

**INVER GROVE HEIGHTS
PLANNING COMMISSION AGENDA**

**Tuesday, October 20, 2009 – 7:00 p.m.
City Council Chambers - 8150 Barbara Avenue**

1. CALL TO ORDER

2. APPROVAL OF PLANNING COMMISSION MINUTES FOR October 6, 2009

3. APPLICANT REQUESTS AND PUBLIC HEARINGS

3.01 CITY OF INVER GROVE HEIGHTS – CASE NO. 09-34PA

Comprehensive Plan Amendment relating to the modification of proposed trails as shown on the Parks, Trails, and Open Space Plan in the Parks and Recreation chapter of the 2030 Comprehensive Plan

Planning Commission Action _____

3.02 CITY OF INVER GROVE HEIGHTS – CASE NO. 09-32ZA

Consider the following requests for property located along 66th Street, east of Concord Blvd, adjacent to the swing bridge:

A.) A **Rezoning** of the parcels from I-1, Limited Industry to P, Institutional.

Planning Commission Action _____

B.) A **Comprehensive Plan Amendment** to change the land use designation from Mixed Use to Public Park/Open Space.

Planning Commission Action _____

C.) **Review of Capital Improvement** for Consistency with Comprehensive Plan

Planning Commission Action _____

4. OTHER BUSINESS

5. ADJOURN

PLANNING COMMISSION MINUTES - CITY OF INVER GROVE HEIGHTS

Tuesday, October 6, 2009 – 7:00 p.m.
City Hall Chambers - 8150 Barbara Avenue

Chair Bartholomew called the Planning Commission meeting to order at 7:00 p.m.

Commissioners Present: Tom Bartholomew
Paul Hark
Christine Koch
Damon Roth
Tony Scales
Mike Schaeffer
Dennis Wippermann

Commissioners Absent: Pat Simon (excused)
Harold Gooch

Others Present: Allan Hunting, City Planner

APPROVAL OF MINUTES

The minutes from the September 15, 2009 meeting were approved as submitted.

MIKE PONE – CASE NO. 09-30V

Reading of Notice

Commissioner Hark read the public hearing notice to consider the request for a variance to construct a fence within the bluff line setback along the Mississippi River for the property located at 8336 River Road. 4 notices were mailed.

Opening of Public Hearing

Allan Hunting, City Planner, explained the request as detailed in the report. He explained that the subject property is located within the Critical Area Overlay District of the Mississippi River where the bluff line setback for all structures is 100'. The house was recently built and was granted a variance for a 20 foot setback. The proposed fence would encroach an additional 10 feet. The fence would help provide safety for the family as the slopes on the property are very steep. Also, because the property is heavily wooded, the proposed black coated chain link fence would not be visible from the river. Mr. Hunting advised that DNR has reviewed the request and has stated no issues. Staff recommends approval of the request.

Commissioner Wippermann asked if the applicants were specifically proposing a black coated chain link fence, to which Mr. Pone and Mr. Hunting replied in the affirmative.

Commissioner Wippermann asked what was the maximum fence height that was allowed, to which Mr. Hunting replied seven feet.

Commissioner Wippermann asked what fence height was being proposed, to which Mr. Pone replied a four foot standard chain link fence.

Planning Commission Discussion

The applicant, Mike Pone, 8336 River Road, advised he was available to answer any questions.

Chair Bartholomew asked if the applicant agreed with the condition listed in the report, to which Mr. Pone replied in the affirmative.

Planning Commission Recommendation

Motion by Commissioner Wippermann, second by Commissioner Schaeffer, to approve the request for a variance to construct a fence within the bluff line setback along the Mississippi River Critical Area, for the property located at 8336 River Road, with the conditions and hardship as listed in the report.

Motion carried (7/0). This matter goes to the City Council on October 26, 2009.

DEBRA WYLIE – CASE NO. 09-31C

Reading of Notice

Commissioner Hark read the public hearing notice to consider the request for a conditional use permit to allow the impervious coverage to exceed 25% to construct a pool and associated patios on an R-1C zoned lot, for the property located at 7036 Dawn Court. 46 notices were mailed.

Presentation of Request

Allan Hunting, City Planner, explained the request as detailed in the report. He advised that the request is to add 610 square feet of impervious surface which would bring the total impervious surface on the lot to approximately 39.6%. Mr. Hunting advised that the subject lot is approximately 10% smaller than what the zoning code requires for a minimum lot size in the R-1C district. Staff recommends approval of the request with the 14 conditions listed in the report.

Chair Bartholomew asked for clarification of Conditions 10 and 11 regarding inspection and construction escrows.

Mr. Hunting stated Condition 11 was added due to the timing of the season. He explained that if the specified improvements were completed prior to the final inspection the construction escrow could be waived.

Commissioner Koch noted a statement in the report that the Engineering Department would prefer that the owner attempt to mitigate the pool and hard surface being added to the maximum extent possible by removing existing hard surfaces, and asked if the applicants planned to do any removal.

Mr. Hunting advised that the City did not have the authority to require hard surface removal by ordinance, however, staff encouraged it and therefore the comment was included in the report.

Opening of Public Hearing

The applicant, Debra Wylie, 7036 Dawn Court, advised she was available to answer any questions.

Chair Bartholomew asked if the applicant was in agreement with the 14 conditions listed in the report, to which Ms. Wylie replied in the affirmative.

Chair Bartholomew asked if the applicants would be willing to work with engineering staff to minimize the total impervious surface, to which Ms. Wylie replied in the affirmative.

Chris Wylie, 7036 Dawn Court, stated they were willing to compromise and perhaps construct the pool closer to the house or reduce the size of the concrete apron around the pool.

Planning Commission Recommendation

Motion by Commissioner Roth, second by Commissioner Koch, to approve the request for a conditional use permit to exceed the allowed maximum impervious coverage on a lot that does not meet the minimum lot size, for the property located at 7036 Dawn Court, with the conditions listed in the report.

Motion carried (7/0). This matter goes to the City Council on October 26, 2009.

CITY OF INVER GROVE HEIGHTS – CASE NO. 09-32ZA

This item has been tabled until October 20, 2009.

ADJOURNMENT

Chair Bartholomew adjourned the meeting at 7:15 p.m.

Respectfully submitted,

Kim Fox
Recording Secretary

DRAFT

**PLANNING REPORT
CITY OF INVER GROVE HEIGHTS**

REPORT DATE: October 15, 2009 **CASE NO.:** 09-34PA

APPLICANT: City of Inver Grove Heights

REQUEST: Comprehensive Plan Amendment relating to the modification of proposed trails as shown on the Parks, Trails, and Open Space Plan in the Parks and Recreation chapter of the 2030 Comprehensive Plan

HEARING DATE: October 20, 2009

REVIEWING DIVISIONS: Planning
Park and Recreation

PREPARED BY:  Heather Botten, Associate Planner
Eric Carlson, Park & Recreation Director

BACKGROUND

The City Council directed the Planning Commission to hold a public hearing regarding a comprehensive plan change relating to the modification of some of the proposed trails shown on the Park, Trails, and Open Space Plan in the Parks and Recreation chapter of the 2030 Comprehensive Plan. The proposed changes stem from issues that have arisen and items that have changed since the 2030 Comprehensive Plan process started.

In October 2008, the Park and Rec Commission approved the 2030 Comprehensive Plan, including the trail plans. At the November 10, 2008 City Council meeting the Council approved the 2030 Comprehensive Plan. At this meeting the Council also directed staff to give a more in-depth review of the trail portion of the plan. Subsequent the November Council meeting there have been two open houses/neighborhood meetings, two Park and Rec Commission discussions, and one additional City Council discussion relating to the 2030 Comprehensive Trail map. The discussion on removing certain trail segments arose at these meetings.

SPECIFIC REQUEST

The specific requests consist of the following:

A Comprehensive Plan Amendment relating to the following segments of trails as shown on the Parks, Trails, and Open Space Plan in the Parks and Recreation chapter of the 2030 Comprehensive Plan:

- A portion of the Mississippi River Regional Trail (MRRT) to be shown as “constructed”.
- A portion of the MRRT shown along Inver Grove Trail to be shown as removed.
- North/South regional trail in the NW area to be removed. The City trail would stay in place and the Regional Trail search area would be added to the map, as advised by the Met Council.
- Trail near Southern Lakes to be shown as “constructed”.
- Trail along Courthouse Blvd south of Barnes Ave is shown as “constructed”.
- Removal of the proposed trail along Barnes Avenue.
- Removal of the proposed trail along Ann Marie Trail.
- Removal of the proposed trail along Annalisa Path.
- Removal of the proposed trail along Courthouse Blvd Ct.

