

City Council/Manager

May 12, 2020 – 6:30 pm

REGULAR MEETING AGENDA

This meeting will be held via Cisco Webex in accordance with the local emergency declaration made by the City under Minn. Stat. § 12.37. The public may monitor this meeting by calling 1-415-655-0001 and entering the meeting code 287 831 488. For technical assistance, please contact support staff at 763-593-8007 or webexsupport@goldenvalleymn.gov. If you incur costs to call into the meeting, you may submit the costs to the City for reimbursement consideration. Additional information about for monitoring electronic meetings is available on the **City website**.

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Council/Manager meetings have an informal, discussion-style format and are designed for the Council to obtain background information, consider policy alternatives, and provide general directions to staff. No formal actions are taken at these meetings. The public is invited to attend Council/Manager meetings and listen to the discussion; public participation is allowed by invitation of the City Council.



This document is available in alternate formats upon a 72-hour request. Please call 763-593-8006 (TTY: 763-593-3968) to make a request. Examples of alternate formats may include large print, electronic, Braille, audiocassette, etc.





EXECUTIVE SUMMARY

Physical Development

763-593-8030 / 763-593-8109 (fax)

**Golden Valley Council/Manager Meeting
May 12, 2020**

Agenda Item

1. A. Environmental Commission 2019 Annual Report and 2020 Work Plan

Prepared By

Eric Eckman, Environmental Resources Supervisor
Scott Seys, Chair, Environmental Commission

Summary

The Environmental Commission has completed an annual report summarizing its 2019 accomplishments and outlining its proposed work plan priorities for 2020. The Chair of the Environmental Commission, Scott Seys, will present a summary of the report at the May 12, 2020 Council/Manager meeting. The annual report is attached for reference.

Following discussion of this item, Council direction on the Environmental Commission's 2020 Work Plan is requested.

Financial Or Budget Considerations

Not applicable

Supporting Documents

- Environmental Commission 2019 Annual Report & 2020 Work Plan (7 pages)



**ENVIRONMENTAL COMMISSION
2019 ANNUAL REPORT AND
2020 WORK PLAN**

2019 Environmental Commission

Commissioners

Scott Seys, Chair (2021)

Debra Yahle, Vice-Chair (2022)

Tracy Anderson (2020)

Tonia Galonska (2022)

Dawn Hill (2021)

Susan Phelps (2020)

Jim Stremel (2020)

Joseph Ramlet, Student (2020)

Note: Terms run May 1-April 30

Council Liaison

Larry Fonnest

City Staff

Eric Eckman, Environmental Resources Supervisor

Drew Chirpich, Environmental Specialist

Carrie Nelson, Engineering Assistant

Emma Pierson, MN GreenCorps Member

Purpose and Mission

The Environmental Commission has been established to advise and make recommendations to the City Council in matters relating to and affecting the environment.

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2019 Accomplishments

GreenStep Cities

- Completed Step 4 of the GreenStep Cities Program, including metrics and measures in the following topic areas:
 - buildings and lighting
 - renewable energy
 - land use
 - transportation and fleet
 - surface water
 - green buildings

A link to the summary of the Golden Valley's GreenStep Cities progress is located at

https://greenstep.pca.state.mn.us/cityInfo.cfm?ctu_code=2394924



*Council Member Gillian Rosenquist accepted Golden Valley's GreenStep Cities Step 4 designation in June.
(Photo by GreenStep Cities)*

Energy Use

- Researched and recommended participation in Xcel Energy's Partners In Energy community collaboration program.

Pollinators

- Approved and recommended to Council the adoption of a resolution endorsing pollinator protection and promoting pollinator habitat.
- Created a prioritization matrix of potential pollinator plots and habitat sites to develop in the community in the next several years.

Solid Waste And Recycling

- Provided input and feedback on the City's solid waste hauling discussion.
- Worked with MN GreenCorps Member to complete GreenStep Cities actions related to waste reduction, recycling, and composting/organics management.

Natural Resources Management

- Hosted an educational workshop on sustainable yards and soils.
- Supported the Bassett Creek Nature Area Habitat Restoration Project made possible by a grant from the MnDNR.
- Provided guidance and received updates on the City's work to resolve encroachments in the Bassett Creek Nature Area.



DeCola Pond A is a component of the City's Flood Plain Mitigation Plan.

Sustainability And Resilience

- Researched and made recommendations on zoning code revisions to remove barriers to local food production.
- Continued support of the City's flood reduction and mitigation efforts through its projects, programs, and participation in the FEMA Community Rating System, which provides discounts on flood insurance in exchange for the City's high level of floodplain management actions. The City moved up from Class 7 to Class 6 in 2019.

2020 Proposed Work Plan

Proposed work plan priorities for 2020 are based on goals in the Resilience & Sustainability, Water Resources, and Parks & Natural Resources chapters of the 2040 Comprehensive Plan, the GreenStep Cities Program, and the City's participation in Xcel Energy's Partners in Energy Community Collaboration Program.

- **Curbside Organics Collection** Continue to explore options and provide information/recommendation to the City Council; assist in developing and implementing a new organics program
- **Xcel Energy's Partners In Energy Program** Help guide and participate in the development and implementation of the City's Energy Action Plan including:
 - advance building performance (supporting City's efforts to update building codes or standards that advance energy performance in buildings)
 - energy benchmarking in private buildings
- **GreenStep Cities Step 5:** Continue working on actions and metrics to address climate-related impacts, improve the environment, and reduce energy consumption and costs.
 - If awarded a MN GreenCorps Member in 2020-2021, work to complete GreenStep Cities actions related to Climate and Energy Action.
- **Community Outreach:** Use the Commission's \$3,500 budget to:
 - fund a joint project, speaker, or event with the Human Rights Commission
 - host an educational workshop on sustainable yards and pollinator habitat (approximately \$1,500 for Metro Blooms Workshop #3 in a series of 3)
 - administer a student essay competition
- **Climate Justice and Environmental Justice:** Partner with Human Rights Commission on joint project, event, or speaker. May require joint meeting. Ties in well with City's Resilience and Sustainability Plan. Potential ideas for collaboration include:
 - hosting a speaker on climate justice and environmental justice focusing on climate adaptation and resilience or promoting community gardens and local food production
 - sponsoring a project in an area of the City with inequities of green space and amenities, or pairing a community event with planting trees and vegetation in that area



The City partnered with the Golden Valley Garden Club to plant a pollinator garden in the City Hall parking lot. (photo by Joanie Clausen)

- **Zero-Waste Community:** Assist the City in hosting a community event in 2020.
- **Natural Resources Management Plan:** Continue to assist in implementation of the plan, including:
 - exploring the potential to revise City Code to allow temporary use of goats for vegetation management on public and private properties
 - providing an update on Emerald Ash Borer Management
 - supporting habitat restoration in the Pennsylvania Woods Nature Area in 2020-21 with DNR Grant funds
- **Downtown Redevelopment Study:** Engage in environmental aspects of the study and plan
- **Pollinators:** Complete actions listed in the City’s Pollinator Protection resolution, such as:
 - doing an inventory and reducing the use of chemicals on City properties
 - developing more plots and habitat in the community
- **Air Quality:** Review City code with respect to wood burning and update as needed to protect and maintain local air quality.
- **Recycling:** Reduce single use plastics and containers.



EXECUTIVE SUMMARY

Physical Development

763-593-8030 / 763-593-8109 (fax)

Golden Valley Council/Manager Meeting

May 12, 2020

Agenda Item

1. B. Planning Commission 2019 Annual Report and 2020 Work Plan

Prepared By

Jason Zimmerman, Planning Manager

Summary

The Planning Commission Chair, Ron Blum, will be in attendance to provide a review of the work completed by the Commission in 2019 and to discuss issues related to planning for 2020 and beyond.

Financial Or Budget Considerations

Not applicable

Supporting Documents

- Planning Commission – 2019 Annual Report and 2020 Work Plan (11 pages)



**PLANNING COMMISSION
2019 ANNUAL REPORT AND
2020 WORK PLAN**

2019 Planning Commission

Commissioners

Ronald Blum, Chair

Andy Johnson, Vice Chair

Adam Brookins, Secretary

Rich Baker

Lauren Pockl

Ryan Sadeghi

Chuck Segelbaum

Ari Prohovsky, Youth

Council Liaison

Steve Schmidgall

City Staff

Marc Nevinski, Physical Development Director

Jason Zimmerman, Planning Manager

Emily Goellner, Senior Planner/Grant Writer

Myles Campbell, Planner

Emily Anderson, Planning Intern

Lisa Wittman, Administrative Assistant

Purpose, Mission, and Prescribed Duties

The Planning Commission shall:

- Review and make recommendations on specific development proposals made by private developers and public agencies.
- Review and make recommendations on proposed rezonings, subdivision plans, amendments to the zoning text, platting regulations and variances, and similar items having to do with administration and regulatory measures.
- Conduct special studies dealing with items such as renewal, civic design, maintenance of a suitable living and working environment, economic conditions, etc. These studies may be conducted at the initiative of the Planning Commission and/or specific direction from the City Council.
- Review major public capital improvement plans against the policy and goals stated in the Comprehensive Plan for the area.
- Advise and make recommendations relative to housing, new development, and redevelopment projects proposed by the HRA prior to the final commitment of such projects by the HRA.
- Advise and make recommendations in matters relating to and affecting the environment.

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2019 Overview

The Golden Valley Planning Commission saw a drop-off in the number of applications it reviewed in 2019, which resulted in a five-year low. Almost all of the projects reviewed were Conditional Use Permits (or an amendment to an existing CUP). They ranged from approval of a boathouse on Sweeney Lake to the establishment of a new adult day care off Nevada Ave N. The Commission also approved a lot consolidation of a residential property with a piece of excess MnDOT right-of-way and performed a site plan review for the parking lot of the Good Day Café/Metropolitan Ballroom.

A large number of meetings were taken up with the discussion of three new zoning text amendments. The Commission recommended approval of firearms sales restrictions (which created buffers around certain Institutional and Residential uses), approval of architectural and materials standards for projects in most zoning districts, and approval of a revised Mixed Use Zoning District to replace the I-394 Mixed Use Zoning District.

Looking ahead, the Commission will be tasked with reviewing a number of rezonings necessary to bring the City's zoning map into conformance with the recently adopted 2040 Comprehensive Plan. The Commission will also be asked to review a range of updates to the zoning chapter in order to modernize use tables and adjust to new technologies such as emerging small cell telecommunications equipment.

2019 Activity

The information below attempts to capture in figures and graphs the activities of the Planning Commission over the past year.

