)
TITLEIST	900187934	03/18/2015	Invoice	503.52.8600.527.60050	70.23
TITLEIST	900276816	04/01/2015	3010079360	503.52.8200.523.76350	770.00
TITLEIST	900279257	04/01/2015	3010084424	503.52.8200.523.76450	968.84
TITLEIST	900289126	04/01/2015	3010079457	503.52.8200.523.76200	1,150.24
TITLEIST	900256522	03/18/2015	Invoice	503.52.8200.523.76450	306.00
TWIN CITY SAW	421316	04/01/2015	2/18/15	503.52.8600.527.60040	58.99
WESTERN PETROLEUM COMPANY	97295369-41801	03/25/2015	Invoice	503.52.8600.527.40042	720.49
WILSON SPORTING GOODS	4517510530	03/25/2015	187981/945330	503.52.8200.523.76400	76.39

Fund: 503 - INVER WOOD GOLF COURSE

27,048.67

GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	602.00.2100.415.30550	2.06
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	602.00.2100.415.30550	2.07
KENNEDY & GRAVEN	3/18/15 124898	04/01/2015	124898	602.00.2100.415.30420	1,368.80
LEAGUE OF MN CITIES INS TRUST	C0037358	03/25/2015	3/13/15	602.00.2100.415.70200	3,761.02

Fund: 602 - RISK MANAGEMENT

5,133.95

ACE PAINT & HARDWARE	523430/5	03/25/2015	Invoice	603.00.5300.444.40041	6.65
ACE PAINT & HARDWARE	523441/5	03/25/2015	Invoice	603.00.5300.444.40041	37.45
ARROW PONTIAC	09315	03/25/2015	Invoice	603.00.5300.444.40041	93.73
COMMON SENSE BUILDING SERVICES, INC.	35583	04/01/2015	MARCH 2015	603.00.5300.444.40040	273.76
CUSTOM HOSE TECH	78332	03/25/2015	Invoice	603.00.5300.444.40041	45.52
EMERGENCY AUTOMOTIVE TECHNOLOGIES	AW022515-2	03/25/2015	Invoice	603.00.5300.444.40041	221.20
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	603.00.5300.444.30550	14.30
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	603.00.5300.444.30550	9.24
GRAINGER	9680202448	04/01/2015	806460150	603.00.5300.444.40041	277.31
INVER GROVE FORD	5172199	03/25/2015	Invoice	603.00.5300.444.40041	35.23
INVER GROVE FORD	5172393	03/25/2015	Invoice	603.00.5300.444.40041	200.96
INVER GROVE FORD	5172485	03/25/2015	Invoice	603.00.5300.444.40041	(70.00)
INVER GROVE FORD	5172486	03/25/2015	Invoice	603.00.5300.444.40041	147.66
I-STATE TRUCK CENTER	R242067563:01	04/01/2015	13468	603.00.5300.444.40041	1,643.90
KEEPRS, INC	270780	03/25/2015	Invoice	603.00.5300.444.40041	390.00
MANSFIELD OIL COMPANY	330338	03/25/2015	Invoice	603.140.1450060	10,664.17
MANSFIELD OIL COMPANY	330346	03/25/2015	Invoice	603.140.1450060	5,922.01
MN DEPT OF PUBLIC SAFETY DRIVER AND VE	3/20/15	03/25/2015	8 PLATES	603.00.5300.444.80700	24.00
MN DEPT OF REVENUE	FEBRUARY 2015	04/01/2015	PETRO TAX	603.00.5300.444.60021	500.75
O'REILLY AUTO PARTS	1767-134418	04/01/2015	1578028	603.00.5300.444.40041	159.68
O'REILLY AUTO PARTS	1767-134419	04/01/2015	1578028	603.00.5300.444.40041	19.79
O'REILLY AUTO PARTS	1767-134434	04/01/2015	1578028	603.140.1450050	42.14
O'REILLY AUTO PARTS	1767-134472	04/01/2015	1578028	603.00.5300.444.40041	11.55
O'REILLY AUTO PARTS	1767-134494	04/01/2015	1578028	603.00.5300.444.40041	(37.23)
O'REILLY AUTO PARTS	1767-134496	03/25/2015	Invoice	603.00.5300.444.40041	95.29
O'REILLY AUTO PARTS	1767-134622	03/25/2015	Invoice	603.00.5300.444.40041	121.00
O'REILLY AUTO PARTS	1767-134628	03/25/2015	Invoice	603.00.5300.444.40041	51.90
O'REILLY AUTO PARTS	1767-134629	03/25/2015	Invoice	603.00.5300.444.40041	(25.95)
O'REILLY AUTO PARTS	1767-134727	03/25/2015	Invoice	603.00.5300.444.60040	75.99
O'REILLY AUTO PARTS	1767-134828	03/25/2015	Invoice	603.00.5300.444.40041	7.08
O'REILLY AUTO PARTS	1767-134833	03/25/2015	Invoice	603.00.5300.444.60040	13.98
O'REILLY AUTO PARTS	1767-134913	03/25/2015	Invoice	603.00.5300.444.40041	93.08
O'REILLY AUTO PARTS	1767-135687	03/25/2015	Invoice	603.00.5300.444.40041	10.92
O'REILLY AUTO PARTS	1767-135687	03/25/2015	Invoice	603.00.5300.444.60012	14.49
O'REILLY AUTO PARTS	1767-135687	03/25/2015	Invoice	603.140.1450050	10.96
UNIFIRST CORPORATION	0900244336	03/25/2015	Invoice	603.00.5300.444.40065	114.10
UNIFIRST CORPORATION	0900244336	03/25/2015	Invoice	603.00.5300.444.60045	28.53

Fund: 603 - CENTRAL EQUIPMENT

21,245.14

US BANCORP EQUIPMENT FINANCE, INC.	273953588	04/01/2015	273953588	604.00.2200.416.60010	1,915.50
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Fund: 604 - CENTRAL STORES

1,915.50

ACE PAINT & HARDWARE	523476/5	03/25/2015	501126	605.00.7500.460.60016	27.74
ACE PAINT & HARDWARE	523528/5	04/01/2015	501126	605.00.7500.460.60016	66.47
COMMON SENSE BUILDING SERVICES, INC.	35583	04/01/2015	MARCH 2015	605.00.7500.460.40040	3,478.41
ELECTRIC FIRE & SECURITY	2346	04/01/2015	CIT8000	605.00.7500.460.40040	167.50
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	605.00.7500.460.30550	3.50
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	605.00.7500.460.30550	3.50
HILLYARD INC	601545329	04/01/2015	274069	605.00.7500.460.60011	732.56
HOME DEPOT CREDIT SERVICES	3/13/15 6035 3225 0206	04/01/2015	6035	605.00.7500.460.60016	29.32
HORWITZ NS/I	W34102	04/01/2015	CTYOFIGH	605.00.7500.460.40040	2,164.57
HORWITZ NS/I	W34108	04/01/2015	CTYOFIGH	605.00.7500.460.40040	1,448.95

Vendor Name	Payable Number	Post Date	Description (Item)	Account Number	Amount
HORWITZ NS/I	W34069	03/25/2015	Invoice	605.00.7500.460.40040	2,528.34
HUEBSCH SERVICES	3431379	04/01/2015	100075	605.00.7500.460.40065	107.49
HUEBSCH SERVICES	3377302/3384607	04/01/2015	1000075	605.00.7500.460.40065	218.20
MN DEPT OF REVENUE	February 2015	03/20/2015	Invoice	605.00.7500.460.40040	5.18
MN DEPT OF REVENUE	February 2015	03/20/2015	Invoice	605.00.7500.460.40065	0.15
MN DEPT OF REVENUE	February 2015	03/20/2015	Invoice	605.00.7500.460.60016	1.16
MN DEPT OF REVENUE	February 2015	03/20/2015	Invoice	605.00.7500.460.60065	0.18
USA MOBILITY WIRELESS INC	Y0317493C	04/01/2015	0317493-5	605.00.7500.460.40065	4.63
ZEE MEDICAL SERVICE	54110040	03/25/2015	3/16/15	605.00.7500.460.60065	214.00
Fund: 605 - CITY FACILITIES					11,201.85
COORDINATED BUSINESS SYSTEMS	CNIN170944	04/01/2015	4502512	606.00.1400.413.60010	1,659.00
GENESIS EMPLOYEE BENEFITS, INC	IN450862	04/01/2015	Invoice	606.00.1400.413.30550	12.56
GENESIS EMPLOYEE BENEFITS, INC	IN506311	03/25/2015	Invoice	606.00.1400.413.30550	16.06
GOLDCOM, INC.	172717	04/01/2015	181870	606.00.1400.413.60065	239.95
INTEGRA TELECOM	12831859	04/01/2015	645862	606.00.1400.413.50020	860.47
MN DEPT OF REVENUE	February 2015	03/20/2015	Invoice	606.00.1400.413.60065	0.22
MN DEPT OF REVENUE	SALES TAX AUDIT 201	03/31/2015	SALES TAX AUDIT 2014	606.00.1400.413.60010	907.60
MN DEPT OF REVENUE	SALES TAX AUDIT 201	03/31/2015	SALES TAX AUDIT 2014	606.00.1400.413.60042	236.53
TDS METROCOM	3/13/15 651 451 1944	03/25/2015	651 451 1944	606.00.1400.413.50020	247.11
WORKS COMPUTING, INC.	23535	04/01/2015	INVER	606.00.1400.413.30700	3,135.00
Fund: 606 - TECHNOLOGY FUND					7,314.50
HENNEPIN COUNTY DISTRICT COURT	15401344	04/01/2015	ABDIRAHMAN MASHIN NUR	702.229.2291000	156.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Argenta Hi	04/01/2015	Invoice	702.229.2297601	386.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Blaine Bro	04/01/2015	Invoice	702.229.2286501	570.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Deanovic I	04/01/2015	Invoice	702.229.2303201	4,162.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Forfeiture-	04/01/2015	Invoice	702.229.2291000	16.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Forfeiture-	04/01/2015	Invoice	702.229.2291000	33.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Forfeiture-	04/01/2015	Invoice	702.229.2291000	32.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Jeffers Sut	04/01/2015	Invoice	702.229.2305701	44.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Nabersber	04/01/2015	Invoice	702.229.2302801	717.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Oakbrush	04/01/2015	Invoice	702.229.2307501	120.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Orchard Tr	04/01/2015	Invoice	702.229.2293601	94.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Police-Forl	04/01/2015	Invoice	702.229.2291000	56.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Rooty's De	04/01/2015	Invoice	702.229.2293601	286.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Schlomka'	04/01/2015	Invoice	702.229.2296601	33.00
LEVANDER, GILLEN & MILLER P.A.	81000E 2/15 Watrud Pr	04/01/2015	Invoice	702.229.2305801	11.00
NORTHERN SERVICE CENTER	201551140	03/25/2015	NEAL BRUCE LACEY	702.229.2291000	300.00
NORTHERN SERVICE CENTER	201454600	04/01/2015	JEREMY JAY PEERBOOM	702.229.2291000	200.00
NORTHERN SERVICE CENTER	43VB15262	04/01/2015	ELODIO CORIA PEREZ	702.229.2291000	150.00
RAMSEY COUNTY SHERIFF'S DEPT	62CR114267	03/25/2015	GINA NICOLE BALLIN	702.229.2291000	400.00
SHORT ELLIOTT HENDRICKSON, INC.	295257	03/25/2015	4340	702.229.2309901	1,650.44
Fund: 702 - ESCROW FUND					9,416.44
Grand Total					595,623.21

**LEVANDER,
GILLEN &
MILLER, P.A.**

ATTORNEYS AT LAW

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BRIDGET McCAULEY NASON
DAVID B. GATES
•
HAROLD LEVANDER
1910-1992
•
ARTHUR GILLEN
1919-2005
•
• ROGER C. MILLER
1924-2009

MEMO

*ALSO ADMITTED IN WISCONSIN
◊ALSO ADMITTED IN NORTH DAKOTA
◻ALSO ADMITTED IN MASSACHUSETTS
◻ALSO ADMITTED IN OKLAHOMA

TO: Inver Grove Heights Mayor and Councilmembers
FROM: Timothy J. Kuntz, City Attorney
DATE: April 8, 2015
RE: Amendment No. 1 to Development Contract for Plat of Arbor Crest 2nd
Addition – April 13, 2015 Council Meeting

Section 1. Background. The City and Dakota County Community Development Agency (“Developer”) entered into a Development Contract for the Plat of Arbor Crest 2nd Addition dated November 23, 2013 and recorded as Dakota County Document No. 2992072 (“Development Contract”).

The Development Contract provided that a certificate of occupancy could not be issued until all of the Developer Improvements (identified in Exhibit C of the Development Contract) had been completed by the Developer.

The Development Contract also provided that a certificate of occupancy could not be issued unless the terms of paragraph 3 of Exhibit E to the Development Contract were satisfied. Paragraph 3 of Exhibit E to the Development Contract states:

CONDITIONS TO BE SATISFIED BY NOVEMBER 15, 2014 OR PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY. By November 15, 2014, or prior to issuance of any certificate of occupancy for any unit in any building within the PLAT, whichever occurs first, all the following conditions must be satisfied:

- a.) All the conditions listed in Paragraphs 1 and 2 of this Exhibit E must be satisfied.
- b.) All grading, drainage and erosion control for the PLAT shall be completed.
- c.) All storm water facilities (including the three infiltration basins) shall be constructed.

- d.) The utility service lines for sewer and water shall be constructed.
- e.) The parking lot shall be constructed.
- f.) The pedestrian trail on the south side of the building shall be constructed.
- g.) The sidewalk on Cahill Avenue within the right-of-way shall be constructed.
- h.) The retaining walls shall be completed.
- i.) All landscaping shall be completed.

Because the project had to be re-bid by the County, there was a delay in the Developer completing certain Developer Improvements outside of the building. The Director of Public Works has identified certain Developer Improvements outside the building that also need to be corrected. The City's Building Official has determined that the building is suitable for occupancy and could be granted a temporary certificate of occupancy. It is reasonable to extend the completion dates for the Developer Improvements outside the building until June 30, 2015. It is reasonable for the City to grant a temporary certificate of occupancy for the building and to extend the completion date for the Developer Improvements outside of the building.

Section 2. Amendments. The Development Contract is being amended to add Section 16.14 to read as follows:

16.14 AMENDMENT TERMS.

1. Notwithstanding anything to the contrary contained in Exhibit E or in Exhibit C to the Development Contract, the City may issue a temporary certificate of occupancy for the building even though all the Developer Improvements are not yet completed, provided that the Building Official determines that the building is suitable for occupancy. The temporary certificate of occupancy shall condition issuance on the requirement that the remaining outside Developer Improvements be completed by June 30, 2015.
2. The unfinished and unsatisfactory Developer Improvements and all other requirements of the Development Contract must be completed by the Developer no later than June 30, 2015. The required completion dates for the Developer Improvements listed in Exhibits C and E to the Development Contract are hereby extended to June 30, 2015. Without limiting the obligation of the Developer to complete all Developer Improvements by June 30, 2015, the Developer must also correct conditions identified by the Director of PWD that are currently incomplete or unsatisfactory; the current list of incomplete or unsatisfactory Developer Improvements is as follows:
 - a. Replace broken and settled curbs, if any.
 - b. Replace broken and settled base course pavement on trail.

- c. Replace broken and settled base course pavement on parking lot if any.
- d. Repair damaged pavement on Cahill Avenue.
- e. Install final wear course of pavement on trails and parking lot.
- f. Install final ground cover (i.e. sod).
- g. Install final landscaping.
- h. Remove biorolls, silt fence, and posts after ground cover is installed.
- i. Verify all curb stop boxes are accessible and clean.
- j. Submit final grade and utility as-builts.
- k. Finish grading off the northeast corner of the parking lot.
- l. Pour invert in storm structures OCS-120A.
- m. Grout around weir in storm structure OCS-300.
- n. Install storm filtration basin on the southwest corner of the site.

The Director of PWD may supplement the above list upon more information becoming available to the Director of PWD.

3. The letter of credit required by Section 15.1 of the Development Contract shall not be reduced until all the unfinished and unsatisfactory Developer Improvements have been completed and all other requirements of the Development Contract have been met.

4. The permanent certificate of occupancy shall not be issued until the requirements of this Section 16.14 have been met.

Section 3. Council Action. The Council is asked to consider the attached Resolution Approving Amendment No. 1 to the Development Contract for the Plat of Arbor Crest 2nd Addition at the April 13, 2015 Council meeting.

Attachments

RESOLUTION NO. _____

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

**RESOLUTION APPROVING AMENDMENT TO DEVELOPMENT CONTRACT FOR
PLAT OF ARBOR CREST 2nd ADDITION**

WHEREAS, the City and Developer entered into a Development Contract for the Plat of Arbor Crest 2nd Addition dated November 23, 2013 and recorded as Dakota County Document No. 2992072 (“Development Contract”).

WHEREAS, the parties to the Development Contract are the City of Inver Grove Heights, a municipal corporation and Dakota County Community Development Agency, a Minnesota public body corporate and politic (“Developer”).

WHEREAS, the Development Contract provided that a certificate of occupancy could not be issued until all of the Developer Improvements (identified in Exhibit C of the Development Contract) had been completed by the Developer.

WHEREAS, the Development Contract also provided that a certificate of occupancy could not be issued unless the terms of paragraph 3 of Exhibit E to the Development Contract were satisfied. Paragraph 3 of Exhibit E to the Development Contract states:

CONDITIONS TO BE SATISFIED BY NOVEMBER 15, 2014 OR PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY. By November 15, 2014, or prior to issuance of any certificate of occupancy for any unit in any building within the PLAT, whichever occurs first, all the following conditions must be satisfied:

- a.) All the conditions listed in Paragraphs 1 and 2 of this Exhibit E must be satisfied.
- b.) All grading, drainage and erosion control for the PLAT shall be completed.
- c.) All storm water facilities (including the three infiltration basins) shall be constructed.
- d.) The utility service lines for sewer and water shall be constructed.
- e.) The parking lot shall be constructed.

- f.) The pedestrian trail on the south side of the building shall be constructed.
- g.) The sidewalk on Cahill Avenue within the right-of-way shall be constructed.
- h.) The retaining walls shall be completed.
- i.) All landscaping shall be completed.

WHEREAS, there has been a delay in the Developer completing certain Developer Improvements outside of the building.

WHEREAS, the Director of Public Works has also identified certain Developer Improvements outside the building that also need to be corrected.

WHEREAS, the City's Building Official has determined that the building is suitable for occupancy and could be granted a temporary certificate of occupancy.

WHEREAS, it is reasonable to extend the completion dates for the Developer Improvements outside the building until June 30, 2015.

WHEREAS, it is reasonable for the City to grant a temporary certificate of occupancy for the building and to extend the completion date for the Developer Improvements outside of the building.

WHEREAS, it is proposed that the Development Contract be amended to add Section 16.14 to read as follows:

16.14 AMENDMENT TERMS.

1. Notwithstanding anything to the contrary contained in Exhibit E or in Exhibit C to the Development Contract, the City may issue a temporary certificate of occupancy for the building even though all the Developer Improvements are not yet completed, provided that the Building Official determines that the building is suitable for occupancy. The temporary certificate of occupancy shall condition issuance on the requirement that the remaining outside Developer Improvements be completed by June 30, 2015.

2. The unfinished and unsatisfactory Developer Improvements and all other requirements of the Development Contract must be completed by the Developer no later than June 30, 2015. The required completion dates for the Developer Improvements listed in Exhibits C and E to the Development Contract are hereby extended to June 30, 2015. Without limiting the obligation of the Developer to complete all Developer Improvements by June 30, 2015, the Developer must also correct conditions identified by the Director of PWD that are currently incomplete or unsatisfactory; the current list of incomplete or unsatisfactory Developer Improvements is as follows:

- a. Replace broken and settled curbs, if any.
- b. Replace broken and settled base course pavement on trail.
- c. Replace broken and settled base course pavement on parking lot if any.
- d. Repair damaged pavement on Cahill Avenue.
- e. Install final wear course of pavement on trails and parking lot.
- f. Install final ground cover (i.e. sod).
- g. Install final landscaping.
- h. Remove biorolls, silt fence, and posts after ground cover is installed.
- i. Verify all curb stop boxes are accessible and clean.
- j. Submit final grade and utility as-builts.
- k. Finish grading off the northeast corner of the parking lot.
- l. Pour invert in storm structures OCS-120A.
- m. Grout around weir in storm structure OCS-300.
- n. Install storm filtration basin on the southwest corner of the site.

The Director of PWD may supplement the above list upon more information becoming available to the Director of PWD.

3. The letter of credit required by Section 15.1 of the Development Contract shall not be reduced until all the unfinished and unsatisfactory Developer Improvements have been completed and all other requirements of the Development Contract have been met.

4. The permanent certificate of occupancy shall not be issued until the requirements of this Section 16.14 have been met.

NOW THEREFORE, BE IT RESOLVED, by the City Council of the City of Inver Grove Heights, Minnesota, as follows:

- 1.) The City hereby approves and ratifies the attached Amendment No. 1 to Development Contract for the Plat of Arbor Crest 2nd Addition.
- 2.) The Mayor and City Administrator / Clerk are authorized to execute the attached Amendment No. 1 to Development Contract for the Plat of Arbor Crest 2nd Addition.

Adopted by the City Council of the City of Inver Grove Heights this 13th day of April, 2015.

George Tourville, Mayor

ATTEST:

Joe Lynch, City Administrator / Clerk

**AMENDMENT NO. 1 TO DEVELOPMENT CONTRACT FOR LOT 1, BLOCK 1,
ARBOR CREST 2ND ADDITION, DAKOTA COUNTY, MINNESOTA**

THIS AMENDMENT NO. 1 TO DEVELOPMENT CONTRACT FOR LOT 1, BLOCK 1, ARBOR CREST 2ND ADDITION, DAKOTA COUNTY, MINNESOTA (Agreement) is made this 13th day of April, 2015, by and between the City of Inver Grove Heights (hereafter referred to as “City”), a Minnesota municipal corporation, and Dakota County Community Development Agency, a Minnesota public body corporate and politic (hereafter referred to as “Developer”). Based on the covenants, agreements, representations and recitals herein contained, the parties agree as follows:

ARTICLE 1
TERMS

1.1 **Terms.** Unless specifically defined elsewhere in this Agreement, the following terms shall have the following meanings.

1.2 **City.** “City” means the City of Inver Grove Heights, a Minnesota municipal corporation.

1.3 **Subject Land.** “Subject Land” means that certain real property located in the City of Inver Grove Heights, Dakota County, Minnesota legally described on the attached Exhibit A.

1.4 **Developer.** “Developer” means Dakota County Community Development Agency, a Minnesota public body corporate and politic and its assigns and successors in interest with respect to the Subject Land.

1.5 **Development Contract.** “Development Contract” means that certain Development Contract between the City and Developer dated November 25, 2013 and recorded as Dakota County Document No. 2992072.

ARTICLE 2
RECITALS

Recital No. 1. The City and Developer entered into a Development Contract for the Plat of Arbor Crest 2nd Addition dated November 23, 2013 and recorded as Dakota County Document No. 2992072 (“Development Contract”).

Recital No. 2. The parties to the Development Contract are the City of Inver Grove Heights, a municipal corporation and Dakota County Community Development Agency, a Minnesota public body corporate and politic.

Recital No. 3. The parties to the Development Contract are the same parties to this Amendment.

Recital No. 4. The Development Contract provided that a certificate of occupancy for the Subject Land could not be issued until all of the Developer Improvements (identified in Exhibit C of the Development Contract) had been completed by the Developer.

Recital No. 5. The Development Contract also provided that a certificate of occupancy could not be issued unless the terms of paragraph 3 of Exhibit E to the Development Contract were satisfied. Paragraph 3 of Exhibit E to the Development Contract states:

CONDITIONS TO BE SATISFIED BY NOVEMBER 15, 2014 OR PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY. By November 15, 2014, or prior to issuance of any certificate of occupancy for any unit in any building within the PLAT, whichever occurs first, all the following conditions must be satisfied:

- a.) All the conditions listed in Paragraphs 1 and 2 of this Exhibit E must be satisfied.
- b.) All grading, drainage and erosion control for the PLAT shall be completed.
- c.) All storm water facilities (including the three infiltration basins) shall be constructed.
- d.) The utility service lines for sewer and water shall be constructed.
- e.) The parking lot shall be constructed.
- f.) The pedestrian trail on the south side of the building shall be constructed.
- g.) The sidewalk on Cahill Avenue within the right-of-way shall be constructed.
- h.) The retaining walls shall be completed.
- i.) All landscaping shall be completed.

Recital No. 6. There has been a delay in the Developer completing certain Developer Improvements outside of the building.

Recital No. 7. The Director of Public Works has identified certain Developer Improvements outside the building that also need to be corrected.

Recital No. 8. The City's Building Official has determined that the building is suitable for occupancy and could be granted a temporary certificate of occupancy.

Recital No. 9. It is reasonable to extend the completion dates for the Developer Improvements outside the building until June 30, 2015.

Recital No. 10. It is reasonable for the City to grant a temporary certificate of occupancy for the building and to extend the completion date for the Developer Improvements outside of the building.

NOW, THEREFORE, the parties hereto state, acknowledge and agree as follows:

ARTICLE 2
AMENDMENTS

Section 2.1. Amendment of Development Contract to add Section 16.14. The Development Contract is hereby amended to add Section 16.14 to read as follows:

16.14 AMENDMENT TERMS.

1. Notwithstanding anything to the contrary contained in Exhibit E or in Exhibit C to the Development Contract, the City may issue a temporary certificate of occupancy for the building even though all the Developer Improvements are not yet completed, provided that the Building Official determines that the building is suitable for occupancy. The temporary certificate of occupancy shall condition issuance on the requirement that the remaining outside Developer Improvements be completed by June 30, 2015.

2. The unfinished and unsatisfactory Developer Improvements and all other requirements of the Development Contract must be completed by the Developer no later than June 30, 2015. The required completion dates for the Developer Improvements listed in Exhibits C and E to the Development Contract are hereby extended to June 30, 2015. Without limiting the obligation of the Developer to complete all Developer Improvements by June 30, 2015, the Developer must also correct conditions identified by the Director of PWD that are currently incomplete or unsatisfactory; the current list of incomplete or unsatisfactory Developer Improvements is as follows:

- a. Replace broken and settled curbs, if any.
- b. Replace broken and settled base course pavement on trail.
- c. Replace broken and settled base course pavement on parking lot if any.
- d. Repair damaged pavement on Cahill Avenue.

- e. Install final wear course of pavement on trails and parking lot.
- f. Install final ground cover (i.e. sod).
- g. Install final landscaping.
- h. Remove biorolls, silt fence, and posts after ground cover is installed.
- i. Verify all curb stop boxes are accessible and clean.
- j. Submit final grade and utility as-builts.
- k. Finish grading off the northeast corner of the parking lot.
- l. Pour invert in storm structures OCS-120A.
- m. Grout around weir in storm structure OCS-300.
- n. Install storm filtration basin on the southwest corner of the site.

The Director of PWD may supplement the above list upon more information becoming available to the Director of PWD.

3. The letter of credit required by Section 15.1 of the Development Contract shall not be reduced until all the unfinished and unsatisfactory Developer Improvements have been completed and all other requirements of the Development Contract have been met.

4. The permanent certificate of occupancy shall not be issued until the requirements of this Section 16.14 have been met.

Section 2.2 Incorporation of Amendment Into Development Contract. This Amendment is hereby incorporated into the Development Contract.

[the remainder of this page has been intentionally left blank]

IN WITNESS WHEREOF, the parties have executed this Agreement the year and day first set forth above.

CITY OF INVER GROVE HEIGHTS

By: _____
George Tourville
Its Mayor

ATTEST:

Joe Lynch, City Administrator / Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF DAKOTA)

On this 13th day of April, 2015 before me a Notary Public within and for said County, personally appeared George Tourville and Joe Lynch, to me personally known, who being each by me duly sworn, each did say that they are respectively the Mayor and City Administrator / Clerk of the City of Inver Grove Heights, the municipality named in the foregoing instrument, and that the seal affixed to said instrument was signed and sealed on behalf of said municipality by authority of its City Council and said Mayor and City Administrator / Clerk acknowledged said instrument to be the free act and deed of said municipality.

Notary Public

EXHIBIT A
LEGAL DESCRIPTION OF SUBJECT LAND

Real Property located in the City of Inver Grove Heights, Dakota County, Minnesota, legally described as follows:

Lot 1, Block 1, Arbor Crest 2nd Addition, Dakota County, Minnesota.

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Resolutions Calling for Hearing on Proposed Assessments, Declaring Costs to be Assessed, and Ordering Preparation of Proposed Assessments for 2015 Pavement Management Program, City Project No. 2015-09E – 47th Street Area Reconstruction

Meeting Date: April 13, 2015
 Item Type: Consent
 Contact: Thomas J. Kaldunski, 651.450.2572
 Prepared by: Steve W. Dodge, Asst. City Engineer
 Reviewed by: Scott D. Thureen, Public Works Director

SWD

Fiscal/FTE Impact:	
<input type="checkbox"/>	None
<input type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input checked="" type="checkbox"/>	Other: Pavement Management Funds, Special Assessments, Utility Funds, Grant Funds, Agreements

PURPOSE/ACTION REQUESTED

Resolutions Calling for Hearing on Proposed Assessments, Declaring Costs to be Assessed, and Ordering Preparation of Proposed Assessments for 2015 Pavement Management Program, City Project No. 2015-09E – 47th Street Area Reconstruction.

SUMMARY

Bids for 2015-09E 47th Street Area Reconstruction and 2015-14 47th Street Area Water and Sewer Improvements and Rehabilitation were received on April 2, 2015. The assessment hearing for 2015-09E – 47th Street Area Reconstruction is proposed for May 11, 2015. The project is scheduled to be awarded on May 11, after the final assessment hearing is held, notwithstanding assessment appeals. If needed, the City has 90 days from the bid opening to award the project. No assessment hearing is necessary for project 2015-14.

The attached map depicts the benefitting parcels for the reconstruction and mill & overlay of those streets included the 47th Street Area Reconstruction project. It includes a mill & overlay of 49th Street, from the City corporate limits to 9th Avenue, to be funded by South Saint Paul through a joint powers agreement. The project includes removals, urban street reconstruction, mill and overlay, storm water facility improvements and rehabilitation, water main system improvements and rehabilitation, sanitary sewer system improvements and rehabilitation, restoration and appurtenances.

Based on the bids, the estimated total project cost for 2015-09E is \$3,138,638.06 and the proposed final assessments are \$778,461.36, approximately 25 percent of the estimated total project cost. The total estimated project costs for City Project No. 2015-09E are under the feasibility estimates by \$158,087.

City Project No. 2015-14 – 47th Street Area Water and Sewer Improvements and Rehabilitation was bid in conjunction with City Project No. 2015-09E. The proposed total project cost for City Project No. 2015-14 is \$1,084,281.24, for estimated total combined project costs of \$4,222,919.30 (\$84,264 over the feasibility estimate). The estimated total costs for City Project 2015-14 are over the feasibility estimates by \$242,351, due to higher bid prices for utilities and additional sewer and water extended south of 49th Avenue past a proposed storm sewer water quality basin with unimproved Bryce Avenue right-of-way. Additional costs for 2015-14 will be financed by Utility Funds.

I recommend adopting the attached resolutions calling for a hearing on the proposed assessments, declaring the costs to be assessed, and ordering preparation of the proposed assessments for 2015 Pavement Management Program, City Project No. 2015-09E – 47th Street Area Reconstruction.

SWD

Attachments: Resolutions
 Project Map

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

**RESOLUTION DECLARING COSTS TO BE ASSESSED AND ORDERING PREPARATION OF
PROPOSED ASSESSMENTS**

**2015 PAVEMENT MANAGEMENT PROGRAM
CITY PROJECT NO. 2015-09E – 47TH STREET AREA RECONSTRUCTION**

RESOLUTION NO. _____

WHEREAS, by a resolution of the City Council on Monday, April 13, 2015, the City Clerk was directed to prepare proposed assessments of the costs of the improvements as follows:

**2015 Pavement Management Program
City Project No. 2015-09E - 47th Street Area Reconstruction**

WHEREAS, the project includes easement acquisitions, removals, urban street reconstruction, mill and overlay, bituminous pavement reclamation, milling, common excavation, subgrade excavation and correction, granular subgrade, drain tile, sump pump baskets, aggregate base, bituminous pavement, curb and gutter, draintile, driveway reconstruction, concrete sidewalk, storm water facility improvements and rehabilitation (storm sewer, treatment basins, hydrodynamic separator, and raingardens), water main system repair and replacement, sanitary sewer system repair and replacement, restoration and appurtenances; and

WHEREAS, the total final City project cost is \$3,138,638.06.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS, MINNESOTA THAT:

1. The amount to be specially assessed for City Project No. 2015-09E is hereby declared to be \$778,461.36.
2. The City Clerk, with the assistance of the Public Works Director, shall forthwith calculate the proper amount to be specially assessed for such improvement against every assessable lot, piece or parcel of land within the district affected, without regard to cash valuation, as provided by law, and shall be filed in the City Clerk's office for public inspection.

Adopted by the City Council of Inver Grove Heights, Minnesota this 13th day of April 2015.

AYES:
NAYS:

George Tourville, Mayor

ATTEST:

Joe Lynch, City Clerk

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION CALLING FOR HEARING ON PROPOSED ASSESSMENTS

**2015 PAVEMENT MANAGEMENT PROGRAM
CITY PROJECT NO. 2015-09E – 47TH STREET AREA RECONSTRUCTION**

RESOLUTION NO. _____

WHEREAS, by a resolution of the City Council on Monday, April 13, 2015, the City Clerk was directed to prepare proposed assessments of the costs of the improvements as follows:

**2015 Pavement Management Program
City Project No. 2015-09E – 47th Street Area Reconstruction**

WHEREAS, the project includes easement acquisitions, removals, urban street reconstruction, mill and overlay, bituminous pavement reclamation, milling, common excavation, subgrade excavation and correction, granular subgrade, drain tile, sump pump baskets, aggregate base, bituminous pavement, curb and gutter, drain tile, driveway reconstruction, concrete sidewalk, storm water facility improvements and rehabilitation (storm sewer, treatment basins, hydrodynamic separator, and raingardens), water main system repair and replacement, sanitary sewer system repair and replacement, restoration and appurtenances; and

WHEREAS, the City Clerk has notified the City Council that such assessments have been completed and filed in the City Clerk's Office for public inspection.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS, MINNESOTA THAT:

1. A hearing shall be held on the 11th day of May 2015, in the City Council Chambers, 8150 Barbara Avenue at 7:00 p.m., to pass upon the proposed assessments; and, at such time and place, all persons owning property affected by such improvements shall be given an opportunity to be heard with reference to such assessments.
2. The City Clerk is hereby directed to cause a notice of hearing on the proposed assessments to be published once in the official newspaper and to be mailed to the owner of each parcel described in the assessment roll.

Adopted by the City Council of Inver Grove Heights, Minnesota this 13th day of April 2015.

AYES:
NAYS:

George Tourville, Mayor

ATTEST:

Joe Lynch, City Clerk

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Resolution Receiving and Accepting Professional Services Proposal from Short Elliot and Hendrickson, Inc. (SEH) for City Project No. 2015-09E – 47th Street Area Reconstruction and City Project No. 2015-14 – 47th Street Area Water and Sewer Improvements and Rehabilitation

Meeting Date: April 13, 2015
 Item Type: Consent
 Contact: Thomas J. Kaldunski, 651.450.2572
 Prepared by: Steve W. Dodge, Asst. City Engineer
 Reviewed by: Scott D. Thureen, Public Works Director

SA

Fiscal/FTE Impact:

<input type="checkbox"/>	None
<input type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input checked="" type="checkbox"/>	Other: Pavement Management Fund, Special Assessments, Utility Funds, Grant Funds, Agreements

PURPOSE/ACTION REQUESTED

Resolution Receiving and Accepting Professional Services Proposal from Short Elliot and Hendrickson, Inc. (SEH) for City Project No. 2015-09E – 47th Street Area Reconstruction and City Project No. 2015-14 – 47th Street Area Water and Sewer Improvements and Rehabilitation.

SUMMARY

At the September 22, 2014 City Council meeting, a resolution was approved receiving and accepting professional services proposal from SEH for preparation of a feasibility report and preliminary design related to the 47th Street Area Reconstruction project. At the January 26, 2015 City Council meeting, resolutions were approved authorizing SEH to prepare plans and specifications for City Project No. 2015-09E – 47th Street Area Reconstruction and City Project No. 2015-14 – 47th Street Area Water and Sewer Improvements and Rehabilitation.

A proposal from SEH defining the scope and costs for project management, final design and bidding services, construction management and administration, and construction staking is attached.

The proposal was reviewed by staff and the Engineering Division recommends that the proposal from SEH be accepted based on their understanding and familiarity of the project, scope of work, the expertise of their project team, the proposed cost of their services and their knowledge of the City's standards. SEH has completed similar projects of this nature for Inver Grove Heights, such as City Project No. 2011-08 – 66th Street Improvements. SEH is a firm approved in the professional services consulting pool for Inver Grove Heights.

It is recommended that the City Council adopt the resolution accepting the SEH proposal in the amount of \$176,600 for professional services for City Project No. 2015-09E – 47th Street Area Reconstruction and City Project No. 2015-14 – 47th Street Area Water and Sewer Improvements and authorizing the City Engineer to execute the proposal.

SWD/kf

Attachments: Resolution
 Proposal

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

**RESOLUTION RECEIVING AND ACCEPTING PROFESSIONAL SERVICES PROPOSAL
FROM SHORT ELLIOT AND HENDRICKSON, INC. (SEH) FOR CITY PROJECT NO. 2015-
09E – 47TH STREET AREA RECONSTRUCTION AND CITY PROJECT NO. 2015-14 – 47TH
STREET AREA WATER AND SEWER IMPROVEMENTS AND REHABILITATION**

RESOLUTION NO. _____

WHEREAS, at the August 11, 2014 Council meeting the Council received a petition from the neighborhood requesting street improvements and the Council ordered the preparation of a feasibility report; and

WHEREAS, on September 22, 2014, the City Council approved an engineering services proposal for preparation of the feasibility study and engineering services by SEH for City Project No. 2015-09E – 47th Street Area Reconstruction; and;

WHEREAS, on January 26, 2015, the City received the feasibility report and authorized plans and specifications be prepared by SEH for City Project No. 2015-09E – 47th Street Area Reconstruction and City Project No. 2015-14 – 47th Street Area Water and Sewer Improvements and Rehabilitation; and

WHEREAS, the City has received proposal from SEH for project management, final design, bidding, construction staking, and construction management services which provided a strong project approach, a thorough understanding of the required scope of work, presented a project team with the appropriate expertise that has done similar projects in the City, and provided a reasonable cost for the proposed services.

NOW, THEREFORE, BE IT RESOLVED that City Council of Inver Grove Heights receives and accepts the SEH proposal in the amount of \$176,600 for professional services for City Project No. 2015-09E – 47th Street Area Reconstruction and City Project No. 2015-14 – 47th Street Area Water and Sewer Improvements and Rehabilitation and authorizing the City Engineer to execute the proposal.

Approved by the City Council of Inver Grove Heights this 13th day of April 2015

AYES:
NAYS:

George Tourville, Mayor

ATTEST:

Joe Lynch, City Clerk



Building a Better World
for All of Us®

January 20, 2015

RE: City of Inver Grove Heights, Minnesota
47th Street Area Reconstruction - Final
Design and Construction Services
SEH No. INVER 131157 14.00
City Project No. 2015-09E

Mr. Tom Kaldunski
City Engineer
City of Inver Grove Heights
8150 Barbara Avenue
Inver Grove Heights, MN 55077-3410

Dear Mr. Kaldunski:

SEH appreciates the opportunity to provide professional services to the City of Inver Grove Heights (City) for the 47th Street and Neighborhood Street Reconstruction project. The City has requested a proposal and scope of work that includes project management, final design, plan and specification preparation, bidding assistance, construction staking and construction administration services. This letter proposal serves as our Supplemental Letter Agreement in accordance with the Agreement for Professional Services between the City and SEH dated January 10, 2011 and Addendum #1 to that agreement.

Our project understanding, proposed scope of services, schedule and estimated fee and expenses are detailed below.

PROJECT UNDERSTANDING

The City received a petition from forty three (43) property owners along 47th Street, Bower Path, Bower Circle and Boyd Avenue requesting improvements to their streets. At their August 11, 2014 meeting the City Council ordered the preparation of a feasibility report for the improvements. City staff proposed project area added a few streets to complete the entire neighborhood as one project. The streets to be included in this study include: Bower Court, Bower Path, 46th Street, 46th Court, 47th Street, from South St. Paul to Blaine, 49th from Brent Avenue to South St. Paul, Brent Avenue and Bryce Avenue.

The City Council will receive the feasibility report for these improvements on January 26. The report identifies the specific streets and improvements that will be part of this project. This letter agreement is based on the proposed improvements as outlined in the feasibility report dated January 21, 2015 for the 47th Street Area Reconstruction.

SCOPE OF WORK

Task 1

SEH will coordinate with the City's project manager on a regular basis to discuss design and field decisions and progress throughout the project. We will provide project management of the day to day activities and tasks throughout the project and prepare monthly billing invoices.

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 3535 Vadnais Center Drive, St. Paul, MN 55110-5196

SEH is 100% employee-owned | sehinc.com | 651.490.2000 | 800.325.2055 | 888.908.8166 fax

We will attend two (2) public open house meetings to discuss the project. We assumed that these meetings will be with project residents with one occurring prior to the improvement hearing and the other prior to construction commencing on the project.

We will assist City staff with correspondence and coordination with residents within the project area. We have assumed this will include up to eight (8) field visits with property owners and the preparation of a resident letter which will be mailed to residents to inform them of the construction schedule, project contacts and project description. The letter will also provide the residents with project information. We will coordinate the mailings, provide postage and mail the letters to up to 120 residents. We have assumed the City will provide the property owner addresses.

We have assumed we will prepare for and conduct up to four (4) meetings with City staff through the final design process of the project. Those meetings are anticipated to be:

- Final design kick-off meeting
- 60% plan review meeting
- 95% plan review and specifications/special provisions meeting
- Final redlines/review comments meeting

Task 2 - Final Design

We will prepare the final construction plans that include plan and profile information for the roadway, utility and storm water improvements and are anticipated to include the following plan sheets:

- Title Sheet
- Statement of Estimated Quantities
- Typical Sections and Details
- Alignment Plan
- Removals and Erosion Control
- Street and Storm Sewer Plan & Profile
- Sanitary Sewer and Water Main Plan & Profile
- Cross Sections (50 foot intervals and all driveways)

During the plan development SEH will provide the City with 60% plans that will include plan & profile information for the utility improvements as well as plan & profile and cross section information for the roadway for review. 60% comments received from the City will be incorporated into a 95% submittal of all plans and specifications to City staff for final review.

Specifications and contract documents will be prepared, a quantity takeoff will be completed and an engineer's estimate and bid form will be development from the final plans. Required permitting will be prepared and submitted to the necessary agencies. This includes a MDH water main extension permit and a MPCA sanitary sewer extension permit. In addition SEH will prepare a SWPPP and a NPDES permit application for the project. We understand that the City or construction contractor will pay all necessary permit application fees.

During final design and construction, SEH will coordinate with private utilities following the City's seven step Utility Coordination Sheet. We will conduct two (2) meetings with private utility companies prior to the pre-construction meeting to discuss the project.

Task 3 - Bidding Assistance

We will produce a PDF version of the plans and specifications to be uploaded to QuestCDN. We assume reproduction of up to four (4) sets of plans and specifications for City staff use.

We will prepare the advertisement for bids and submit the ad to required publications, create and issue addenda (if needed), answer bidders questions, attend the bid opening at the City, review and tabulate the bid results, prepare a letter of award recommendation to the City and prepare and forward the notice of award and contract agreement to the contractor.

Task 4 - Construction Staking

SEH will provide a survey crew to provide the construction staking for the project. Staking for this project is anticipated to include horizontal control, sanitary sewer stakes, water main stakes, storm sewer stakes, curb & gutter stakes. Cut sheets will also be provided to the City by the SEH survey crew. All survey coordination for construction staking will be between the survey crew chief and the City.

Task 5 - Construction Administration

A resident project representative (RPR) is not included in this scope. SEH would be happy to provide an RPR for this project should the City need one. However, SEH will provide construction administration for the City during construction. This administration will include:

- Coordination of and attendance at the pre-construction conference by Project Manager
- Review and approve shop drawings and submittals
- Review contractor applications for payment
- Communications with the City during construction to answer design related questions
- Attendance at weekly construction meetings (up to 18)
- Preparation of Record Plans following construction close-out

SCHEDULE

The following is a summary of the proposed schedule for the project:

City Council receives feasibility report	January 26, 2015
Order Improvement hearing	
Authorize preparation of plans & specs	
Neighborhood Information meeting	Mid-February 2015
Public Improvement Hearing	February 23, 2015
Bid Opening	April 2, 2015
Assessment Hearing/Award Project	May 11, 2015
Start construction	Late-May 2015
Construction complete	October 2015

COMPENSATION

SEH proposes to complete all the services listed in this scope of work on an hourly basis. Compensation will be based on the hourly cost of personnel plus reimbursable expenses, including reproductions, mileage and equipment. The following is a summary of our estimated costs for the scope of services:

	Work Task	Estimated Fee
1.	Project Management / Public Involvement	\$7,500
2.	Final Design	\$104,700
3.	Bidding Assistance	\$9,400
4.	Construction Staking	\$24,500
5.	Construction Administration	\$30,500
	Total Estimated Fees	\$176,600

Our total estimated cost for the scope of services included in the letter proposal is \$176,600 including all labor and reimbursable expenses.

Sincerely,

SHORT ELLIOTT HENDRICKSON INC.



Greg F. Anderson, PE
Project Manager



Ron B. Leaf, PE
Client Service Manager

ah
s:\f\winver\common\47th street proposal\igh tom k ltr agmt 2015 jan 20.docx

Approved this ___ day of _____, 2015

City of Inver Grove Heights, Minnesota

by: _____

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Resolution Approving Appraisal Contract – Dickman Trail

Meeting Date: April 13, 2015
Item Type: Consent
Contact: Thomas J. Link: 651-450-2546
Prepared by: Tom Link, Director of Comm. Dev.
Reviewed by: NA



Fiscal/FTE Impact:

- None
- Amount included in current budget
- Budget amendment requested
- FTE included in current complement
- New FTE requested – N/A
- Other (Revenue)

PURPOSE/ACTION REQUESTED

The City Council is to consider the Resolution Awarding Contract for Appraisal Services to Integra Realty Resources.

BACKGROUND

At its last meeting, the Inver Grove Heights Economic Development Authority (EDA) directed staff to obtain appraisals for those properties in the northern Dickman Trail neighborhood for which the City does not already have appraisals. These properties include those owned by Frank Rauschnot, Becky Austing, and Herbert and Rosemary Darrow.

We received two proposals to prepare the appraisals, from BKRW and Integra Realty Resources. Staff believes that the Integra proposal is better because it:

- is less expensive, with a cost of \$9,000 in comparison to BKRW’s proposal of \$9,700
- can do the work sooner, in five weeks, versus BKRW six weeks
- has recently performed appraisals for the other properties in the neighborhood, including Paulette Frederick, River Country Cooperative, and Bill and Kathy McPhillips. As such, Integra is familiar with the neighborhood and would provide more consistency and equity among the neighborhood’s appraisals.

Staff has already signed the contract with Integra, based on City Council direction. Because of the time sensitivity, staff sent an email to Councilmembers two weeks ago requesting authority to proceed. The majority of the City Council approved the execution of the contract. As such, this approval can be considered more of a formal action that confirms the previous approval.

RECOMMENDATION

Staff recommends approval of the Resolution Awarding Contract for Appraisal to Integra Realty Resources, at a cost of \$9,000.

Enc: Resolution

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. _____

**RESOLUTION AWARDING CONTRACT FOR APPRAISAL SERVICES TO INTEGRA
REALTY RESOURCES**

WHEREAS, the City desires to enter into a contract with an appraiser to perform an appraisal of properties in the Dickman Trail neighborhood; and

WHEREAS, the City distributed Request for Proposals to appraisal firms; and

WHEREAS, the City received two proposals from BKRW and Integra Realty Resources;
and

WHEREAS, the City has reviewed these proposals and the firm's qualifications.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Inver Grove Heights hereby selects Integra Realty Resources to perform the appraisals for properties along Dickman Trail at a cost of \$9,000 and direct staff to enter into a contract with Integra Realty Resources.

Adopted by the City Council of the City of Inver Grove Heights this 13th day of April, 2015.

Ayes:

Nays:

George Tourville, Mayor

ATTEST:

Joe Lynch, City Clerk

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Meeting Date: April 13, 2015
 Item Type: Consent
 Contact: Lt. Sean Folmar (651) 450-2465
 Prepared by: Lt. Sean Folmar
 Police Department
 Reviewed by: Chief Larry Stanger
 Chief of Police

Fiscal/FTE Impact:	
<input checked="" type="checkbox"/>	None
<input type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input type="checkbox"/>	Other

PURPOSE/ACTION REQUESTED:

Consider request to accept a \$150.00 donation to the Inver Grove Heights Police Department from ReMax agents Joe and Emily Stradcutter for their “first responder” program.

SUMMARY:

ReMax agents Joe and Emily Stadcutter have created a charitable donation program called “First Responders.” When a member of a “first responder” organization uses their services they will donate \$150.00 of their commission to that “first responder’s” agency. They feel by directing all donations to local police, fire, and ambulance services, they will be able to make a bigger impact because it lets their clients directly improve the communities they call home.

The Stradcutters (ReMax agents) have presented us notice that a client (Officer Erik Howe) has selected the Inver Grove Heights Police Department to receive a \$150.00 donation through their referral source. The Stradcutters have indicated that the funds can be used to give back to the community by assisting in funding a police department program or purchase of police department related equipment. Below is the information of the ReMax agents.

Joe and Emily Stradcutter
 ReMax Agency
 15451 Founders Lane
 Apple Valley, MN 55124
 (612)-747-9184

DAKOTA COUNTY, MINNESOTA

RESOLUTION NO.

RESOLUTION TO ACCEPT DONATION FROM RE_MAX AGENTS

WHEREAS. Realtors Joe and Emily Stradcutter have started a First Responders Program to donate a portion of their commission, and

WHEREAS, Officer Erik Howe recently purchased a home through the Stradcutters and they would like to make a \$150.00 donation to the police department, and

WHEREAS, this program is open to all Minnesota Police, Fire, and Emergency Responders that utilize their services, and

WHEREAS, their donation is a way of showing they appreciate that these people put their health, safety, and lives on the line for us, and

WHEREAS, the Stradcutters would like the department to use the money for its many programs and services that support the community.

NOW, THEREFORE BE IT RESOLVED that the Inver Grove Heights City Council accepts the donation from the Stradcutters on behalf of the Police Department.

Adopted by the City Council of the City of Inver Grove Heights on this 13th day of April, 2015.