EVALUATION OF REQUEST

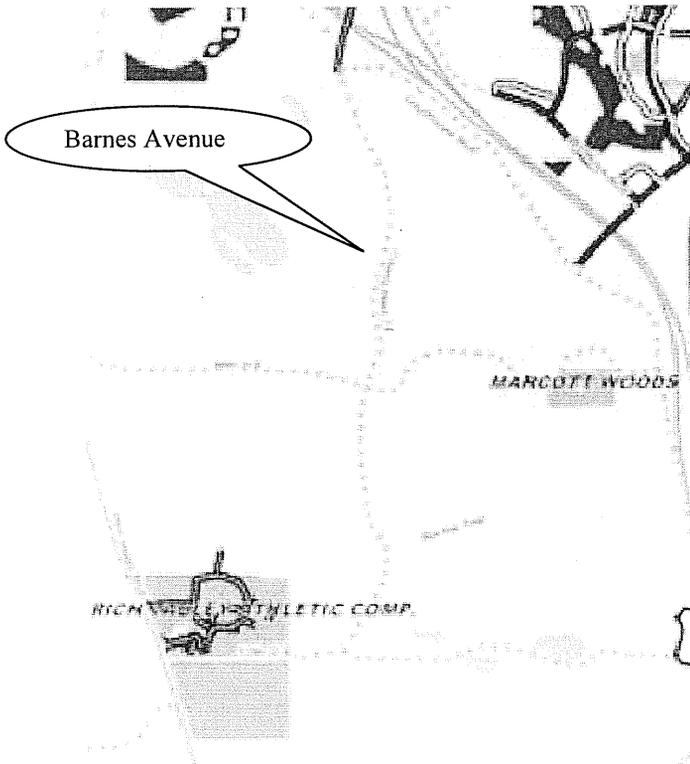
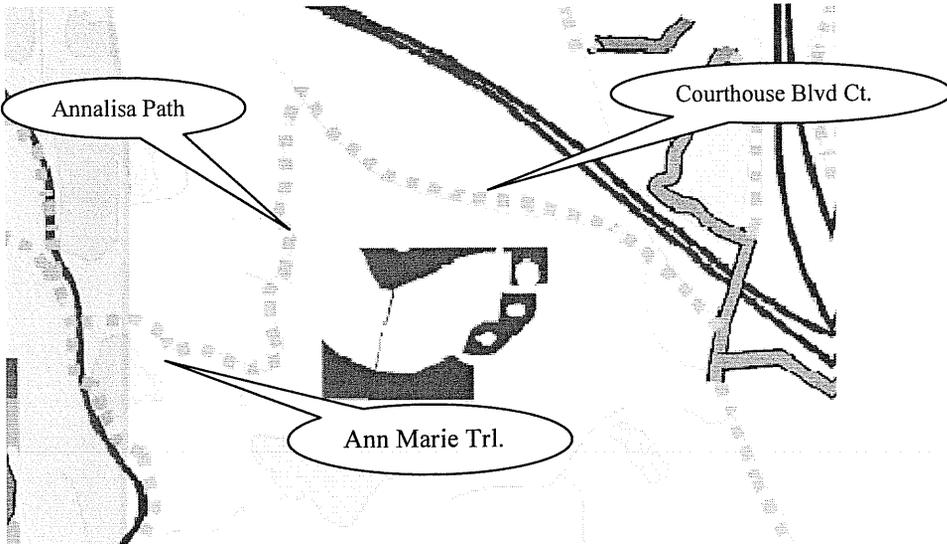
The amendment can be broken down into two parts: 1) Those segments of trails where the status of the trail has changed since the start of the Comprehensive Plan update (trails being constructed or routes of trails finalized), and 2) those segments of trails that have been brought to the Park and Rec Commission’s and City Council’s attention for possible removal from the plan.

The status of the following segments of trails has changed since the Comprehensive Plan process started.

- A portion of the Mississippi River Regional Trail (MRRT) is now “constructed”.
- A portion of the MRRT shown along Inver Grove Trail is to be removed since the alignment has now been finalized.
- North/South regional trail in the NW area is to be removed. The City trail stays in place and the Regional Trail search area is added to the map, as advised by the Met Council.
- Trail near Southern Lakes is now “constructed”.
- Trail along Courthouse Blvd south of Barnes Ave is now “constructed”.

The following trails have been discussed at public meetings and a recommendation was made to remove the trails from the 2030 Comprehensive Trail map:

- Removal of the proposed trail along Barnes Avenue
- Removal of the proposed trail along Ann Marie Trail
- Removal of the proposed trail along Annalisa Path
- Removal of the proposed trail along Courthouse Blvd Ct.



Chapter Six of the 2030 Comprehensive Plan is devoted to Park and Recreation planning for the City. The following are excerpts from the 2030 Comprehensive Plan, Chapter 6, Parks and Recreation;

“Park, recreation, open space, and trail connection are essential components of a health community. Decisions about parks, trail and open space affect the entire community, enhance sense of community and affect the quality of life in the City.”

“Trails are an integral component of the City’s park system. There are 24 miles of off-road, on-road, and internal park trails located through-out the developed community. Trails offer residents safe access to many city-wide destinations such as schools, shopping areas, parks and a wide variety of natural resources. . . Some trails are destinations in themselves, offering scenic walks such as the trail in South Valley Park. In addition to City trails, county trails and paved shoulders provide transportation along major corridors through the City and between neighboring regional park destinations.”

One of the guiding principles listed in the 2030 Comprehensive Plan identifies the need to provide pedestrian connectivity to area amenities and attractions such as Rich Valley Athletic Complex and the Mississippi River.

According to the 2030 Comprehensive Plan, goals of the City’s trail plan include:

- To promote safe, convenient and coordinated facilities for alternative means of transportation throughout the City of Inver Grove Heights.
- To provide Inver Grove Heights residents with sections of trail that focus on recreational value and harmony with the natural environment.

The 2030 plan states that to achieve these goals the City will use these principles:

1. To coordinate the use of a citywide trail plan.
2. To plan bicycle and pedestrian access to parks, open space areas, schools and neighborhood shopping areas to encourage maximum use of these facilities.
3. To encourage the utilization of utility easements and transportation right-of-ways for trail development.
4. To provide ramped curbs to meet accessibility standards and to accommodate bicyclists.
5. That trails shall be bituminous or concrete, except in nature areas, and be multi-use facilities when uses are compatible.
6. That trails shall be integral to larger scale development and shall be installed and paved at the developers’ expense. These trails shall connect to the existing and proposed extensions of the Inver Grove Heights trail system.

7. That the Inver Grove Heights trail system shall be coordinated with the trail systems for Dakota County, surrounding cities and Metropolitan Council.
8. That all existing and proposed trails shall be mapped, reviewed and updated annually.

Removing proposed trail segments on the Comprehensive Plan affects the framework and long-term goals of the City. The southern part of the city will not develop as intensely as the northern part of the city, therefore removing any of the proposed trail segments leave large gaps in the connectivity of trails. Trails are popular and use has boomed regionally and in Inver Grove Heights according to community input. Trails are used for safe and convenient access to parks, open space, neighborhoods, commercial areas, and destinations beyond the City and into the City. A complete and connected trail system is highly valued by residents for leisure use and for transportation. Trails are important to maintain a healthy community and high quality of life. While not an “economic” benefit, necessarily, there is still an important “value added” component trails bring to a community.

Because a segment of trail exists on the plan does not guarantee that the trail will be built. There is no “timeline” for construction of any segment of trail on the plan and the plan is not detailed enough to determine the exact location of the trail (i.e. which side of the road would the trail be). The most likely scenario for trail segments is that they will be considered during development or redevelopment. Should that happen, adjoining property owners would be notified and public meetings held to discuss trail plans more in-depth than what is available at this time.

The Council also directed staff to conduct a feasibility study of the trail along Courthouse Blvd. The results of the feasibility study are as follows:

Option	Estimated Project Cost
1. On-Road South Side	\$427,400
2. On-Road South Side with Curb	\$936,400
3. Off-Road	\$839,100

The City Council reviewed the Feasibility Study in September 2009. The Council indicated the only trail they may be interested in was Option 1. Funding for Option 1 would likely be as follows:

Source	Amount
Inverpoint Business Park Assessments	\$175,000
City General Fund/Park Acquisition/Other	\$0
Total	\$252,700

A neighborhood informational meeting was held on Wednesday, October 7th; four residents contacted Engineering prior to the meeting and three residents attended the meeting. The citizen comments are attached for your review.

The Park and Rec Commission has discussed the 2030 Comprehensive Trail Map at two of their meetings since the approval of the Comprehensive Plan last November (7/8/09 and 10/14/09). Their most recent recommendation is to keep the trail along Barnes Avenue as long as the trail is a paved shoulder on the roadway once the road is reconstructed and to remove the proposed Courthouse Blvd Ct., Ann Marie Trail, and Annalisa Path trails as show on the 2030 Comprehensive Trail map.

ALTERNATIVES

The Planning Commission has the following alternatives available for the proposed request:

A. Approval If the Planning Commission finds all of the proposed amendments to the Parks, Trails, and Open Space Plan acceptable, the Commission should recommend approval of the Comprehensive Plan Amendment to allow the following changes:

1. A portion of the Mississippi River Regional Trail (MRRT) to be shown as “constructed”.
2. A portion of the MRRT shown along Inver Grove Trail to be shown as removed.
3. North/South regional trail in the NW area to be removed. The City trail would stay in place and the Regional Trail search area would be added to the map, as advised by the Met Council.
4. Trail near Southern Lakes to be shown as “constructed”.
5. Trail along Courthouse Blvd south of Barnes Ave is shown as “constructed”.
6. Removal of the proposed trail along Barnes Avenue.
7. Removal of the proposed trail along Ann Marie Trail.
8. Removal of the proposed trail along Annalisa Path.
9. Removal of the proposed trail along Courthouse Blvd Ct.

B. Approval in Part If the Planning Commission finds some the requested amendments to be acceptable, the nine amendments listed in Alternative A could be acted on individually.

C. Denial If the Planning Commission finds that the comprehensive plan amendments are not in the best interest of the physical development of the City, a recommendation of denial should be forwarded to the City Council. With a recommendation of denial, findings or the basis for the denial should be given.

RECOMMENDATION

The Comprehensive Plan looks to the future of Inver Grove Heights and the City should base changes and amendments to this code on what is going to be best for the 30,000+ people that call Inver Grove Heights “home” and not necessarily the interest of a few individuals. The Park and Recreation and Planning staff’s have not found any compelling reasons to remove any of the proposed trail segments in the southern portion of the City. Therefore, Staff is recommending approval of the following map changes:

1. A portion of the Mississippi River Regional Trail (MRRT) to be shown as “constructed”.
2. A portion of the MRRT shown along Inver Grove Trail to be shown as removed.
3. North/South regional trail in the NW area to be removed. The City trail would stay in place and the Regional Trail search area would be added to the map, as advised by the Met Council.
4. Trail near Southern Lakes to be shown as “constructed”.
5. Trail along Courthouse Blvd south of Barnes Ave is shown as “constructed”.

