

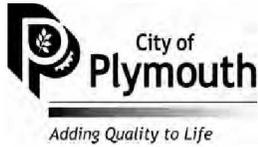
**CITY OF PLYMOUTH
AGENDA
SPECIAL COUNCIL MEETING
JANUARY 3, 2012, 6:00 p.m.
MEDICINE LAKE CONFERENCE ROOM**

1. CALL TO ORDER

2. TOPICS

- A. Review proposals for Peony Lane/Lawndale Lane extension project (10015)
- B. Set future study sessions

3. ADJOURN



**REGULAR
COUNCIL MEETING**

To: Mayor and City Council

Prepared by: Laurie Ahrens, City Manager

January 3, 2012

**Consider Engineering Proposals for Peony Lane / Lawndale
Item: Lane Extension Project and Provide Direction on the Project,
City Project No. 10015**

1. ACTION REQUESTED:

- 1) Provide direction on the process desired for this project;
- 2) Either select a consultant or reject/refine proposals based on the desired process.

2. BACKGROUND:

On December 13, the City Council considered proposals received from two consulting engineers related to alignment selection, environmental documentation, design engineering, and acquisition of right-of-way for the Peony Lane/Lawndale Lane corridor from Schmidt Lake Road to the northern city limits. This roadway project and installation of trunk watermain is identified in the Capital Improvements Program for construction in 2014. The staff report for the December 13 meeting is attached, along with the Peony Lane Corridor Technical Memo (previously provided to the Council in August 2011), and a map of the four possible alignments that have been identified to date.

Because the two engineering proposals are very different in process, scope of work, and outcome, I believe it is important that the Council provide direction on the desired process for the project.

- 1) *Does the Council wish to select an alignment or eliminate one or more of the four alignments currently identified?*

This action could be considered by using the analysis provided in the Technical Memo, Pages 5-8. The pros/cons of each alignment are listed in this report. If the Council believes there is sufficient information to select an alignment, this would reduce the scope of work required of the consulting engineer, and we would have a clear direction in which to proceed.

- 2) *Does the Council support the roadway type recommended in the Technical Memo?*

The Technical Memo recommended construction of a “wide” 2-lane roadway initially, with a 3-lane section immediately south of County Road 47 to accommodate the

numerous residential driveways in this area. Based on 20+ year traffic projections, and to ultimately match the northerly connection in Maple Grove, the road could be changed to a 4-lane if needed in the future. The possibility of a 4-lane divided roadway is anticipated beyond 50 years.

Currently, the north/south higher volume roadways in this area are limited to County Road 101 and Vicksburg Lane. It will add significant capacity when there are three higher volume roads – County Road 101, an expanded Vicksburg Lane (proposed 2015-16 dependent on federal funding), and a new Peony Lane.

- 3) *Does the Council wish to revisit the greenway plan in order to assist in making the alignment decision? We could consider alternative layouts for the trailhead site to better consider the easterly alignment.*

The Peony Lane alignment contemplated in the Comp Plan was an easterly alignment, similar to Alignment #4. This alignment provided vistas of the large wetland complex (some of you will recall this from the bus tour during the comp plan process.) This is also the most direct route, has the correct north and south connection points, has the desired 90 degree connection with County Road 47, and impacts the least number of private properties. This alignment does have the greatest environmental impact and affects the greenway.

In 2007, the City purchased a large parcel as part of the greenway which is proposed for use as the trailhead to possibly include parking, a building for restrooms, programming, ski rental, and equestrian use. The original greenway concept included an equestrian component which could range from simply a trailer parking area to a full equestrian center and stables. The former Park & Recreation Director has been working with the Silver Buckle Saddle Club for several years to discuss a possible collaborative use at this trailhead.

Once the greenway planning began and the trailhead was proposed, the roadway alignments were moved westerly so as to minimize impacts to the greenway and trailhead site. If the Council wishes to consider this alignment, we could seek alternative layouts of the trailhead site with a roadway going through the property to determine what uses would still be possible.

- 4) *Does the Council wish to consider whether to do an EAW?*

- No mandatory EAW is needed for this project.
- If the minimal alignment is selected, a discretionary EAW also is not needed.
- There is some disagreement among staff and consultants as to whether a discretionary EAW should be done. Staff has included an EAW in the process to be conservative, as well as to obtain additional information which could be useful in project design. It could be helpful in obtaining permits from the regulatory agencies to show that alternatives were considered. However, the City Council may not feel the impacts are significantly different between the alternatives and may desire to select an alignment based on other criteria.

- 5) *Does the Council want staff to proceed with geotechnical work now?* The geotechnical work (soils analysis) will give us better information about potential construction costs and may assist with alignment selection. We typically do this work on only one alignment to not incur costs and to assist with specific location. However, it could be done on more than one alignment if that would be helpful. The geotechnical work is likely an important factor if the easterly alignment is considered.

Options:

1. Select one of the consulting engineer proposals.
2. Reject both proposals, and:
 - a. Reissue an RFP with a more defined scope of work to specifically include public meetings, right-of-way acquisition tasks, etc., related to the four alignments.
 - b. Proceed with the EAW, greenway trailhead alternative layouts, and/or geotechnical work, then consider alignment option and issue RFP for design.
 - c. Select an alignment and issue an RFP for design.
 - d. Do nothing. Let development pressure lead. However, due to the number of small parcels, it will be difficult and not cost efficient to build the roadway and utilities in short segments.

Project Timing

We anticipate construction in 2014 (entire construction season is needed), with preliminary planning, right-of-way acquisition, design, and environmental review done in 2012 and 2013. It will take 6-9 months for design, 4-10 months for right-of-way acquisition (minimum of 4 months is required for condemnation process and additional negotiation time is desired; right-of-way acquisition cannot begin until the environmental documents are approved); 3-4 months for environmental review. The soils work and analysis will take only 6-8 weeks.

3. ATTACHMENTS:

Possible Alignments Map

Staff report from Dec. 13, 2011 meeting

Technical Memo provided to the Council in August 2011

TECHNICAL MEMORANDUM

TO: Mr. Robert Moberg, PE
City Engineer – City of Plymouth

FROM: David Hutton, PE, SRF Project Manager
Joel Johnson, PE, SRF Project Engineer

DATE: March 15, 2011

SUBJECT: PEONY LANE CORRIDOR – 54TH AVENUE TO THE
NORTH CITY LIMITS NORTH OF COUNTY ROAD 47
CITY PROJECT NO. 10015

I. INTRODUCTION

In April 2010, the City of Plymouth authorized SRF Consulting Group to determine a preliminary alignment and profile for Peony Lane from 54th Avenue to County Road 47 under our General Services Contract. The project has been designated as City Project No. 10015.

The work is being done at a planning level of detail in that SRF is using existing City information and mapping for the analysis rather than doing any additional field work. The City provided any existing field surveying and wetland information. The overall goal of the study is to establish the final roadway corridor based on the preferred alignment and to preserve the right of way for the future roadway as parcels become available or as development occurs, and also to make sure the final alignment is accounted for in the overall Northwest Greenway Master Planning Study.

This report has been revised from the January 10, 2011 report at the request of City staff due to comments received at a neighborhood meeting held January 13, 2011.

II. BACKGROUND

A. History

In its Comprehensive Transportation Plan, the City of Plymouth identified the need for a continuous north-south minor arterial connection between Trunk Highway 55 and the City of Maple Grove in the vicinity of existing Peony Lane. SRF Consulting Group completed a Peony Lane Alignment Study consisting of five (5) alternatives in 1995, and the City of Plymouth improved Peony Lane to a 4-lane divided roadway from Trunk Highway 55 to the

Wayzata High School just north of Schmidt Lake Road. The improvement also included a bridge over the Canadian Pacific Railroad.

Since the 1995 Study, the City of Maple Grove has improved Lawndale Lane north of 63rd Avenue to a 4-lane roadway. Based on a meeting with Maple Grove staff, they eventually would like to improve Lawndale the rest of the way to the City limits, pending the final road alignment decision by Plymouth.

In April 2010, SRF, on the City's behalf, began further analyzing two of the original five alternatives in conjunction with planning of the Northwest Greenway by the City's Parks Department. The area analyzed was Peony Lane from 54th Avenue to Lawndale Lane between County Road 47 and the City limits of Plymouth. Alternative 5 from the original 1995 study was eliminated by City staff and is not subject to the current study.

The number of alternatives analyzed in the current study was expanded to four total, through discussions with City staff and the neighborhood meeting comments, as shown on the attached layout drawing.

B. Transportation Plans

In the City of Plymouth's Comprehensive Plan, the Peony Lane extension is listed as a Future A-Minor Arterial (Expander) with an ADT of 10,400 for year 2030; this plan classifies C.R. 47 as a B-Minor Arterial with an ADT of 6,000 to 8,300 ADT. Both are Identified Major Roadway Improvement Needs.

The Hennepin County Transportation Systems Plan lists the Peony Lane extension as a Minor Expander, and classifies C.R. 47 as a Major Collector with an ADT of 7,200 to 8,100 for year 2030. The County provided a letter of support when the City requested C.R. 47 be reclassified as a B-Minor Arterial.

C. Wetlands/Floodplain

Elm Creek crosses Peony Lane south of 54th Avenue and flows eastward and then northward until it crosses C.R. 47 east of Lawndale Lane. The National Wetland Index shows a large wetland associated with Elm Creek Watershed that is east of and adjacent to the proposed roadway; portions of this wetland have been surveyed. This wetland area is also the floodplain for Elm Creek and the 100-year HWL varies. The approximate Normal Water Level of Elm Creek is 939 at its Peony Lane crossing south of 54th Avenue and 923 at its C.R. 47 crossing east of Lawndale Lane. Peony Lane south of 54th Avenue is occasionally flooded, so there may be an opportunity to eliminate that problem by either raising the road or upsizing the culvert.

D. Existing Road/Adjacent Land Uses

The existing Peony Lane Roadway north of the Wayzata High School consists of a two-lane undivided rural section, which travels along 54th Avenue, Ranier Lane, 56th Avenue, and

Troy Lane through a series of sharp turns before intersecting with County Road 47 approximately one half mile west of the existing intersection of Lawndale Lane and C.R. 47.