Planning Commission Meetings

Held: **19**
Cancelled: **5**

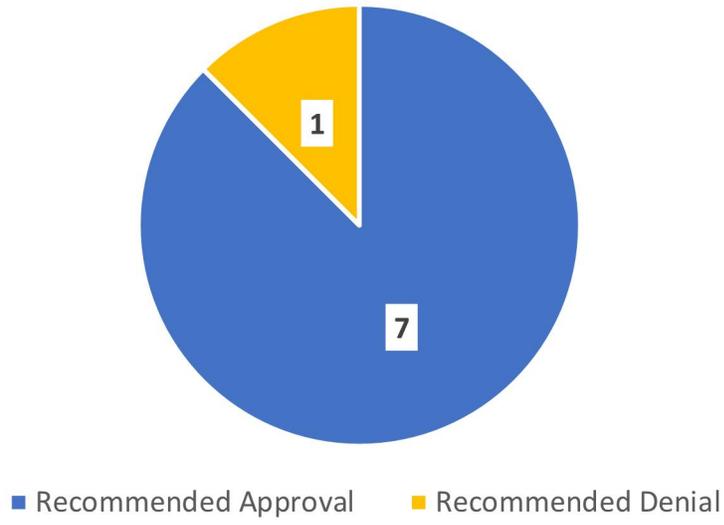
Staff-Led Discussions/Presentations

19

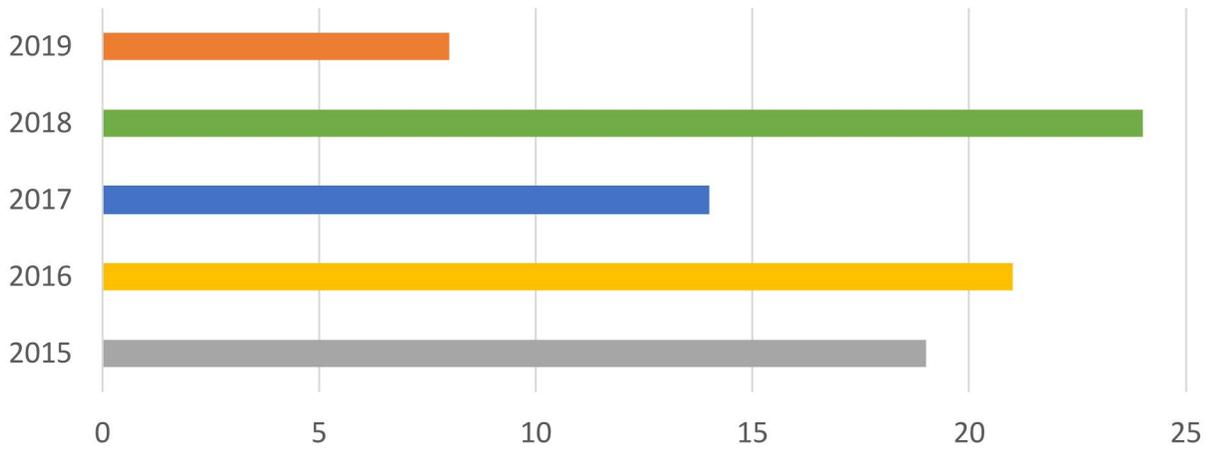
Zoning Text Amendments Considered

3

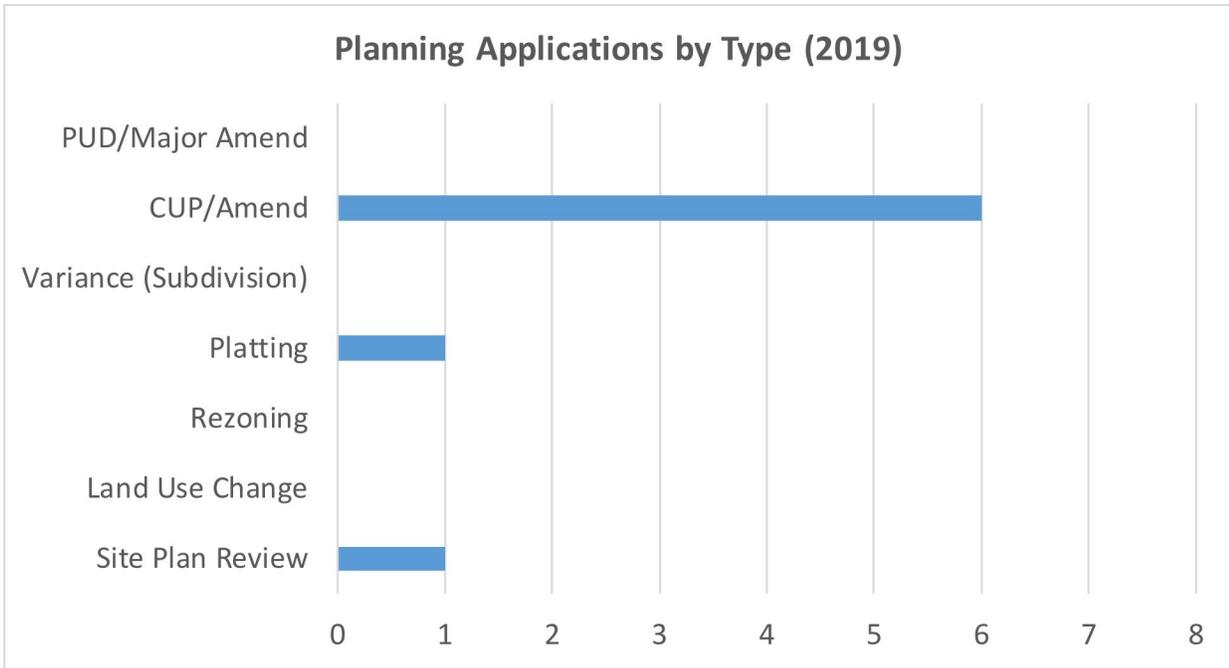
Planning Applications Considered



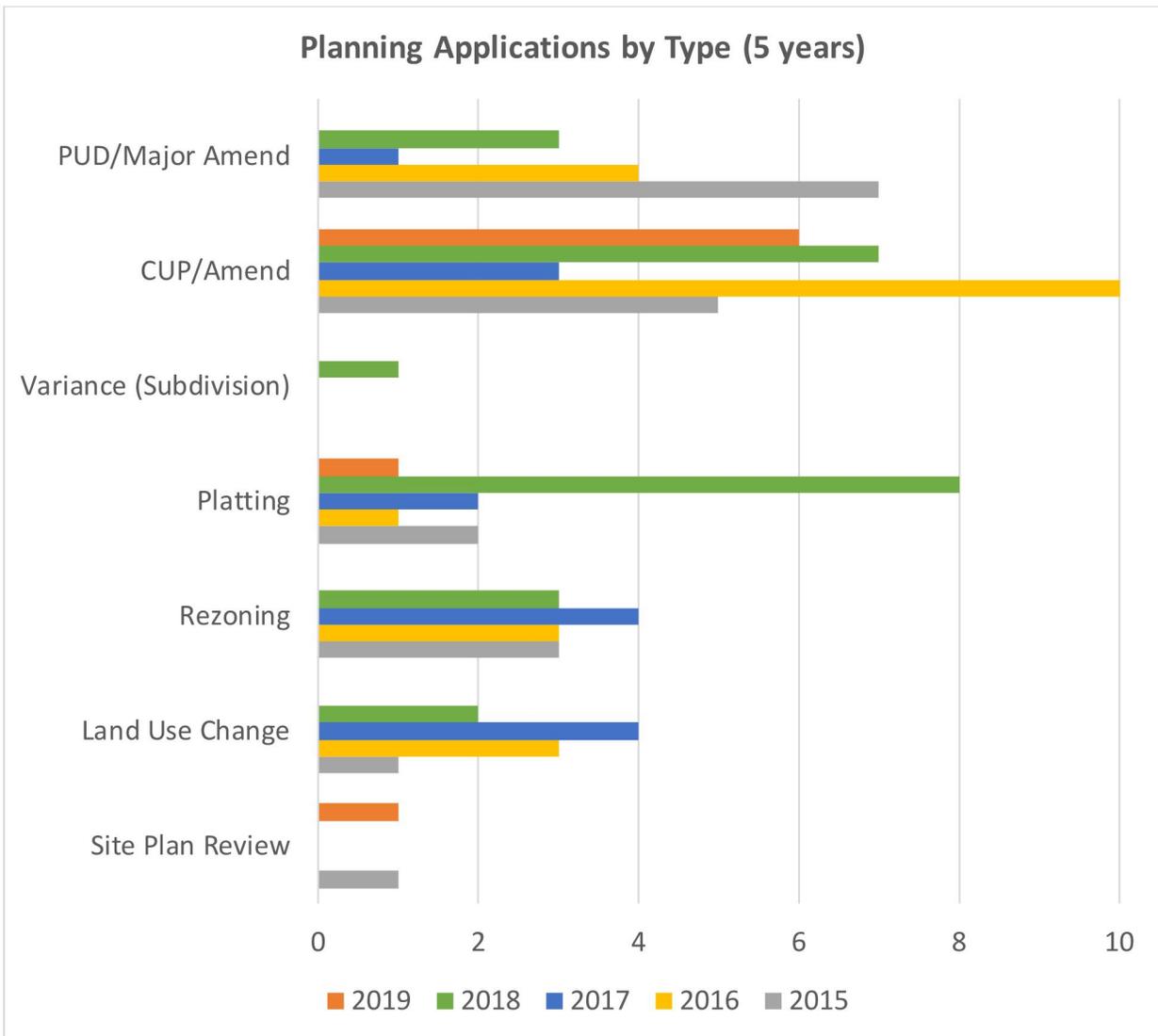
Total Planning Applications by Year



Planning Applications by Type (2019)



Planning Applications by Type (5 years)



Planning Application

Years, 2015 - 2019

⊕ Location

Year

- 2019: 8
- 2018: 24
- 2017: 14
- 2016: 21
- 2015: 18

Print Date: 4/16/2020
 Sources:
 -Hennepin County Surveyors Office for Property Lines (2020).
 -City of Golden Valley for all other layers.



INDEX	
1	- English Cir
2	- Kings Valley Rd
3	- Kings Valley Rd E
4	- Kings Valley Rd W
5	- Marquis Rd
6	- Mayfair Rd
7	- Stroden Cir
8	- Tamarin Tr

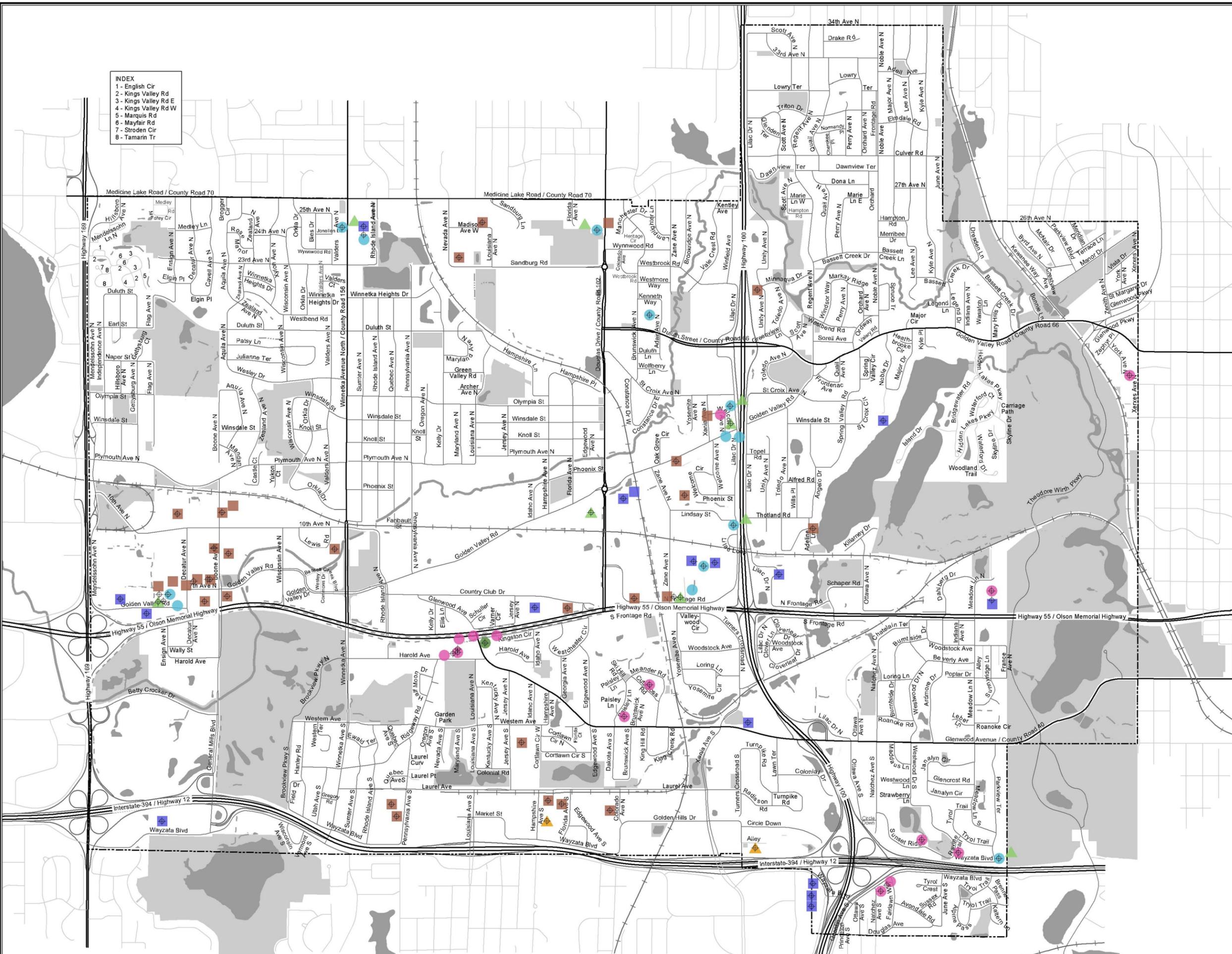


Planning Application

Types, 2015 - 2019

- ⊕ Location
- Type**
- PUD/Major Amend: 16
- CUP: 30
- Variance (Subdivision): 1
- Platting (Subdivision/Lot Consolidation): 14
- Rezoning: 13
- ▲ Land Use Change: 9
- ▲ Site Plan Review: 2

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Zoning Text Amendments Considered

Item	Description
Firearm Sales	Limits the sale or repair of firearms to the Light Industrial and Industrial Zoning Districts and requires buffers from various residential and institutional uses
Architectural and Material Standards	New section of the zoning chapter that establishes requirements around façades, openings, entrances, and screening, and incorporates a system of material classes
Mixed Use Zoning District	Replacement of the I-394 Mixed Use Zoning District with a new district that created three new subdistricts, updated the lists of permitted and conditional uses allowed, changed requirements for setbacks and height, and modified impervious and open space regulations

Staff Led Discussions/Presentations

- Annual Commissioner Orientation
- Zoning Code: **17**
 - Firearm Sales: **1**
 - Architectural and Material Standards: **3**
 - Mixed Use Zoning District: **8**
 - Zoning Study: **2**
 - Narrow Lots: **3**
- 2020-2029 Capital Improvement Program

Other PUD Amendments Considered (not reviewed by Planning Commission)

- Administrative Amendments: **1**
 - Menards Addition PUD 75 – addition of an entrance lane to the yard gate off Hampshire Ave S for customers picking up online orders (APPROVED)
- Minor Amendments: **3**
 - Valley Creek PUD 71 – amend the amount of signage allowed on the three parcels that make up the office campus (APPROVED)
 - The Xenia PUD 113 – relocate the business center within the building and add one studio unit (WITHDRAWN)
 - Golden Hills Business Park PUD 78 – shift allocation of allowed uses from manufacturing to office and make associated parking lot modifications (APPROVED)

Major Projects Reviewed

Item/Location	Type	Description
American Rug Laundry 8043 Lewis Road	CUP	Approve a facility for rug cleaning and restoration
1345 Natchez Ave S	Lot Consolidation	Join excess right-of-way with adjacent residential property
1030 Angelo Drive	CUP	Allow a boathouse within the Shoreland Overlay District
Good Shepard School 145 Jersey Ave S	CUP	Approve a child care center within an existing elementary school building
Golden Valley Adult Day Program 2300 Nevada Ave N	CUP	Approve a new adult day care operation
Borton Volvo 721 Hampshire Ave S	CUP	Approve an existing business for pre-owned vehicle sales
Good Day Café/Metropolitan 5410 Wayzata Blvd	Site Plan Review	Apply development standards to a proposed parking lot reconfiguration
Home Health Care, Inc 800 Boone Ave S	CUP Amendment	Revision of existing Conditional Use Permit to remove limits on loading and unloading of adult day care clients on Boone Ave

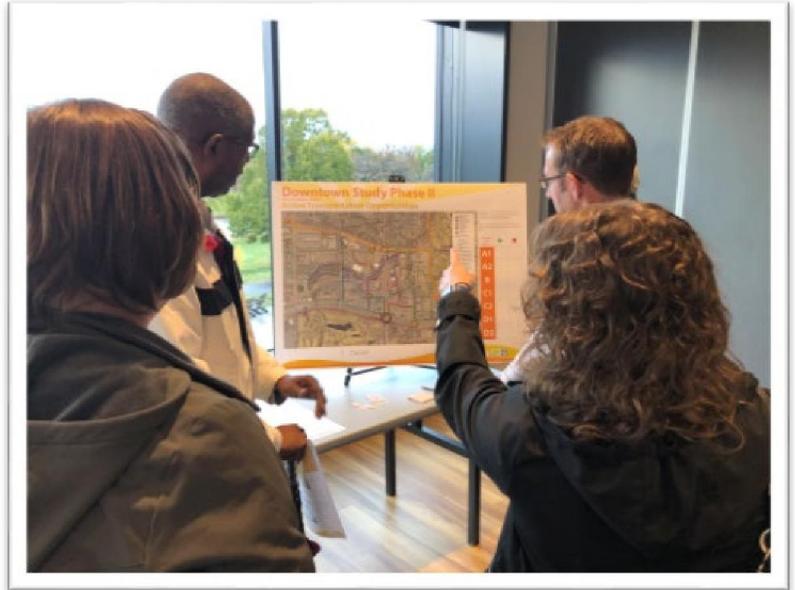
Previously Approved Projects that Began Construction in 2019

- 2015 Central Park West – Phase 2 Apartments (Utica Avenue South)
- 2016 Central Park West – Phase 1 Office (10 West End)

2020 Proposed Work Plan

Implementation of 2040 Comprehensive Plan

- Carry out Phase III of the Downtown Study, including the completion of the city's Bicycle and Pedestrian Network and a framework for future redevelopment of key properties
- Adjust Institutional Subdistricts to align with new categories of Assembly, Civic, and Medical; consider creating new Park and Open Space Zoning District
- Rezone properties to create consistency with the Future Land Use Map
- Update the Medium-Density Residential (R-3) Zoning District to achieve target densities



*Downtown Study Open House
(Staff photo)*

Zoning Code Amendments/Updates

- Adopt new restrictions on Tobacco Sales in the Commercial Zoning District
- Reformat and modernize the tables of Principal, Conditional, Restricted, and Prohibited Uses for each of the City's zoning districts
- Revisit the zoning districts in which Places of Worship are allowed in order to be consistent with the Religious Land Use and Institutionalized Persons Act (RLUIPA)
- Update Telecommunications section of zoning chapter to address small cell telecom equipment

Planning Application Review and Evaluation

- Continue to review and make recommendations on land use applications as they are submitted to the City, including subdivision requests, Conditional Use Permits, and Planned Unit Developments.