Ayes:

Nays:

George Tourville, Mayor

Attest:

Joe Lynch, City Clerk

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Approve Additional Carryover of Unused Budget Appropriations and Payment of 2014 and 2015 City Contributions to Inver Grove Heights Firefighters' Relief Association

Meeting Date: April 13, 2015
 Item Type: Consent
 Contact: Kristi Smith 651-450-2521
 Prepared by: Kristi Smith, Finance Director
 Reviewed by: Joe Lynch, City Administrator
 Judy Thill, Fire Chief

Fiscal/FTE Impact:	
<input type="checkbox"/>	None
<input checked="" type="checkbox"/>	Amount included in current budget
<input checked="" type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input type="checkbox"/>	Other

PURPOSE/ACTION REQUESTED

Approve Additional Carryover of Unused Budget Appropriations from the 2014 Budget to the 2015 Budget and Approve Payment of 2014 and 2015 City Contributions to Inver Grove Heights Firefighters' Relief Association.

SUMMARY

Appropriations for the 2014 Budget expired on December 31, 2014. As in past years some items were not completed in 2014 and we are requesting an additional carryover of unused 2014 appropriations to the 2015 Budget. Request is as follows:

General Fund

- Fire – Fire Relief Compensation – City - \$25,000

In accordance with the 5 Year Plan approved by Council on September 10, 2012, The Inver Grove Heights Fire Relief Association requested the 2014 and 2015 contributions on April 1, 2015. Copies of the plan and request are attached. Please approve payment of the 2014 and 2015 contributions to the Relief Association.

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. _____

**RESOLUTION AUTHORIZING AND DIRECTING THE CARRYOVER OF 2014
BUDGET APPROPRIATION BY AMENDING THE 2015 BUDGET AND APPROVING
PAYMENT OF 2014 AND 2015 CITY CONTRIBUTIONS TO INVER GROVE
HEIGHTS FIREFIGHTERS' RELIEF ASSOCIATION**

WHEREAS, there is an additional item that was appropriated for in the 2014 Budget which was not accomplished during the fiscal year, and

WHEREAS, it is desirable that this item be accomplished during 2015 and there needs to be a budget appropriation in the 2015 Budget for this item, and

WHEREAS, it is desirable that the City contribute to the Inver Grove Heights Firefighters' Relief Association in accordance with the five year plan.

NOW, THEREFORE BE IT RESOLVED, BY THE CITY OF INVER GROVE HEIGHTS: that the 2015 Budget is hereby amended as follows:

General Fund:

Fire Department	101.42.4200.423.20510	Increase	\$25,000
-----------------	-----------------------	----------	----------

BE IT FUTHER RESOLVED, BY THE CITY OF INVER GROVE HEIGHTS: that payment of the 2014 and 2015 City contributions to the Inver Grove Heights Firefighters' Relief Association are hereby approved.

Adopted by the City of Inver Grove Heights this 13th day of April 2015.

Ayes:

Nays:

George Tourville, Mayor

ATTEST:

Joe Lynch, City Clerk/Administrator

Voluntary Municipal Contributions A Five-Year Plan

INTENT

- To reasonably predict annual funding from the city
- To determine ability to raise benefit level to continue to attract and retain firefighters

PURPOSE

The purpose of this plan is to provide a reliable source of funding to the Inver Grove Heights Firefighters' Relief Association in furtherance of its mission to provide a pension benefit to the City of Inver Grove Heights' paid-on-call firefighters. This pension, which is available to firefighters after ten years of active service, provides compensation for their service to the city. It is also used by the fire department as an incentive for retention.

A city contribution to the special fund is a factor in the health of the special fund and the relief association's ability to pay pension benefits for the city's paid-on-call firefighters. It is one of only three sources of income for the special fund, the other two being the annual state contribution and earnings on investments.

PLAN

The relief association is requesting a voluntary municipal contribution of \$25,000 per year for fiscal years 2012 through 2016. The contributions will come from the fire department budget. The determination of each year's contribution will be performed in conjunction with the annual budget process, starting in May and concluding in December. Final determination of the contribution will be at the discretion of the city council, city administrator, and fire chief.

The request for a contribution will be coordinated with the funding ratio of the relief association's special fund, as calculated by the association's audit at the end of each fiscal year. The association will attempt to keep the funding ratio in the range of 100% – 110%. However, the state's maximum benefit formula might limit the association's ability to do so.

The state's Maximum Benefit Worksheet, which is completed each year by the relief association, sets a limit on the benefit level that the relief association can approve. The table below shows a possible scenario for the maximum benefit level over the next five years with an annual city contribution of \$25,000. Note that each year's maximum benefit level is based on financial information from previous years. There are many variables that factor into this calculation, the most unpredictable of which is investment returns, so this table should be viewed as a guideline only.

Inver Grove Heights Firefighters' Relief Association

Aug. 21, 2012

Year	2012	2013	2014	2015	2016	2017
City contribution	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	
Maximum benefit level		\$6,000	\$6,200	\$6,200	\$6,300	\$6,300
Possible benefit level request		\$5,800	\$5,900	\$6,000	\$6,100	\$6,200

Assumptions made in this table for years 2012 – 2016: state aid = \$124,000, city contribution = \$25,000, special fund surplus = \$550,000, department size = 60 firefighters. The *maximum benefit level* and *possible benefit level request* listed in this table may vary from the amounts listed if these assumptions do not hold true.

If in any year a municipal contribution is required, the voluntary municipal contribution will be reduced by the amount of the required contribution or eliminated if the requirement is equal to or greater than the request.

This plan will be reevaluated at the end of five years—or earlier if economic conditions change or major changes occur in fire department staffing—to determine its effectiveness in meeting its intent and purpose.

INVER GROVE HEIGHTS FIREFIGHTERS' RELIEF ASSOCIATION

Phone (651) 455-5082

Fax (651) 451-0458

Email: ighfra@ci.inver-grove-heights.mn.us

April 1, 2015

City Administrator Joe Lynch
City of Inver Grove Heights
8150 Barbara Ave. E.
Inver Grove Heights MN 55077

Dear Mr. Lynch,

The Board of Trustees of the Inver Grove Heights Firefighters' Relief Association would like to make a request to the City of Inver Grove Heights for a contribution of \$25,000 for 2014. The contribution would go to the associations special fund and be used for the specific purpose of funding firefighter pensions. I would also like to request the \$25,000 contribution for 2015 at this time as well.

This request is a voluntary contribution. The city is under no obligation under state law to provide a contribution for 2014. The relief association board of trustees has always made it a priority to carefully manage the associations' funds so as not to become underfunded and trigger a mandatory contribution under state statute.

Our request for \$25,000 in 2014 and 2015 is the third and fourth of five annual requests, as outlined in the five year plan for municipal contributions.

The relief association has its mission to provide pension benefits to its members as incentives to the fire department in recruiting and, most important, retention of firefighters within the community. The association, through its member retention mission, is one of the fire department's best and most reliable resources for establishing and maintaining safety, professionalism, and preparedness. Pension benefits provide to the association's membership greatly enhance retention and thereby provide a high degree of skill and efficiency in the emergency response services they provide to the community.

The Inver Grove Heights Firefighters, relief Association is appreciative of past city contributions and ongoing support. Please contact me if I can be of assistance or if you have questions.

Sincerely,



Joe Weber

cc: Fire Chief Judy Thill
cc: Finance Director Kristi Smith

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Meeting Date: April 13, 2015
Item Type: Administration
Contact:
Prepared by: Joe Lynch, City Administrator
Reviewed by:

Fiscal/FTE Impact:	
<input type="checkbox"/>	None
<input type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input checked="" type="checkbox"/>	Other

PURPOSE/ACTION REQUESTED

Council is asked to set the annual Performance Review of the City Administrator meeting.

SUMMARY

Council had requested that a date be set for a meeting at which Council would review the Performance of the City Administrator for 2014. It had been suggested that Council set Monday, April 20, 2015 at 6:00 p.m. as the date and time for this meeting. If you are inclined to do so, Council needs to specify that date and time for meeting for that purpose.

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Consider North Valley Disc Golf Operations Agreement with Municipal Disc Management

Meeting Date: April 13, 2015
Item Type: Consent Agenda
Contact: Tracy Petersen – 651.450.2588
Prepared by: Tracy Petersen
Reviewed by: Eric Carlson – Parks & Recreation

Fiscal/FTE Impact:
 None
 Amount included in current budget
 Budget amendment requested
 FTE included in current complement
 New FTE requested – N/A
 Other

PURPOSE/ACTION REQUESTED

Consider North Valley Disc Golf Operations Agreement with Municipal Disc Management (MDM)

SUMMARY

From 2011-2014, Fairway Flyerz Discs, Inc. operated a mobile sales unit at the North Valley Park disc golf course. Fairway Flyerz Discs, Inc. sold daily and annual passes, concessions, disc golf product and provided an on-course presence at the site seven (7) days a week.

Both the Cities of Inver Grove Heights and South St. Paul did a joint request for proposal for our respective courses. Staff received a proposal from Municipal Disc Management (MDM) for similar services which consists of the following terms:

- Length of season would be May 1-end of September
- Youth ages 17 and under would be free; ages 18 and over would pay in full
- Revenue split would be City 60%/MDM 40%; this is different from past vendor split of City 20%/Vendor 80%

YEAR	Length of Season	Age Restrictions	Revenue Sharing
2014	Mid May-Labor Day	14 & Under free; discount of \$2 on daily rate with valid high school ID	City 20%/Fairway Flyerz, Inc. 80%
Proposed 2015	May 1-end of September	Ages 17 & under free; 18 & over pay in full	City 60%/MDM 40%

Additional benefits of proposed agreement with Municipal Disc Management include:

- Conduct one(1) free youth workshop
- Conduct a youth league (ages 18 & under) one night per week alternating between Inver Grove Heights & South St. Paul
- Provide ability for players to track handicap through optional membership
- Provide access to rental discs with paid admission

- Situate mobile sales unit so have the ability to sell concessions to park users utilizing fields for baseball, softball and soccer

Continued Benefits of Mobile Sales Unit:

- Continued presence of a vendor reduces vandalism, litter and unwanted behavior at the park
- Provides for an additional set of eyes and ears to identify maintenance issues
- Generates some general fund money for the Recreation fund
- Provides ability to provide better disc golf experience through added course improvements, knowledge and education
- Maintains disc golf partnership the City has with South St. Paul's Kaposia disc golf course and the shared pass program

The Parks and Recreation Advisory Commission unanimously approved the agreement at the April 8, 2015 meeting.

Staff recommends a one (1) year renewable agreement with Municipal Disc Management (MDM).

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Consider Approval Rich Valley Maintenance Building Improvements

Meeting Date: April 13, 2015
 Item Type: Consent Agenda
 Contact: Mark Borgwardt – 651.450.2581
 Prepared by: Mark Borgwardt
 Reviewed by: Eric Carlson – Parks & Recreation

Fiscal/FTE Impact:	
<input type="checkbox"/>	None
<input type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input checked="" type="checkbox"/>	Other

PURPOSE/ACTION REQUESTED

Approve awarding contract to Lambert Commercial Construction not to exceed \$45,000.00 for construction of improvements to Rich Valley maintenance building per DJ Medin architects, inc. drawing. Recommend funding improvements with Park Acquisition Fund 402. Improvements are needed to improve efficiency and effectiveness of maintenance operations, OSHA safety standards and provide for the safety, health and welfare of city employees.

SUMMARY

Rich Valley maintenance building was constructed in 2005. At that time it was determined a fire suppression sprinkler system was higher priority for building and items listed as “Future” on plans were deferred to a later date, due to budgetary concerns. There are many compelling reasons now that justify finishing those deferred “future” improvements. These include:

- OSHA safety standards. An annual safety inspection audit report performed by city’s contract safety consultant, Safe Assure on March 27, 2014 outlined several safety deficiencies. For maintenance operations currently being performed at Rich Valley, such as sharpening mower blades on grinding wheel and mixing chemicals for turf maintenance, an emergency temperate water eye wash and shower are required by Federal law. Bathroom and hand washing facilities were also rated inadequate in Safe Assure report. They recommend installing ADA accessible bathroom with designated sink with hot water, soap and hand drying materials. The facility was also cited for having deficient area for employees to take breaks and have lunch. Food and drink is currently consumed in chemical use and/or welding/grinding areas. Safe Assure recommendation is that food and drink only be consumed in designated and separated break areas.
- Rich Valley operations would benefit from having a modern office facility for storage of facility records and reports, use of computer to access weather reports, city’s current MAXX facility scheduling program, operation of building current security system and other computer and internet connectivity benefits. Creating clean office space with desktop computer that is connected to current internet and city network would help crew be more efficient and effective in managing this heavily used athletic complex.

Two quotes were received to provide completion of items in architect’s drawings.

1. Lambert Commercial Construction	\$41,249.00
2. Boemer Building Systems, Inc.	\$43,600.00

Recommend hiring Lambert Commercial Construction for not to exceed figure of \$45,000.00 to complete safety, office and bathroom improvements, for Rich Valley maintenance building, with funding from Park Acquisition Fund 402. PRAC recommended approval on unanimous vote at their meeting on April 8, 2015.

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Consider Approval of Canada Geese Management

Meeting Date: April 13, 2015
 Item Type: Consent Agenda
 Contact: Mark Borgwardt – 651.450.2581
 Prepared by: Mark Borgwardt
 Reviewed by: Eric Carlson – Parks & Recreation

Fiscal/FTE Impact:	
<input type="checkbox"/>	None
<input checked="" type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input type="checkbox"/>	Other

PURPOSE/ACTION REQUESTED

Approve trapping and removal of Canada geese and possible egg addling, from City Campus ponds and Simley Lake. Removals done by Tom Keefe of Canada Goose Management Inc., for a sum not to exceed \$4,000 taken from Park operating budget.

SUMMARY

Canada goose population at two sites is a growing nuisance. Goose droppings make sites unsanitary and increasingly unusable. Turf condition and shoreline plantings are deteriorating. Aggressive bird behavior threatens small children at Smiley Island and Community Center playground.

The Canada geese population is becoming an increasing problem at these two “high activity” park sites. I receive many complaints throughout the summer about unsanitary conditions due to goose droppings, quality of turf and landscape plants and aggressive geese. The ideal goose habitat at these two sites has created a Canada goose population that is not sustainable and is leading to natural resource degradation. The Canada Goose Program run by Dr. James A. Cooper, the metro areas preeminent authority on Canada geese, has been in existence for 31 years. Tom Keefe is continuing program due to Dr. Cooper’s retirement. A DNR permit is required before any geese can be removed. Trapping would be done during the June 20-July 20 period when 95% of the birds are flightless. Egg addling may be possibility in late April. Many metro communities utilize the program to trap and remove Canada geese from parks and area ponds and lakes. Canada geese have been trapped and removed from Schmidt Lake in Inver Grove Heights since 1998. The program had reduced the population there from 150 birds in 1998 to 15 in 2001.

Approve expenditure of \$4,000 from Park operating budget to contract with Tom Keefe of Canada Goose Management Inc to trap and remove Canada geese from Simley Island Park and City Campus ponds during June 20 to July 20, 2015, after securing permit from Minnesota DNR. Proposed removal plan is recommended unanimously by Parks Recreation Advisory Commission on April 8, 2015.

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Consider Approval of Therapeutic Massage License

Meeting Date: April 13, 2015
Item Type: Consent
Contact: Joe Lynch, City Administrator
Prepared by: Amy Jannetto, H.R. Coordinator
Reviewed by: n/a

Fiscal/FTE Impact:

- | | |
|-------------------------------------|------------------------------------|
| <input checked="" type="checkbox"/> | None |
| <input type="checkbox"/> | Amount included in current budget |
| <input type="checkbox"/> | Budget amendment requested |
| <input type="checkbox"/> | FTE included in current complement |
| <input type="checkbox"/> | New FTE requested – N/A |
| <input type="checkbox"/> | Other |

PURPOSE/ACTION REQUESTED:

Consider approval of application by Alen Gleisner for an individual therapeutic massage license to contract for business at Destination: Massage at 2898 Upper 55th St.

SUMMARY:

Mr. Gleisner applied for an individual license to open and provide therapeutic massage services at Destination: Massage. Mr. Gleisner is a member of the Associated Bodywork and Massage Professionals and provided a Certificate of Insurance. A background investigation was completed by the Police Department and no basis for the denial of the request was found.

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

SCHEDULE PUBLIC HEARING

Meeting Date: April 13, 2015
Item Type: Consent
Contact: Joe Lynch, City Administrator
Prepared by: Amy Jannetto, H.R. Coordinator
Reviewed by: n/a

Fiscal/FTE Impact:

- | | |
|-------------------------------------|------------------------------------|
| <input checked="" type="checkbox"/> | None |
| <input type="checkbox"/> | Amount included in current budget |
| <input type="checkbox"/> | Budget amendment requested |
| <input type="checkbox"/> | FTE included in current complement |
| <input type="checkbox"/> | New FTE requested – N/A |
| <input type="checkbox"/> | Other |

PURPOSE/ACTION REQUESTED:

Schedule public hearing on April 27, 2015 at 7:00 p.m. to consider the application of Overboard Bar and Grill for an On-Sale/Sunday Intoxicating Liquor License for the premises located at 4455- 64th Street East.

SUMMARY:

Mr. Brown submitted an application for an On-Sale /Sunday Intoxicating Liquor License for the premises located at 4455 – 64th Street East. The Police Department is conducting the requisite background investigation on the applicant and the findings will be presented at the public hearing.

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

CONSIDER APPROVAL OF THE 2015/2016 COLLECTIVE BARGAINING AGREEMENT BETWEEN THE CITY OF INVER GROVE HEIGHTS AND LAW ENFORCEMENT LABOR SERVICES (LELS), LOCAL 84

Meeting Date: April 13, 2015
 Item Type: Consent
 Contact: Janet Shefchik
 Prepared by: Janet Shefchik
 Reviewed by: Joe Lynch

Fiscal/FTE Impact:

<input type="checkbox"/>	None
<input checked="" type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input checked="" type="checkbox"/>	Other

PURPOSE/ACTION REQUESTED Consider approval of the proposed 2015/2016 labor agreement between the City of Inver Grove Heights and Law Enforcement Labor Services (LELS), Local 84 effective January 1, 2015 through December 31, 2016.

SUMMARY The City of Inver Grove Heights maintains a labor agreement with LELS, Local 84 which represents the City’s Police Officers. When reviewing conditions of employment and economic feasibility, the City compares wages, and benefits to those of similar communities. This information together with other comparable wage documentation provided by the LELS, Local 84 was brought forward for consideration/discussion by Council at a closed session on March 9, 2015.

With direction from the Council, the City was able to reach agreement with LELS, Local 84 on the terms and conditions of this contract through negotiations, and agreed to an across the board increase of 3% in 2015 and 3% in 2016. Additionally, the parties agreed to an increase in the annual uniform allowance to \$830 for 2015 and \$840 for 2016, or, amounts equivalent to the Sergeants’ labor unit agreement, if those are higher. Finally, the parties agreed to evenly share (50/50) any increase in 2016 health premiums for single plus one or family coverage in the HRA/HSA plans.

There were additional provisions proposed by both parties where we did not reach agreement; however, this agreement represents an equitable conclusion of bargaining to meet the needs of both parties. The Police Officer group voted to ratify the proposed agreement on Monday, March 23, 2015.

The funds to cover a portion of this increase are included in the 2015 General Fund budget, which included an anticipated 2% cost of living increase. Staff recommends that the remaining amount (approximately \$26,600) come from the General Fund fund balance. The 2016 increases will be calculated into the 2016 budget.

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Housing Committee Work Plan

Meeting Date: April 13, 2015
Item Type: Consent Agenda
Contact: Allan Hunting 651.450.2554
Prepared by: Allan Hunting, City Planner
Reviewed by:

Fiscal/FTE Impact:
 None
 Amount included in current budget
 Budget amendment requested
 FTE included in current complement
 New FTE requested – N/A
 Other

PURPOSE/ACTION REQUESTED

Consider a Resolution to receive and accept the Housing Committee work plan

SUMMARY

The Housing Committee presented their work plan for short, medium and long term goals for the group at a work session on March 3, 2015. With the ULI Housing Report completed, the group would now like to take that information and establish some goals to guide their work for the next couple of years.

The City Council reviewed the work plan and directed the Housing Committee to reformat the work plan and resubmit to the City Council. The work plan has been reformatted indicating the short, medium and long term goals the committee would like to work on over the next five years.

ACTION

The City Council is asked to adopt the attached resolution that formally receives and accepts the Housing Committee Work Plan.

Attachments: Resolution to receive and accept the Housing Committee Work Plan
Housing Committee Work Plan

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. 15-_____

RESOLUTION TO RECEIVE AND ACCEPT THE HOUSING COMMITTEE WORK PLAN

WHEREAS, the Housing Committee has prepared a work plan identifying short, medium and long term goals for the committee to work on over the next five years;

WHEREAS, the Work Plan was presented to the City Council at a work session on March 3, 2015;

WHEREAS, the City Council reviewed the work plan and directed the Housing Committee to reformat the work plan and resubmit to the City Council;

WHEREAS, the Housing Committee has reformatted their work plan and are presenting the document to the City Council for action;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS, that the Housing Committee's work plan has been received and accepted by the City Council.

Adopted by the City Council of Inver Grove Heights on this ____ day of _____, 2015.

Ayes:

Nays:

ATTEST:

George Tourville, Mayor

Joseph Lynch, City Clerk

City of Inver Grove Heights Housing Committee
Work Plan, Presented to the City Council on March 2, 2015

The priority of Housing Committee in 2015 is to work with staff and Council to ensure the City has a housing policy that serves the needs of the community and helps Inver Grove Heights thrive as a “community of choice” for young single people, working families and retired seniors. Additionally, the Committee will review options and opportunities for integrating the Housing Committee into City planning processes so that housing maintenance, development and redevelopment is consistent with the City’s housing policy.

The Committee will also work with staff on the Short and Medium term goals noted below.

Short term goals (immediate: Jan – May)

- Draft a comprehensive housing policy for adoption by the Council (Jan – June)
- Schedule two standing housing presentations/year to the Planning Commission
- Ensure Housing Committee receives consistent updates from staff re: development proposals, County housing plans, MUSA line extension plans, re-zoning requests, transit plans and other housing issues in all areas of the City. This communication may include conference calls with staff as needed.
- Recruit additional members to serve on the Housing Committee.

Medium term goals (2015)

- Work with staff to provide input and feedback for a rental housing registration and licensing ordinance to be discussed and adopted by the City Council.
- Work with staff to provide input and feedback on an Accessory Dwelling Unit ordinance for discussion and adoption by the City Council.
- Present ULI report, general housing issues and the 2015 work plan to the Planning Commission at a Planning Commission meeting. Bring forward other housing issues to the Planning Commission at one additional Planning Commission meeting.
- Develop resources for a Housing Education Program for the community.

Longer term goals (2-5 years)

- Integrate the new Housing Policy and related actions/programs into the Comprehensive Plan process for the 2040 Comprehensive Plan update. (Process begins in 2016 and is finalized by 2018.)
- Work with staff to create metrics for measurement and continuous improvement along with a reporting structure to track progress against the Housing Policy.

- Review opportunities to support the maintenance and updating of existing housing stock that is attractive and affordable for workers, young families and seniors (e.g. senior regeneration program, new buyers program, TIFs, developer incentives, etc.).
- Examine opportunities and obstacles to high-end and workforce rental housing in IGH that is attractive to young professionals.
- Examine opportunities and obstacles to incentivizing a mix of senior housing products that serve the needs of seniors on limited incomes (e.g. coops, condos, accessory dwelling units, market rate, etc.).
- Develop relationships with NGOs and other agencies interested in housing and equity issues (e.g. Dakota County - CDA, Land Trust organizations, etc.).

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

PERSONNEL ACTIONS

Meeting Date: April 13, 2015
 Item Type: Consent
 Contact: Joe Lynch, City Administrator
 Prepared by: Amy Jannetto, H.R. Coordinator
 Reviewed by: n/a

Fiscal/FTE Impact:

- None
- Amount included in current budget
- Budget amendment requested
- FTE included in current complement
- New FTE requested – N/A
- Other

PURPOSE/ACTION REQUESTED Staff requests that the Council approve the personnel actions listed below:

Please confirm the seasonal/temporary employment of: Golf – John Fisher, Elliot Gonsioroski, Kyle Horsch, Lyle Knutson, Tom Moran, Tom Dickmeyer, Loann Evenson, Dorothy Lencowski, Joan Sirek, Michael Stern, Daryl Swenson, Michael Barnett, Cameron Mulvihill, Cole Holmes, Luke Aarestad, Cody Hansen, Cody Schmitt, Carter Rgnonti, John Norton, Justin Briquet, Desmond Stewart, Nathan Stone, Paul Beard, Matt Sarff, Mason Taylor, Stephanie Jensen, Cassandra Sage, Jayson Gouette, Connor Nicholson, Jeffrey Matuska, Tyler Prifrel, Parks – Gary Shepard, Scott Knutson, Seth Boris, Curtis Felton, Brooks Helling, Travis Helling, Ben Kocur, Tom Osborne, Mike Winberg, Recreation – Megan McMahon, Aquatics – Tiarra Johnson, Lao Yang,

Please confirm the employment of: Ryan Rose and Katie Wagoner, Police Officers.

Please confirm the termination of employment of: David Talley, Firefighter

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CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Public Hearing to Consider Ordering the Trunk Utilities Project on the 71st Street Alignment, Authorizing and Approving Final Plans and Specifications, Authorizing City Attorney to Complete Easement Negotiations, and Authorizing Advertisement for Bids for the 2015 Improvement Program, City Project No. 2015-13 - NWA Trunk Utility Improvements - Argenta District (from 70th Street Lift Station to Blackstone Ridge Development)

Meeting Date: April 13, 2015
 Item Type: Public Hearing
 Contact: Thomas J. Kaldunski, 651.450.2572
 Prepared by: Thomas J. Kaldunski, City Engineer
 Reviewed by: Scott D. Thureen, Public Works Director

SA

Fiscal/FTE Impact:	
<input type="checkbox"/>	None
<input type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input checked="" type="checkbox"/>	Other: 511 Water Fund, 512 Sewer Fund

PURPOSE/ACTION REQUESTED

Public Hearing to consider ordering the project, authorizing and approving final plans and specifications, authorizing City Attorney to complete easement negotiations, and authorizing advertisement for bids for the 2015 Improvement Program, City Project No. 2015-13 - NWA Trunk Utility Improvements - Argenta District (70th Street Lift Station to Blackstone Ridge Development).

SUMMARY

The project was initiated by the City Council as part of the City’s Improvement Program. The project involves construction of sanitary sewer and watermain construction as necessary, restoration and appurtenances.

The trunk utility portion will include: the 71st Street trunk watermain and sanitary sewer improvements serving the Argenta District of the Northwest Area and related appurtenances.

The total estimated project cost for City Project No. 2015-13 – Argenta District (from 70th Street Lift Station to Blackstone Ridge Development) is \$3,141,700. A funding package has been prepared in the feasibility report which includes Utility Funds 511 Water NWA and 512 Sewer NWA. These funds come from the Northwest Area Utility Connection Fees collected at the time of development. The acquisition of permanent and temporary easements is necessary for construction of the proposed trunk utility improvements.

A) Funding

There are no proposed special assessments per MS Statute 429 on this project. All costs will be borne by funds 511 and 512 as outlined above. The City is conducting this public hearing to inform the public of the project and its costs. The Council will consider public input and the development proposals in making their decision to order the project. A resolution has been prepared to order the project.

B) Easements

Permanent and temporary easements are necessary for the construction of the trunk utility extension. Legal descriptions and easement depictions are being prepared for the 71st Street utility corridor.

I recommend approval of the resolution ordering the project, authorizing and approving the final plans and specifications (which were ordered previously under City Project No. 2014-13), authorizing the City Attorney to acquire easements for 2015-13 by direct negotiation, and authorizing advertisement for bids for the 2015 Improvement Program, City Project No. 2015-13 – Argenta District (70th Street Lift Station to Blackstone Ridge Development), on the 71st Street alignment.

TJK/kf

cc: Resolution
Area Map
Public Hearing Notice
71st Street Alignment from Feasibility Study

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION ORDERING IMPROVEMENTS, AUTHORIZING AND APPROVING PLANS AND SPECIFICATIONS, AUTHORIZING THE CITY ATTORNEY TO COMPLETE NEGOTIATIONS FOR EASEMENTS AND AUTHORIZING ADVERTISEMENT FOR BIDS FOR THE 2015 IMPROVEMENT PROGRAM, CITY PROJECT NO. 2015-13 – NWA TRUNK UTILITY IMPROVEMENTS - ARGENTA DISTRICT (70TH STREET LIFT STATION TO BLACKSTONE RIDGE DEVELOPMENT)

RESOLUTION NO. _____

WHEREAS, a resolution passed by the City Council on January 5, 2015 called for a public hearing on the proposed improvement project, 2015 Improvement Program, City Project No. 2015-13 - NWA Trunk Utility Improvements - Argenta District (70th Street Lift Station to Blackstone Ridge Development); and

WHEREAS, published notice was given pursuant to Minnesota Statute 429.031, and a notice of public hearing was mailed to affected parcels and the hearing was held thereon on the April 13, 2015, at which time all persons desiring to be heard were given an opportunity to be heard thereon.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS, MINNESOTA THAT:

1. Such improvement is hereby ordered as proposed in this Council resolution adopted April 13, 2015.
2. The final plans and specifications for City Project No. 2015-13 are hereby authorized and approved.
3. The City Attorney is hereby authorized to complete the easement acquisition by negotiation with the property owners on the Messerich, Glen Lin and Flannery parcels.
4. The contract for these improvements shall be let no later than three years after the adoption of this resolution.
5. The City Engineer or his professional consultants are hereby authorized to advertise for bids for City Project No. 2015-13 - NWA Trunk Utility Improvements - Argenta District (70th Street Lift Station to Blackstone Ridge Development).
6. The Council authorizes the use of Fund 511 Sewer NWA and Fund 512 Water NWA to finance the project utilizing fees collected at the time of development and permitting of related NWA developments.

Adopted by the City Council of Inver Grove Heights this April 13, 2015.

AYES:

NAYS:

George Tourville, Mayor

ATTEST:

Joe Lynch, City Clerk

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

**NOTICE OF PUBLIC IMPROVEMENT HEARING
2015 IMPROVEMENT PROGRAM**

TO WHOM IT MAY CONCERN:

Notice is hereby given that the City Council of Inver Grove Heights will meet in the City Council Chambers at 8150 Barbara Avenue, Inver Grove Heights, MN at 7:00 p.m. on Monday, April 13, 2015 to hold a public hearing to consider the making of the following improvements in the 2015 Improvement Program.

2015 IMPROVEMENT PROGRAM

**CITY PROJECT NO. 2015-13 – NWA TRUNK UTILITY IMPROVEMENTS, ARGENTA
DISTRICT (70TH STREET LIFT STATION TO BLACKSTONE RIDGE DEVELOPMENT)**

Nature of Work

Trunk water main, water main valves, appurtenances and restoration. The proposed 16-inch water main will connect to proposed 16-inch DIP water main in the Blackstone Vista plat and be routed across undeveloped property and under Argenta Trail (CSAH 63) to the proposed Blackstone Ridge development via the 71st Street alignment selected by the City Council.

Trunk sanitary sewer, manholes, appurtenances and restoration. The proposed sanitary sewer will be a 12-inch D.I.P. gravity sewer that will serve as a trunk sewer for the area and will follow the same alignment as the water main. The sewer will flow south westerly to a regional lift station on 70th Street (City Project No. 2015-11). Due to the existing terrain, the proposed trunk gravity sewer will terminate in the Blackstone Vista plat, where a proposed force main will connect this trunk sewer to the existing sanitary sewers on Alverno Avenue.

Affected Area

City Project No. 2015-13 will affect several large parcels in the vicinity of 71st street and Argenta Trail near the proposed Blackstone Vista and Blackstone Ridge PUD Developments. The Blackstone Ridge Development will be serviced by this project, as well as other nearby vacant lands with development potential.

City Project No. 2015-13 will affect all parcels in the sanitary sewer drainage area generally located in the Northwest Area for the City of Inver Grove Heights near the intersection of Argenta Trail and 70th Street. This sanitary sewer service district covers approximately 1700 acres of land generally located north of Amana Trail, south of I-494, east of the City of Inver Grove Heights boundary with Eagan and west of the ridge line located approximately 1560 feet east of the intersection of Argenta Trail and 70th Street. The sanitary sewer service district is illustrated on the map that follows.

Properties to be served by these improvements and appurtenances are described as follows: that part of Section 6, Township 27, Range 22, and the north half of Section 7, Township 27, Range 22, lying west of the ridge line located about one quarter mile west of Trunk Highway 3 (South Robert Trail) in Inver Grove Heights, Minnesota

Estimated Cost of Improvements

The total estimated cost of the above listed City Project No. 2015-13 utility is approximately \$3,141,700. Persons desiring to be heard with reference to the proposed improvements will be heard at the time and place of the public hearing. Written and oral objections will be considered at the public hearing.

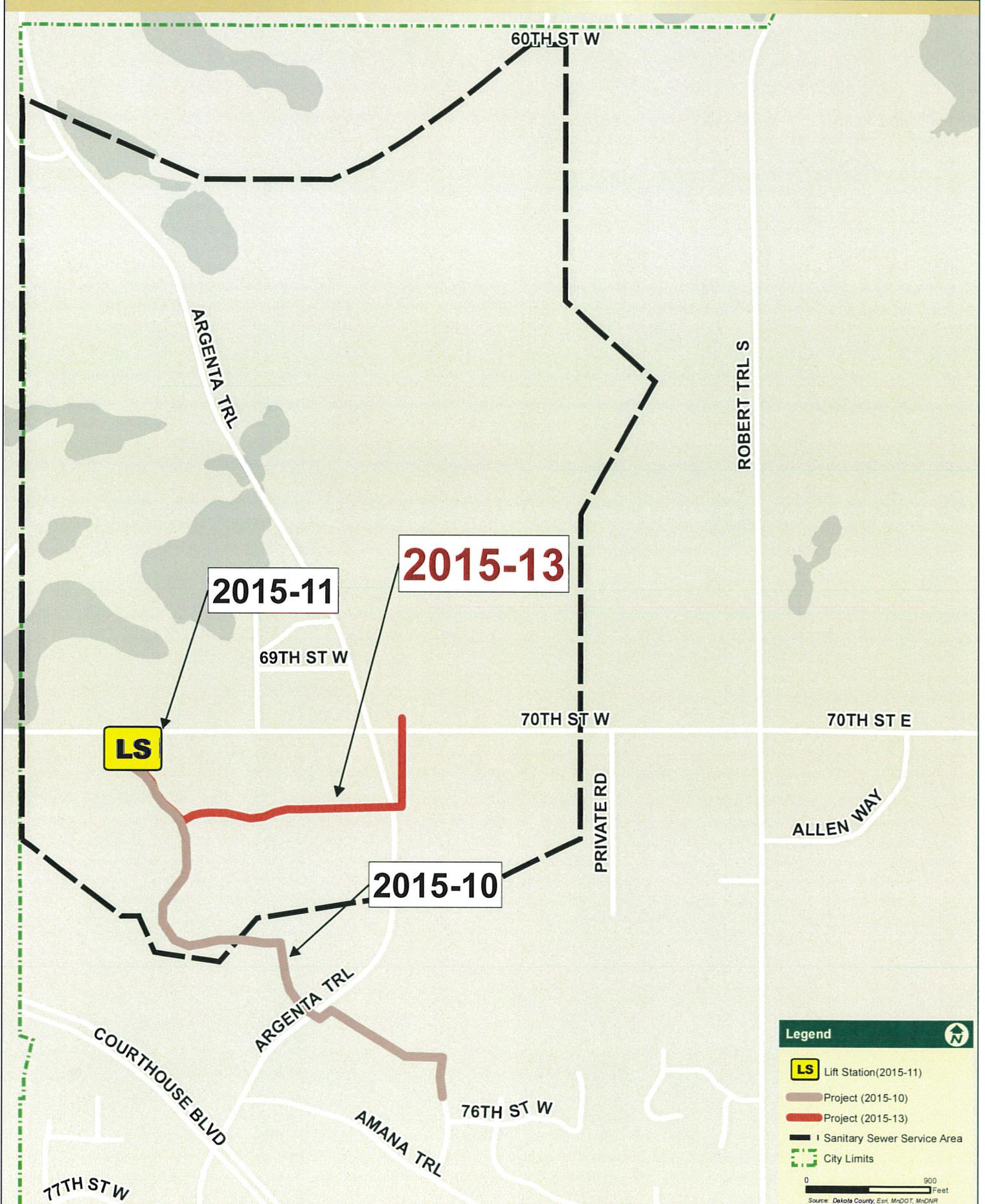
Proposed Project Funding

These trunk sanitary sewer improvements will be financed by Utility Fund 512 – Sewer NWA. The trunk water improvements will be financed by Utility Fund 511 – Water NWA. Revenues for these funds are generated by the plat connection charges, building permit connection fees and developer funds collected in the Northwest Area. Ultimately, the City will consider selling and issuing bonds for this work. No assessment roll has been prepared at this time. Special assessments are not being considered.

If possible, all written comments should be filed with the Municipal Clerk at City Hall, 8150 Barbara Avenue, Inver Grove Heights before the hearing, otherwise written comments may be filed with the Clerk at the Hearing.

Melissa Kennedy, Deputy Clerk

Publish: Sunday, March 15 and 22, 2015



Legend

- Lift Station (2015-11)
- Project (2015-10)
- Project (2015-13)
- Sanitary Sewer Service Area
- City Limits

0 900 Feet
Source: Dakota County, Esri, MnDOT, MnDNR



Northwest Area Trunk Utilities - Argenta District

City of Inver Grow Heights

Figure 2: 71st Street Alignment

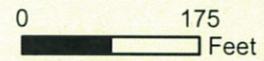
70th Street Lift Station to Blackstone Ridge (2015-13)

February 2015



Legend

- Sanitary Sewer Manhole
- LS Sanitary Sewer Lift Station
- 12" Trunk Gravity Sanitary Sewer
- 16" Watermain
- ⬮ Pond
- Lot
- Parcels
- Curb Face
- ROW (Proposed)
- ROW (Existing)
- Permanent Easement
- Temporary Easement



Source: Dakota County, MnGeo

Map Document: \\netrosouth1\gis\IN\GH\T18106656\ESR\Maps\Options\Figures\Figure 2 - Trunk Utility Study 71st St Opt 11x17.mxd
Date Saved: 1/28/2015 7:48:54 AM

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Consider Application for On-Sale/Sunday Intoxicating Liquor License

Meeting Date: April 13, 2015
Item Type: Public Hearing
Contact: Joe Lynch, City Administrator
Prepared by: Amy Jannetto, H.R. Coordinator
Reviewed by: n/a

Fiscal/FTE Impact:

- | | |
|-------------------------------------|------------------------------------|
| <input checked="" type="checkbox"/> | None |
| <input type="checkbox"/> | Amount included in current budget |
| <input type="checkbox"/> | Budget amendment requested |
| <input type="checkbox"/> | FTE included in current complement |
| <input type="checkbox"/> | New FTE requested – N/A |
| <input type="checkbox"/> | Other |

PURPOSE/ACTION REQUESTED:

Consider the application of El Azteca Inver Grove Heights, LLC dba El Azteca Mexican Restaurant for an On-Sale/Sunday Intoxicating Liquor License for the premises located at 5816 Blaine Ave.

SUMMARY:

Ms. Teresa Macias submitted an application for an On-Sale/Sunday Intoxicating Liquor License for the premises located at 5816 Blaine Ave. The Police Department is in the process of conducting the requisite background investigation on the applicant. It is recommended that you continue Public Hearing on this matter until April 27, 2015 at which time the background investigation will be complete and a full recommendation can be made at that time.

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Review Bids Received for the 2015 Capital Improvement Program, City Project No. 2015-10 – NWA Trunk Utility Improvements - Argenta District (Alverno Avenue to Blackstone Vista Development) and City Project No. 2015-11 - NWA 70th Street Lift Station - Argenta District

Meeting Date: April 13, 2015
Item Type: Regular
Contact: Thomas J. Kaldunski, 651.450.2572
Prepared by: Thomas J. Kaldunski, City Engineer
Reviewed by: Scott D. Thureen, Public Works Director

SDT

Fiscal/FTE Impact:	
<input type="checkbox"/>	None
<input type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input checked="" type="checkbox"/>	Other: Water Fund 511 and Sewer Fund 512

PURPOSE/ACTION REQUESTED

Review bids received for the 2015 Capital Improvement Program, City Project No. 2015-10 – NWA Trunk Utility Improvements - Argenta District (Alverno Avenue to Blackstone Vista Development) and City Project No. 2015-11 - NWA 70th Street Lift Station - Argenta District.

SUMMARY

Bids were opened at 10:00 a.m. on April 2, 2015 for the subject projects. Six contractors submitted bids. The low base bid was submitted by S.M. Hentges & Sons, Inc. in the amount of \$2,083,708.48. This amount is 2.65% less than the preliminary engineer’s estimate of \$2,140,414.00

The bids were received as follows:

<u>Bidder</u>	<u>Base Bid (Schedule 1 & 2)</u>
S.M. Hentes & Sons, Inc.	\$2,083,708.48
Geislinger & Sons	\$2,504,544.50
LaTour Const.	\$2,555,598.70
Minger Construction	\$2,722.693.50
Ryan Contracting	\$2,727,477.00
G.F. Jedlicki	\$3,403,648.00

The Peltier easement for 2015-10 was secured on April 6, 2015. This would allow the City to proceed to construction on this \$1,169,943.69 portion (City Project No. 2015-10), if the Council desires. However, the developer of Blackstone Vista has not met the timeline and commitments for platting the property and providing an outlot for the lift station. The City should not award a contract for City Project No. 2015-11 without ownership of the right-of-way and outlot B.

It is recommended that the City Council review the bids for City Projects No. 2015-10 and 2015-11 and table action concerning accepting the bids and awarding a contract until its April 27, 2015 meeting. This will allow additional time for the developer to meet his obligation to the City on the Blackstone Vista PUD. The City can hold its bids to July 1, 2015 if needed.

TJK/kf
Attachments: B & M Letter
Bid Tabulation



BOLTON & MENK, INC.[®]

Consulting Engineers & Surveyors

12224 Nicollet Avenue • Burnsville, MN 55337

Phone (952) 890-0509 • Fax (952) 890-8065

www.bolton-menk.com

April 7, 2015

Mr. Tom Kaldunski, P.E.
City Engineer
City of Inver Grove Heights
8150 Barbara Avenue
Inver Grove Heights, MN 55077

RE: Summary of Bids
2015-10 NWA Trunk Utility Improvements – Argenta District
2015-11 NWA 70th Street Lift Station – Argenta District
City of Inver Grove Heights
Project No.: T18.108658

Dear Mr. Kaldunski:

At 10:00 a.m. on Thursday, April 2nd bids were received and opened for the above-referenced project. Bids were received from six (6) contractors with the bid amounts as follows:

<u>Contractor</u>	<u>Total Bid</u>
S.M. Hentges & Sons, Inc.	\$2,083,708.48
Geislinger & Sons, Inc.	\$2,504,544.00
LaTour Construction	\$2,552,598.70
Minger Construction	\$2,722,593.50
Ryan Contracting	\$2,727,447.00
G.F. Jedlicki	\$3,374,449.00

* All bid amounts shown on this letter and the attached bid tabulation are the corrected bid amounts.

All bids submitted had mobilization in the amount less than the five percent (5%) of the total bid as required by the Project Manual. All bids, except for LaTour Construction, acknowledged the three (3) addenda that were issued for the Project. Minor errors were found in the bids of two of the six bidders but the errors did not affect the bidding order.

S.M. Hentges & Sons, Inc. is the low bidder for the Project. The low total bid is \$2,083,708.48, which is 3% less than the engineer's estimate of \$2,140,414.00



Summary of Bids
April 7, 2015
Page 2

We understand that the City staff recommendation will be for the Council to award the Project to the lowest responsible bidder. After our review and tabulation of bids received, S.M. Hentges & Sons, Inc. is lowest responsible bidder for the Project.

Sincerely,

BOLTON & MENK, INC.

A handwritten signature in blue ink that reads "Justin Ernst". The signature is written in a cursive, flowing style.

Justin Ernst, P.E.
Project Engineer

Enclosure: Bid Tabulation
Bid Abstract



2015-10 NWA Trunk Utility Improvements – Argenta District
2015-11 NWA 70th Street Lift Station – Argenta District
 City of Inver Grove Heights, MN
 T18.108658

Bid Date: 4/2/15
 Time: 10:00 p.m.

Addendum(s): 3/23/15
 3/26/15
 3/31/15

	BIDDERS	BID BOND	ADDS.	CCRF	TOTAL BID - SCHEDULE 1	TOTAL BID - SCHEDULE 2	TOTAL BID - SCHEDULE 1 + SCHEDULE 2
1	S.M. Hentges & Sons, Inc.	X	X	X	\$1,169,943.69	\$913,764.79	\$2,083,708.48
2	Geislinger & Sons, Inc.	X	X	X	\$1,303,350.00	\$1,201,194.00	\$2,504,544.00
3	LaTour Construction	X	Missing #3	X	\$1,479,090.70	\$1,073,508.00	\$2,552,598.70
4	Minger Construction	X	X	X	\$1,424,839.50	\$1,297,754.00	\$2,722,593.50
5	Ryan Contracting	X	X	X	\$1,533,652.00	\$1,193,795.00	\$2,727,447.00
6	G.F. Jedlicki	X	X	X	\$1,913,418.00	\$1,461,030.00	\$3,374,449.00

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Comprehensive Plan Amendment relating to Argenta Trail Realignment

Meeting Date: April 13, 2015
Item Type: Regular Agenda
Contact: Allan Hunting 651.450.2554
Prepared by: Allan Hunting, City Planner
Reviewed by:

<input checked="" type="checkbox"/>	None
<input type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input type="checkbox"/>	Other

PURPOSE/ACTION REQUESTED

Consider a Resolution approving a Comprehensive Plan Amendment to Chapter 5 - Transportation identifying the realignment of Argenta Trail to reflect southern and northern alignment between Hwy 55 at the south end and I-494 at the north end.

- Requires 4/5th's vote.

SUMMARY

One of the conditions of approval for the Blackstone Development was that the City would initiate a comprehensive plan amendment to determine an alignment for future Argenta Trail. Action on the comprehensive plan amendment by the council must be done by April 27, 2015. The Planning Commission held a public hearing on the matter over two meetings, March 17 and April 7, 2015.

The project discussion for Argenta Trail is broken into two parts, 1) realignment – South Project Area and 2) realignment – North Study Area. The City Council selected option #2 for the south project on February 23rd. The City Council selected alternative 3A for the north study area on March 23rd.

The City Council must now adopt a comprehensive plan amendment which reflects the realignment to Argenta Trail as part of Chapter 5 – Transportation in the 2030 Comprehensive Plan. Once Council adopts the approval resolution, staff will submit the amendment to the Metropolitan Council for final approval and adoption.

RECOMMENDATION

Planning Staff. Recommends approval of the attached resolution.
Planning Commission. Also recommends approval of the amendment to reflect option #2 for the south end and 3A for the north end of Argenta Trail (8-0).

Attachments: Resolution approving the comp plan amendment
Planning Commission Recommendation (March 17 and April 7)
Planning Reports (March 17 and April 7)

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. 15-_____

**RESOLUTION APPROVING A COMPREHENSIVE PLAN AMENDMENT TO AMEND
CHAPTER 5 - TRANSPORTATION IDENTIFYING THE REALIGNMENT OF ARGENTA
TRAIL TO REFLECT THE SOUTHERN AND NORTHERN ALIGNMENT BETWEEN HWY
55 AT THE SOUTH END AND I-494 AT THE NORTH END**

CASE NO. 15-08PA

WHEREAS, an amendment to the Comprehensive Plan may be granted by the City Council on an affirmative vote of 4/5ths of the Council as per City Code Title 10, Chapter 3, Section 10-3-5, A;

WHEREAS, the City of Inver Grove Heights Planning Commission reviewed the request on March 17 and April 7, 2015, in accordance with City Code Title 10, Chapter 3, Section 10-3-5, D;

WHEREAS, the map prepared by Kimley-Horn, identifies the southern and northern alignment of Argenta Trail;

WHEREAS, the change to the Comprehensive Plan was found by the City Council to be consistent with the existing and proposed uses in the area;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS, that the Comprehensive Plan Amendment to Chapter 5 - Transportation identifying the realignment of Argenta Trail to reflect southern and northern alignment between Hwy 55 at the south end and I-494 at the north end is hereby approved subject to the following conditions:

1. The Metropolitan Council shall not require any significant modifications to the comprehensive plan amendment.

2. The Metropolitan Council shall not make a finding that the comprehensive plan amendment has a substantial impact or contain a substantial departure from any metropolitan systems plan.

Adopted by the City Council of Inver Grove Heights on this ____ day of _____, 2015.

Ayes:

Nays:

ATTEST:

George Tourville, Mayor

Joseph Lynch, Deputy Clerk

**RECOMMENDATION TO
CITY OF INVER GROVE HEIGHTS**

TO: Mayor and City Council of Inver Grove Heights
FROM: Planning Commission
DATE: March 17, 2015
SUBJECT: **CITY OF INVER GROVE HEIGHTS – CASE NO. 15-08PA**

Reading of Notice

Commissioner Simon read the public hearing notice to consider the request for a comprehensive plan amendment consisting of a change to Chapter 5, Transportation by identifying a corridor for realignment of Argenta Trail between points at Highway 55 on the south and near I-494 on the north end. 383 notices were mailed.

Chair Maggi advised that the City Council had already made a decision regarding the southern portion of the Argenta Trail realignment, and tonight they would be focusing on the north section of the realignment. She advised that the Planning Commission dealt with land use only and anything related to the economic portion of this decision should be addressed with the City Council.

Presentation of Request

Allan Hunting, City Planner, explained that on February 23 City Council directed the Planning Commission to hold a public hearing to address the comprehensive plan amendment, take testimony, and then hold open the public hearing and continue the meeting to April 7, 2015 in order to get more direction from the Council on the preferred alignment of Argenta Trail.

Scott Thureen, Public Works Director, advised that in 2010 the City partnered with Dakota County, MNDOT, the Federal Highway Administration, Metropolitan Council, and the cities of Eagan, Mendota Heights, and Sunfish Lake to look at the transportation system on a regional basis. Eagan and Inver Grove Heights had a desire to have another access onto I-494. That portion of the City is planned for intense use and access would be critical to that being successful. This study, the Regional Roadway System Visioning Study, was completed in 2010 and initiated the discussion of realignment and potential expansion of Argenta Trail between TH 55 and I-494. The study looked at a number of alternatives with regard to access to the interstate. Alternative E was ultimately chosen which included improvements to the existing system and the addition of an interchange on I-494 on the new Argenta Trail alignment.

Bill Klingbeil, Kimley-Horne and Associates, discussed the project goals for the south project area and the three alignment alternatives. Alignment 2 was approved by City Council at its February 23rd meeting because it had the best balance of meeting the design criteria and avoiding most of the wetland impacts, as well as reduced right-of-way utility impacts. It also repaired the existing skew at the intersection. The County Board will act on recommendations on April 21. If approved by the Council and the Board, the right-of-way process will begin in April/May 2015 and final design, right-of-way acquisition, and construction is planned to occur in 2016. The realignment of the south portion of Argenta Trail required a new alignment for 77th

Street. Alignment A was chosen by City Council on February 23 and will go to the County Board for action on April 21; final design, right-of-way acquisition and construction should take place in 2016. A similar process occurred for the North Study. The study goals included planning for a future interchange connection at I-494, identifying a 200 foot right-of-way corridor, coordinating with the south project, and providing guidance for future development. Five alignment alternatives were identified. A project cost differential was calculated for the north area since it will not develop at once. He advised that from a technical standpoint, one alignment does not stand out over the others. He explained the five alignments shown in the study, as well as Alignment 3A, which was brought forward by the neighborhood. There was a lot of public involvement, including two open houses, a neighborhood meeting, and individual meetings with property owners. The next steps include the Council consideration on the North Study alignment on March 23, County Physical Development Committee consideration on the South Project and North Study alignments on April 14, and then formal adoption by the County Board on April 21.