Land uses along the proposed corridor consist of farmland, park land, and larger residential lots that are planned for development into other higher density, residential land uses in the future in addition to some local single family residences along Lawndale Lane north and south of C.R. 47. As mentioned above, Elm Creek and its associated wetlands and floodplains border the corridor along the east.

Lawndale Lane provides local access directly to a number of properties, including the City owned parcel. There are a total of 9 driveways south of C.R. 47 and 4 driveways north of C.R. 47 within the City limits of Plymouth.

E. Met Council Environmental Services (MCES) Interceptor

There is a Metropolitan Council Environmental Services (MCES) Sanitary Sewer Interceptor line along the eastern border of the project corridor. All four roadway alternatives essentially parallel the interceptor for the first several hundred feet north of 54th Avenue. The proposed roadway should have minimal impact on the interccptor; with the exception of additional fill material and the potential raising of manholes. There may even be some opportunity to overlap the road right of way with some easement if MCES allows it. During the final roadway design phase, additional pipe analysis should be done to verify that it can withstand the additional soil loadings.

The new Alternative 4, which came about as a result of components from the neighborhood meeting, closely follows the MCES alignment. In a meeting held with MCES staff on March 8, 2011 it was indicated that they would allow the roadway to encroach on their easement, provided their pipe is properly protected, and that agreements would be made between the City of Plymouth and any other agencies or utilities that would reside in or adjacent to the existing MCES easements and proposed road right of way.

F. Northwest Greenway Park Planning Study

The proposed roadway alignments were developed in coordination with the Northwest Greenway master planning study. Some of the principal objectives for the Greenway are to preserve and interpret the area's ecological resources, preserve and enhance wildlife corridors and connections, establish linkages between City-owned parks/trails/open spaces/schools/etc., and provide diverse recreational opportunities within the City.

In 2007, the City purchased a large parcel just on the east side of the proposed Peony Lane alignment, between the proposed roadway and Elm Creek as part of their master park planning for the NW Greenway corridor. SRF recently provided an update to the City Council in September, 2010 on additional conceptual details for the Greenway master plan. The updated report outlines several different options for this parcel of land, but generally it would include a trailhead for the overall trail system, along with equestrian facilities of varying intensities ranging from simply a trailer parking area, to a full equestrian center and stable areas. The actual

final use would depend on the amount of park land that would remain once the roadway corridor is established.

The ultimate trail system is planned to be combined with the proposed roadway trails running from the junction with County Road 47 south to the high school area and encircling the large wetland. One leg of the future trail system is planned to cross the proposed Peony Lane roadway via a grade-separated crossing to provide connectivity to the overall regional trail system to the west. (See Section V for additional discussion on this crossing)

III. DESIGN CRITERIA / ASSUMPTIONS

Design Criteria: Mn/DOT State Aid Design Standards (including horizontal and vertical curves).

Typical Section: Design section: urban, 2 lane roadway. 12 foot lanes, 4 foot curb reaction distance. The section could expand to a 3-lane section in certain areas to accommodate driveways.

Ultimate section (Future): urban 4 lane divided roadway with boulevards and trails on both sides.

Design Speed: 45 mph.

Right-of-Way: For Peony Lane, 120 feet was used (based on Right-of-Way needs of the ultimate typical section).

For the local street connection to Lawndale, a 50 foot section was used for calculating right of way needs for Alternative 2, and an additional 36 foot right of way was used to accommodate a frontage road for Alternatives 1, 3 and 4.

Traffic Volumes: 10,400 ADT (2030 projection)

Access: One-quarter mile spacing between intersections.

Stormwater: Treatment and conveyance will adhere to the City of Plymouth's and Elm Creek Watershed's standards. Treatment ponds would be sized based on National Urban Runoff Program (NURP) standards, and future design should promote infiltration where feasible.

IV. ALTERNATIVE EVALUATION

Four (4) alternative alignments were developed and analyzed. Refer to Appendix A for a drawing of the alternatives. Generally, Alternatives 1 and 3 are variations of the same alignment and it basically comes down to tradeoffs between impacts to the City-owned property versus

impacts to the property located at 5705 Lawndale Lane. The fourth alternative originated out of the neighborhood's suggestion to run the proposed alignment more in line with the existing MCES Interceptor Line and its associated easements. A request by the neighborhood to align the road further east of Alternative 4 was not pursued due to the major impacts to the large wetland complex which would not be acceptable to the wetland permitting agencies due to other alternatives being available. The following chart illustrates the potential impacts of each alternative:

| | ALTERNATIVE 1 | ALTERNATIVE 2 | ALTERNATIVE 3 | ALTERNATIVE 4 |
|---|------------------|------------------|------------------|------------------|
| Length of Route (miles) | 1.54 | 1.54 | 1.52 | 1.47 |
| Estimated wetland impacts (ac) | 1.6 | 1.0 | 1.6 | 2.7 |
| Estimated new Peony Lane right of way based on 120 foot corridor (ac): | | | | |
| City owned park property | 0.3 | 0.0 | 4.4 | 5.2 |
| Private property | 14.4 | 16.9 | 9.6 | 8.0 |
| Total new right of way | 14.7 | 16.9 | 14.0 | 13.2 |
| Additional right of way needed to provide local street access to properties on Lawndale Lane (ac) | 1.9 | 1.8 | 2.0 | 2.0 |
| Number of properties impacted (ea) | 13 | 13 | 11 | 10 |
| Potential homes impacted (ea) | 2 | 1 | 1 | 1 |
| Impacts to City-owned park property | yes | None | minimal | yes |
| Intersection degree with C.R. 47 | 90 | 70 | 90 | 90 |
| Number of Stormwater Ponds (ea) | 5 | 6 | 6 | 5 |
| Number of Floodplain Impacts (ac) | 2.1 | 2.1 | 2.7 | 5.8 |

Concept level stormwater treatment ponds were placed near roadway low points - taking advantage of any proposed road right-of-way remnants where possible. Elm Creek Watershed's standards require National Urban Runoff Program (NURP) ponds with a minimum permanent pool volume of the runoff from a 2.5 inch storm over the entire contributing drainage area and an

active pool with extended detention. The standards also promote infiltration. These standards in conjunction with the other standards of the Elm Creek Watershed Management Commission (ECWMC) should be consulted in the future design.

All four alternatives cross an Elm Creek tributary midway through the project corridor, with Alternative 1 crossing at a manmade pond area. It is not anticipated that this manmade pond or any of the tributary crossings would require a bridge, but would likely require multiple round culverts or a box culvert. The exact size would be determined in future design, but the difference in size and cost for all the alternatives would likely be minimal.

Alternatives 1, 2, 3 and 4 will have similar floodplain impacts at the Peony Lane crossing of Elm Creek, and the proposed crossing of the Elm Creek tributary midway through the corridor. Alternatives 3 and 4 will also impact the Elm Creek floodplain at the southerly extents of Lawndale Lane south of C.R. 47, and Alternative 4 will likely impact the floodplain immediately north of 54th Avenue. The standards of the ECWMC require compensatory floodplain mitigation at a ratio of 1:1 by volume, and a demonstration that the 100-year floodplain will not be impacted. Because Alternative 4 runs closer to the wetlands and floodplain, it will have an increased chance of surpassing the five (5) acre floodplain impact threshold which would then require additional permitting requirements.

Alternative No. 1

Alternative No. 1 generally skirts the existing large wetland complex, avoids the City property except for a small corner in the northwest, and then follows the existing driveway of 5705 Lawndale Lane and the existing Lawndale Lane roadway both south and north of C.R. 47. The following are the pros and cons of this alternative:

Pros:

- Low impacts to City owned park property
- Crosses C.R. 47 at 90 degrees
- Lowest floodplain impacts
- Requires lowest number of stormwater treatment ponds (5)

Cons:

- Greatest number of potential home impacts
- Higher right-of-way impacts to private property
- Highest number of property impacts
- Higher wetland impacts
- Impacts the existing residential driveways on Lawndale Lane, which would require a local frontage road to provide access to Peony to avoid direct driveways onto an arterial street. For the design year, a 3-lane section could be utilized.

Alternative No. 2

Alternative No. 2 goes north of the main wetland complex and generally avoids the property at 5705 Lawndale Lane before crossing a fairly large undeveloped farmland property on the south side of C.R. 47 and then crossing C.R. 47 at a 70-degree skewed angle before tying into existing Lawndale Lane north of C.R. 47. The following are the pros and cons of this alternative:

Pros:

- No impact to City owned park property
- Least wetland impacts
- Lower number of house impacts
- Lowest impacts to MCES Interceptor Line
- Least floodplain impacts

Cons:

- Highest right-of-way impacts to private property
- Higher number of property impacts
- Crosses C.R. 47 at 70 degrees rather than the desired 90 degrees
- Requires a fairly lengthy and not very convenient connecting City street to proved access to Lawndale Lane
- Requires 6 stormwater treatment ponds
- Severs a large agricultural property, thereby impacting its future development options

Alternative No. 3

Alternative No. 3 generally skirts around the existing wetland but generally goes through the property that the City previously acquired as part of the Greenway Corridor for a potential trail head and parking lot. It then follows the existing driveway at 5705 Lawndale Lane and the existing Lawndale Lane roadway south of C.R. 47. The following are the pros and cons of this alternative:

Pros:

- Lower right-of-way impacts to private property
- Lower number of property impacts
- Lower number of house impacts
- Crosses C.R. 47 at 90 degrees

Cons:

- Higher impact to City owned park property.
- Higher wetland impacts

- Impacts the existing residential driveways on Lawndale Lane, which would require a local frontage road to provide access to Peony to avoid direct driveways onto an arterial street. For the design year, a 3-lane section could be utilized.
- Higher floodplain impacts
- Requires 6 stormwater treatment ponds

Alternative No. 4

Alternative No. 4 follows the existing MCES Interceptor Line keeping the manholes located in the boulevard area of the ultimate typical section (future). It takes a more direct route through the City property then follows the existing Lawndale Lane roadway both south and north of C.R. 47. The following are the pros and cons of this alternative:

Pros:

- Lowest number of property impacts
- Lowest right-of-way impacts to private property
- Lower number of house impacts
- Requires 5 stormwater treatment ponds
- Crosses C.R. 47 at 90 degrees

Cons:

- Highest impact to City owned park property.
- Highest floodplain impacts
- Highest wetland impacts
- Impacts the existing residential driveways on Lawndale Lane, which would require a local frontage road to provide access to Peony to avoid direct driveways onto an arterial street. For the design year, a 3-lane section could be utilized.