Commissioner Training and Education

- Work with staff to explore new and innovative planning concepts and to respond to the interests of individual Commissioners
- Training on variances provided by the City Attorney



EXECUTIVE SUMMARY

Physical Development

763-593-8030 / 763-593-8109 (fax)

Golden Valley Council/Manager Meeting

May 12, 2020

Agenda Item

1. C. Board of Zoning Appeals – 2019 Annual Report

Prepared By

Myles Campbell, Planner

Summary

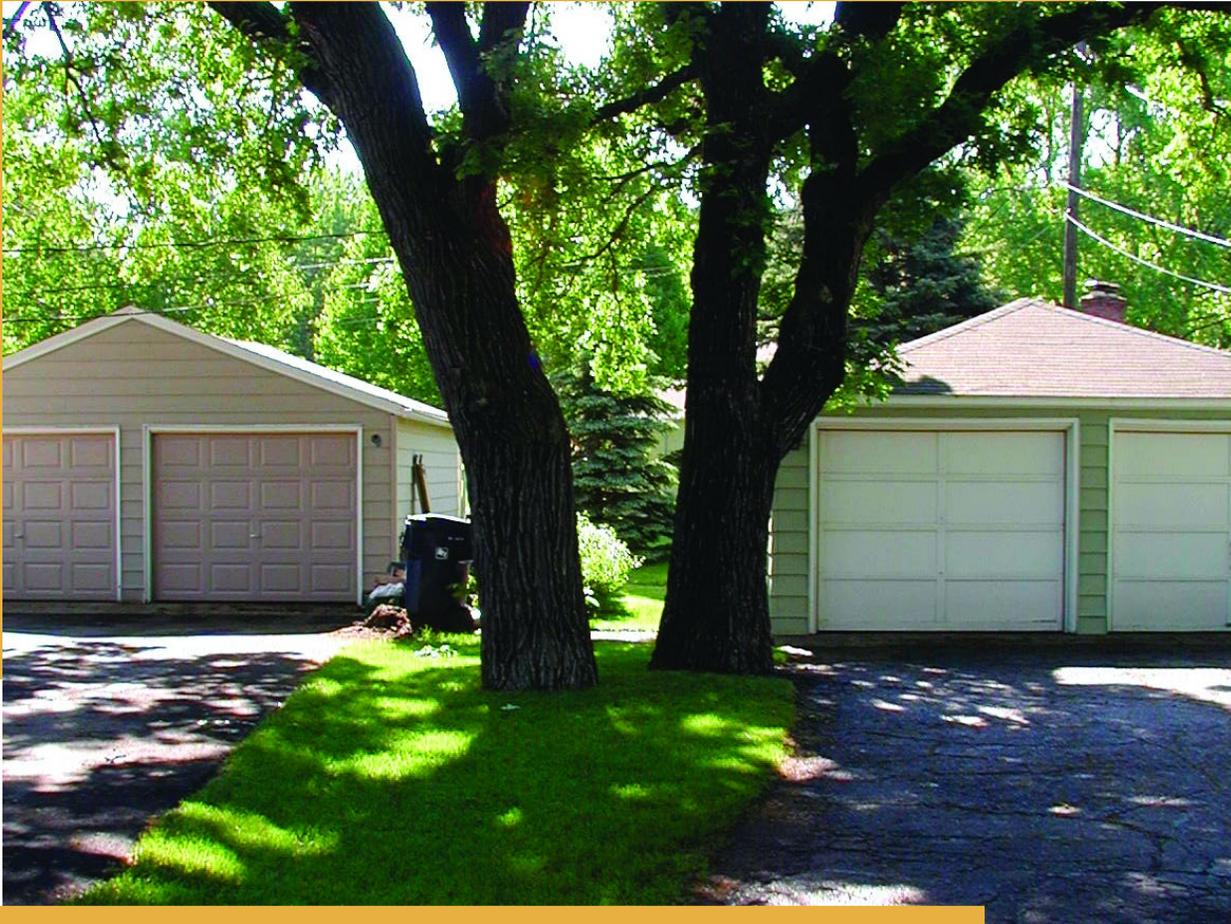
The outgoing Board of Zoning Appeals Chair, Nancy Nelson, will be in attendance to provide a review of the work completed by the Board in 2019.

Financial Or Budget Considerations

Not applicable

Supporting Documents

- Board of Zoning Appeals – 2019 Annual Report (13 pages)



**BOARD OF ZONING APPEALS
2019 ANNUAL REPORT**

2019 Board of Zoning Appeals

Commissioners

Nancy Nelson, Chair (2020)

Richard Orenstein, Vice Chair (2020)

David Perich (2020)

Andy Snope (2020)

Rotating Planning Commission Representative

Kade Arms-Regenold (Youth Representative,
2020)

Note: Terms run May 1-April 30

Council Liaison

Larry Fonnest

City Staff

Marc Nevinski, Physical Development Director

Jason Zimmerman, Planning Manager

Emily Goellner, Associate Planner/Grant Writer

Myles Campbell, Planner

Emily Anderson, Planning Intern

Lisa Wittman, Administrative Assistant

Amie Kolesar, Planning Assistant

Purpose, Mission, And Prescribed Duties

The Board of Zoning Appeals (BZA) hears requests for variances from the requirements of the Zoning Code, which is Chapter 113 of the Golden Valley City Code. The BZA consists of five members that meet once a month if there are any petitions pending for action. A Planning Commissioner serves as the fifth member of the BZA.

Criteria For Analysis

A variance may be granted when the petitioner for the variance establishes that there are practical difficulties in complying with this Chapter. "Practical difficulties," as used in connection with the granting of a variance, means:

- the property owner proposes to use the property in a reasonable manner not permitted by this Chapter
- the plight of the property owner is due to circumstances unique to the property not created by the property owner
- the variance, if granted, will not alter the essential character of the locality

Economic considerations alone do not constitute practical difficulties. Practical difficulties include, but are not limited to, inadequate access to direct sunlight for solar energy systems. The BZA may not grant a variance that would allow any use not allowed for property in the Zoning District where the affected person's land is located. The BZA may impose conditions in the granting of variances. A condition must be directly related to and must bear a rough proportionality to the impact created by the variance.

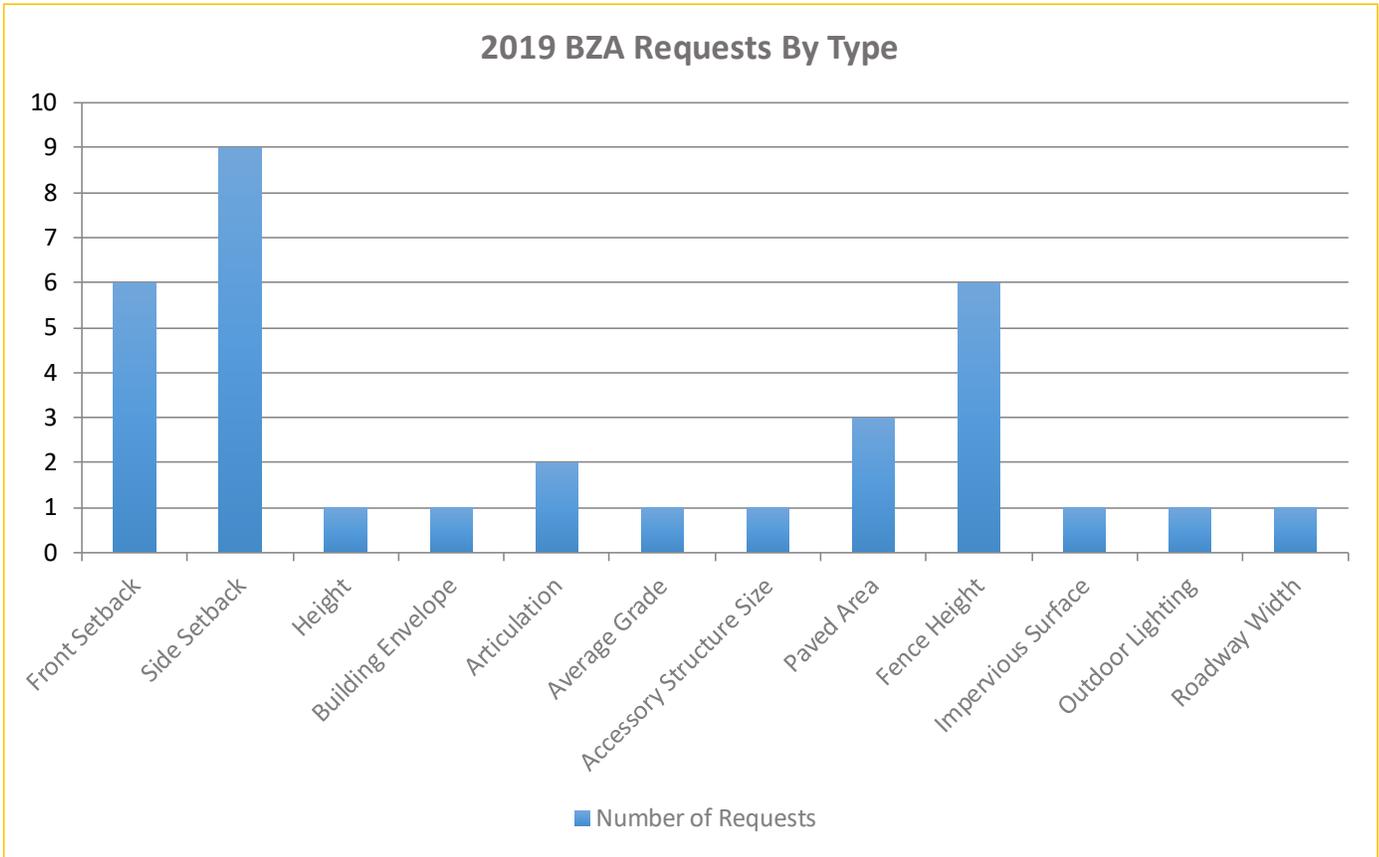
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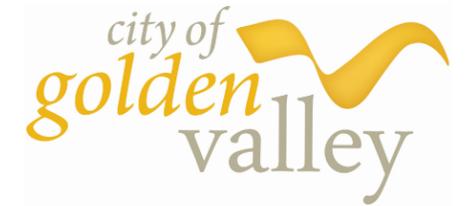
2019 Overview page 4

