

AGENDA

JOINT CITY COUNCIL MEETING

TUESDAY, AUGUST 23, 2005

7:30 P.M.

MINNETONKA COMMUNITY ROOM

1. CALL TO ORDER.
2. ROLL CALL:
 - A. Minnetonka City Council: Callison-Ellingson-Schneider-Thomas-Wagner-Wiersum-Anderson
 - B. Hopkins City Council: Brausen-Johnson-Rowan-Thompson-Maxwell
3. PUBLIC HEARING:
 - A. Public hearing and resolutions regarding layout preparation for the Shady Oak Road reconstruction.

RECOMMENDATION: Hold the public hearing and adopt the resolutions.
4. ADJOURNMENT.

**Joint City Council Agenda Item #3A
Meeting of August 23, 2005**

Brief Description: Public hearing and resolutions regarding layout preparation for the Shady Oak Road reconstruction.

Recommended Action: Hold the public hearing and adopt the resolutions.

Introduction

The Hopkins and Minnetonka city councils are holding a joint city council meeting to conduct a public hearing and consider adopting resolutions requesting Hennepin County to prepare a preliminary layout for the reconstruction of Shady Oak Road, based on a preferred concept that has been prepared for the future roadway alignment. The project is scheduled for reconstruction in 2009 and 2010.

Background

The city councils have held special joint meetings on December 14, March 8, May 17 and on July 25 to discuss the proposed reconstruction of Shady Oak Road between Excelsior Boulevard and Highway 7. (Minutes of the July 25 meeting are enclosed.) Hennepin County has scheduled the road reconstruction for 2009 and 2010, subsequent to rebuilding Shady Oak Road from Bren Road to Excelsior Boulevard.

Through these joint meetings, the councils have agreed on several major points:

- First, that this project is “more than just a road project” – various alignments should be explored, and a land-use analysis should be done to identify the potential for renovation and re-use of some properties.
- The councils confirmed that a four-lane section should be used for the roadway design, in order to provide the best long-term solution for traffic capacity and circulation.
- The councils agreed to a series of public meetings to invite input and to involve nearby residents and businesses in the planning process. In addition to the kickoff meeting held in February, neighborhood meetings were held on March 28 and 29, and May 24 and 25.
- The councils reviewed several alternative roadway alignments, and favored alignments which enhance the operation of the Highway 7 intersection, as well as creating opportunities for renovation/re-use and allowing neighborhoods to be buffered from adverse impacts.

- The councils agreed to continue their collaborative work through periodic joint meetings.

At the joint study session held on July 25, Mark Koegler, Hoisington-Koegler Group, reviewed their draft report for this project. The report is based on the roadway alignment alternatives prepared by WSB Engineering, the land-use analysis and fiscal analysis done by Hoisington-Koegler, neighborhood meeting comments, and previous discussions by the city councils. The report identifies a Preferred Concept, which combines the roadway alignments shown on Concept 1 (balanced impacts) for the southern portion, and Concept 6 (north end shifted to east) for the northern portion.

After thoroughly discussing the Hoisington-Koegler report and other project issues, both city councils generally agreed that the Preferred Concept best reflects the consensus direction established by the city councils so far in the planning process, with respect to identifying the best overall roadway alignment and the most appropriate redevelopment alternatives. As such, staff was directed to schedule a public hearing for August 23 to allow public input to be formally obtained, and to provide an opportunity for council consideration of a resolution requesting Hennepin County to prepare a preliminary design layout.

Key aspects of the Preferred Concept include:

- The southern portion of the roadway is centered within the current right-of-way on the far south end. The alignment then generally holds the existing east curb line through the Mainstreet intersection shifting the widening away from the Mainstreet Oaks townhomes and the residents on 21st Avenue. The alignment also includes a common left-turn lane to provide access to businesses. Bradford Road becomes right-in, right-out only, because of the median extending north from Excelsior Boulevard.