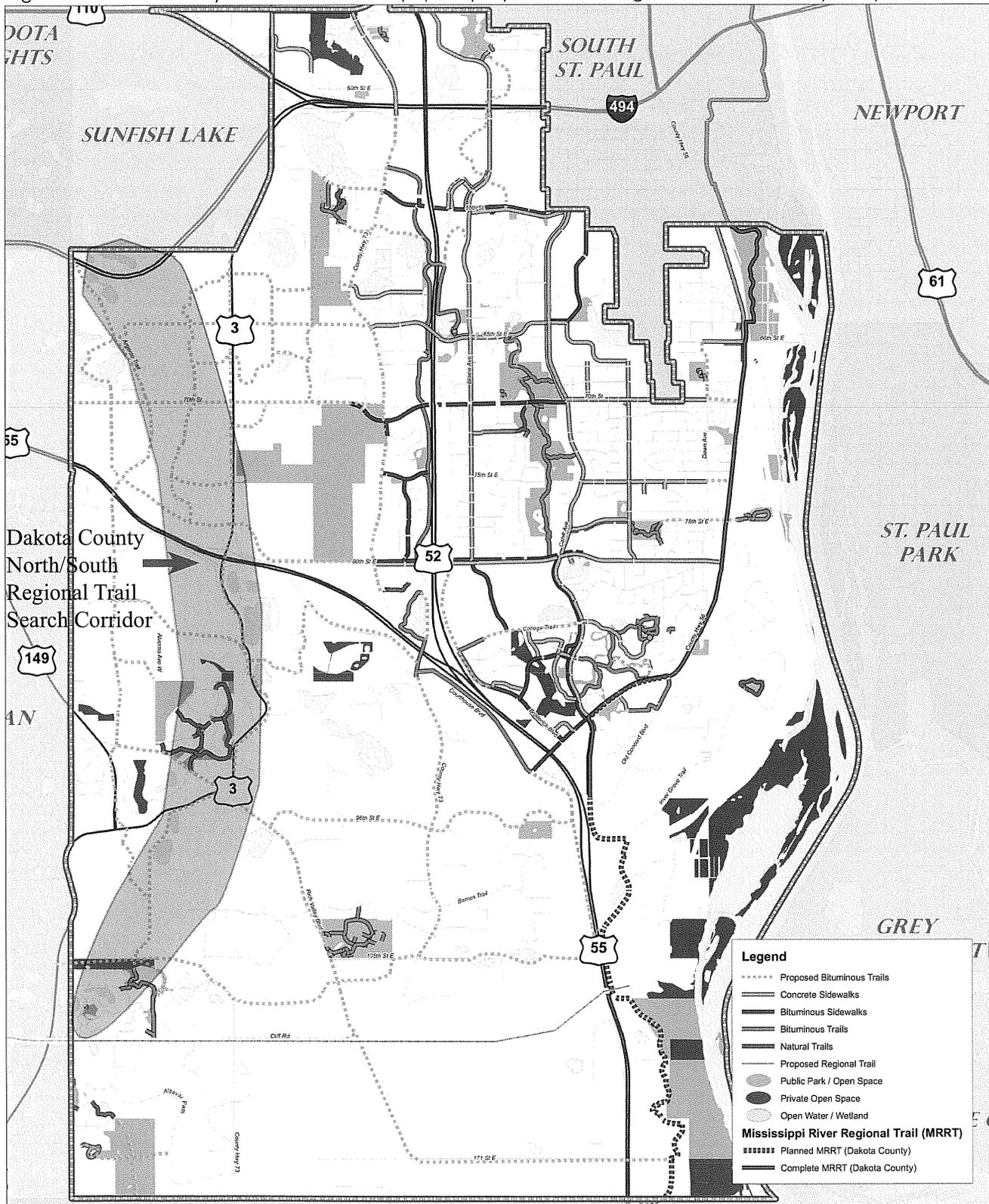
And denial of the removal of the following trails from the Parks, Trails, and Open Space Plan:

6. Removal of the proposed trail along Barnes Avenue.
7. Removal of the proposed trail along Ann Marie Trail.
8. Removal of the proposed trail along Annalisa Path.
9. Removal of the proposed trail along Courthouse Blvd Ct.

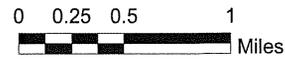
Attachments: Exhibit A – Revised 2030 Comprehensive Trail Map
Exhibit B – Trail segments under consideration
Exhibit C – Park and Rec Minutes from 07/08/09
Exhibit D – City Council Minutes 07/13/09
Exhibit E – Citizen Comments from the neighborhood meeting 10/7/09

6. Parks and Recreation

Figure 6.8: 2030 Comprehensive Trail Map (The proposed trail alignments are conceptual.)



2030 Comprehensive Trail Plan



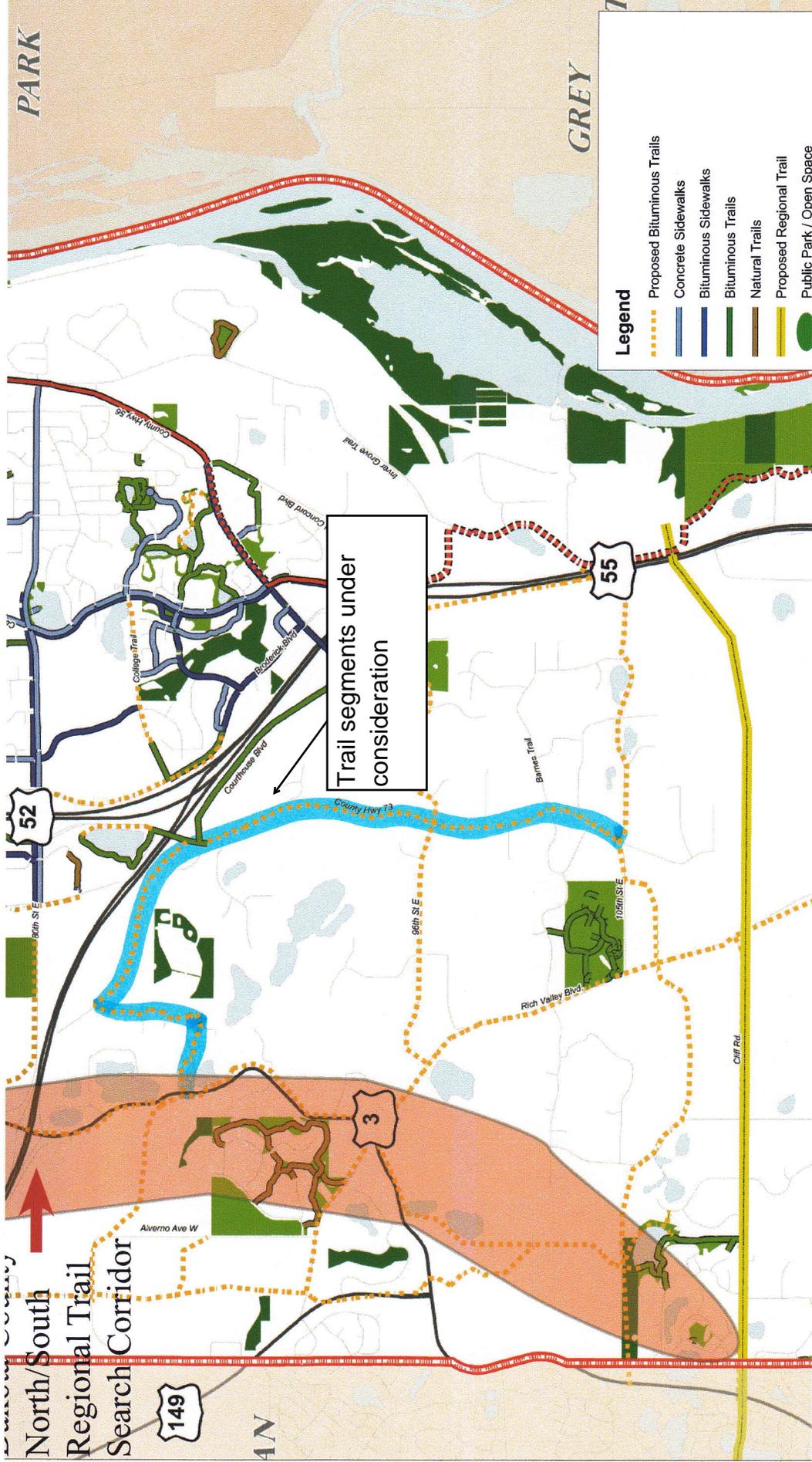


Exhibit B

**RECOMMENDATION TO
CITY OF INVER GROVE HEIGHTS**

TO: Mayor and City Council of Inver Grove Heights
FROM: Park and Rec Commission
DATE: July 8, 2009
SUBJECT: 2030 Comprehensive Plan

Consider Approval of Comprehensive Trail Plan

Director Carlson stated back in October of 2008 the City Council held a public meeting regarding the entire Comprehensive Plan. In 2008 we updated the Comprehensive Plan which has to be submitted and approved by the Metropolitan Council. At that time the City Council wanted discussion on the trail portion of the plan. In June 2009 an open house was held to welcome comments regarding what the trail plan is proposing. There were a number of comment sheets that were filled out at the meeting. He has also received a few emails and phone messages. A lot of questions were asked regarding where the trail would go, how wide, what side of the street, etc. Those questions are not answerable through the Comprehensive Plan. It is a 20 year vision for the City. That type of detail doesn't exist at this time and cannot be answered with this type of plan.

Commissioner Boehmer asked who determines the route of trails?

Director Carlson responded it is a combination of City Staff, City Consultants, and the Park and Recreation Commission. In 2007 there was an open house that included the trail at the time. More recently people have become interested in the trail.

There have been two plans over the last two years that the Commission has been working on. One is this Comprehensive Plan. One of the 12 chapters is regarding Park and Recreation.

The City is also working on the Comprehensive Park Plan and Development Guide. It is similar to the Comprehensive Plan in that it has more detail, but it doesn't go into trail widths and side of the street, etc. After the October Council meeting, the plan was submitted to the Metropolitan Council for their approval. Since the open house we have received comments from people as well as from the Metropolitan Council. Those comments were:

With regards to the Regional Trail that is going in the Western portion of the City, they want to see a search area shown on our plan.