Five-Year Summary: 2015-2019 page 8

2019 Overview

Variances Considered
33
In R-1 Residential Zoning District
30

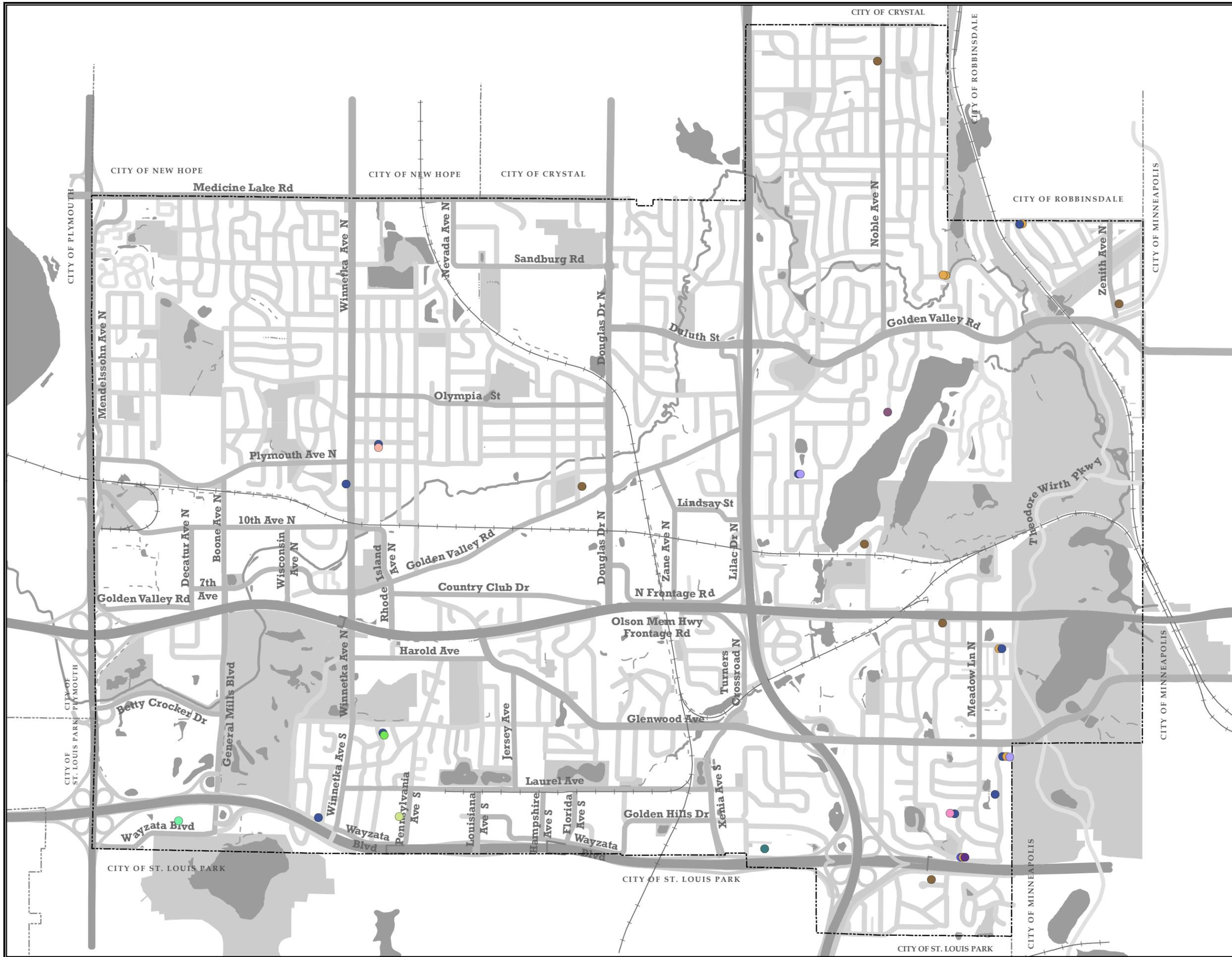




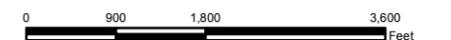
Variance Requests

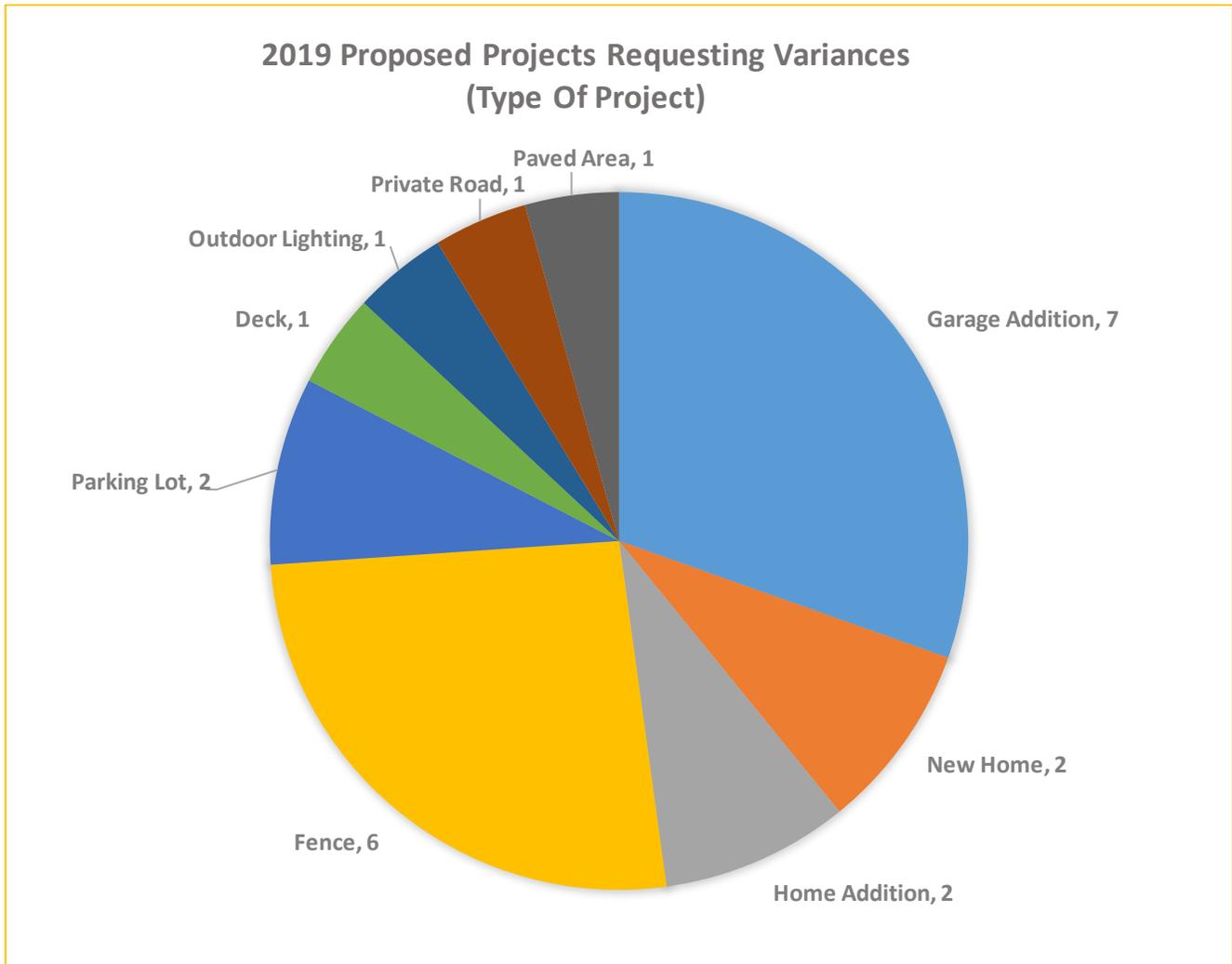
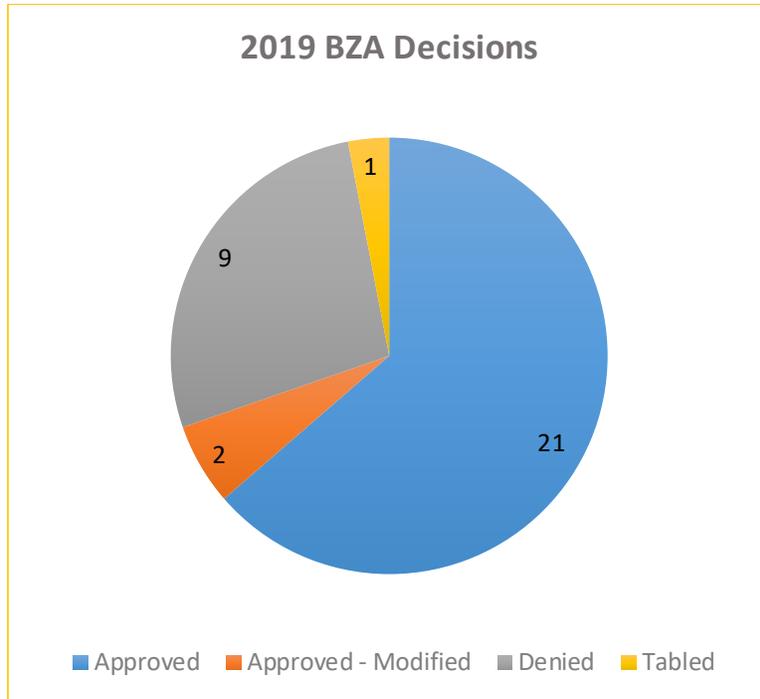
Requests by Type, 2019

- Accessory Structure Location
- Articulation
- Grading/Average Grade
- Building Envelope
- Fence Height
- Front Setback
- Height
- Impervious Surface
- Outdoor Lighting
- Parking
- Parking Setbacks
- Roadway Width
- Side Setback



Print Date: 4/22/2020
 Sources:
 -Hennepin County Surveyors Office for Property Lines (2018).
 -City of Golden Valley for all other layers.



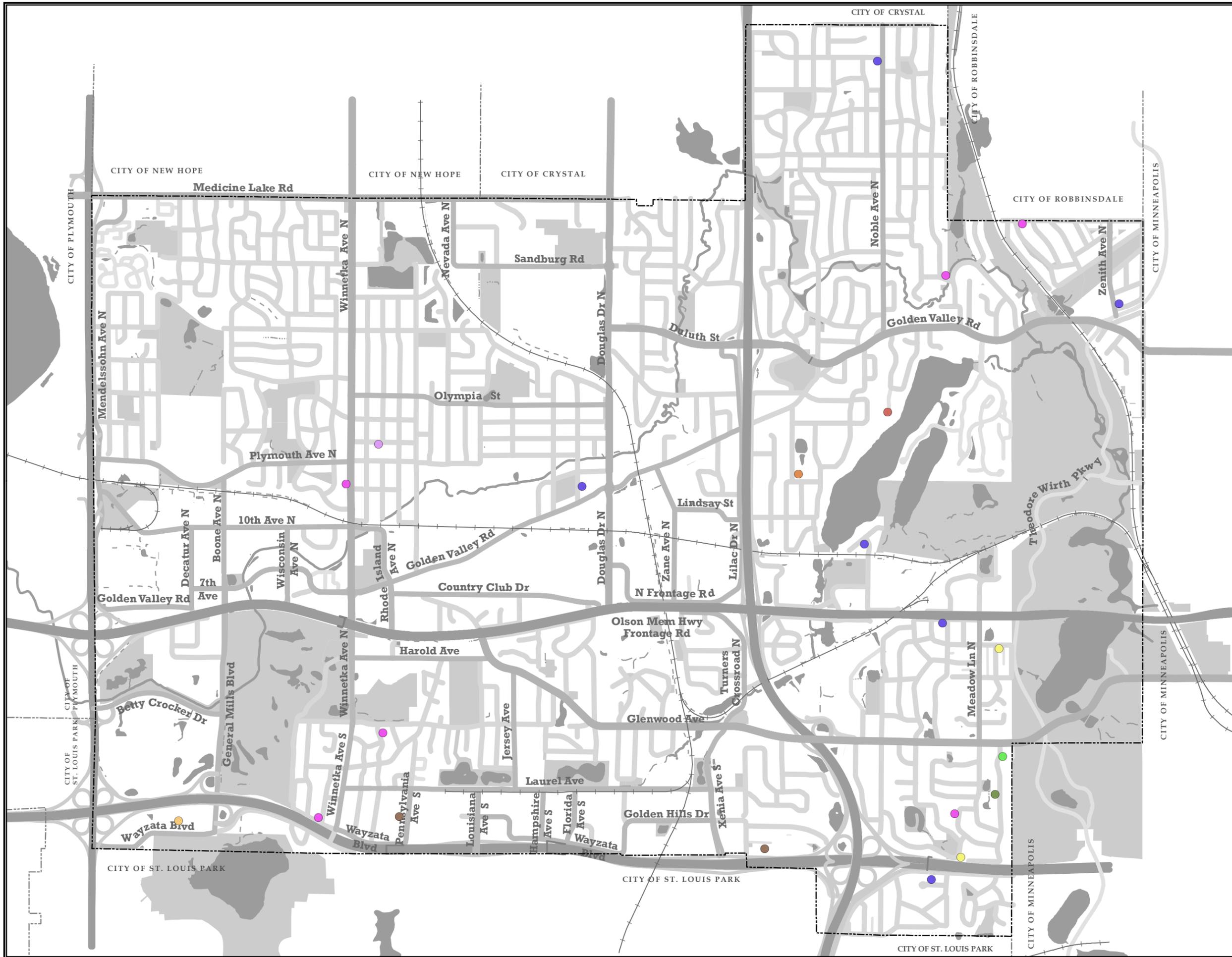




Variance Requests

Requests by Project, 2019

- Building Addition
- Deck
- Fence
- Garage/Garage Addition
- Home Addition
- New Home
- Outdoor Lighting
- Parking
- Paved Area
- Private Road



Print Date: 4/22/2020
Sources:
-Hennepin County Surveyors Office for Property Lines (2018).
-City of Golden Valley for all other layers.