Mr. Thureen advised that the project management team is recommending that Alignments 2 and 3 be removed from consideration because of the cost of moving the Xcel transmission line and the impacts on regional stormwater basins.

Commissioner Lissarrague asked why Alignment 1 was still being considered since the neighborhood was opposed to it.

Mr. Thureen replied that from a technical view one alternative did not stand out above the others; however, everyone seemed to agree that alternatives 2 and 3 should be removed from the process.

Chair Maggi asked approximately how many lots would be lost in Blackstone Ridge with the different alignments.

Mr. Thureen replied that Alignment 3A would reduce the plat from 118 to 78 lots.

Mr. Deanovic stated that in his opinion Alignment 4 would not be viable, and Alignment 5 would reduce the plat by 28 lots as well as have other ramifications.

Commissioner Gooch asked what the objection was to widening the existing road.

Mr. Thureen replied that the County would not build along that road as it does not meet current design standards for a six lane road and would not be safe.

Mr. Klingbeil stated that widening the existing right-of-way to 200 feet would essentially wipe out the existing neighborhood to the east of Argenta Trail.

Commissioner Gooch stated that six lanes seemed excessive for a County road.

Mr. Thureen advised that the study showed that the expected future growth for the cities in this region could potentially drive a six lane road. It is advisable to preserve the necessary right-of-

way up front rather than try to acquire developed properties at a later date.

Commissioner Gooch asked where MNDOT is suggesting the interchange be located.

Mr. Thureen showed the general location for the interchange that was a result of the study.

Commissioner Gooch asked if it would be a full interchange in all four directions.

Mr. Thureen replied that it would be a full access on and off to Inver Grove Heights.

Commissioner Robertson asked what the difference would be in land needed for a six lane versus a four lane road.

Mr. Thureen replied that a 150 foot right-of-way would be needed for a four lane road versus 200 feet for a six lane.

Commissioner Simon advised that the city of Eagan's CIP shows only a 150 foot right-of-way for Yankee Doodle Road out to the year 2030. She questioned why the road would have to expand to six lanes once it hit Inver Grove Heights.

Mr. Thureen replied that the key is TH 55 and the amount of traffic coming from the south to get up to I-494.

Commissioner Simon advised that drivers had the option of taking Robert Street.

Mr. Thureen noted that Robert Street is planned for expansion in the future as well but the study still shows the need for Argenta Trail. There will be a large volume of people coming up from the south and if the existing system clogs up drivers will start using neighborhood streets to get around slowdowns.

Commissioner Scales stated that when Highway 52 was built they preserved much more right-of-way than necessary and he is concerned that the same thing will happen here; that the City is planning for a level of future growth that is unlikely to happen.

Commissioner Simon asked for clarification of a portion of the evaluation criteria matrix.

Mr. Klingbeil explained that the colors on the south and north matrix were portraying a comparison of the alternatives from each segment to each other.

Commissioner Robertson asked if fewer parcels would be impacted if they preserved only 150 feet of right-of-way for a four lane road rather than 200 feet for a six lane road.

Mr. Thureen replied there would likely be a lesser number of acquisitions for Alternatives 1, 2 and 3 if they were to reduce the right-of-way to 150 feet; however, they would still be impacted. Alternatives 3A, 4, and 5 would move into the undeveloped land and the impact would likely not change much in terms of lots impacted; however, if the City preserved only 150 feet of right-of-

way and needed an additional 50 in the future it would be difficult to obtain.

Commissioner Scales asked if going down to four lanes was even an option.

Mr. Thureen stated that he could not speak for the County but believed their recommendation would be to remain at six.

Chair Maggi asked Planning staff if they had any additional input regarding a four lane road.

Mr. Link replied that there has been no discussion of a four lane road. He advised that six lanes may seem large at first glance; however, they are anticipating a lot of growth in this part of the county, with the UMore property alone projected to be a community of 30,000. If the road system is not built properly traffic will find its way through local neighborhoods instead. He advised that this same discussion took place when they were planning Highway 52. If that were not built that traffic would be using Argenta, Babcock, Blaine and other local roads.

Commissioner Gooch questioned how residents of UMore or Lakeville would get to Argenta Trail, stating it seemed unlikely they would use this route.

Mr. Link replied that the County would be in a better position to address that comment because it involved road systems outside of Inver Grove Heights.

Commissioner Gooch asked if there would be any road restrictions on the realigned Argenta Trail.

Mr. Thureen replied that Argenta Trail is designed to carry heavy traffic.

Opening of Public Hearing

Chad Hagman, 6710 Argenta Trail, advised that a recent article in the *Star Tribune* stated that UMore Park would likely not develop as planned. He stated that the collector street system proposed back in 2008 showed the road going behind the exception neighborhood. The neighborhood has been planning their lives around that alignment and it is stressful to now find out that they would like to put the road through their homes.

Mr. Deanovic stated that he did not think Argenta Trail should be constructed on his property, and he believed there was a benefit to the City in millions of dollars that it does not. He advised that he was willing to look at the proposed Alignment 3A provided it was financially feasible, and added that recently he was told he was going to receive an offer; however, that has not yet transpired.

Denny Wolf, 6742 Argenta Trail, stated that the realigned Argenta Trail was being pushed by the County and he recommended that the project be scrapped. He questioned the wisdom of bringing additional traffic to the 94 ring, an already overtaxed system. He stated that this issue began years ago due to a lack of foresight when they created the current road system. He suggested they start thinking about investing money with the farmers and large property owners near the existing ring instead in regard to developing a high commerce area. He felt it was an

unnecessary hardship for the established neighborhood, as well as Mr. Deanovic, and was unfair to all involved.

Nikki Abbott, 6720 Argenta Trail, questioned whether this part of Dakota County would actually develop as densely as is being suggested. She stated that the plan was not thought out well enough, things have changed since the study was done, it did not seem likely that people coming from the south would use this route to get to I-494, UMore Park is not likely to develop as planned, and she urged the City to not rush into a decision that could affect their homes, investments, and relationships.

Chair Maggi clarified that the issue of four lanes versus six was a County issue and she questioned whether there was a public forum in which residents could give their input.

Mr. Thureen replied that they would likely take public input at the County Board meeting.

John Todd, 6689 Argenta Trail, stated that he lived in the Argenta neighborhood and worked in Lakeville and felt it very unlikely that Lakeville residents would take this route to get to I-494.

Laurie Wolf, 6742 Argenta Trail, stated that she would have preferred that the neighborhood had been brought into the discussion earlier, and asked the Commission to think thoroughly about their decision as a no vote was essentially a vote for Alternative 1.

Gil Von Ohlen, 7312 Argenta Trail West, stated he did not understand the logic of making Argenta Trail a six lane road and dumping it onto the already clogged four lane interstate, and did not believe they could predict the traffic volume needs 30 years into the future.

Chair Maggi asked if Met Council's 2030 plan included an expansion of I-494 in terms of number of lanes.

Mr. Thureen stated that the study speaks to it briefly by stating that additional modifications along I-494 will be necessary. In regards to connecting a six lane road to a four, Federal Highway and MNDOT were involved in the design for the system and everyone agreed that an interchange would work and actually improve some segments because it was able to spread access onto the system.

Commissioner Scales asked if the proposed plan for I-494 was to expand it to six lanes.

Mr. Thureen replied that he was unsure.

Debra Van, 6660 Argenta Trail, noted that the study stated that Alignment E would avoid undesirable direct impacts to the residences immediately north of I-494 and would also shift the alignment of Argenta Trail to the east of the developed residential area on the south side of I-494 as well.

Nikki Abbott, 6720 Argenta Trail, wanted to make sure that Alternative 5 was still being considered equally as 1 and 3A. She stated that Alternative 4 seemed unfair to Mr. Deanovic,

and noted that one of her neighbors suggested a slightly better design for Alternative 5 which made the road straighter and greatly improved the impact to the Flannery property.

Mr. Deanovic stated there were many reasons why Alternative 5 did not work, including its close proximity to Robert Street. If the Commission was in support of Alternative 3A, he suggested they table the request and direct staff to figure out how to make the plan financially feasible.

Commissioner Lissarrague asked Mr. Deanovic what alignment he preferred.

Mr. Deanovic stated he had no issues with Alignment 3A as long as he was made whole. He advised that he has owned and paid taxes on the land for 15 years but has not had the benefit of living there.

Larry Flannery, 1466 70th Street, questioned the reasoning behind putting the road on top of the old Argenta for Alignment 3A rather than staying east of the existing power line on his property. He stated going east of the power pole would have the least impact to his property, and he felt they chose that alignment to use the County as a proxy for providing access to his western property.

Mr. Klingbeil stated one of the reasons they chose that alignment was that it was a cheaper cost to use the existing roadbed.

Mr. Flannery stated it was only a difference of ten feet.

Mr. Wolfe stated that moving Alignment 3A further east would eliminate the need for removal of the Von Ohlen, Sachs, and Swanson homes, and he stated there was no reason why Argenta Trail could not move up the hill from the intersection at Highway 55 and angle off to the 3A alignment. He stated that a no vote would essentially be a vote for Alternative 1, and he hoped that the City could do something to guarantee that this issue was final and they would not have to go through this process again.

Chair Maggi advised that the public hearing would remain open and the issue would be addressed by City Council on March 23 and the County Board on April 21.

The meeting was adjourned by unanimous vote at 8:46 p.m.

**RECOMMENDATION TO
CITY OF INVER GROVE HEIGHTS**

TO: Mayor and City Council of Inver Grove Heights
FROM: Planning Commission
DATE: April 7, 2015
SUBJECT: **CITY OF INVER GROVE HEIGHTS – CASE NO. 15-108PA**

Public Hearing (continued)

Mr. Hunting noted that the Planning Commission opened the public hearing at its last meeting and took testimony. The request is for a comprehensive plan amendment for the realignment of Argenta Trail. The City Council chose Option 2 for the south alignment on February 23. On March 23 they chose Alternative 3A for the north alignment.

Commissioner Simon asked how wide the right-of-way was for Highway 55, noting that it was only two lanes all the way to Minneapolis.

Mr. Thureen replied that he was unsure of the right-of-way width for Highway 55.

Denny Wolfe, 6742 Argenta Trail, advised that the neighborhood was very much in favor of Alignment 3A, stating it was a compromise on both sides.

Chair Maggi closed the public hearing.

Planning Commission Discussion

Commissioner Klein asked how wide the right-of-way would be for Argenta Trail.

Mr. Thureen replied that they are preserving a 200 foot wide right-of-way based on the Regional Roadway System Visioning Study showing a potential future need of up to six lanes.

Commissioner Klein asked about the cost sharing.

Mr. Thureen replied that the County's transportation policy states that for a typical four-lane divided highway the County would pay 55% and the City 45%. If there is additional width, which really is a regional need, the percentage changes to the County paying 75% and the City 25%.

Chair Maggi noted that the Planning Commission does not make decisions based on financial considerations.

Planning Commission Recommendation

Motion by Commissioner Klein, second by Commissioner Scales, to approve a comprehensive plan amendment consisting of a change to Chapter 5: Transportation, by identifying a corridor for the realignment of Argenta Trail between the points at Highway 55 on the south end and near I-494 on the north end.

Motion carried (8/0). This item goes to the City Council on April 13, 2015.

PLANNING REPORT

CITY OF INVER GROVE HEIGHTS

REPORT DATE: March 12, 2015

CASE NO.: 15-08PA

HEARING DATE: March 17, 2015

APPLICANT AND PROPERTY OWNER: City of Inver Grove Heights

REQUEST: Comprehensive Plan Amendment

LOCATION: Argenta Trail Realignment

COMP PLAN: N/A

ZONING: N/A

REVIEWING DIVISIONS: Planning
Public Works

PREPARED BY: Allan Hunting
City Planner
Scott Thureen
Public Works Director

ACTION

Purpose of meeting is to open the public hearing on the comprehensive plan amendment, take testimony and then hold the public hearing open and continue to the April 7 Planning Commission Meeting. No action will be taken on March 17. More direction on alternative options is expected to be given to the Planning Commission after the City Council reviews the issue at their March 23rd meeting.

BACKGROUND

At the February 23rd City Council meeting, Council directed the Planning Commission to hold a public hearing on a comprehensive plan amendment. The purpose of the amendment is to amend the Transportation chapter of the Comprehensive Plan to include the chosen alignment of Argenta Trail from Hwy 55 at the south end to just north of future 65th Street on the north end.

The plat approval of the Blackstone PUD and specifically Blackstone Ridge, requires the alignment of Argenta Trail to be chosen by the Council in order to confirm the final design of Blackstone Ridge. Condition #29 of the preliminary PUD/Plat approval requires that the Council make a final determination of the Argenta Trail alignment no later than April 27, 2015.

The Planning Commission's role in this process is to hold a public hearing on the comprehensive plan amendment, take testimony and then make a recommendation to the Council on an alignment for Argenta Trail.

On February 23rd, the council received three preliminary design reports for the Argenta Trail Realignment; Argenta Trail (CSAH 28/63) Realignment - South Project (CP 63-25), Argenta Trail (CSAH 63) Realignment - 77th Street Area Study, and Argenta Trail (CSAH 63) Realignment - North Area Study. The Council selected the road alignments recommended in the former two reports. The Council will select an alignment for the North Area at its March 23rd meeting.

EVALUATION OF REQUEST

The project discussion for Argenta Trail is broken into two parts, realignment - South Project Area and realignment - North Study Area. A description of the two areas is provided in the attached background material. The South Project Area, which is the intersection of Hwy 55 and Argenta Trail, contained three route options. The City Council selected option #2 at the February 23rd council meeting. The North Study Area, which is generally north of Amana Trail to the future interchange with I-494, has six options. The Council has not yet selected an alternative.

HISTORY

The following provides a history of what has taken place before this alignment study began along with a summary of the alignment study process.

A study of the County Road (CR) 28 (Yankee Doodle Road/80th Street) corridor was completed in July 2000. That study focused on the need for an east-west connection of CR 28 between Trunk Highway (TH) 149 in Eagan and TH 3 in Inver Grove Heights. The recommended project called for a four-lane County highway that would bridge over TH 55 near its current intersection with Argenta Trail (County State Aid Highway 63).

The first phase of that project was constructed in 2004. It included the construction of a four-lane road (CR 28) from TH 149 to existing Argenta Trail, south of its intersection with TH 55.

Subsequent projects that involved the remainder of the CR 28 connection to TH 3 included the roundabout at TH 3 and Amana Trail (future CR 28) and the construction of a portion of Amana trail (as a City collector street) from TH 3, west to a point about 1500 feet east of Argenta Trail.

The City's 2020 Comprehensive Plan, approved in 1998, includes a future land use of "Office" in the northwest corner of the City, adjacent to I-494. This office use is predicated on an interchange at 494, which the city desires.

In August 2010, the Regional Roadway System Visioning Study (RRSVS) was completed. This study was initiated to address the transportation system needs in northeast Eagan and northwest Inver Grove Heights arising from future growth in that immediate area and in the region. The recommendations from that study included a new interchange on I-494 located east of the current Argenta Trail crossing over I-494 and a realignment of Argenta Trail between TH 55 and the recommended interchange on I-494. That study did not look at alignment alternatives in detail.

In October 2012, the City completed the Northwest Area Collector Street System Study. The purpose of the study was to develop a high-level plan for a collector street system in northwest Inver Grove Heights. Collector streets provide connections between neighborhoods, between neighborhoods and minor business concentrations, and they connect to the County and State arterial highway system. The collector street plan was needed to ensure that the transportation system needs were addressed as future development proposals were considered by the City.

This study assumed the Argenta Trail alignment shown in the RRSVS. It provided a high-level plan for the City collector street system and showed where the different types of access to county and state highways would be permitted under those agencies' current access spacing guidelines.

The latter two studies were completed during the economic downturn that started in the late 2000s. In late 2013, with residential development rebounding, City and County staff determined that a more detailed study of Argenta Trail was needed for a number of reasons. The developer of the Argenta Hills residential development wanted to complete that development. The final right-of-way needs for the west end of Amana Trail were needed to determine how the Argenta Hills development would be completed. In addition, the Minnesota Department of Transportation (Mn/DOT) had programmed funding for safety improvements at the intersection of TH 55 and Argenta Trail in 2016. The final alignment of the continuation of four-lane section of CSAH 28/63 (Yankee Doodle Road/Argenta Trail) needed to be coordinated with the MnDOT project. Finally, additional property owners abutting Argenta Trail, north of TH 55, wanted to develop their land. The right-of-way needs for the intersection of Argenta Trail (CSAH 63) and TH 55 needed to be determined for their land.

The City and the County entered into a Joint Powers Agreement (JPA) in September 2014 for the purpose of preparing a feasibility study, preliminary design and final design for a project that will extend the four-lane segment of County State Aid Highway (CSAH) 28/63 from its current end point at the intersection with Argenta Trail (about 1400 feet south of TH 55), through its intersection with TH 55 to a point north of its intersection with Amana Trail. This is the area referred to as the "South Project Area".

Both the City and the County have South Argenta Trail project in their current five-year capital improvement plan (CIP). Both CIPs also include a study for the future alignment of Argenta Trail, north of the South Project Area, in 2016. Due to questions raised in the review process for the Blackstone developments concerning providing right-of-way for future Argenta Trail, the schedule for the second study was accelerated. The City and the County approved an amendment to the aforementioned JPA in November 2014 to add the second study (now referred to as the North Study Area) to the contract that was created for the South Project Area.

Once the detailed alignment alternatives for the South Project Area were developed, it became apparent that the choice of an alignment for the future (North Study Area) right-of-way corridor affected the alignment of the construction tie-in from the new (South Project Area) four-lane Argenta Trail segment to the existing two-lane section to the north. The alignment

selected for the North Study Area affects the number of total property acquisitions required for the South Project Area.

PUBLIC INPUT

The study process included a substantial public involvement program. Two large study area open houses were held. Two targeted neighborhood meetings were held (North Area neighborhood and 77th Street neighborhood). More than 20 meetings have been held with individual property owners.

In addition to posting all meeting presentation information on the County website, a topical summary of concerns raised at each meeting was included in project updates. The City Council was provided with copies of all comment cards, letters or emails received to date. The City Council has discussed this issue at two meetings to date.

STUDY RESULTS

On March 17, staff from Kimley-Horn and Associates, Inc. will present a summary of the study process and the reasons for the project management team's recommendations. A summary of those recommendations follows:

South Project Area (County Project 63-25, City Project No. 2014-11)

Alignment 2 is recommended. It meets the design goals. It would require eventual total acquisition of four homes/properties. It has the least impact of the Magellan pipelines. It has substantially fewer impacts to regional drainage basins than Alignment 3. It allows for the possibility of a future interchange at TH 55 with the proposed right-of-way acquisition for the project. As noted earlier, the Council has already chosen Alignment 2 as their preferred alternative.

North Study Area Alignment

Five alignment alternatives were considered. The project management team recommends alignments 2 and 3 be removed from consideration due to the cost of the Xcel transmission line impact and the impacts on regional storm water basins.

Alignments 1, 4 and 5 are left for the Council's consideration. All of these alignments meet the project design goals. However, Alignment 5 has less desirable curvature and intersection design, and it is the longest alignment and likely the most costly to construct. Alignment 4 has the greatest impact on the preliminary plat for Blackstone Ridge, and Alignment 1 has the greatest long-term impact on the existing neighborhood located east of Argenta Trail and north of 70th Street. Alignment 1 would also require the total acquisition of one more home (compared to alignments 4 and 5) along the west side of Argenta Trail, south of 70th Street, to construct the road connection tie-in from the South Project Area to existing Argenta Trail.

At the February 23rd Council meeting, the neighborhood adjacent to the proposed Blackstone Ridge development presented another alignment alternative for the right-of-way corridor for future Argenta Trail, referred to as Alignment 3A. Scott Thureen, Public Works Director, prepared a summary memo for the March 9 City Council meeting giving them an update on the analysis of this alternative. The memo is attached to this report for background information for the Planning Commission.

TIME TABLE FOR PLANNING COMMISSION AND CITY COUNCIL APPROVALS OF THE COMPREHENSIVE PLAN AMENDMENT

Condition #29 of the Preliminary PUD approval for Blackstone Ridge states that the Council shall make a determination on the alignment of Argenta Trail by April 27, 2015. This includes the Council's decision on selection of alignment option 2 in the South Project Area (City Project No. 2014-11) and selection of one of the six alignment options in the North Area Study. Due to the tight time frame, a meeting schedule was determined early on. While some steps may seem out of order, the sequence was determined by procedures for both the public hearing on the comprehensive plan amendment and for advertising City Project 2014-11. The following is the schedule for these approvals:

Tentative Schedule

March 17	Planning Commission	Public Hearing for Comprehensive Plan Amendment to address final alignment of Argenta Trail. Presentation and then extend hearing to April 7th.
March 23	City Council	Discuss and choose an option for Argenta Trail alignment.
April 7	Planning Commission	Continuation of hearing for Comprehensive Plan Amendment to address final alignment of Argenta Trail. Planning Commission to make recommendation.
April 13	City Council	Meeting to take action on the Comprehensive Plan Amendment for the chosen alignment for Argenta Trail. (Potential continuation to April 27).
April 27	City Council (if necessary)	Second meeting date for Council to take action on Comprehensive Plan Amendment for Argenta Trail. Council to make final decision.

ACTION

The purpose of the meeting on March 17 is to open the public hearing on the comp plan amendment, take testimony and then hold open the public hearing and continue the meeting to April 7, 2015 in order to get more direction from the Council on the preferred alignment of

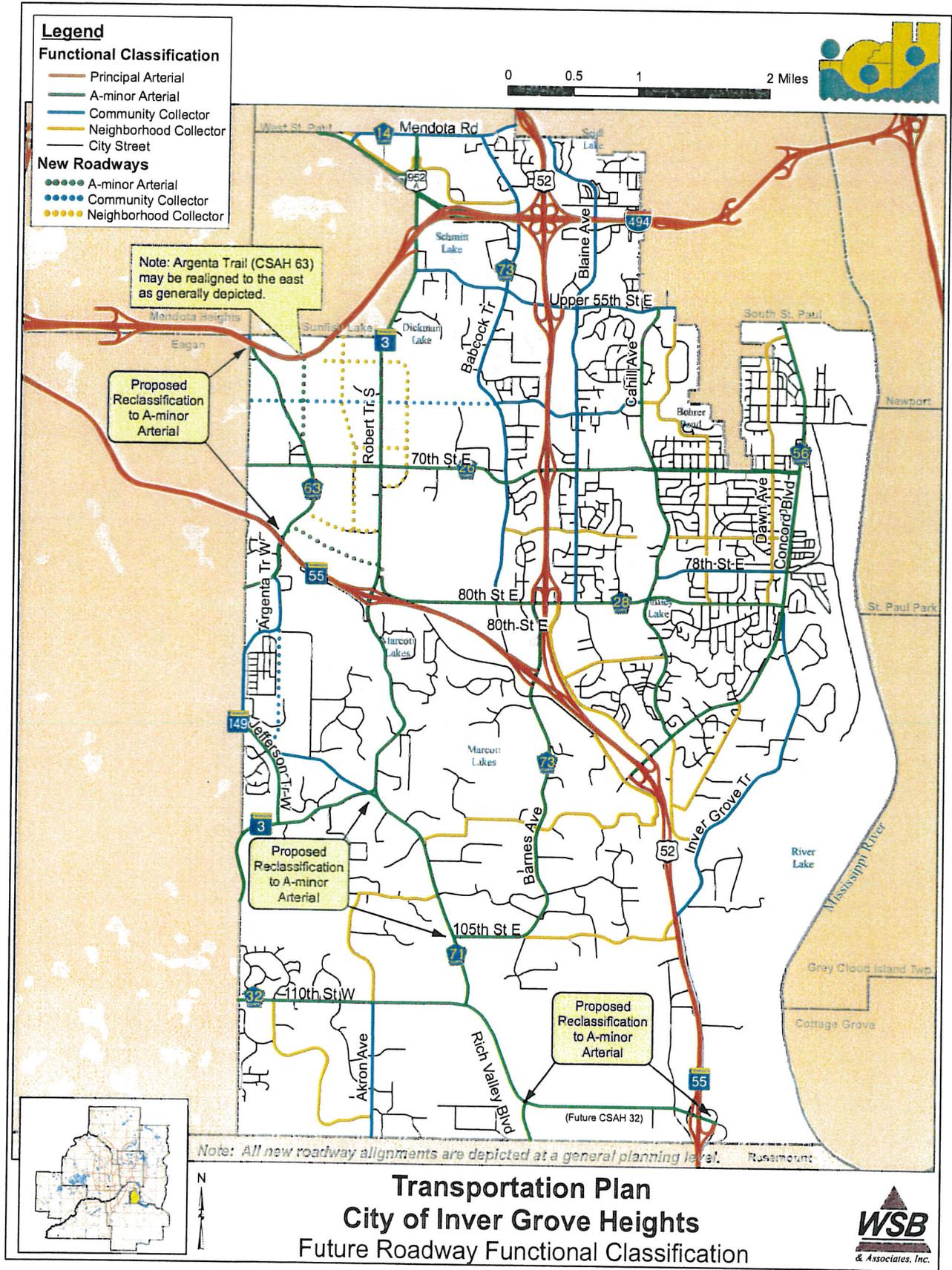
Argenta Trail. Again, city staff and the consultant used on the study will present the options on the 17th. On March 23, staff will present the findings of the analysis of Alternative 3A to the City Council and Council is to then make a determination on the preferred alignment of Argenta Trail. The Planning Commission will then take the direction from the City Council and make a recommendation on the comprehensive plan amendment relating to the alignment of Argenta Trail on April 7.

Attachments:

- Existing Map from the Comprehensive Plan showing the current alignment of proposed Argenta Trail
- Memo dated March 9, 2015 from Public Works Director titled "Argenta Trail North Study Area Update - Alignment 3A"
- City Council Minutes from 2/2/15 and 2/23/15
- Argenta Trail (CSAH 28/63) Realignment South Project (CP-63-25)
- Argenta Trail (CSAH 28/63) Realignment North Study Area

5 Transportation

Figure 5.15: Future Roadway Functional Classification



CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Argenta Trail North Study Area Update – Alignment 3A

Meeting Date: March 9, 2015
 Item Type: Regular
 Contact: Scott D. Thureen, 651.450.2571
 Prepared by: Scott D. Thureen, Public Works Director
 Reviewed by: *SDT*

Fiscal/FTE Impact:	
<input checked="" type="checkbox"/>	None
<input type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input type="checkbox"/>	Other:

At the February 23, 2015 City Council meeting, the neighborhood adjacent to the proposed Blackstone Ridge development presented another alignment alternative for the right-of-way corridor for future Argenta Trail, referred to as Alternative 3A. The developer of Blackstone Ridge agreed to consider this alignment, and staff was directed to meet with the neighborhood, the developer, County staff and the project consultant to discuss the ramifications of the proposed alignment. One of the new aspects of this proposal was the offer by the owners of two parcels in the neighborhood to allow storm water ponding to be constructed on their property to help offset the impact of the loss of most of the existing regional storm water basin that would be impacted if Alignment 3A was selected.

As a result of this activity, no Council action was taken regarding an alignment for the right-of-way corridor for future Argenta Trail in the North Study Area. Staff was directed to bring the results of this meeting back to the March 9, 2015 Council meeting.

Two meetings were held. On Wednesday, February 25, 2015, the aforementioned large group meeting was held. The consultant for the Argenta Trail Study prepared a preliminary concept plan showing an alternative for mitigating the loss of storm water storage due to the road alignment going through most of an existing regional basin. The developer's engineer also presented a concept plan with the same purpose. His plan also showed a concept for a revised plat that included 72 lots (versus the 118 lots in the City-approved preliminary plat for Blackstone Ridge).

While many aspects of the proposed alignment were discussed, the primary concerns/questions posed by the neighborhood representatives were: the large size of the proposed ponding area on portions of the two parcels that had been offered for consideration, the acquisition of the necessary land and the timing of that acquisition, the potential impact of the pond on the local surficial groundwater table and potential basement groundwater seepage issues.

On Friday, February 27, 2015, the property owners who had offered portions of their property for ponding called staff to notify them that upon review of the impact to their property, they were withdrawing their offer.

A second meeting was held on Monday, March 2, 2015 with the developer, his attorney and engineer, representatives from the proposed builder, County and City staff. The purpose of this meeting was to discuss the concept plat and drainage plan that the developer's engineer had presented at the February 27 meeting and to determine whether all of the stakeholders could reach an agreement on the viability of Alignment 3A. The impacts due to mitigating the loss of the regional basin were discussed; along with the concept of the developer, County and City

sharing some storm water storage facilities. Expectations for the future county road right-of-way acquisition via dedication and acquisition were discussed, as was the overall impact to the number of lots (as compared to the City-approved preliminary plat). The developer's team proposed a combination of items that, in their opinion, would result in a plan they could support.

City and County staff will need time to review what was proposed. (As of March 5th, staff was waiting for the developer's engineer to provide a memo clarifying the suggestions that team presented at the March 2nd meeting.) Finding a plan to mitigate the loss of storm water storage that is acceptable to all stakeholders will be a challenge. In addition, County staff asked that this concept plat be brought before the County Plat Commission as soon as possible for review and comment to allow the other County staff involved in the plat approval process to provide their input.

The overall timeline was discussed. The current schedule is being driven by condition number 28 in the resolution approving the preliminary plat for Blackstone Ridge that states, "Final plat approval is subject to approval by the City of a comprehensive plan amendment to the transportation plan to the effect that realigned Argenta Trail will not be placed in the plat of Blackstone Ridge. The City shall use its best efforts to schedule studies, review and hearings so that the Council can vote on the Comprehensive Plan Amendment to the transportation plan on or about April 27, 2015." The developer stated that he does not want to extend that decision date.

Discussion between City and County staff resulted in this revised schedule of action items to meet the April 27, 2015 deadline.

Tentative Schedule

March 9	City Council	Update on status of Alignment Alternative 3A
March 17	Planning Commission	Public Hearing for Comprehensive Plan Amendment to address final alignment of Argenta Trail. Presentation and then extend hearing to April 7th.
March 23	City Council	Discuss and choose an option for Argenta Trail alignment.
March 23	County Plat Commission	Review new 72 lot concept plat for Blackstone Ridge.
April 7	Planning Commission	Continuation of hearing for Comprehensive Plan Amendment to address final alignment of Argenta Trail. Planning Commission to make recommendation.
April 13	City Council	Meeting to take action on the Comprehensive Plan Amendment for the chosen alignment for Argenta Trail. (Potential continuation to April 27).
April 14	County Physical Development Committee	Review of City Council approved alignment.
April 21	County Board	Consider approval of City Council approved option for Argenta Trail alignment.

Tentative Schedule (Cont.)

April 27	City Council (if necessary)	Second meeting date for Council to take action on Comprehensive Plan Amendment for Argenta Trail. Council to make final decision.
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Staff will continue to work with the developer, through the aforementioned schedule, and be prepared to recommend an alignment option that is supported by the City, County and developer; or absent that return to the options that meet the greatest number of study objectives so that the options can be forwarded to the Planning Commission for consideration at the April 7th meeting.

the commercial district.

Mayor Tourville questioned if the Council had to decide on the final design option.

Mr. Kaldunski stated staff was looking for direction with respect to what design option the Council would prefer. He noted staff felt the best investment for the City was option four.

Councilmember Bartholomew questioned if there was a cost estimate for the proposed retaining wall.

Mr. Fosmoe stated the preliminary cost estimate was a couple hundred thousand dollars for the retaining wall to protect the existing wetlands.

Councilmember Bartholomew questioned if there was any grant money available for the project.

Mr. Kaldunski stated staff would research and pursue those types of opportunities.

Mayor Tourville questioned if the City would continue to allow parking along Broderick Boulevard.

Mr. Fosmoe the initial thought was to restrict parking along Broderick. He noted that still needed to be further discussed with the college. He explained based on initial discussions it appeared the college was in favor of restricting parking because their students should be parking in their designated lots.

Councilmember Hark questioned if the life cycle cost represented the average cost per year for the City to maintain the road.

Mr. Kaldunski stated it was the life cycle cost for the entire 50 years.

Mr. Fosmoe explained it represented the cost per year for maintenance and construction.

Mayor Tourville stated the life cycle cost for option four was less than for option two.

Mr. Kaldunski stated the major advantage with option four was the two (2) foot subbase. He explained staff believed that subbase would address the tenting problems along the roadway.

Councilmember Hark questioned if there would be a problem with tenting if concrete was used.

Mr. Fosmoe explained option two would not fix the road subgrade where the main problem occurs.

Mayor Tourville option two should not be considered if it would not fix the subgrade.

~~The Council directed staff to move forward with design option four~~

4. ARGENTA TRAIL REALIGNMENT STUDY UPDATE

Mr. Thureen explained when the City and County first started discussing the future alignment of Argenta Trail the primary focus was on the south project area. Both agencies were interested in a study that would provide for the extension of the four-lane section of CSAH 28 north across T.H. 55 to the intersection with Amana Trail. The project would include construction of the final section of Amana Trail to city collector street standards to obtain a full access intersection at Argenta Trail and Amana Trail. The south project would also include determining an alignment for the relocation of the existing local street connection to Argenta Trail at 77th Street because with the improvement to a four-lane section its proximity to the intersection at Argenta and T.H. 55 would not be safe for a full access intersection. Three (3) alternative alignments were developed for Amana Trail and staff was still gathering engineering information to prepare a recommendation for the local street connection. He stated the goal for the south project area would be to have a project in place for 2016 construction.

Mr. Thureen stated the north project area was not originally included in the study. City and County staff made the decision to include the north project area because a condition of approval for the preliminary plat of Blackstone Ridge indicated that the City needed to address the right-of-way for the future Argenta Trail. Additionally, staff found in the south project area that a decision was needed regarding the future alignment of Argenta Trail going north from Amana Trail in order to determine how to tie into the four-lane roadway. Five (5) different alignments were developed for the north project area. He stated at this point staff had a recommended alignment for Argenta Trail in the south project area, but did not have a

INVER GROVE HEIGHTS CITY COUNCIL WORK SESSION – February 2, 2015

recommended alignment at this time for the local street connection or the north study area.

Brian Sorensen, Dakota County Assistant Engineer, provided a historical overview of the regional roadway system visioning study that was done to look at the transportation system in Inver Grove Heights, Eagan, Sunfish Lake, and Mendota Heights. He explained each of the cities, in addition to the County, Mn/DOT, and the Federal Highway Administration participated in the regional study to identify a long-term roadway system vision for improvements in the area to address the needs arising as the result of growth. Five (5) different system alternatives were examined as well as three (3) alternatives for interchanges along 494. He reviewed the adopted system vision that was approved by each of the respective agencies in the summer of 2010. The adopted vision included improvements to Argenta Trail. The study recommended consideration of a high volume, high capacity intersection or an interchange in the long-term at T.H. 55 and Argenta Trail to deal with the increased volume of traffic that would result from an interchange at 494. He note the design currently being discussed for Argenta and T.H. 55 needed to account for a potential future interchange. The study's recommendations for Argenta Trail itself called for a six-lane roadway with half-mile access spacing to support the anticipated traffic volumes.

Bill Klingbeil, Kimley Horn, reiterated a recommendation was prepared for the south project area. He explained the project goals were to improve safety at the T.H. 55 intersection, accommodating projected traffic growth, and upgrading the roadways to current design standards. He noted the existing Argenta Trail did not meet current design standards. Three (3) alignment alternatives were considered and each of the alternatives met the specified project goals. He reviewed the criteria that were used to evaluate the alignment alternatives. The feedback received from the public indicated a desire to keep the alignment similar to what already existed. Project management staff attempted to keep the proposed alignment as close to the current alignment as possible while still meeting the design standards and project goals. The first alignment considered did avoid the Northwest Area regional basins but did not fix the skewing at the intersection, resulted in poor sight angles and other safety concerns, and would have a significant impact on the surrounding neighborhood. The first alignment alternative also landed directly on the Magellan pipeline and would be very expensive to relocate. The second alignment fixed the skew angle issue at the intersection, had better horizontal curves that met the design standards, minimized the impact on the regional basins, and generally avoided the Magellan pipeline. He noted the second alternative was the best balance between meeting the design criteria and reducing the right-of-way and utility impacts. The third alignment alternative was the straightest and most easterly alignment, but went directly through the regional basins and did not achieve the required drainage features for the corridor. He stated open houses were held as well as individual property owner meetings to discuss the alignment alternatives and gather public input. The general feedback was that the need for the project was understood but there were major concerns regarding right-of-way impacts. He explained with respect to the south project area the City Council would be asked to take action on the alignment recommendations at their regular meeting on February 23rd and the County Board would take action on March 17th. If approved by the City Council and the County Board the right-of-way acquisition process would start in March or April and the final design process would start in early 2016 for construction in the summer of 2016.

Mr. Klingbeil discussed the 77th Street alignment for the local street connection. He explained the current alignment had a connection to Argenta Trail that was extremely close to the intersection of T.H. 55 and Argenta. He stated the intent would be to make modifications to obtain a full access intersection with two access points for the neighborhood. Three (3) alternatives were considered. Alignment A pushed the existing 77th Street intersection to the south. He stated the alternative had some property impacts but maintained the neighborhood connection and traffic pattern and was close to the existing location. Alignment B modified the connection to the neighborhood via Rolling Hills Drive. The alignment would alter traffic patterns and it would impact the City of Eagan. Alignment C created two (2) offset intersections and the traffic volumes were still being reviewed to determine if the separation of the intersections was warranted. He noted each of the alignments posed concerns related to property impacts and rerouting of traffic or changing traffic patterns. He stated another neighborhood meeting was

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scheduled for February 11th to review the local street connection at 77th Street. He explained the Council would also be asked to consider an alignment recommendation for the local street connection at their meeting on February 23rd.

Mr. Klingbeil stated the study for the north project area considered how to plan for a future interchange at 494. Right-of-way corridors up to 200 feet wide had to be considered to accommodate a future six-lane roadway. The study would also provide guidance for future development to the north. Staff did consider a no interchange alignment to address the question of what would happen if an interchange at 494 was never constructed. He explained improvements would still be required because the corridor would still need to handle increased traffic capacities as a result of growth. Five (5) alignment alternatives were analyzed and all of them met the project goals to varying degrees. He stated the evaluation matrix had numerous criteria to attempt to find a differentiating factor between the alignment alternatives. He reiterated the no interchange option still showed expansion and right-of-way impacts and overall would not support the projected growth. He noted none of the five (5) alignments stood out from a cost perspective. The first alignment was located to the west of the power lines. He explained it would be a direct alignment to the future interchange but there would be substantial impact to the neighborhood. Ten (10) total acquisitions and 20 impacted parcels were estimated. The second alignment was centered on the existing power lines and would require a future relocation to the west. He explained it straddled the property line between Blackstone and the existing neighborhood. He stated the option still involved substantial neighborhood impacts as six (6) total acquisitions and 19 impacted parcels were estimated. He noted the alignment went right through one of the larger basins in the area and also impacted the power lines. The thought was that alignment would be implemented in a phased approach over time with the power lines eventually being relocated. He stated it would be a risk to assume that the power lines could be moved at some point in the future and the estimated cost of relocation was approximately \$1 million per mile. The third alignment moved the road onto the Blackstone property and along the eastern edge of the neighborhood. He stated the option would also involve the relocation of power lines to the west and would require a new easement for the power lines as the road expanded. He noted the alternative would allow for a direct alignment to the future interchange. The alignment would require four (4) total acquisitions and would have major impacts to the regional basins. The fourth alignment was located further to the east and avoided impacts to the neighborhood and regional basins while providing a direct alignment to a future interchange. One (1) total acquisition and ten (10) impacted parcels were estimated. He noted the alignment would sever 14 acres of the Blackstone Ridge development. The fifth alignment was located as far east as possible to still allow the ability to tie into an interchange. He stated it also avoided major impacts to the regional basins but was a less preferred roadway intersection design approach because there were a lot of curves in the roadway and some of the intersections would have slight skews. One (1) total acquisition and 11 impacted parcels were estimated. The alignment would sever ten (10) acres of the Blackstone Ridge development. He explained the fourth and fifth alignment options had costs associated with temporarily connecting to the existing alignment and over time additional costs would be incurred to implement the new alignment. The other alignment alternatives did not have similar costs because what would be initially constructed would tie into the future roadway. He stated a lot of comments and feedback were received and the neighborhood was generally opposed to alignments 1, 2, and 3 and would prefer alignment 5. The property owners and developers expressed concerns regarding the impact on future development potential and the severing of parcels. He explained it was difficult to estimate the right-of-way costs in the north project area because the value of the undeveloped parcels in the area were fluctuating based on the stage of development they were in. An estimated cost range was provided to account for the fact that the north area was not slated for immediate construction and various factors would change between now and when construction actually occurred.

Councilmember Piekarski Krech stated with respect to the south alignment her concern had always been the intersection of Argenta and T.H. 55 and what was shown on the plans for the recommended alignment did not look like a full interchange. She questioned if there was a plan for north-south access in both directions.

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Mr. Thureen stated there was a concern from the property owners on the north side regarding the right-of-way needs for a future interchange. He explained a full access interchange was anticipated but what was shown on the map was a folded diamond on the north side to allow those property owners looking to develop to understand the future plans for the interchange. He noted Argenta would eventually go over T.H. 55 but would remain at grade right now. The point of the study was to try to develop a design that would be the least costly to convert to an interchange in the future.

Mayor Tourville stated he heard Mn/DOT had moved the future interchange up on the project schedule to be looked at sooner because of impending development in the area.

Mr. Thureen stated he was not aware that had occurred.

Mayor Tourville questioned where the future interchange was slotted on the County CIP schedule.

Mr. Sorensen stated the south project was slated for construction in 2016.

Mr. Kuntz questioned what the Council would be expected to vote on at the meeting on February 23rd.

Mr. Thureen stated the Council would be asked to approve an alignment for the south project area including Amana Trail and the 77th Street reconnection. The Council would also be asked to make a decision regarding the future alignment of Argenta Trail to the north.

Mr. Kuntz stated in March of 2015 the County indicated an intent to start the right-of-way acquisition process for the south project area. He questioned if the County expected the City to pay for the acquisitions.

Mr. Thureen explained the Council would consider a joint powers agreement with the County if the project was ordered for construction that would include stipulations regarding right-of-way acquisition. He stated no property would be acquired until the joint powers agreement and funding mechanisms were approved.

Mr. Sorensen stated before any money was spent an agreement with the City would be coordinated.

Councilmember Piekarski Krech questioned if the City would lose the intersection at Robert Street if Argenta Trail was moved so far to the east. She opined she could not approve the alignment for the south project area without knowing that information.

Mr. Sorensen stated staff was in the midst of discussions with Mn/DOT. He explained they were required to submit layout plans to Mn/DOT for review and approval because work would be done within their right-of-way. He stated one of the issues that needed to be worked through was the implications for people coming off the ramp at T.H. 3 to the new intersection location. He explained the County's opinion was that the realignment was not substantial enough to directly impact what would happen with a future interchange.

Councilmember Piekarski Krech questioned if the interchange at Robert Street would be eliminated when the future folded diamond interchange at T.H. 55 and Argenta was constructed. She opined the City could not afford to lose any interchanges.

Mr. Sorensen stated it was unknown at this point because there would be less than $\frac{3}{4}$ of mile between the interchanges and Mn/DOT may not agree to allow both interchanges for safety reasons.

Councilmember Piekarski Krech stated she would not agree to another interchange that had the same design as the existing interchange at Barnes Avenue.

Mr. Thureen stated Mn/DOT would not be able to provide a definitive answer until the point at which the full interchange was considered for construction because the plans would be subject to the design standards in place at that time.

Mayor Tourville opined that the interchange at T.H. 55 and Argenta had to be designed in such a manner that the City would be able to retain the interchange at Robert Street. He stated staff needed to communicate the City's position regarding the interchanges to Mn/DOT. He noted no one was interested in a design that was not safe.

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Mr. Sorensen stated they would ask Mn/DOT whether the recommended alignment at T.H. 55 and Argenta Trail would impact the interchange at T.H. 3 in the future.

Councilmember Piekarski Krech stated the City needed to know how to keep both interchanges.

Mr. Sorensen stated at this point in time Mn/DOT did not support an interchange at T.H. 55 and Argenta and their future approval would be subject to the traffic conditions over time.

Councilmember Piekarski Krech stated if Mn/DOT left the intersection at grade it would be unsafe. She opined the City needed accesses.

Mayor Tourville stated the traffic volumes had to support the need for an interchange before Mn/DOT would consider approval.

Mr. Sorensen stated he was not sure that Mn/DOT would be willing to devote a lot of time to the issue at this point because it is unknown when the traffic volumes might reach a level that would warrant a full interchange.

Mayor Tourville suggested that staff communicate with Mn/DOT that the City did not want to lose the interchanges at Robert Street and T.H. 55.

Councilmember Bartholomew questioned how close the City was to meeting the requirements for a full access interchange at T.H. 55.

Mr. Sorensen stated that would be a question for Mn/DOT because it was dependent on the design, how the ramps came into the through lanes, and the merge and diverge points.

Councilmember Bartholomew questioned if the proximity of the interchanges was done in other locations in the metro area.

Mr. Sorensen stated the $\frac{3}{4}$ mile separation between interchanges was extremely tight and he opined it would be very difficult to get Mn/DOT to agree to full interchanges at both locations. He suggested asking Mn/DOT if the location difference between alignments 1 and 2 would substantially affect the discussions in the future regarding the interchange at T.H. 3.

Tim Donarski, 3255 Black Oak Drive, Eagan, questioned if staff was still waiting on information related to the Magellan pipeline and its potential relocation.

Mr. Klingbein stated staff worked on a design that would not require relocation of the pipeline.

Deborah Van, 6660 Argenta Trail, questioned if the interchange at 494 or T.H. 55 had potentially been moved ahead on the State's project schedule.

Mayor Tourville stated the interchange at T.H. 55 may be moved ahead on the project schedule for consideration.

Nikki Abbott, 6720 Argenta Trail, questioned why Robert Street could not be widened and used as the main corridor.

Mayor Tourville stated Mn/DOT would not agree to widen Robert Street.

Mr. Sorensen explained when the growth in the entire south metro was studied it was determined that all of the improvements included in the regional study would be needed to handle the future traffic volumes. He noted that did not account for how the comprehensive plans would evolve over time. He stated the plan does call for eventually expanding T.H. 3 to four lanes and Mn/DOT was not currently prepared to do that. He reiterated all of the improvements needed to happen, including the improvements to Argenta Trail.

Mr. Kuntz stated in the planning process for the Blackstone development the City told the developer that it would make a decision regarding the transportation plan for the north area by April 27th. He questioned if the Council would be asked to select one of the five alternatives for the north segment on February 23rd.

Mr. Thureen replied in the affirmative. He explained staff needed the decision to finalize the design for the south project.

Councilmember Bartholomew questioned if the City could potentially lose access at T.H. 3 and 494.

Mr. Thureen stated the spacing between those interchanges was in excess of a mile and he did not believe that interchange would be in jeopardy.

Dennis Wolfe, 6742 Argenta Trail, opined that the Council was trying to make decisions on an accelerated schedule before having all of the necessary information and it was frustrating for the residents in the community.

Mayor Tourville stated the City was going through a planning process to try to work through the available information to make an informed decision.

5. ABATEMENT ORDINANCE

Bridget McCauley Nason, LeVander, Gillen, & Miller, presented an ordinance amendment related to public nuisances on private property. The ordinance amendment proposed changes to Title 5, Chapter 9 of the current City Code related to public nuisances on property. In 2006 and 2007, the Council adopted an ordinance that prohibited various nuisances on property. She clarified the changes being proposed deal specifically with nuisance conditions on property that are outside of zoning regulations. She stated the proposed amendments do not address personal conduct nuisances. The proposed changes would address the right of the City to abate specific nuisance conditions on property and provide for an expedited process to allow the City to abate nuisances in emergency situations. Under the current ordinance the City did have abatement authority but it was limited to those situations in which there was a threat to public health or safety. The proposed amendment would allow for the costs of abatement of a variety of public nuisances to be assessed against the private property. The amendments would allow for the abatement of junk vehicles, junk, or exterior storage that may not meet the current definition of a hazardous property nuisance. If the abatement authority was expanded, the intent of the enforcement staff would be to use the authority sparingly as a tool to complement what already exists in the code in an effort to address higher profile situations. She provided an overview of the major amendments that were proposed. The definition of a public nuisance on private property was amended to clarify that the accumulation of rubbish, debris, and garbage on the exterior of property would constitute a public nuisance. The major change to the ordinance related to the enforcement of public nuisance on private property whereby the process for abatement was now specifically outlined in the ordinance.

Councilmember Piekarski Krech clarified that the changes would allow the City to abate a nuisance sooner than staff had been able to in the past.

Ms. Nason replied in the affirmative.

Mr. Kuntz stated when the nuisance ordinance was originally adopted the power of the City to abate nuisances was limited to hazardous situations in which there was a threat to public health or safety. Over time it became apparent that there needed to be a process in place for the City to abate nuisances that were not necessarily hazardous but still needed to be addressed as nuisances.

Councilmember Mueller questioned how enforcement staff would identify what was junk.

Mr. Kuntz stated clear definitions were built into the ordinance.

Councilmember Bartholomew suggested putting the proposed ordinance on the website and in the next issue of Insights to inform the public the Council would be considering the amendment.

6. ADJOURN

The meeting was adjourned by a unanimous vote at 10:04 p.m.

proposed to be located. The proposed gazebo site would be located towards the tip of the bluffline ridge. He stated the lot was also created prior to the adoption of the critical area zoning regulations. He explained there was a lot of discussion at the Planning Commission public hearing as to what would be an appropriate use of the property. He stated there was a general consensus that some of the variances were necessary in order to make the lot buildable. An agreement was reached that the building pad should be 35 feet by 65 feet in size and setback ten (10) feet from the bluffline, and that grading should be allowed to create a storm water management facility down slope. The disagreement related to the variance for the gazebo as both Planning staff and the Planning Commission did not find the variance to be necessary in order to make a reasonable use of the property.

James Cunningham, applicant, stated he wanted to make it as easy as possible for whoever purchased the lot to build a home. He explained when the issue was first discussed with City staff the engineer suggested including a pad for a gazebo. He noted he was not even sure that anyone would want to build a gazebo on the property and he did not want to jeopardize the sale of the lot over that variance.

Mayor Tourville stated the bluffline guidelines were originally established by the DNR and it was unlikely that the variance for the gazebo would be approved because it was not necessary to make the lot buildable.

Councilmember Hark commended the applicant for finding a compromise at the Planning Commission meeting.

Motion by Bartholomew, second by Hark, to adopt Resolution No. 15-28 approving a Variance to allow a 10 foot setback from bluffline for a 35'x65' building pad and to allow grading to occur on slopes greater than 18% for the storm water design and Resolution No. 15-29 denying a Variance to allow a gazebo with a 15 foot setback from bluffline

Ayes: 5

Nays: 0 Motion carried.