There are quite a few people in the audience this evening regarding the trail plan. The Commission's job is to make a recommendation to the City Council about the trail plan. You can keep it as it is proposed, add something, or take something away. They can then finalize what this trail plan might be.

Tim Sweeney, 9223 Barnes Avenue, asked if the Park Commission has ever added or taken away trails from the Comprehensive Plan in the last few years?

Director Carlson responded they have.

Mr. Sweeney asked if they evaluate, specifically Barnes Trail, the traffic plan and speeds?

Director Carlson commented that type of analysis has not been done yet.

Commissioner Krech stated the trail takes the danger away by taking people off the road and puts them on a trail.

Recommendation to City Council

July 8, 2009

Page 2

Mr. Sweeney said he contacted the Police regarding Barnes Avenue and there have been 60 citations for speeding this year alone from July to July. That would be one thing they should consider. He asked if the County owns certain plots on either side?

Commissioner Krech responded there is an easement. The trail was originally proposed to go through the backyards. People didn't want it there.

Mr. Sweeney asked that they consider the portion regarding Barnes Avenue to Rich Valley. Does it make sense to go that route? Who will be using the park? Bicyclists won't use it. He asked that they take that portion of the trail out. This trail has been on the plan for years. He asked if it is taken off, can they put it back on?

Commissioner Krech responded it could be put back on.

Director Carlson stated it isn't that simple to put it back on. Any change in the Comprehensive Plan has to go through a process. If the City Council adds or takes it off the map, it has to go through a public hearing process. A notice is published, the Planning Commission has to hold a public hearing, and then the City Council has to hold a public hearing.

Mr. Sweeney asked because it is a County Road, what is the County's influence on changing the road?

Commissioner Krech stated the trail could be included in a road upgrade.

Commissioner S. Johnson wanted to clarify that Mr. Sweeney wanted it pulled off now, knowing it could be added in again later?

Mr. Sweeney felt that when it was designed they looked at the shortest distance from Courthouse Blvd. to Rich Valley Park, yet it's the most dangerous.

Mr. Sweeney understands people will enjoy the trail, but wants this one removed.

Commissioner Silvi commented that if its 100 years from now and someone wants to develop the land, where do you show this? If you have it on the Comprehensive Plan now, then you can't say you were never warned.

Commissioner Krech suggested he go to the City Council meeting. They have the final say.

Mike Knapp, 87 Ann Marie Trail, has lived there for 22 years and is here tonight to ensure if there is a change, it happens now, rather than in the future. He bought the property for its benefits in regards to its surroundings. Not trails and sidewalks. He is against the plan, and wants it denied. He will ask the City Council to do the same. He asked if that can't happen, then at least change the plan. He pointed out a few inconsistencies in the plan. One is on page 6-1A where it talks about the park, or future parks, exploring the greater use of pervious pavers in a park project. He considers this a park project. There is a proposal for a trail to go down Ann Marie for a bituminous trail that is 10 feet wide. That's an impervious surface. On page 6.11, it talks about the slope. The plan states the slope should be 0-3%. Ann Marie is about 0-15%. He didn't think anyone came out and looked at the road for the trail. The approach to Ann Marie connects Robert Street and Annalisa Trail. There are wetlands down either side. He didn't want to be a part of a trail to nowhere. He asked that they please remove Ann Marie Trail from your plan.

Recommendation to City Council

July 8, 2009

Page 3

Mr. Knapp felt it was an invasion of his privacy and a reduction of value. His house is 300 feet off-set of the road. Others are at least 30 feet. Both sides of the street have the same issues.

Jerry Bretoi, 8365 Courthouse Boulevard Court, lives across from the United Property Development. They knew of the trail and discussed it last year. They know they are getting one there eventually. He had several questions. Where would the trail go? At what point can they say where to put it? Maybe they could put it on the other side of the road, as opposed to into the property. Why does it have to be a 10-20 foot strip?

Director Carlson said United Properties had in the legal settlement, agreed to pay a sum of money to construct a trail after a certain square footage was built on the site. The City is studying where a trail would be located. Those plans haven't been developed yet. When they are, they will be shared with the property owners.

Mr. Bretoi commented there are not many that walk out there.

Dawn Grimes, 2280 East 105th Street, stated it is part gravel at the end of 150th Street. Will that be redone? She didn't think a path was needed for walking.

Director Carlson responded the plan doesn't make that decision.

Trudy Weise, 10195 Barnes Way, asked why they needed a bike trail from Inver Grove Heights to get to Rich Valley Park? What's the point?

Director Carlson stated the idea of a trail plan is it provides people with an opportunity other than driving a vehicle, to bike or walk to get from place to place.

Ms. Weise stated the Rich Valley Park Athletic Facility is not a park that children who would be rollerblading or riding their bikes go out to, or have anything to do out there in the first place. She has already fought the City to have a ball field open to the children in the area. Small kids are not going to ride their bikes along the bike path to Barnes. It's too far, it's too hilly, and parents won't let their kids ride the road out there because of that. Kids won't carry their soccer gear, or ball equipment, to get there. The kids that will be out there are the kids that are not going to be using the facility. It will attract the kids to do vandalism out there. There are big groups of bicyclists that use Barnes. They won't use the bike paths. She didn't think this was a valid reason for this going in. Some people that bike the road as it is are off their bikes walking it.

Commissioner Krech commented that families do want to walk and bike.

Commissioner T. Johnson asked if the residents of the area wouldn't want to walk up and down the trail? Ms. Weise responded most would probably say no.

Commissioner Boehmer stated he and his parents both live on Barnes. They have walked it for years as have a lot of people. There is no curb or shoulder. It's very dangerous.

Ms. Weise suggested they put more out at the park for that age group to do.

Vice Chair Schueller stated he teaches drivers education and sometimes drives out there. Very few do use the park during the day, but a lot do at night. Maybe the trail would get more usage there during the day.

Recommendation to City Council

July 8, 2009

Page 4

Ms. Weise said they had to fight to have just one field open during the day. The Police would stop and tell the kids to leave. It is not welcoming to kids of that age. She felt the whole facility needed a change to accommodate the trail.

Commissioner Krech felt the softball fields should be open for use during the day.

Vice Chair Schueller commented that kids need to have more undirected play. Maybe we have to get back to that a little bit more.

Commissioner Krech stated the Comprehensive Plan is to connect trails to trails and parks to parks. He knows that road is not safe to ride on.

Lee Lindberg, 8965 Alcove Lane, suggested they look at the traffic on Robert Street. That is shown as a potential trail. What happens when it hits Sunfish Lake?

Director Carlson responded the goal is to eventually have it connect to the Big Rivers Trail.

Mr. L. Lindberg felt they should be realistic when making a decision. He asked if horses can be used on trails?

Director Carlson responded no, they cannot.

Tom Mahoney, 8555 Ann Marie Trail, has no problem with having Ann Marie Trail on the trail plan. He was concerned with the possibility of the Regional Trail not being put in on Robert Street. Right now the bikers ride up and down Robert Street and go up Ann Marie Trail. We are encouraging younger kids/bikers going down Robert Street.

Commissioner Krech said the only major trail in the area is one that comes down Cliff Road that hooks east to west. He doesn't see one put on Robert Street anytime soon.

Mr. Mahoney stated that if they do put in a trail he would like to see it placed on his side of the street so they can fix the poor drainage that was designed.

Ann Valente, 9047 Barnes Avenue East, has been a resident here for 20 years. She has attended, along with several others, several of these meetings. There is going to eventually be a proposed trail on Highway 3. Regarding the trail near Barnes Avenue, most of the residents don't want it. It doesn't lead to anywhere. She doesn't think there is a reason to put a trail in their area as the Regional Trail goes around it.

Gretchen Kessler, 10081 Barnes Avenue, has attended several meetings on the trail issue. She lives in one of the houses that is closest to the road. She doesn't want the City in her front yard. Her mailbox is smashed repeatedly. She asked who is going to keep track of the people who use this? Kids don't use trails anymore. She opposes this plan. Group bikers don't use the trail, they use the road.

Commissioner Krech stated the trail is shown on there only because the road is unsafe. He felt they would only get a trail if there was a road improvement project. He thought there might even be heavier development in the area someday. He suggested they keep watching and checking information regarding this issue and try going to the City Council meeting.

Recommendation to City Council

July 8, 2009

Page 5

Ms. Kessler said the County resurfaced about 30 years ago. When will it happen again?

Commissioner Krech suggested she check with the County.

Kurt Lindberg, 8799 Audobon Road, was concerned with what he was hearing. The bulk of the people here don't want the trail there. He asked how many people are really going to ride that far to get to the complex? A lot of people who use that facility don't even live in Inver Grove Heights. People are up here expressing their concerns but are hearing it is just going to happen anyway.

Commissioner Krech suggested they do a petition if you do not want a trail. Although it could still happen if you have one.

Jim Norton, 2694-96th Street East, asked that they pass along to the Council that 100% of people here this evening are against this. He asked that they be notified before the Comprehensive Plan is put together.

Vice Chair Schueller stated we are here to take comments. What one Commissioner says is not the opinion of all. He appreciated everyone's comments. This is what the process is supposed to be doing.

Mr. L. Lindberg said he would like to see statistics on how many people use these trails. Can we use money for this? He just doesn't see the traffic there. He asked if an Engineer has even seen this area?

Director Carlson didn't know how we could accomplish the statistics.

Mr. L. Lindberg commented you can have someone on the Staff count people. He asked what happened to the Courthouse Blvd. trail?

Director Carlson responded it is with the Engineering Department. It's not a pressing issue and hasn't been at the top of their workload.

Mr. Knapp asked if they are going to convey the message to the Council? It is being said that nothing will change. He felt a trail on Robert Street was impossible. He doesn't want something on a plan that he has to watch for constantly. He is asking that Ann Marie be removed.

Vice Chair Schueller stated Director Carlson said that we can keep, add, or delete things in the plan.