Five-Year Summary: 2015-2019

Variances Considered
127

In R-1 Residential Zoning District
113

In R-2 Residential Zoning District
2

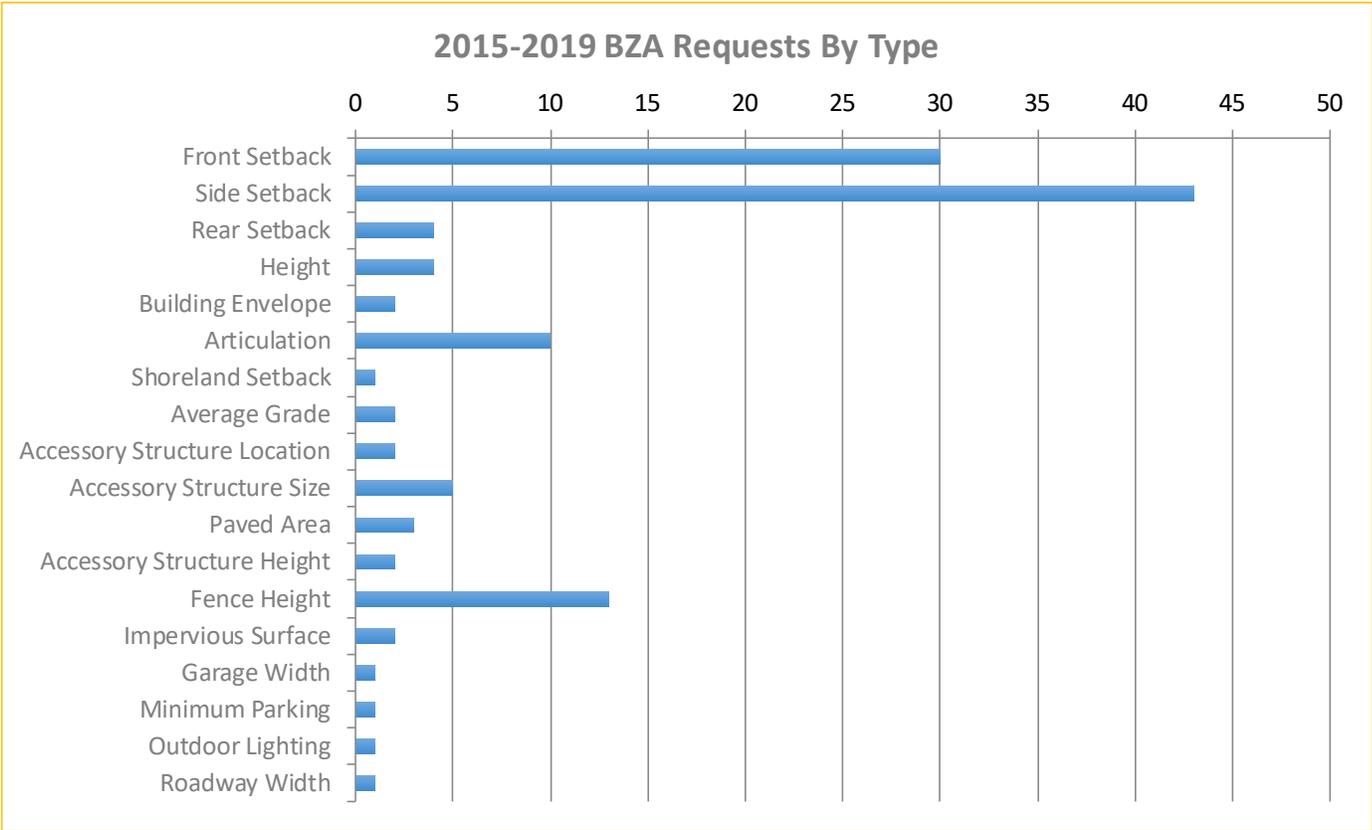
In Commercial Zoning District
2

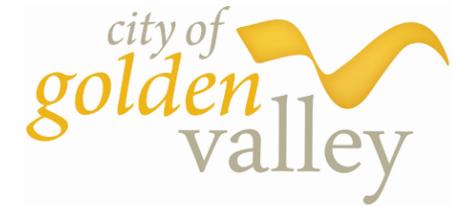
In Mixed-Use Zoning District
2

In Institutional Zoning District
6

In Industrial Zoning District
1

In Light Industrial Zoning District
1



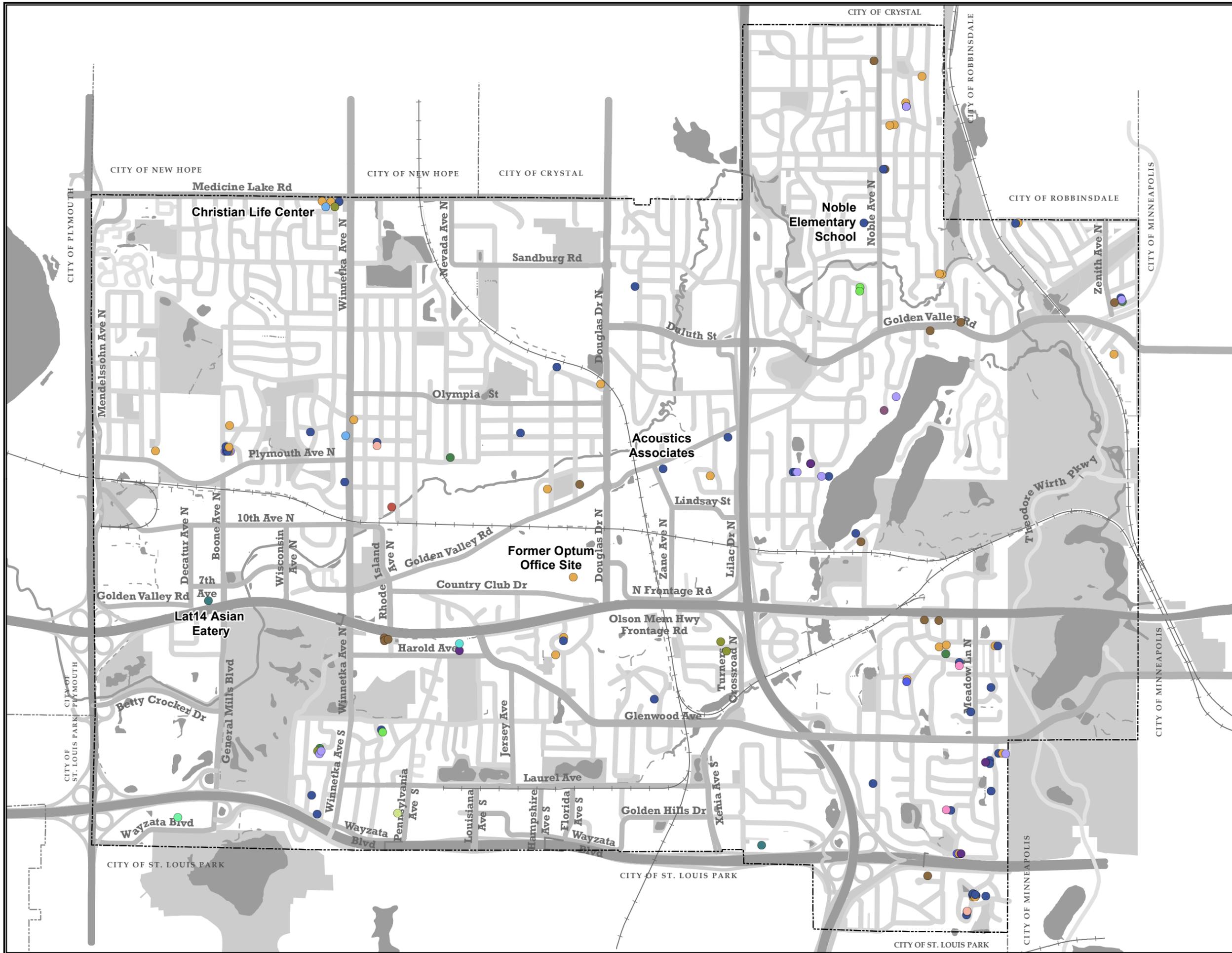


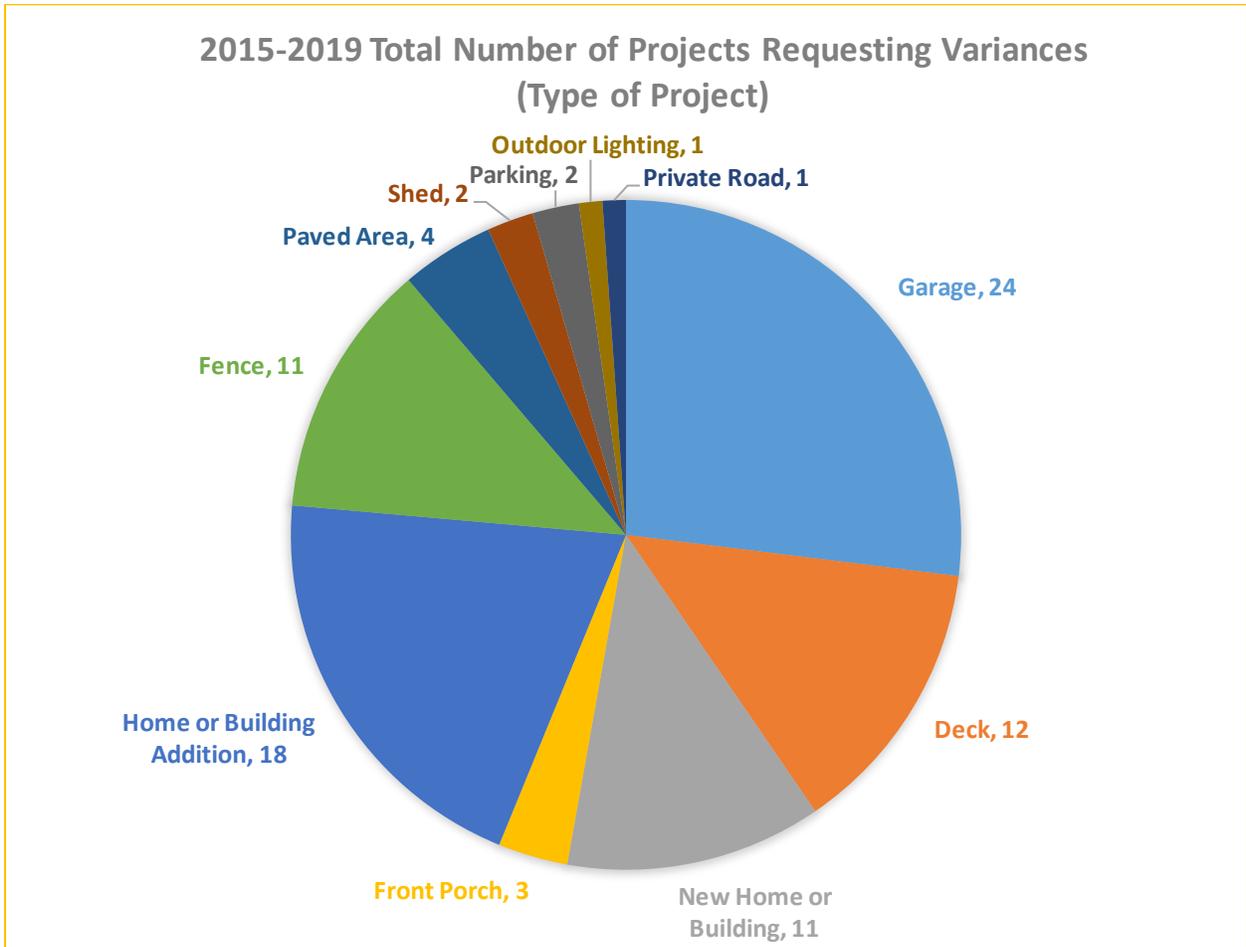
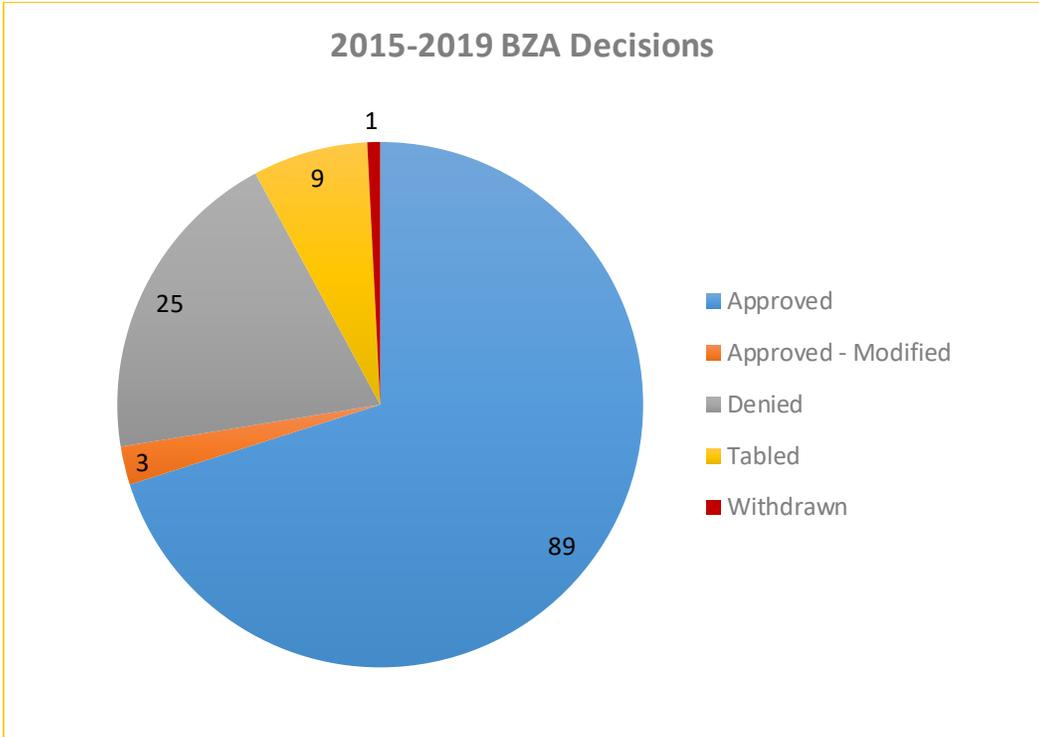
Variance Requests

Requests by Type, 2015-2019

- Accessory Structure Height
- Accessory Structure Location
- Accessory Structure Size
- Articulation
- Grading/Average Grade
- Building Envelope
- Fence Height
- Front Setback
- Garage Width
- Height
- Impervious Surface
- Outdoor Lighting
- Parking
- Parking Setbacks
- Rear Setback
- Roadway Width
- Shoreland Setback
- Side Setback

Print Date: 4/22/2020
 Sources:
 -Hennepin County Surveyors Office for Property Lines (2018).
 -City of Golden Valley for all other layers.





Types Of Variances Considered

Variance Type	Description
Front Yard Setback	Requests to build structures within 35 feet of the front yard property line in R-1, R-2, and Institutional Districts. Institutional Districts also require that at least 25 feet be landscaped and maintained as a buffer zone.
Side Yard Setback	Requests to build structures within the side yard setback area, which ranges from 5 feet to 50 feet depending on the type of structure and the Zoning District.
Rear Yard Setback	Requests to build structures within the rear yard setback area, which ranges from 5 feet to 50 feet depending on the type of structure and the Zoning District.
Articulation	Requests to waive articulation requirement, which requires inward or outward articulation of 2 feet in depth and 8 feet in length for every 32 feet of side wall on homes in the R-1 and R-2 Zoning Districts.
Height	Requests to build principal structures over the maximum height requirement, which ranges from 25 to 28 feet depending on the type of roof and the Zoning District.
Fence Height	Requests to build fences over the maximum height requirements, which ranges from 4 to 12 feet depending on the location on the property (front yard or side/rear yard) and the Zoning District.
Building Envelope	Requests to build a structure beyond the maximum building envelope, which is defined for properties within the R-1 and R-2 Zoning Districts. This includes the 2:1 or 4:1 slope requirement when the structure is taller than 15 feet at the side yard setback line.
Accessory Structure Location	Requests to build a garage, shed, or other accessory structure in a location that is not completely to the rear of the principal structure or in a location that is not at least 10 feet from the principal structure.
Accessory Structure Size	Requests to build a garage, shed, or other accessory structures above the allowable limit of 1,000 square feet in R-1, R-2, and Institutional Zoning Districts.
Accessory Structure Height	Requests to build a garage, shed, or other accessory structures above the maximum height requirements, which is 10 feet in the R-1, R-2, and Institutional Zoning Districts.
Garage Width	Request to build a garage in the R-2 District that is wider than 65 percent of the width of the front façade.
Average Grade	Requests to change the average grade of a property by more than 1 foot.
Shoreland Setback	Requests to build a structure within the minimum shoreland setbacks, which are larger than standard front, side, and rear setbacks.
Impervious Surface	Requests to construct additional impervious surface beyond the maximum allowable, which is 50 percent of the lot in R-1 and R-2 and 60 percent in R-3 and R-4 Zoning Districts.
Minimum Parking	Request to build or use an existing parking lot or garage with a number of parking spaces that is less than the minimum required based on the use of the property.

Outdoor Lighting	Request regarding the total amount of foot candles of light produced by lighting systems, the amount of allowed light trespass, or other issues relating to lighting systems.
Roadway Width	Requests to build a private roadway above or below the maximum and minimum required widths respectively.



EXECUTIVE SUMMARY

City Administration

763-593-8006 / 763-593-8109 (fax)

Golden Valley Council/Manager Meeting

May 12, 2020

Agenda Item

2. Discussion on Membership to Municipal Legislative Commission

Prepared By

Tim Cruikshank, City Manager

Summary

For the past few years, the Golden Valley City Council has included in its annual Legislative Priorities document the desire to adjust the fiscal disparities formula in a manner that would increase the city's financial ability to reinvest in its infrastructure. For 2020, the Council agreed to be more aggressive in the pursuit of this change. The primary strategy in doing so is to enlist the support of other communities who are in a similar position. To this end, a group of cities have been identified that are part of an established organization that exists to lobby the Legislature on like topics. The organization is the Municipal Legislative Commission or MLC. While Golden Valley is already a member of two organizations who represent the city in St. Paul (the League of Minnesota Cities and Metro Cities), those organizations are broader in scope. Joining the MLC potentially could result in a more focused effort regarding the fiscal disparities effort. It is not uncommon for like cities or cities in a region to participate in an organization like this. One good example is the North Metro Mayors Association who represents a number of cities to the north and west of Golden Valley. To learn more about the MLC, please go to MLCMN.ORG.

Financial Or Budget Considerations

This item is presented for Council discussion and preparation for the 2021 budget. It would cost around \$6,000 per year for the city to become a member. Staff is seeking council input and direction on whether to include this item in the 2021 proposed budget.



EXECUTIVE SUMMARY

Physical Development

763-593-8030 / 763-593-8109 (fax)

Golden Valley Council/Manager Meeting

May 12, 2020

Agenda Item

3. Letter of Support for Bassett Creek Trail Alignment

Prepared By

Marc Nevinski, Physical Development Director

Jeff Oliver, City Engineer

Summary

Last fall Three Rivers Park District (TRPD) initiated a process to prepare an application for federal funding to complete the Bassett Creek Regional Trail. This trail section is proposed to be an off-street multi-use trail running along the south side of Golden Valley Road from Regent Avenue east to Bonnie Lane. To increase the likelihood of a grant award, TRPD approached the City and Hennepin County about including a local section of trail from Regent Avenue west to Douglas Drive in the grant application. This trail section is proposed to be located on the north side of Duluth Street. Including this local section in the proposed project is expected to improve the grant application's likelihood of success as it provides increased multi-modal access to and from jobs, commerce, transit, and housing in the corridor. This section of trail will be owned and maintained by the City. This plan was discussed at the November 12, 2019, Council Manager meeting with representatives of TRPD and supported by the Council.

Both segments of the trail are identified in the City's Bike and Pedestrian Plan and 2040 Comprehensive Plan. A feasibility study of the regional trail was completed in 2014 and multi-modal transportation options along the corridor have been considered as part of the Blue Line Extension project.

The grant application process includes the development of 60% plans for the trail. Lead by TRPD, two open houses were held at locations along the corridor in December and February, the first at Courage Kenney and the second at King of Grace Lutheran Church. Invitations were sent to businesses and residents within 500 feet of the corridor and distributed throughout the community. Efforts were made by TRPD to reach out to underrepresented groups in the area. Social media and newsfeeds were published to promote the open houses, and TRPD maintained a project website. The City also solicited input through an online survey which is summarized in the attached community input report.

The 60% plans identify the trail's location along the corridor, its design components, and the anticipated impacts it will have. Generally, the trail will be 8' to 10' in width and located in the existing right of way. East of Regent Avenue, where the roadway is wide, the south curb line will be moved slightly north to accommodate the trail and minimize impacts to property owners, although additional

right of way will be needed in some locations. The road is proposed to shift slightly north in the area of Hidden Lake Parkway to avoid impacts to landscaping and infrastructure, although again, some right of way is proposed to be acquired. No modifications to the roadway are expected on the local section from Regent Avenue west to Douglas Drive, however some additional right of way will need to be acquired. A separate trail bridge is planned over Bassett Creek in the Bassett Creek Nature Area.

Total construction of the trail is estimated to be almost \$5.1M with the local trail section costing about \$2.2M, due in large part to the bridge over Bassett Creek and right of way needs, and the regional trail section costing nearly \$2.9M. These estimates include contingency costs and annual inflation factors projected through 2025.

TRPD has requested the City provide a letter of support of the project for inclusion in the grant application. The grant application will be submitted within the week and award announcements are expected in the fall. If successful, TRPD would then develop a complete set of plans and specifications for the trail, which will include more detail and finalize a number of decisions. Construction would occur in 2024 or 2025 when funding is made available.