PUBLIC WORKS:

C. CITY OF INVER GROVE HEIGHTS: Consider the following actions:

- i) Receive Preliminary Design Reports for Argenta Trail (CSAH 28/63) Realignment South Project (City Project No. 2014-11), Argenta Trail (CSAH 63) Realignment 77th Street Area Study (City Project No. 2014-11), Argenta Trail (CSAH 63) Realignment North Study Area
- ii) Consider Resolutions Adopting an Alignment for the South Project Area, an Alignment for the 77th Street Connection, and an Alignment for the North Study Area Future Right-of-Way Corridor
- iii) Consider Resolutions Scheduling a Public Hearing at the Planning Commission to consider a Comprehensive Plan Amendment for the New Road Alignments

Mr. Thureen stated the Council was provided with a hard copy of a letter received late in the afternoon from the attorney representing Mr. Deanovic. He noted all other correspondence related to the item that had been received to date was previously provided to the Council. He stated an update of the text for the north area study was also provided prior to the meeting. He explained when the study began the focus was on the south project area. The goals of the study were to determine a preliminary design for a realignment of Argenta Trail to extend the existing four-lane segment from Yankee Doodle Road across T.H. 55 north to Amana Trail. The project was to include safety improvements at the intersection with T.H. 55, completion of the construction of Amana Trail, and realignment of the existing local street connection to Argenta Trail. As staff worked on the study for the south project area the preliminary plat for the Blackstone properties was approved. Several of the conditions of approval spoke to going through the process to determine the alignment for the future county road in relationship to the Blackstone plat. Once staff analyzed in detail the point at which the new four-lane segment would transition back into the two-lane stretch of existing Argenta Trail, it was determined that the acquisitions that would be required to facilitate the transition varied based on the alignment that would be chosen for the future right-of-way

corridor going north. Because of those factors the contract with Kimley-Horn was amended to add the north project area to the study while maintaining the original schedule to ensure that deadlines were met for construction of the south segment in 2016 and the conditions outlined in the Blackstone preliminary plat approval.

Brian Sorensen, Assistant County Engineer, provided an overview of the Regional Roadway System Visioning Study that was commissioned in 2009 by Dakota County, Eagan, and Inver Grove Heights in conjunction with Mendota Heights, Sunfish Lake, Mn/DOT, and the Federal Highway Administration. At that time 4,300 acres of land in Eagan and Inver Grove Heights were identified to be analyzed because of the growth that was coming to the area. It was also understood that there would be a lot of growth throughout the region that would generate transportation needs within the study area. The agencies involved in the study acknowledged that the transportation system would not be able to support the future planned growth that had been identified. The purpose of the study was to identify a long-term roadway system vision for transportation improvements in the study area to address the needs arising from future growth. Five (5) different alternatives were considered in the study for improvements to the roadway system. He noted that three (3) of the alternatives considered the addition of an interchange at 494 between T.H. 149 and T.H. 3. He reviewed the recommendations that were adopted by the study partners as the system vision. He noted that the study clearly identified a need for a system of improvements to address all of the growth coming to the region. He stated throughout the current process with Argenta many people inquired why other roadways in the area could not be improved in lieu of improvements to Argenta Trail. He reiterated that improvements to other roadways would be necessary in addition to the improvements that are needed along Argenta Trail. He noted the study also recommended consideration of a high volume, high capacity intersection or interchange in the long-term at T.H. 55 and Argenta Trail.

Mr. Sorensen discussed the regional study's recommendations that were specific to Argenta Trail. The segment between T.H. 55 and 494 showed projected traffic volumes that would warrant future improvements to a six-lane roadway. He explained that was why a 200 foot right-of-way corridor had been discussed throughout the process in relation to the north study area. The projected traffic volumes would require ½ mile access spacing for full intersections. The recommendations also included long-term coordination with transit needs and the need to avoid or minimize impacts to Hornbeam Lake. He noted the original undertaking was a system planning study so no specifics related to the future alignment or design of Argenta Trail were determined.

Bill Klingbeil, Kimley-Horn, reviewed the preliminary design report for the south project. The goals of the design for the south project area were to improve safety at the T.H. 55 intersection, accommodate projected traffic growth, upgrade roadways to current design standards, provide full access at Amana Trail, and accommodate the potential for a future interchange at T.H. 55. He stated three (3) alignment alternatives were developed and each of the alternatives met the project goals and priorities. The alignment alternatives were then evaluated against specific criteria including safety and operations, design standards, cost, right-of-way and utility impacts, and impacts to the Northwest Area regional basins. He noted the area was landlocked and drainage was a major concern.

The first alignment alternative for the south project area was the western most alignment and it matched the existing alignment of Argenta Trail where possible. He noted the alignment also generally avoided the Northwest Area regional basins. He explained the alignment was not recommended by the project management team because the skew angle at the intersection was not desirable.

Councilmember Bartholomew asked for a more detailed explanation of a skew angle.

Mr. Klingbeil explained T.H. 55 and Argenta Trail did not intersect at a 90-degree angle and it was difficult for drivers to see cars approaching from far away because of the acute angles at the intersection. He stated engineers try to design intersections so they are perpendicular. He explained the first alignment alternative was also not recommended because it was found that a long segment of the Magellan Pipeline would run directly underneath the road. He noted the existence of the pipeline made the alignment alternative cost prohibitive because of the cost implications of relocating the pipeline. Additional right-of-way impacts also contributed to the alternative not being recommended.

Mr. Klingbeil stated the second alignment alternative was recommended by the project management team. He explained the proposed alignment improved the skew angle at the intersection and the horizontal curves were flatter for increased safety and better drivability. He noted the road was designed using reverse curves to reduce the impact to the regional basins and protect the drainage feature. He explained the alignment alternative was recommended because it was the best balance of meeting the design standards and protecting the regional basins, and it reduced the overall right-of-way and utility impacts.

Mr. Klingbeil reviewed the third alignment alternative. He explained the alternative was the eastern-most alignment. It eliminated the skew angles at the intersection and it created the most desirable horizontal curves resulting in the straightest alignment. He stated the third alignment was not recommended by the project management team because it significantly impacted the Northwest Area regional basins and ultimately was not the right balance for the project.

Mr. Klingbeil discussed the public involvement in the process. He stated the project team hosted several open houses and attended numerous meetings with individual property owners. He explained the general concerns from the public related to property impacts. The development community expressed concerns related to the impact on future opportunities for development. He stated if the Council moved forward with approval of the second alignment alternative the County Board would consider approval of the recommendation on March 17th. Once an alignment was approved by both the City Council and the County Board staff would begin the right-of-way acquisition process in April/May of 2015 in anticipation of completing the acquisition and final design processes by the spring of 2016. He noted actual construction of the improvements would not start until mid-2016.

Councilmember Piekarski Krech questioned if the County Board was going to consider all three (3) alternatives or only the alternative selected by the City Council.

Mr. Sorensen stated all three (3) alternatives would be presented to the County Board along with an explanation of the process that had been completed. He explained ultimately the project management team would like the County Board to endorse one alignment for all of Argenta Trail. He noted a big part of the County's consideration would be what the City would like to see in terms of an alignment. He stated everyone involved wanted the City and the County to be on the same page and endorse the same alignment.

Mr. Klingbeil presented the preliminary design report for the 77th Street local connection to Argenta Trail. He stated the realignment of the local street connection was necessary because of the realignment of CR-28 and Argenta Trail. The goals of the project were to provide adequate spacing from the T.H. 55 intersection and to maintain full access from the 77th Street neighborhood to Argenta Trail and Yankee Doodle Road. Three (3) alignment alternatives were developed and evaluated against specific criteria including safety, design standards, cost, utility impacts, and right-of-way impacts.

Mr. Klingbeil reviewed the revised Alignment A. The revised alignment maintained the existing neighborhood connection routing via 77th Street, was the lowest cost alternative, connected to Yankee Doodle Road at the Argenta Trail intersection, and was a 90-degree intersection that accommodated the Magellan Pipeline crossing. Alignment B modified the connection to the neighborhood via Rolling Hills Drive and impacted the driving pattern through the neighborhood. Alignment C also modified the connection to the neighborhood via Rolling Hills Drive and connected to Yankee Doodle Road a ¼ mile west of the Argenta Trail intersection. He explained the County also required additional traffic studies to be completed to determine the best location for the intersection. The County took traffic counts at the existing intersections of CR-28 and 77th Street as well as CR-28 and Argenta Trail to analyze the vehicle delay for traffic exiting the neighborhood during the peak morning and afternoon rush hours. A sight line assessment, crash summary analysis, and a signal warrant analysis were also completed for the intersection of CR-28 and Argenta Trail. It was found that the operations of Alignment C would be better for traffic exiting the neighborhood, Alignments B and C would significantly redistribute traffic patterns through the neighborhood by approximately 1,400 vehicles per day, sight lines would be adequate for each connection point, current crash rates were near state-wide averages, and a signal would not be justified at CR-28 and Argenta Trail with any of the alignment options. He noted the need for a signal was

triggered by the traffic volume on the roads and a signal could not be constructed until the traffic volume reached the appropriate threshold. He explained the existing traffic pattern conditions were analyzed to determine what would happen if connections were made at either option B or C. He stated the existing traffic patterns remained the same with Alignment A. Alignment B rerouted the traffic through the neighborhood and increased the number of cars leaving the area from approximately 100 vehicles per day to 1,500 to 2,000 vehicles per day in the future. Alignment C similarly rerouted traffic through the neighborhood and increased the number of cars leaving the area to the estimated volumes shown for Alignment B. He stated through the public process there was support and opposition for each of the alignment alternatives. Many of the concerns were related to safety at the Yankee Doodle intersection and rerouting traffic through the Eagan neighborhood for options B and C. He noted there were property impact concerns for each of the alignments as well as concerns related to increased travel time when entering and exiting the neighborhood. He stated the speeding concerns related to 77th Street were addressed through the speed studies that were conducted as well as information provided by law enforcement patrolling the area. The conclusion was that a speeding issue had not been witnessed on 77th Street. He explained the project management team recommended adoption of Alignment A because it maintained the existing neighborhood traffic patterns, provided a full access intersection at Yankee Doodle Road, and it limited direct impacts to residential properties and right-of-way acquisition.

Councilmember Hark clarified that either Alignment B or C would also require approval from the City of Eagan.

Mr. Klingbeil replied in the affirmative. He noted that the City of Eagan was involved in the process.

Mayor Tourville questioned if a response had been received from Mn/DOT regarding potential loss of the interchange at T.H. 55 and T.H. 3.

Mr. Thureen stated Mn/DOT's responded that none of the alignments being considered would affect the existing interchange at T.H. 55 and T.H. 3.

Councilmember Piekarski Krech questioned if 77th Street currently connected to Rolling Hills Drive.

Mr. Klingbeil replied in the affirmative.

Councilmember Piekarski Krech questioned if it was assumed under Alignments B and C that the Eagan residents would be traveling through the neighborhood instead of going out to T.H. 149.

Mr. Klingbeil stated the new intersection created under Alignment B or C would generally draw more vehicles from Eagan because it would be located closer them.

Councilmember Piekarski Krech opined she did not like Alignment A because the intersection would be placed on a curve and it would be unsafe.

Mr. Klingbeil stated the existing intersection was located on a curve that did not meet the design criteria being used for the project. A sight distance analysis was conducted at the proposed location and it was found that there would be sufficient sight distance at the new intersection.

Councilmember Piekarski Krech stated she still had safety concerns because most people did not drive according to engineering standards. She opined she did not support any of the alignment options presented.

Councilmember Mueller questioned if the speed could be lowered on that stretch of the road.

Mr. Klingbeil explained speed limits were established by Mn/DOT.

Mayor Tourville stated he received some comments from residents questioning why Alignments B and C were not pursued further to see if the City of Eagan would be agreeable to either option.

Mr. Klingbeil stated in Alignments B and C, where the increased traffic volume was anticipated, the existing road was only 32 feet wide whereas 77th Street was currently 40 feet wide. He explained 77th Street was built to handle higher volumes of traffic. He noted Alignments B and C were both circuitous

routes and it did not seem feasible to send up to 2,000 vehicles through the area on a daily basis. He stated when making the alignment recommendation more factors were considered than just whether or not the City of Eagan would grant approval of an alignment.

Mr. Klingbeil reviewed the north area study. He explained the goals of the study were to plan for a future interchange connection at 494, identify a 200 foot right-of-way corridor, provide direction for alignment of south project area, and provide guidance for future development. He stated in order to finish the design for the south project area there needed to be an understanding of where the north alignment would be in the future. Five alignment alternatives were developed and evaluated against specific criteria including safety, design standards, regional basin impacts, right-of-way impacts, and project cost differential. He explained for the north study area ranges of project costs were assigned to each alternative because it was a long-term project and the costs would be dependent upon the stage of development properties were in at the time of construction.

The first alignment alternative was located to the west of the existing power lines, provided a direct alignment to the future interchange, and utilized the most existing right-of-way. Mr. Klingbeil explained the alignment would involve substantial impacts to the neighborhood with an estimated ten (10) total acquisitions and 20 impacted parcels. The total cost was estimated to be \$7.4 to \$8.7 million.

The second alignment was centered on the existing power lines and provided a direct alignment to the future interchange. He stated this alternative would require future relocation of the power lines to the west. The alternative had substantial impacts to the neighborhood with an estimated six (6) total acquisitions and 19 impacted parcels. He noted the alignment would have major impacts on the regional basins and power lines. The total cost was estimated to be \$7.8 to \$9.6 million.

The third alignment was located on the western 200 feet of the Blackstone Ridge development and the eastern property line of the existing neighborhood and provided a direct alignment to the future interchange. The alternative would require relocation of the power lines on the west side of the property line. Four (4) total acquisitions and 16 impacted parcels were estimated in addition to major impacts to the regional basins. The total cost was estimated to be \$8.4 to \$10.8 million.

Mr. Klingbeil explained since the last time the alignments were discussed with the Council there were more questions raised regarding the third alternative and what would happen if it was moved right next to the power lines. He stated alignment 3a was located within the 200 foot right-of-way on the Blackstone Ridge development, directly east of the power lines. The alternative would require relocation of the power lines south of 70th Street, but would provide a direct alignment to the future interchange. One (1) total acquisition and ten (10) impacted parcels were estimated. The alignment would result in major impacts to the regional basins as well as the power lines. The total cost was estimated to be \$7.3 to \$9.8 million.

The fourth alignment moved farther to the east to avoid both neighborhood and regional basin impacts and provided a direct alignment to the future interchange. One (1) total acquisition and ten (10) impacted parcels were estimated. He noted the alignment would sever 14 acres of the Blackstone Ridge development resulting in increased right-of-way acquisition costs. The total cost was estimated to be \$6.2 to \$9.3 million.

Councilmember Bartholomew questioned if the cost of the easement for the property to the south was included.

Mr. Klingbeil replied in the affirmative. He explained the fifth alternative was the eastern-most alignment possible within the design standards. The alignment avoided major impacts to the regional basins but was the least preferred alternative from a roadway and intersection design standpoint. One (1) total acquisition and 11 impacted parcels were estimated. Ten (10) acres of the Blackstone Ridge development would be severed. He noted there were also transition cost implications. He explained alignment alternatives 1, 2, and 3 were able to take advantage of the construction work being done in the south project area to avoid additional construction costs in the future. He stated the fifth alternative was also the longest alignment and would be more expensive in terms of construction costs. The total cost was estimated to be \$7.2 to \$10.2 million.

Mr. Klingbeil discussed the feedback received from the existing neighborhood. A majority of the concerns related to the potential impacts to properties and the community feel of the existing neighborhood. In general, the neighborhood expressed opposition to Alignments 1, 2, and 3 and preferred Alignment 5. The developers' concerns generally related to the impacts on planned and future development. He noted no general consensus on a preferred alignment was received from the developers.

Mr. Klingbeil stated after evaluating the alignment alternatives the project management team found that Alignments 2 and 3 were higher risk because of the need to relocate the power lines and the associated cost implications. He noted the project management team recommended eliminating Alignments 2 and 3 from consideration.

Mr. Sorensen discussed what each of the alignment alternatives would mean going forward and the plans for implementation. He stated with respect to the implementation of Alignment 1 there was no immediate need to acquire any property. He clarified the individual property owners would not be approached by the City or the County to purchase their property unless the property owner indicated an interest in selling. He explained property acquisitions were not likely to occur until such time that there were plans in place to move forward with an interchange at 494. He noted the entire process that would be required to move forward with an interchange project would take a long time. He stated it would be prudent for the City and the County to be prepared to acquire properties if and when property owners were willing to sell. He recommended that the City consider adoption of an official map in 2015 to clearly identify the future alignment to both existing property owners and developers. He stated the City and the County would need to work with development as it occurred to preserve and secure the future right-of-way needed.

Mr. Sorensen stated the implementation process for Alignment 4 would be slightly different. The City and County would still need to be prepared to work with future development as it occurred to preserve right-of-way. He explained it would also be helpful if the City and County completed a preliminary design to help guide future development access and grading. He explained construction of the south project would also have to include a transitional roadway section to tie into the existing Argenta Trail south of 70th Street that would not be needed for the ultimate build-out of Alignment 4.

Mr. Sorensen explained the implementation process for Alignment 5 would also involve coordination with future development to preserve right-of-way and completion of a preliminary design. He noted early acquisition may be desired to accommodate development and access north of 70th Street. He stated with this alignment a transitional roadway section would be required for construction of the south project.

Mr. Thureen stated the next step in the process would be to present the south project and north study alignments to the County Physical Development Committee on March 10th and the County Board would consider formal adoption of the alignments on March 17th. He noted if the City and County wanted to take advantage of the funding programmed by Mn/DOT a project would need to be scheduled for construction in 2016 for the south area. He reiterated the alignment chosen for the north study area impacted the location of the tie-in for the south project area. He explained the western-most alignment for the north study area, Alignment 1, would necessitate the acquisition of one (1) additional property in the south project area whereas Alignment 2-5 would not. He reviewed the two (2) conditions (28 and 29) of approval included in the preliminary plat and PUD for Blackstone Ridge that also impacted the project schedule. He stated staff did allow flexibility in the schedule with respect to the north study area alignment that would allow postponement of a final decision until March 9th if needed.

Councilmember Bartholomew opined the City was a long way from coming up with money to begin the acquisition of properties. He stated the phrase "no immediate need" was very open-ended and made it difficult for the Council to make decisions regarding the north study area.

Mr. Thureen stated the interchange project was likely a 10 to 20 year timeframe. He noted ten (10) years was an optimistic schedule to get an interchange designed, approved, and constructed.

Councilmember Bartholomew stated his fear was that by placing an alignment for the north study area on a map the City would be locking in certain properties when the City had no funding available at the moment for acquisition.

Mayor Tourville questioned what the plan would be if a property owner was interested in selling after an alignment was selected.

Mr. Thureen explained staff would present a recommendation that would outline how acquisitions could be funded if there was immediate interest from impacted property owners.

Mayor Tourville questioned if the funding package for the north area was somewhat dependent on the alignment that was selected.

Mr. Thureen replied in the affirmative. He explained with respect to properties that were currently undeveloped the County would expect dedication of the right-of-way for a typical county road.

Councilmember Mueller stated the property owners in the existing neighborhood needed a decision to be made so they would know what the plans were and have time to plan accordingly for the impacts to their property. He questioned how long property owners would be given to stay in their property.

Mr. Thureen reiterated the need to acquire properties would be triggered by either an interchange project at 494 or future development that would enough pressure on the system to require incremental improvements to Argenta Trail.

Charles Thorkildson, 510 Rolling Hills Circle, Eagan, discussed the local street connection at 77th Street. He opined that all of the traffic would not be coming from Eagan residents because in both Alignments B and C the traffic from Inver Grove Heights would be rerouted through Eagan. He expressed concern regarding the projected traffic delays for vehicles exiting the neighborhood under Alignments B and C. He stated under Alignment B his home would be less than 30 feet from the road and he would not be able to get out of his driveway, under Alignment C his home would no longer exist.

Tim Moore, 1949 77th St., expressed concern that Alignments A and B each created four-legged intersections with two directions of traffic that would be uncontrolled. He opined the intersection would be unsafe and if vehicles had to wait longer periods of time to exit the neighborhood drivers may become impatient and take more risks. He questioned why the ¼ mile spacing from the T.H. 55 intersection was allowed when ½ mile access spacing would be required to the north.

Darryl Boerger, 1959 77th St. W., opined both Alignments A and B created skewed angles at the intersection because the intersection would be located in the middle of a curve. He stated the intersection would not be safe, especially with a speed limit of 50 mph. He referenced a national traffic study and opined that a three-legged intersection would be much safer than a four-legged intersection that was partially uncontrolled.

Larry Rocheford, 1966 77th St., opined that the proposed Alignment A was ill-advised. He stated that either Alignment B or C would be better and safer alternatives for the whole neighborhood. He added there was too much traffic on 77th Street and Alignment A would be dangerous.

Jerry Bretoi, 8365 Courthouse Blvd. Ct., opined it was the Council's responsibility to do everything within their legal authority to protect the property rights of the existing residents. He encouraged the Council to support the alignments that would do the least harm to the existing neighborhoods.

Andrew Hanselman, 1970 Upper 86th St. W., stated there was already a pre-existing entrance that Alignment B would tie into and that option would be the least disruptive to the neighborhood.

Ryan Vetter, 3294 Rolling Hills Drive, Eagan, stated the topography of Argenta was very challenging regardless of the alignment that was selected. He expressed concern that Alignments B and C would significantly increase the amount of traffic flowing through the neighborhood in Eagan and would not funnel the traffic out as efficiently as Alignment A. He noted throughout all of the neighborhood meetings the project management team was always very clear that their recommendation was to create a four-legged intersection.

Craig Selander, 3298 Rolling Hills Drive, Eagan, opined that the project management team was comprised of experienced professionals with the necessary knowledge and experience to make recommendations on

traffic safety and roadway design. He stated the project management team was looking out for the best interest and safety of the community and county as a whole. He encouraged the Council to listen to the recommendations of the project management team.

Mr. Sorensen explained that the existing curve at Yankee Doodle Road and Argenta Trail would become flatter as a result of the realignment under the proposed Alignment A and the existing sight lines would also improve. He stated the design standards were important because they factored into how the curve needed to be designed so drivers could see as they approached the curve. He noted issues related to sight lines arose when the curves were less than the typical standards for arterial roadways. He clarified there was an important distinction between skewed intersections and intersections located on curves. He explained the projected 29 second delay was the average delay estimated for any vehicle approaching the intersection to make a left turn. He stated the City and County were restricted by State statute with respect to establishing speed limits. He noted neither the City nor the County had the option to reject or override a speed limit established by Mn/DOT. He explained the process to establish speed limits was standardized and used in all 50 states. He acknowledged that the crash rates, on average, would be higher at a four-legged intersection than at a three-legged intersection because there was traffic entering the intersection from both sides. He stated if Alignment C was selected two (2) three-legged intersections would be created and the average crash rates for both intersections combined would be similar to that of a four-legged intersection. He addressed the concerns related to access spacing. He stated in the short-term a four-lane roadway was proposed and with the design that was recommended Amana Trail would be located much closer than a ½ mile from T.H. 55. In the long-term, the roadway section to the north of Amana Trail was the segment with traffic volume projections that would warrant an eventual six-lane roadway and would require the ½ mile access spacing from the intersection. He noted the long-term traffic volume projections for the segment south of Amana Trail were not the same and ¼ mile access spacing would be sufficient. He clarified that the project management team attempted to analyze and assess the situation based on what would be the best solution for the entire neighborhood and the boundary between Eagan and Inver Grove Heights was not a factor in their recommendation.

Roger Tadsen, 115 Belmont Road, Apple Valley, stated his neighborhood was impacted by two roadways that were constructed through the neighborhood. He explained through that process not a single home in the neighborhood was lost because of advanced planning by the city, county, and state. He encouraged the Council to make their decision quickly and with as little impact to the existing neighborhood as possible.

Kyle Van, 6818 Argenta Trail, referenced language in the City's 2030 Comprehensive Plan that stated "future development should focus on preservation and maintenance of existing neighborhoods". He opined that Alignment Alternative 1 for the north study area contradicted what was contained in the Comprehensive Plan because it involved the total acquisition of ten (10) properties. He stated in 2010 the participants in the Regional Roadway Visioning Study adopted option E for the future alignment of Argenta. He argued that option E most closely resembled Alignment Alternative 4 for the north study area. He stated the same alignment (option E) was reflected in the City's Northwest Area Collector Street Study in 2012. He opined that the proposed Blackstone developments precipitated a push to adopt Alignment Alternative 1 because it placed no burden on the developer to provide right-of-way for the future alignment of Argenta Trail north of 70th Street. He stated the burden would be placed on long-time property owners and tax payers if Alignment 1 was selected.

Laurie Wolfe, 6742 Argenta Trail, stated she represented the neighborhood located in the northeast quadrant of 70th Street and Argenta Trail. She explained the residents were not opposed to development in the City or proposed developments within their neighborhood. She stated they supported the development of necessary roadways in the City to improve the efficient handling of transportation needs. She noted 12 of the 15 property owners in her neighborhood were not interested in selling their property. The remaining property owners had either not provided their opinions or were waiting for the final alignment of Argenta in the north study area to be determined. She argued that no one from the City or County had visited the property owners in the neighborhood to discuss the proposed alignment options. She stated the neighborhood was interested in a negotiated compromise. She added that all of the residents at the open house in early January supported Alignment Alternative 5 and also suggested

Alignment Alternative 3a that was presented by the project management team. She opined Alignment 3a would allow for the realignment of Argenta Trail while keeping the developer's property for Blackstone Ridge intact and dramatically reducing the need to acquire existing homes in the neighborhood. She asked the Council to give serious consideration to Alignment 3a.

Dennis Wolfe, 6742 Argenta Trail, questioned why it took so long for the project management team to present Alignment 3a when it was originally suggested in early January. He also questioned why the project management team did not recommend that Alignment 3a stay in the mix for consideration. He opined that further analysis of the option was warranted because it was a compromise that would provide benefit to all parties involved. He stated Alignment 3a would put the road directly on the east side of the existing power line easement and the homes in his neighborhood would be preserved. He opined there were viable possibilities for mitigating and relocating the affected wetlands located on the Deanovic property. He suggested the power line easement could accommodate the relocated wetland and there was a possibility that private land could also be used if it was discussed with the property owner. He opined that total reconstruction of the power line would not be any worse than the 400 feet that was laid out in Alignment 3 and there would be no degradation to the proposed skew angles. He added that the total amount of earthwork required for Alignment 3a would be similar to what was outlined in Alignment 3. He noted the new roadway in Alignment 3a would be straighter than what was proposed in Alignment 1. He stated under the proposed Alignment 3a the Ace in the Hole property would lose less acreage and the property owner was not in favor of Alignment 1. He argued it was wrong to put a road on developed properties rather than on vacant land. He opined the Council was supposed to represent the best interest of the citizens in the community not a developer. He requested that the Council look at the options available to come up with a compromise that would be amenable to both the existing neighborhood and the Deanovic property.

Sally English, Sunfish Lake, stated the residents within the existing neighborhood agreed with the many aspects of what the City and the developer proposed. She opined that Alignment 3a was the only option that considered the desire to optimize land development and preserve the existing neighborhood. She argued that eminent domain should be the City's last option and the goal should be to protect individual property rights.

Greg Alsterlund, 2205 75th St., stated he had been a resident of the City since 1979. He explained he had a number of close relationships with the residents along Argenta Trail. He opined the neighborhood was a very proud and valuable part of the community and the proposed project did not feel right because it appeared that the City was attempting to maximize its tax base at the expense of the existing neighborhood. He stated the neighborhood was trying to get through the situation by coming up with a solution that was a compromise for all parties involved. He suggested further consideration of Alignment 3a because it would keep the existing neighborhood intact.

Linda Flannery, 7101 Argenta Trail, stated each of the five (5) alignment alternatives presented for the north study area went across her property. She opined it was not fair that the staff report did not mention how much of her property would be taken in each of the options. She agreed that Alignment 3a should be further discussed and analyzed even though it would probably mean her house would be sacrificed. She stated the neighborhood did not want to live in the lurch any longer and needed a decision to be made so the residents would know how their property would be affected. She asked the Council to consider and acknowledge the impact on the existing residents who have paid taxes in the City for many years.

John Todd, 6689 Argenta Trail, questioned if the letter received from Mr. Deanovic's attorney was available for public review.

Mayor Tourville stated it would become a part of the public record after the Council formally received it.

Dian Piekarski, 7609 Babcock Trail, stated she had often questioned if the City would be able to pay its debt obligations if no more development occurred and the answer had always been yes. She explained she met with the Finance Director to discuss her concern that the City was pushing development to pay off its existing debt obligations for the infrastructure in the Northwest Area. She stated she questioned how much in additional taxes the average property owner would have to pay to pay the City's debt if no more

development occurred. She explained the answer was that taxes would increase \$58 to \$70 annually for residential property owners to pay off the debt. She opined that Alignment 3a was worth considering even though it would result in less connection fees being collected from the developer. She noted if the development moved forward the City would only take on more debt to extend utilities. She opined that the Council needed to consider the taxpayers it represented and that she would be in favor of paying a little bit more in taxes every year to cover debt obligations if it would preserve the existing homes in the neighborhood.

Steven Soltau, 8170 Old Carriage Court, Shakopee, introduced himself as one of the underlying landowners of property included in the Blackstone development. He stated he had been involved with the property since 2002. He opined owning property for planned development was not easy. He explained he had dealt with trespassing, theft, encroachment, poaching, and other difficulties that come with carrying the burden of holding property. He noted he started with six (6) ownership partners and was down to one (1). He stated the most difficult aspect was the uncertainty and risk of eminent domain. He opined Mr. Deanovic was unique in that he was able to bring forth a viable development despite the challenges in the Northwest Area. He asked the Council to consider that the need to realign Argenta Trail was regional in nature and no local benefit would be gained by the developer.

Joe Vogel, 6963 Arkansas Ave., opined it did not seem that anyone wanted the road except for the County and there was not a need to do anything at this point in time, especially from a financial standpoint. He argued that a future six-lane roadway was unrealistic. He opined the realignment provided no benefit to the City.

Ian Peterson, Vice President of Ryland Homes, stated the realignment of Argenta Trail was a big component of the Blackstone development. He explained it was difficult to assess the financial impacts of the various alignment alternatives even though the project management team attempted to calculate cost ranges. He stated one key component that had been left out of the calculations was the loss of development fees and tax base. He provided an overview of the projected impact of Alignment 5 on the Blackstone Ridge development and the Falcon Partners parcel. He explained approximately \$3.7 million in development fees would be generated under Alignment 1 by the Blackstone and Falcon Partners plat. Under Alignment 4 the fees generated would be reduced to \$1.5 million and under Alignment 5 the fees generated would be reduced to \$1.8 million. He reiterated there would also be a significant impact to the tax base. He stated under Alignment 1 approximately \$80 million in assessed value was assumed for the Blackstone property and the Falcon Partners property. Under Alignment 4 the assessed value of the decreased to \$34 million and under Alignment 5 the assessed value decreased to \$43.5 million. Under Alignment 4 he estimated the loss of tax revenue to be \$700,000 annually and under Alignment 5 \$550,000 annually. He opined that would represent a lot of lost revenue to both the City and the County. He stated the developer also had property rights and needed a decision to be made in order to determine if they would be able to move forward with the Blackstone development.

Councilmember Piekarski Krech questioned if the developer could make the development viable under Alignment 3a if the City negotiated changes to the development requirements or made concessions to the development fees.

Mr. Peterson explained it was communicated early in the process that the wetland being discussed could not be touched by the developer or anyone else. He noted Alignment 3a went right through that wetland. He stated they worked very hard to come up with a plan that would be viable and still fit within the constraints of the Northwest Area. He stated that Alignment 3a would not be a viable option from a development perspective and if that alignment was selected the development would not be able to move forward.

Councilmember Piekarski Krech questioned if the developer would agree to Alignment 5.

Mr. Peterson stated the developer would lose 35 lots under Alignment 5 and would need additional financial considerations to make it work.

Councilmember Piekarski Krech questioned how many lots the developer would lose under Alignment 3a.

Mr. Peterson stated they never ran the numbers because they did not see it as a viable alternative.

Councilmember Bartholomew questioned why Alignment 3a was not a viable option.

Mr. Peterson stated the developer would have a hard time getting things permitted correctly in order to go through an exceptional class wetland.

Mr. Thureen stated the impact to the wetland would need to be seriously considered. He added he would pull the survey from the Northwest Area to determine the exact classification and whether or not relocation was an option.

Councilmember Piekarski Krech stated it may be able to be moved to the west if the neighbors were amenable.

Mr. Thureen stated the wetland was fairly significant in terms of its performance as a regional basin for the Northwest Area. He noted that was why the developer was advised to stay away from it in his design. He explained it would be difficult to relocate given the terrain in the area. He estimated additional volume would be needed from what would remain in the Blackstone Ridge plat in order to compensate for the loss of the basin.

Councilmember Piekarski Krech stated flexibility was a main premise of the design standards for the Northwest Area. She opined the City needed to be flexible and look at things differently in this instance to come up with a solution that would save the existing homes in the neighborhood and maximize the development potential for Blackstone. She stated she wanted both the development and the neighborhood to succeed and she was willing to make compromises to ensure that happened.

Jim Deanovic, developer, asked the Council to give him more time to examine Alternative 3a with staff and determine if something could be worked out.

Councilmember Piekarski Krech stated both she and the neighborhood were willing to make concessions to find a viable solution.

Mayor Tourville questioned if the amount of right-of-way needed for the corridor could be reduced.

Councilmember Piekarski Krech questioned why the City and County could not ask Xcel to use some of their right-of-way.

Mr. Sorensen stated the intent was to make sure that a larger problem was not created in the future when the needs became apparent. He explained if enough space was not set aside now it could cost everyone involved substantially more in the future when the roadway had to be expanded. He noted there could be some things done to phase or stage the right-of-way need make it work better in the short-term. He explained Xcel purchased their own easement and if the City or County wanted to do anything within that easement the costs associated with the relocation of the lines would have to be negotiated.

Jim Abbott, 6720 Argenta Trail, stated the wetland being discussed encroached on his property. He explained he would potentially be willing to extend more of the wetland on his property to accommodate the easement needed for Alignment 3a.

Nikki Abbott, 6720 Argenta Trail, opined the developer would also gain land if he was able to develop where the existing marsh was located.

Mary T'Kach, 7848 Babcock Trail, asked the City and the developer to discuss the original goals of the Northwest Area including higher densities and clustered development. She opined the developer may be able to reconfigure the type of development to get more units on the property and make it more viable financially.

Councilmember Bartholomew stated the preliminary design reports were completed by professionals and he believed the recommended alignment for the local street connection was the correct. He explained he could not justify routing all of the traffic through Eagan and doubling the traffic volume through that area. He stated he supported Alignment A for the 77th Street local connection.

Councilmember Hark stated he also supported Alignment A for the local street connection because it maintained the status quo in terms of traffic flow and volumes. He noted once the southern segment of

Argenta was realigned the curve would become much flatter.

Councilmember Mueller stated he would support the recommended alignment for 77th Street because it would not affect the interchange at T.H. 55 and T.H. 3.

Councilmember Piekarski Krech stated the professionals did not drive on the road or live in the neighborhood. She opined Alignment A was not more beneficial because the intersection would still be located on a curve and the sight lines would still be impacted. She noted she did not think any of the alternatives presented for the local street connection were viable. She added the increased traffic volumes would be generated from Eagan residents.

Mayor Tourville stated there was no solution for the local street connection that would appease everyone. He noted the Police Department would continue to monitor the speed of traffic through the area as closely as possible to make sure it did not become an issue. He explained he would support Alignment A for the local street connection.

Motion by Bartholomew, second by Hark, to adopt Resolution No. 15-30 selecting Alignment Option A for the Connection of 77th Street West to Realigned Argenta Trail (County State Aid Highway 63) as presented in the February 23, 2015 Preliminary Design Report for Argenta Trail (CSAH 63) Realignment – 77th Street Area Study

Ayes: 4

Nays: 1 (Piekarski Krech) Motion carried.

Motion by Bartholomew, second by Piekarski Krech, to adopt Resolution No. 15-31 selecting Alignment Alternative 2 for the Reconstruction and Expansion of Argenta Trail (County State Aid Highway 28/63) as presented in the February 23, 2015 Preliminary Design Report for Argenta Trail (CSAH 28/63) Realignment – South Project (CP 63-25)

Ayes: 5

Nays: 0 Motion carried.

Mayor Tourville suggested City and County staff meet with the neighborhood and the developer to further explore Alignment 3a and discuss the alignment alternatives to determine if a compromise could be reached.

Councilmember Bartholomew stated he would support tabling the item to further consider Alignment 3a. He opined that everyone involved had property rights, including the developer, and the City had to protect all of them.

Mr. Kuntz suggested continuing to proceed with the schedule to hold a public hearing before the Planning Commission regarding the Comprehensive Plan Amendment. He explained that way the notification process could still be followed and if the hearing had to be cancelled or postponed it could be.

Motion by Piekarski Krech, second by Bartholomew, to table consideration of an Alignment Alternative for the Realignment of Argenta Trail (CSAH 63) – North Area Future Right-of-Way Corridor to March 9, 2015 and to direct staff to further review and analyze Alignment Alternative 3a as presented

Ayes: 5

Nays: 0 Motion carried.

Motion by Piekarski Krech, second by Mueller, to adopt Resolution No. 15-32 authorizing staff to Initiate a Comprehensive Plan Amendment Application Process related to the Realignment of Argenta Trail between the points at Highway 55 on the South End and near I-494 on the North End

Ayes: 5

Nays: 0 Motion carried.

Motion by Piekarski Krech, second by Hark, to receive Preliminary Design Reports for Argenta Trail (CSAH 28/63) Realignment South Project (City Project No. 2014-11), Argenta Trail (CSAH 63) Realignment 77th Street Area Study (City Project No. 2014-11), Argenta Trail (CSAH 63) Realignment North Study Area, and to receive all written correspondence presented at the meeting

Ayes: 5

Nays: 0 Motion carried.

The City Council recessed at 10:40 pm and reconvened at 10:50 pm.

~~**D. CITY OF INVER GROVE HEIGHTS:** Consider Resolution Receiving the Final Feasibility Report and Scheduling Public Hearing for City Project No. 2015-13, Northwest Area Trunk Utility Improvements, Argenta District (70th Street Lift Station to Blackstone Ridge Development) and a Resolution Authorizing Comprehensive Plan Amendments if the 69th Street Alignment is Selected~~

~~Mr. Kaldunski stated City Project No. 2015-13 involved the extension of trunk sewer and water from the 70th Street lift station to the Blackstone Ridge development. Bolton & Menk was hired to complete a feasibility study to examine three (3) options including 69th Street, 70th Street, and 71st Street. He explained the 70th Street option began at a lift station (located on an outlot of the Blackstone Vista plat) and would travel south of existing 70th Street right-of-way through various properties and across Argenta Trail to eventually cross under 70th Street and end at Blackstone Ridge. The total estimated cost for the option was \$3.6 to \$3.7 million. The 71st Street alignment started at the same lift station location and followed an existing road proposed through the Blackstone Vista development, through the Messerich, Glennlin, and Flannery properties, and up to Blackstone Ridge. The total estimated cost for the option was \$3.1 to \$3.5 million, including both construction and easement acquisition costs. The 69th Street alignment started at the same lift station location and would go through the Joseph and Zachary properties to follow the existing 69th Street right-of-way to cross the Krenz property and end at Blackstone Ridge. The total estimated cost for the option was \$2.9 to \$2.95 million. He noted the cost differential between the options was reduced because the actual easement costs were further refined by an independent appraiser. He explained the project would be funded with connection charges as trunk improvements. He reiterated the 69th Street and 71st Street alignment alternatives were very close in cost. He noted if the City was successful in negotiating the donation of the easement across the Messerich property the 69th Street and 71st Street option would become even closer in cost. He stated the public hearing would be scheduled for April 13th at which time the Council would actually consider ordering the project.~~

~~Mr. Kuntz stated there was discussion about the possibility of considering simultaneous construction of a lateral line if the Council wanted to consider the 69th Street alignment for the extension of trunk utilities. He explained the lateral line would be designed and constructed for eventual connection by the residents in the area. He noted the trunk line would be so deep that connection would not be available without a lateral line. He explained at this point in time the City did not have a feasibility report for a lateral line. If the Council wanted to pursue a lateral line they would have to order a feasibility report to gain an understanding of the costs that would be associated with that component of the project. The City would also need to discuss how to fund the construction of the lateral line if the determination was made that connection would not be mandatory. He noted the City would not be able to fund the lateral line using connection fees for the Northwest Area that were collected for the trunk line because they were dedicated funds. The City also would not be able to issue revenue bonds dependent upon lateral connection fees. He explained there was an existing State Plumbing Code requirement that stated if sewer was accessible, and if it was feasible to connect, buildings had to be connected to City sewer unless local ordinance provided otherwise. The City had an ordinance that required connection to the sewer in the year following the year in which connection was made available. If the City chose to install a lateral line at this time he suggested that the City pass an ordinance that would not require connection to that particular line in order to protect the Comprehensive Plan designation of the exception neighborhood. He explained the ordinance would provide the ability for those in the exception neighborhood to connect to the lateral line under certain circumstances including voluntary connection, failure of an existing septic system, or construction of a new building.~~



**ARGENTA TRAIL (CSAH 28/63) REALIGNMENT
SOUTH PROJECT (CP 63-25)**

Preliminary Design Report

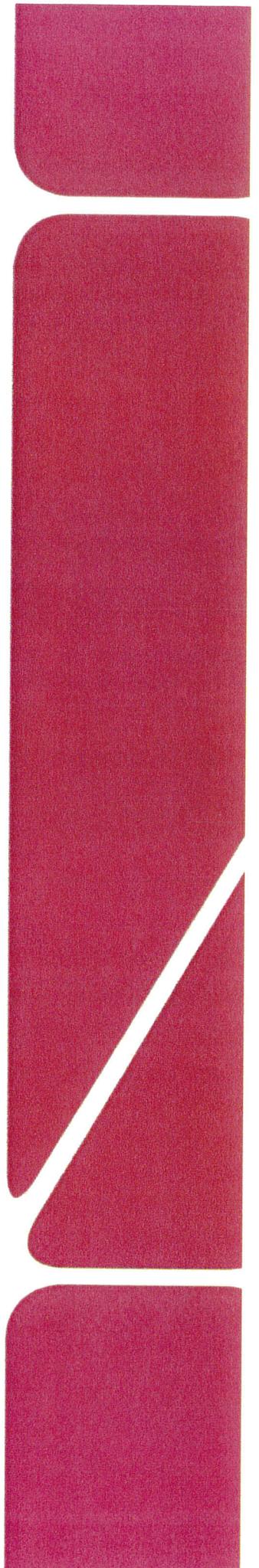
February 2015

Prepared For:

City of Inver Grove Heights

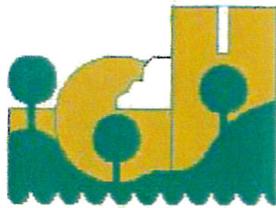
Dakota County

Kimley»»Horn



ARGENTA TRAIL (CSAH 28/63)
REALIGNMENT
SOUTH PROJECT (CP 63-25)

Preliminary Design Report



City of Inver Grove
Heights, Mn.



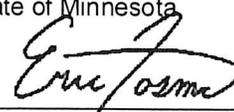
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I hereby certify that this plan, specification
or report was prepared by me or under my
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Licensed Professional Engineer under the
laws of the State of Minnesota

Signature: _____


Eric Fosmo, P.E.

File: 160509025

Date: February 23, 2015 Lic. No. 48761

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1. INTRODUCTION, STUDY PURPOSE AND NEED

Currently, CSAH 28 enters the City of Inver Grove Heights (IGH) as Yankee Doodle Road, and curves north as Argenta Trail to its intersection with TH 55. North of the intersection, Argenta Trail becomes CSAH 63, until it crosses the northern city boundary (just north of I-494). This roadway traverses through one of the largest undeveloped areas (approximately 4300 acres) adjacent to the I-494/I-696 beltway. It is currently a 2-lane rural roadway north of TH 55, with substandard horizontal and vertical curves.

In 2010, the City Council and the County Board adopted the recommendations of the Regional Roadway System Visioning Study (RRSVS) that identified a transportation system plan to support long-term growth and development in the region. The recommendations were developed through the involvement of IGH, Eagan, Mendota Heights, Sunfish Lake, Dakota County, Mn/DOT, the Metropolitan Council, and the Federal Highway Administration (FHWA). The plan identified the need for a future north-south arterial connector (future CSAH 63), an interchange along I-494 between TH 149 and TH 3, and a potential future interchange at TH 55 and CSAH 63. Specifically, the recommendations note under Alternate E, 1p, "Argenta Trail – realign and expand to 6 lanes from TH 55 to I-494. This likely would be built first as a 4-lane roadway, and then expanded to 6 lanes in the future as demands increase." Recommendations and resolutions from the RRSVS are included as Appendix A to this report.

Since that time, residential and commercial development has occurred on the north side of TH 55, between CSAH 63 and TH 3. A segment of future CSAH 28 has been constructed with this development from TH 3 to ½ mile west. Future CSAH 28 should connect to CSAH 63 in a location where it would fit with the potential long-term location of interchange ramps should an interchange be built in the future. A general concept of what interchange ramps (folded diamond) on the north side of TH 55 could look like at the CSAH 63 intersection, and how future CSAH 28 could connect to CSAH 63, has been discussed by the City, County, and Mn/DOT. All three agencies generally support this approach, understanding that an interchange at this location is not certain in the future. Dakota County and the City both have a project identified in their Capital Improvement Programs (CIP) for CSAH 63 at the TH 55 intersection for construction in 2016.

A plan for CSAH 63 is needed for the following reasons:

- This will be the first step to developing a design for improvements to CSAH 63 in the area of TH 55, as identified in the City and County CIP's for construction in 2016.
- A plan will help to properly coordinate development in the short term with future roadway needs.
- A preliminary design will define location of future permanent right-of-way to consider through the platting process, which may occur prior to any County roadway improvements.
- To keep the door open for a possible interchange at CSAH 63/TH 55 in the future, improvements to CSAH 63 and CSAH 28 should be done in a way that would not preclude an interchange.

The project will improve CSAH 28 and CSAH 63 in the area of TH 55 to support existing and future traffic demands. The project will extend the 4-lane divided section of CSAH 28 (south of TH 55) through the TH 55 intersection, continuing north to Amana Trail, and transitioning to the existing 2-lane section that extends north to 70th Street (CSAH 26). The alignment of new CSAH 63 considers the potential for a future interchange at this location. The improvements will accommodate all intersection improvements necessary at the intersection of TH 55, including turn lanes on all approaches, and the installation of a permanent signal system at the intersection. The design will extend future CSAH 28 (Amana Trail) from its current location (approximately ½ mile west of TH 3) west to connect with CSAH 63 at a location that considers a potential future folded diamond interchange at the intersection of TH 55/CSAH 63/CSAH 28.

2. PRELIMINARY DESIGN ALTERNATIVES

Alignment alternatives were developed based upon the need to extend the four lane divided roadway section on Yankee Doodle Road (CSAH 28) from south of TH 55 to north of Amana Trail and improve the substandard horizontal and vertical curves. Also, the skew angle of the intersection had to meet design standards. Three preliminary design alternatives were developed for evaluation. The following summary of preliminary design alternatives details the approach to each alignment alternative and the impacts associated with each alignment.

Alignment 1

Alignment 1 was developed as an option to come as close to matching the existing alignment as possible while meeting the project goals of bringing the horizontal and vertical alignment to within current standards. Developing this alternative illustrated that trying to expand the roadway while maintaining the existing alignment is not possible with this project. The following is a summary of the design elements and outcomes of Alignment 1. A layout of Alignment 1 is provided in Appendix B.

- The skew angle at the TH 55 intersection is maintained at its existing 71 degree configuration.
- The design speed of the proposed alignment is 50 mph south of TH 55, 55 mph north of TH 55.
- Alignment 1 would have the following impacts:
 - 5 properties would be total acquisitions
 - 14 properties would be impacted
 - The least amount of impact to existing Northwest Area stormwater basins/features, approximately 9 acre-feet of new storage would be needed
 - 2,000 feet of the existing Magellan Pipeline would need to be relocated
 - A potential future interchange would impact 2 additional parcels (1 total acquisition) north of TH 55

Alignment 2 (Recommended Alignment)

Alignment 2 created a more direct connection between tie in points to existing CSAH 28 to the south of TH 55 and CSAH 63 north of Amana Trail compared to the existing alignment or Alignment 1. The alignment avoids one of the major drainage basins south of TH 55 and meets all project goals. This alignment achieves the best balance in achieving project goals out of the three alternatives. The following is a summary of the design elements and outcomes of Alignment 2. A layout of Alignment 2 is provided in Appendix B.

- The skew angle at the TH 55 intersection is reduced; an 85 degree intersection configuration is provided.
- The design speed of the proposed alignment is 50 mph south of TH 55, 55 mph north of TH 55.
- Alignment 2 would have the following impacts:
 - 5 properties would be total acquisitions
 - 12 properties would be impacted
 - Medium amount of impacts to existing Northwest Area stormwater basins/features, approximately 15 acre-feet of new storage would be needed
 - 650 feet of the existing Magellan Pipeline would need to be relocated
 - A potential future interchange could be accommodated within the proposed ROW acquisition for this project north of TH 55

Alignment 3

Alignment 3 creates the most direct route connecting CSAH 28 south of TH 55 to CSAH 63 north of Amana Trail. The straight alignment provides the best intersection angle with TH 55, but crosses directly over major drainage basins south and north of TH 55. The following is a summary of the design elements and outcomes of Alignment 3. A layout of Alignment 3 is provided in Appendix B.

- The skew angle at the TH 55 intersection is reduced; a 90 degree intersection configuration is provided.
- The design speed of the proposed alignment is 50 mph south of TH 55, 55 mph north of TH 55.
- Alignment 3 would have the following impacts:
 - 5 properties would be total acquisitions
 - 13 properties would be impacted
 - The most amount of impacts to existing Northwest Area stormwater basins/features, approximately 24 acre-feet of new storage would be needed
 - 650 feet of the existing Magellan Pipeline would need to be relocated
 - A potential future interchange could be accommodated within the proposed ROW acquisition for this project north of TH 55

3. EVALUATION CRITERIA

All preliminary design alignment alternatives meet State, County, and City roadway design standards, but result in varying impacts to the properties, utilities, and natural resources within the project area. The PMT developed the following evaluation criteria to compare the impacts that would occur with the implementation of each of the design alternatives.

The following evaluation criteria was used to compare the preliminary design alternatives:

- Roadway Operations and Safety
- Impacts to Northwest Area Stormwater Basins
- Right-of-Way Acquisition and Property Impacts
- Impacts to Private Utilities (Xcel Transmission Lines and Magellan Pipeline)
- Earthwork Volume
- Construction Cost

The evaluation matrix generated from the criteria listed above is included in the report as Appendix C. A ranking system was also generated to provide a comparative ranking for each alternative within each of the evaluation criteria. A following is a summary of the ranking system:

- Green – Indicates a comparatively low level of impact (most preferred) of the alignments for the particular evaluation criteria
- Yellow – Indicates a comparatively medium level of impact of the alignments for the particular evaluation criteria
- Red – Indicates a comparatively high level of impact (least preferred) of the alignments for the particular evaluation criteria

4. PUBLIC AND AGENCY INVOLVEMENT

The preliminary design alternatives process has included regular project management team (PMT) meetings. The PMT includes the following members, who have met nine times:

- City of Inver Grove Heights
- City of Eagan
- Dakota County
- MnDOT

The study was led by the City of Inver Grove Heights, with the participation of the agencies listed above. The study has been jointly funded by the City of Inver Grove Heights and Dakota County.