Commissioner Silvi stated the Comprehensive Plan is a sort of wish list to look in to the future. The map states it ties into the Northwest Quadrant for when that whole area gets developed. The Rottlund Development, for example, turned out about 50% is the way it was drawn. The rest has been changed or moved around to the point that it doesn't even look like the same plan anymore. He understands everyone's concerns.

Commissioner Huffman agrees with the majority of people here regarding the trail. He is going to leave it up to the Council.

Commissioner Krech stated Ann Marie Trail is tough and can probably be taken out. Courthouse Blvd, Annalise, and Ann Marie are all probably not necessary.

Commissioner Boehmer recommends that Ann Marie be taken out too. There's also the Regional Trail to consider. 96th and 105th and Barnes are cross sections. He recommends you take those out too. There are at least half a dozen houses that are close to Barnes Avenue.

Commissioner S. Johnson thinks they need to rethink how we do going south and then west. There is not room on Barnes Avenue. There has got to be another way to go south and then west on Cliff to get over to Broadmoor and Southern Lakes where it goes down to Rosemount.

Commissioner Silvi stated nobody wants the trail on Barnes. If the County wants to do the road, they may put a trail on there regardless as to whether we have it on the plan or not.

Motion by Commissioner Silvi, seconded by Commissioner Krech to recommend to Council that Barnes Avenue and the connecting trail from Highway 3, Ann Marie, Annalise, and Courthouse Blvd. be removed from the Comprehensive Plan.

Vice Chair Schueller thinks Barnes is a dangerous road. People who drive on it are at risk as well as bikers or walkers. There has to be a method for people to move across the City in a safe manner. Speed bikers will go on the road anyway. Hopefully we can make that park more user friendly during the day. He understands the point people here are making but liked the idea of a trail on Barnes Avenue. There was a time they were going to put a trail around Simley Pond, on his property. Nobody wanted that. The people we hear from tonight are the people that are along the road. We need to think of the people who are not here that might use the trail. A trail here would make the movement of people safer. If the people who designed this plan, believe that trail is feasible and needed, he has no reason not to believe it. He supports the plan that is there.

Commissioner T. Johnson agreed with Vice Chair Schueller. Trails that are put in are put in based on a safety issue and to get from Point A to Point B. We are unsure what will happen 30 years from now. Some trails may go in, some may not.

Commissioner Boehmer asked if it was feasible to table this and have people drive to Barnes and Ann Marie so they know what it looks like. He has been on Ann Marie, but others probably have not.

Vice Chair Schueller felt it's been a process for quite a long time. They should make a decision

Mr. L. Lindberg asked if the people who drew the lines on the map have gone there? Did they see it?

Director Carlson responded they probably did not.

Mr. Knapp agreed with Commissioner Boehmer. The plan for the trail on Ann Marie doesn't meet the criteria the plan states for a trail.

Mr. Norton also agreed with Commissioner Boehmer. When the development went in with Manley, City Council went out and walked the property. Based on what they saw they made changes to the plan.

Ayes: 5

Nays: 2 (Schueller, T. Johnson) Motion carried.

5. PUBLIC COMMENT:

Rich Burrows stated he recently moved from the South Grove area and has money being held in an escrow account to pay for the pending assessments from last year's project. He asked when the final assessments would be calculated so he can get his money out of escrow.

Mr. Thureen responded that the City has not made the final payment to the contractor. He stated after the final payment has been made the assessments would be calculated and an assessment hearing would be scheduled to adopt the final assessment roll. He noted staff would try to expedite the process as much as possible.

Councilmember Madden asked that staff expedite the process because it also affects other residents in the neighborhood.

6. PUBLIC HEARINGS:

7. REGULAR AGENDA:

PARKS AND RECREATION:

A. CITY OF INVER GROVE HEIGHTS; Consider Approval of Comprehensive Trail Plan

Mr. Carlson explained the City has been working on two separate but connected documents regarding the future of parks and trails in the community. He stated at this level of planning the specific details regarding trail locations, widths and costs have not been decided and the plan is a concept of what may be done at some point in the future. He reviewed comments received from the Metropolitan Council regarding the proposed trails in the draft plan. He stated the Parks and Recreation Advisory Commission reviewed the issue and recommended approval of the trail plan with several exceptions including: the removal the trail shown along Barnes Avenue, removal of the trail shown along Courthouse Boulevard across from the United Properties Development, and removal of the trail along Annalisa Path and Ann Marie Trail East. He explained that if the City Council proceeds with removal of those trails, the Planning Commission would be required to hold a public hearing and the plan would have to be re-submitted to the Metropolitan Council for review.

Mr. Link added that the trails being considered for removal are city trails and the Metropolitan Council should not have issues with their removal from the plan.

Kirk Lindberg, 8799 Audubon Rd., stated that the Parks and Recreation Commission listened to the residents' comments and made some minor changes to the plan. He urged the Council to continue following that process. He commented on a trail that was put in the fact that he does not see many people using it. He referred to the difficulties with slopes and the grades in the area and said several of the trails on the plan are not feasible. He asked that the Parks and Recreation Commission's recommendation be followed.

Darlene Grannis, 9249 Barnes Ave., commented that there would be a number of safety concerns associated with a trail along Barnes Avenue. She stated that residents already encounter safety issues with getting on and off Barnes Avenue to and from their homes because of the topography of the street and the speed with which people travel. She stated that a trail would only add to the problems and it would not be safe.

Amy Hunting, 2645 96th St. E., stated she was very happy to see a trail proposed for 96th Street. She commented that this would allow for safe travel from one area to another.

Tim Sweeney, 9223 Barnes Ave., asked if there is ever a time that there would be changes to the master Plan and what would prompt those changes.

Mayor Tourville responded that zoning changes have effects on the plan. He stated that the Metropolitan Council give final approval of the Comprehensive Plan, but changes first have to be approved by the

Council.

Councilmember Piekarski Krech stated that development also spurs changes to the plan.

Mr. Sweeney stated he would like to follow the recommendation of the Parks and Recreation Commission.

MaryAnn Sweeney, 9223 Barnes Ave., said she is against putting a trail along Barnes Avenue and supports the Parks and Recreation Commission's recommendation.

Mike Knapp, 8700 Ann Marie Trail, stated his street is developed and there is no room for a trail. He stated he is against the trail and believes it will reduce the value of his property. He commented he is also concerned about it being a trail to nowhere. He asked that the trail be removed from the plan.

Ann, 9047 Barnes Avenue, stated she was also opposed to the trail along Barnes Avenue because it appears to be a trail to nowhere. She stated Barnes Avenue is not safe for pedestrian travel.

Lee Lindberg, 8965 Alfa Lane, stated he hopes the Parks and Recreation Commission's recommendation is taken into account. He suggested that the trails be looked at from a safety standpoint as to whether they should be on the Comprehensive Plan.

Gretchen Koestler, 10081 Barnes Ave., stated she did not want a trail along Barnes Avenue.

Dennis Schueller, 8081 Carmen Ave. E., asked the City Council to take into consideration the opinions of several of the Parks and Recreation commissioners that were not in favor of removal of the trails from the plan. He discussed Barnes Avenue and stated that it is a dangerous road and it is not safe for pedestrian or bike traffic and it may be best to have a path on one side to provide safe access to Rich Valley. He agreed that the trail along Annalisa and Ann Marie trail was not necessary.

Martin Silvi, PRAC Commissioner, stated Rich Valley Park is a destination that parents drive their kids to. He added that a trail along Barnes Avenue would not serve anyone.

Councilmember Klein stated he agrees with the Parks and Recreation Commission's recommendations on the removals. He clarified that the trail would not be going down Inver Grove Trail.

Councilmember Madden stated he also agrees with the Parks and Recreation Commission. He talked about the cost to maintain the trail and questioned why money would be spent to have a trail that people do not want.

Councilmember Piekarski Krech stated any major city streets should have sidewalks or trails to promote other modes of transportation from neighborhood to neighborhood. She commented that the City needs to plan for pedestrian traffic.

Councilmember Grannis stated that the plan shows a trail on 96th Street going through to Rich Valley and clarified that 96th Street does not connect to Rich Valley Boulevard. He stated that trail should be removed. He commented that the majority of the people on the East side of Barnes Avenue do not want a trail and he agrees with the Parks and Recreation Commission's recommendation.

Mayor Tourville noted that the 96th Street trail was not discussed at Parks and Recreation Commission meeting. He stated he feels that there needs to be more discussion and information regarding the trail along Courthouse Boulevard. He stated he supports removing the trail along Barnes Avenue from the plan.

Motion by Piekarski Krech, second by Grannis, to remove all trails that do not currently exist from the Comprehensive Trail Plan and to look at future trails on a case by case basis.

Ayes: 2 (Grannis, Piekarski Krech)

Nays: 3 (Klein, Madden, Tourville)

Motion failed.

Councilmember Piekarski Krech asked if future trails had to be on the Comprehensive Plan.

Mr. Kuntz responded that it would put the City in a difficult position with future developers to ask that a trail

be built if it was not on the Comprehensive Plan.

Councilmember Madden that money should not be spent on a trail that people do not want.

Councilmember Grannis noted he has heard from residents along Courthouse Boulevard that are opposed to a trail.

Mr. Kuntz commented that the Council is only being asked to decide if the Planning Commission should hold a public hearing regarding changes to the plan.

Motion by Madden, second by Klein, to support the Parks and Recreation Commission's recommendation to remove the three trails from the Comprehensive Plan and to direct the Planning Commission to hold a public hearing to consider the changes to the Comprehensive Plan

Ayes: 3 (Tourville, Madden and Klein)

Nays: 2 (Grannis, Piekarski Krech) Motion carried.

B. CITY OF INVER GROVE HEIGHTS; Consider Approval of Rock Island Swing Bridge Plans

Mr. Carlson explained that the Council is being asked to approve several design features regarding the Rock Island Swing Bridge. He reviewed that the City received a 1.3 million dollar Transportation Enhancement grant along with a \$100,000 from the Minnesota Historical Society. He stated staff recommended approval of Option 1 and is also seeking authorization to submit the necessary permits and Project Memorandum. He noted that approval would not commit the City to ownership of the bridge.