V. GRADE-SEPARATED TRAIL CROSSING

As a part of the Northwest Greenway, a grade-separated crossing is proposed for the overall trail network. The City desires to have a connection from this area to an overall regional trail system to the west. Two options were looked at.

One option is to place the proposed trail crossing about 200 feet south of 54th Avenue. This option avoids crossing the MCES Interceptor Sanitary Sewer line completely but would require that the roadway profile be raised about five additional feet, resulting in the placement of additional roadway fill material over the interceptor line. This raises several concerns including impacts of the additional weight on the pipe and substantial manhole extensions in the order of five additional feet.

A second option would place the pedestrian crossing approximately 100 feet north of 54th Avenue. This option for the crossing would place the actual structure directly over interceptor pipe, but would require less roadway embankment due to the lower invert elevations of the proposed crossing. The actual clearance of the bottom of the structure and the top of the pipe, along with the additional weight of the structure on the pipe would need to be evaluated further.

The final location of this pedestrian crossing would need to be determined as part of the specific design of the roadway and structure, based on a number of factors such as soil strength, depth of interceptor pipe, water table and drainage and embankment fill weight. Either option would accommodate the City's overall desire to provide a trail crossing under the new roadway and connection to the overall regional trail network in the northwest part of the City.

VI. Cost Estimate

All four alternatives are approximately the same length and the estimated costs of each should be relatively equal. Estimated construction costs for this roadway using the design year 2-lane or 3-lane urban section should be in the range of four to five million dollars (\$4-\$5 million). The estimated construction costs for the ultimate future design incorporating a 4-lane divided urban section should be in the range of eight to ten million dollars (\$8-\$10 million). These costs do not include right of way costs or engineering/administration costs. A more detailed analysis including soil borings/investigation should be done in the future to more accurately determine the estimated costs.

VII. RECOMMENDED ALTERNATIVE

Based on the 20 year projected traffic volumes, our recommendation is to construct a 2-lane roadway initially, with a 3-lane section immediately south of C.R. 47 to accommodate the numerous residential driveways in this area. Ultimately, looking out at the future (50 year horizon), the City should consider preserving enough right of way to accommodate a 4-lane, divided roadway (120 feet wide), and in the area immediately north and south of C.R. 47 there would be additional right-of-way acquisition to accommodate a residential access road

(156.5 feet wide). It makes good planning and fiscal sense to preserve the potential corridor now for transportation needs rather than allow the corridor to be taken by other potential uses or development.

From an engineering and transportation design viewpoint, Alternative 2 is not recommended because of the 70 degree skewed intersection at C.R. 47, the severing of a large undeveloped parcel and the circuitous local street connection that would be needed to provide access to the existing properties on Lawndale Lane.

Alternative 4 is also not recommended due to greater impacts to the wetland complex and potential long term maintenance costs of having a major sanitary sewer interceptor under the roadway.

Based on the overall impacts and advantages, our recommendation would be to use Alternative No. 1 if the City desires to minimize the direct impact to the City-owned park property, although this does have a large impact to the adjacent parcel at 5705 Lawndale Lane. If the City desires to minimize the impact to that parcel and utilize as much of the City-owned parcel for the future road alignment, our recommendation would be to use Alternative No. 3. From transportation planning viewpoint, Alternative 1 or 3 are both acceptable and meet State and City design requirements.

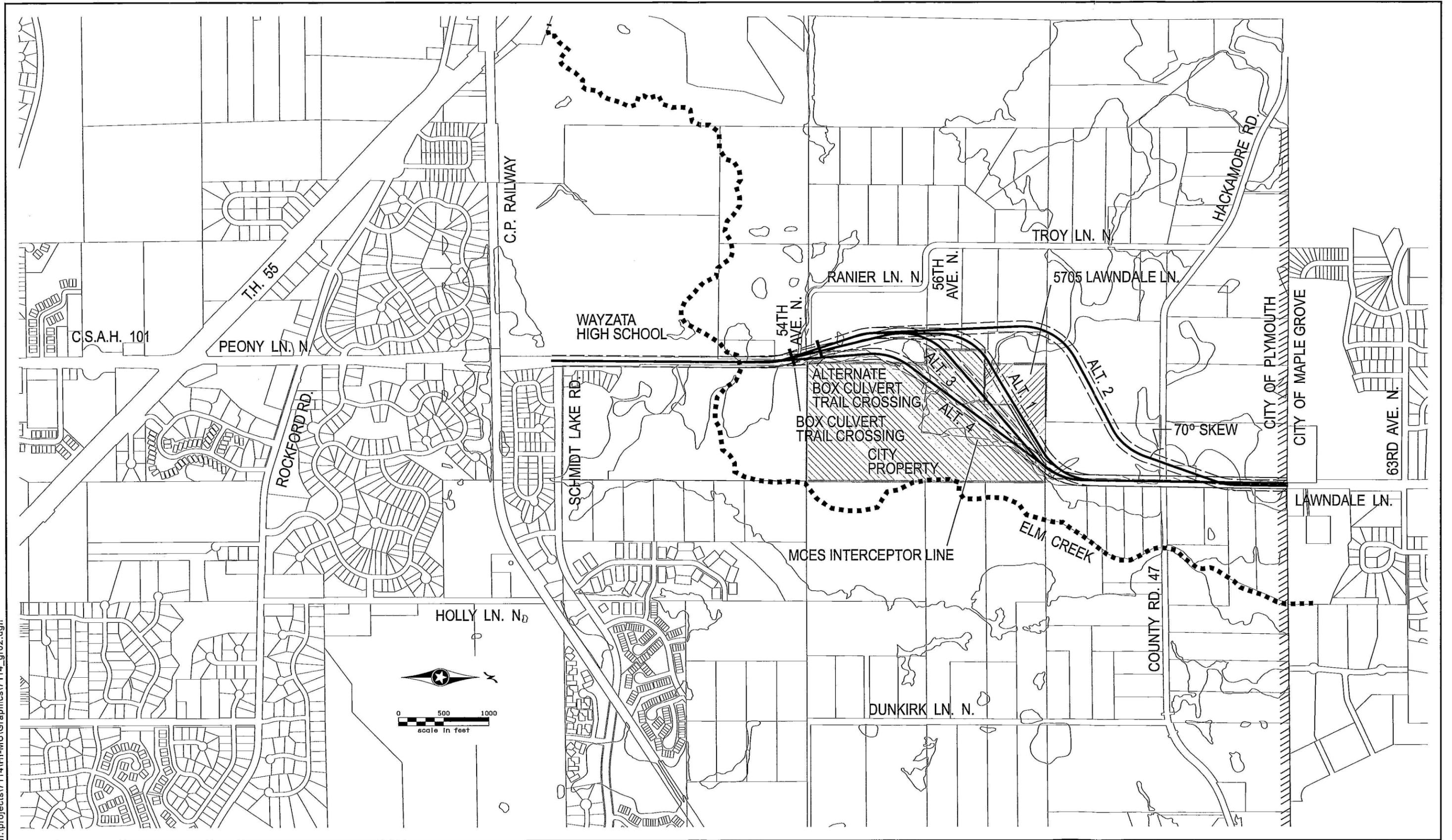
The City should move ahead with the environmental analysis and documentation on all four (4) options to further investigate and determine the best overall alternative with the least amount of overall impact.

DEH/bls/gjb

Attachments: Exhibits

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APPENDIX A



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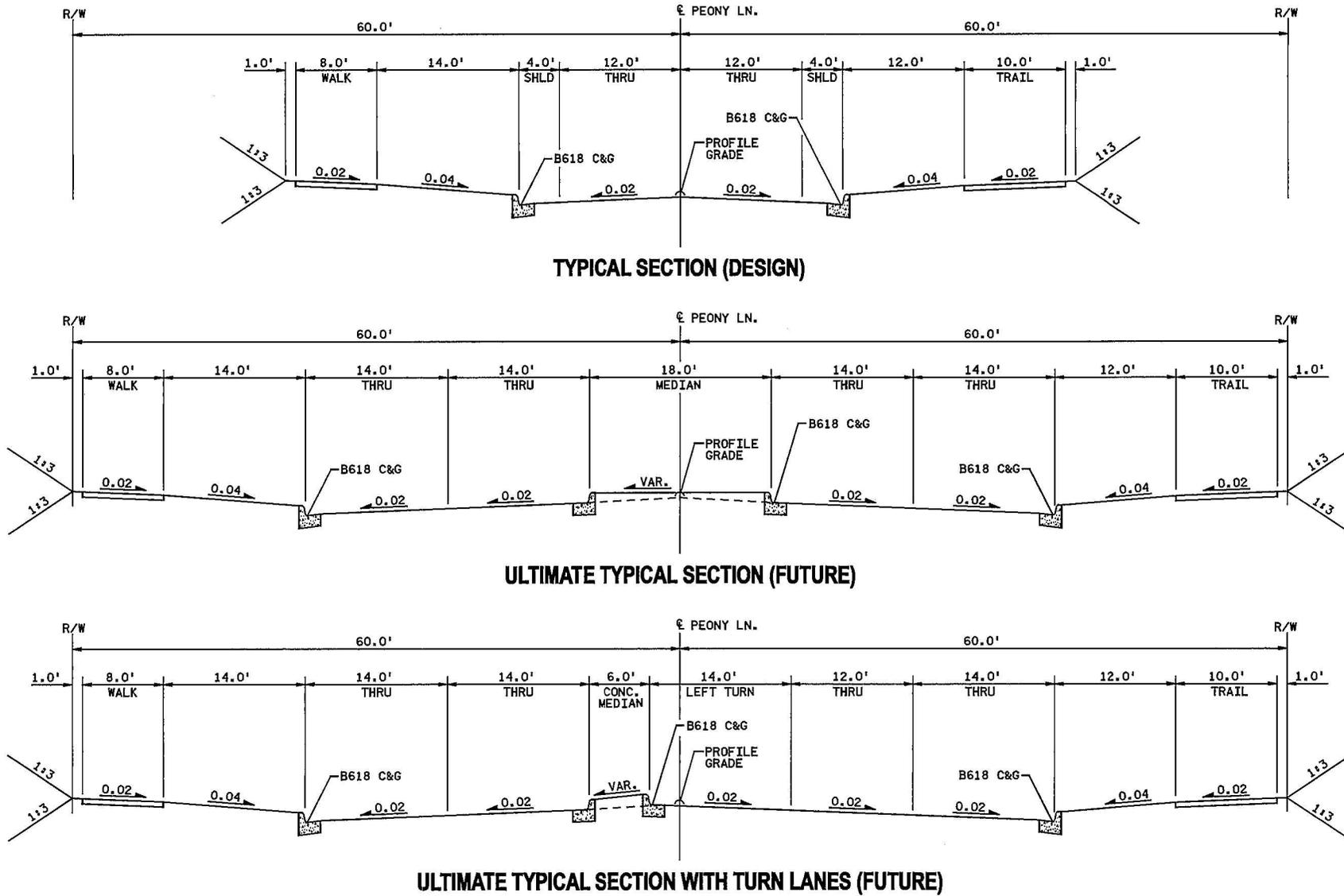
ALIGNMENT ALTERNATIVES

