CITY OF MAHTOMEDI
COMPREHENSIVE PLAN UPDATE STEERING COMMITTEE
MEETING MINUTES
JANUARY 24, 2017

The Comprehensive Plan Update Steering Committee meeting convened at 5:36 p.m. with the following members in attendance: Mayor Jud Marshall, Council member Tim Deans, Environmental Commissioner Christine Ahmann-Maples, Planning Commissioner Susan Stewart, Park Commission member Jeff Charlesworth and Finance Commissioner Greg Maples. Park Commissioner Ben Reiss, Planning Commissioner Mike Hedquist and Environmental Commission member Scott Peterson were absent. Also in attendance were City Planner Erin Perdu, Landscape Architect Candace Amberg, Planner Hanna Rybak, City Administrator Scott Neilson and Administrative Support Specialist Patricia McGing.

I. Approval of the Minutes from November 30, 2016

Planning Commissioner Stewart moved, and Park Commissioner Charlesworth seconded the motion to approve the minutes of the November 30, 2016 Comprehensive Update Steering Committee as written. The motion was unanimously approved.

II. Review of Draft Parks and Trails Plan

Landscape Architect Candace Amberg reviewed her memo and updated the Committee on the draft parks and trails plan. (SEE ATTACHMENT I) Trail priorities include safety of route, links to destination locations and regional trails, and filling in missing gaps. Some challenges and costs of implementation include land acquisition, conflicts with homes, businesses, etc. and coordination with counties and adjacent cities. Another consideration would be wayfinding/place-making signage to identify trail routes, destination areas and key city elements.

She reviewed the preliminary high priority trails and pedestrian routes (each trail is linked to the map distributed at the meeting – SEE ATTACHMENT II). The map identifies trail and park types, challenge levels and locations for intersection/crosswalk improvements. The Quail Street route, not currently in the Comp Plan, would connect residents on the north side to existing city trails and would connect Mahtomedi to future Lake Links Trail along Highway 96/Dellwood Road. The Ideal Avenue Trail would be timed when the road is developed. A shorter connection to the Gateway Trail could be connected to the Ideal Avenue Trail. She stated that currently, there are more north/south routes than east/west routes.

Landscape Architect Amberg asked the Committee to review the map and get back to her on their comments within two weeks. She said WSB will then create an on-line survey for the public and schedule a public open house.

General discussion ensued regarding construction of a boardwalk from Briarwood Avenue to Maple Street. A member asked to investigate locations for cross country skiing. It was also noted that there are existing trails in Katherine Abbott Park.
III. 2017 Revised Schedule and Timeline

Planner Perdu stated that the Comprehensive Plan process schedule has been updated. At the March meeting, the Committee discussion will focus on Land Use, Housing and Surface Water, the May discussion will be Transportation and Infrastructure, July - Economic Development, September - the draft plan, and November, the final plan. It is hopeful that the Comp Plan will be completed this year to send to Metropolitan Council for their review.

IV. Vision and Goals Homework

Planner Perdu requested the Committee to complete the goal review worksheet she sent to them last week. She will comprise the comments and have a draft goals section prepared before the next meeting. There will be a “resilience” chapter in the plan; this will be updated based on the activities of the Environmental Commission and Met Council requirements. “Sustainability” language is in the current plan and will be incorporated into the Comp Plan.

V. Land Use Overview – Map, Projections and Desired Outcomes

Planner Perdu recited that Land Use Goal and Objectives as follows:

Mahtomedi has sustained and enhanced our “small town” city by using land in a manner that simultaneously strengthens our economy, protects our natural resources, and ensures a high-quality of life for all residents”.

- Use land in a manner that promotes a strong economy
- Use land in a manner that respects the natural environment
- Use land in a manner that ensures a high quality of life for residents

Discussion ensued on what “strong economy” means. There needs to be a better definition; just by changing a single word in the policy could make it friendlier. The city has created ordinances allowing home occupations. There has been discussion of the possibility of a hotel being constructed in the city and an apartment building has been approved.

Planner Perdu will draft the Land Use Goal and Objectives with the input from the Committee’s homework assignment. Utilizing the overhead, she located undeveloped areas of the city as identified by the Met Council. A majority of these properties are developed, and the Comp Plan will reflect that. Met Council has also projected that the population will decrease, but households will increase. The projected employment will also increase. We will be looking at the undeveloped areas and identify underutilized properties. There was discussion on the lack of a downtown; current houses could be commercial in the future. It was also noted that the city has approved an Accessory Dwelling Unit ordinance allowing for more housing within the community.
VI. Next Steps

Planner Perdu asked the Committee to review the Land Use Goals and Objectives and provide her with their comments. She will incorporate their comments into the existing Comp Plan language and provide the Committee with a red-lined copy.

The next meeting is scheduled for March 29, 2017.