Jeff Johnson, SEH Inc., showed pictures of the bridge and stated that the railroad ties would need to be removed for safety purposes. He stated there is lead-based paint on the bridge and graffiti on the deck area, and the railing is a wood railing that is in poor condition. He reviewed all of the improvements included in Option 1. He presented the preliminary cost summary and stated the construction cost of option 1 is \$1,680,000 and the estimated annual maintenance cost would be \$42,500.

Councilmember Klein stated there are still other grants that can be applied for to help defray some of the costs and noted there is a lot of interest in the preservation of this landmark.

Councilmember Madden stated that they need to take into account the amount of money it may cost the City to maintain the structure.

Mayor Tourville suggested that it may be beneficial to spend more money on the initial improvements to reduce the annual maintenance costs.

Mr. Johnson commented that bids have been coming in approximately 10-20% lower than the estimates on state projects.

Ed Gunther, 6671 Concord Blvd., stated the rails should be kept on the top and because it is an important part of the historical value of the bridge.

Mr. Johnson explained that from a liability standpoint people can get up on top and walk on the rail.

Loren Scherff, 1320 105th Street East, expressed concerns about the City taking over the liability for the bridge.

Mayor Tourville stated that if the bridge is not safe they are not going to do it. He noted they are looking at bike and pedestrian traffic.

Motion by Klein, second by Piekarski Krech, to approve Rock Island Swing Bridge Plan Option 1

Ayes: 5

Nays: 0 Motion carried.

C. CITY OF INVER GROVE HEIGHTS; Consider Approval of Inver Wood Golf Course Operational Assessment Committee Makeup

City Project No. 2009-08
Courthouse Boulevard Court Trail Improvements

Informational Meeting
October 7, 2009 – 5:30 to 7:30 p.m.

Citizen Comments

1. Concern over assessment and timing of payment
2. Concerned about truck traffic at 45 mph+ – along trail next to road.
3. Citizens – trail to nowhere.
4. Support for trail along road vs. off-road option.
 - Less disturbance into yards/trees
 - Easier maintained by City
5. Support for trail alongside road that is maintainable
 - Easier plowed
6. Comment on reasonable slopes along trail adjoining properties.
7. Citizens were happy to hear the Council was not considering assessments to residents. Was support to assess Inver Point Business Park.
8. Where is funding coming from – City portion?
9. Mr. Lindberg discussed putting trail money towards roads, pavement management program, and keeping staff vs spending money on trail.
10. Comments on possible pipelines.
11. Question the demand or need for a trail.
12. Question on type of turf establishment proposed.

**PLANNING REPORT
CITY OF INVER GROVE HEIGHTS**

REPORT DATE: September 30, 2009 **CASE NO.:** 09-32ZA

APPLICANT: City of Inver Grove Heights

PROPERTY OWNER: State of Minnesota (Tax Forfeit)

REQUEST: Rezoning from I-1, Limited Industry to P, Institutional, a Comprehensive Plan Amendment from Mixed Use to Public Park/Open Space and Review of Capital Improvement for consistency with Comprehensive Plan.

LOCATION: Along 66th Street, east of Concord Boulevard adjacent to Rock Island Swing Bridge

HEARING DATE: October 20, 2009

COMPREHENSIVE PLAN: Mixed Use

ZONING: I-1, Limited Industry

REVIEWING DIVISIONS: Planning
Park and Recreation **PREPARED BY:** Allan Hunting
City Planner

BACKGROUND

The City Council directed the Planning Commission to hold a public hearing regarding a comprehensive plan change and rezoning of two tax forfeit parcels abutting the Rock Island Swing Bridge. The City is in the process of acquiring the tax forfeit parcels from the State for future development of park land that would be part of an overall city park including the redevelopment of the piers of the old Rock Island Swing Bridge. The Parks Department is currently studying possible uses for the property.

The property is currently zoned I-1, Limited Industry and guided Mixed Use. The use of the property as a city park would require a change to both the Comprehensive Guide Plan Land Use Map and zoning to a public park/open space category so the use of the property would be consistent with the comprehensive guiding and zoning of the property.

SPECIFIC REQUEST

The specific requests for this project consist of the following:

1. A Comprehensive Plan Amendment to change the land use designation of the property from Mixed Use to Public Park/Open Space.

2. Rezoning of the property from I-1, Limited Industry to P, Institutional District.
3. Review Capital Improvement for consistency with Comprehensive Plan for the Rock Island Swing Bridge Project.

SURROUNDING USES

The subject property is surrounded by:

North	Marinas, industrial development; Zoned I-1, Limited Industry; guided Mixed Use, Public Park/Open Space.
East	Mississippi River.
West	Marina, industrial uses, bar; Zoned I-1; guided Mixed Use, Public Park/Open Space.
South	Vacant, residential; Zoned A, Agriculture, R-1C, Single Family Residential; guided Low Density Residential, Private Open Space.

EVALUATION OF REQUEST

Comprehensive Plan Amendment

At a previous meeting, the Planning Commission recommended to the City Council to purchase this property for park purposes with the condition that the Council direct the Planning Commission to hold a public hearing for a comprehensive plan amendment to address the land use designation of the property compared to its future use as park.

The subject property is located in the Concord Boulevard neighborhood. The plan identifies this area as;

“Another area of mixed use is the Concord Boulevard corridor (generally north of 70th Street). The idea for mixed use along the Concord Boulevard Corridor is to encourage or facilitate redevelopment and reinvestment along the corridor in a way that helps traffic flow by controlling access, encourages an attractive street frontage as a gateway corridor to the City and allows feasibility on the use of lands along the corridor as business or residential uses. This pattern of use currently exists along the corridor. A redevelopment plan was prepared by the Concord Boulevard area, which was adopted by the City in 1998.”

One of the guiding principles listed in the 2030 Comprehensive Plan identifies the need to provide pedestrian connectivity to area amenities and attractions such as Heritage Park and the Mississippi River.

The Implementation chapter of the 2030 Comprehensive Plan identifies the need to update the 1998 plan for the Concord Corridor to reflect the County’s improvements to Concord Boulevard and to study the mixed use concept for the area.

The Parks and Recreation chapter has a discussion on Historic and Cultural Resources which addresses specifically the Rock Island Swing Bridge, which is called Bridge 5600 in the plan. The following is an excerpt from the plan;

“The City has a rich history as a river community and the City’s residents long for a physical and historical connection to its river history. The City has been acquiring land for the development of Heritage Village Park, a community park on the Mississippi River. The continued acquisition and development of the park, including the restoration of the Bridge 5600, will have the potential to satisfy much of the community’s desire for a connection with its past.”

The parks chapter shows the City’s commitment to redevelop the bridge and provide a community wide park in this area of the city and along the river. The change of land use designation to a public park/open space category would be consistent with these goals. This land could be used as an expanded park area at the entrance of the bridge providing an opportunity to create additional amenities associated with the bridge for the residents.

The parcels have limited development potential due to the multiple overlay districts that exist along the river. The southern parcel is located within the floodway of the Flood Zone District which does not allow for any substantial type structures. This would preclude this parcel from being able to develop as a commercial or residential use. Much of the land adjacent to the river is also very marshy and may contain wetlands. Changing the land use designation to park/open space would help preserve the natural features and wetlands.

Rezoning

In order to be consistent with the proposed zoning, the property should be rezoned to P, Public/Institutional. The purpose of the district is to “provide for areas that are appropriate for public and semipublic uses.”

The City Code, Title 10-3-5 states that a rezoning request must be “in the best interest of the physical development of the City” in order to be approved. This suggests that the request should be reviewed against such factors as infrastructure availability; compatibility with existing land uses in the neighborhood; and consistency with the Comprehensive Plan.

Infrastructure Utilities are available in this part of the city, however limited need is foreseen. No further road or other improvements would be required.

Neighborhood Compatibility This criterion is meant to focus thought on whether the proposed use would be compatible within the existing and planned neighborhood. As noted earlier, the City has been acquiring land for Heritage Village Park, which is just to the west and north of these parcels and the City is also in the process of acquiring the bridge to use as a scenic

overlook park amenity. The ability to expand park area around the bridge would be consistent with the City's vision of having more park area by the river.

Rezoning All rezoning requests must be reviewed against the City's Comprehensive Plan. Review against the various components of the Comprehensive Plan follows.

- Wastewater Treatment The proposed use would not generate any additional wastewater.
- Transportation The site is located on 66th Street, just east of Concord Boulevard. No additional roads would be needed. It would be anticipated that some type of parking lot improvements would be required with park development.
- Park Facilities The goal would be to provide additional park facilities that are tied to the bridge and Mississippi River.
- Employment Because of the limited development potential of this land, a change of land use designation would not have a negative impact on employment generation in the area.
- Natural Resources The site being developed as park would more opportunity to save the natural resources such as wetlands and trees on the site.
- Land Use The proposed zoning would be consistent with the proposed change of land use designation.

Review Capital Improvement

In accordance with Minnesota Statute, the Planning Commission must review municipal acquisitions and sale of property for consistency with the Comprehensive Plan. Specifically, State Statute Chapter 462.356, Subd. 2, states "no publicly owned interest in real property within the municipality shall be acquired or disposed of, nor shall any capital improvement be authorized by the municipality ... until after the planning agency (Planning Commission) has reviewed the proposed acquisition, disposal, or capital improvement and reported in writing to the governing body (City Council)... its findings as to compliance of the proposed acquisition, disposal or improvement with the Comprehensive Municipal Plan."

The Rock Island Swing Bridge project includes reconnecting the bridge to land on the Dakota County side of the bridge. The project also calls for restoring two of the existing spans of the bridge and provide for historic interpretation of the bridge and the surroundings. The total project costs are estimated at \$2,420,019. The City share of this cost would be approximately \$720,000.