PEONY LANE N.
CITY OF PLYMOUTH

7114
3/15/2011

Figure 2

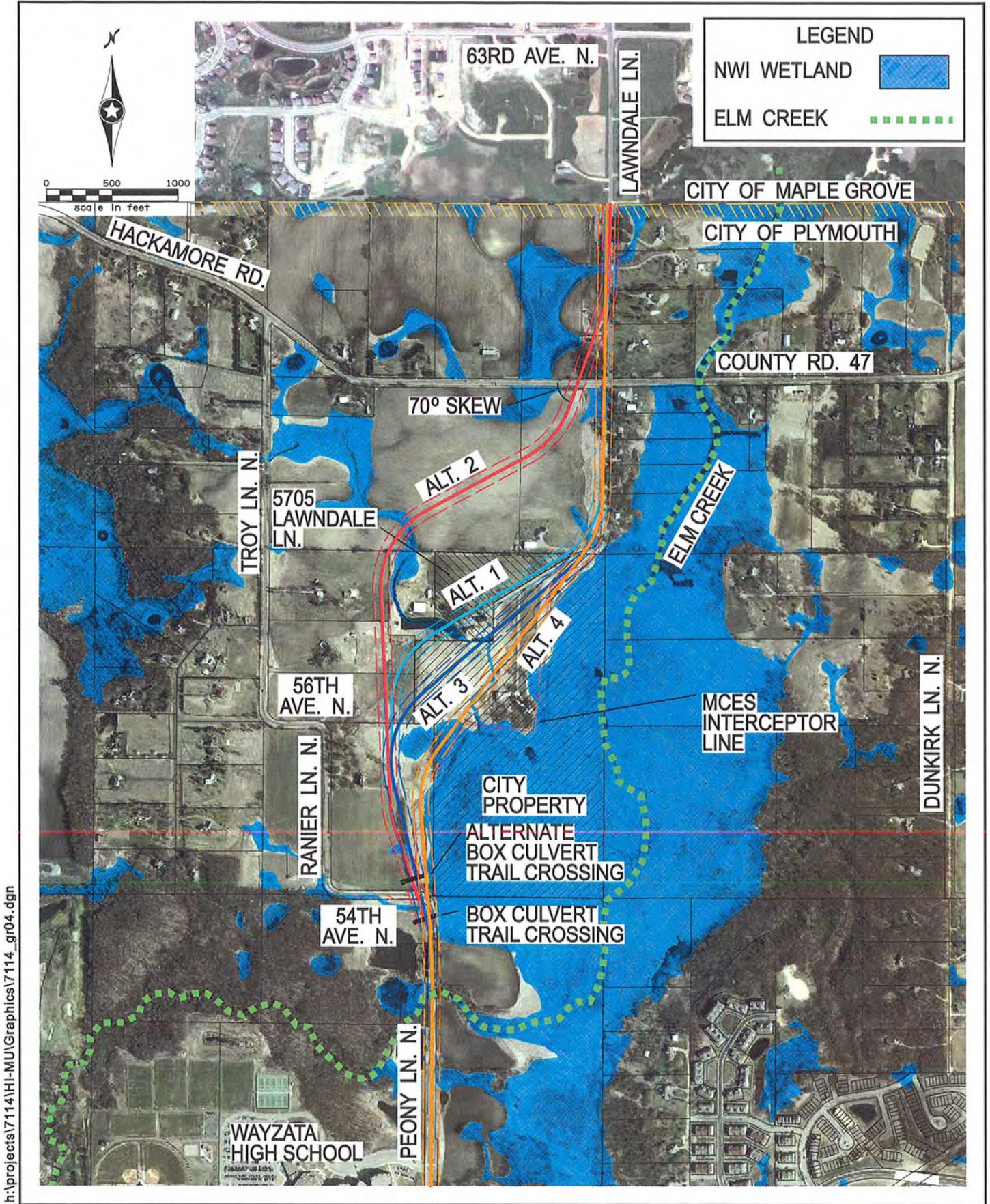
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TYPICAL SECTIONS

PEONY LANE N.
CITY OF PLYMOUTH

Figure 3

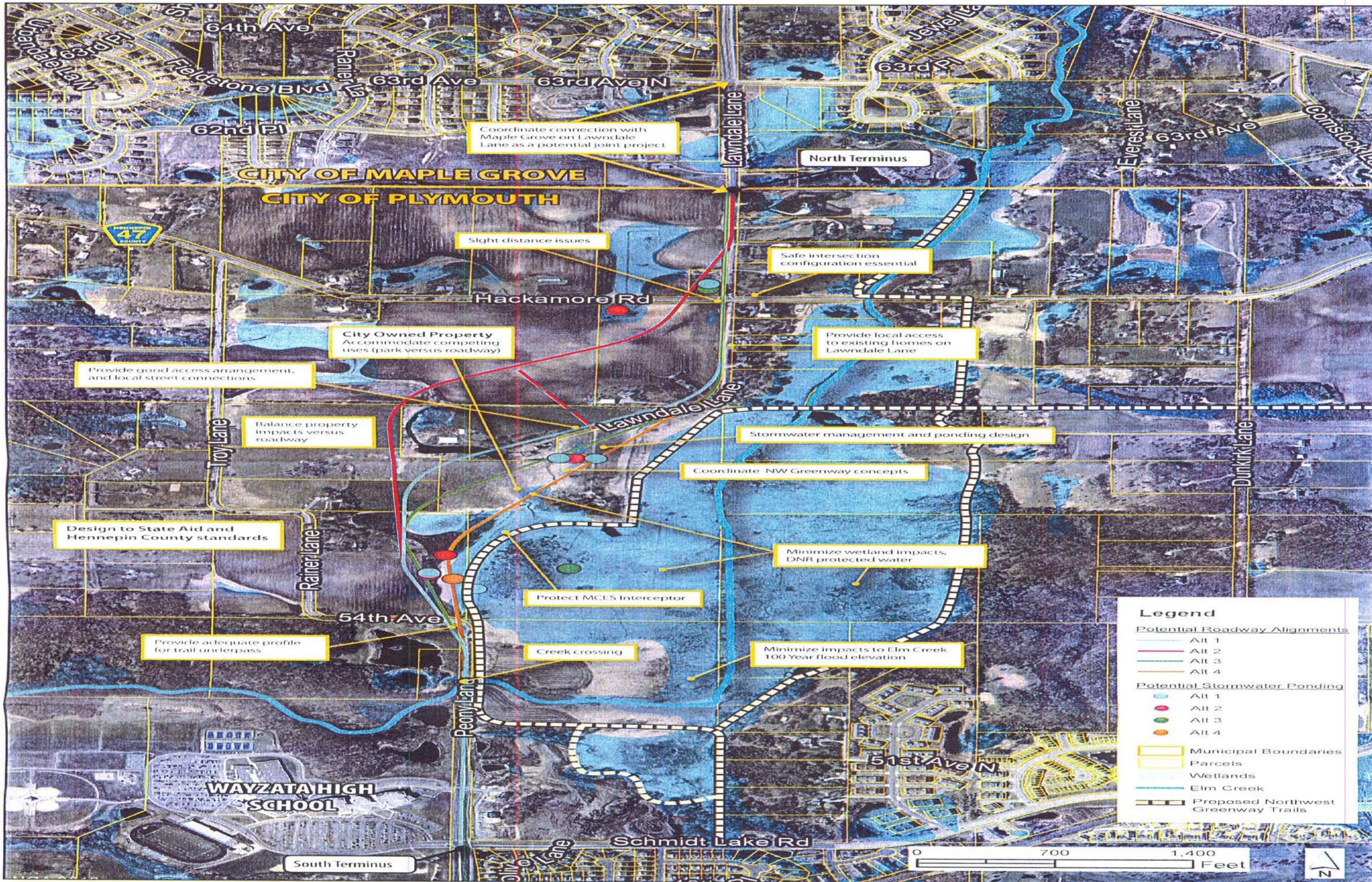


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AERIAL TOPOGRAPHY
 PEONY LANE N.
 CITY OF PLYMOUTH

Figure 4



ISSUES MAP

**REGULAR
COUNCIL MEETING**

To: Laurie Ahrens, City Manager

Prepared by: Robert Moberg, P.E., City Engineer

December 13, 2011

**Item: Receive Proposals and Designate Consulting Engineer
For Peony Lane / Lawndale Lane Extension Project
City Project No. 10015**

1. ACTION REQUESTED:

Adopt the attached resolution receiving engineering proposals and designating an engineer for environmental review, design engineering, and right of way acquisition services for the above referenced project.