Financial Or Budget Considerations

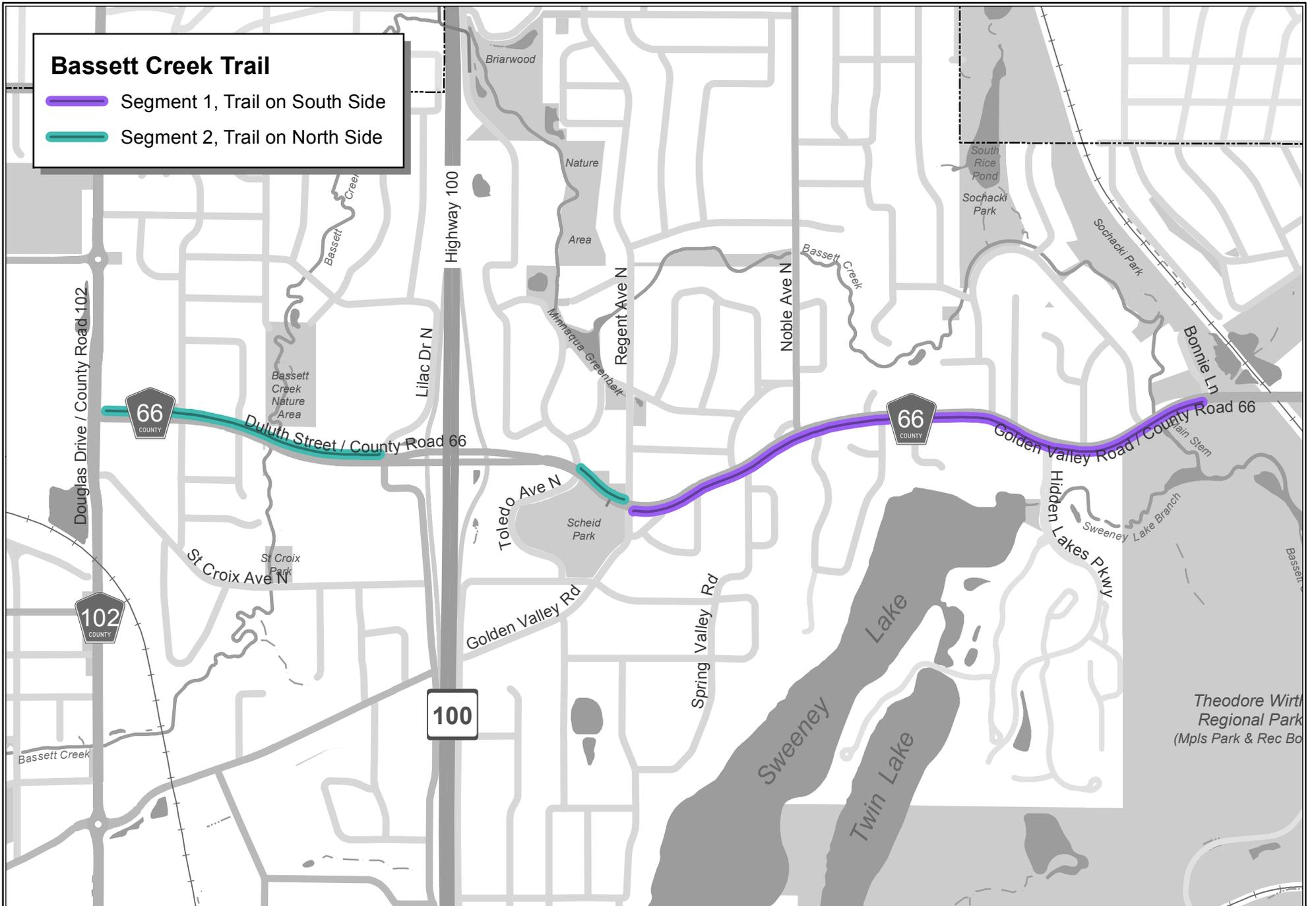
There are no immediate budget impacts resulting from the project at this time. However, the grant has a 20% local match requirement, and if awarded, the partnering agencies will need to determine funding of the match for the local section of the trail. TRPD will provide the local match and expenses not eligible for grant funding, for the regional trail section. TRPD and the City will look to Hennepin County to fund these expenses for the local trail section.

Supporting Documents

- Location Map (1 page)
- Draft Letter of Support for Bassett Creek Regional Trail 60% Plans (1 Page)
- Plan Sheets – proposed layout (14 Pages)
- Community Input Report (36 Pages)

Bassett Creek Trail

-  Segment 1, Trail on South Side
-  Segment 2, Trail on North Side



Bassett Creek Trail

Sources:
-Hennepin County Surveyors Office for Property Lines (2020).
-City of Golden Valley for all other layers.

Print Date: 4/17/2020



Bicycle & Pedestrian Network

Existing and Proposed Bikeways and Sidewalks

Existing

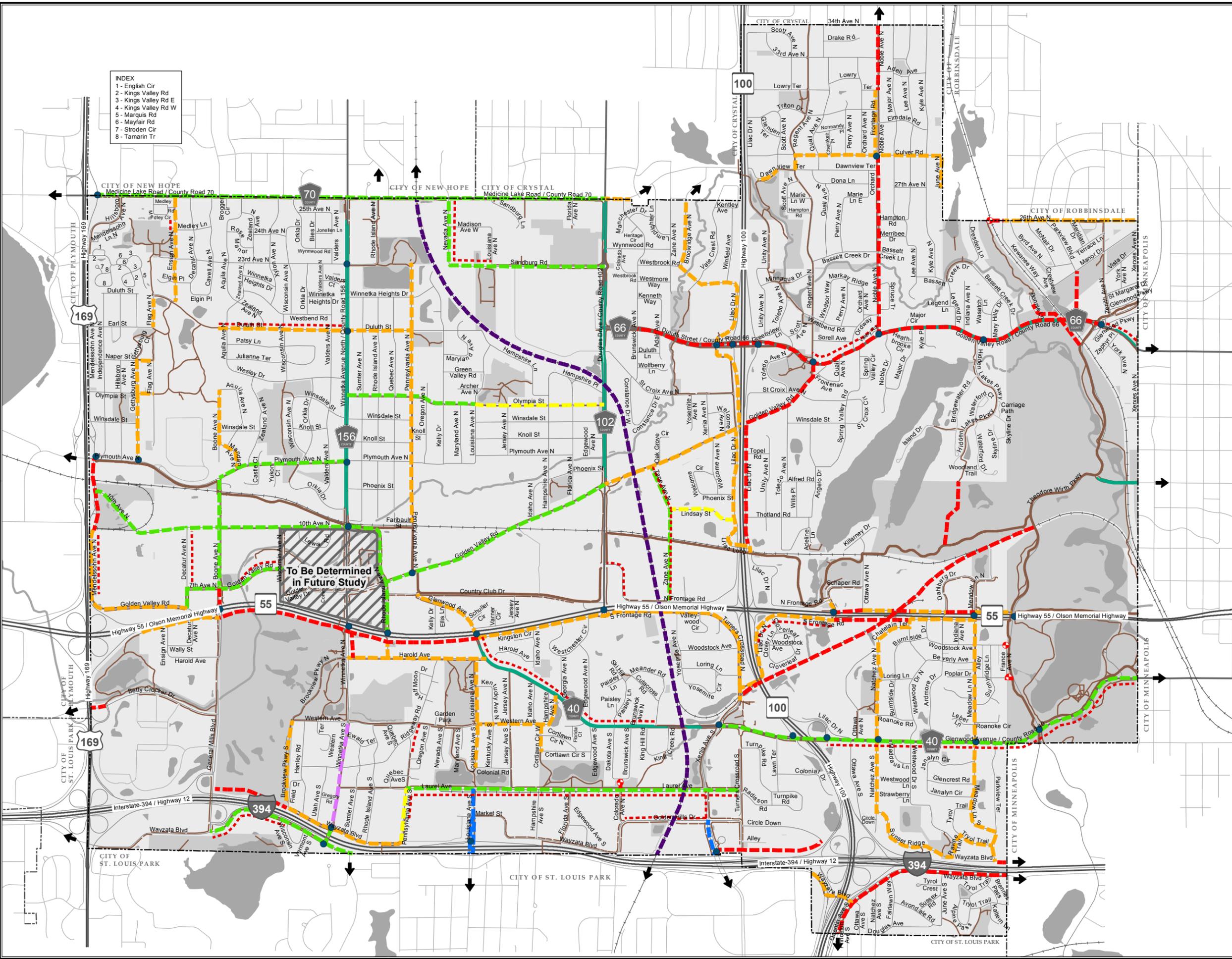
- Regional Trail
- Local Trail or Sidewalk
- On-Street Bike Lane

Proposed

- Protected Bikeway
- Bike Lane
- Enhanced Sharrow
- Signed Bike Route
- Multi-Use Trail
- Regional Multi-Use Trail
- Facility Type TBD
- Sidewalk
- Connection to Trail System in Adjacent City
- Intersection for Potential Crossing Treatments
- Multi-Use Trail Connection
- Future Study Area

INDEX

- 1 - English Cir
- 2 - Kings Valley Rd
- 3 - Kings Valley Rd E
- 4 - Kings Valley Rd W
- 5 - Marquis Rd
- 6 - Mayfair Rd
- 7 - Stroden Cir
- 8 - Tamarin Tr



Sources:
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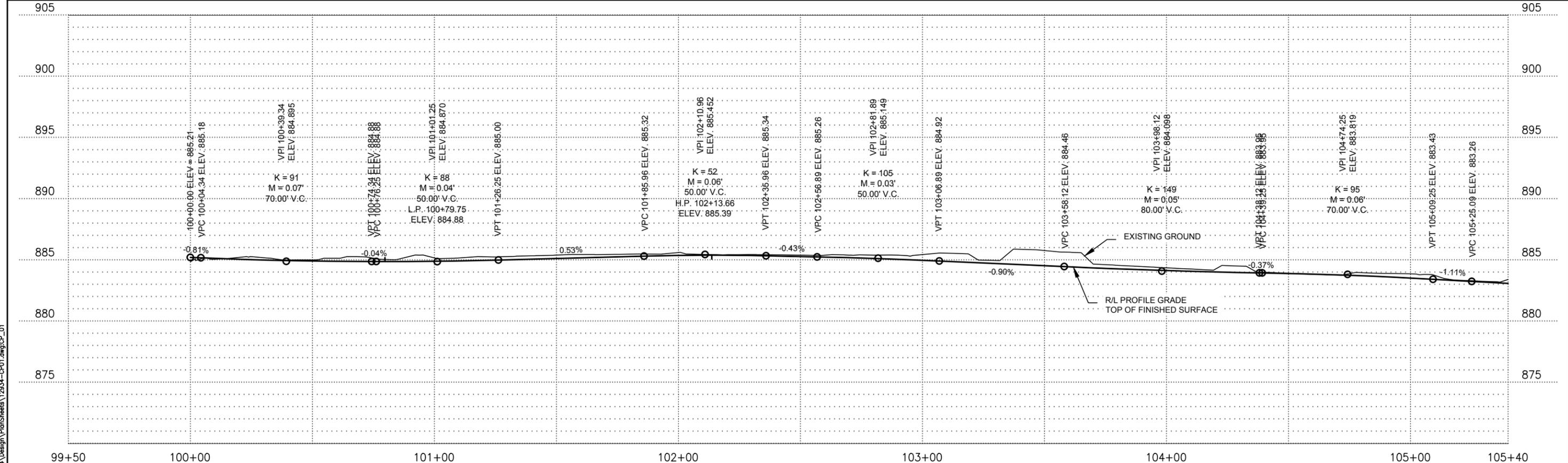
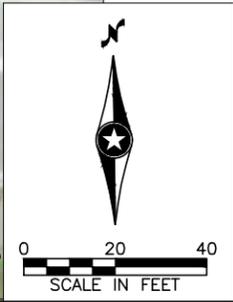
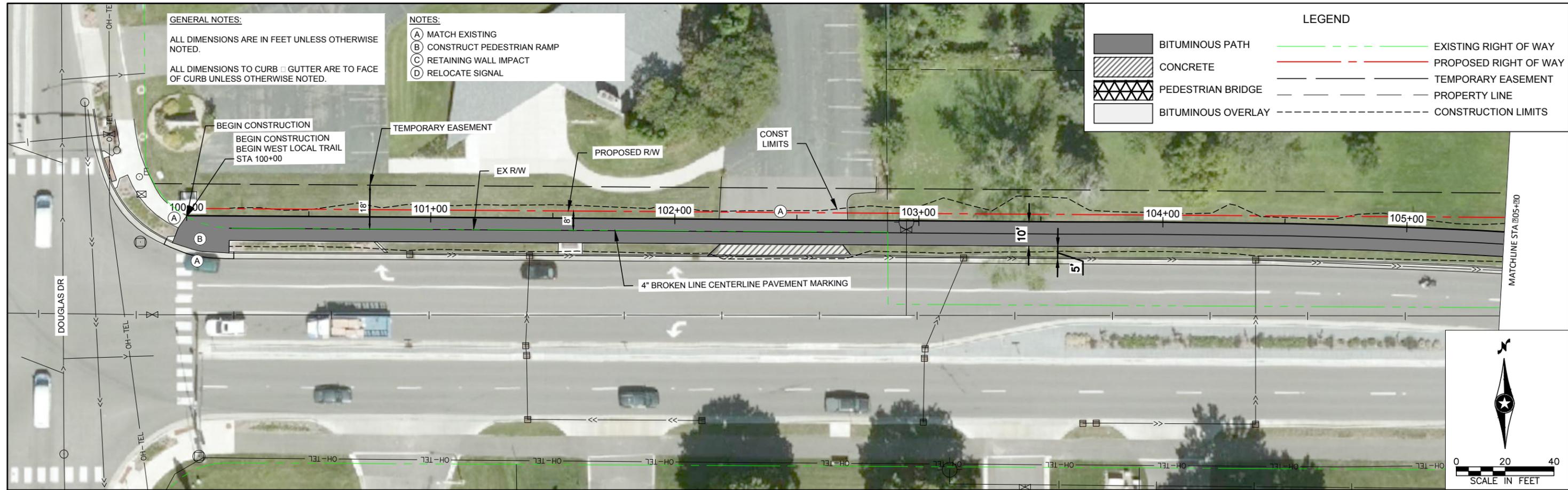


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- PROPERTY LINE
- CONSTRUCTION LIMITS