VII. Adjournment

There being no further discussion, the Comprehensive Plan Update Steering Committee meeting adjourned at 7:00 p.m.

Respectfully submitted by:

PATRICIA K. MCGING
ADMINISTRATIVE SUPPORT SPECIALIST
Parks Update

To: Steering Committee

From: Candace Amberg, WSB & Associates, Inc.

Date: January 24th, 2017

Re: WSB Project No. 2859-380

 Trails Update Discussion:

Overall Trail Considerations:

1. Trail priorities and challenge levels
   a. Safety of route (separated, on-street, sidewalk, etc.)
   b. Links to destination locations (schools, businesses, etc.)
   c. Links to regional trails
   d. High quality user experience (creating loops, nice settings)
   e. Key connections / filling in missing gaps
   f. Challenges and costs of implementation (cost-benefit)
      i. Land acquisition (methods, funding)
      ii. Conflicts (homes, businesses, limited width, wetlands, etc.)
      iii. Coordination (Counties & adjacent cities)

2. Wayfinding / Placemaking Signage
   a. Identify trail routes
   b. Identify destination areas (parks, schools, etc.)
   c. Identify key city elements (historic sites, etc.)

Lake Links Trail Plan Review

1. Birchwood Corridor (identified as local trail)
   a. Portion along Birchwood Road is located in Mahtomedi
   b. Trail implementation dependent on Birchwood Village
   c. Would tie to Bruce Vento trail segment

2. HW 244 / Mahtomedi Ave. Trail Corridor (identified as local trail)
   a. Plan identified trail along 244/Mahtomedi Avenue due to:
      i. Property acquisition needed and unwilling sellers
      ii. Timeline for acquisition and development – thought 244 would be sooner
   b. Portions may tie into Streetcar Route if this route is finished
   c. May still be alternate route along 244 if County improves/redevelops road

3. Hwy 96 Corridor – Regional Trail Corridor
   a. Higher level regional trail segment
   b. Potential to connect Mahtomedi to future planned route along Quail
   c. Development timeline unknown

4. Mahtomedi-Oakdale Trail Corridor
   a. Lincolntown Streetcar Trail route
   b. Trail segment south of Long Lake Road (not implemented yet)
c. Pedestrian bridge across 694 to Oakdale
   i. Tie into Hadley Avenue with connects to Gateway Trail
   ii. Sidewalks currently at Century Avenue Bridge until ped bridge implementation
   iii. MnDOT 2016 Pedestrian Crossing notes that this bridge is in good condition and there are no near term plans for improvements; a recent mobility study did not provide recommendations for pedestrian and bicycle travel in this area due to the high traffic volume; it noted the potential Lake Links crossing to the east closer to SW Park. Funding for this bridge project has not been secured.
   iv. New interchange planned for Hadley Avenue and Hwy 36 with overpass

5. County Road 12 / Stillwater Road Corridor (identified as existing)
   a. Existing trail connects to Gateway Trail
   b. Improvements in downtown area needed (Washington County in planning process)

Streetcar Trail
1. Segments #2 and #3 planned

2. Segment #4 should be ultimately planned for with an effort to acquire Streetcar Trail easement as owners are willing to sell – look into options for acquisitions and funding mechanisms. Interim route along Hickory to existing Warner Avenue trail.

Gateway Trail Connections
1. New potential connection identified as #11 (general area, actual route not final)
   a. City o’ Grant, currently mainly undeveloped
   b. Look at options for easement acquisition for shorter connection to Gateway Trail
   c. New trail route along Ideal Avenue would connect into other trails and provide access to school sites as an alternate to Hilton Trail.

Pedestrian Crossings
1. Across Mahtomedi Ave/244 to Ash Street from downtown area and streetcar trail
2. Currently at Wedgewood Dr. across Wildwood Road/244 – may be relocated to the west aligned with park trail
3. Warner Road & 72nd Street North: Noted by residents as a desired pedestrian crossing for safe travel to school
4. Quail Street & Briarwood: Noted by residents as a desired pedestrian crossing
5. Across Hilton Trail along 72nd Street North: No safe crossings across Hilton Trail

Next:
1. WSB to create online survey with priority/goal review for parks and trails
2. WSB to schedule Public Open House Meeting – Potential dates:
   a. Tuesday, Feb. 28th
   b. Tuesday, March 14th
3. Washington County undertaking study and open house regarding Stillwater Road project
PRELIMINARY TRAIL PRIORITY LIST

High Priority Trails / Pedestrian Routes

Gateway Trail Routes

1A: Stillwater Road Trail (Forest Ave to Gateway Trail)
   • Improve/replace bituminous trail as needed
   • Provides access to school properties
   • Provides access to Gateway Trail
   • Challenge Level: Low