2. BACKGROUND:

Realignment and expansion of the Peony Lane / Lawndale Lane roadway corridor from Schmidt Lake Road to the Maple Grove border, as well as installation of a trunk water main in the corridor, has been identified in the 2011-2015 Capital Improvements Program (CIP), with construction of corridor improvements scheduled for 2014. Staff believes it is necessary to designate a consulting engineer now to allow adequate time for completion of alignment selection, environmental documentation, design engineering, and acquisition of right of way in advance of the programmed year of construction.

Requests for proposals were sent to four engineering firms with the technical expertise required to deliver this project. Two of the firms opted not to submit proposals. Two proposals have been received and evaluated by a staff selection committee. Criteria used for the evaluation consisted of the following:

- Experience and success performing similar projects
- Project understanding and proposed scope of work
- Experience of the consultant's project team
- Proposed schedule for completing the work
- Proposed cost to perform the work.

The categorized and total estimated engineering fees proposed from each consultant are as follows:

- SRF Consulting Group, Inc. - \$35,350 (Environmental) + \$316,200 (Design) + \$129,000 (Right of Way) = \$480,550 (Total)

- WSB & Associates, Inc. - \$24,046 (Environmental) + \$212,022 (Design) + \$154,000 (Right of Way) = \$390,068 (Total)

After meeting on November 10, 2011 to discuss the proposals, the selection committee, consisting of Public Works and Parks and Recreation staff, concluded that the proposal from SRF Consulting Group, Inc., demonstrates the best overall response to the evaluation criteria. Specifically, SRF's proposal includes elements in their work plan that allow for better transparency in alignment selection, greater public involvement, development of a comprehensive wetland replacement plan, and greater flexibility in right of way acquisition activities. These elements are further identified as follows:

1. Development of an Environmental Assessment Worksheet (EAW) will include the use of a matrix approach to evaluate four alignment alternatives identified previously and then using the matrix results to guide selection of a preferred alignment. Although use of a matrix was not required in the RFP, SRF proposes to use it and staff believes that using this approach will bring transparency to the alignment selection process for affected residents and will better position the City Council to make a fully-informed alignment selection.
2. Inclusion of 5 staff meetings and 3 public meetings throughout the environmental review and design development process (as required by the RFP). In addition, 2 utility coordination meetings with public utility companies and 1 meeting with the Parks and Recreation Advisory Commission (PRAC) have been included in the work plan and have been clearly identified on the proposed schedule. While the additional meetings were not required by the RFP, staff expects that public utility companies will have an interest in planning new facilities in the Peony/Lawndale corridor and that PRAC will have a strong interest in understanding the relationship between the selected roadway alignment and the Northwest Greenway Master Plan. Staff believes a more robust public participation process, as identified in the SRF proposal, will result in greater public support for the selected alignment.
3. Completion of a wetland replacement plan for the selected alternative. The RFP identified this task to be done if needed. A recently-completed wetland delineation report for the corridor indicates wetland impacts will occur with all four alignment alternatives.
4. Inclusion of property appraisal work that addresses simple and complex appraisals for each parcel needed for right of way. Until an alignment has been selected, it will be difficult to determine whether individual right of way parcels can be obtained using simple appraisals or ones that are more complicated. The work plan also includes relocation assistance for one property, should the need arise. This task was not required in the RFP but with one of the alignment alternatives, relocation for one residence is probable. Staff believes that flexibility in the work plan could result in a cost savings at the time right of way acquisition is undertaken.

These work plan elements, when coupled with SRF's experience in developing the transportation chapter of the City's Comprehensive Plan and in developing the Northwest Greenway Master Plan, gave the selection committee confidence that some overall cost efficiencies will be realized for the project. By committing to completion of environmental review, preliminary and final design, and right of way acquisition in a streamlined manner, the City will be better-positioned to complete construction of Peony/Lawndale corridor

improvements in 2014. Completion of the Peony/Lawndale connection is critical to providing an alternative route in advance of construction of anticipated improvements in the Vicksburg Lane corridor.

Recently, the City Council expressed concerns about the timeliness and perceived delays of progress for this project. A timeline of activities to date is outlined below:

| | |
|---------------|---|
| February 2010 | Initial field survey work conducted |
| April 2010 | Corridor study initiated |
| July 2010 | Supplemental survey work completed |
| December 2010 | Draft corridor study report completed |
| January 2011 | First neighborhood meeting held to review three alignments |
| March 2011 | Final corridor study report completed and 2nd neighborhood meeting held to review four alignments |
| May 2011 | City Council receives update on Northwest Greenway Master Plan |
| August 2011 | City Council receives staff memo forwarding the corridor study report and providing a project update |
| October 2011 | RFP for consultant services sent out and proposals received |
| November 2011 | Wetland delineations completed for corridor |

After the first neighborhood meeting was held, it became apparent to staff that greater public participation would be needed in selecting a preferred alignment that balances the desires of the residents affected by the project with the City's plans to incorporate the City-owned parcel along the corridor into the Northwest Greenway Master Plan. Staff notified residents along the corridor each time that City-sponsored activity was taking place in the corridor. A copy of all correspondence sent to residents to date is attached. Meeting minutes from the two neighborhood meetings held to date are also attached.

3. BUDGET IMPACT:

This project is identified in the City's 2011 – 2015 Capital Improvements Program (CIP) with an estimated cost of \$7.3 million. Financing for engineering services will be from the Municipal State Aid Fund. It should be noted that the proposed cost of engineering services is an estimate only and that actual costs are likely to change as the project evolves.

4. ATTACHMENTS:

- Location Map
- Request for Proposals
- Correspondence sent to residents
- Meeting minutes from two neighborhood meetings
- Resolution

E LN N

Proposed Peony/Lawndale Lane Corridor Project Location Map

ELM RD

RANIER 63RD AVE N

EVEREST LN N 63RD AVE N 62ND PL

City of Maple Grove
City of Plymouth

CO RD NO 47

TROY LA

LAWNDALE LA

DUNKIRK LA

VAGABOND LA

56TH AVE

Approximate Corridor Location

RANIER LA

54TH AVE

RD

PEONY LA

HOLLY LA
51ST AVE
GARLAND LA
GARLAND LA
GARLAND LA
FOUNTAIN LA
EVEREST LA
MOUNTAIN LA
51ST AVE N
50TH CT
DUNKIRK PL N
9TH PL
STOCK LA
STOCK LA

SCHMIDT LA
SSIS LA
MCKE RD
MAY LA
MAY LA
MAY LA



REQUEST FOR PROPOSAL

PEONY LANE / LAWDALE LANE EXTENSION CITY PROJECT No. 10015

To provide engineering, surveying, environmental, and right of way acquisition services to the City of Plymouth for the extension and expansion of Peony Lane / Lawndale Lane from Schmidt Lake Road to the City boundary north of County Road 47. The project will include the extension of street and water main improvements through a corridor connecting Peony Lane and Lawndale Lane.

PROJECT DESCRIPTION

The City's 2011-2015 Capital Improvement Program (CIP) includes the extension and expansion of Peony Lane from Schmidt Lake Road to the City border with Maple Grove, with construction anticipated for 2014 and an estimated total project cost of \$7,000,000. The City's 2030 Comprehensive Plan identifies the corridor as an A-Minor Arterial with a 2030 traffic volume of more than 10,000 vehicles per day. A technical memorandum was completed by a consultant for the City in March 2011. The technical memorandum provided a planning-level analysis of four (4) alignment alternatives. Each one of the alternatives proposes to connect the Peony Lane corridor to the Lawndale Lane corridor within City limits. Attached is a location map showing the four alignment alternatives included in the technical memorandum.

The City's 2030 Comprehensive Plan also identifies the need to extend a 16-inch trunk water main in the Peony Lane / Lawndale Lane corridor from a point north of Wayzata High School to County Road 47.

Existing right of way is limited in the project corridor and a substantial amount of right of way must be obtained in advance of proposed construction.

Proposed improvements include the following:

1. Roadway improvements designed to Municipal State Aid standards with a 45 mph design speed.
2. Installation of a traffic signal with channelization at the Peony Lane/ Lawndale Lane intersection with County Road 47.
3. Extension of a 16-inch trunk water main from a point north of Wayzata High School to County Road 47.
4. Storm water conveyance and treatment measures that comply with City and Elm Creek Watershed Commission standards.
5. Installation of a grade-separated crossing between the proposed roadway and the proposed Northwest Greenway trail corridor.

SERVICES REQUESTED

The Consultant is to prepare a proposal to provide environmental, surveying, and engineering services to complete an Environmental Assessment Worksheet (EAW), recommend a preferred alignment, secure permits necessary for construction, and prepare plans, specifications, and cost estimates in accordance with Mn/DOT's Municipal State Aid and City standards.

The Consultant is also requested to include a proposal to provide right of way services in accordance with State and Federal standards, once a final alignment has been selected. This part of the proposal is to be identified as an optional service.

ENVIRONMENTAL ASSESSMENT WORKSHEET

The Consultant is to complete an Environmental Assessment Worksheet (EAW) that analyzes the four alignment alternatives identified in the March 2011 technical memorandum and that recommends a preferred alternative. The EAW shall be prepared in conformance with State and Federal environmental documentation requirements.

MEETINGS

At a minimum, the Consultant should plan on attending five staff meetings at City Hall and three public meetings during the environmental review and preliminary/final design process. Staff meetings are:

- Kick-off meeting.
- Draft environmental assessment worksheet review meeting.
- Selected alternative review meeting.
- 50% plan completion review meeting.
- 95% plan completion review meeting.

The Consultant should identify additional meetings, if needed, to complete their proposed work program.

PRELIMINARY AND FINAL DESIGN

I. Field/Boundary Survey

- A. The Consultant shall perform a property boundary survey and field control survey and develop control points and perform topographic survey of the project boundaries in English units. The City conducted some survey work in the corridor in 2010 and that information can be made available if the Consultant so desires. The boundary survey will be needed to determine the limits of existing rights of way and easements, to confirm property line locations, and to determine the extent of additional right of way needed along the corridor.