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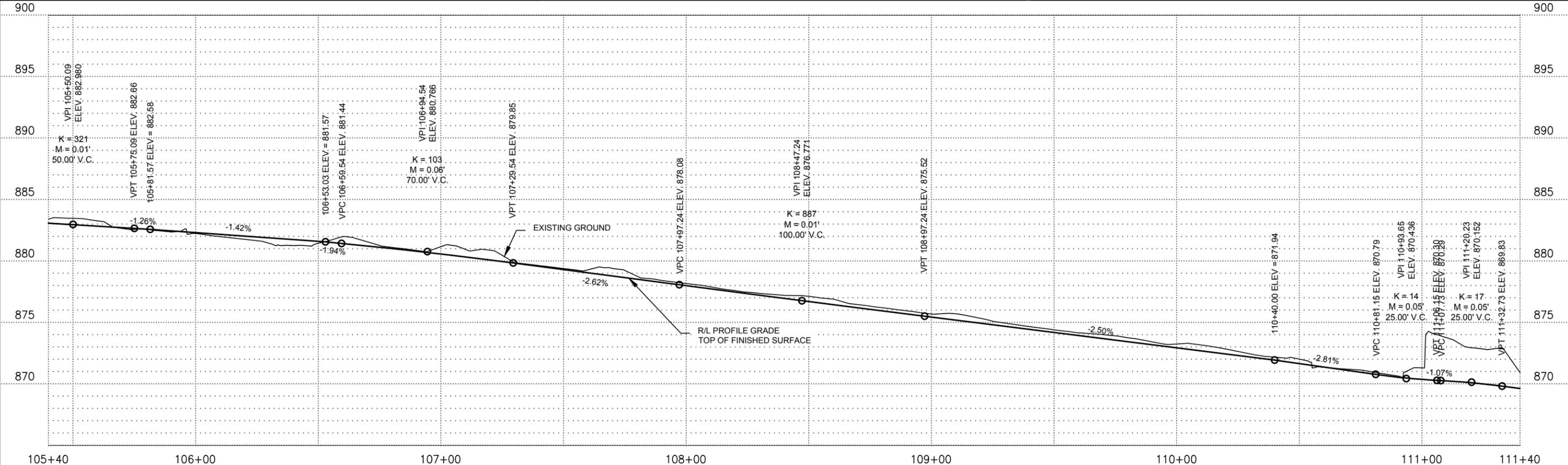
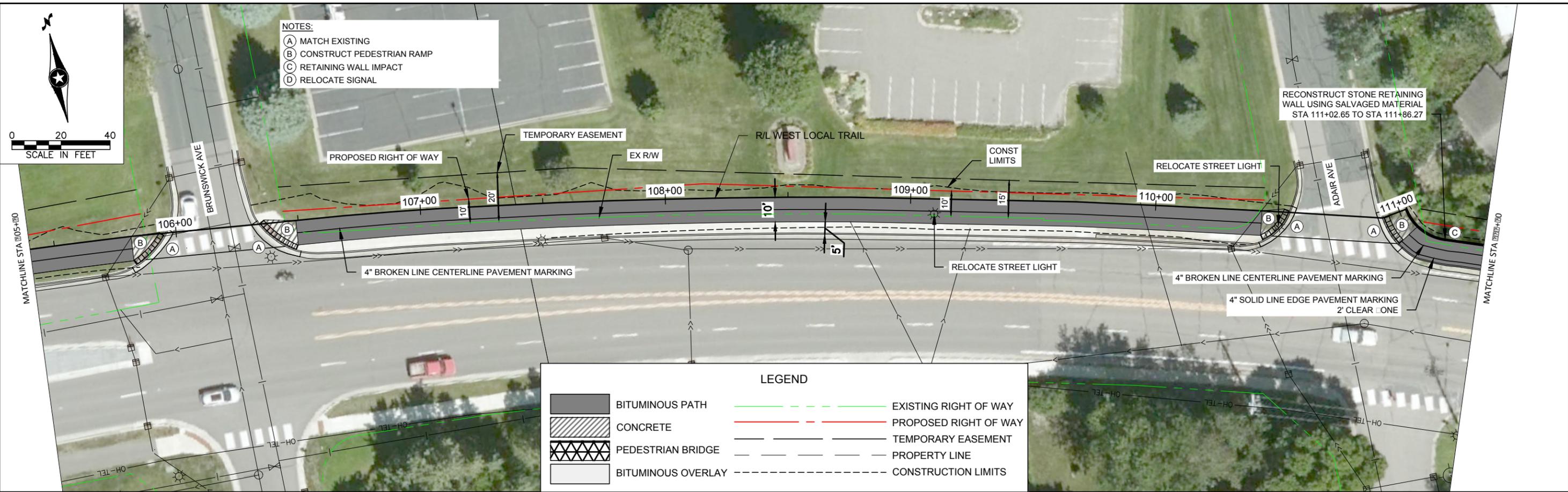
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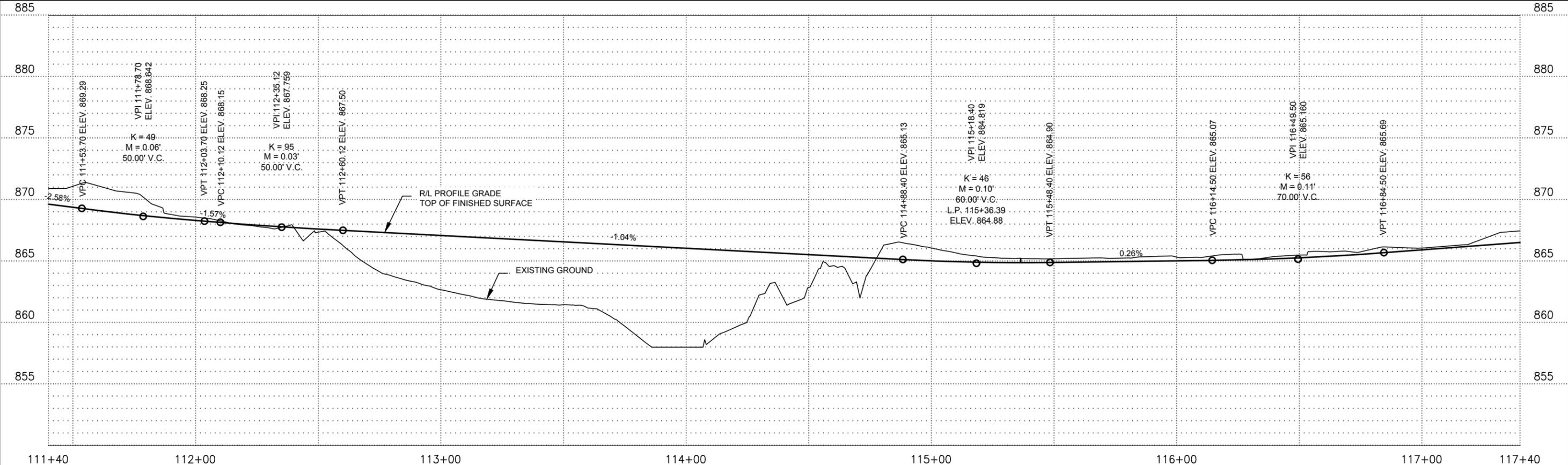
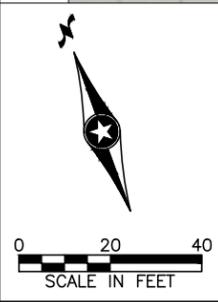
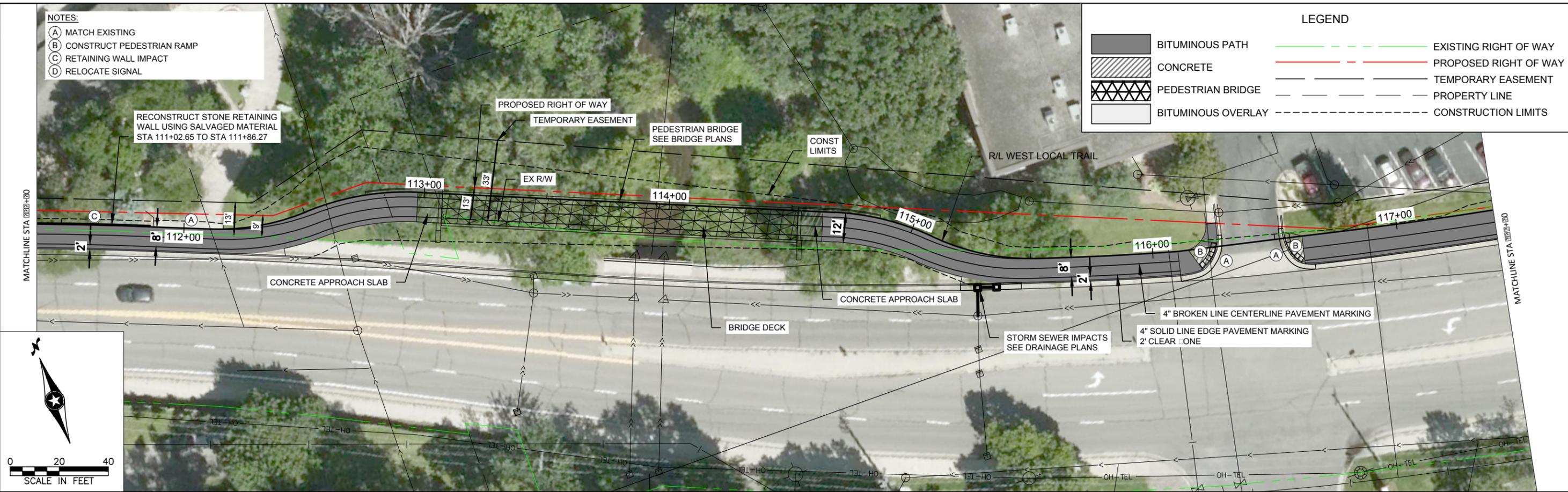
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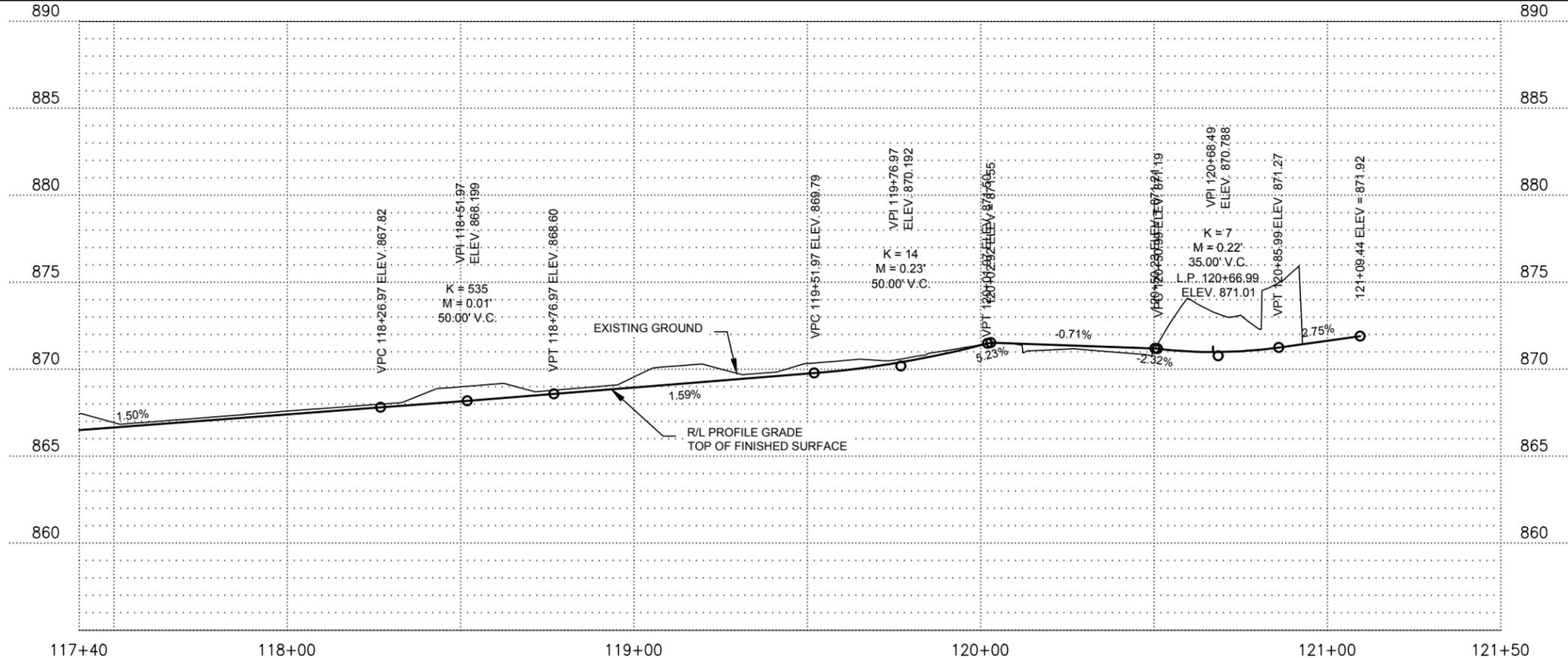
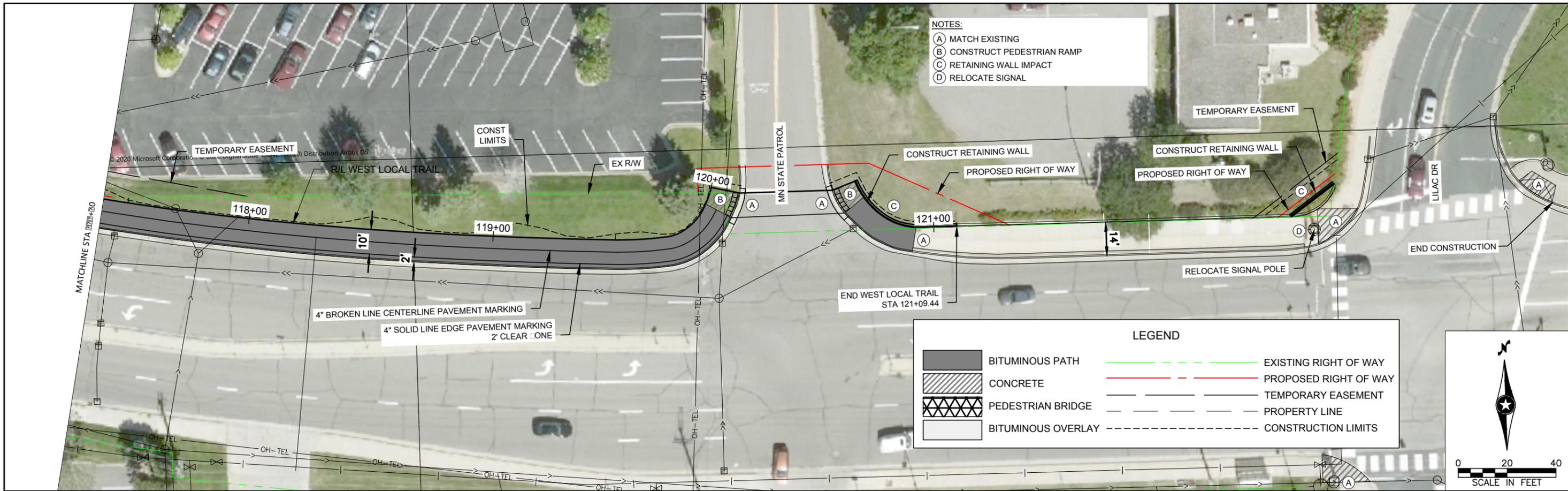
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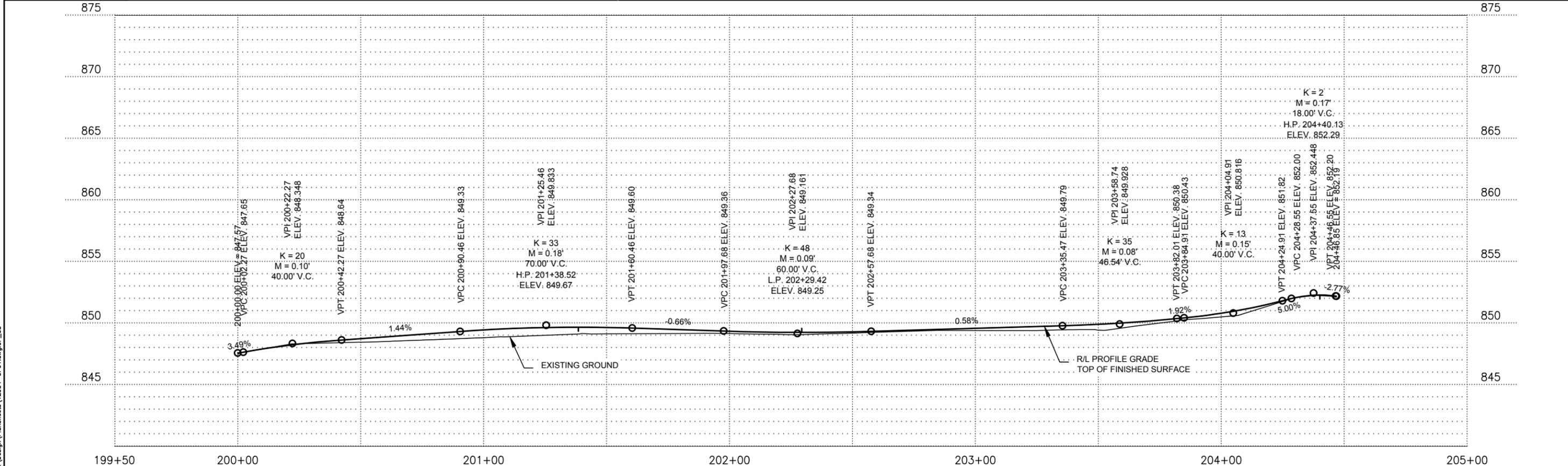
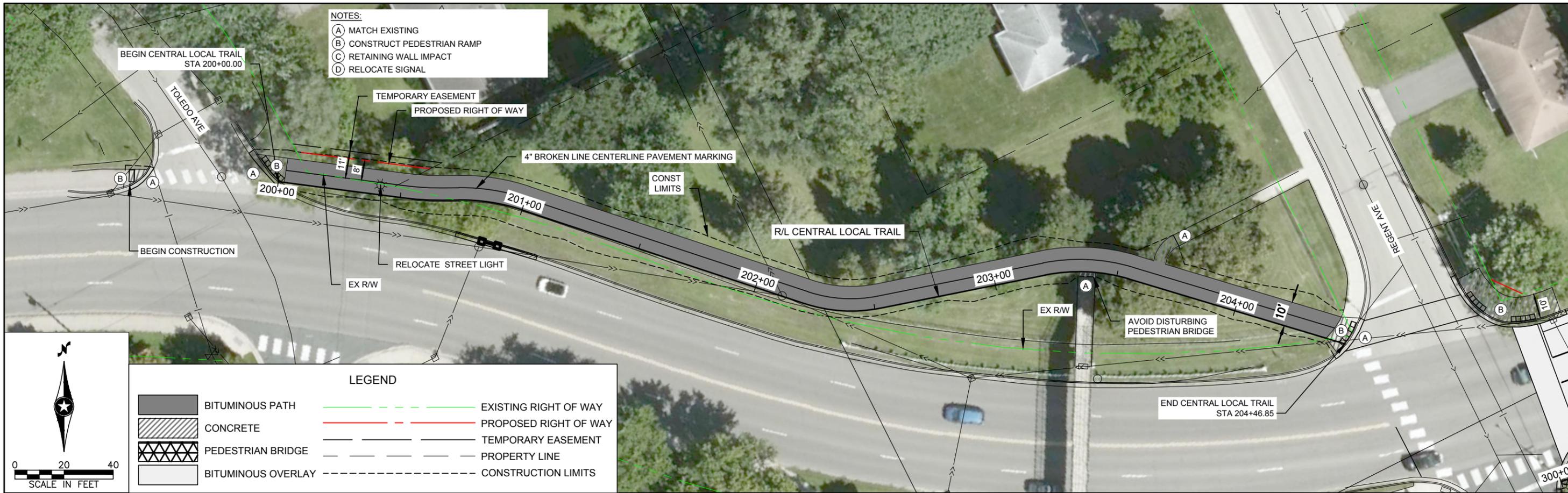