Issues: In order for the common left-turn lane to function properly, access points for businesses along the east and west sides of Shady Oak Road will need to be carefully coordinated.

- The Mainstreet intersection will be signalized, with only a driveway leg extending to the west. It will not connect at Oak Drive Lane, nor will it connect the Crawford Road "alley" to Bradford Road. First Street North will be disconnected from Shady Oak Road, and the two Oak Drive Lane intersections will be right-in, right-out only.

Issues: Property owners along 21st Avenue North, south of the duck pond, have expressed concern about closing First Street North at Shady Oak Road, as well as access and circulation in that neighborhood. A petition has been received by Hopkins which supports Concept 2, moving Shady Oak Road further to the west than Concept 1, and thereby increasing the buffer for residents near Mainstreet.

There were a number of concerns raised about extending Mainstreet west to either a northern connection to Oak Drive Lane or as a southern connection to the Crawford Road "alley". As a result, these connections are not included. The Oak Drive Lane neighbors also want further discussion on intersection designs.

- To the north, Lake Street Extension and 2nd Street North will be aligned by shifting 2nd Street to the north. On the west side of Shady Oak Road, a new cul-de-sac street will provide access to the homes remaining on the west side, north of Lake Street Extension. Shady Oak Road and Highway 7 will have a realigned, 90-degree intersection. North of Highway 7, the North Service Drive is rerouted to intersect Shady Oak Road further north.

Issues: Comments from neighbors on 21st Avenue North and 20th Avenue North, near 2nd Street but north of the duck pond, raised issues about traffic circulation and school bus routes in their neighborhood.

The potential acquisition of two homes north of Highway 7 has prompted discussion about whether, and how, to re-route the North Service Drive. Two letters have been received requesting the frontage road be eliminated to solve this problem.

A letter was received from the Wyndham Hill Townhomes Association identifying concerns with respect to roadway proximity, drainage and access, and requesting their association be allowed to have input into the final design process.

Fiscal Impact

The fiscal impact analysis included in the Hoisington-Koegler report clearly illustrated that none of the potential land-use alternatives have a dramatic, direct impact on the city/school district finances. The impact of the alternatives range from a potential high of a \$154,700 net gain, to a low of a \$4,500 net gain. The Preferred Concept results in a net gain of \$42,400. This is based on a \$45,600 gain from commercial redevelopment on the southern portion, and a \$3,200 decline due to open space being added for the northern portion.

Staff Recommendations

Hopkins and Minnetonka staff believe the Preferred Concept best reflects the consensus direction established by the city councils, residents, business owners and property owners. Staff therefore recommends the city councils request Hennepin County to prepare a preliminary design layout for council consideration that is based on the Preferred Concept.

As noted above, there are several issues raised by neighbors and businesses regarding access, specific intersection designs, buffering, drainage, and landscaping that will need to be addressed with preliminary design plans. City and county staff will see that this occurs, and that appropriate neighborhood meetings are scheduled during the preliminary design process.

Submitted through:

Rick Getschow, Hopkins City Manager
John Gunyou, City Manager

Originated by:

Jim Kerrigan, Hopkins Director of Economic Development & Planning
Steve Stadler, Hopkins Public Works Director
Lee Gustafson, Minnetonka City Engineer
Ron Rankin, Minnetonka Community Development Director

RESOLUTION NO. 2005-

RESOLUTION REQUESTING HENNEPIN COUNTY TO PREPARE A PRELIMINARY DESIGN LAYOUT FOR THE RECONSTRUCTION OF CSAH 61 (SHADY OAK ROAD) FROM NORTH OF CSAH 3 (EXCELSIOR BOULEVARD) TO NORTH OF TH 7

BE IT RESOLVED by the City Council of the City of Minnetonka, Minnesota as follows:

Section 1. Background.