II. Plans

- A. Using topographic and survey information, prepare base plans showing:
 1. Locations and elevations of all physical features.
 2. Existing right-of-way/easements and property lines.
 3. Existing utilities (electric, gas, telephone, cable TV, MCES sewer, etc.).
 4. Existing City systems (sanitary sewer, water main, storm sewer).
- B. Prepare preliminary and final design plans in a format required for regulatory agency review including the following:
 1. Removals
 2. Roadway Alignment and Profile
 3. Roadway Typical Sections and Cross Sections
 4. Drainage System
 5. Sidewalks and Trails
 6. Traffic Signal and Traffic Control
 7. Traffic Signage and Striping
 8. Roadway Lighting
 9. Water Main Alignment and Profile
 10. Erosion Control
 11. Wetland Replacement (if needed)
 12. Restoration / Landscape
 13. Estimated Quantities

III. Specifications and Contract Documents

- A. Prepare contract documents and specifications of a form and substance required by the City and by regulatory agencies.
- B. Prepare opinion of probable construction cost (Engineer's Estimate).
- C. Submit to City and all applicable agencies for review and approval.

- D. Furnish up to 25 copies of the plans, a digital copy of the plans (Auto-CAD), an electronic copy of the Engineer's Estimate, and an electronic copy of the specifications (Word Document) for bidding purposes.
- E. Furnish all survey information to City in point file ASCII format.

IV. Permits

- A. Minnesota Pollution Control Agency (MPCA)
- B. Minnesota Department of Natural Resources (MnDNR)
- C. Minnesota Department of Health (MDH)
- D. Metropolitan Council Environmental Services (MCES)
- E. U.S Army Corps of Engineers
- F. Elm Creek Watershed Management Commission
- G. Hennepin County Transportation Department
- H. City of Plymouth (LGU for Wetlands Conservation Act)

RIGHT OF WAY (OPTIONAL)

I. Plan Preparation

- A. Prepare right of way plan in accordance with State and Federal requirements.
- B. Prepare easement descriptions for approximately 20 parcels.

II. Right of Way Acquisition

- A. Perform appraisals of right of way and easements needed for construction.
- B. Acquire right of way and easements in accordance with State and Federal requirements.

SPECIAL SERVICES

I. Geotechnical Investigations

The City will independently retain Geotechnical Consultant services. The Consultant shall be responsible for the following:

- A. Stake boring locations or locate after borings are completed.
- B. Review geotechnical logs and report to identify areas of concern.
- C. Determine if additional investigation is needed after review of logs and report.
- D. Arrange for additional investigation as needed.
- E. Review supplementary reports.
- F. Coordination with Geotechnical Consultant during design.

II. Wetland Delineations

The City will independently retain Wetland Delineation services. A wetland delineation report will be provided to the Consultant for incorporation into the EAW and roadway design. The Consultant will be responsible for the following:

- A. Review wetland delineation report to identify areas of concern.
- B. Use wetland delineation information to develop a wetland replacement plan, if needed, for the selected roadway alignment.

MINIMUM QUALIFICATIONS

Evidence must be presented which reflects the qualifications of those individuals the Consultant will assign to perform the work as to having environmental documentation, roadway and utility design, and right of way acquisition experience. The proposal shall reference any similar projects which have been completed within the last five (5) years. References should include a contact person and phone number.

TIME FRAME

The proposal must identify the major work tasks and dates of accomplishment. These work tasks must include tasks which the Consultant anticipates will be done by the City and any subcontractors on this project. Work on this project should be initiated within two (2) weeks of the contract approval and diligently performed thereafter. The proposed accomplishment dates will be monitored by the City to evaluate the Consultant's performance on the project. Any deviation from the milestones as proposed by the Consultant shall be approved by the City Engineer. It is desired that the Environmental Assessment Worksheet prepared by the Consultant be submitted to the City Council for consideration by March 2012.

BUDGET AND FEES:

The budget for this project is \$7,000,000 including design, engineering and construction. The proposal should indicate the total cost for consultant services, should be submitted with breakdowns of each phase and should itemize major cost components anticipated for the project as outlined in this RFP. The proposal should include hourly rates for specific professional services, including meeting and presentation costs. Payment of Consultant fees will be made every thirty days upon receipt of a progress report and an invoice itemizing services performed and hours worked with the approved budget amount and requested payment to date. The City of Plymouth may stop the project at the end of any phase or may eliminate a phase or phases if desired.

CONTRACT RESPONSIBILITY

The City will prepare the necessary contractual agreement for this project. The Principal Consultant may consider subcontracting portions of the work program. However, any subcontractor shall be approved by the City Engineer. All subcontracts will be between the Principal Consultant and the subcontractor and the only responsible party for the contractual fulfillment will be the Principal Consultant. Qualifications and project experience must be submitted for any subcontractors proposed on this project.

SUBMISSION AND SELECTION PROCEDURE

Consultants interested in performing the professional services requested shall submit five (5) copies of their proposal to:

Bob Moberg, City Engineer, City of Plymouth, 3400 Plymouth Boulevard,
Plymouth, MN 55447, **by 4:00 p.m. on October 28, 2011.**

Questions concerning the proposal may be directed to Bob Moberg at (763) 509-5525. Proposals will be evaluated by a selection committee and City Council consideration of a Consultant services agreement is anticipated to be made on November 8, 2011.

The selection committee, at a minimum, will consider the following factors in evaluating the proposals:

1. Experience in performing similar projects.
2. An understanding of the work to be completed.
3. Experience of individuals the Consultant will assign to this work.
4. Success other communities and agencies have experienced in constructing projects designed by the Consultant.
5. Proposed cost of the engineering services.
6. Proposed schedule for completing the work and the ability to perform the work within the specified time.
7. Familiarity with the City of Plymouth and other related agencies' policies, procedures, and standards.

The successful consultant will enter into a Master Agreement for Professional Engineering Services with the City if one does not currently exist. Payment will be based on actual time worked with a not to exceed amount in the agreement. Please include an hourly rate schedule.

January 22, 2010

Dear Resident,

This letter is to inform you that the City of Plymouth will be conducting a field survey in your area over the next 2-3 months. Some of the survey work will be done on a portion of your property.

As part of the City's Comprehensive Plan, a future extension of Peony Lane from 54th Avenue to County Road 47 is proposed, with the connection to County Road 47 planned to be in the vicinity of Lawndale Lane. The City has no plans to construct the Peony Lane extension in the foreseeable future.

As you are probably aware, the City acquired a parcel of land from Bruce Nedegaard (formerly the Powers property), that will become part of the Northwest Greenway. The City Parks department is exploring the possibility of building a trailhead facility on the property.

In order for the City to move forward with our Greenway planning, it is necessary to develop a preferred alignment for the future extension of Peony Lane. The field survey will help us in identifying the preferred alignment.

A representative from the City will be contacting you shortly to obtain right-of-entry for the survey work. Please call me at 763-509-5525 if you have questions. Thank you in advance for your cooperation.

Sincerely,

Robert L. Moberg, P.E.
City Engineer



Adding Quality to Life

July 7, 2010

Scherber Investment Ltd. Partnership
11415 Valley Drive
Rogers, MN 55374

Dear Property Owner:

This letter is to inform you that the City of Plymouth will be conducting a field survey in your area over the next 2-3 weeks. Some of the survey work will be done on a portion of your property.

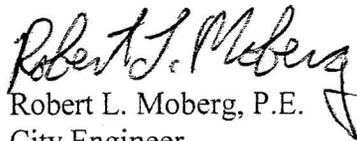
As part of the City's Comprehensive Plan, a future extension of Peony Lane from 54th Avenue to County Road 47 is proposed, with the connection to County Road 47 planned to be in the vicinity of Lawndale Lane. The City has no plans to construct the Peony Lane extension in the foreseeable future.

As you are probably aware, the City acquired a parcel of land from Bruce Nedegaard (formerly the Powers property), that will become part of the Northwest Greenway. The City Parks department is exploring the possibility of building a trailhead facility on the property.

In order for the City to move forward with our Greenway planning, it is necessary to develop a preferred alignment for the future extension of Peony Lane. The field survey will help us in identifying the preferred alignment.

A representative from the City will be contacting you shortly to obtain right-of-entry for the survey work. Please call me at 763.509.5525, if you have any questions. Thank you in advance for your cooperation.

Sincerely,


Robert L. Moberg, P.E.
City Engineer





Adding Quality to Life

July 7, 2010

Mr. & Mrs. Joseph Bowen
5730 Troy Lane
Plymouth, MN 55446

Dear Mr. & Mrs. Bowen:

This letter is to inform you that the City of Plymouth will be conducting a field survey in your area over the next 2-3 weeks. Some of the survey work will be done on a portion of your property.

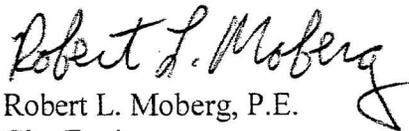
As part of the City's Comprehensive Plan, a future extension of Peony Lane from 54th Avenue to County Road 47 is proposed, with the connection to County Road 47 planned to be in the vicinity of Lawndale Lane. The City has no plans to construct the Peony Lane extension in the foreseeable future.

As you are probably aware, the City acquired a parcel of land from Bruce Nedegaard (formerly the Powers property), that will become part of the Northwest Greenway. The City Parks department is exploring the possibility of building a trailhead facility on the property.

In order for the City to move forward with our Greenway planning, it is necessary to develop a preferred alignment for the future extension of Peony Lane. The field survey will help us in identifying the preferred alignment.

A representative from the City will be contacting you shortly to obtain right-of-entry for the survey work. Please call me at 763.509.5525, if you have any questions. Thank you in advance for your cooperation.