ALTERNATIVES

The Planning Commission has the following alternatives available for the proposed request:

A. Approval If the Planning Commission finds the application acceptable, the Commission should recommend approval of the Comprehensive Plan Amendment from Mixed

Use to Public Park/Open Space and rezoning from I-1, Limited Industry to P, Institutional District and recommend the capital improvement for the Rock Island Swing Bridge is consistent with the Comprehensive Plan.

B. Denial If the Planning Commission finds that the comprehensive plan amendment and rezoning are not in the best interest of the physical development of the City, a recommendation of denial should be forwarded to the City Council. With a recommendation of denial, findings or the basis for the denial should be given.

RECOMMENDATION

Staff is recommending approval of the proposed comprehensive plan amendment, rezoning and that the capital improvement is consistent with the Comprehensive Plan.

Attachments: Exhibit A - Location and Zoning Map
Exhibit B - Aerial Photo
Exhibit C - 2030 Future Land Use Map
Exhibit D - Description of Capital Improvement

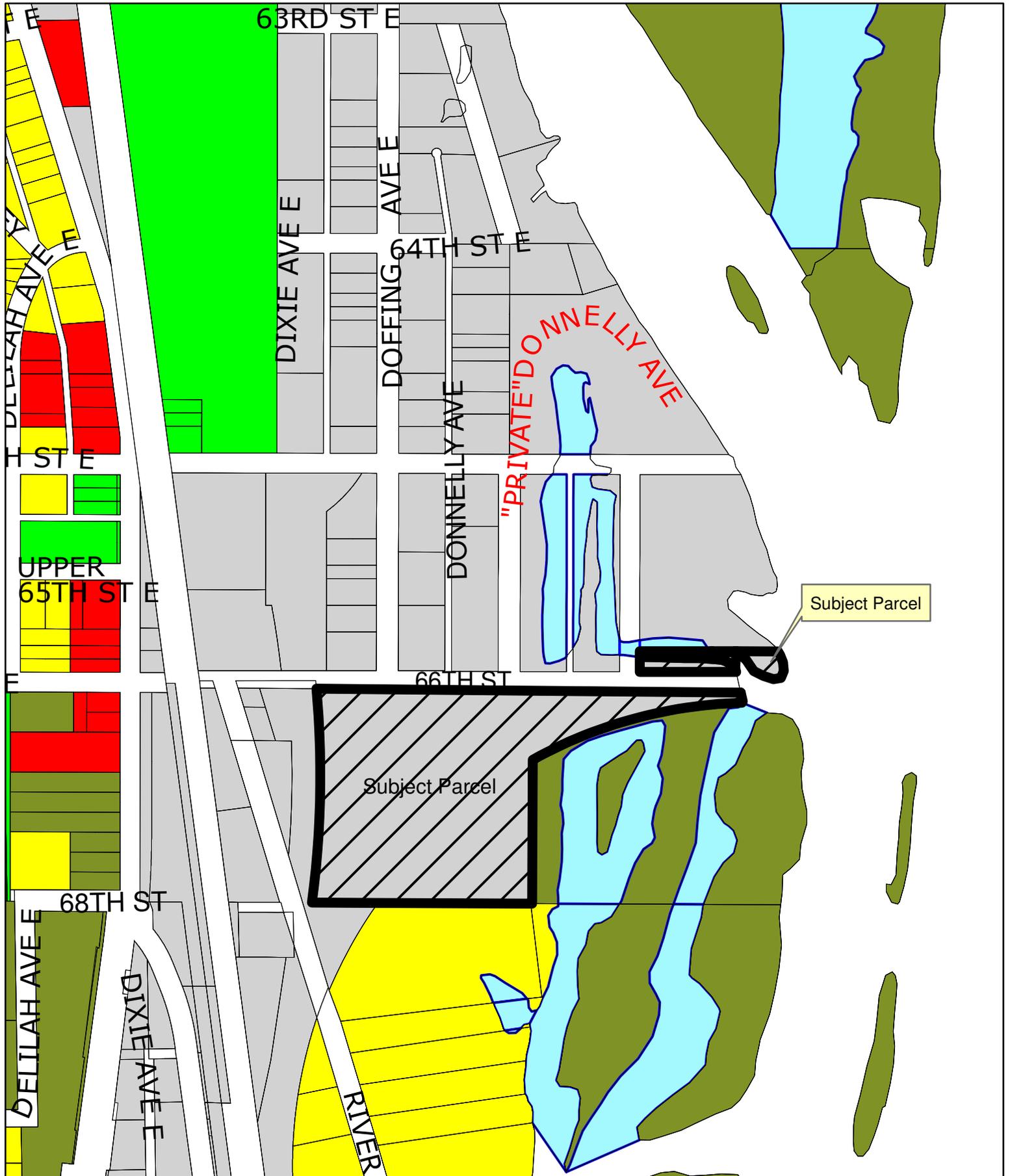


Location/Zoning Map

Case No. 09-32ZA



NOT TO SCALE





Aerial Photo Case No. 09-32ZA



NOT TO SCALE



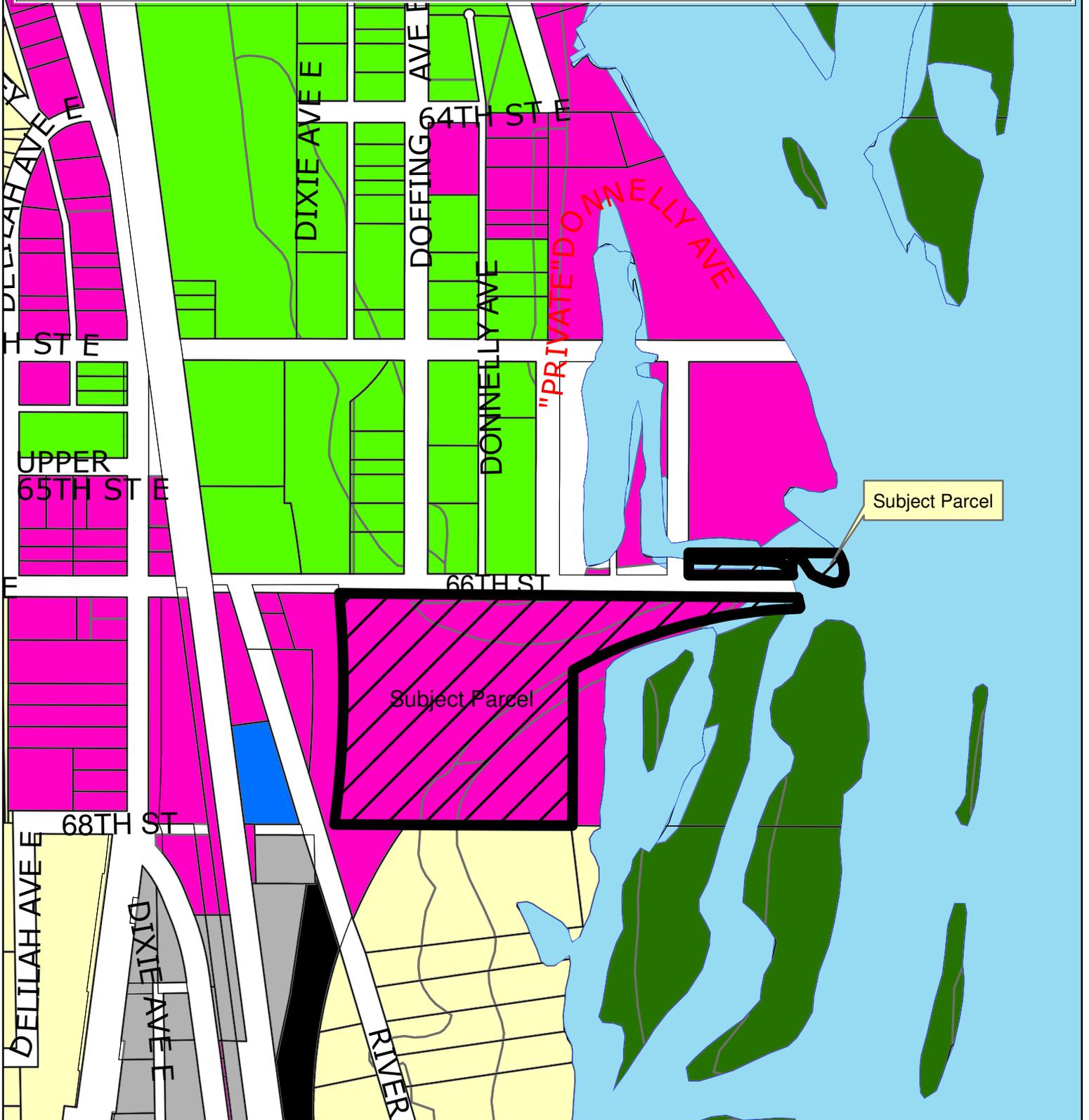


2030 Land Use Plan Case No. 09-32ZA



Legend

Proposed 2030 Land Use parcels_051208.PPLU_HKGi	Low-Medium Density Residential	Community Commercial	Industrial Office Park	Public / Institutional	Open Water / Wetlands
Medium Density Residential	Regional Commercial	Light Industrial	Public Park / Open Space		
Rural Density Residential	High Density Residential	Mixed Use	General Industrial	Private Open Space	
Low Density Residential	Neighborhood Commercial	Office	Industrial Open Space	Rail Road	