- 1.01. The Cities of Hopkins and Minnetonka along with Hennepin County have jointly prepared a Preferred Concept dated July 19, 2005 for the reconstruction of CSAH No. 61 (Shady Oak Road) from north of CSAH 3 (Excelsior Boulevard) to north of TH 7.
- 1.02. The Cities of Hopkins and Minnetonka are requesting Hennepin County to prepare a preliminary design layout for the reconstruction of Shady Oak Road based on the Preferred Concept.

Section 2. Council Action.

- 2.01. Preferred Concept dated July 19, 2005, is hereby approved.
- 2.02. Hennepin County is hereby requested to prepare a preliminary design layout for the reconstruction of CSAH 61 (Shady Oak Road) based on the Preferred Concept dated July 19, 2005 with the understanding that the preliminary design will consider all issues identified at the August 23, 2005 joint city council meeting, and those issues brought to the county's attention during preparation of the preliminary layout.

Adopted by the City Council of the City of Minnetonka, Minnesota, on August 23, 2005.

Karen J. Anderson, Mayor

ATTEST:

Kathleen A. Magrew, City Clerk

ACTION ON THIS RESOLUTION:

Motion for adoption:

Seconded by:

Voted in favor of:

Voted against:

Abstained:

Absent:

Resolution adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the City Council of the City of Minnetonka, Minnesota, at a duly authorized meeting held on August 23, 2005.

Kathleen A. Magrew, City Clerk

CITY OF HOPKINS
Hennepin County, Minnesota

RESOLUTION NO. 2005-077

RESOLUTION REQUESTING HENNEPIN COUNTY TO PREPARE A
PRELIMINARY DESIGN LAYOUT FOR THE RECONSTRUCTION OF CSAH 61
(SHADY OAK ROAD) FROM NORTH OF CSAH 3 (EXCELSIOR BOULEVARD)
TO NORTH OF TRUNK HIGHWAY 7

WHEREAS, The Cities of Hopkins and Minnetonka along with Hennepin County have jointly prepared a Preferred Concept dated July 19, 2005 for the reconstruction of CSAH No. 61 (Shady Oak Road) from north of CSAH 3 (Excelsior Boulevard) to north of TH 7.

WHEREAS, The Cities of Hopkins and Minnetonka are requesting Hennepin County to prepare a preliminary design layout for the reconstruction of Shady Oak Road based on the Preferred Concept.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Hopkins, Minnesota that Preferred Concept dated July 19, 2005, is hereby approved. Hennepin County is hereby requested to prepare a preliminary design layout for the reconstruction of CSAH 61 (Shady Oak Road) based on the Preferred Concept dated July 19, 2005 with the understanding that the preliminary design will consider all issues identified at the August 23, 2005 joint city council meeting, and those issues brought to the county's attention during preparation of the preliminary layout.

Adopted by the City Council of the City of Hopkins this 23RD day of August, 2005.

Eugene J. Maxwell, Mayor

ATTEST:

Terry Obermaier, City Clerk

Shady Oak Road

Petition in Support of Concept 2 (South End Shifted to West) of the Design Road Concepts for Shady Oak Road

We, the undersigned, agree with the Hopkins City Council, the Minnetonka City Council, and the Hennepin County Transportation Board that re-construction of Shady Oak Road is necessary. Since this re-construction will need to meet the needs of residents, the cities, and the county for fifty years, we want to work with representatives from both cities and from the county to ensure that the best plan is implemented for re-construction of the southern end of Shady Oak Road.

Similar to the city and county representatives wanting to be proud to provide usage of a "new," well-constructed Shady Oak Road, we want to be proud to live near Shady Oak Road.

We strongly believe that Concept 2 of the Design Road Concepts for Shady Oak Road will best serve not only residential, but also commercial, interests.