Sincerely,


Robert L. Moberg, P.E.
City Engineer



December 28, 2010

SUBJECT: PEONY LANE CORRIDOR STUDY
CITY PROJECT NO. 10015

Dear Property Owner:

The City of Plymouth has completed a study of the Peony Lane / Lawndale Lane corridor between Schmidt Lake Road and the City border with Maple Grove.

You are cordially invited to attend a neighborhood meeting at **6:30 p.m. on Thursday, January 13, 2011** in the Medicine Lake Room at Plymouth City Hall (3400 Plymouth Boulevard). At the meeting, City staff will identify the alignment options being considered and will ask for your input on the various options.

I look forward to your participation in this important process. Please email me at rmoberg@plymouthmn.gov or call me at 763.509.5525, if you have any questions.

Sincerely,

Robert L. Moberg, P.E.
City Engineer

March 10, 2011

SUBJECT: PEONY LANE CORRIDOR STUDY
CITY PROJECT NO. 10015

Dear Property Owner:

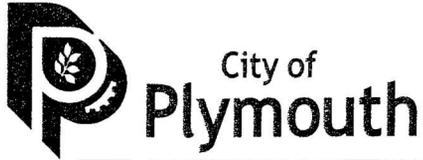
The City of Plymouth has updated a study of the Peony Lane / Lawndale Lane corridor between Schmidt Lake Road and the City border with Maple Grove.

You are cordially invited to attend a neighborhood meeting at **6:30 p.m. on Wednesday, March 23, 2011** in the Black Box Theater at the Plymouth Creek Center (14800 34th Avenue North). At the meeting, City staff will identify the alignment options being considered and will ask for your input on the various options.

I look forward to your participation in this important process. Please email me at rmoberg@plymouthmn.gov or call me at 763.509.5525, if you have any questions.

Sincerely,

Robert L. Moberg, P.E.
City Engineer



Adding Quality to Life

July 29, 2011

SUBJECT: PEONY LANE CORRIDOR STUDY
PROJECT STATUS UPDATE
CITY PROJECT NO. 10015

Dear Property Owner:

Since the last neighborhood meeting on March 23, 2011, the City of Plymouth has received several inquiries regarding the status of the Peony Lane/Lawndale Lane corridor project between Schmidt Lake Road and the City border with Maple Grove.

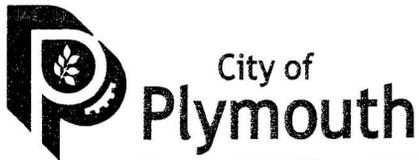
The City will be hiring a consultant this fall to complete an Environmental Assessment Worksheet (EAW) for the project. Once the EAW is completed, a final alignment will be selected with construction anticipated to occur in 2014. I expect the EAW will be completed by the end of this year.

Please call me at 763.509.5525 or email me at rmoberg@plymouthmn.gov, if you have questions.

Sincerely,

Robert L. Moberg, P.E.
City Engineer





Adding Quality to Life

October 12, 2011

«Name_1»
«Name_2»
«Address»
«CSZ»

SUBJECT: PEONY LANE CORRIDOR STUDY
WETLAND DELINEATIONS
CITY PROJECT NO. 10015

Dear Property Owner:

In the next few weeks, an agent for the City will be locating all of the existing wetlands in the vicinity of the Peony Lane/Lawndale Lane corridor (see attached map). The wetland information is needed to assist the City in preparing an Environmental Assessment Worksheet (EAW) for the project. As indicated previously, a final alignment for the corridor will not be selected by the City until the EAW is completed.

Please call me at 763.509.5525 or email me at rmoberg@plymouthmn.gov, if you have any questions.

Thank you for your continued cooperation

Sincerely,

Robert L. Moberg, P.E.
City Engineer

enclosure



City of Plymouth
Peony Lane / Lawndale Lane Corridor Study
Neighborhood Meeting #1
Meeting Minutes
January 13, 2011

1. PROJECT BACKGROUND / HISTORY

City Engineer Moberg provided some history of the corridor, discussed alignment alternatives developed in a previous study, and explained the current status of the project. The project is in the City's current Capital Improvement Program (CIP) and is scheduled for construction in 2014.

2. DESIGN CONSIDERATIONS & EVALUATION CRITERIA

The following considerations are being used to develop alignment alternatives for the corridor:

- A. Projected traffic volume of 10,400 vehicles per day in 2030
- B. Design speed of 45 mph
- C. Limit access to ¼ mile spacing
- D. Desired right of way width of 120 feet
- E. Treat storm water runoff to Elm Creek Watershed and City standards

Alignment alternatives are being evaluated using the following criteria:

- A. Route length
- B. Amount of right of way required
- C. Wetland and floodplain impacts
- D. Private property impacts
- E. Park property impacts
- F. County Road 47 impacts

3. ALTERNATIVES EVALUATED

Three alternatives were presented to the neighborhood for discussion purposes (figure attached). For Alternative No. 1, Peony Lane curves northwesterly at 54th Avenue to avoid a large wetland basin connected to Elm Creek, then curves northeasterly toward existing Lawndale Lane south of County Road 47, crossing the northwesterly corner of the City park property, then curves northerly to follow along existing Lawndale Lane. Alternative No. 1A is similar to Alternative No. 1, except that it cuts through more of the City park property. For Alternative No. 2, the alignment goes further north before curving back toward existing Lawndale Lane and intersects Lawndale Lane north of County Road 47. The three alternatives were evaluated using the criteria identified above and the evaluations were done relative to the other alternatives. A summary of the evaluation of each alignment alternative is as follows:

- A. Alternative No. 1
 - a. Moderate right of way impacts

Peony Lane Neighborhood Meeting #1 Minutes

January 13, 2011

Page 2

- b. A frontage road is likely to be required along Lawndale Lane
 - c. Highest wetland impacts / lowest floodplain impacts
 - d. Highest private property impacts
 - e. Minimal impact to City park property
 - f. Intersects County Road 47 at 90 degree angle
- B. Alternative No. 1A
- a. Lowest right of way impacts
 - b. A frontage road is likely to be required along Lawndale Lane
 - c. Moderate wetland impacts / highest floodplain impacts
 - d. Lowest private property impacts
 - e. Highest impact to City park property
 - f. Intersects County Road 47 at 90 degree angle
- C. Alternative No. 2
- a. Highest right of way impacts
 - b. Requires a connecting road for existing properties on Lawndale Lane
 - c. Lowest wetland impacts / lowest floodplain impacts
 - d. Highest private property impacts
 - e. No impact to City park property
 - f. Intersects County Road 47 at 70 degree angle

4. RESIDENT INPUT & FEEDBACK

After a lively discussion, the residents in attendance indicated they were not in favor of any of the three alternatives presented and they requested a fourth alternative be considered. The fourth alternative would generally lie further east of the other three alternatives, would more closely follow the alignment of the existing Elm Creek Interceptor Sewer, and would cut through more of the City park property. The neighborhood requested clarification on whether a frontage road along Lawndale Lane on the north side of County Road 47 would be considered. The neighborhood requested more information on how the project would be financed and whether special assessments would be part of project financing. The neighborhood also requested more information on the City's Master Plan for the Northwest Greenway and how it relates to the future Peony Lane / Lawndale Lane corridor.

5. NEXT STEPS

City staff will work with its consultant to develop and evaluate a fourth alternative, as requested by the neighborhood. Once a fourth alternative has been developed and evaluated, another neighborhood meeting will be scheduled to present the results.

Peony Lane Corridor Study
January 13, 2011

| Name | Address | Phone No. |
|-------------------------|-----------------------|--------------|
| Jim Grimes | 5705 Lawndale Ln | |
| Lori Grimes | | 763-557-1426 |
| JOAN BAER MALIKOWSKI | 5540 PEONY LN. | |
| Judy Land | Co Rd 47 | 763-559-1808 |
| ANNE KUSCH | 5540 Peony Lane | 612-991-1424 |
| Paul Baer | 5540 Ramier Ln | |
| Chris & Gary Lynn | 5640 Troy Ln | 763-478-6585 |
| Vernon F. Peterson | 17425 Co Rd 47 | |
| Carol Peterso | " | |
| Jeff & Kim Joiner | 17205 Co Rd 47 | 763-413-1600 |
| TOM GONYEA | 15250 WAYZATA BLVD | 612-990-0666 |
| Chau Joffe | 7200 Hamlock MC | 763-425-3632 |
| Pete Felt | 6110 Lawndale | |
| JAN SYMCHYCH | 6110 LAWNDALÉ | 763-577-0404 |
| JOE BOWEN | 5730 TROY LN | 763-478-6231 |
| | | |

City of Plymouth
Peony Lane / Lawndale Lane Corridor Study
Neighborhood Meeting #2
Meeting Minutes
March 23, 2011

1. PROJECT BACKGROUND / HISTORY

City Engineer Moberg provided some history of the corridor, recapped the discussion from the first neighborhood meeting held on January 13, 2011, and explained the current status of the project. The project is in the City's current Capital Improvement Program (CIP) and is scheduled for construction in 2014.