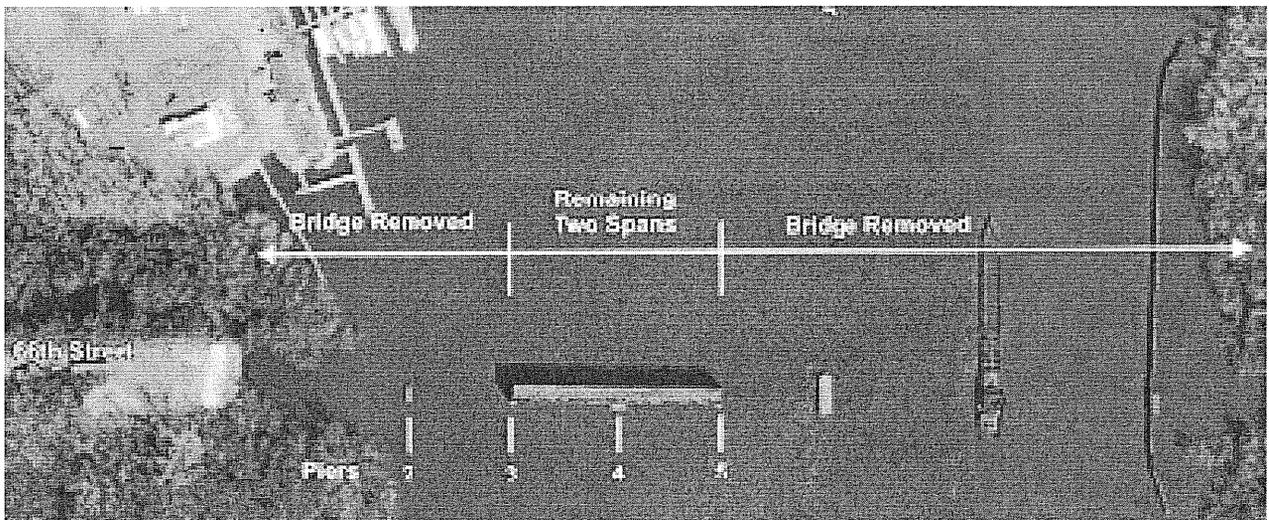


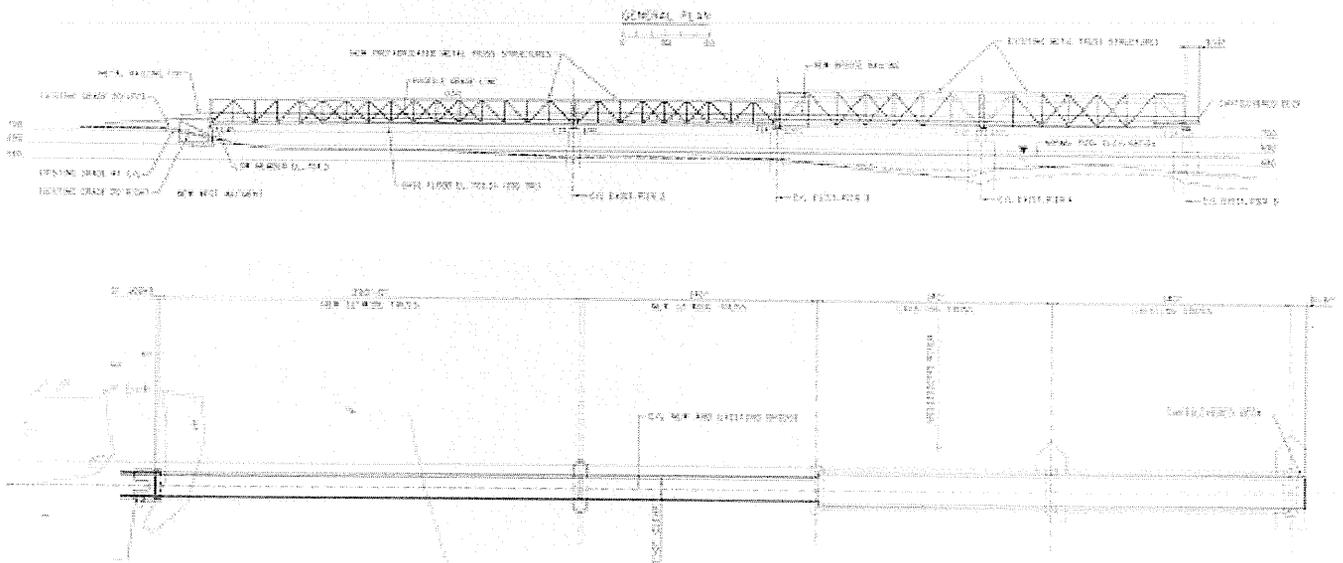
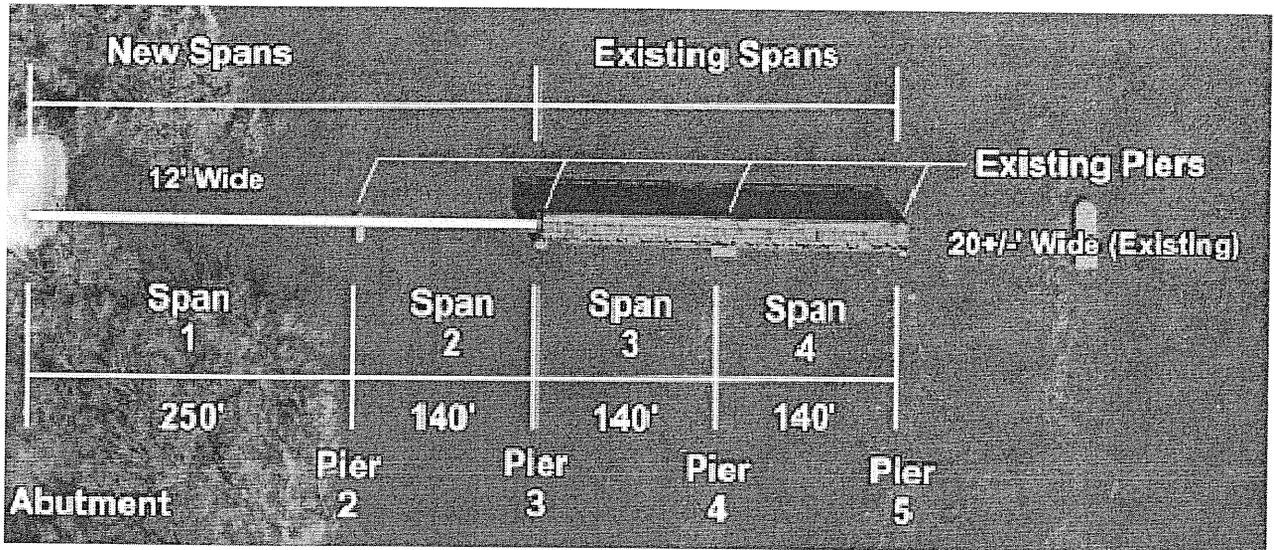
Rock Island Swing Bridge

The JAR Bridge is a one-of-a-kind double deck bridge destined for the scrap yard. The bridge was constructed in 1895 and served the railroad on the upper level and cars and pedestrians on the lower level. The bridge went tax forfeit and is currently "owned" by the Minnesota Department of Revenue. Washington and Dakota Counties have removed portions of the bridge which touch land on either side of the bridge. The United States Coast Guard desires that portion of the bridge which are in the navigable waters of the Mississippi River be removed for safer commercial use of the river.

It is believed that a restored portion of the bridge on the Dakota County side could provide a regional amenity attached to the Mississippi River Regional Trail (MRRT). The MRRT is a 19 mile paved recreational trail from South St. Paul to Hastings.

Nowhere on the river would trail users get an experience close to the experience a 670' restored bridge could provide. The concept includes reconnecting the bridge to land on the Dakota County side of the bridge. Additionally the concept calls for restoring span 3 and 4 of the existing bridge and provide for historic interpretation of the bridge and the surroundings.





Ownership

The City will receive ownership of the bridge and piers through the tax forfeiture process. It is anticipated that the City will receive the public use deed to the property the week of October 26th.

Right-of-Way

The City Council and Dakota County have approved the turn back of County Road 24 (66th St). The City will use the turn back funds (\$291,000) to construct a trail from the bridge to Concord Blvd that will connect to the Mississippi River Regional Trail. The trail will be located on the north side of the road and will be separated from the road way with concrete curb and gutter, the City also plans to provide a mill and overlay to the roadway with the turn back funds.

Permits

The City has applied for several state and federal permits for the project. At this time the City expects to receive approval from the necessary permitting agencies once proof of ownership is supplied.

Historical Issues

The State Historic Preservation Office (SHPO) has determined a “no affect finding” which means the project is not required to go through a lengthy Federal 106 process.

Environmental Issues

The National Park Service has performed a mussel survey on piers 2, 3, 4, & 5 that will support the bridge. This survey suggests that state protect mussels are present. It isn’t clear whether these mussels will need to be translocated from the site if any work is necessary on the river bottom.

A separate mussel survey has also been conducted on piers 6, 7, & 8. These piers will be removed based on the fact that they are in the navigable channel of the river. Some state protected mussels have already been translocated from these piers. The conditions for further translocation are very dangerous and mitigation is recommended if further work is required.

Demolition

Piers 6, 7, & 8 will be removed as a part of this project as required by the USCG. The State of Minnesota Department of Transportation has agreed to fund all costs associated with the removal of these structures.

Estimated Project Cost

Item	Estimated Cost
Preliminary engineering	\$130,900
Construction (includes \$219,133 contingency)	\$1,680,019
Add\alt 1 – full cleaning & painting	\$350,000
Add\alt 2 – repair scour on piers 4 & 5	\$75,000
Construction administration & observation	\$185,000
Total	\$2,420,019

Potential Project Funding

	Amount	
Federal	\$1,300,000	54%
State	\$100,000	4%
County	\$300,000	12%
City	\$720,019	30%
Total	\$2,420,019	

Site Master Planning

The Parks and Recreation Commission is working on developing a site master plan for the approximate 20 acres of property that is owned by the City and associated with the bridge site.

Moratorium

Senator Metzen and Representative Atkins will ask the legislature to lift the moratorium that prohibits further demolition of the bridge in February 2010.

Schedule

The anticipated schedule for the project is as follows:

November 23, 2009	City Council considers approval of plans and specifications and advertisement of bids
December 29, 2009	Bid Opening – Inver Grove Heights City Hall
February 2010	State of Minnesota Legislature lifts demolition moratorium
March 22, 2010	City Council considers award of bid
April 2010	Construction begins– truss fabrication will take about 14 weeks
October 2010	Project complete