Reasoning for this Petition

- Shifting the South End of Shady Oak Road to the West increases the buffer of land between Shady Oak Road and residents along 21st Avenue North, thus diluting the effects of the increased air and noise pollution of the expanded Shady Oak Road.
- The increased land-buffer would compensate for any eventual loss of the building between Shady Oak Road and 21st Avenue North.
 - This new land-buffer will be ripe for commercial and/or residential re-development, thus adding to the tax base and further insulating the buffer between Shady Oak Road and 21st Avenue North.
- By not implementing the Concept 1 intersection that extends Main Street into Minnetonka and changes a three-way into a four-way intersection, Concept 2 will not detract from the inviting character of the new Shady Oak Road. The Concept 1 Extension would, instead, make Shady Oak Road less-inviting due to the addition of another intersection. Minimizing the intersections maintain the new Road's inviting character. Maintaining an inviting character for Shady Oak Road is more-important to increasing traffic to downtown Hopkins than adding the less-inviting Main Street Extension.
 - Another contrast between Concept 1 and Concept 2 is that not as much building re-development is immediately available with Concept 2. This is good! Less building re-development and more aesthetic re-development (e.g., trees, flowers) will contribute to the more-inviting character of the new Shady Oak Road.
 - Particularly nice aesthetic improvements are the "gateways" to downtown Hopkins that will be created with the buildings at the western-most end of Main Street in Concept 2. Another such "gateway" will also be created at the Shady Oak / Excelsior intersection. These "gateways" will be statuesque landmarks for Shady Oak Road and downtown Hopkins – a legacy that the Councils can leave for road-goers for the next fifty years.
- Fences and aesthetic improvements (e.g., trees, bushes) along both sides of the "new" Shady Oak Road will add to the inviting character of Shady Oak Road, as well as minimize the effects on residents of the increased traffic along Shady Oak Road.
- Even with a more-inviting character for Shady Oak Road, which will increase traffic, we feel that Concept 2, along with any fences and aesthetic improvements, are the best options. Concept 2 be able to meet and surpass the needs of all interested parties.

Signatures for Petition in Support of Concept 2 for Shady Oak Reconstruction

Name	Address	Signature
Alan Olson	21-21st Ave N, HOPKINS	Alan Olson
FRANCES HALL	21-21st AVE N, HOPKINS	FRANCES HALL
RICK LAKEVERZ	11-21st AVE N, HOPKINS	Rick Lakeverz
Ron Gyr	35-21st Ave N, HOPKINS	Ron Gyr
Debraanne Tull	41 21st Ave N, HOPKINS	Debraanne Tull
Pauline Mand	51-21st Ave N, HOPKINS	Pauline Mand
Germaine March	51-21st Ave N, HOPKINS	Germaine March
Mary Ann Ward	2856 Wash. Ave., HOPKINS	Mary Ann Ward
Charles A. Rompert	46 N. 20th Ave. HOPKINS	CHARLES A. ROMPERT
S. E. Hasse	42-20th Ave No. HOPKINS	Catherine S. Hase
Coverd J. Hase		
S. E. HASE	42-20th Ave North HOPKINS	S. E. HASE
Al & Florinda Buntrock	30-20th Ave N, HOPKINS	Florinda K. Buntrock
DALE NELSON	22-20th Ave N, HOPKINS	Dale Nelson
David Seberg	25 21st Ave N HOPKINS	David Seberg
Sarah Seberg	25 21st Ave N HOPKINS	Sarah Seberg

July 21, 2005

CITY OF MINNETONKA;
I would like to voice my objection to the City/County's plan to remove a well established Residential Neighborhood in favor of a NEW SERVICE ROAD, which is NOT NEEDED, ON THE N.W. CORNER of Shady Oak Road & Hwy #7. THESE HOMES HAVE BEEN paying high TAXES FOR MORE THAN 65 YEARS. AND HAVE INCREASED FOURFOLD IN VALUE OF THE CITY'S TAX BASE, OVER THE YEARS!