1B: Stillwater Road Trail (Forest Ave to 244)
   • Bituminous trail proposed, mainly behind back of curb
   • Conflicts with downtown businesses/parking lots (delineation)
   • Improved crosswalk along 244 to Ash Street planned
   • Difficulty meeting ADA in some locations (steep cross slopes currently)
   • Need proper connection to Streetcar Trail west of Picadilly
   • Challenge Level: Moderate to High

Streetcar Trail Routes

2: Streetcar Trail (Mahtomedi Avenue and Stillwater Road to Dahlia Street)
   • Separated bituminous trail proposed
   • Difficulty with connections into the downtown area
   • Conflicts with adjacent businesses/parking lots along Mahtomedi Avenue.
   • Improved crosswalk along 244 to Ash Street planned
   • Challenge Level: Moderate

3: Streetcar Trail (Dahlia Street to Hickory Street)
   • Separated bituminous trail proposed
   • Southern segment has narrow easement width between homes, may require tree removals
   • Just south of Fir Street there is a home/business (Ark) directly adjacent to trail location
   • St. Jude of the Lake is in the way of the trail, trail would need to go beside it and across the parking lot (City owns easement and will stripe lot during Coventry redevelopment)
   • Challenge Level: Moderate to Low
4: Streetcar Trail (Hickory Street to Juniper Street)

- Separated bituminous trail proposed
- Requires land acquisition and easements
- Built structures (shed, home and parking lot) within alignment
- Challenge Level: High difficulty and potentially high costs

General Routes and Connections

12: Dahlia Street

- Sidewalk possible on one side (north side preferred)
- Could be done in conjunction with street modifications to narrow the street width
- Connect to Goswin cul-de-sac to complete pedestrian connections
- On-Street shared route option (not striped)
- Challenge Level: Low

Medium Priority Trails / Pedestrian Routes

Safe Routes to School

5: South Warner Avenue Sidewalk (Stillwater Road to 72nd Street N)

- Limited ROW – may require purchasing additional land
- Steep grades in some areas
- Impacts to existing residential lots (walls, trees, stairs)
- Willernie along one side, requires joint effort & coordination
- OHP along Mahtomedi side (relocate/bury)
- Curb & Gutter expensive option
- On-Street shared route may be an option (signed, not striped)
- Challenge Level: High

Gateway Trail Routes

11: Gateway Trail Connection

- General search area for shorter connection to the Gateway Trail
- Area currently undeveloped
- Located within City of Grant (requires coordination)
- Priority for purchasing land or easement in short term for future trail
- Challenge Level: High to Moderate depending on willing sellers

Trail Priority Listings
Lake Links Trail Routes

13A: Wildwood Beach Road Route

- Potential for striped bike lanes
- May require road widening
- On-Street shared route option (signed, not striped)
- Challenge Level: Low

13B: Birchwood Road Route

- Potential for striped bike lanes
- Requires road widening
- On-Street shared route option (signed, not striped)
- Coordinate with Birchwood
- Own large ROW but limited space to widen roads (wetlands and residential lots)
- Challenge Level: High to Moderate

27: Quail Street Route

- Potential for striped bike lanes
- ROW acquisition needed in most locations
- Heavily vegetated area and wetlands along this corridor
- OHP on one side
- Would connect residents on the north side to existing city trails (Streetcar)
- Would connect Mahtomedi to future Lake Links Trail along 96/Dellwood Road
- Challenge Level: Moderate

General Routes and Connections

16: Arcwood Road

- Narrow road width but adequate ROW
- Trail possible on one side to connect existing sidewalk on south end
- Would connect to Old Wildwood Road bike lane and provide access to Lincolntown Streetcar Trail
- Sidewalk would require road improvements with Curb & Gutter
- Possibly time with road improvements
- Challenge Level: Low
24: Mahtomedi Beach Route (Park Ave, Hickory St., Maple St.)

- On-street ped route / sign routes
- Very narrow roads
- Little to no room for expansion/modification
- Creates loop and access to Mahtomedi Beach & Neville Pond
- Challenge Level: Low for signage

25: Hallam Sidewalk (Briarwood to Hickory)

- Provides access to Hallam Park and existing trails
- Time with road improvement project
- Sidewalk would require road improvements with Curb & Gutter
- Conflicts in some areas (vegetation, OHP, steep slopes, etc.)
- Trail may be possible on one side in lieu of sidewalk
- On-Street shared route option (signed, not striped)
- Challenge Level: Moderate

26A: Briarwood Trail (Quail Street to Hallam Ave)

- Existing easement, clear area
- Would connect to Lake Links/Streetcar Trail and Hallam Ave. route
- Challenge Level: Low