2. DESIGN CONSIDERATIONS & EVALUATION CRITERIA

The following design considerations are being used to develop alignment alternatives for the corridor:

- A. Projected traffic volume of 10,400 vehicles per day in 2030
- B. Design speed of 45 mph
- C. Limit access to ¼ mile spacing
- D. Desired right of way width of 120 feet
- E. Treat storm water runoff to Elm Creek Watershed and City standards

Alignment alternatives are being evaluated using the following criteria:

- A. Route length
- B. Amount of right of way required
- C. Wetland and floodplain impacts
- D. Private property impacts
- E. Park property impacts
- F. County Road 47 impacts

3. ALTERNATIVES EVALUATED

Four alternatives were presented to the neighborhood for discussion purposes (figure attached). The first three alternatives are carryovers from the previous neighborhood meeting and have been renumbered for clarity. The fourth alternative was added at the request of the neighborhood. For Alternative No. 1, Peony Lane curves northwesterly at 54th Avenue to avoid a large wetland basin connected to Elm Creek, then curves northeasterly toward existing Lawndale Lane south of County Road 47, crossing the northwesterly corner of the City park property, then curves northerly to follow along existing Lawndale Lane. For Alternative No. 2, the alignment goes further north before curving back toward existing Lawndale Lane and intersects Lawndale Lane north of County Road 47. Alternative No. 3 (previously 1A) is similar to Alternative No.1, except that it cuts through more of the City park property. Alternative No. 4 lies easterly of the

Peony Lane Neighborhood Meeting #2 Minutes

March 23, 2011

Page 2

other alternatives, more closely follows the Elm Creek Interceptor Sewer alignment, and cuts through a significant portion of the City park property. The four alternatives were evaluated using the criteria identified above and the evaluations were done relative to the other alternatives. A summary of the evaluation of each alignment alternative is as follows:

A. Alternative No. 1

- a. Moderate right of way impacts
- b. A frontage road is likely to be required along Lawndale Lane
- c. Moderate wetland impacts / lowest floodplain impacts
- d. Highest private property impacts
- e. Minimal impact to City park property
- f. Intersects County Road 47 at 90 degree angle

B. Alternative No. 2

- a. Highest right of way impacts
- b. Requires a connecting road for existing properties on Lawndale Lane
- c. Lowest wetland impacts / lowest floodplain impacts
- d. Highest private property impacts
- e. No impact to City park property
- f. Intersects County Road 47 at 70 degree angle

C. Alternative No. 3

- a. Moderate right of way impacts
- b. A frontage road is likely to be required along Lawndale Lane
- c. Moderate wetland impacts / moderate floodplain impacts
- d. Moderate private property impacts
- e. Moderate impacts to City park property
- f. Intersects County Road 47 at 90 degree angle

D. Alternative No. 4

- a. Lowest right of way impacts
- b. A frontage road is likely to be required along Lawndale Lane
- c. Highest wetland impacts / highest floodplain impacts
- d. Lowest private property impacts
- e. Highest impact to City park property
- f. Intersects County Road 47 at 90 degree angle

4. NORTHWEST GREENWAY MASTER PLAN

City Engineer Moberg presented an overview of the City's Master Plan for the Northwest Greenway and identified specific elements proposed in the vicinity of the Peony Lane / Lawndale Lane corridor.

5. RESIDENT INPUT & FEEDBACK

After much discussion, the residents in attendance expressed a preference for Alternative No. 4. The neighborhood's second preference is Alternative No. 3. There also was a small amount of support for Alternative No. 2, because of the smaller amount of wetland and floodplain impacts

Peony Lane Neighborhood Meeting #2 Minutes

March 23, 2011

Page 3

associated with it. The neighborhood desires more information on how the project would be financed and whether special assessments would be part of project financing.

6. NEXT STEPS

City staff will be soliciting input from other project stakeholders (Hennepin County, Met Council Environmental Services, and various wetland permitting agencies) to determine their issues, concerns, and preferences. Staff will then present its findings, along with a technical memorandum prepared by a consultant, to the City Council and will request authorization from the City Council to initiate the formal environmental review process. At the completion of the environmental review process, an alignment alternative will be selected and a final design will be completed.

CITY OF PLYMOUTH

RESOLUTION No. 2011 -

RECEIVING ENGINEERING PROPOSALS AND DESIGNATING THE CONSULTING ENGINEER FOR PEONY LANE / LAWDALE LANE EXTENSION PROJECT CITY PROJECT No. 10015

WHEREAS, the Peony Lane / Lawndale Lane Extension project is listed in the 2011-2015 Capital Improvement Program at an estimated total cost of \$7,300,000; and

WHEREAS, a request for proposal was sent to four engineering firms that have expertise in environmental review, roadway and utility design, and right of way acquisition; and

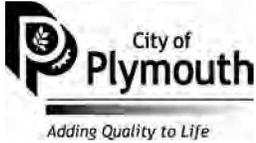
WHEREAS, two proposals were received and evaluated by city staff; and

WHEREAS, staff recommends that SRF Consulting Group, Inc. be designated as the consulting engineer for this project.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, SRF Consulting Group, Inc. is designated as the City's consulting engineer for environmental documentation, design engineering, and right of way acquisition services of the Peony Lane / Lawndale Lane Extension Project, City Project No. 10015 in the amount of \$480,550.

FURTHERMORE, BE IT HEREBY RESOLVED, that the funding for this project shall be from the Municipal State Aid Fund.

Approved this 13th day of December, 2011



Agenda
Number:

2B

To: Mayor and City Council

**SPECIAL
COUNCIL MEETING**

Prepared by: Laurie Ahrens, City Manager

January 3, 2012

Item: **Set Future Study Sessions**

1. ACTION REQUESTED:

The Study Session that was scheduled for February 21 to review the Fire Study needs to be changed as Fire Chief Kline is unavailable that date. Calendars are attached to assist in rescheduling this meeting. Also attached are the pending study session items.

Pending Study Session Topics

(at least 3 Council members have approved the following study items on the list)

- Update on Peony Lane
- Discuss trails
- Discuss Parker's Lake Cemetery

Other requests for study session topics:

- Discuss streamlining street lighting rates
- Update with City Manager (first quarter 2012)
- Update on redistricting (report sent)
- Noise Ordinance
- Update on Northwest Greenway acquisition (after 5/1/12)
- Funding infrastructure improvements in Northwest Plymouth

| SUN | MON | TUES | WED | THUR | FRI | SAT |
|--|--|--|--|---|--|-----|
| 1  NEW YEAR'S DAY | 2 NEW YEAR'S DAY Observed CITY OFFICES CLOSED | 3 6:00 PM SPECIAL COUNCIL MEETING Discuss Proposals for Peony Lane/Lawndale Lane Project Medicine Lake Room | 4 7:00 PM PLANNING COMMISSION MEETING Council Chambers | 5 | 6 | 7 |
| 8 | 9 | 10 5:30 PM SPECIAL COUNCIL MEETING* Medicine Lake Room 7:00 PM REGULAR COUNCIL MEETING Council Chambers | 11 7:00 PM ENVIRONMENTAL QUALITY COMMITTEE (EQC) MEETING Council Chambers | 12 7:00 PM PARK & REC ADVISORY COMMISSION (PRAC) MEETING Council Chambers | 13 | 14 |
| 15 | 16  MARTIN LUTHER KING JR. BIRTHDAY Observed CITY OFFICES CLOSED | 17 6:00 PM SPECIAL COUNCIL MEETING Discuss Council Goals and Legislative Priorities for 2012 Medicine Lake Room | 18 7:00 PM PLANNING COMMISSION MEETING Council Chambers | 19 | 20 5:00 PM SKATE WITH THE MAYOR Parkers Lake | 21 |
| 22 | 23 | 24 5:30 PM SPECIAL COUNCIL MEETING Discuss Private Utilities for Silverthorn Medicine Lake Room 7:00 PM REGULAR COUNCIL MEETING Council Chambers | 25 7:00 PM PLYMOUTH ADVISORY COMMITTEE ON TRANSIT (PACT) STUDY SESSION Medicine Lake Room | 26 7:00 PM HRA MEETING Medicine Lake Room | 27 | 28 |
| 29 | 30 | 31 | | | | |

* Receive update from the City's prosecutor

Modified on 12/30/11

February 2012

| SUN | MON | TUES | WED | THUR | FRI | SAT |
|-----|--|---|--|---|-----|--|
| | | | 1 7:00 PM PLANNING COMMISSION MEETING Council Chambers | 2 6:00 PM BOARD AND COMMISSION RECOGNITION EVENT Plymouth City Hall | 3 | 4 2:00 PM FIRE & ICE FESTIVAL Parkers Lake |
| 5 | 6 | 7 7:00 PM PRECINCT CAUCUSES | 8 7:00 PM ENVIRONMENTAL QUALITY COMMITTEE (EQC) MEETING Council Chambers | 9 7:00 PM PARK & REC ADVISORY COMMISSION (PRAC) MEETING Council Chambers | 10 | 11 |
| 12 | 13 | 14 7:00 PM REGULAR COUNCIL MEETING Council Chambers | 15 7:00 PM PLANNING COMMISSION MEETING Council Chambers | 16 7:00 PM HUMAN RIGHTS COMMITTEE MEETING Medicine Lake Room | 17 | 18 |
| 19 | 20  PRESIDENTS DAY CITY OFFICES CLOSED | 21 6:00 PM SPECIAL COUNCIL MEETING Discuss Fire Study Medicine Lake Room | 22 7:00 PM PLYMOUTH ADVISORY COMMITTEE ON TRANSIT (PACT) MEETING Medicine Lake Room | 23 7:00 PM POLICE DEPT. ANNUAL RECOGNITION EVENT Plymouth Creek Center 7:00 PM HRA MEETING Medicine Lake Room | 24 | 25 |
| 26 | 27 | 28 7:00 PM REGULAR COUNCIL MEETING Council Chambers | 29 | | | |

Modified on 12/30/11

March 2012

| SUN | MON | TUES | WED | THUR | FRI | SAT |
|---|-----|---|--|---|-----|---|
| | | | | 1 | 2 | 3 9:00 AM– 12:00 PM CITY SAMPLER Plymouth City Hall |
| 4 | 5 | 6 | 7 7:30 AM STATE OF THE CITY MEETING Council Chambers 7:00 PM PLANNING COMMISSION MEETING Council Chambers | 8 | 9 | 10 |
| 11 <i>Daylight Savings Time Begins</i> | 12 | 13 7:00 PM REGULAR COUNCIL MEETING Council Chambers | 14 7:00 PM ENVIRONMENTAL QUALITY COMMITTEE (EQC) MEETING Council Chambers | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 7:00 PM PLANNING COMMISSION MEETING Council Chambers | 22 5:30–8:00 PM ENVIRONMENTAL QUALITY FAIR Kimberly Lane Elementary School 7:00 PM HRA MEETING Medicine Lake Room | 23 | 24 |
| 25 | 26 | 27 7:00 PM REGULAR COUNCIL MEETING Council Chambers | 28 7:00 PM PLYMOUTH ADVISORY COMMITTEE ON TRANSIT (PACT) STUDY SESSION Medicine Lake Room | 29 | 30 | 31 |

Modified on 01/01/12