Public and agency input has been gathered from regular PMT meetings and public involvement meetings with affected property and area residents. The following public meetings were held as part of the public and agency involvement process:

- Open House #1 – November 19, 2014
- Open House #2 – January 7, 2015

Notices for open houses were placed in the paper and direct mailings were sent to area property owners. The open houses and neighborhood meeting were completed as part of the study process to inform the public and solicit their input on the proposed design alternatives. The project website was also updated on a regular basis to keep interest parties informed of the study progress. A summary of the comments and input received from the public involvement process has been provided as Appendix D to this report.

5. SUMMARY AND RECOMMENDATION

The study of preliminary design alternatives was completed to provide an evaluation of the options to improve the existing intersection of Argenta Trail (CSAH 63/28) and TH 55 as described in this report. The evaluation matrix summarizing the preliminary design work is attached as Appendix C to this report. Following the evaluation of the alignment alternatives and potential impacts with each alignment, the project management team recommends the approval of Alignment 2 as the preferred alignment to move the project forward into final design. The following is a summary of the proposed Alignment 2 recommendation.

Alignment 2 (Recommended Alignment)

- Alignment 2 is an acceptable design alternative that meets the project design goals if selected as the preferred alignment.
- Alignment 2 does impact properties within the existing neighborhood and would require eventual total acquisition of 4 residential homes/properties.
- Alignment 2 has the least impact to the Magellan Pipeline (same as Alignment 3).
- Alignment 2 has substantially fewer impacts to drainage basins than Alternative 3.
- Alignment 2 allows for the possibility of a future interchange at TH 55 within the proposed ROW acquisition for the project (North of TH 55).

A geometric layout for Alignment 2 has been prepared and submitted to MnDOT for review. The draft MnDOT Geometric Layout is included as Appendix E to this report.

6. IMPLEMENTATION SCHEDULE

The Argenta Trail realignment improvements are proposed to be constructed as County Project 63-25 in the 2016 construction season to align with the City and County's CIP and MnDOT's proposed funding schedule for the project. Following approval of a recommended alignment by the City Council and County Board, the project would follow the implementation schedule shown below:

- Inver Grove Heights City Council receives recommendation – February 23, 2015
- Inver Grove Heights City Council action anticipated on or before – March 9, 2015
- Dakota County Board of Commissioners action – March 17, 2015
- Inver Grove Height City Council and Dakota County Board of Commissioners consider approval of Joint Powers Agreement for project cost share – March 2015
- Inver Grove Heights holds public hearing to consider ordering the project – April 2015
- Right-of-Way acquisition process begins –April 2015
- Final design, ROW acquisition, and bidding complete – Spring 2016
- Construction start – Summer 2016

APPENDICES

APPENDIX A – REGIONAL ROADWAY SYSTEM VISIONING STUDY – RECOMMENDATIONS AND RESOLUTIONS

REGIONAL ROADWAY SYSTEM VISIONING STUDY



AUGUST 2010

SRF CONSULTING GROUP, INC.
ENGINEERS | PLANNERS | DESIGNERS

RECOMMENDATIONS

The intent of the study is to identify a transportation system plan that can support long-term growth and development in the region, as well as complement and build upon current transportation systems. The study area has one of the largest undeveloped areas (approximately 4,300 acres) adjacent to the I-494/I-694 beltway. This area will develop over time and as a result, add more traffic to the current transportation system. In addition, growth is also occurring in surrounding communities, particularly to the south and east; this traffic also impacts the transportation system in this area. It is therefore important to identify potential improvements needed to support this future growth, as well as ensure safe and efficient travel into, through and out of the area. With this plan and subsequent environmental studies, the appropriate agencies can work toward implementing improvements over time, as needs arise, and as opportunities and funding permit. In addition, the plan will allow for avoidance and minimization of property impacts and disruptions in services, especially as development occurs in the study area.

The study recommendations need to be put in the following planning context.

- The study is not an official environmental study and therefore does not carry any official environmental standing. More detailed analysis will need to be done to fully assess environmental, design and operational issues in accordance with the National Environmental Policy Act (NEPA) and Minnesota Environmental regulations at the time individual projects are developed. The study focused on a high-level screening of environmental elements to identify potential environmental issues, including a review of natural wetland inventory, special habitat designations and right-of-way impacts to residential and commercial properties.
- While a specific system alternative is identified as an outcome of this study, all of the remaining system alternatives (alternatives not selected) will need to be carried into future environmental studies to fulfill environmental requirements. However, some of these alternatives may end up in a considered, but dismissed narrative.
- Any changes in interstate access require a significant amount of analysis and study to ensure safe and efficient operations of the system. This lengthy process may ultimately determine that an additional access may not be warranted, or other modifications of the system may be needed in conjunction with access changes.

The following recommendations have been developed through the involvement of the Cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake; Dakota County, the Minnesota Department of Transportation (MnDOT), the Metropolitan Council, and the Federal Highway Administration (FHWA). The recommendations are based on technical analysis, as well as public and committee input. These recommendations constitute a vision for the area transportation system that will allow the system to support area growth (as identified in local 2030 Comprehensive Plans) safely and efficiently.

The following key improvements that constitute the vision are listed below and shown in Figure 15:

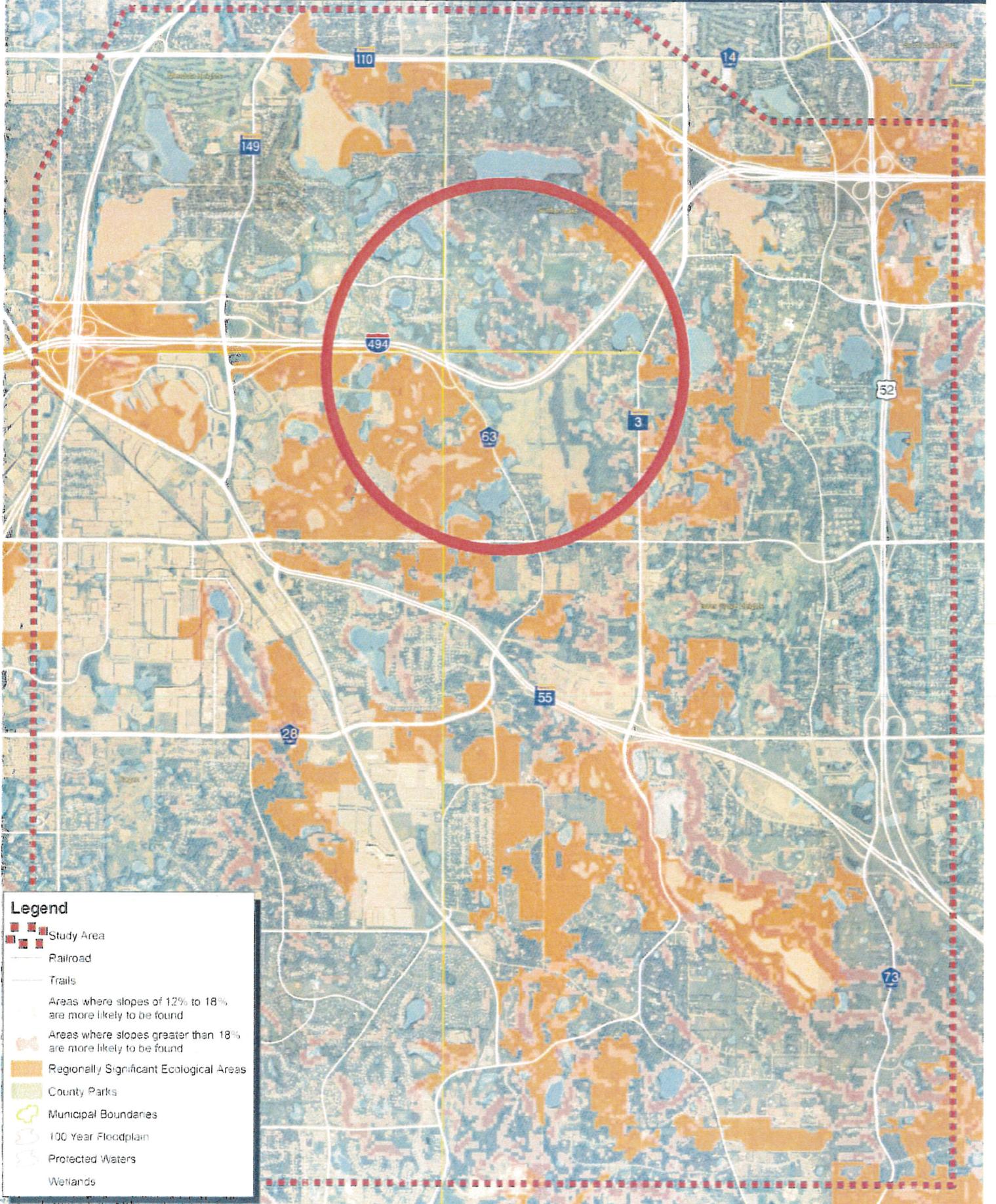
- a. Lone Oak Road (CSAH 26) – expand 2 to 4 lanes from TH 55 to Athena Way (where it is currently 4 lanes).
- b. 65th Street – extend from Babcock Trail to Lone Oak Point.
- c. CSAH 28 Realignment north of TH 55.
- d. TH 3 – expand 2 to 4 lanes from Cliff Road to TH 55.
- e. TH 149 – expand 2 to 4 lanes from TH 3 to Rich Valley Boulevard.
- f. Baffin Trail Realignment – alignment to be determined in future studies.
- g. CSAH 28 Realignment south of TH 55 – connection to Argenta Trail will be determined during future studies associated with the installation of a full interchange in the long term.
- h. Lone Oak Road (CSAH 26) – expand 4 to 6 lanes from the I-35E West Ramps to Neil Armstrong Boulevard.
- i. TH 55 – expand 4 to 6 lanes from TH 149 south junction to TH 149 north junction.
- j. TH 149 – expand 4 to 6 lanes from TH 55 to I-494. This project recently received STP federal dollars for construction.
- k. TH 3 – consider 2 to 4 lane expansion in the long term from Upper 55th Street to TH 55.
- l. TH 149 Interchange Improvements with I-494 Mainline between I-35E and TH 149 – additional analysis is needed in an Interstate Access Request (IAR). As part of this study, a preliminary analysis was completed to determine how the TH 149 interchange ramps are currently being used, in relation to I-35E and I-494. Further study is necessary to determine the solutions to address the capacity problems at the TH 149 interchange and weaving issues between TH 149 and the I-35E exit.
- m. Delaware Avenue – improvements as required by actual traffic conditions. Such improvements may include turn lanes, shoulders, and trails/sidewalks. No additional through lanes will be required.
- n. New I-494 Interchange near Argenta Trail – approximately ½ mile east of the existing overpass with a configuration to minimize potential impacts to Hornbean Lake on the north. Additional analysis is needed in an Interstate Access Request (IAR).
- o. TH 55/Argenta Trail – consider a high-volume, high-capacity intersection upgrade, or a long-term interchange at this location. 2030 Comprehensive Plan growth assumptions do not reflect a need to separate grades based on traffic volumes. Buildout traffic volumes are borderline. In the vicinity of TH 55, continue to keep Argenta Trail as the through route and CR 28 connection into Argenta Trail (note: this is a change from the recommendations of the “County Road 28 Corridor Study” completed in 2000). Plan for an alignment of future CR 28 east of Argenta Trail that would intersect Argenta Trail where interchange ramps would be located if an interchange were to be constructed in the future. It is likely that the TH 3 West Ramps would need to be removed, if and when a new interchange is constructed.



- p. Argenta Trail – realign and expand to 6 lanes from TH 55 to I-494. This likely would be built first as a 4-lane roadway, then expanded to 6 lanes in the future as demands increase.
2. Based on the analysis and input throughout the study process, Alternative “E” is recommended as the “locally-preferred”² system vision with new access to I-494. As noted in 1(n), this recommended vision includes a new interchange along I-494. The Study Partners should continue to investigate the technical and environmental acceptability of adding an additional interchange access to I-494. This recommendation is made for the following reasons.
- a. It addresses the growth anticipated in 2030, based on approved area Comprehensive Plans, including the 2030 growth anticipated for NE Eagan and NW Inver Grove Heights.
 - b. It limits overloads of key arterial segments which are difficult and costly to expand beyond six lanes (i.e., more urbanized area along TH 55 from south junction of TH 149 to north junction of TH 149; and TH 149 from TH 55 to I-494).
 - c. It eliminates overloaded interchanges on I-494 at TH 149 and TH 3 by better balancing transportation demand among other regional access points and a new interchange access. This maximizes long-term flexibility of the overall transportation system.
 - d. It reduces travel demands at the I-494/TH 149 interchange, which is in close proximity to the I-35E system interchange. Currently, there are operational and safety problems with traffic from the TH 149 loop wanting to travel westbound on I-494, weaving with westbound I-494 traffic exiting to I-35E within approximately 2,300 feet. Additional modifications to the I-494/TH 149 interchange and the I-494 mainline will be needed in the future. With a new I-494 interchange at the proposed Alternative E location, 40 percent of the traffic using the TH 149 westbound loop would be relocated to the new interchange, approximately 8,200 feet further east. This will provide a longer distance for vehicles to sort themselves out, which makes the weave and right-lane congestion issues easier to address in the long-term on I-494.
 - e. It has the lowest right-of-way acreage impacts of all new I-494 interchange alternatives and the lowest number of residential and commercial property acquisitions based on current properties.
 - f. It maintains logical system connections with existing Argenta Trail and Delaware Avenue thereby providing access to and from communities to the north; yet the traffic demands along Delaware Avenue for this option are very similar to the other system improvement options.
 - g. Alternative E is in close proximity to Hornbeam Lake and this proximity will need to be evaluated more closely in subsequent environmental studies. Interchange designs that limit encroachments and impacts to this area should be considered.

² Mn/DOT and FHWA cannot commit to one alternative until the environmental process is completed.

- h. Alternative E's interchange location and proposed alignment for Argenta Trail will be designed to minimize impacts to wetlands and avoid where possible. Its location does a better job of avoiding areas that have been identified as Regionally Significant Ecological Areas (defined by the DNR using Minnesota Land Cover Classification System – 2008). Alternatives C and D have some impacts to wetlands and the areas identified as regionally significant ecological areas. These areas are located adjacent to existing Argenta Trail and in the Argenta Trail and I-494 overpass area (Figure 16).
 - i. Alternative E has a low percentage of local trips using the regional system for a short distance (i.e., interchange to interchange on I-494). A high percentage of the trips accessing the regional system using the new interchange have other regional destinations in the region.
 - j. It avoids undesirable direct impacts to residences immediately north of I-494 in the area of Delaware Avenue, as well as shifts the alignment of Argenta Trail to the east of a developed residential area on the south side of I-494.
 - k. The location of the new I-494 interchange in Alternatives C and D are not consistent with Mendota Heights and Sunfish Lake Comprehensive Plans (i.e., Alternative E is located in Inver Grove Heights). The new interchange location and potential realignment of Argenta Trail is consistent with the Inver Grove Heights Comprehensive Plan.
3. An Interchange Warrant Analysis has been completed and submitted to FHWA, through Mn/DOT, to obtain formal feedback on the additional access on I-494 at location "E". A more detailed and comprehensive operations and safety analysis will be required, assuming the access process moves forward (see Recommendation #4).
 4. If FHWA indicates that the warrant analysis has merit to move forward to the next step (this decision doesn't signify support for the access change, only that it warrants greater analysis); then the next step is to complete an Interstate Access Request (IAR). This process will address in more detail operations and safety issues on I-494. Based on input from FHWA and Mn/DOT, this analysis will need to develop solutions for the capacity problems at the TH 149 interchange and weave issues on I-494 associated with I-35E and TH 149. This analysis will require a formal layout for the interchange and other access changes, as well as an environmental study that meets state and federal requirements.
 5. All agencies should continue to pursue a variety of funding sources, both public and private. As one example, the City of Eagan has previously instituted a system to generate funds for future transportation improvements in Northeast Eagan. This type of funding should be considered in Northwest Inver Grove Heights. In addition, they should work to identify projects that could be incorporated into Capital Improvement Programs.
 6. While this study identifies basic right-of-way footprints and general access considerations, subsequent efforts will further define specific property acquisitions and detailed access strategies for all arterial and collector routes. Based on volumes and function, access to Argenta Trail south of I-494 and north of TH 55 will be limited to three full-access points. This will guide future development and allow study partners to take advantage of opportunities as they arise. This corridor should also be planned for a minimum of 200 feet in width of right-of-way considering the 6-lane needs and the need to coordinate with transit planning that has been completed to-date (Figure 17).



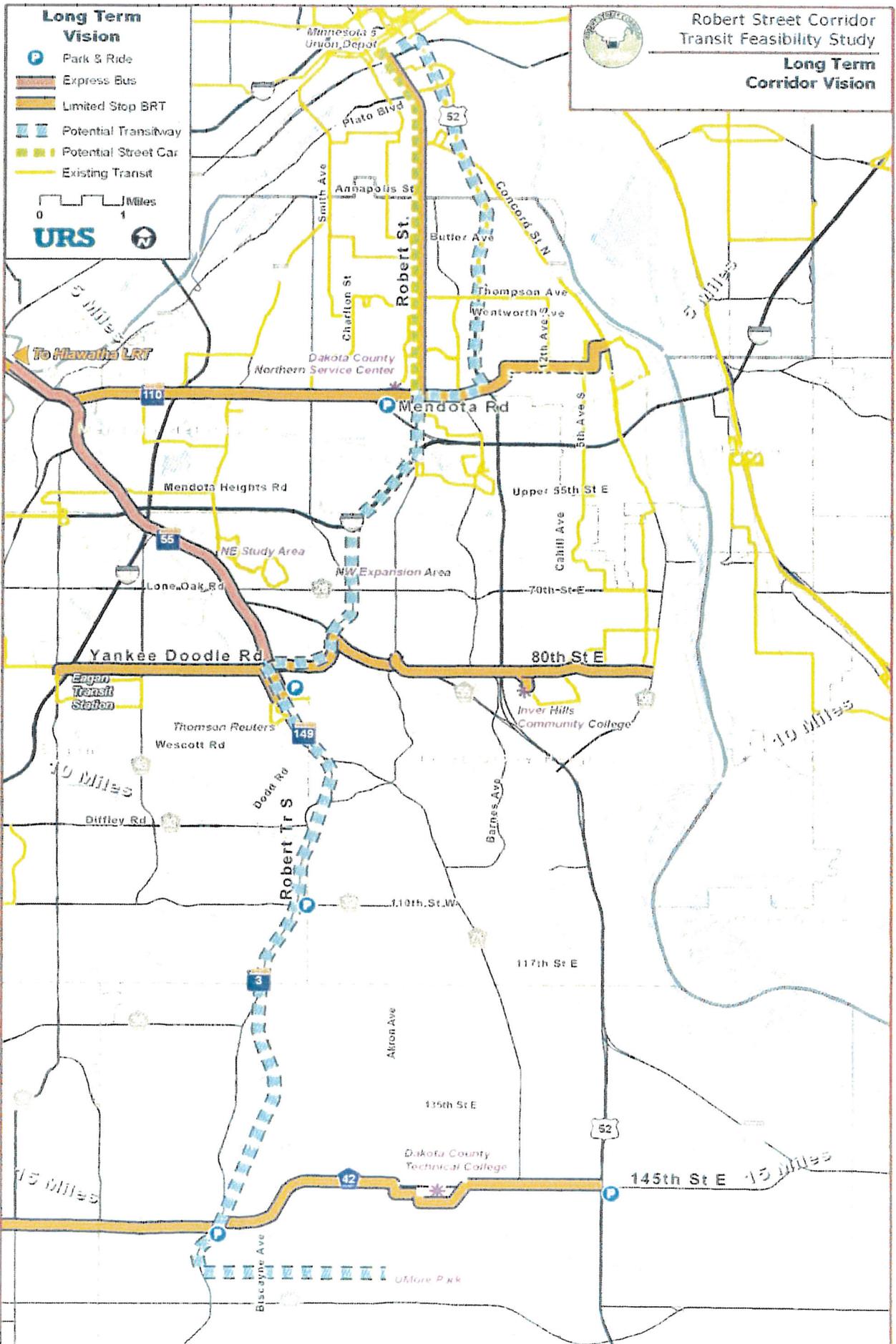


Figure 17

7. Specific improvements to Delaware Avenue north of I-494 will need to be agreed upon by Dakota County, Mendota Heights and Sunfish Lake if the need arises based on actual traffic conditions.
8. The Study Partners should take additional steps in subsequent studies to further develop pedestrian and bicycle accommodations within the planned corridors so that safety is addressed on segments as well as at nodes/intersections for other modes. In addition, designs and land uses should be planned to accommodate transit where it is applicable.
9. The Study Partners need to consider strategies to reducing demand for access to the regional system. With future planning, the City of Eagan and Inver Grove Heights should promote mixed land uses with integrated pedestrian/bicycle facilities that encourage and increase internal trips and decrease regional peak hour trips. In addition, TDM requirements should be considered for higher trip generation land uses to reduce peak hour demand on the roadway system, as transit service opportunities are realized in this area of Dakota County. As part of this effort, the Study Partners should also look at land uses and their role in supporting transit service. In particular, it should further define/develop transit's role in this area given the potential transitway alignment identified in the Robert Street Corridor Feasibility Study. This alignment is consistent with the proposed Argenta Trail realignment and interchange location in Alternative "E" (see Figure 12).

Mn/DOT, Dakota County, Eagan and Inver Grove Heights should conduct additional system planning work south of TH 55 to define and reconcile future roadway connections between the RRSVS and the Rosemount/Empire/UMore Transportation System Study.

NEXT STEPS

The study recommendations include additional studies, processes and activities to move the planning process forward. The focus of these activities is to provide more detailed information to agencies, property owners and other stakeholders as it becomes available and to provide a solid framework for implementation. The following have been extracted from the recommendations and repeated in one location.

1. The improvements included in the system vision should be incorporated into appropriate capital improvement programs as the following occurs:
 - a. As safety and/or operational issues occur on the existing transportation system
 - b. As opportunities arise to coordinate with development or other outside funding sources
 - c. As necessary environmental reviews/studies are completed
 - d. Specific to the interchange, all necessary supporting roadway system connections must be in place prior to, or at the time of, building a new access to I-494. Through this study, the main benefit of a new interchange lies in its ability to accommodate regional trips. The system must be in place to allow the interchange to support this need.
2. All system improvements included in these recommendations should be reflected in the appropriate agency planning documents, including:
 - a. City of Eagan and City of Inver Grove Heights Comprehensive and Transportation Plans
 - b. Dakota County Transportation Plan
 - c. Dakota County Plat Review Needs Map
3. The Cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake, and Dakota County should submit these recommendations to be included in future updates of the Metropolitan Council's TPP and Mn/DOT's TSP.
4. An Interchange Warrant Analysis has been completed and submitted to FHWA, through Mn/DOT, to obtain formal feedback on the additional access on I-494 as shown in Alternative "E". Depending on FHWA evaluation and comments, a more detailed and comprehensive operations and safety analysis of the I-494 facility will be required (see Recommendation #4).
5. A Highway Interchange Request should be made to the Metropolitan Council prior to beginning the FHWA's Interchange Access Request process, if FHWA agrees to proceed to the next step.
6. All agencies should continue to pursue a variety of funding sources, both public and private. As one example, the City of Eagan has previously instituted a system to generate funds for future transportation improvements in Northeast Eagan. This type of funding should be considered in Northwest Inver Grove Heights. In addition, they should work to identify projects that could be incorporated into Capital Improvement Programs.
7. The City of Inver Grove Heights should work with Dakota County to further define specific property acquisitions and detailed access strategies for all arterial and collector routes, including an access management plan for Argenta Trail between I-494 and TH 55.
8. The Cities of Mendota Heights and Sunfish Lake should continue discussions with Dakota County to agree upon future improvements to Delaware Avenue north of I-494, if the need arises based on actual traffic conditions.

9. Subsequent studies should be completed to provide safer pedestrian and bicycle accommodations within the planned corridors, as well as the intersections. In addition, designs and land uses should be planned to accommodate transit where it is applicable.
10. The Study Partners need to consider strategies to reducing demand for access to the regional system. With future planning, the City of Eagan and Inver Grove Heights should promote mixed land uses with integrated pedestrian/bicycle facilities that encourage and increase internal trips and decrease regional peak hour trips. In addition, TDM requirements should be considered for higher trip generation land uses to reduce peak hour demand on the roadway system, as transit service opportunities are realized in this area of Dakota County. As part of this effort, the Study Partners should also look at land uses and their role in supporting transit service. In particular, it should further define/develop transit's role in this area given the potential transitway alignment identified in the Robert Street Corridor Feasibility Study.
11. Dakota County, Eagan and Inver Grove Heights should conduct additional system planning work south of TH 55 to define and reconcile future roadway connections to the south of TH 55 to bring consistency between the RRSVS and the Rosemount/Empire/UMore Transportation System Study.

RESOLUTIONS

As a conclusion to the Regional Roadway System Visioning Study, the study recommendations were presented to each of the four City Councils and the County Board for approval in July of 2010. All resolutions were formally signed and included in Appendix B.

APPENDIX B
SIGNED RESOLUTIONS

**CITY OF SUNFISH LAKE
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 10- //

**A RESOLUTION DISCUSSING THE REGIONAL ROADWAY SYSTEM
VISIONING STUDY**

WHEREAS, Dakota County partnered with the Minnesota Department of Transportation, the Metropolitan Council, the Federal Highway Administration, the City of Eagan, the City of Inver Grove Heights, the City of Mendota Heights, and the City of Sunfish Lake to conduct a transportation study in northern Dakota County with the goal of developing a long-term roadway system vision that is supported by all jurisdictions and balances land use and transportation improvements for the study area based on projected growth in Eagan and Inver Grove Heights; and

WHEREAS, the City of Sunfish Lake has participated in this study process with staff representatives, elected officials and interested residents at all stages of the study; and

WHEREAS, the City of Sunfish Lake has continually stated its objection to an interchange at Delaware Avenue and I-494; and

WHEREAS, the City of Sunfish Lake has participated in all three public open houses and the two neighborhood meetings held on this study; and

WHEREAS, the City of Mendota Heights formed an adhoc committee to track the progress of this study and ensure that the city's position was made clear that included membership from the city council, city staff, city residents, Sunfish Lake and contract professionals; and

WHEREAS, the City of Sunfish Lake fully supports the need to undertake planning in order to prepare for and respond to future growth.

NOW THEREFORE BE IT RESOLVED, the City of Sunfish Lake offers the following comments to Dakota County's draft recommendations on the Regional Roadway System Visioning Study:

1. Supports the recommendation of a future interchange being placed at Alternative E, if and only if there is an extensive environmental review which demonstrates no adverse effects to Hornbeam Lake and its adjacent land area.
2. Any future improvements to Delaware Avenue must be driven by the cities of Mendota Heights and Sunfish Lake. The character of Delaware Avenue is unique and best understood by the two cities and their residents.

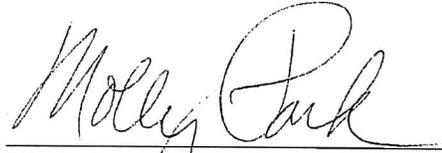
3. The city supports using and expanding the existing infrastructure that exists in Eagan and Inver Grove Heights to the fullest extent possible to deal with their growth. The city's concern is in the approach taken by the study using one rate of growth. The study should be flexible enough to accommodate up or down the level of infrastructure and financial investment actually needed as the growth actually occurs. The actual development and investment should be based on actual growth to avoid both overinvestment and underinvestment.
4. Priority should be given to transportation projects that take place within Eagan and Inver Grove Heights to internalize traffic flows within the new growth areas.
5. Inver Grove Heights and Eagan should promote mixed land uses with integrated pedestrian/bicycle facilities in addition to supporting 21st century transit planning which would help reduce individual traffic trips within the system.

BE IT FURTHER RESOLVED, that while the City of Sunfish Lake understands that this is a traffic study, the importance of the information that has not been studied, including the environmental factors and financial implications, needs to be studied before final decisions can be made on all of the recommendations.

BE IT FURTHER RESOLVED, that the City of Sunfish Lake intends to stay fully engaged on this issue in the future to ensure that the plans do not change that would negatively impact the city and its residents.

Adopted by the City Council of the City of Sunfish Lake this 6th day of July 2010.

CITY OF SUNFISH LAKE



Molly Park, Mayor

ATTEST:



Catherine Iago, City Clerk

**CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 10-48

**A RESOLUTION DISCUSSING THE REGIONAL ROADWAY SYSTEM
VISIONING STUDY**

WHEREAS, Dakota County partnered with the Minnesota Department of Transportation, the Metropolitan Council, the Federal Highway Administration, the City of Eagan, the City of Inver Grove Heights, the City of Mendota Heights, and the City of Sunfish Lake to conduct a transportation study in northern Dakota County with the goal of developing a long-term roadway system vision that is supported by all jurisdictions and balances land use and transportation improvements for the study area based on projected growth in Eagan and Inver Grove Heights; and

WHEREAS, the City of Mendota Heights has participated in this study process with staff representatives, elected officials and interested residents at all stages of the study; and

WHEREAS, the City of Mendota Heights has continually stated its objection to an interchange at Delaware Avenue and I-494 and expressed concerns about related issues; and

WHEREAS, the City of Mendota Heights has participated in all three public open houses and the two neighborhood meetings held on this study; and

WHEREAS, the City of Mendota Heights formed an ad-hoc committee that included membership from the city council, city staff, residents, Sunfish Lake and a contract professional to track the progress of this study and ensure that the city's position was made clear; and

WHEREAS, the City of Mendota Heights fully supports the need to undertake planning in order to prepare for and respond to future growth.

NOW THEREFORE BE IT RESOLVED, the City of Mendota Heights offers the following comments to Dakota County's draft recommendations on the Regional Roadway System Visioning Study:

1. Supports the recommendation of a future interchange being placed at Alternate E, approximately ¼ mile east of the current Delaware Avenue interchange. Any potential future interchange at Delaware Avenue will not be supported by the City of Mendota Heights.
2. Any future improvements to Delaware Avenue must be driven by the City of Mendota Heights. The character of Delaware Avenue is unique and best

understood by the city and our residents. The local government unit is best suited to determine any future changes.

3. Mendota Heights supports the right of Eagan and Inver Grove Heights to develop their infrastructure within the Metropolitan Council's approved growth limits while at the same time we encourage them to develop the transportation element of this planning totally within their city limits. It has been represented to the City of Mendota Heights by Dakota County staff that the growth projections in Eagan and Inver Grove Heights are based on their approved 2030 comprehensive plans and Mendota Heights is relying on these projections in its decision making process. The study should be flexible enough to accommodate up or down the level of infrastructure and financial investment needed as the growth occurs. The development and investment should be based on actual growth to avoid both overinvestment and underinvestment.
4. Priority should be given to transportation projects that take place within Eagan and Inver Grove Heights to internalize traffic flows within the new growth areas.

BE IT FURTHER RESOLVED, that while the City of Mendota Heights understands that this is a traffic study, the information that has not been studied including the environmental factors and financial implications, all of the information needs to be studied before final decisions can be made on all of the recommendations.

BE IT FURTHER RESOLVED, that the City of Mendota Heights intends to stay fully engaged with this issue in the future to ensure that any plans changes do not negatively impact the city and its residents. Mendota Heights has enjoyed a positive relationship with the neighboring cities and the county and believes it is important to be a part of the decision making process. The transparency in government decision making that we have experienced with the county and the visioning study is important to Mendota Heights now and in the future.

Adopted by the City Council of the City of Mendota Heights this Sixth day of July 2010.

ATTEST

CITY COUNCIL
CITY OF MENDOTA HEIGHTS

By Nancy Bauer
Nancy Bauer, Acting City Clerk

By John J. Huber
John J. Huber, Mayor

CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA

RESOLUTION ADOPTING THE REGIONAL ROADWAY SYSTEM VISIONING
STUDY RECOMMENDATIONS

RESOLUTION NO. 10-102

WHEREAS, the City of Inver Grove Heights, along with the Minnesota Department of Transportation, Dakota County, and the City of Eagan, entered into an agreement to study future transportation improvements in northwest Inver Grove Heights, northeast Eagan, Mendota Heights, and Sunfish Lake; and

WHEREAS, these entities subsequently selected SRF to conduct the study; and

WHEREAS, the intent of the study is to identify a transportation system plan that can support long-term growth and development in the region, as well as complement and build upon current transportation systems; and

WHEREAS, the study was guided by a technical advisory committee consisting of the Minnesota Department of Transportation, Dakota County, Metropolitan Council, Federal Highway Administration, and the cities of Inver Grove Heights, Eagan, Sunfish Lake, and Mendota Heights; and

WHEREAS, SRF conducted a technical analysis of future development in Inver Grove Heights, Eagan, and surrounding cities and alternative transportation improvement alternatives; and

WHEREAS, considerable public input was obtained through three open houses and various other meetings; and

WHEREAS, SRF has concluded by preparing a list of recommendations; and

WHEREAS, these recommendations are found to be consistent with the Inver Grove Heights Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED, THAT THE CITY COUNCIL OF THE CITY OF INVER GROVE HEIGHTS hereby adopts the Regional Roadway System Visioning Study Recommendations.

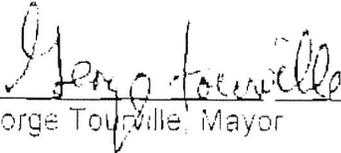
BE IT FURTHER RESOLVED, that the City Council of the City of Inver Grove Heights:

- Strongly supports an interchange at I-494 as shown on Alternate E and finds such an interchange necessary to serve future regional and local transportation needs.
- Strongly supports an interchange at Highway 55 and Argenta Trail and finds such an interchange necessary to serve future traffic volumes and to eliminate traffic safety hazards.

Passed by the City Council of the City of Inver Grove Heights on the 12th day of July 2010.

AYES: 5

NAYS: 0



George Toucheville, Mayor

ATTEST:



Melissa Rheume, Deputy Clerk

**CITY OF EAGAN
DAKOTA COUNTY, MINNESOTA
RESOLUTION OF SUPPORT
REGIONAL ROADWAY SYSTEM VISIONING STUDY**

WHEREAS, Dakota County partnered with the Minnesota Department of Transportation, the Metropolitan Council, the Federal Highway Administration, the City of Eagan, the City of Inver Grove Heights, the City of Mendota Heights, and the City of Sunfish Lake to conduct a transportation study in northern Dakota County with the goal of developing a long-term roadway system vision that is supported by all jurisdictions and balances land use and transportation improvements for the study area based on projected growth in Eagan, Inver Grove Heights and the surrounding region; and

WHEREAS, the City of Eagan has participated in this study process with staff representatives and elected officials at all stages of the study; and

WHEREAS, the City of Eagan has participated in all three public open houses and the two neighborhood meetings held on this study; and

WHEREAS, the City of Eagan fully supports the need to undertake planning in order to prepare for and respond to future growth.

NOW, THEREFORE, BE IT RESOLVED that the City of Eagan hereby supports the draft recommendations in the Regional Roadway System Visioning Study, including the following:

1. Placement of a future interchange at Alternate E, approximately ¼ mile east of the current Argenta Trail/Delaware Avenue (County Road 63) overpass.

Adopted by the City Council for the City of Eagan this 20th day of July 2010.

CITY OF EAGAN
CITY COUNCIL

By: *Mike McGuire*
Its Mayor

Attest: *Maria Petersen*
Its Clerk

CERTIFICATION

I, Maria Petersen, Clerk of the City of Eagan, Dakota County, Minnesota, do hereby certify that the foregoing resolution was duly passed and adopted by the City Council of the City of Eagan, Dakota County, Minnesota, in a regular meeting thereof assembled this 20th day of July, 2010.

Maria Petersen
Maria Petersen, City Clerk

**BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA**

August 10, 2010

Resolution No. 10-391

Motion by Commissioner Gaylord

Second by Commissioner Workman

Adopt Recommendations For County Project 97-85 Regional Roadway System Visioning Study

WHEREAS, to promote safe and efficient transportation throughout the County and region, Dakota County partnered with the Minnesota Department of Transportation (Mn/DOT), the Metropolitan Council, the Federal Highway Administration, and the Cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake and is the lead agency for County Project (CP) 97-85, Regional Roadway System Visioning Study; and

WHEREAS, the study included investigation of potential future transportation system needs in northern Dakota County to develop a vision for the transportation system that will result in safe and efficient travel in the area as cost-effectively as possible, while at the same time recognizing agency land use development objectives; and

WHEREAS, the Cities of Eagan and Inver Grove Heights have planned for continued growth and development through their 2030 Comprehensive Plans that will result in additional impacts to the area transportation system; and

WHEREAS, continued growth in surrounding communities will result in additional impacts to the area transportation system; and

WHEREAS, representatives of Dakota County, Mn/DOT, the Metropolitan Council, Federal Highway Administration, and the cities of Mendota Heights, Sunfish Lake, Eagan, and Inver Grove Heights, have participated as members of a Study Advisory Committee and have reviewed study findings and recommendations; and

WHEREAS, the study process involved the public through public open houses, neighborhood meetings, and city council meetings; and

WHEREAS, they study recommends a Regional Roadway System Vision to support future growth in the in the area in a way that will result in a safe and efficient system of City, County, State, and Federal roadways in the future; and

WHEREAS, the County recognizes there are additional steps necessary to gain necessary agency approvals before the improvements included in the recommendations can be constructed; and

WHEREAS, the Dakota County Engineer recommends adoption of the recommendations for County Project 97-85, Regional Roadway System Visioning Study.

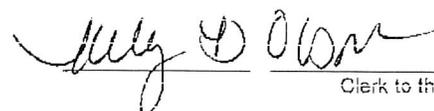
NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby adopts the study recommendations for County Project 97-85, the Regional Roadway System Visioning Study, as presented to the Physical Development Committee of the Whole on July 27, 2010.

STATE OF MINNESOTA
County of Dakota

	YES		NO
Harris	<u> X </u>	Harris	<u> </u>
Gaylord	<u> X </u>	Gaylord	<u> </u>
Egan	<u> X </u>	Egan	<u> </u>
Schouweiler	<u> X </u>	Schouweiler	<u> </u>
Workman	<u> X </u>	Workman	<u> </u>
Krause	<u> X </u>	Krause	<u> </u>
Branning	<u> X </u>	Branning	<u> </u>

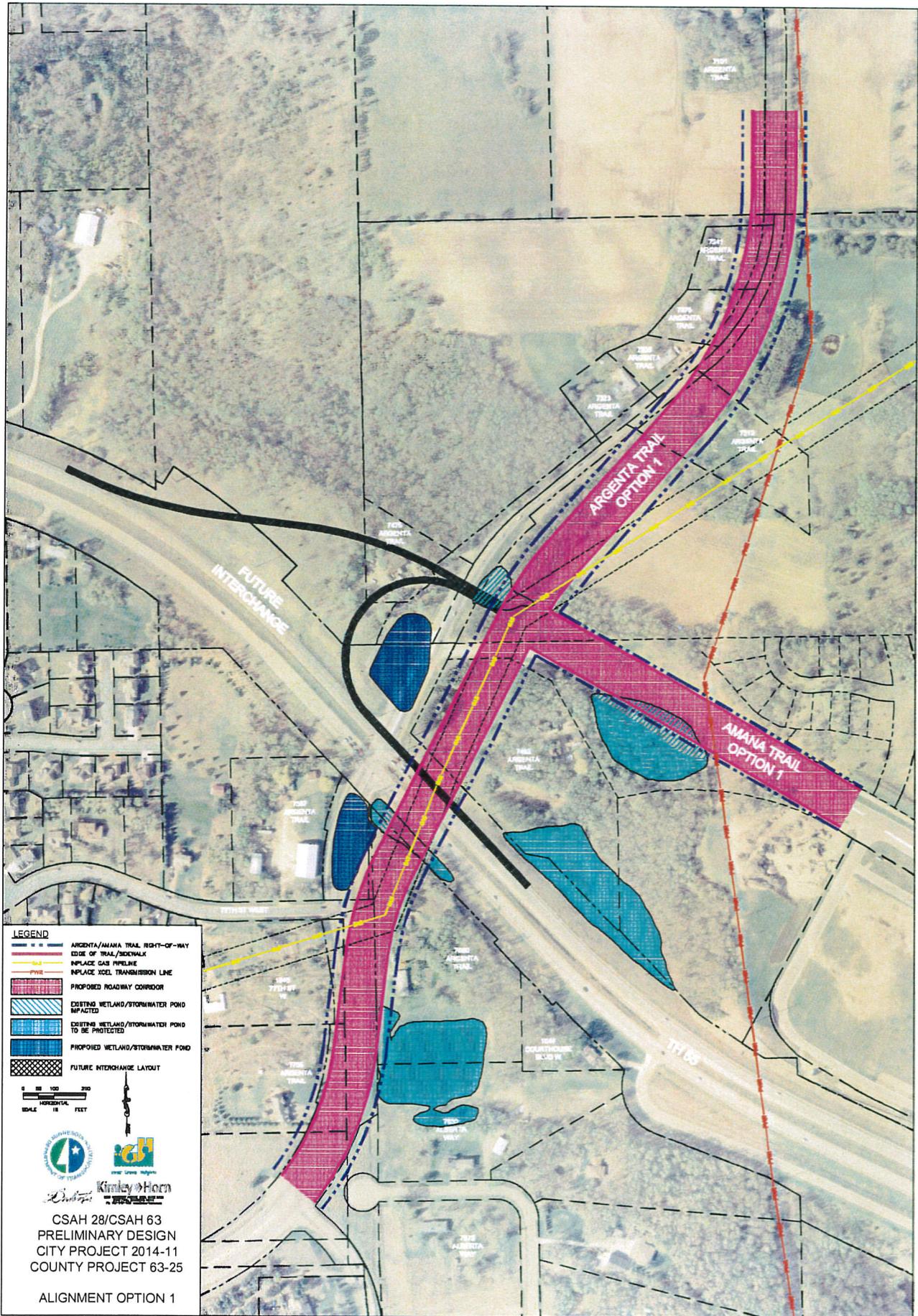
I, Kelly Olson, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 10th day of August 2010, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 11th day of August 2010.



Clerk to the Board

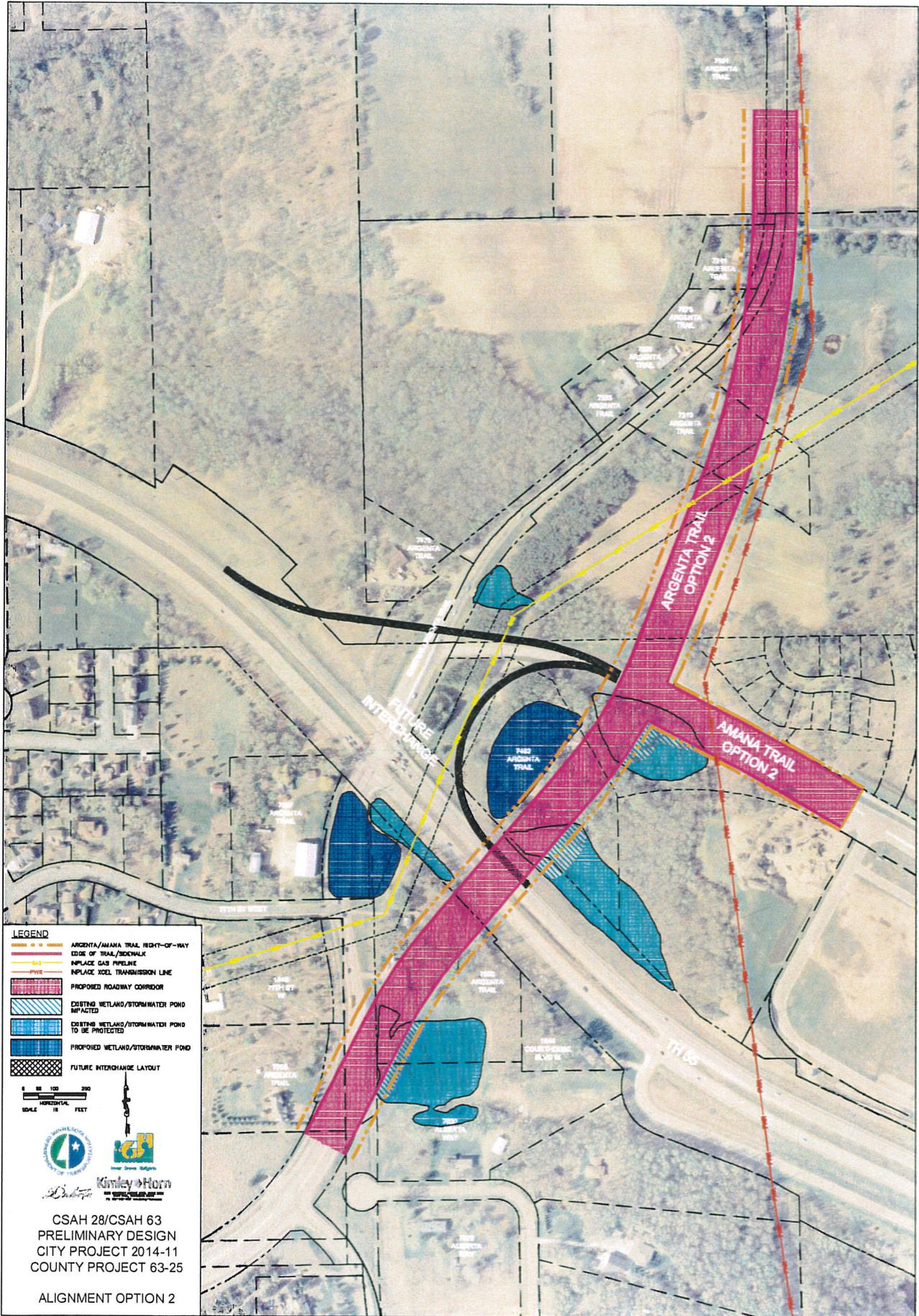
APPENDIX B – ALIGNMENT ALTERNATIVES



- LEGEND**
- ARGENTA/AMANA TRAIL RIGHT-OF-WAY
 - EDGE OF TRAIL/SIDEWALK
 - INPLACE GAS PIPELINE
 - INPLACE STEEL TRANSMISSION LINE
 - PROPOSED ROADWAY CORRIDOR
 - EXISTING WETLAND/STORMWATER POND IMPACTED
 - EXISTING WETLAND/STORMWATER POND TO BE PROTECTED
 - PROPOSED WETLAND/STORMWATER POND
 - FUTURE INTERCHANGE LAYOUT



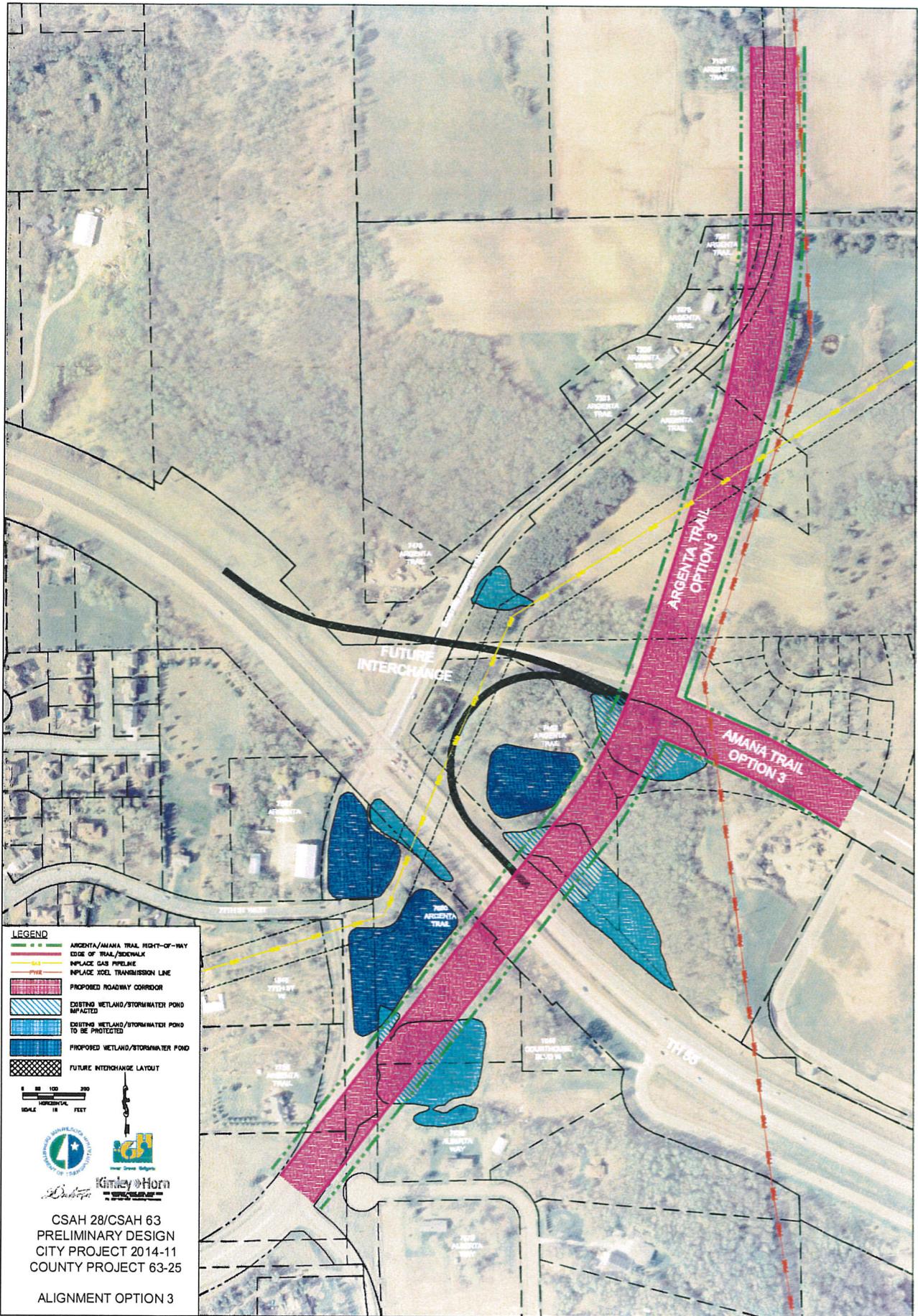
CSAH 28/CSAH 63
 PRELIMINARY DESIGN
 CITY PROJECT 2014-11
 COUNTY PROJECT 63-25
 ALIGNMENT OPTION 1



- LEGEND**
- ARGENTA/AMANA TRAIL RIGHT-OF-WAY
 - EDGE OF TRAIL/SIDEWALK
 - REPLACE GAS PIPELINE
 - REPLACE STEEL TRANSMISSION LINE
 - PROPOSED ROADWAY CORRIDOR
 - EXISTING WETLAND/STORMWATER POND IMPACTED
 - EXISTING WETLAND/STORMWATER POND TO BE PROTECTED
 - PROPOSED WETLAND/STORMWATER POND
 - FUTURE INTERCHANGE LAYOUT



CSAH 28/CSAH 63
PRELIMINARY DESIGN
CITY PROJECT 2014-11
COUNTY PROJECT 63-25
ALIGNMENT OPTION 2



- LEGEND**
- ARGENTA/AMANA TRAIL RIGHT-OF-WAY
 - EDGE OF TRAIL/SIDEWALK
 - GAS
 - XCEL TRANSMISSION LINE
 - FIBER
 - PROPOSED ROADWAY CORRIDOR
 - EXISTING WETLAND/STORMWATER POND IMPACTED
 - EXISTING WETLAND/STORMWATER POND TO BE PROTECTED
 - PROPOSED WETLAND/STORMWATER POND
 - FUTURE INTERCHANGE LAYOUT



CSAH 28/CSAH 63
 PRELIMINARY DESIGN
 CITY PROJECT 2014-11
 COUNTY PROJECT 63-25
 ALIGNMENT OPTION 3

APPENDIX C – EVALUATION MATRIX

Argenta Trail Improvement Project



SOUTH AREA ALTERNATIVES RATINGS MATRIX

RECOMMENDED

Project Goals	Considerations	Alternative 1	Alternative 2	Alternative 3
Safety	Reduce/remove skew from the intersection	Skew angle = 85°	Skew angle = 85°	Skew angle = 85°
	Eliminate queuing spillback from left-turn lanes onto mainline TH 55	Meets project goal	Meets project goal	Meets project goal
	Add deceleration length for turn lanes on TH 55	Meets project goal	Meets project goal	Meets project goal
	Improve substandard horizontal and vertical roadway alignments (south only)	Provide maximum superelevation and minimum depth of final super-elevation slope	Meets project goal (with reverse curves)	Meets project goal
Operations	Provide space to appropriately accommodate all modes of transportation	Meets project typical section	Meets project typical section	Meets project typical section
	Provides full access/connectivity for local connections	Meets project goal	Meets project goal	Meets project goal
	Level of service achieved at intersections and along the corridor	Meets project goal	Meets project goal	Meets project goal
Project Cost	Total project cost includes <ul style="list-style-type: none"> • Construction cost • Right-of-way (ROW) cost • Utility relocation costs • Stormwater treatment costs (see below) Minimize total acquisitions	Construction Cost \$8.2 million Right-of-Way <ul style="list-style-type: none"> • Approximately 14 acres of new ROW • 10 total acquisitions • Impacts to 12 parcels Utility Impacts <ul style="list-style-type: none"> Magellan Gas Line: Relocate approximately 350 feet of gas line Xcel Transmission: Construction impacts into easement 	Construction Cost \$7.77 million Right-of-Way <ul style="list-style-type: none"> • Approximately 11 acres of new ROW • 5 total acquisitions (reduction to 3 possible) • Impacts to 12 parcels Utility Impacts <ul style="list-style-type: none"> Magellan Gas Line: Relocate approximately 350 feet of gas line Xcel Transmission: Construction impacts into easement 	Construction Cost \$7.9 million Right-of-Way <ul style="list-style-type: none"> • Approximately 12 acres of new ROW • 6 total acquisitions • Impacts to 12 parcels Utility Impacts <ul style="list-style-type: none"> Magellan Gas Line: Relocate approximately 350 feet of gas line Xcel Transmission: Construction impacts into easement
		Stormwater treatment capacity meets northwest area (NWA) requirements	15 ac-ft of new storage needed Major impacts to three stormwater/wetland features	15 ac-ft of new storage needed Major impacts to three stormwater/wetland features

APPENDIX D – PUBLIC INVOLVMENT SUMMARY AND
COMMENTS RECEIVED

PUBLIC COMMENTS

Open House #1 (Nov. 19, 2014), Exceptions Neighborhood Meeting (Dec. 30, 2014), Open House #2 (Jan. 7, 2015)

Comments Received thru 2/9/15

	Comments	Number	Response
1	Will the intersection at Argenta Trail and Amana Trail be improved?	2	The intersection at Argenta Trail and Amana Trail will become a full T-intersection. The T-intersection will allow for left turns on both west bound Amana Trail and south bound Argenta Trail.
2	Minimize impact to existing ponds	2	The recommended alignment Option 2 impacts the second least amount of existing ponds. Option 3 impacted the most and Option 1 impacted the least. Option 2 is recommended due to the reduced risk for crashes with flatter curves on both sides of TH 55.
3	What bicycle/ pedestrian facilities will be included?	1	Argenta Trail is proposed to be a divided four lane roadway with turn lanes and bituminous multi-use trail along both sides. These trails will tie into the existing trail and sidewalk located along Amana Trail. Whether to include trails north of Amana Trail at this time will be determined through final design.
4	Will a sound wall be constructed with the project?	1	If the project receives federal funding, the project will need to complete a noise analysis. If noise mitigation appears feasible in locations where the travel lanes are moving closer to existing residences, then the County and City will work directly with those property owners to determine the appropriate course of action. At this time, no properties along TH 55 are being considered for noise mitigation since these travel lanes are not moving. Below is a link to MN/Dot's noise analysis webpage for more information. http://www.dot.state.mn.us/environment/noise/faqs.html
5	How will the properties north of TH 55 on existing Argenta Trail access their property once the new Argenta Trail is constructed?	1	The properties north of TH 55 along existing Argenta Trail will access their properties along existing Argenta Trail. Existing Argenta Trail will be connected back into either existing Argenta Trail or a city street with a connection to 70th St. W. (CSAH 26). The access point for commercial property along TH 55 but south of the proposed Blackstone Vista will have an access point that will be determined in the future and will most likely be a shared access point for commercial development. The City has considered a shared access point that may be west of the intersection of TH 55 and Argenta Trail.