Low Priority Trails / Pedestrian Routes

Safe Routes to School

8: 72nd Street North Sidewalk

- Sidewalk on South side of street
- Would connect neighborhood east of Hilton Trail to Elementary School
- Connects neighborhood to existing trail to school
- Room for sidewalk and may be potential to narrow street
- Currently not a safe crossing across Hilton Trail
- On-Street shared route option (signed, not striped)
- Challenge Level: Low
10: Ideal Avenue Trail

- Would be timed when road is developed
- Coordination with the City of Grant
- Connects to park and school
- May be alternate option to Hilton Trail Route
- Challenge Level: Moderate

**Gateway Trail Routes**

23: SW Trail Loop and 694 Pedestrian Crossing

- On-street shared route from Long Lake Road along Echo Lake Avenue & 60th Street
- Connects to Southwest Park
- Bituminous trail around lake/pond (easement acquisition needed)
- Conflicts (wetlands and adjacent businesses)
- Trail easement acquisition needed in some areas
- Pedestrian bridge across 694 would connect to Gateway Trail via. Hadley Ave North
- Challenge Level: High

**General Routes and Connections**

17: Woodland Drive and Wildridge Roads

- Trail on North side preferred option to tie into existing trail by Echo Lake Shores
- Provides access to Lincolntown Streetcar Trail
- Trail may have resistance from some residents
- On-street shared route option (signed, not striped)
- Crossing improvements would be needed at intersection with Lincolntown
- Challenge Level: Moderate

18: Dunbar Way

- On-street shared ped route (signed) to provide guidance to Echo Lake Canoe Launch
- Would provide connection to proposed Wildridge Route and tie into Long Lake Road Trail
- Challenge Level: Low

19: Echo Shores Trail

- Potential paved trail or crushed granite for improved surface meeting ADA
- Could potentially connect to campus trails and then to trail system to the south #20
- Permitting would be needed
- Challenge Level: Low
20: Century College Access

- Trail through existing city easement between businesses
- Concrete sidewalk along north side of Long Lake Road preferred from easement to Dunbar Way to minimize pedestrians crossing Long Lake Road
- Wetland at the end of the easement on Century College property
- Challenge Level: High to Moderate

26B: Briarwood Trail (Hallam Ave east to end of Briarwood Ave.)

- Currently does not have a connection at the end of Mahtomedi border / trail would dead end
- Challenge Level: Low

29: Long Lake Road / Pinehurst Road Route

- Long Lake Road to be timed with road improvements
- Potential trail or shared route option along Long Lake Road
- Connect trail through to cul-de-sac to Pinehurst Road (city owns piece of land)
- Pinehurst Road to be on-street route (signed, not striped)
- Challenge Level: Moderate

**Trails / Pedestrian Routes (Others)**

**Safe Routes to School**

6: South Warner Avenue Trail (OH Anderson Elementary School to Pinehurst Road)

- Potential for separated bituminous trail on east side (Pine Springs side)
- Coordination / joint effort with Pine Springs
- Fairly adequate ROW width until crossing along ponds
- OHP on one side (may be able to avoid)
- City of Pine Springs
- Challenge Level: Moderate to High

7: 62nd Street North Sidewalk

- Located within City of Pine Springs
- On-Street shared route option
- Challenge Level: Low
Gateway Trail Routes

9: Hilton Trail
- Also provides connections to schools
- County road
- Currently has wide shoulders
- High speed route
- Would connect to existing trail by roundabout that connects to Gateway Trail
- Grades along route make separated trail difficult in areas but road width reduction may accommodate a separated trail, a feasibility study would be recommended
- Challenge Level: Moderate to High

Lake Links Trail Routes

14A: 244/Wildwood Road
- Potential bike lanes
- Currently owned by State, may transition back to County
- Currently has wide shoulders
- High speed traffic route
- Challenge Level: High to Moderate

14B: 244/Mahtomedi Avenue
- Potential bike lanes
- Currently owned by State, may transition back to County
- Currently has shoulders
- Conflicts in certain locations (buildings, parking lots, grades, etc.)
- Challenge Level: High

15: Birchwood Road Route
- Potential for striped bike lanes
- Requires road widening
- On-Street shared route option (signed, not striped)
- Coordinate with Birchwood
- Own large ROW but limited space to widen roads (wetlands and residential lots)
- Challenge Level: High to Moderate
28: Dellwood Avenue Lake Links Route

- Potential bike lanes
- High speed traffic route
- Conflicts in certain locations (wetlands, areas with limited ROW, homes, etc.)
- Challenge Level: Moderate to High

General Routes and Connections

21: Century Avenue (694 to Wildwood Road)

- County Road
- Potential road improvements to accommodate sidewalk for some sections but feasibility study would be recommended
- Mahtomedi side has conflict areas (steep grades, cemetery)
- Challenge Level: High

22: East County Line Road (Wildwood Road north)

- County Road
- Limited room and trees in some areas
- Challenge Level: Moderate