THE SERVICE ROAD HAS NO VALUE AND IS NOT NEEDED! SINCE THE PRESENT SERVICE ROAD ALREADY HAS ACCESS TO Hwy #7 going west. plus a easy out let to BAKER Road FOR TRAFFIC going East ON 7; WITH OUT DELAYS OF A STOPLIGHT ON Shady Oak Rd. MANY CARS ALREADY USE THESE ALTERNATIVES!

IT IS A SHAME WHEN OUR ELECTED OFFICIALS GIVE MORE VALUE TO AN UN-NEEDED SERVICE ROAD. THAN THEY DO TO WELL ESTABLISHED HOMES THAT CONTINUALLY INCREASE IN VALUE FOR THE CITY'S TAX BASE! IT WOULD SAVE TIME & TAXPAYERS MONEY IF THE PRESENT SERVICE ROAD IS CLOSED AT Shady Oak AND TRAFFIC DIRECTED TO THE OTHER OUTLETS ALREADY IN USE!!

952-935-2057

William Eddy
3930 Shady Oak Rd.
MINNETONKA, MN 55305

WYNDHAM HILL TOWNHOMES ASSOCIATION, INC.

4040 WYNDHAM HILL DRIVE

MINNETONKA, MN 55343

952-933-4506

RECEIVED
AUG 18 2005

Mr. Lee Gustafson, P.E.
City Engineer
City of Minnetonka
14600 Minnetonka Blvd.
Minnetonka, MN 55345-1502

August 17, 2005

RE: CSAH 61 Hennepin County Project 9112

Dear Mr. Gustafson,

The homeowners association which represents the 14 homeowners and residents of Wyndham Hill Townhomes will be represented at the Public Hearing on August 23rd and will voice the sentiment of the homeowners regarding the final proposal to be adopted for this project. While that sentiment does not favor the current proposal #6 we do understand that the safety factor of the straightening of the intersection in all probability will prevail.

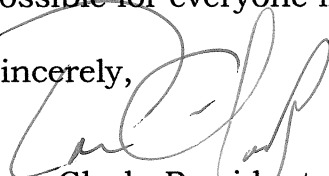
That being said, we have three important concerns which we would like to have on the table from the outset so that due consideration may be given them during the planning and engineering process.

1. If proposal #6 is selected, the CSAH 61 right of way will come within feet of the lot line located at 4066 Wyndham Hill Drive. The home is located at the 20 foot setback line so the right of way is very close to this home. We are very concerned about the noise and sight lines which will be created with this change. When our townhomes were developed I am quite aware of the care and planning which the City of Minnetonka and the builder did to insure a minimum of impact from both directions, into and outward from our neighborhood. We would like to be assured of this project's consideration of these factors in the planning and design as well as provide continued input and have continued communication with members of the design team.
2. Our neighborhood has a small pond with a seasonal fountain located at the entrance of our street. There is an overflow crossover which runs underneath Wyndham Hill Drive to one of the holding ponds which will be eliminated. The overflow is designed to accommodate excess water as necessary from the area to the east and south of our homes during an excessively wet season. The design of this project needs to provide for continued excessive water runoff if necessary in the future, whether that be with an overflow to a new holding pond or into storm drains if they are part of this project.

3. As residents of this area we are daily aware of the ever increasing traffic flow along CSAH 61. This project will provide the entire neighborhood with egress access to CSAH 61 only via 2nd Street. Since that access will be governed only by traffic spacing provided by traffic signal timing at Highway 7 and Main Street, we feel strongly that there should be 2 lanes provided for separate left and right turn lanes from 2nd Street onto CSAH 61. If only 1 lane is provided there will be a significant backlog of traffic on 2nd Street waiting to turn in either direction from 1 lane and will surely lead to impatient driving and accidents. Since safety is the overriding priority of the entire project in the first place, the 2nd turn lane is every important.

Thank you for your patience in receiving our concerns. Please feel free to call me at any time regarding any of these issues. The association as well as the individual homeowners stand ready to help make this project successful and as beneficial as possible for everyone involved.