PUBLIC COMMENTS

Open House #1 (Nov. 19, 2014), Exceptions Neighborhood Meeting (Dec. 30, 2014), Open House #2 (Jan. 7, 2015)

Comments Received thru 2/9/15

	Comments	Number	Response
6	Why does Argenta Trail need to be four (4) lanes and expanded to six (6) lanes in the future?	1	Based on traffic projections completed as part of the Regional Roadway System Visioning Study (RRSVS) and Dakota County's Transportation Plan, growth in IGH, Eagan, and surrounding communities is expected to generate volumes that will require 4 lanes in the next 20 years, and once a new interchange is installed at I-494 & Argenta, volumes will grow to 6-lane levels.
7	The exhibits show the potential for an interchange at this intersection in the future. When is that likely to happen?	FAQ	An interchange at this intersection in the future is first and foremost predicated on Argenta Trail connecting to a new interchange at I-494. Even then, the projected traffic is borderline for requiring an interchange at TH 55. This project design is considering how an interchange could be designed as part of this process just to make sure we keep the door open for a future interchange, should it be needed someday.
8	How will the project address the existing grade along CSAH 63 (Argenta Trail), which is currently very steep for both bicyclists and pedestrians? How far will the trail along Argenta Trail extend and will it connect into the proposed Mendota to Lebanon Hills Greenway?	FAQ	<p>The 2016 CSAH 63 Argenta Trail project will reduce the grade of the road from 7% to 5%, which will make travel for both bicyclists and pedestrians along Argenta Trail easier than the existing alignment. The project will also provide for a straighter roadway across TH 55 and through Amana Trail.</p> <p>The project will also include an 8' bituminous trail along both sides of Argenta Trail from south of TH 55 where the trails currently end along CSAH 28 (Yankee Doodle Road) to the new Amana Trail intersection on the north side of TH 55. A permanent signal system at the TH 55 intersection will include protected pedestrian phases to assist pedestrians and bicyclists in crossing TH 55. In addition, the bituminous trails along Amana Trail will be extended to connect to the new trails along Argenta.</p> <p>Finally, the Mendota to Lebanon Hills Greenway Master Plan includes an off-road regional trail and greenway north/south through the area that will cross TH 55 at Argenta Trail. Please refer to the Mendota to Lebanon Hills Greenway Master Plan for more information.</p>

APPENDIX E – MNDOT DRAFT GEOMETRIC LAYOUT

LAYOUT HISTORY

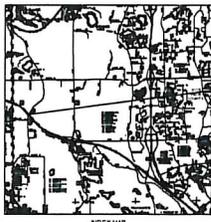
NO.	DATE	DESCRIPTION
1		

PROJECT INFORMATION

PROJECT NO.	DATE	PROJECT NAME
100-000000000	10/1/2010	CSAH 63 AND TH 55
CLIENT	DESIGNER	CONTRACT NO.
MINNAPARC	MINNAPARC	100-000000000

LEVEL 2 LAYOUT APPROVAL

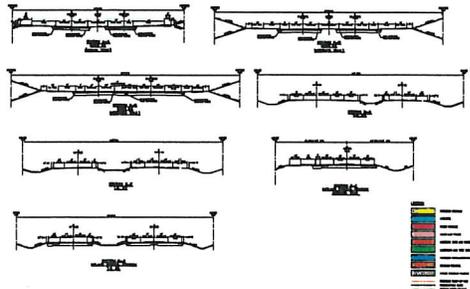
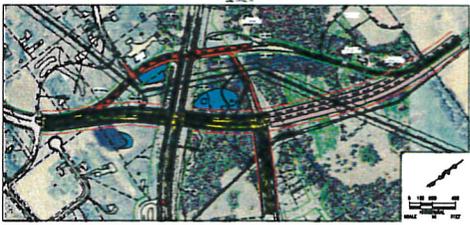
APPROVED BY	DATE



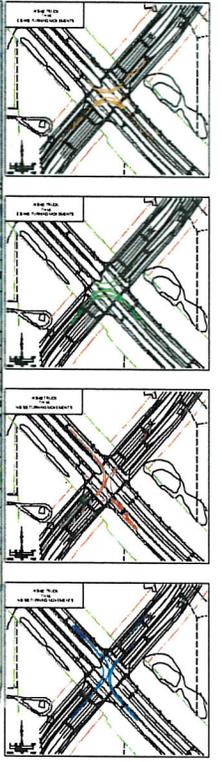
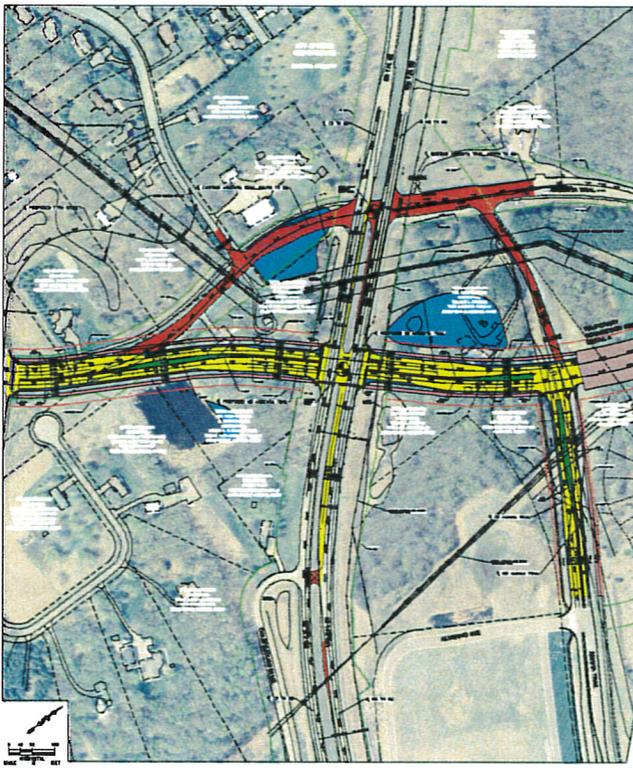
CSAH 63 AND TH 55
INVER GROVE HEIGHTS, MN
DAKOTA COUNTY

PROJECT LOCATION:
METRO DISTRICT,
DAKOTA COUNTY

- PROJECT LOCATION TO CITY CENTER
- PROJECT LOCATION TO STATE HIGHWAY



Color	Symbol	Description
Red	—	Proposed Roadway
Yellow	—	Proposed Roadway
Blue	—	Water
Green	—	Vegetation
Grey	—	Existing Roadway





ARGENTA TRAIL (CSAH 63) REALIGNMENT NORTH AREA STUDY

Preliminary Design Report

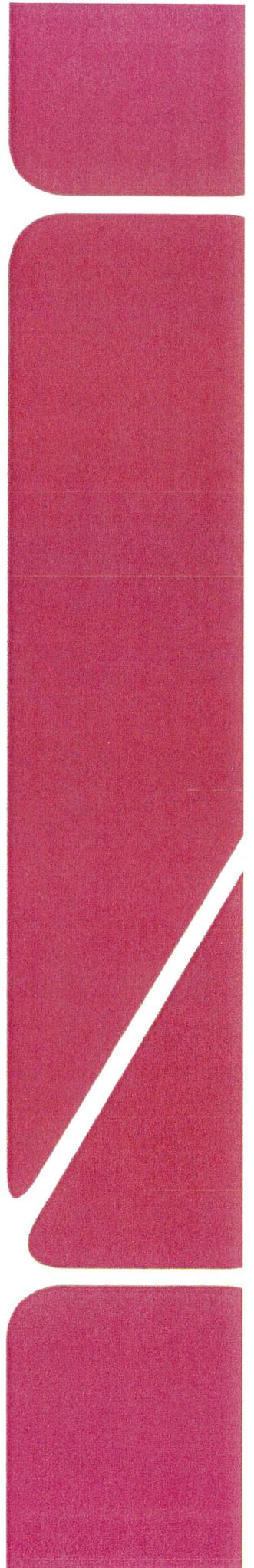
February 2015

Prepared For:

City of Inver Grove Heights

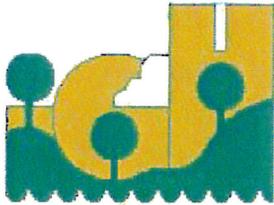
Dakota County

Kimley»»Horn



ARGENTA TRAIL (CSAH 63) REALIGNMENT NORTH AREA STUDY

Preliminary Design Report



City of Inver Grove
Heights, Mn.



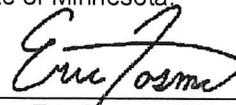
Prepared By:

Kimley»»Horn

Kimley-Horn and Associates, Inc.
2550 University Avenue West
Suite 238N
St. Paul, MN 55114
(651) 643-0400

I hereby certify that this plan, specification
or report was prepared by me or under my
direct supervision and that I am duly
Licensed Professional Engineer under the
laws of the State of Minnesota.

Signature: _____


Eric Fosmo, P.E.

File: 160509025

Date: February 23, 2015 Lic. No. 48761

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2.	PRELIMINARY DESIGN ALTERNATIVES.....	1
3.	EVALUATION CRITERIA.....	3
4.	PUBLIC AND AGENCY INVOLVEMENT.....	4
5.	SUMMARY AND RECOMMENDATIONS.....	5
6.	IMPLEMENTATION.....	6

APPENDICES

APPENDIX A – REGIONAL ROADWAY SYSTEM VISIONING STUDY – RECOMMENDATIONS AND RESOLUTIONS

APPENDIX B – ALIGNMENT ALTERNATIVES

APPENDIX C – EVALUATION MATRIX

APPENDIX D – PUBLIC INVOLVMENT SUMMARY AND COMMENTS RECEIVED

APPENDIX E – MINNESOTA STATE STATUTE 462.359 – OFFICIAL MAPS

1. INTRODUCTION, STUDY PURPOSE AND NEED

In 2010, Dakota County, MnDOT, and the Cities of Inver Grove Heights, Eagan, Sunfish Lake, and Mendota Heights completed the Regional Roadway System Visioning Study (RRSVS) to identify a long-term roadway system vision for transportation improvements to address future transportation needs within northwest area of Inver Grove Heights and northeast area of Eagan. The RRSVS is included as Appendix A to this report.

The result of the RRSVS process was an adopted system vision that included the identification of a future interchange with Argenta Trail (CSAH 63) and I-494 at approximately the mid-point between the interchanges at TH 149 and TH 3. The proposed interchange would be located approximately one-half mile east of the existing Argenta Trail overpass of I-494. The connection of Argenta Trail (CSAH 63) at a future interchange with I-494 requires the ultimate build-out of Argenta Trail (CSAH 63) to a six-lane roadway section between TH 55 and I-494. The six-lane roadway section requires preservation of a 200-foot right-of-way to accommodate the future roadway needs.

Although the RRSVS identified the future right-of-way for Argenta Trail (CSAH 63), no specific alignment for the connection between the existing TH 55 intersection and the future interchange location was identified as part of the study. The purpose of the Argenta Trail (CSAH 63) Realignment - North Study is to identify a preferred alignment for the future Argenta Trail (CSAH 63) 200-foot right-of-way corridor. The study is needed at this time to meet the following study goals.

- Identify a 200-foot right-of-way corridor to provide guidance to local residents, currently planned development, and future development within the City's Northwest Area
- Coordinate the future alignment of Argenta Trail (CSAH 63) with the South Project (CP 63-25). The selected alignment for the north study area will impact critical components of the South Project (CP 63-25) including:
 - Limits of project improvements north of Amana Trail
 - Construction costs for transition back to existing Argental Trail
 - Right-of-way and easement negotiations/acquisitions
 - Coordination with proposed and future development

2. PRELIMINARY DESIGN ALTERNATIVES

Based on the need to connect the existing Argenta Trail (CSAH 63) and TH 55 intersection to the anticipated I-494 interchange location, five preliminary design alternatives were developed for evaluation. The following summary of preliminary design alternatives details the approach to each alignment alternative and the impacts associated with each alignment.

No Interchange Option

A "No Build" alignment was developed to understand the impacts that would occur along Argenta Trail (CSAH 63) if the anticipated interchange at I-494 is not constructed and Argenta Trail (CSAH 63) needed to be expanded to accommodate future traffic growth within the area. This option is inconsistent with the City of Inver Grove Heights' Comprehensive Plan, and with the Regional Roadway System Visioning Study, which was adopted by the cities of Inver Grove Heights, Eagan, Mendota Heights, Sunfish Lake, and Dakota County. It therefore is not recommended for further consideration by the Project Management Team."

Alignment 1

Alignment 1 was developed as an option to place the 200-foot future right-of-way on the west side of the Xcel transmission lines/planned Blackstone Ridge development west property line. As shown in Appendix B, the eastern edge of the proposed ROW is located on the property line that separates the existing neighborhood north of 70th Street (CSAH 26) and the planned Blackstone Ridge development.

The proposed ROW for Alignment 1 is located completely within the existing neighborhood. The following is a summary of the design elements and outcomes of Alignment 1.

- The skew angle at the 70th Street (CSAH 26) intersection is reduced; a 90 degree intersection configuration is provided.
- The proposed alignment also allows for 90 degree intersections at planned City collector streets within the area.
- The design speed of the proposed alignment is 55 mph.
- Alignment 1 would have the following impacts:
 - 10 properties would be total acquisitions
 - 20 properties would be impacted
 - 4 Northwest Area basins would be impacted; approximately 6.6 acre-feet
 - 400 feet of impact to the Xcel transmission lines would need to be mitigated
 - 104,000 cubic yards of earthwork would be required

Alignment 2

Alignment 2 was developed as an option to center the 200-foot future right-of-way on the west side of the Xcel transmission lines and planned Blackstone Ridge development property line. As shown in Appendix B, the center of the proposed ROW is located on the property line that separates the existing neighborhood north of 70th Street (CSAH 26) and the planned Blackstone Ridge development. The proposed ROW for Alignment 2 would require the relocation of the existing Xcel transmission lines to the west side of the proposed ROW. The following is a summary of the design elements and outcomes of Alignment 2.

- The skew angle at the 70th Street (CSAH 26) intersection is reduced; a 90 degree intersection configuration is provided.
- The proposed alignment also allows for 90 degree intersections at planned City collector streets within the area.
- The design speed of the proposed alignment is 55 mph.
- Alignment 2 would have the following impacts:
 - 6 properties would be total acquisitions
 - 19 properties would be impacted
 - 3 Northwest Area basins would be impacted; approximately 17.2 acre-feet
 - 4,500 feet of impact to the Xcel transmission lines would need to be mitigated
 - 110,000 cubic yards of earthwork would be required

Alignment 3

Alignment 3 was developed as an option to place the 200-foot future right-of-way on the west side of the planned Blackstone Ridge development property line. As shown in Appendix B, the western edge of the proposed ROW is located on the property line that separates the existing neighborhood north of 70th Street (CSAH 26) and the planned Blackstone Ridge development. The proposed ROW for Alignment 3 would require the relocation of the existing Xcel transmission lines to the west side of the proposed ROW. The following is a summary of the design elements and outcomes of Alignment 3.

- The skew angle at the 70th Street (CSAH 26) intersection is reduced; a 90 degree intersection configuration is provided.
- The proposed alignment also allows for 90 degree intersections at planned City collector streets within the area.
- The design speed of the proposed alignment is 55 mph.
- Alignment 3 would have the following impacts:
 - 4 properties would be total acquisitions
 - 16 properties would be impacted
 - 2 Northwest Area basins would be impacted; approximately 17.2 acre-feet

- 4,500 feet of impact to the Xcel transmission lines would need to be mitigated
- 179,000 cubic yards of earthwork would be required

Alignment 4

Alignment 4 was developed as an option to place the 200-foot future right-of-way east of the existing neighborhood, Xcel transmission lines, and stormwater basins which are impacted with Alignments 1-3. As shown in Appendix B, the proposed ROW is located approximately 350 feet from the property line that separates the existing neighborhood north of 70th Street (CSAH 26) and the planned Blackstone Ridge development. The following is a summary of the design elements and outcomes of Alignment 4.

- The skew angle at the 70th Street (CSAH 26) intersection is reduced; a 90 degree intersection configuration is provided.
- The proposed alignment also allows for 90 degree intersections at planned City collector streets within the area.
- The design speed of the proposed alignment is 55 mph.
- Alignment 4 would have the following impacts:
 - 1 property would be a total acquisition
 - 10 properties would be impacted
 - 4 Northwest Area basins would be impacted; approximately 5.4 acre-feet
 - 700 feet of impact to the Xcel transmission lines would need to be mitigated
 - 130,000 cubic yards of earthwork would be required

Alignment 5

Alignment 5 was developed as an option to place the 200-foot future right-of-way as far east as possible to limit the amount of impact to both the planned Blackstone Ridge development and existing neighborhood north of 70th Street (CSAH 26). As shown in Appendix B, the proposed ROW is located approximately 950 feet east of the property line that separates the existing neighborhood north of 70th Street (CSAH 26) and the planned Blackstone Ridge development. The following is a summary of the design elements and outcomes of Alignment 5.

- The skew angle at the 70th Street (CSAH 26) intersection is reduced; an 85 degree intersection configuration is provided.
- The proposed alignment also allows for 85 degree intersections at planned City collector streets within the area.
- The proposed alignment does require less desirable reverse curves and intersection configurations than Alignments 1-4.
- The design speed of the proposed alignment is 55 mph.
- Alignment 5 would have the following impacts:
 - 1 property would be a total acquisition
 - 11 properties would be impacted
 - 3 Northwest Area basins would be impacted; approximately 5.4 acre-feet
 - 600 feet of impact to the Xcel transmission lines would need to be mitigated
 - 197,000 cubic yards of earthwork would be required

3. EVALUATION CRITERIA

All preliminary design alignment alternatives meet State, County, and City roadway design standards, but result in varying impacts to the properties, utilities, and natural resources within the project area. The project management team (PMT) developed the following evaluation criteria to compare the impacts that would occur with the implementation of each of the design alternatives.

The following evaluation criteria was used to compare the preliminary design alternatives:

- Roadway Operations and Safety
- Impacts to Northwest Area Stormwater Basins
- Right-of-Way Acquisition and Property Impacts
- Impacts to Private Utilities (Xcel Transmission Lines)
- Earthwork Volume
- Total Cost Differential (See below)

The evaluation of each of the preliminary design alternatives has been tabulated within an overall cost differential between Alignments 1-5. Based on the following project cost items, a total cost differential for each alignment is also shown on the evaluation matrix. The construction costs for the proposed roadway improvements was assumed to be relatively equal between all of the alignment alternatives.

- Right-of-Way Costs
- Private Utility Relocation Costs
- Earthwork Costs
- Stormwater Impact and Treatment Costs

The evaluation matrix generated from the criteria listed above is included in the report as Appendix C. A ranking system was also generated to provide a comparative assessment for each alternative within each of the evaluation criteria. A following is a summary of the ranking system:

- Green – Indicates a comparatively low level of impact (most preferred) of the alignments for the particular evaluation criteria
- Yellow – Indicates a comparatively medium level of impact of the alignments for the particular evaluation criteria
- Red – Indicates a comparatively high level of impact (least preferred) of the alignments for the particular evaluation criteria

4. PUBLIC AND AGENCY INVOLVEMENT

The preliminary design alternatives process has included regular project management team (PMT) meetings. The PMT includes the following members, who have met nine times:

- City of Inver Grove Heights
- City of Eagan
- Dakota County
- MnDOT

The study was led by the City of Inver Grove Heights, with the participation of the agencies listed above. The study has been jointly funded by the City of Inver Grove Heights and Dakota County.

Public and agency input has been gathered from regular PMT meetings and public involvement meetings with affected property and area residents. The following public meetings were held as part of the public and agency involvement process:

- Open House #1 – November 19, 2014
- Neighborhood Meeting #1 – December 30, 2014
- Open House #2 – January 7, 2015

Notices for open houses were placed in the paper and direct mailings were sent to area property owners. The open houses and neighborhood meeting were completed as part of the study process to inform the

public and solicit their input on the proposed design alternatives. The project website was also updated on a regular basis to keep interest parties informed of the study progress. A summary of the comments and input received from the public involvement process has been provided as Appendix D to this report.

5. SUMMARY AND RECOMMENDATIONS

The intent of the study of preliminary design alternatives was to provide a comparative evaluation of the options to connect the existing Argenta Trail (CSAH 63) and TH 55 intersection to the anticipated I-494 interchange. The evaluation matrix summarizing the preliminary design work is attached as Appendix C to this report. The following is a summary of the total cost differential for the proposed design alternatives.

Design Performance:

- Alignment 1: Makes use of the most existing right-of-way for the roadway south of 70th Street, reducing the need for new right-of-way.
- Alignments 1, 2, and 3: These are the most direct alignments between 55 & 494?
- Alignments 2,3, and 4: These are the best pure design considering one simple curve south of 70th and all 90 degree intersections.
- Alignment 5: It is the longest alignment with the greatest challenges for grading. As a result, it would be the most expensive option to construct due to the additional length and earthwork required for construction.

Costs:

- Alignment 1: \$7.4 million - \$8.7 million
- Alignment 2: \$7.8 million - \$9.6 million
- Alignment 3: \$8.4 million - \$10.8 million
- Alignment 4: \$6.2 million - \$9.3 million
- Alignment 5: \$7.2 million - \$10.2 million

As shown with the ranges of total cost differential above, all of the evaluated alignments generally fall within an overlapping range of total cost differential. At this time, a recommendation for a preferred alignment has not been selected by the PMT group. Each of the five alignment alternatives would meet the overall goals of the project, but each have impacts that need to be evaluated by the City Council and County Board in order to provide the project management team input to finalize the alignment of the south project (CP 63-25) The following is a summary of the PMT's input and critical impacts for each alignment.

Alignment 1

- Alignment 1 is an acceptable design alternative that meets the project design goals if selected as the preferred alignment.
- Alignment 1 has the highest level of impact to properties within the existing neighborhood that would require eventual total acquisition of 10 residential homes/properties.

Alignment 2

- Alignment 2 is an acceptable design alternative that meets the project design goals if selected as the preferred alignment.
- Alignment 2 has the highest level of impact to the Xcel transmission line and Northwest Area stormwater basins. Alignment 2 also has a high level of impact to properties within the existing neighborhood that would require eventual total acquisition of 6 residential homes/properties.

- The PMT would not recommend the selection of Alignment 2 as the preferred alignment due to the future potential cost risks associated with impacting the Xcel transmission line and stormwater basins.

Alignment 3

- Alignment 3 is an acceptable design alternative that meets the project design goals if selected as the preferred alignment.
- Alignment 3 has the highest level of impact to the Xcel transmission line and Northwest Area stormwater basins. Alignment 3 also has a high level of impact to properties within the existing neighborhood that would require eventual total acquisition of 4 residential homes/properties.
- The PMT would not recommend the selection of Alignment 3 as the preferred alignment due to the future potential cost risks associated with impacting the Xcel transmission line and stormwater basins.

Alignment 4

- Alignment 4 is an acceptable design alternative that meets the project design goals if selected as the preferred alignment.
- Alignment 4 has the greatest impact to the remaining developable area for the Blackstone Ridge property, severing at least 14 acres from development property.

Alignment 5

- Alignment 5 is an acceptable design alternative that meets the project design goals if selected as the preferred alignment. Alignment 5 does have less preferable roadway alignments and intersection designs when compared to the other alignments.
- Alignment 5 impacts the remaining developable area for the Blackstone Ridge property, severing at least 10 acres from development property.

6. IMPLEMENTATION

Following selection of the preferred alignment, the following actions should be considered by the City of Inver Grove Heights and Dakota County to preserve the proposed right-of-way for the future expansion of Argenta Trail (CSAH 63) to the anticipated interchange with I-494.

Official Mapping

The City of Inver Grove Heights should proceed with the official mapping process to preserve the 200-foot right-of-way corridor needed for the ultimate build-out of Argenta Trail (CSAH 63). Official mapping the future right-of-way for Argenta Trail (CSAH 63) for the north area will provide final direction to the existing residents and potential developers in the study area. The official mapping process allows the City and County to control potential development and land use changes in the study area without the need for immediate acquisition of existing property.

The official mapping process is governed by Minnesota State Statute 462.359 which has been provided as Appendix E to this report.

Voluntary Acquisitions

The City of Inver Grove Heights and Dakota County should set aside funding for potential voluntary acquisitions that could be requested by properties designated for future right-of-way. It is common for property owners to approach the acquiring agency to purchase property that is officially mapped for acquisition prior to a planned project.

Right-of-Way Dedication

Consistent with current development standards, the City and County should continue to work with developers to dedicate right-of-way for the future implementation of Argenta Trail (CSAH 63). The official mapping process will identify the areas to be dedicated through future development applications.

APPENDICES

APPENDIX A – REGIONAL ROADWAY SYSTEM VISIONING STUDY – RECOMMENDATIONS AND RESOLUTIONS

REGIONAL ROADWAY SYSTEM VISIONING STUDY



AUGUST 2010

SRF CONSULTING GROUP, INC.
ENGINEERS | PLANNERS | DESIGNERS

RECOMMENDATIONS

The intent of the study is to identify a transportation system plan that can support long-term growth and development in the region, as well as complement and build upon current transportation systems. The study area has one of the largest undeveloped areas (approximately 4,300 acres) adjacent to the I-494/I-694 beltway. This area will develop over time and as a result, add more traffic to the current transportation system. In addition, growth is also occurring in surrounding communities, particularly to the south and east; this traffic also impacts the transportation system in this area. It is therefore important to identify potential improvements needed to support this future growth, as well as ensure safe and efficient travel into, through and out of the area. With this plan and subsequent environmental studies, the appropriate agencies can work toward implementing improvements over time, as needs arise, and as opportunities and funding permit. In addition, the plan will allow for avoidance and minimization of property impacts and disruptions in services, especially as development occurs in the study area.

The study recommendations need to be put in the following planning context.

- The study is not an official environmental study and therefore does not carry any official environmental standing. More detailed analysis will need to be done to fully assess environmental, design and operational issues in accordance with the National Environmental Policy Act (NEPA) and Minnesota Environmental regulations at the time individual projects are developed. The study focused on a high-level screening of environmental elements to identify potential environmental issues, including a review of natural wetland inventory, special habitat designations and right-of-way impacts to residential and commercial properties.
- While a specific system alternative is identified as an outcome of this study, all of the remaining system alternatives (alternatives not selected) will need to be carried into future environmental studies to fulfill environmental requirements. However, some of these alternatives may end up in a considered, but dismissed narrative.
- Any changes in interstate access require a significant amount of analysis and study to ensure safe and efficient operations of the system. This lengthy process may ultimately determine that an additional access may not be warranted, or other modifications of the system may be needed in conjunction with access changes.

The following recommendations have been developed through the involvement of the Cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake; Dakota County, the Minnesota Department of Transportation (MnDOT), the Metropolitan Council, and the Federal Highway Administration (FHWA). The recommendations are based on technical analysis, as well as public and committee input. These recommendations constitute a vision for the area transportation system that will allow the system to support area growth (as identified in local 2030 Comprehensive Plans) safely and efficiently.

The following key improvements that constitute the vision are listed below and shown in Figure 15:

- a. Lone Oak Road (CSAH 26) – expand 2 to 4 lanes from TH 55 to Athena Way (where it is currently 4 lanes).
- b. 65th Street – extend from Babcock Trail to Lone Oak Point.
- c. CSAH 28 Realignment north of TH 55.
- d. TH 3 – expand 2 to 4 lanes from Cliff Road to TH 55.
- e. TH 149 – expand 2 to 4 lanes from TH 3 to Rich Valley Boulevard.
- f. Baffin Trail Realignment – alignment to be determined in future studies.
- g. CSAH 28 Realignment south of TH 55 – connection to Argenta Trail will be determined during future studies associated with the installation of a full interchange in the long term.
- h. Lone Oak Road (CSAH 26) – expand 4 to 6 lanes from the I-35E West Ramps to Neil Armstrong Boulevard.
- i. TH 55 – expand 4 to 6 lanes from TH 149 south junction to TH 149 north junction.
- j. TH 149 – expand 4 to 6 lanes from TH 55 to I-494. This project recently received STP federal dollars for construction.
- k. TH 3 – consider 2 to 4 lane expansion in the long term from Upper 55th Street to TH 55.
- l. TH 149 Interchange Improvements with I-494 Mainline between I-35E and TH 149 – additional analysis is needed in an Interstate Access Request (IAR). As part of this study, a preliminary analysis was completed to determine how the TH 149 interchange ramps are currently being used, in relation to I-35E and I-494. Further study is necessary to determine the solutions to address the capacity problems at the TH 149 interchange and weaving issues between TH 149 and the I-35E exit.
- m. Delaware Avenue – improvements as required by actual traffic conditions. Such improvements may include turn lanes, shoulders, and trails/sidewalks. No additional through lanes will be required.
- n. New I-494 Interchange near Argenta Trail – approximately ½ mile east of the existing overpass with a configuration to minimize potential impacts to Hornbean Lake on the north. Additional analysis is needed in an Interstate Access Request (IAR).
- o. TH 55/Argenta Trail – consider a high-volume, high-capacity intersection upgrade, or a long-term interchange at this location. 2030 Comprehensive Plan growth assumptions do not reflect a need to separate grades based on traffic volumes. Buildout traffic volumes are borderline. In the vicinity of TH 55, continue to keep Argenta Trail as the through route and CR 28 connection into Argenta Trail (note: this is a change from the recommendations of the “County Road 28 Corridor Study” completed in 2000). Plan for an alignment of future CR 28 east of Argenta Trail that would intersect Argenta Trail where interchange ramps would be located if an interchange were to be constructed in the future. It is likely that the TH 3 West Ramps would need to be removed, if and when a new interchange is constructed.

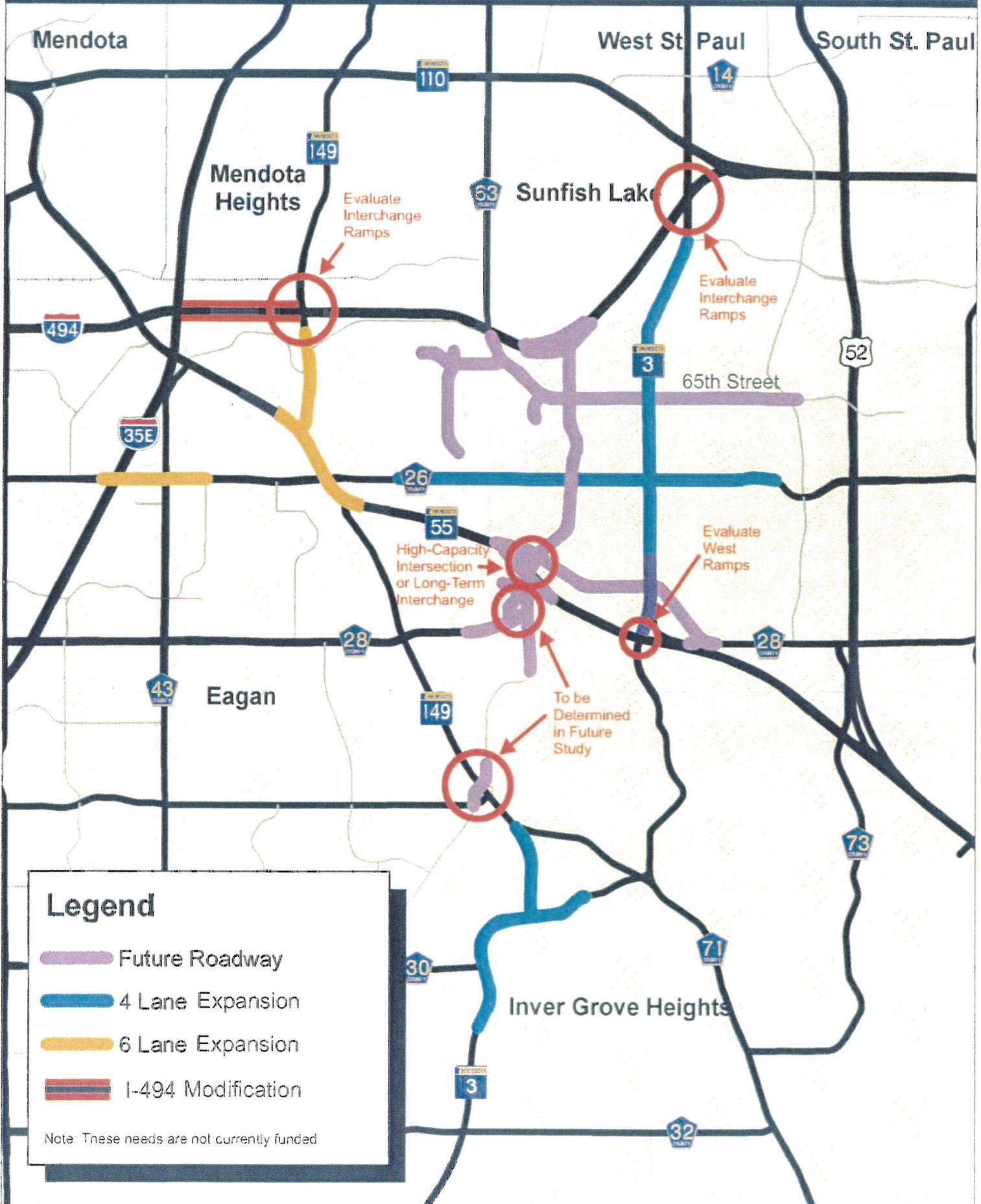
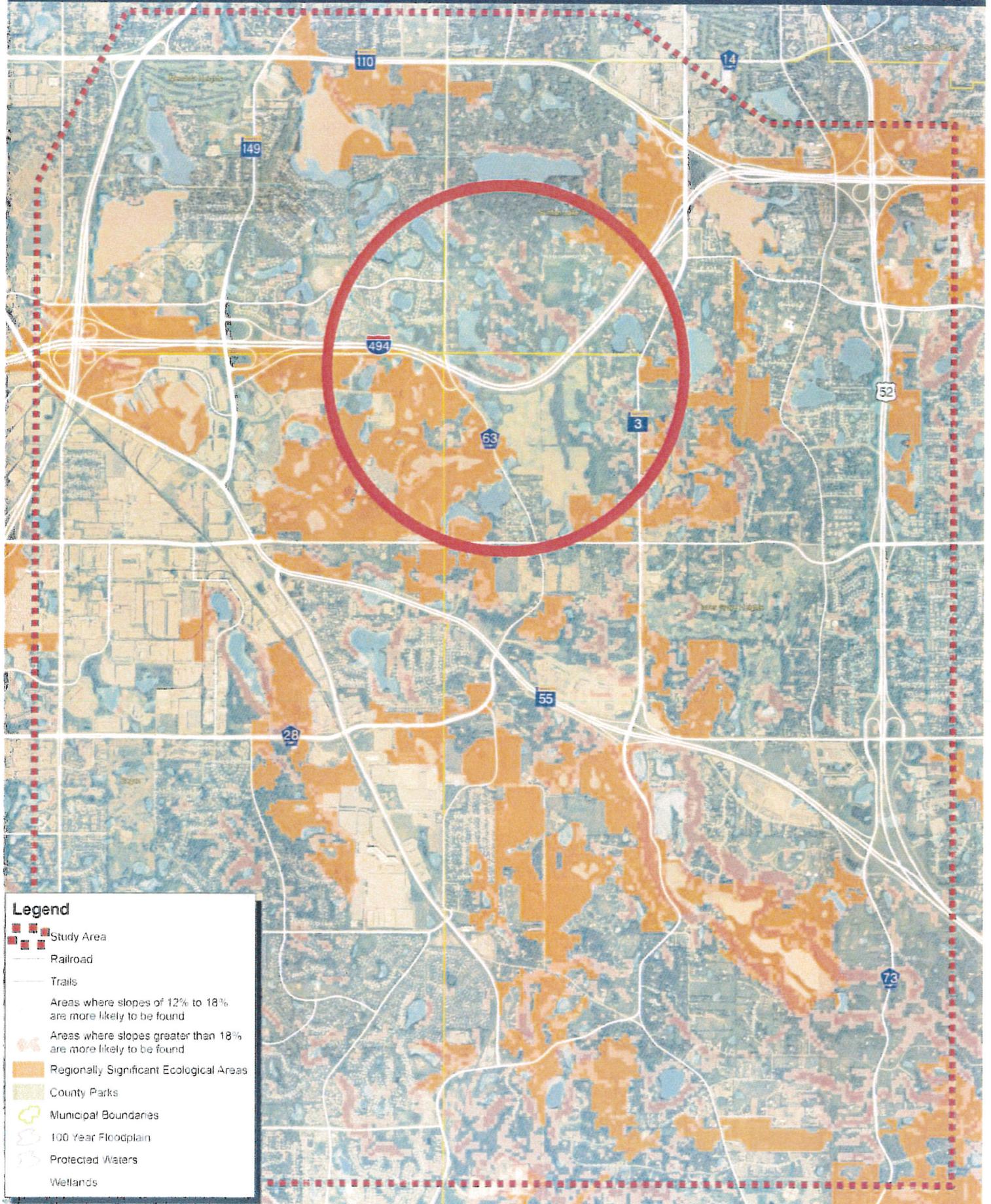


Figure 15

- p. Argenta Trail – realign and expand to 6 lanes from TH 55 to I-494. This likely would be built first as a 4-lane roadway, then expanded to 6 lanes in the future as demands increase.
2. Based on the analysis and input throughout the study process, Alternative “E” is recommended as the “locally-preferred”² system vision with new access to I-494. As noted in 1(n), this recommended vision includes a new interchange along I-494. The Study Partners should continue to investigate the technical and environmental acceptability of adding an additional interchange access to I-494. This recommendation is made for the following reasons.
- a. It addresses the growth anticipated in 2030, based on approved area Comprehensive Plans, including the 2030 growth anticipated for NE Egan and NW Inver Grove Heights.
 - b. It limits overloads of key arterial segments which are difficult and costly to expand beyond six lanes (i.e., more urbanized area along TH 55 from south junction of TH 149 to north junction of TH 149; and TH 149 from TH 55 to I-494).
 - c. It eliminates overloaded interchanges on I-494 at TH 149 and TH 3 by better balancing transportation demand among other regional access points and a new interchange access. This maximizes long-term flexibility of the overall transportation system.
 - d. It reduces travel demands at the I-494/TH 149 interchange, which is in close proximity to the I-35E system interchange. Currently, there are operational and safety problems with traffic from the TH 149 loop wanting to travel westbound on I-494, weaving with westbound I-494 traffic exiting to I-35E within approximately 2,300 feet. Additional modifications to the I-494/TH 149 interchange and the I-494 mainline will be needed in the future. With a new I-494 interchange at the proposed Alternative E location, 40 percent of the traffic using the TH 149 westbound loop would be relocated to the new interchange, approximately 8,200 feet further east. This will provide a longer distance for vehicles to sort themselves out, which makes the weave and right-lane congestion issues easier to address in the long-term on I-494.
 - e. It has the lowest right-of-way acreage impacts of all new I-494 interchange alternatives and the lowest number of residential and commercial property acquisitions based on current properties.
 - f. It maintains logical system connections with existing Argenta Trail and Delaware Avenue thereby providing access to and from communities to the north; yet the traffic demands along Delaware Avenue for this option are very similar to the other system improvement options.
 - g. Alternative E is in close proximity to Hornbeam Lake and this proximity will need to be evaluated more closely in subsequent environmental studies. Interchange designs that limit encroachments and impacts to this area should be considered.

² Mn/DOT and FHWA cannot commit to one alternative until the environmental process is completed.

- h. Alternative E's interchange location and proposed alignment for Argenta Trail will be designed to minimize impacts to wetlands and avoid where possible. Its location does a better job of avoiding areas that have been identified as Regionally Significant Ecological Areas (defined by the DNR using Minnesota Land Cover Classification System – 2008). Alternatives C and D have some impacts to wetlands and the areas identified as regionally significant ecological areas. These areas are located adjacent to existing Argenta Trail and in the Argenta Trail and I-494 overpass area (Figure 16).
 - i. Alternative E has a low percentage of local trips using the regional system for a short distance (i.e., interchange to interchange on I-494). A high percentage of the trips accessing the regional system using the new interchange have other regional destinations in the region.
 - j. It avoids undesirable direct impacts to residences immediately north of I-494 in the area of Delaware Avenue, as well as shifts the alignment of Argenta Trail to the east of a developed residential area on the south side of I-494.
 - k. The location of the new I-494 interchange in Alternatives C and D are not consistent with Mendota Heights and Sunfish Lake Comprehensive Plans (i.e., Alternative E is located in Inver Grove Heights). The new interchange location and potential realignment of Argenta Trail is consistent with the Inver Grove Heights Comprehensive Plan.
3. An Interchange Warrant Analysis has been completed and submitted to FHWA, through Mn/DOT, to obtain formal feedback on the additional access on I-494 at location "E". A more detailed and comprehensive operations and safety analysis will be required, assuming the access process moves forward (see Recommendation #4).
 4. If FHWA indicates that the warrant analysis has merit to move forward to the next step (this decision doesn't signify support for the access change, only that it warrants greater analysis); then the next step is to complete an Interstate Access Request (IAR). This process will address in more detail operations and safety issues on I-494. Based on input from FHWA and Mn/DOT, this analysis will need to develop solutions for the capacity problems at the TH 149 interchange and weave issues on I-494 associated with I-35E and TH 149. This analysis will require a formal layout for the interchange and other access changes, as well as an environmental study that meets state and federal requirements.
 5. All agencies should continue to pursue a variety of funding sources, both public and private. As one example, the City of Eagan has previously instituted a system to generate funds for future transportation improvements in Northeast Eagan. This type of funding should be considered in Northwest Inver Grove Heights. In addition, they should work to identify projects that could be incorporated into Capital Improvement Programs.
 6. While this study identifies basic right-of-way footprints and general access considerations, subsequent efforts will further define specific property acquisitions and detailed access strategies for all arterial and collector routes. Based on volumes and function, access to Argenta Trail south of I-494 and north of TH 55 will be limited to three full-access points. This will guide future development and allow study partners to take advantage of opportunities as they arise. This corridor should also be planned for a minimum of 200 feet in width of right-of-way considering the 6-lane needs and the need to coordinate with transit planning that has been completed to-date (Figure 17).



7. Specific improvements to Delaware Avenue north of I-494 will need to be agreed upon by Dakota County, Mendota Heights and Sunfish Lake if the need arises based on actual traffic conditions.
8. The Study Partners should take additional steps in subsequent studies to further develop pedestrian and bicycle accommodations within the planned corridors so that safety is addressed on segments as well as at nodes/intersections for other modes. In addition, designs and land uses should be planned to accommodate transit where it is applicable.
9. The Study Partners need to consider strategies to reducing demand for access to the regional system. With future planning, the City of Eagan and Inver Grove Heights should promote mixed land uses with integrated pedestrian/bicycle facilities that encourage and increase internal trips and decrease regional peak hour trips. In addition, TDM requirements should be considered for higher trip generation land uses to reduce peak hour demand on the roadway system, as transit service opportunities are realized in this area of Dakota County. As part of this effort, the Study Partners should also look at land uses and their role in supporting transit service. In particular, it should further define/develop transit's role in this area given the potential transitway alignment identified in the Robert Street Corridor Feasibility Study. This alignment is consistent with the proposed Argenta Trail realignment and interchange location in Alternative "E" (see Figure 12).

Mn/DOT, Dakota County, Eagan and Inver Grove Heights should conduct additional system planning work south of TH 55 to define and reconcile future roadway connections between the RRSVS and the Rosemount/Empire/UMore Transportation System Study.

NEXT STEPS

The study recommendations include additional studies, processes and activities to move the planning process forward. The focus of these activities is to provide more detailed information to agencies, property owners and other stakeholders as it becomes available and to provide a solid framework for implementation. The following have been extracted from the recommendations and repeated in one location.

1. The improvements included in the system vision should be incorporated into appropriate capital improvement programs as the following occurs:
 - a. As safety and/or operational issues occur on the existing transportation system
 - b. As opportunities arise to coordinate with development or other outside funding sources
 - c. As necessary environmental reviews/studies are completed
 - d. Specific to the interchange, all necessary supporting roadway system connections must be in place prior to, or at the time of, building a new access to I-494. Through this study, the main benefit of a new interchange lies in its ability to accommodate regional trips. The system must be in place to allow the interchange to support this need.
2. All system improvements included in these recommendations should be reflected in the appropriate agency planning documents, including:
 - a. City of Eagan and City of Inver Grove Heights Comprehensive and Transportation Plans
 - b. Dakota County Transportation Plan
 - c. Dakota County Plat Review Needs Map
3. The Cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake, and Dakota County should submit these recommendations to be included in future updates of the Metropolitan Council's TPP and Mn/DOT's TSP.
4. An Interchange Warrant Analysis has been completed and submitted to FHWA, through Mn/DOT, to obtain formal feedback on the additional access on I-494 as shown in Alternative "E". Depending on FHWA evaluation and comments, a more detailed and comprehensive operations and safety analysis of the I-494 facility will be required (see Recommendation #4).
5. A Highway Interchange Request should be made to the Metropolitan Council prior to beginning the FHWA's Interchange Access Request process, if FHWA agrees to proceed to the next step.
6. All agencies should continue to pursue a variety of funding sources, both public and private. As one example, the City of Eagan has previously instituted a system to generate funds for future transportation improvements in Northeast Eagan. This type of funding should be considered in Northwest Inver Grove Heights. In addition, they should work to identify projects that could be incorporated into Capital Improvement Programs.
7. The City of Inver Grove Heights should work with Dakota County to further define specific property acquisitions and detailed access strategies for all arterial and collector routes, including an access management plan for Argenta Trail between I-494 and TH 55.
8. The Cities of Mendota Heights and Sunfish Lake should continue discussions with Dakota County to agree upon future improvements to Delaware Avenue north of I-494, if the need arises based on actual traffic conditions.

9. Subsequent studies should be completed to provide safer pedestrian and bicycle accommodations within the planned corridors, as well as the intersections. In addition, designs and land uses should be planned to accommodate transit where it is applicable.
10. The Study Partners need to consider strategies to reducing demand for access to the regional system. With future planning, the City of Eagan and Inver Grove Heights should promote mixed land uses with integrated pedestrian/bicycle facilities that encourage and increase internal trips and decrease regional peak hour trips. In addition, TDM requirements should be considered for higher trip generation land uses to reduce peak hour demand on the roadway system, as transit service opportunities are realized in this area of Dakota County. As part of this effort, the Study Partners should also look at land uses and their role in supporting transit service. In particular, it should further define/develop transit's role in this area given the potential transitway alignment identified in the Robert Street Corridor Feasibility Study.
11. Dakota County, Eagan and Inver Grove Heights should conduct additional system planning work south of TH 55 to define and reconcile future roadway connections to the south of TH 55 to bring consistency between the RRSVS and the Rosemount/Empire/UMore Transportation System Study.

RESOLUTIONS

As a conclusion to the Regional Roadway System Visioning Study, the study recommendations were presented to each of the four City Councils and the County Board for approval in July of 2010. All resolutions were formally signed and included in Appendix B.

APPENDIX B
SIGNED RESOLUTIONS

**CITY OF SUNFISH LAKE
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 10- //

**A RESOLUTION DISCUSSING THE REGIONAL ROADWAY SYSTEM
VISIONING STUDY**

WHEREAS, Dakota County partnered with the Minnesota Department of Transportation, the Metropolitan Council, the Federal Highway Administration, the City of Eagan, the City of Inver Grove Heights, the City of Mendota Heights, and the City of Sunfish Lake to conduct a transportation study in northern Dakota County with the goal of developing a long-term roadway system vision that is supported by all jurisdictions and balances land use and transportation improvements for the study area based on projected growth in Eagan and Inver Grove Heights; and

WHEREAS, the City of Sunfish Lake has participated in this study process with staff representatives, elected officials and interested residents at all stages of the study; and

WHEREAS, the City of Sunfish Lake has continually stated its objection to an interchange at Delaware Avenue and I-494; and

WHEREAS, the City of Sunfish Lake has participated in all three public open houses and the two neighborhood meetings held on this study; and

WHEREAS, the City of Mendota Heights formed an adhoc committee to track the progress of this study and ensure that the city's position was made clear that included membership from the city council, city staff, city residents, Sunfish Lake and contract professionals; and

WHEREAS, the City of Sunfish Lake fully supports the need to undertake planning in order to prepare for and respond to future growth.

NOW THEREFORE BE IT RESOLVED, the City of Sunfish Lake offers the following comments to Dakota County's draft recommendations on the Regional Roadway System Visioning Study:

1. Supports the recommendation of a future interchange being placed at Alternative E, if and only if there is an extensive environmental review which demonstrates no adverse effects to Hornbeam Lake and its adjacent land area.
2. Any future improvements to Delaware Avenue must be driven by the cities of Mendota Heights and Sunfish Lake. The character of Delaware Avenue is unique and best understood by the two cities and their residents.

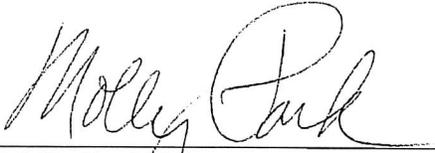
3. The city supports using and expanding the existing infrastructure that exists in Eagan and Inver Grove Heights to the fullest extent possible to deal with their growth. The city's concern is in the approach taken by the study using one rate of growth. The study should be flexible enough to accommodate up or down the level of infrastructure and financial investment actually needed as the growth actually occurs. The actual development and investment should be based on actual growth to avoid both overinvestment and underinvestment.
4. Priority should be given to transportation projects that take place within Eagan and Inver Grove Heights to internalize traffic flows within the new growth areas.
5. Inver Grove Heights and Eagan should promote mixed land uses with integrated pedestrian/bicycle facilities in addition to supporting 21st century transit planning which would help reduce individual traffic trips within the system.

BE IT FURTHER RESOLVED, that while the City of Sunfish Lake understands that this is a traffic study, the importance of the information that has not been studied, including the environmental factors and financial implications, needs to be studied before final decisions can be made on all of the recommendations.

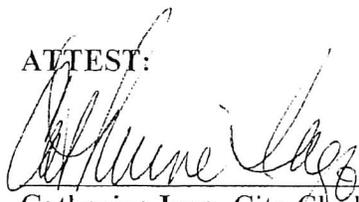
BE IT FURTHER RESOLVED, that the City of Sunfish Lake intends to stay fully engaged on this issue in the future to ensure that the plans do not change that would negatively impact the city and its residents.

Adopted by the City Council of the City of Sunfish Lake this 6th day of July 2010.

CITY OF SUNFISH LAKE


Molly Park, Mayor

ATTEST:


Catherine Iago, City Clerk

**CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 10-48

**A RESOLUTION DISCUSSING THE REGIONAL ROADWAY SYSTEM
VISIONING STUDY**

WHEREAS, Dakota County partnered with the Minnesota Department of Transportation, the Metropolitan Council, the Federal Highway Administration, the City of Eagan, the City of Inver Grove Heights, the City of Mendota Heights, and the City of Sunfish Lake to conduct a transportation study in northern Dakota County with the goal of developing a long-term roadway system vision that is supported by all jurisdictions and balances land use and transportation improvements for the study area based on projected growth in Eagan and Inver Grove Heights; and

WHEREAS, the City of Mendota Heights has participated in this study process with staff representatives, elected officials and interested residents at all stages of the study; and

WHEREAS, the City of Mendota Heights has continually stated its objection to an interchange at Delaware Avenue and I-494 and expressed concerns about related issues; and

WHEREAS, the City of Mendota Heights has participated in all three public open houses and the two neighborhood meetings held on this study; and

WHEREAS, the City of Mendota Heights formed an ad-hoc committee that included membership from the city council, city staff, residents, Sunfish Lake and a contract professional to track the progress of this study and ensure that the city's position was made clear; and

WHEREAS, the City of Mendota Heights fully supports the need to undertake planning in order to prepare for and respond to future growth.

NOW THEREFORE BE IT RESOLVED, the City of Mendota Heights offers the following comments to Dakota County's draft recommendations on the Regional Roadway System Visioning Study:

1. Supports the recommendation of a future interchange being placed at Alternate E, approximately ¼ mile east of the current Delaware Avenue interchange. Any potential future interchange at Delaware Avenue will not be supported by the City of Mendota Heights.
2. Any future improvements to Delaware Avenue must be driven by the City of Mendota Heights. The character of Delaware Avenue is unique and best

understood by the city and our residents. The local government unit is best suited to determine any future changes.

3. Mendota Heights supports the right of Eagan and Inver Grove Heights to develop their infrastructure within the Metropolitan Council's approved growth limits while at the same time we encourage them to develop the transportation element of this planning totally within their city limits. It has been represented to the City of Mendota Heights by Dakota County staff that the growth projections in Eagan and Inver Grove Heights are based on their approved 2030 comprehensive plans and Mendota Heights is relying on these projections in its decision making process. The study should be flexible enough to accommodate up or down the level of infrastructure and financial investment needed as the growth occurs. The development and investment should be based on actual growth to avoid both overinvestment and underinvestment.
4. Priority should be given to transportation projects that take place within Eagan and Inver Grove Heights to internalize traffic flows within the new growth areas.

BE IT FURTHER RESOLVED, that while the City of Mendota Heights understands that this is a traffic study, the information that has not been studied including the environmental factors and financial implications, all of the information needs to be studied before final decisions can be made on all of the recommendations.

BE IT FURTHER RESOLVED, that the City of Mendota Heights intends to stay fully engaged with this issue in the future to ensure that any plans changes do not negatively impact the city and its residents. Mendota Heights has enjoyed a positive relationship with the neighboring cities and the county and believes it is important to be a part of the decision making process. The transparency in government decision making that we have experienced with the county and the visioning study is important to Mendota Heights now and in the future.

Adopted by the City Council of the City of Mendota Heights this Sixth day of July 2010.

ATTEST

**CITY COUNCIL
CITY OF MENDOTA HEIGHTS**

By 
Nancy Bauer, Acting City Clerk

By 
John J. Huber, Mayor

CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA

RESOLUTION ADOPTING THE REGIONAL ROADWAY SYSTEM VISIONING
STUDY RECOMMENDATIONS

RESOLUTION NO. 10-102

WHEREAS, the City of Inver Grove Heights, along with the Minnesota Department of Transportation, Dakota County and the City of Eagan, entered into an agreement to study future transportation improvements in northwest Inver Grove Heights, northeast Eagan, Mendota Heights, and Sunfish Lake; and

WHEREAS, these entities subsequently selected SRF to conduct the study; and

WHEREAS, the intent of the study is to identify a transportation system plan that can support long-term growth and development in the region, as well as complement and build upon current transportation systems; and

WHEREAS, the study was guided by a technical advisory committee consisting of the Minnesota Department of Transportation, Dakota County, Metropolitan Council, Federal Highway Administration, and the cities of Inver Grove Heights, Eagan, Sunfish Lake, and Mendota Heights; and

WHEREAS, SRF conducted a technical analysis of future development in Inver Grove Heights, Eagan, and surrounding cities and alternative transportation improvement alternatives; and

WHEREAS, considerable public input was obtained through three open houses and various other meetings; and

WHEREAS, SRF has concluded by preparing a list of recommendations, and

WHEREAS, these recommendations are found to be consistent with the Inver Grove Heights Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED, THAT THE CITY COUNCIL OF THE CITY OF INVER GROVE HEIGHTS hereby adopts the Regional Roadway System Visioning Study Recommendations.

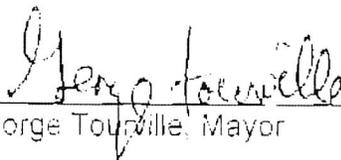
BE IT FURTHER RESOLVED, that the City Council of the City of Inver Grove Heights:

- Strongly supports an interchange at I-494 as shown on Alternate E and finds such an interchange necessary to serve future regional and local transportation needs.
- Strongly supports an interchange at Highway 55 and Argenta Trail and finds such an interchange necessary to serve future traffic volumes and to eliminate traffic safety hazards.

Passed by the City Council of the City of Inver Grove Heights on the 12th day of July 2010.

AYES: 5

NAYS: 0



George Tourville, Mayor

ATTEST:



Melissa Rheaume, Deputy Clerk

**CITY OF EAGAN
DAKOTA COUNTY, MINNESOTA
RESOLUTION OF SUPPORT
REGIONAL ROADWAY SYSTEM VISIONING STUDY**

WHEREAS, Dakota County partnered with the Minnesota Department of Transportation, the Metropolitan Council, the Federal Highway Administration, the City of Eagan, the City of Inver Grove Heights, the City of Mendota Heights, and the City of Sunfish Lake to conduct a transportation study in northern Dakota County with the goal of developing a long-term roadway system vision that is supported by all jurisdictions and balances land use and transportation improvements for the study area based on projected growth in Eagan, Inver Grove Heights and the surrounding region; and

WHEREAS, the City of Eagan has participated in this study process with staff representatives and elected officials at all stages of the study; and

WHEREAS, the City of Eagan has participated in all three public open houses and the two neighborhood meetings held on this study; and

WHEREAS, the City of Eagan fully supports the need to undertake planning in order to prepare for and respond to future growth.

NOW, THEREFORE, BE IT RESOLVED that the City of Eagan hereby supports the draft recommendations in the Regional Roadway System Visioning Study, including the following:

1. Placement of a future interchange at Alternate E, approximately ¼ mile east of the current Argenta Trail/Delaware Avenue (County Road 63) overpass.

Adopted by the City Council for the City of Eagan this 20th day of July 2010.

CITY OF EAGAN
CITY COUNCIL

By: *Mike Mazurek*
Its Mayor

Attest: *Maria Petersen*
Its Clerk

CERTIFICATION

I, Maria Petersen, Clerk of the City of Eagan, Dakota County, Minnesota, do hereby certify that the foregoing resolution was duly passed and adopted by the City Council of the City of Eagan, Dakota County, Minnesota, in a regular meeting thereof assembled this 20th day of July, 2010.

Maria Petersen
Maria Petersen, City Clerk

**BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA**

August 10, 2010

Resolution No. 10-391

Motion by Commissioner Gaylord

Second by Commissioner Workman

Adopt Recommendations For County Project 97-85 Regional Roadway System Visioning Study

WHEREAS, to promote safe and efficient transportation throughout the County and region, Dakota County partnered with the Minnesota Department of Transportation (Mn/DOT), the Metropolitan Council, the Federal Highway Administration, and the Cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake and is the lead agency for County Project (CP) 97-85, Regional Roadway System Visioning Study; and

WHEREAS, the study included investigation of potential future transportation system needs in northern Dakota County to develop a vision for the transportation system that will result in safe and efficient travel in the area as cost-effectively as possible, while at the same time recognizing agency land use development objectives; and

WHEREAS, the Cities of Eagan and Inver Grove Heights have planned for continued growth and development through their 2030 Comprehensive Plans that will result in additional impacts to the area transportation system; and

WHEREAS, continued growth in surrounding communities will result in additional impacts to the area transportation system; and

WHEREAS, representatives of Dakota County, Mn/DOT, the Metropolitan Council, Federal Highway Administration, and the cities of Mendota Heights, Sunfish Lake, Eagan, and Inver Grove Heights, have participated as members of a Study Advisory Committee and have reviewed study findings and recommendations; and

WHEREAS, the study process involved the public through public open houses, neighborhood meetings, and city council meetings; and

WHEREAS, they study recommends a Regional Roadway System Vision to support future growth in the in the area in a way that will result in a safe and efficient system of City, County, State, and Federal roadways in the future; and

WHEREAS, the County recognizes there are additional steps necessary to gain necessary agency approvals before the improvements included in the recommendations can be constructed; and

WHEREAS, the Dakota County Engineer recommends adoption of the recommendations for County Project 97-85, Regional Roadway System Visioning Study.

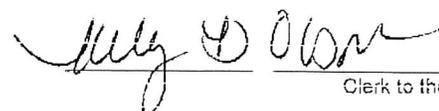
NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby adopts the study recommendations for County Project 97-85, the Regional Roadway System Visioning Study, as presented to the Physical Development Committee of the Whole on July 27, 2010.

STATE OF MINNESOTA
County of Dakota

	YES		NO
Harris	<u> X </u>	Harris	<u> </u>
Gaylord	<u> X </u>	Gaylord	<u> </u>
Egan	<u> X </u>	Egan	<u> </u>
Schouweiler	<u> X </u>	Schouweiler	<u> </u>
Workman	<u> X </u>	Workman	<u> </u>
Krause	<u> X </u>	Krause	<u> </u>
Branning	<u> X </u>	Branning	<u> </u>

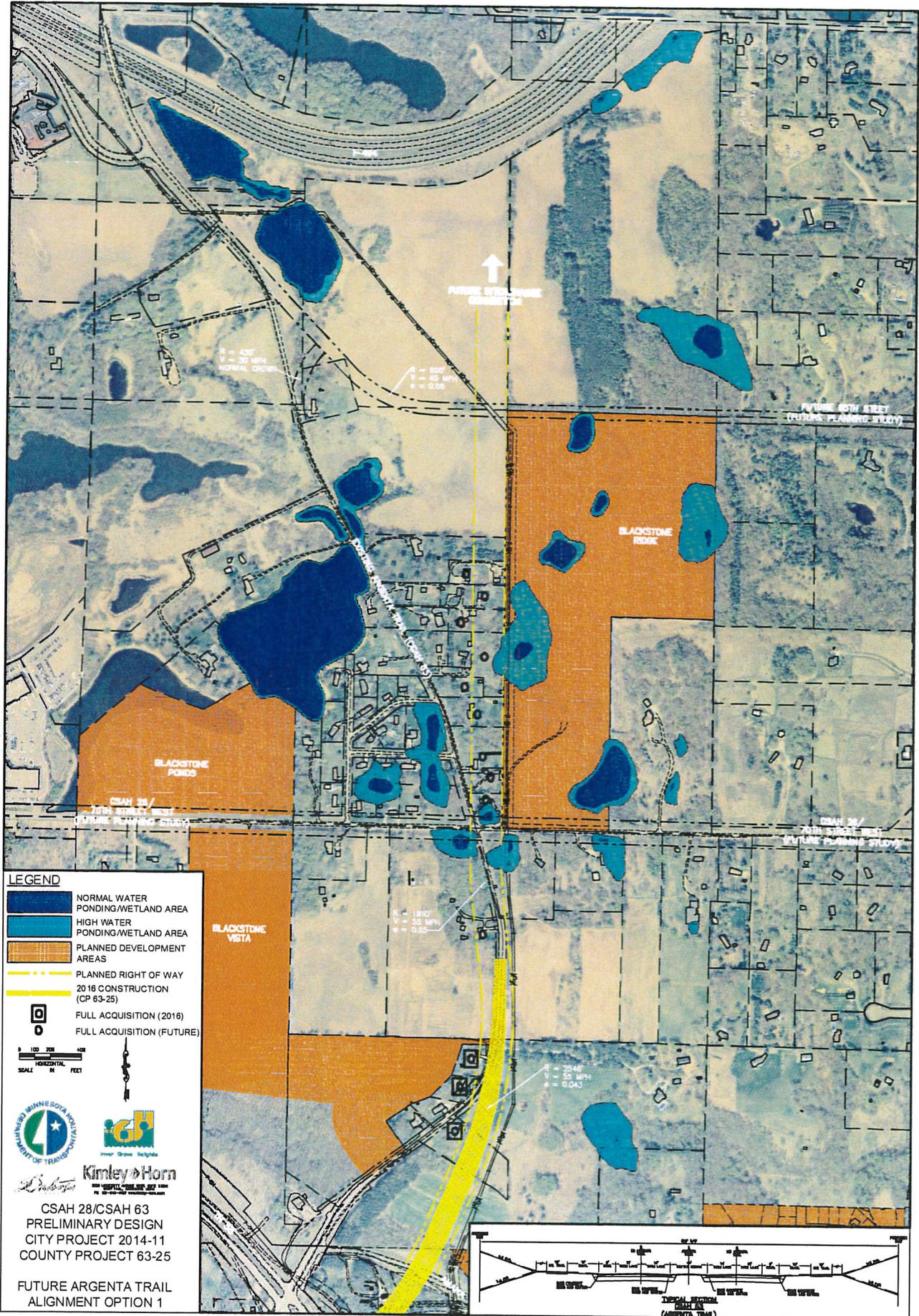
I, Kelly Olson, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 10th day of August 2010, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 11th day of August 2010.

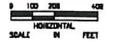


Clerk to the Board

APPENDIX B – ALIGNMENT ALTERNATIVES



- LEGEND**
- NORMAL WATER PONDING/WETLAND AREA
 - HIGH WATER PONDING/WETLAND AREA
 - PLANNED DEVELOPMENT AREAS
 - PLANNED RIGHT OF WAY
 - 20 16 CONSTRUCTION (CP 63-25)
 - FULL ACQUISITION (2016)
 - FULL ACQUISITION (FUTURE)

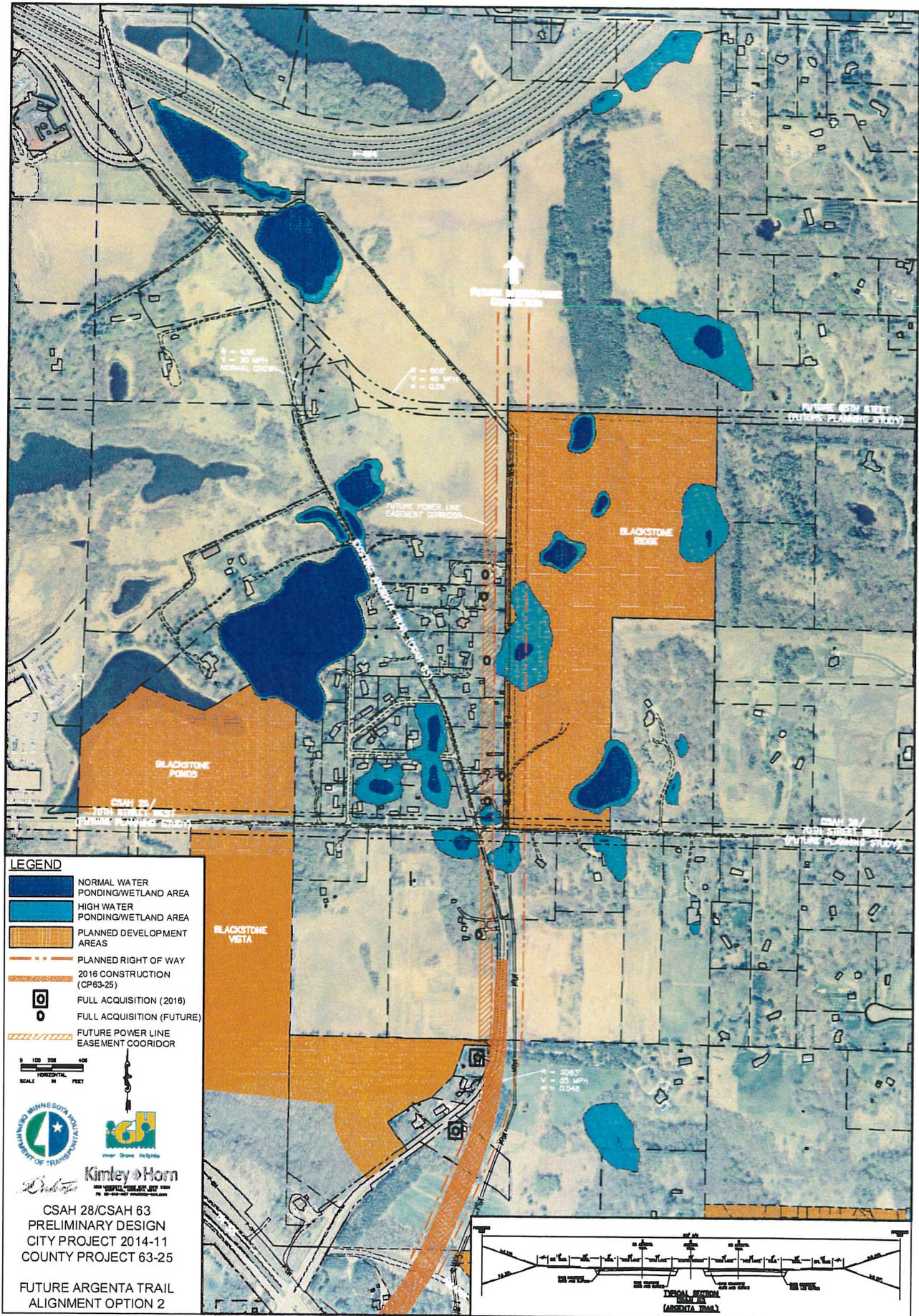


Kimley-Horn
 CONSULTING ENGINEERS

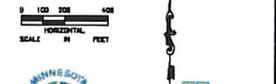
CSAH 28/CSAH 63
 PRELIMINARY DESIGN
 CITY PROJECT 2014-11
 COUNTY PROJECT 63-25

FUTURE ARGENTA TRAIL
 ALIGNMENT OPTION 1



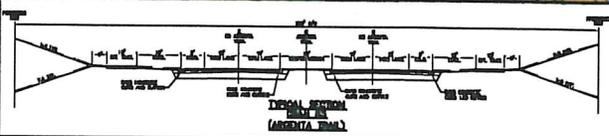


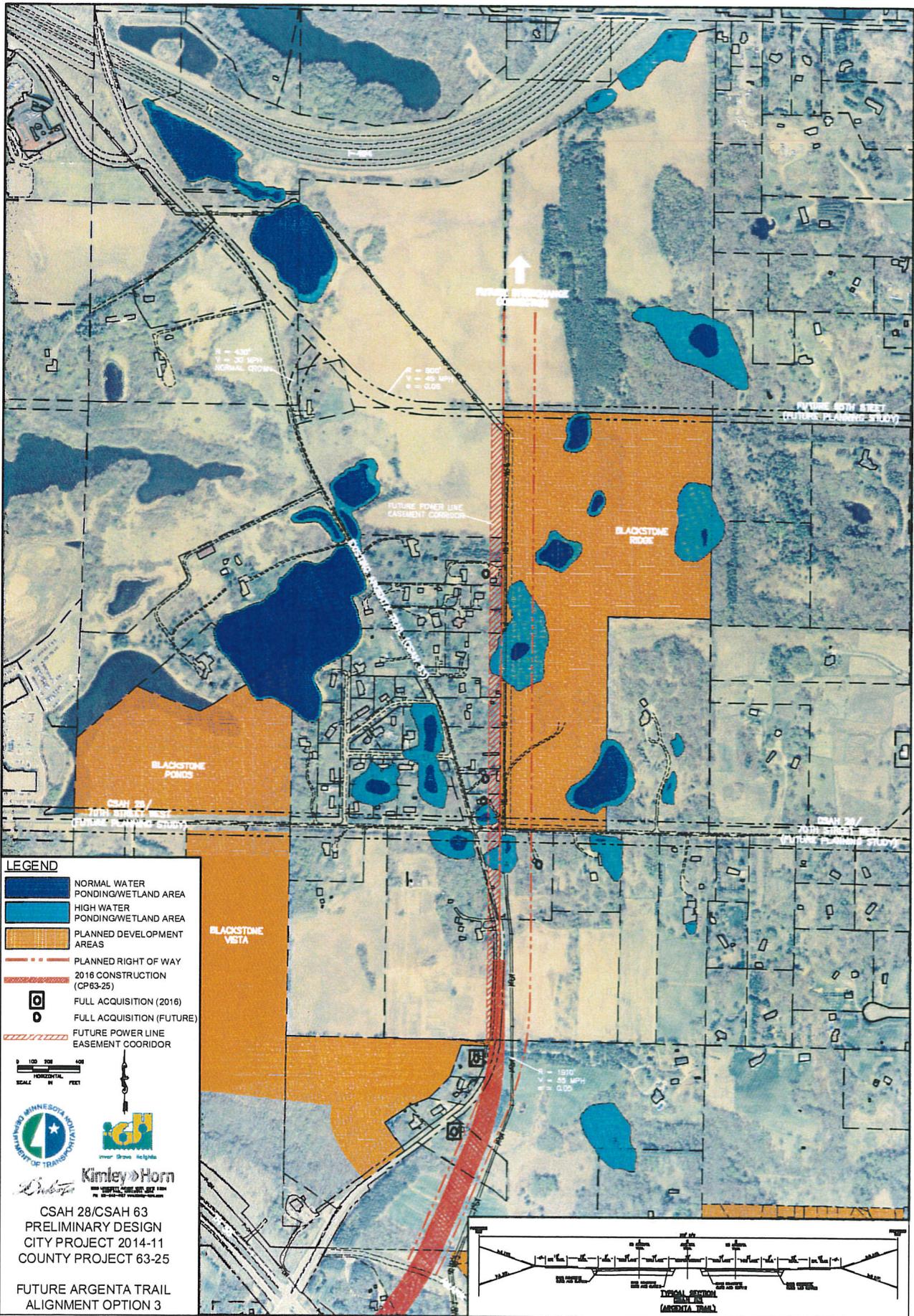
- LEGEND**
- NORMAL WATER PONDING/WETLAND AREA
 - HIGH WATER PONDING/WETLAND AREA
 - PLANNED DEVELOPMENT AREAS
 - PLANNED RIGHT OF WAY 2016 CONSTRUCTION (CP83-25)
 - FULL ACQUISITION (2016)
 - FULL ACQUISITION (FUTURE)
 - FUTURE POWER LINE EASEMENT COORIDOR



CSAH 28/CSAH 63
 PRELIMINARY DESIGN
 CITY PROJECT 2014-11
 COUNTY PROJECT 63-25

FUTURE ARGENTA TRAIL
 ALIGNMENT OPTION 2





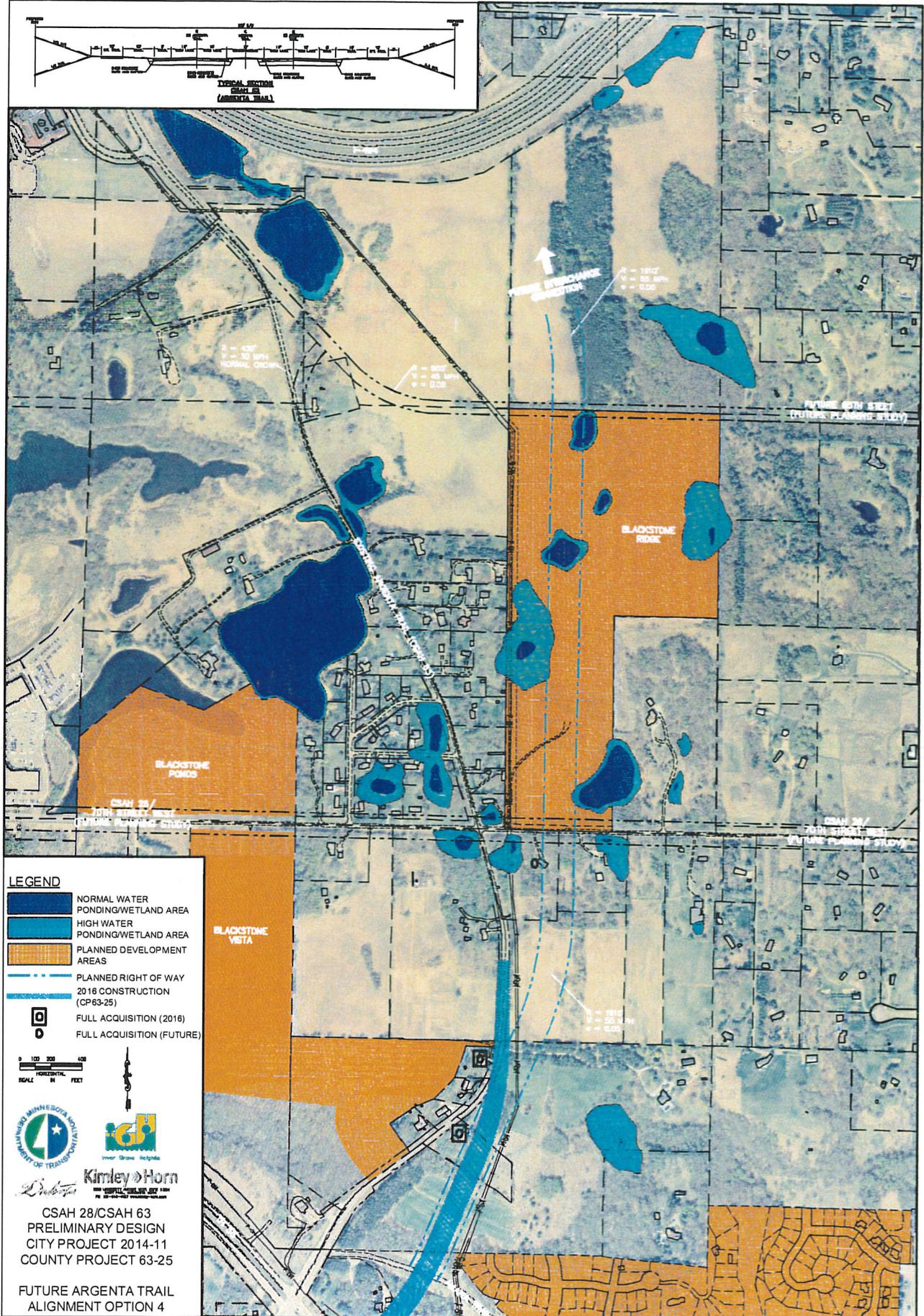
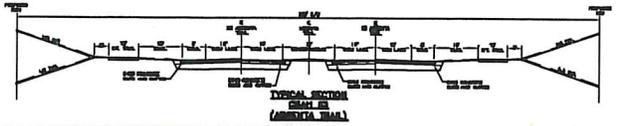
- LEGEND**
- NORMAL WATER PONDING/WETLAND AREA
 - HIGH WATER PONDING/WETLAND AREA
 - PLANNED DEVELOPMENT AREAS
 - PLANNED RIGHT OF WAY
 - 2016 CONSTRUCTION (CP63-25)
 - FULL ACQUISITION (2016)
 - FULL ACQUISITION (FUTURE)
 - FUTURE POWER LINE EASEMENT CORRIDOR



CSAH 28/CSAH 63
PRELIMINARY DESIGN
CITY PROJECT 2014-11
COUNTY PROJECT 63-25

FUTURE ARGENTA TRAIL
ALIGNMENT OPTION 3

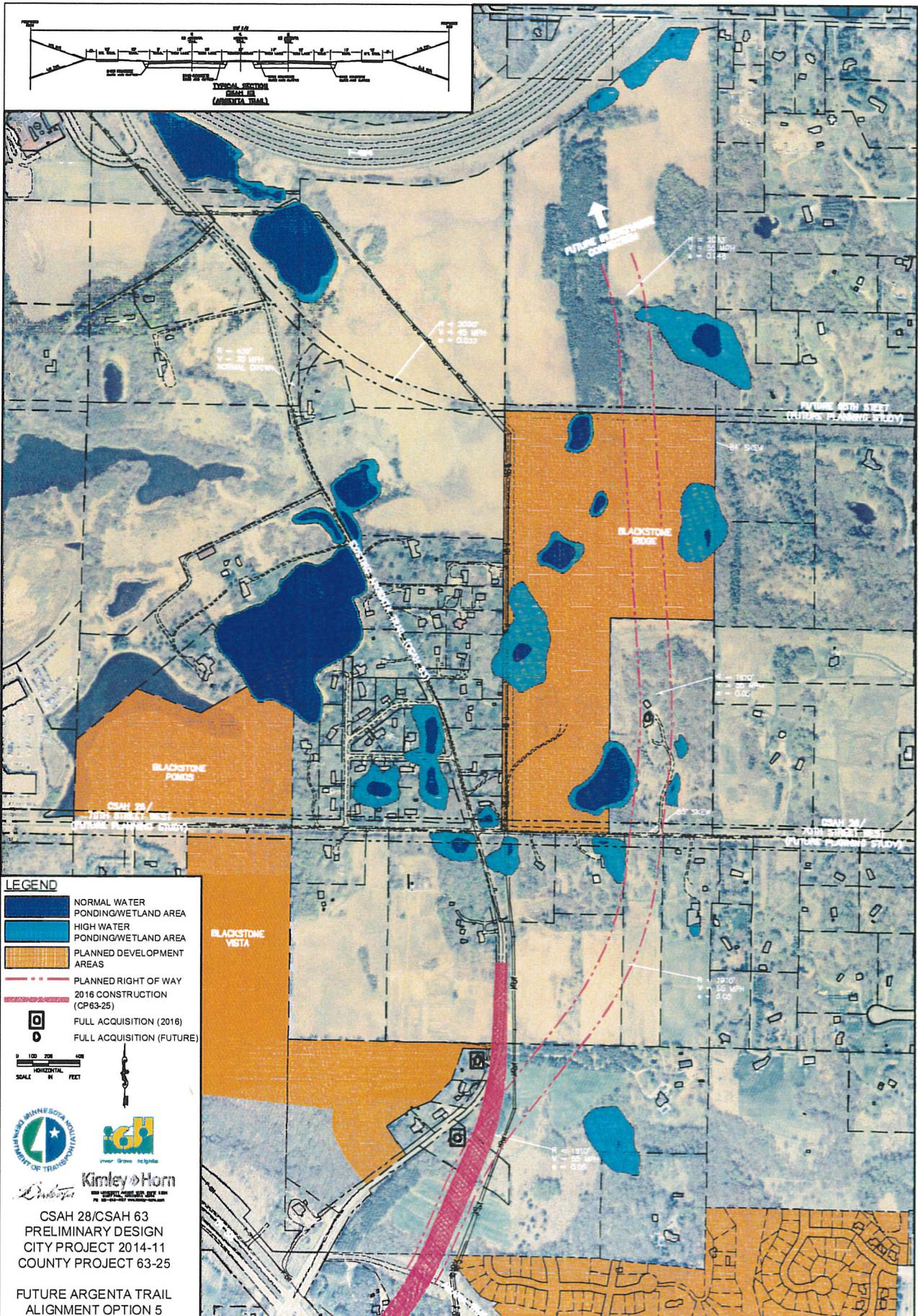




- LEGEND**
- NORMAL WATER PONDING/WETLAND AREA
 - HIGH WATER PONDING/WETLAND AREA
 - PLANNED DEVELOPMENT AREAS
 - PLANNED RIGHT OF WAY
 - 2018 CONSTRUCTION (CP63-25)
 - FULL ACQUISITION (2018)
 - FULL ACQUISITION (FUTURE)



CSAH 28/CSAH 63
 PRELIMINARY DESIGN
 CITY PROJECT 2014-11
 COUNTY PROJECT 63-25
 FUTURE ARGENTA TRAIL
 ALIGNMENT OPTION 4



- LEGEND**
- NORMAL WATER PONDING WETLAND AREA
 - HIGH WATER PONDING WETLAND AREA
 - PLANNED DEVELOPMENT AREAS
 - PLANNED RIGHT OF WAY 2016 CONSTRUCTION (CP63-25)
 - FULL ACQUISITION (2016)
 - FULL ACQUISITION (FUTURE)



CSAH 28/CSAH 63
PRELIMINARY DESIGN
CITY PROJECT 2014-11
COUNTY PROJECT 63-25

FUTURE ARGENTA TRAIL
ALIGNMENT OPTION 5

APPENDIX C – EVALUATION MATRIX

Argenta Trail Improvement Project



NORTH AREA ALTERNATIVES RATINGS MATRIX

Project Goals	Considerations	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Operations/ Safety	Remove/reduce skew at CSAH 26	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal Skew angle = 85°
	Provide 90 degree intersection at collector streets	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal Skew angle = 85°
	Roadway alignments meet 55 MPH design speed	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal with reverse curves
Stormwater Treatment	Stormwater treatment capacity meets northwest area (NWA) requirements	◆ Impacts 4 NWA regional basins (6.6 Acre Feet) \$0.1 million	◆ Impacts 3 NWA regional basins (17.2 Acre Feet) \$0.3 million	◆ Impacts 2 NWA regional basins (17.2 Acre Feet) \$0.3 million	◆ Impacts 4 NWA regional basins (5.4 Acre Feet) \$0.1 million	◆ Impacts 3 NWA regional basins (5.4 Acre Feet) \$0.1 million
Project Cost	Right-of-way Total acquisitions for current project (2016)	◆ 3 total acquisitions for CP 63-25	◆ 2 total acquisitions for CP 63-25	◆ 2 total acquisitions for CP 63-25	◆ 2 total acquisition for CP 63-25	◆ 2 total acquisition for CP 63-25
	Right-of-way Total acquisitions for future project	◆ 10 total acquisitions for future interchange	◆ 6 total acquisitions for future interchange	◆ 4 total acquisitions for future interchange	◆ 1 total acquisition for future interchange	◆ 1 total acquisition for future interchange
	Right-of-way* Total acreage	22.25 acres	32.00 acres	33.50 acres	30.25 acres	30.25 acres
	Right-of-way Impacted parcels	20 impacted parcels	19 impacted parcels	16 impacted parcels	10 impacted parcels	11 impacted parcels
	Right-of-way Impact to planned Blackstone Ridge development	No additional reduction in developable area	6 acre reduction in developable area	10 acre reduction in developable area	26 acre reduction in developable area (14 acres severed)	19 acre reduction in developable area (10 acres severed)
	Right-of-way Total cost	\$5.9 - \$7.2 million	\$5.3 - \$7.1 million	\$5.1 - \$7.5 million	\$4.2 - \$7.3 million	\$4.6 - \$7.6 million
	Utility impacts/ relocation cost	◆ Xcel Transmission 400 feet of conflict \$0.5 million	◆ Xcel Transmission 4,500 feet of conflict \$1.5 million	◆ Xcel Transmission 4,500 feet of conflict \$1.5 million	◆ Xcel Transmission 700 feet of conflict \$0.8 million	◆ Xcel Transmission 600 feet of conflict \$0.8 million
Earthwork cost	◆ Total earthwork = 104,000 CY \$0.9 million	◆ Total earthwork = 110,000 CY \$1.0 million	◆ Total earthwork = 179,000 CY \$1.5 million	◆ Total earthwork = 130,000 CY \$1.1 million	◆ Total earthwork = 197,000 CY \$1.7 million	
Total cost differential	\$7.4 - \$8.7 million	\$7.8 - \$9.6 million	\$8.4 - \$10.8 million	\$6.2 - \$9.3 million	\$7.2 - \$10.2 million	

◆ Indicates increased level of risk for future project cost considerations.

*The city and county may require dedication of a portion of right-of-way for future Argenta Trail through platting process.

APPENDIX D – PUBLIC INVOLVMENT SUMMARY AND
COMMENTS RECEIVED

PUBLIC COMMENTS

Open House #1 (Nov. 19, 2014), Exceptions Neighborhood Meeting (Dec. 30, 2014), Open House #2 (Jan. 7, 2015)

Comments Received thru 2/9/15

	Comments	Number	Response
1	What is the status of future 65th St. and its connection to Argenta Trail?	1	The City is planning a feasibility study to look at the future location for 65th Street this year.
2	Why does Argenta Trail need to be four (4) lanes and expanded to six (6) lanes in the future?	1	Based on traffic projections completed as part of the Regional Roadway System Visioning Study (RRSVS) and Dakota County's Transportation Plan, growth in IGH, Eagan, and surrounding communities is expected to generate volumes that will require 4 lanes in the next 20 years, and once a new interchange is installed at I-494 & Argenta, volumes will grow to 6-lane levels.
3	We prefer options that have less impact to the existing neighborhood	5	Options 4 and 5 do not impact the existing neighborhood to the west of the power lines and north of 70th St. W. These options do impact property on the east of existing Argenta Trail.
4	Minimal impact to existing stormwater basins	7	Options 1, 4 & 5 impact the most existing stormwater regional basins but the least amount of acre-feet.
5	Less right of way (ROW) impacts	8	Unfortunately, there is not an option that implements the adopted recommendations of the Regional Roadway System Visioning Study without substantial right of way impacts. This is the nature of developing arterial roadways in growing areas of the metro. Options 4 and 5 have the least total acquisitions and impacted parcels. Option 4 has three (3) total acquisitions and ten (10) impacted parcels. Option 5 has three (3) total acquisitions and eleven (11) impacted parcels.
6	Why wouldn't the roadway be built as shown in previous studies?	1	The previous study (RRSVS) was a planning study that identified the need for a new interchange on I-494 and a connection to it via Argenta Trail. It was not intended to identify a specific alignment for Argenta Trail. This is the same approach taken for future County roadways in other areas of the County as well. For Argenta Trail north of Amana Trail, the project management team (PMT) is looking at all possible options for connecting to I-494. This is because there are impacts to property owners and costs no matter what alignment is considered.

PUBLIC COMMENTS

Open House #1 (Nov. 19, 2014), Exceptions Neighborhood Meeting (Dec. 30, 2014), Open House #2 (Jan. 7, 2015)

Comments Received thru 2/9/15

	Comments	Number	Response
7	When will an interchange at I-494 be constructed? Is it certain that it will be?	FAQ	<p>There is currently no defined timeline for designing and constructing an interchange at I-494. The need for the interchange was defined through the RRSVS, and is based on area and regional growth to 2030 and beyond. Without an interchange at I-494 and Argenta, capacity issues along the shared segment of TH 55/TH 149 and along I-494 between I-35E and TH 149 all would require much more costly improvements to address future traffic needs.</p> <p>More study will be needed before the final determination to build an interchange at I-494 and Argenta is made. This includes a study of different interchange design options, environmental analyses for those options, and traffic modeling along I-494 between I-35E and TH 52 to address implications to freeway operations. In addition to this, funding will need to be identified to build the interchange before we know if and when an interchange will be constructed.</p>
8	Who makes the decision on the future alignment of Argenta Trail?	FAQ	<p>The goal is for the City Council and County Board to adopt the same future alignment for Argenta Trail since the two agencies will need to work together and be partners in implementing the project and paying the costs related to improving Argenta Trail in the future.</p>
9	When will a recommended alignment be determined?	FAQ	<p>The PMT has evaluated five (5) viable alignment options, and the alignment options will be considered by the City Council on February 23, 2015 . The PMT will likely narrow down the options based on the assessment completed, but it is possible that there may not be one recommended alignment from the PMT. The City Council will be able to review the alignments, the assessment completed for each, the open house information and comments received in making an ultimate decision.</p>
10	Do residents have a 'vote' on which alignment they prefer?	FAQ	<p>As part of the study process, the PMT has developed alignment options that have been presented to the public for comment. The team has used the public comments to further evaluate the alignment options through understanding the pros/ cons of each and to work towards narrowing down the options. Resident comments have been received by the PMT and will be made available to the City Council and County Board.</p>

APPENDIX E – MINNESOTA STATE STATUTE 462.359 – OFFICIAL MAPS

462.359 PROCEDURE TO EFFECT PLAN: OFFICIAL MAPS.

Subdivision 1. **Statement of purpose.** Land that is needed for future street purposes or for aviation purposes and as sites for other necessary public facilities and services is frequently diverted to nonpublic uses that could have been located on other lands without hardship or inconvenience to the owners. When this happens, public uses of land may be denied or may be obtained later only at prohibitive cost or at the expense of dislocating the owners and occupants of the land. Identification on an official map of land needed for future public uses permits both the public and private property owners to adjust their building plans equitably and conveniently before investments are made that will make adjustments difficult to accomplish.

Subd. 2. **Adoption.** After the planning agency has adopted a major thoroughfare plan and a community facilities plan, it may, for the purpose of carrying out the policies of the major thoroughfare plan and community facilities plan, prepare and recommend to the governing body a proposed official map covering the entire municipality or any portion thereof. The governing body may, after holding a public hearing, adopt and amend the official map by ordinance. A notice of the time, place and purpose of the hearing shall be published in the official newspaper of the municipality at least ten days prior to the date of the hearing. The official map or maps shall be prepared in sufficient detail to permit the establishment of the future acquisition lines on the ground. In unplatted areas a minimum of a centerline survey shall have been made prior to the preparation of the final draft of the official map. The accuracy of the future acquisition lines shown on the official map shall be attested to by a licensed land surveyor. After adoption, a copy of the official map, or sections thereof with a copy of the adopting ordinance attached shall be recorded with the county recorder as provided in sections 462.351 to 462.364.

Subd. 3. **Effect.** After an official map has been adopted and filed, the issuance of building permits by the municipality is subject to this section. Whenever any street or highway is widened or improved or any new street is opened, or interests in lands for other public purposes, including aviation purposes, are acquired by the municipality, it is not required in such proceedings to pay for any building or structure placed without a permit or in violation of conditions of a permit within the limits of the mapped street or outside of any building line that may have been established upon the existing street or within any area thus identified for public purposes. The adoption of an official map does not give the municipality any right, title, or interest in areas identified for public purposes thereon, but the adoption of the map does authorize the municipality to acquire interests without paying compensation for buildings or structures erected in those areas without a permit or in violation of the conditions of a permit.

Subd. 4. **Appeals.** If a land use or zoning permit or approval for a building in such location is denied, the board of appeals and adjustments shall have the power, upon appeal filed with it by the owner of the land, to grant a permit or approval for building in such location in any case in which the board finds, upon the evidence and the arguments presented to it, (a) that the entire property of the appellant of which such area identified for public purposes forms a part cannot yield a reasonable return to the owner unless such a permit or approval is granted, and (b) that balancing the interest of the municipality in preserving the integrity of the official map and of the comprehensive municipal plan and the interest of the owner of the property in the use of the property and in the benefits of ownership, the grant of such permit or approval is required by considerations of justice and equity. In addition to the notice of hearing required by section 462.354, subdivision 2, a notice shall be published in the official newspaper once at least ten days before the day of the hearing. If the board of appeals and adjustments authorizes the issuance of a permit or approval the governing body or other board or commission having jurisdiction shall have six months from the date of the decision of the board to institute proceedings to acquire such land or interest therein, and if no such proceedings are started within that time, the officer responsible for issuing permits or approvals shall issue the permit or approval if the application otherwise conforms to local ordinances. The board shall specify

the exact location, ground area, height and other details as to the extent and character of the building for which the permit or approval is granted.

History: *1965 c 670 s 9; 1976 c 181 s 2; 1986 c 444; 1995 c 254 art 3 s 8; 1998 c 324 s 9; 2005 c 4 s 109; 2005 c 41 s 18,19*

On Monday, March 23, 2015, the City Council discussed the northern alignment of Argenta Trail. The meeting was well attended by the surrounding neighborhood. Only one individual spoke at the meeting recognizing staff's and council's work on this topic. The individual indicated neighborhood support of alternative 3A as the alignment. On March 23, 2015, the City Council adopted a resolution that accepted the recommendation of the project management team and approved the Alignment Alternative 3A as the preferred alignment for the future Argenta Trail right-of-way corridor.

The final action to be taken by the City Council is to adopt a comprehensive plan amendment adopting a revised alignment of Argenta Trail incorporating the Alternative 2 as the south alignment and Alternative 3A as the north alignment. A new map is attached to this report which will be submitted to the Met Council as part of the comprehensive plan amendment. Once adopted, this would become the Argenta Trail alignment as identified in the comprehensive plan and will be used in conjunction with all land use applications in the future.

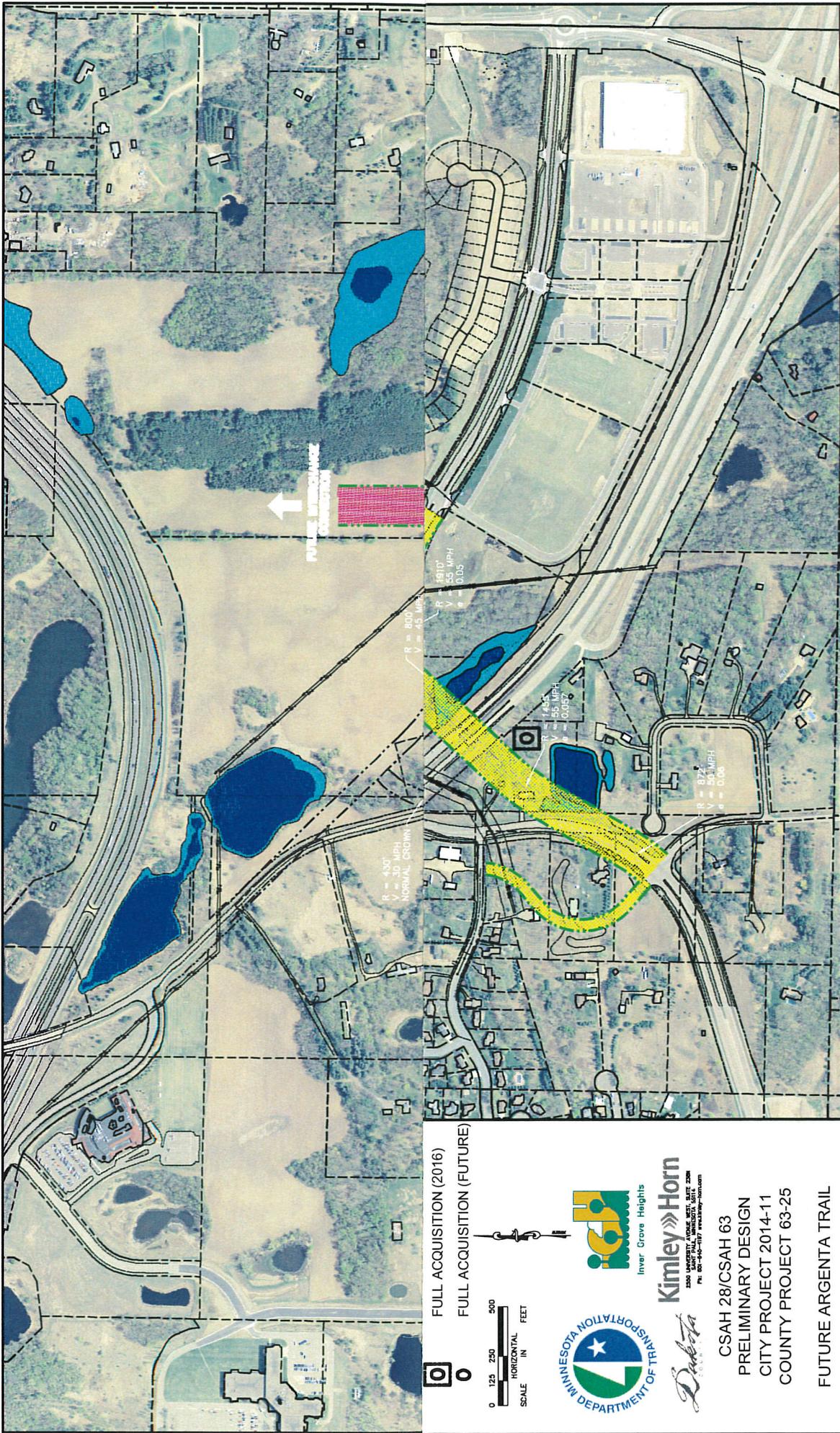
ALTERNATIVES

The Planning Commission has the following actions available on the following requests:

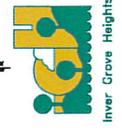
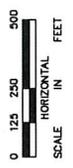
- A. Approval as Proposed.** If the Planning Commission concurs with the City Council and project management team, then a recommendation of approval of the comprehensive plan amendment to amend the Transportation Plan chapter of the 2030 Comprehensive Plan to reflect the alignment of Argenta Trail as depicted on the map identified as CSAH 28/CSAH 63 PRELIMINARY DESIGN CITY PROJECT 2014-11, COUNTY PROJECT 63-25 FUTURE ARGENTA TRAIL.
- B. Denial as Proposed.** If the Planning Commission does not favor the proposed alignment, the Planning Commission could recommend an alternative alignment from the six options studied.