Sincerely,

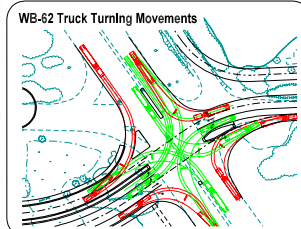
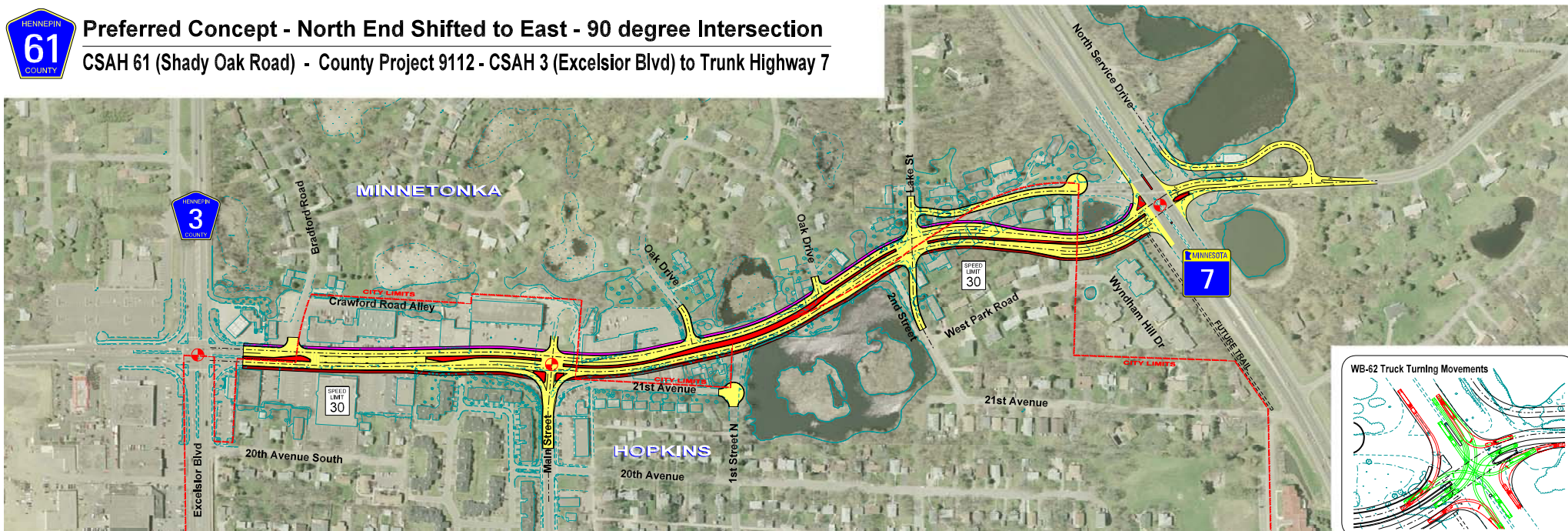


Tom Clark, President
Wyndham Hill Townhomes Association, Inc.

cc: Ronald Rankin, City of Minnetonka Community Development Director
Guy Nowlen, P.E., Hennepin County Project Manager
Brent Lindgren, P.E., Hennepin County Roadway Design Engineer
Mary Beth Johnson, WHTA Board of Directors
Bradford Herman, WHTA Board of Directors



Preferred Concept - North End Shifted to East - 90 degree Intersection
 CSAH 61 (Shady Oak Road) - County Project 9112 - CSAH 3 (Excelsior Blvd) to Trunk Highway 7



 Hennepin County, Minnesota

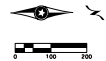
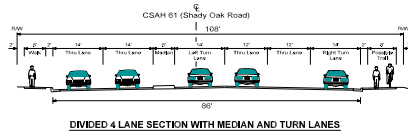


Figure 10

July 19, 2005