Attachments:

- CSAH 28/CSAH 63 PRELIMINARY DESIGN CITY PROJECT 2014-11, COUNTY PROJECT 63-25 FUTURE ARGENTA TRAIL MAP.
- City Council Resolution 15-49 Selecting Alternative 3A for the realignment of Argenta Trail.




 FULL ACQUISITION (2016)
 FULL ACQUISITION (FUTURE)



Kimley»Horn
 2500 UNIVERSITY AVENUE, SUITE 200
 ST. LOUIS, MISSOURI 63108
 TEL: 314-241-7000 FAX: 314-241-7001



CSAH 28/CSAH 63
 PRELIMINARY DESIGN
 CITY PROJECT 2014-11
 COUNTY PROJECT 63-25

FUTURE ARGENTA TRAIL

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. 15-49

**RESOLUTION SELECTING ALIGNMENT ALTERNATIVE 3A FOR THE REALIGNMENT OF
ARGENTA TRAIL (COUNTY STATE AID HIGHWAY 63) AS PRESENTED AT THE
FEBRUARY 23, 2015 COUNCIL MEETING**

WHEREAS, on September 8, 2014, the City Council approved a Joint Powers Agreement with Dakota County for preliminary engineering and final design for City Project No. 2014-11 – Argenta Trail at Trunk Highway 55 (County Project 63-25); and

WHEREAS, on September 8, 2014, the City Council accepted a proposal from Kimley-Horn and Associates, Inc. for professional services to complete the preliminary engineering for said project; and

WHEREAS, on October 27, 2014 the City Council approved an amendment to the professional services contract with Kimley-Horn to add the development and comparison of a number of alignment alternatives for Argenta Trail, from the north end of the South Project Area (City Project No. 2014-11) to the vicinity of a future interchange location on I-494 (referred to as the North Area Study); and

WHEREAS, on November 10, 2014, the City Council approved the first amendment to the aforementioned Joint Powers Agreement with Dakota County to include the North Area Study; and

WHEREAS, a project management team consisting of representatives from the City, Dakota County, Mn/DOT and Kimley-Horn met or communicated many times throughout the study process; and

WHEREAS, the study process included a comprehensive public involvement program and copies of all written comments received, and a summary of all comment topics, were provided to the City Council; and

WHEREAS, five alignment alternatives for the realignment of Argenta Trail (from a point north of its intersection with Amana Trail to the vicinity of a future I-494 interchange location) were developed and evaluated for potential impacts and cost; and

WHEREAS, the program management team recommended the approval of either Alignment Alternative 1, 4 or 5 as the preferred alignment for the future Argenta Trail right-of-way corridor; and

WHEREAS, at the February 23, 2015 Council meeting, an alignment alternative, referred to as 3A, was introduced by the public with a request for consideration; and

WHEREAS, at the February 23, 2015 Council meeting, the developer of Blackstone Ridge indicated his willingness to consider alignment alternative 3A, with the condition that he be adequately compensated for the land involved; and

WHEREAS, the Council directed staff to meet with the various stakeholders to determine if alignment alternative 3A was viable, and a number of meetings were held; and

WHEREAS, the developer has requested to be compensated a specific amount for the property covered by the Xcel transmission line easement and the right-of-way for future Argenta Trail, and the mitigation of the regional storm water basin located in the aforementioned area be addressed; and

WHEREAS, the City will need to provide its share of the cost, based on the cost-sharing plan developed with County staff.

NOW, THEREFORE, BE IT RESOLVED that the City Council accepts the recommendation of the project management team and approves Alignment Alternative 3A as the preferred alignment for the future Argenta Trail right-of-way corridor.

Adopted by the City Council of Inver Grove Heights this 23rd day of March 2015

AYES: 5
NAYS: 0



George Tourville, Mayor

ATTEST:



Melissa Kennedy, Deputy Clerk

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Ordinance Regarding Abatement of Public Nuisances

Meeting Date: April 13, 2015
 Item Type: Regular Agenda
 Contact: Thomas J. Link: 651-450-2546
 Prepared by: Tom Link, Director of Comm. Dev.
 Reviewed by: NA



Fiscal/FTE Impact:

- None
- Amount included in current budget
- Budget amendment requested
- FTE included in current complement
- New FTE requested – N/A
- Other (Revenue)

PURPOSE/ACTION REQUESTED

The City Council is to consider the third and final reading of an ordinance that would allow the City to remove public nuisances, such as junk and junk vehicles, from properties.

BACKGROUND

Attached are a memo and a draft ordinance from City Attorney Tim Kuntz.

Attached, for the City Council's information, is an additional email in support of the ordinance. Together with previous communications, the City has received nine phone calls or emails in response to the City website and newsletter articles about the ordinance. Six of the communications did not relate to the ordinance itself but rather to specific code compliance issues, such as recreational vehicle parking and barking dogs. Three of the communications supported the ordinance. There were no communications in opposition to the ordinance.

Also attached, for the City Council's information, is a memo regarding code compliance issues. The memo is in response to questions that the Council had at its last meeting pertaining to code compliance procedures, outdoor storage, and firewood/woodpiles. Though related, these issues are separate from the abatement ordinance.

RECOMMENDATION

Staff recommends approval of the third and final reading of the ordinance allowing abatement of public nuisances.

Enc: Memo from City Attorney
 Ordinance
 Email
 Memo Regarding Code Compliance Issues

**LEVANDER,
GILLEN &
MILLER, P.A.**

ATTORNEYS AT LAW

TIMOTHY J. KUNTZ
DANIEL J. BEESON
*KENNETH J. ROHLF
◊STEPHEN H. FOCHLER
*JAY P. KARLOVICH
ANGELA M. LUTZ AMANN
*KORINE L. LAND
◻*DONALD L. HOEFT
DARCY M. ERICKSON
DAVID S. KENDALL
BRIDGET McCAULEY NASON
DAVID B. GATES

HAROLD LEVANDER
1910-1992

ARTHUR GILLEN
1919-2005

• ROGER C. MILLER
1924-2009

*ALSO ADMITTED IN WISCONSIN
◊ALSO ADMITTED IN NORTH DAKOTA
◻ALSO ADMITTED IN MASSACHUSETTS
◻ALSO ADMITTED IN OKLAHOMA

MEMO

TO: Inver Grove Heights Mayor and Council
FROM: Timothy J. Kuntz, City Attorney
DATE: April 8, 2015
RE: Third and Final Reading of Ordinance Amendment Related to Public Nuisances on Property – April 13, 2015 Council Meeting

Section 1. Background. At the February 9, 2015 Council meeting, the Council considered the first reading of an Ordinance Amending Title 5, Chapter 9 of the City Code related to Public Nuisances on Property.

Since the first reading there has been one minor modification to the proposed ordinance. Language has been inserted to the effect that each day of non-compliance is a separate violation. This change is found in Section 5-9-7(C) of the attached ordinance. This change is consistent with other parts of the City Code which make each day a separate violation.

At the March 23, 2015 Council meeting, the Council considered the second reading of the proposed ordinance. Other than the change referenced above, no other revisions were made to the proposed ordinance since the first and second readings.

The Chamber of Commerce has informed Tom Link that the Chamber has no comment on the ordinance and does not feel a need to review it.

Section 2. Council Action. Attached to this memo is an Ordinance Amending Title 5, Chapter 9 of the City Code related to Public Nuisances on Property. The Council is asked to consider the third and final reading of the attached ordinance at the April 13, 2015 City Council meeting.

Attachment

CITY OF INVER GROVE HEIGHTS

DAKOTA COUNTY, MINNESOTA

ORDINANCE NO. _____

**AN ORDINANCE AMENDING INVER GROVE HEIGHTS CITY CODE,
TITLE 5, CHAPTER 9 RELATED TO ~~PROPERTY NUISANCES~~ PUBLIC NUISANCES
ON PROPERTY**

THE CITY COUNCIL OF THE CITY OF INVER GROVE HEIGHTS ORDAINS AS FOLLOWS:

Section One. Amendment. Title 5, Chapter 9, of the Inver Grove Heights City Code is hereby amended as follows:

5-9-1: PURPOSE:

The purpose of this chapter is to ensure and promote the public health, safety and welfare insofar as they are affected by the continued maintenance of property. (Ord. 1168, 11-13-2007)

5-9-2: DEFINITIONS:

For purposes of this chapter, the terms defined below have the following meanings:

ABATE OR ABATEMENT: The removal, stoppage, extermination, eradication, cleaning, cutting, mowing, grading, repairing, draining, securing, barricading, fencing, demolishing or destroying that which causes or constitutes a property-public nuisance on property.

BUILDING: Any structure, temporary or permanent, used or intended for supporting or sheltering any use or occupancy. A building includes a shed.

COMPLIANCE DEADLINE: ~~Seven (7) business days after the abatement notice is served or posted or such other later date by which the hazardous property nuisance must be removed, as specified in the abatement notice.~~

COMPOST REGULATIONS: See the provisions of section 8-6-6 of this code.

ENFORCEMENT OFFICER: Any employee or agent enumerated in section 1-4-4 of this code, or any person charged by the council with the responsibility of code enforcement.

FENCING REGULATIONS: See the provisions of section 10-15-12 of this code.

GARAGE SALE: Shall mean and include all sales entitled "garage sale", "lawn sale", "boutique sale", or any similar casual sale of tangible personal property which is advertised by any means whereby the public at large is or can be made aware of the sale.

~~HAZARDOUS PROPERTY NUISANCE: A. Any property nuisance or substance, matter, or thing that:~~

- ~~—1. Creates an unsafe or unhealthy condition or that threatens the public health or safety; and~~
- ~~—2. Is found upon or is being discharged or is flowing from the property; and~~
- ~~—3. Is outside of a building.~~

~~B. A hazardous property nuisance is also deemed a public nuisance, as defined by Minnesota statutes section 609.74.~~

INOPERABLE CONDITION: Means that the vehicle has no substantial potential use consistent with its usual function, and includes a vehicle that (1) has a missing or defective part that is necessary for the normal operation of the vehicle, (2) is stored on blocks, jacks, or other supports, or (3) is not properly licensed for operation within the State of Minnesota.

JUNK: Any worn out, dilapidated, or discarded material, equipment, household furnishings, old machinery, appliances, products, refuse, or apparatus that ~~are~~ is no longer used for the purposes for which ~~it was~~ they were manufactured, intended, designed or made, including, but not limited to, household appliances or building materials, cans, glass, furniture, mattresses, box springs, crates, cardboard, tires or any other debris. This definition does not include materials that are used as: a) lawn ornaments; b) landscape decorations; or c) other decorations and paraphernalia placed within a garden.

~~JUNK VEHICLE: Any motor vehicle which, for a period of thirty (30) continuous days or more, is not in operable condition, is partially dismantled, is used for sale of parts or as a source of repair or replacement parts for other vehicles, is kept for scrapping, dismantling, or salvage of any kind, or is not properly licensed for operation within the state of Minnesota. Motor vehicle has the meaning given in Minnesota statutes section 168.011, subdivision 4. that is in an inoperable condition, that is partially dismantled, that is used for sale of parts or as a source of repair or replacement parts for other vehicles, or that is kept for scrapping, dismantling, or salvage of any kind, unless the vehicle is kept in an enclosed garage or storage building. A junk vehicle is also an abandoned vehicle. Motor vehicle has the meaning given in Minnesota statutes section 169.011.~~

MIXED MUNICIPAL SOLID WASTE DISPOSAL REGULATIONS: See the provisions of section 8-6-5 of this code.

OWNER: Any person shown to be the property owner according to the land records of the Dakota County recorder's office.

PROPERTY: Any real property, premises, lot, parcel or location.

PROPERTY-PUBLIC NUISANCES ON PROPERTY: A. Means and includes any of the following: The following are declared to be public nuisances on property affecting public peace, safety, and general welfare:

1. —1. Violations of this chapter.
2. Interfering with, obstructing or rendering dangerous for passage a public highway or right-of-way.
3. Piling, storing or keeping of old machinery, junk, junk vehicles, furniture, household furnishings, or appliances or component parts of them or other debris on property outside of a building.
4. Any substance, matter, or thing that creates an unsafe or unhealthy condition on property outside of a building or that threatens the public health or safety on property outside of a building.
5. Any substance, matter, or thing that creates an unsafe or unhealthy condition and is found upon or is being discharged or is flowing from property and is outside of a building or that threatens the public health or safety and is found upon or is being discharged or is flowing from property and is outside of a building.
- 6.2. Violations of the fencing regulations (section 10-15-12 of this code).
- 7.3. Violations of the mixed municipal solid waste disposal regulations (section 8-6-5 of this code).
- 8.4. Violations of the compost regulations (section 8-6-6 of this code).
- 9.5. Violations of the sidewalk regulations (section 7-1-2 of this code).
- 10.6. Digging, excavating, or doing any act that alters or affects the drainage of property or alters or affects flows of the public storm sewer and drainage ditch system, except in accordance with the regulations of the city.
- 11.7. Noises, odors, vibrations or emissions of smoke, fumes, gas, soot, cinders, ash or otherwise that exceed the standards of the Minnesota pollution control agency.
- 12.8. Permitting, suffering, maintaining, or failing to remove any unsanitary, unsafe, dangerous or unhealthy condition outside of a building or shed on the property resulting from a failure to properly dispose of garbage, sewage, waste, debris or any other unwholesome or offensive substance, liquid, or thing upon property, or dropping, discharging, depositing or otherwise delivering the same upon the property of another or public property.
- 13.9. Any fence, dock, deck, tree, pole, excavation, hole, pit, or uncovered foundation, which, by reason of the condition, creates a public health or safety hazard.

140. An outdoor burner/boiler installed from and after December 1, 2010.

151. Any outdoor burner/boiler existing as of December 1, 2010, that is used or operated from and after October 1, 2011.

~~B. A property nuisance is also deemed a public nuisance, as defined by Minnesota statutes section 609.74.~~

16. Depositing of, permitting, or failing to remove garage, trash, rubbish, bottles, cans, and other refuse on any property, including large quantities of organic debris and materials that accumulated by other than natural means, except neatly maintained compost piles.

17. A violation of city code title 9, chapter 5, section 13 prohibiting illicit connections and discharges into the city's sewer system.

187. A public nuisance on property is also deemed a public nuisance and is defined by Minnesota statutes section 609.74.

RESPONSIBLE PARTY: Any one or more of the following:

- A. Owner of property;
- B. Agent of the owner of property;
- C. Contract for deed holder relating to the property;
- D. Mortgagee or vendee in possession of property;
- E. Lessee of property; or
- F. Other person, firm, corporation or entity exercising apparent control over property.

SIDEWALK REGULATIONS: See the provisions of section 7-1-2 of this code.

STORAGE CONTAINER: A portable container used for the storage of nontoxic items and designed to contain at least seven hundred sixty eight (768) cubic feet. (Ord. 1168, 11-13-2007; amd. Ord. 1202, 11-23-2009; Ord. 1220, 11-8-2010, eff. 12-1-2010)

5-9-3: PROPERTY PUBLIC NUISANCES ON PROPERTY PROHIBITED:

A. ~~Creation Of Property Nuisance~~Public Nuisance on Property: No person shall, directly or indirectly or by omission, create a ~~property nuisance or a hazardous property nuisance~~public nuisance on property.

B. ~~Maintenance Of Property Nuisance~~Public Nuisance on Property: No owner of the property or responsible party in apparent control of the property shall allow a ~~property nuisance or a~~

~~hazardous property~~ public nuisance on property to remain upon the property. No owner or responsible party shall fail to comply with any abatement notice issued pursuant to section 5-9-6 of this chapter. (Ord. 1168, 11-13-2007)

5-9-4: RESTRICTIONS ON EXTERIOR PROPERTY AREAS:

A. Junk: Responsible parties shall not keep junk on the property outside of a building and must not allow junk to be stored, located or placed on the property outside of a building. Responsible parties must remove junk that is located outside of a building on the property and must either completely remove the junk from the property or place the junk in a building. (Ord. 1168, 11-13-2007)

B. Junk Vehicles: Responsible parties shall not keep a junk vehicle on the property outside of a building and must not allow a junk vehicle to be stored, located or placed on the property outside of a building. This subsection does not apply to a location approved by the city as a conditional use for auto auction sales with open storage. (Ord. 1185, 10-27-2008)

C. Firewood And Woodpiles:

1. No responsible party shall allow firewood to be stored in excess of six feet (6') in height outside of a building on the property.
2. In the R residential districts, on parcels less than one acre in size, responsible parties must comply with the following regulations for woodpiles outside of a building:
 - a. Woodpiles are prohibited in front of a residence.
 - b. Woodpiles shall be outside of a minimum side and rear yard setback of five feet (5').
 - c. Woodpiles shall be stored either four inches (4") above the ground or on an impervious surface.
 - d. The size of the woodpile must not exceed five (5) cords. A cord is no more than eight feet (8') long, four feet (4') high and four feet (4') wide. (Ord. 1168, 11-13-2007)

D. Weeds And Grass:

1. No responsible party shall allow any weeds, primary, secondary or otherwise, whether noxious, as defined by law or not, to grow upon the property to a height greater than eight inches (8") within any of the R residential districts on parcels less than one acre in size outside of the traveled portion of any street or alley. Upon determining that a violation of this subsection D1 exists, the enforcement officer shall send a written notice by certified mail to the owners of the property and to the responsible parties in apparent control of the property. The notice shall state that the responsible parties in apparent control of the property and the owners must correct the violation within seven (7) days after the date of the notice and that failure to do so may result in the city correcting the violation, charging the cost of correction to the owners and specially assessing the cost thereof against the property pursuant to Minnesota statutes section 429.101 if

the owners do not pay. If the owners or responsible parties in apparent control of the property have not corrected the violation, the city may correct the violation and may charge the cost of correction to the owners. The owners are liable for the costs and must pay the costs within thirty (30) days after the invoice. If the owners do not pay for the costs, the city may specially assess the property pursuant to Minnesota statutes section 429.101. (Ord. 1168, 11-13-2007; amd. Ord. 1192, 7-27-2009)

2. Within the R residential districts, on parcels less than one acre in size, responsible parties have the obligation to establish turf grass lawns or other approved landscaping within one year of the date a building permit is issued for the property. Within the R residential districts, on parcels less than one acre in size, responsible parties must maintain turf grass lawns so that such turf grass lawns are no higher than eight inches (8"). The following areas are exempt from the requirements of this subsection D2:
 - a. Wetlands, drainage ponds, water quality (NURP) ponds, lakes, streambeds, and a fifty foot (50') buffer area around such areas. (Ord. 1168, 11-13-2007)
 - b. Pastures and parks, park facilities, and recreation areas as defined by subsection 7-5-1B of this code. (Ord. 1240, 8-22-2011)
 - c. Railroad rights of way.
 - d. A agricultural and E-1 and E-2 estate zoning districts.
 - e. Areas with slopes steeper than a four to one (4:1) slope ratio.
 - f. Undisturbed, natural areas that have not been maintained in the past.
 - g. The natural areas and open space areas as defined in the northwest area overlay zoning district regulations, title 10, chapter 13, article J of this code.

E. Storage Containers: In R residential districts, on parcels less than one acre in size, responsible parties must comply with the following regulations for storage containers:

1. Storage containers shall not exceed sixteen feet (16') in length.
2. Storage containers shall not remain on the property for more than ninety (90) days per calendar year.
3. No more than two (2) storage containers shall be on the property at one time.

F. Roll-Off Boxes And Dumpsters: In R residential districts, on parcels less than one acre in size, responsible parties must comply with the following regulations for roll-off boxes and dumpsters:

1. Roll-off boxes and dumpsters shall not be located on streets or within the right of way.

2. Roll-off boxes and dumpsters shall not be more than thirty (30) cubic yards.
3. Material placed in the roll-off box or dumpster shall not extend more than three feet (3') above the top of the roll-off box or dumpster.
4. Roll-off boxes and dumpsters shall not remain on the property more than three (3) months during a twelve (12) month period; provided, however, the director of community development may grant the responsible party an extension of an additional three (3) months if the magnitude of construction occurring on the property requires the use of a roll-off box or dumpster for such additional time.

G. Open Storage In Residential Districts:

1. In R residential districts, on parcels less than one acre in size, responsible parties must comply with the following regulations relating to open storage:
 - a. Open storage is prohibited in the front of a residence.
 - b. Open storage shall be allowed elsewhere on the property when enclosed by a solid screening fence at least six feet (6') in height.
 - c. All fencing must be as prescribed by section 10-15-12 of this code.
 - d. Open storage shall not include junk, junk vehicles or garbage.
2. Exceptions to the regulations in this subsection are automobiles, noncommercial trucks of not more than one ton capacity, and personal recreational equipment, such as camper trailers, boats, campers, recreational vehicles, all-terrain vehicles (ATVs), snowmobiles, and utility trailers in operable condition. (Ord. 1168, 11-13-2007)

H. Garage Sales: The regulation of garage sales is intended to prevent their frequency from becoming a nuisance. Garage sales are allowed in all residential zoning districts with the following restrictions:

1. There shall not be more than four (4) sales events in each calendar year per dwelling unit. This number does not include the participation in any city sanctioned garage sale event.
2. Sale events are limited to any consecutive seventy two (72) hour period.
3. Garage sale signs must comply with the sign ordinance. No directional signs or advertising signs with respect to garage sales shall be attached to utility poles, trees, or signposts. All directional signs or advertising signs shall be freestanding. Each such sign shall be promptly removed after garage sales by the person conducting the sales.
4. Garage sale signs may be erected on private properties other than the property where the sale is conducted provided permission from the private property owner is obtained.

5. Personal property offered for sale at garage sales shall be that of the owners/occupants of the property at which the garage sale is conducted. Personal property of members of several families may be offered for sale at a garage sale at property owned or occupied by one of the participant families.
6. No consignment personal property may be offered for sale at garage sales.
7. Garage sales shall be conducted so as not to obstruct or interfere with pedestrian or vehicular traffic.
8. Notwithstanding title 1, chapter 4 of this code, a violation of this subsection shall be a petty misdemeanor. (Ord. 1202, 11-23-2009)

5-9-5: INSPECTION AUTHORITY:

The enforcement officer is authorized to enter upon any property for the purpose of enforcing and assuring compliance with the provisions of this chapter. If access to the property is denied by the owners or responsible parties, the enforcement officer shall then obtain an administrative search warrant in order to proceed with an inspection of the property for purposes of determining compliance with the provisions of this chapter. (Ord. 1168, 11-13-2007)

5-9-6: ENFORCEMENT AND ABATEMENT OF ~~HAZARDOUS PROPERTY~~PUBLIC NUISANCES ON PROPERTY:

A. Abatement Process:

1. Notice: Whenever, following an inspection, the enforcement officer determines that a public nuisance on property exists or is being maintained on property, the enforcement officer must give written notification to the property owner and occupant or other responsible party of that fact and order that the public nuisance on property be terminated and abated. Notice must be served in person or by certified mail. Failure of the party to receive the certified mail does not invalidate the service of the notice. Notice to the owner will be satisfied by notice to the person listed as the taxpayer on the county's tax records. If the property is not occupied, the owner is unknown, or no other responsible party can reasonably be identified, notice may be served by posting it on the property for a period of at least seventy two (72) hours The notice must state:
 - a. The property location of the public nuisance on property;
 - b. The nature of the public nuisance on property, with reference to the appropriate code provision;
 - c. The steps to be taken to abate the public nuisance on property and a reasonable amount of time within which the public nuisance on property is to be abated, which shall not be less than seven (7) business days after the date of the notice;

- d. That if the owner, occupant, or other responsible party does not comply with the notice within the time specified, the city may provide for abating the public nuisance on property;
 - e. That the owner, occupant, or other responsible party has the right to appeal the designation as a public nuisance on property by submitting a request in writing to the city clerk before the date by which abatement must be completed or within seven (7) calendar days after service of the notice, whichever comes first; and
 - f. That the city may assess its costs for abatement of the public nuisance on property against the property in accordance with this section.
2. Authority to Abate: If no timely appeal is submitted and the public nuisance on property is not abated within the deadline given, the enforcement officer may proceed to abate the public nuisance on property. If the owners or responsible parties deny access to the property for abatement of the public nuisance on property, the enforcement officer shall then obtain an administrative search warrant or other judicial order to proceed with enforcement of this chapter. If any material derived from the abatement is salvageable, the city may sell the salvaged material at private or public sale with the proceeds from the sale being used to offset the cost of abatement. Any proceeds in excess of the cost of abatement will be paid over to the owners.
3. Appeal: If a timely appeal is submitted, the matter must be scheduled for a hearing before the city council. A notice of the hearing must state the date, time, and location of the city council hearing, must be served in the same manner as the abatement notice, and must be given at least ten (10) days before the hearing. After holding the hearing, the city council may issue an order requiring abatement of the public nuisance on property. Any enforcement action and any abatement action will be suspended until seven (7) business days after the council's written decision has been sent by first class mail and either personally served upon or sent by certified mail to the appellant, the owners and the responsible parties in apparent control of the property.
4. Cost of Abatement: If the city performs the work pursuant to this section, the city will maintain a record showing the cost of the work attributable to abatement of the public nuisance on property, including administrative costs. Abatement costs shall include, but are not limited to, the cost of the abatement, the cost of investigation, such as title searches, inspections and testing, the cost of notification, filing costs, attorney fees and administrative costs, including an overhead charge of up to twenty five percent (25%) for administrative costs. As soon as the abatement work has been completed and the cost determined, the city clerk shall prepare and send by first class mail an invoice to the owner and/or responsible party setting forth the amount of expenses and charges for such work, which amount is due and payable to the city within thirty (30) days after the date of invoice. The owner of property on which a public nuisance on property has been abated by the city, or a person who has caused a public nuisance on property not owned by that person, is personally liable to the city for the cost of the abatement, including all interest,

attorney fees, administrative costs and other charges.. Unpaid charges constitute a lien against the property where the abatement occurred on and after the date they were incurred.

5. Special Assessments Under Minnesota statutes section 429.101: If the public nuisance on property is of any of the following types:

- a public health or safety hazard on property excluding any structure included under the provisions of Minnesota statutes section 463.15 to 463.26;
- weeds or tall grass violations under section 5-9-4 (D);
- any other situations or abatements listed under Minnesota statutes section 429.101 for which special assessments may be levied;

then, in such instances, if the property owner does not abate the public nuisance on property and if the city does abate the public nuisance on property, then the city, following Minnesota statutes section 429.101, may specially assess all the costs of abatement identified in section 5-9-6 (A)(4) against the property.

6. Special Assessments under Minnesota statutes section 429.031 and 429.061: If the following circumstances exist:

- the property owner has not abated the public nuisance on property;
- the city intends to abate the public nuisance on property and to specially assess the property for the cost of abatement;
- the abatement is not of a type that falls within the scope of section 5-9-6 (A)(5);

then in such instance, the city, prior to commencement of the abatement, shall follow Minnesota statutes section 429.021, subd. 1(8) and 429.031 to authorize the abatement and after the abatement, the city shall follow Minnesota statutes section 429.061 to levy the special assessment for the abatement.

7. Emergency procedure; summary enforcement: In cases of emergency, where delay in abatement required to complete the procedure and notice requirements as set forth in subpart (A) of this section will permit a continuing public nuisance on property to unreasonably endanger public health, safety, or welfare, the city council may order summary enforcement and abate the public nuisance on property. To proceed with summary enforcement, the enforcement officer or other designated official shall first determine that a public nuisance on property exists or is being maintained and that delay in abatement will unreasonably endanger public health, safety, or welfare. The officer or designated official shall then notify in writing the occupant or owner of the property of the nature of the public nuisance on property, whether public health, safety, or welfare will be unreasonably endangered by delay in abatement required to complete the procedure set forth in subpart (A) of this section and may order that the public nuisance on property be immediately terminated or abated. If the public nuisance on property is not immediately terminated or abated, the city council may then order summary enforcement and abate the public nuisance on property.

A. Notice To Abate:

- ~~1. Following an inspection, if the enforcement officer declares the existence of a hazardous property nuisance, then the enforcement officer shall serve an abatement notice on the owners and any responsible parties in apparent control of the property by first class mail and also by either certified mail or by personal service. The abatement notice shall contain the following information:
 - a. Description of the property upon which the hazardous property nuisance is situated;
 - b. The nature of the hazardous property nuisance to be removed;
 - c. A correction order and compliance deadline requiring that the hazardous property nuisance be abated and removed by a specific date, which shall not be less than seven (7) business days;
 - d. State that in the event the owners or responsible parties in apparent control of the property do not comply with the abatement notice and remove the hazardous property nuisance by the compliance deadline, the necessary work may be performed by the city, and the owners will be sent an invoice detailing the work performed, the costs associated with the work and that the owners shall be responsible for paying the invoice;
 - e. State that if the owners do not pay the invoice, the costs will be assessed against the property;
 - f. State that the owners and responsible parties in apparent control of the property have a right to appeal the abatement notice pursuant to subsection F of this section. The abatement notice shall also include a form by which the owners and responsible parties may appeal the abatement notice.~~
- ~~2. If the owners of the property or the responsible parties in apparent control of the property cannot be identified or located, the abatement notice shall be posted on the property for a period of seven (7) business days, after which period the city may perform any necessary work or abatement. Service of the abatement notice by first class mail and by certified mail and service of the abatement notice by posting may be done simultaneously.~~

B. Disclosure Of Responsible Party: Upon the request of the enforcement officer, an owner or responsible party shall disclose the name of any other known owner or responsible party. This shall include the person for whom he or she is acting, from whom he or she is leasing the property, to whom he or she is leasing the property, or with whom he or she has any conveyancing contract.

C. Abatement Process: If a hazardous property nuisance has not been removed by the compliance deadline, and no appeal has been received, the city has the authority to enter upon the property and abate the hazardous property nuisance. If the owners or responsible parties deny access, the enforcement officer shall then obtain an administrative search warrant to proceed with enforcement of this chapter. If any material derived from the abatement is salvageable, the city may sell the salvaged material at private or public sale with

the proceeds from the sale being used to offset the cost of abatement. Any proceeds in excess of the cost of abatement will be paid over to the owners.

D. Invoice: If the city performs the work pursuant to subsection C of this section, the city will maintain a record showing the cost of the work attributable to each property, including administrative costs. Abatement costs shall include, but are not limited to, the cost of the abatement, the cost of investigation, such as title searches, inspections and testing, the cost of notification, filing costs, attorney fees and administrative costs, including an overhead charge of up to twenty five percent (25%) for administrative costs. The city will prepare and send by first class mail an invoice to the owners setting forth the amount of expenses and charges for such work, which will be due within thirty (30) days of the date on the invoice and payable at the office of the city finance director. The owners of the property at the time the abatement notice is served or posted are personally liable for and must pay the amount of the abatement costs including all interest, attorney fees, administrative costs and other charges.

E. Special Assessment: If the invoice is not paid within thirty (30) days and no other satisfactory arrangements for payment have been made with the city by the owners, the city may then assess the charges against the property as a special assessment pursuant to Minnesota statutes section 429.101. The city may certify the special assessment to the county auditor for collection, together with real estate taxes payable in the following year.

F. Appeals:

1. Within seven (7) business days after the abatement notice is served under subsection A of this section, an owner or responsible party in apparent control of the property may appeal the abatement notice by filing a written appeal with the enforcement officer or city clerk requesting a hearing before the city council and setting forth a brief statement of the issues. Upon receipt of the appeal, the city clerk will set a time and place for the hearing, and the city clerk will give the appellant written notice thereof by first class mail. Such notice to the appellant shall be mailed at least ten (10) days in advance of the hearing. Further, at least ten (10) days before the hearing, the clerk shall also send notice of the hearing by first class mail to the owners of the property, the responsible parties in apparent control of the property, and the landowners within three hundred fifty feet (350') of the property (as shown by the county tax records). The hearing must occur no later than thirty (30) days after the date on which the appeal was filed, unless the appellant agrees to a later date.

2. The hearing shall be public. The hearing shall be held at a special council meeting and shall not be televised. At the hearing, the appellant will be given an opportunity to be heard and show why the abatement notice should be modified or withdrawn. The city council may grant relief as it deems reasonable if the requirements have been incorrectly interpreted, or the provisions of this chapter do not fully apply, or the requirements of this chapter are adequately satisfied by other means, and there is no detriment to the public health and safety, and there is no impairment to the intent of this chapter. The decision of the council shall be in writing and shall be sent by first class mail and either personally served upon or sent by certified mail to the appellant, the owners and the responsible parties in apparent control of the property.

A. Notice To Abate:

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 - ~~e. State that if the owners do not pay the invoice, the costs will be assessed against the property;~~
 - ~~f. State that the owners and responsible parties in apparent control of the property have a right to appeal the abatement notice pursuant to subsection F of this section. The abatement notice shall also include a form by which the owners and responsible parties may appeal the abatement notice.~~~~
- ~~2. If the owners of the property or the responsible parties in apparent control of the property cannot be identified or located, the abatement notice shall be posted on the property for a period of seven (7) business days, after which period the city may perform any necessary work or abatement. Service of the abatement notice by first class mail and by certified mail and service of the abatement notice by posting may be done simultaneously.~~

B. Disclosure Of Responsible Party: Upon the request of the enforcement officer, an owner or responsible party shall disclose the name of any other known owner or responsible party. This shall include the person for whom he or she is acting, from whom he or she is leasing the property, to whom he or she is leasing the property, or with whom he or she has any conveyancing contract.

C. Abatement Process: If a hazardous property nuisance has not been removed by the compliance deadline, and no appeal has been received, the city has the authority to enter upon the property and abate the hazardous property nuisance. If the owners or responsible parties deny access, the enforcement officer shall then obtain an administrative search warrant to proceed with enforcement of this chapter. If any material derived from the abatement is salvageable, the city may sell the salvaged material at private or public sale with

the proceeds from the sale being used to offset the cost of abatement. Any proceeds in excess of the cost of abatement will be paid over to the owners.

D. Invoice: If the city performs the work pursuant to subsection C of this section, the city will maintain a record showing the cost of the work attributable to each property, including administrative costs. Abatement costs shall include, but are not limited to, the cost of the abatement, the cost of investigation, such as title searches, inspections and testing, the cost of notification, filing costs, attorney fees and administrative costs, including an overhead charge of up to twenty five percent (25%) for administrative costs. The city will prepare and send by first class mail an invoice to the owners setting forth the amount of expenses and charges for such work, which will be due within thirty (30) days of the date on the invoice and payable at the office of the city finance director. The owners of the property at the time the abatement notice is served or posted are personally liable for and must pay the amount of the abatement costs including all interest, attorney fees, administrative costs and other charges.

E. Special Assessment: If the invoice is not paid within thirty (30) days and no other satisfactory arrangements for payment have been made with the city by the owners, the city may then assess the charges against the property as a special assessment pursuant to Minnesota statutes section 429.101. The city may certify the special assessment to the county auditor for collection, together with real estate taxes payable in the following year.

F. Appeals:

1. Within seven (7) business days after the abatement notice is served under subsection A of this section, an owner or responsible party in apparent control of the property may appeal the abatement notice by filing a written appeal with the enforcement officer or city clerk requesting a hearing before the city council and setting forth a brief statement of the issues. Upon receipt of the appeal, the city clerk will set a time and place for the hearing, and the city clerk will give the appellant written notice thereof by first class mail. Such notice to the appellant shall be mailed at least ten (10) days in advance of the hearing. Further, at least ten (10) days before the hearing, the clerk shall also send notice of the hearing by first class mail to the owners of the property, the responsible parties in apparent control of the property, and the landowners within three hundred fifty feet (350') of the property (as shown by the county tax records). The hearing must occur no later than thirty (30) days after the date on which the appeal was filed, unless the appellant agrees to a later date.

2. The hearing shall be public. The hearing shall be held at a special council meeting and shall not be televised. At the hearing, the appellant will be given an opportunity to be heard and show why the abatement notice should be modified or withdrawn. The city council may grant relief as it deems reasonable if the requirements have been incorrectly interpreted, or the provisions of this chapter do not fully apply, or the requirements of this chapter are adequately satisfied by other means, and there is no detriment to the public health and safety, and there is no impairment to the intent of this chapter. The decision of the council shall be in writing and shall be sent by first class mail and either personally served upon or sent by certified mail to the appellant, the owners and the responsible parties in apparent control of the property.

3. Any enforcement action and any abatement action will be suspended until seven (7) business days after the council's written decision has been sent by first class mail and either personally served upon or sent by certified mail to the appellant, the owners and the responsible parties in apparent control of the property. (Ord. 1168, 11-13-2007)

5-9-7: PENALTIES:

A. Any person who violates any provision of this chapter or fails to comply with a lawful written abatement notice issued pursuant to subsection 5-9-6A of this chapter shall be guilty of a misdemeanor, provided, however that a violation of section 5-9-4 (H) shall be a petty misdemeanor.

B. For violations of this chapter that are declared to be ~~hazardous property~~public nuisances on property, the condition may be abated by the city following the procedures service of an abatement notice pursuant to subsection 5-9-6A of this chapter, and in addition, the owners and responsible parties in apparent control of the property may be issued a misdemeanor citation, provided, however that a violation of section 5-9-4 (H) shall be a petty misdemeanor.

C. Each violation and every day a violation of this chapter shall occur or continue shall constitute a separate and distinct offense and violation. For violations of this chapter that are declared to be hazardous property nuisances, a misdemeanor citation shall not be issued unless the owners and responsible parties in apparent control of the property have failed to abate the violation in the manner required by the abatement notice issued under subsection 5-9-6A of this chapter.

~~C. For violations of this chapter that are property nuisances but are not hazardous property nuisances, the owners and responsible parties in apparent control of the property may be issued a misdemeanor citation without the abatement notice required in subsection 5-9-6A of this chapter. (Ord. 1168, 11-13-2007)~~

Section Five. Effective Date. This Ordinance shall be in full force and effect beginning on April 13, 2015.

Passed in regular session of the City Council on the 13th day of April, 2015.

CITY OF INVER GROVE HEIGHTS

By: _____
George Tourville, Mayor

ATTEST:

By: _____
Joe Lynch, City Administrator / Clerk

Tom Link

From: Peggy Mollison [peggy@custom-products.com]
Sent: Tuesday, March 24, 2015 10:48 AM
To: Tom Link
Subject: Thank you

Good Morning Tom,

I am very grateful that the city is addressing this issue, this has been a long time in coming. As a resident I am voicing my support of this ordinance.

The Quads on Barbara and 80th look like a junk yard- and they are right by the City Offices, Police Department and The Grove! (What do visitors think of our city?) I do not want to look at their garbage, or the old living room chair that is getting soaked in the rain, or the truck covered in a tarp all winter long. We have a beautiful city and we want to keep it that way. It isn't that tough to do!

Thank you for your support in this, my husband and I are grateful.

Peggy Mollison

Code Compliance Issues

Meeting Date: April 13, 2015
 Item Type: Regular Agenda
 Contact: Thomas J. Link: 651-450-2546
 Prepared by: Tom Link, Director of Comm. Dev.
 Reviewed by: NA



Fiscal/FTE Impact:

- None
- Amount included in current budget
- Budget amendment requested
- FTE included in current complement
- New FTE requested – N/A
- Other (Revenue)

PURPOSE/ACTION REQUESTED

No City Council action is needed. The memo is for informational purposes only.

BACKGROUND

At its last meeting, the City Council approved the second reading of an ordinance regarding abatement of public nuisances. As part of that consideration, the City Council asked for further information regarding code compliance procedures, outdoor storage requirements, and firewood/woodpile requirements.

Code Compliance Procedures – The Inver Grove Heights code compliance program is reactive in that it is complaint driven. Per City Council direction, the only proactive enforcement is junk vehicles and a routine review of conditional use permits. Upon receiving a complaint, the Code Compliance Specialist inspects the property to determine if there is a code violation. If a violation is found, a series of up to three notices are sent to the property owner. The first notice is educational in nature, informing the property owner of the violation and city codes. The second and third notices become increasingly stronger and reference penalties. If the violation is not corrected after three notices, a citation is issued.

Most property owners are cooperative and readily correct violations once they become aware of them. For example, in 2014, the City had 221 violators but issued citations to only four of them. These four, however, had multiple, repeat citations.

Open Storage in Residential Districts – The purpose of the City's open storage requirements is to provide for attractive neighborhoods and maintain property values. The City received twelve complaints last year for open storage.

The City code states that:

- Open storage is prohibited in the front of a residence
- Open storage is allowed on the sides and rear of residences
- Open storage on the side and rear of residences must be screened by a six foot tall solid fence
- The fencing must meet ordinance requirements pertaining to construction and maintenance
- Open storage cannot include junk, junk vehicles, or garbage

The open storage requirements do not pertain to automobiles, trucks of less than one ton capacity, and personal recreation equipment.

Firewood/Woodpiles – The City Code regulates firewood and woodpiles but does not define the two terms or distinguish between them. The purpose of the code requirements is to provide for attractive neighborhoods, maintain property values, and prevent rodent infestation. The code requires that the storage of firewood/woodpiles:

- cannot exceed six feet in height
- cannot be stored in the front of a residence
- must maintain a setback of five feet in the side and rear yards
- must be on an impervious surface or be stored four inches above the ground
- cannot exceed five cords with a cord being eight feet long, four feet high, and four feet wide

State requirements further state that diseased trees must be stripped of bark and stored under a black tarpaulin for one year. Non-diseased trees can be split and stored with the bark left on.

CONCLUSION

No City Council action is needed. The memo is for informational purposes only.

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Meeting Date: April 13, 2015
Item Type: Regular
Contact: Judy Thill, Fire Chief
Prepared by: Judy Thill Fire Chief
Reviewed by:

Fiscal/FTE Impact:	
<input type="checkbox"/>	None
<input checked="" type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input type="checkbox"/>	Other

PURPOSE/ACTION REQUESTED

Consider authorizing the Inver Grove Heights Fire Department to order the replacement engine for Engine 11 and pre-pay the full cost at the time it is ordered.

SUMMARY

The Inver Grove Heights Fire Department (IGHFD) Truck Committee has been working over the past 4 months to determine the needs and configuration of an Engine that will replace Station 1’s Engine 11. Using the Huston Galveston Area Council Cooperative Buying Program (HGAC) process, the final HGAC price of the truck will be \$607,000. This would be a Pierce fire truck, the same manufacturer that has been used on the previous two trucks.

An option available to the city is to prepay the truck at the time of purchase versus financing it over time. If the City would pre-pay this truck, the discount would be \$23,600. At the present time, there is \$711,000 in the Central Equipment fund for the replacement of this truck, enough to pre-pay, if the Council chooses.

Additionally, there is still some value left in Engine 11 and the anticipated sale of this truck could realize an additional \$50,000. The pricing stated here is based on 2014 HGAC negotiated costs. For any trucks ordered after April 15, 2015, the HGAC begins to use 2015 pricing, which would result in a 3% increase to the truck cost.

Staff recommends purchasing the truck for \$607,000 through the HGAC Cooperative Buying program and placing the order before April 15, 2015. This will avoid the 3% price increase. In addition, staff also recommends pre-paying the truck at the time it is ordered, providing a savings of \$23,600.

Cost of Truck	\$607,000
Pre-pay discount	(\$23,600)
Subtotal with pre-pay discount	\$583,400
Sale of Engine 11 (approx)	(\$50,000)
Subtotal with sale of Engine 11 (approx)	\$533,400
Amount available in Central Equipment Fund to pay for new truck	\$711,000

Once the new truck is paid for, discounts applied and Engine 11 sold, there will be approximately \$178,000 remaining in the Central Equipment Engine 11 replacement fund. The remaining amount and how that will be used, will be part of a future council meeting discussion on fire trucks needed for the new fire station.

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

LONG-TERM FINANCING OF ARGENTA TRAIL

Meeting Date: April 13, 2015
 Item Type: Regular
 Contact: Kristi Smith 651-450-2521
 Prepared by: Kristi Smith, Finance Director
 Reviewed by: N/A

Fiscal/FTE Impact:

- | | |
|-------------------------------------|------------------------------------|
| <input type="checkbox"/> | None |
| <input type="checkbox"/> | Amount included in current budget |
| <input type="checkbox"/> | Budget amendment requested |
| <input type="checkbox"/> | FTE included in current complement |
| <input type="checkbox"/> | New FTE requested – N/A |
| <input checked="" type="checkbox"/> | Other |

PURPOSE/ACTION REQUESTED

Discuss financing of Deanovic easement purchase as it relates to the Argenta Trail North Area alignment option 3A.

SUMMARY

Council directed staff to recommend a funding source for the Deanovic easement purchase. The easement purchase will likely occur within the next few months. However, the construction of the North area alignment of Argenta Trail may not occur for a few years.

Within the Host Community Fund \$1,500,000 has been identified as funds available for the new Fire Station. It is recommended that a portion of these funds be repurposed and used to cover the City's share of the Deanovic easement acquisition.

At the time the Argenta Trail North alignment segment advances to construction street reconstruction bonds will likely be the financing source. A debt levy will be required to repay the bonds. The Argenta Trail South alignment segment would also likely be financed by street reconstruction bonds with a debt levy required to repay the bonds.

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Meeting Date: 4/13/2015
 Item Type: Discussion
 Contact: Janet Shefchik
 Prepared by: Janet Shefchik
 Reviewed by: Joe Lynch

Fiscal/FTE Impact:

- None
- Amount included in current budget
- Budget amendment requested
- FTE included in current complement
- New FTE requested – N/A
- Other

PURPOSE/ACTION REQUESTED

Hearing to Consider Termination of Employment for Patrol Officer Neidzielski

SUMMARY

Patricia Niedzielski was hired as a Patrol Officer for the City of Inver Grove Heights on 7/20/98. On 7/20/13, Officer Niedzielski injured her right foot while responding to the scene of a traffic accident. Officer Niedzielski subsequently submitted a Worker’s Compensation claim and has been off work since 7/25/13. The City has held the position open for 21 months pending Officer Niedzielski’s return. It is the employee’s responsibility to communicate a reasonable plan to return. At this point; however, it appears unlikely that Officer Niedzielski will be able to do so.

The purpose of this hearing is to review information relative to Officer Niedzielski’s ability or inability to return to work only, and to determine whether to sever employment (in order to ultimately refill the position). The Worker’s Compensation claim on file with the State is being handled by the League of Minnesota Cities Insurance Trust, and should have no bearing on this hearing or any resulting employment action. Conversely, any employment action initiated here should have no bearing on the Worker’s Compensation claim.

Officer Niedzielski has been receiving medical treatment, although to-date she remains unable to walk without aid or drive. She has been offered light duty, however her doctor maintains that she is unable to work at all, and has not released her to return to work. Officer Niedzielski has undergone two separate Independent Medical Examinations in October and November of 2014; however neither provided evidence that she would be able to perform the essential functions of her job as a Patrol Officer or return to work in the foreseeable future.

On January 29, 2015, the City Administrator and Police Chief met with Officer Niedzielski to allow her an opportunity to provide documentation regarding a timeframe and probability relative to her return to work. Neither the discussion nor documentation netted proof of a probable return to work, or a return to work date.

On March 9, the City Council met in Executive Session to discuss Officer Niedzielski’s employment, and a recommendation was made to proceed with a hearing on April 13, 2015. In preparation for the hearing, staff has compiled additional information which Council has received under separate cover. This information will retain its original data classification under State Statutes (e.g. private and/or confidential) and must be handled accordingly.

To-date, the City has received no definitive documentation regarding Officer Niedzielski’s probable return or a return to work date. Therefore, baring significant evidence to the contrary provided on or before this hearing date, staff recommends termination of Officer Niedzielski’s employment effective 4/24/15.

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. _____

**RESOLUTION APPROVING TERMINATION OF EMPLOYMENT FOR
OFFICER PATRICIA NIEDZIELSKI, EFFECTIVE APRIL 24, 2015**

WHEREAS, Officer Patricia Niedzielski is a Police Officer with the City of Inver Grove Heights; and

WHEREAS, Officer Niedzielski was injured on duty on July 20, 2013, and has been unable to work since July 25, 2013; and

WHEREAS, medical records and other reports indicate that Officer Niedzielski remains unable to perform the essential functions of the position and is unable to attend work regularly; and

WHEREAS, the medical records and other reports indicate that Officer Niedzielski is precluded from returning to work within a reasonable period of time; and

WHEREAS, the City Administrator and Police Chief have recommended termination of employment; and

WHEREAS, according to City Code, the employee is afforded a Hearing before Council; and

WHEREAS, the Hearing was held on April 13, 2015; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of Inver Grove Heights, based on the evidence presented, hereby makes the following findings of fact and decision:

1. Officer Niedzielski remains unable to perform the essential functions of the position and is unable to attend work regularly;
2. Officer Niedzielski is precluded from returning to work within a reasonable period of time;
3. Officer Niedzielski has not presented any plan for returning to work within a reasonable time;
4. City Code 1-6A-22(I)(II) provides that there is cause for termination of employment if the following circumstance:
 - (II) A mental or physical defect that prevents an employee from performing the job, or attending work regularly, or when such medical conditions preclude an employee from returning to work within a reasonable period of time, or places the employee or coworkers in danger, or where reasonable accommodation for the disability is not possible.

BASED ON THE EVIDENCE AND THE FINDINGS MADE ABOVE THE CITY COUNCIL DOES HEREBY DETERMINE, RESOLVE, AND MAKE THE FOLLOWING DECISION:

1. Officer Niedzielski is dismissed from employment and employment with the City is hereby terminated effective April 24, 2015 at 5:00 p.m.
2. A copy of this Resolution shall be sent by certified mail to Officer Niedzielski.

Adopted by the City Council of the City of Inver Grove Heights on the 13th day of April, 2015.

Ayes:
Nays:

George Tourville, Mayor

Attest:

Joe Lynch, City Clerk