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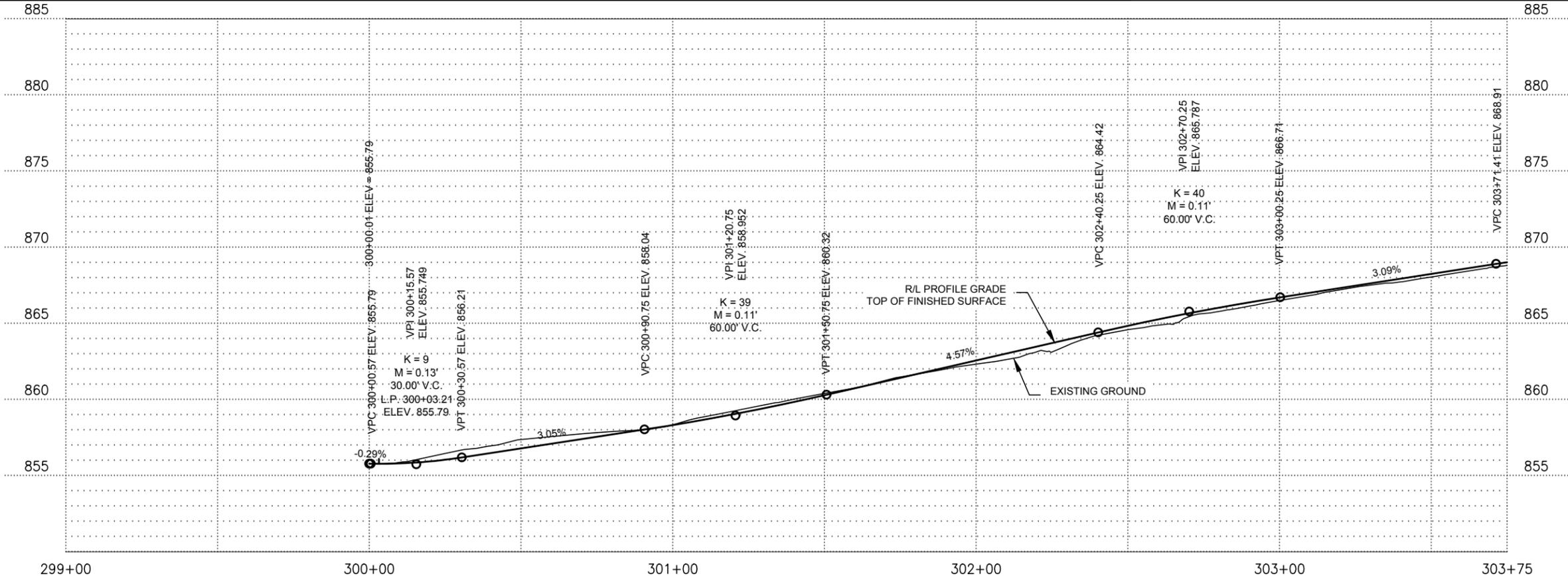
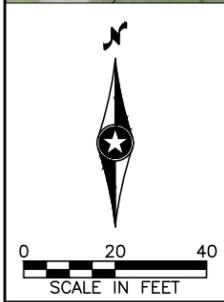
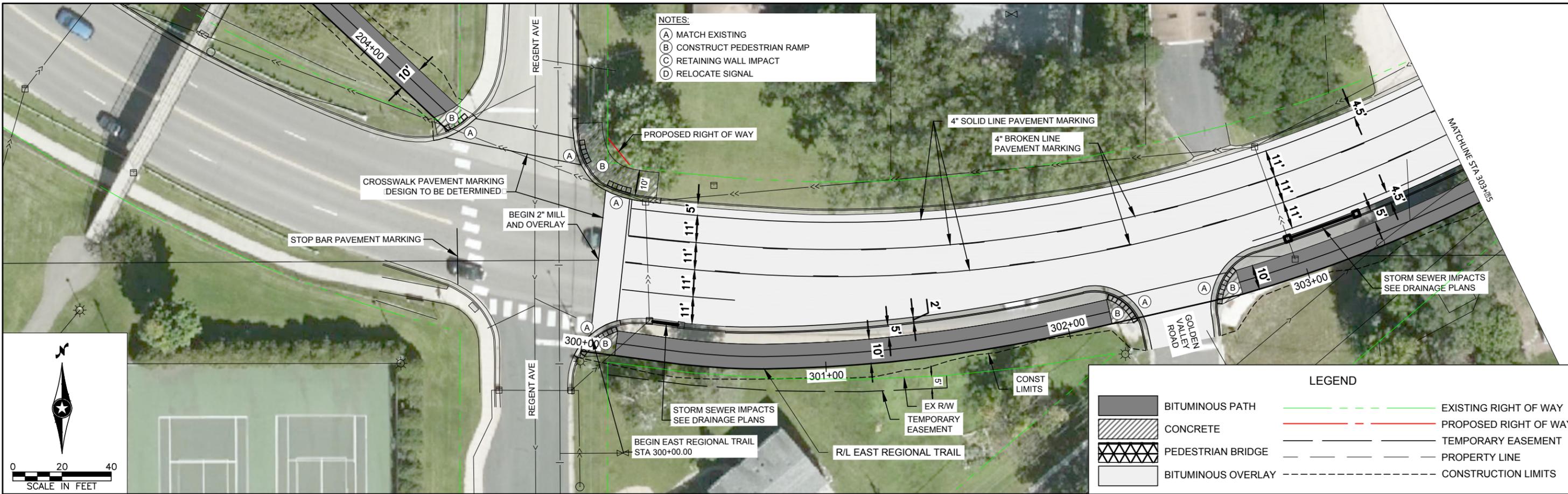
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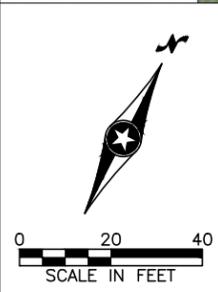
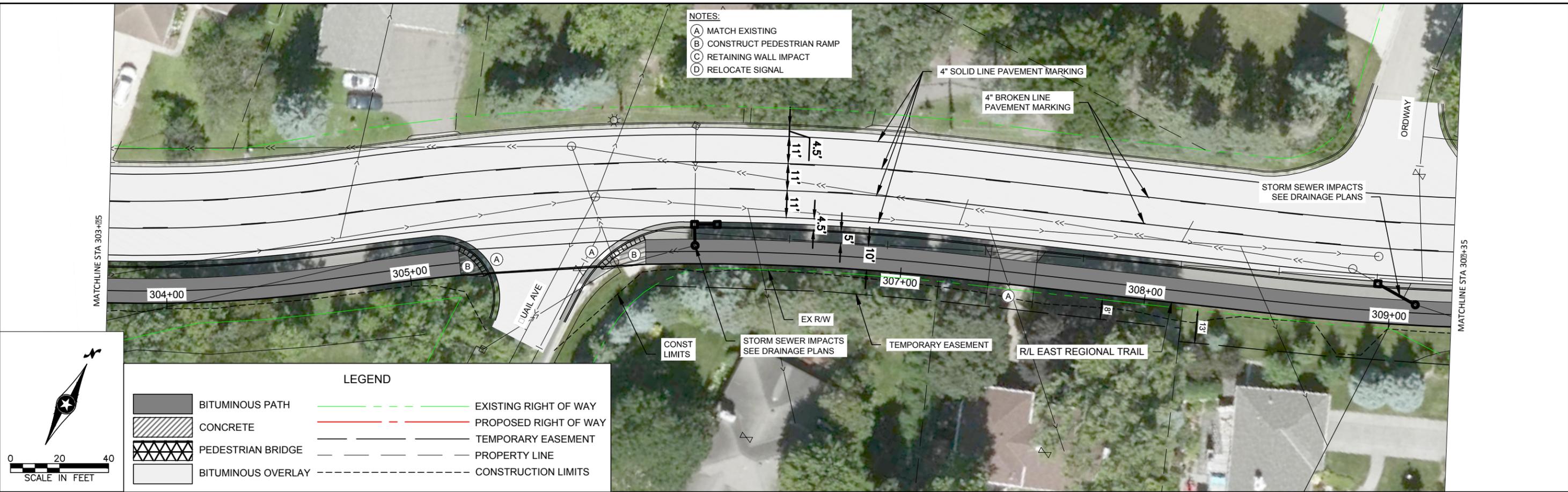
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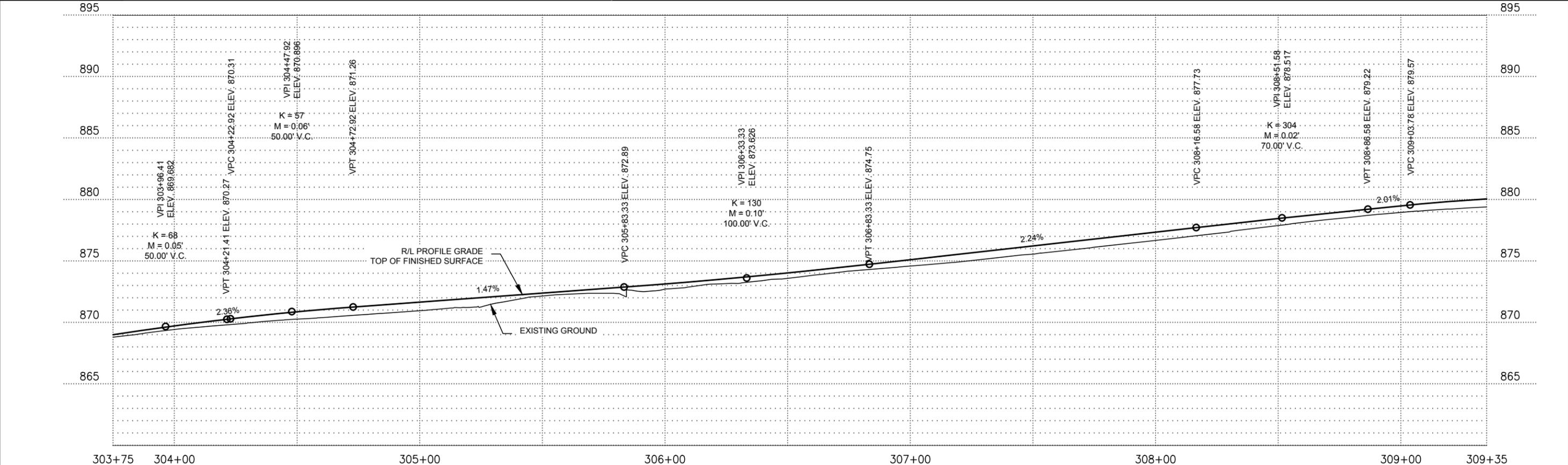
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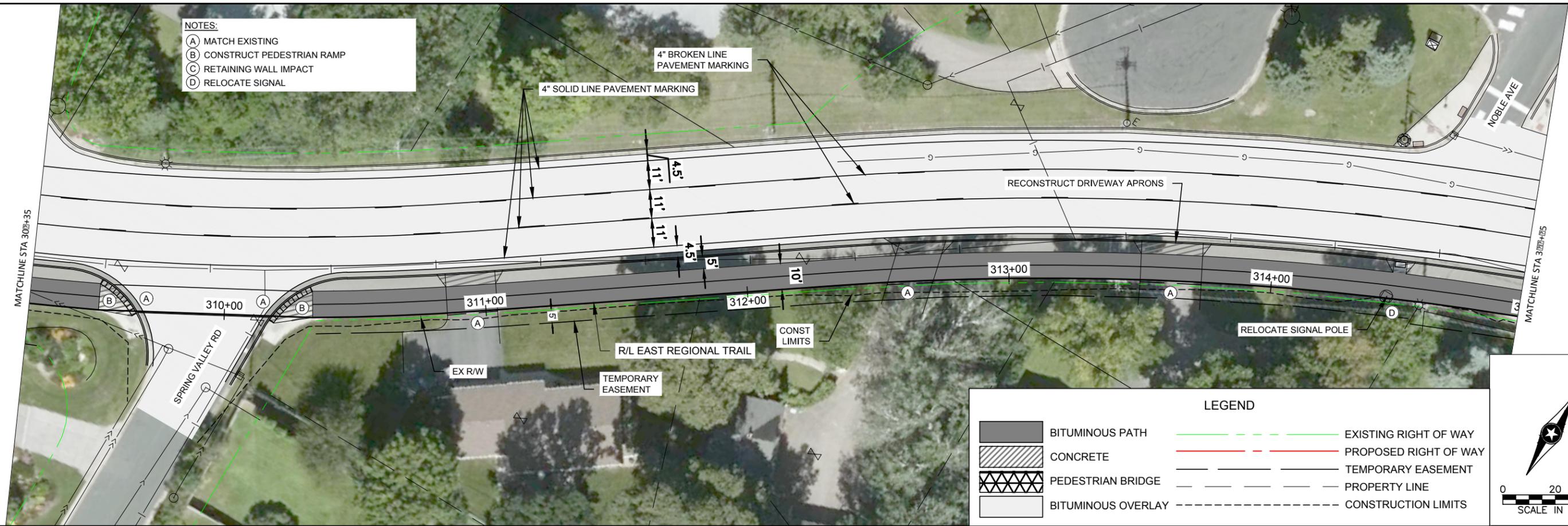
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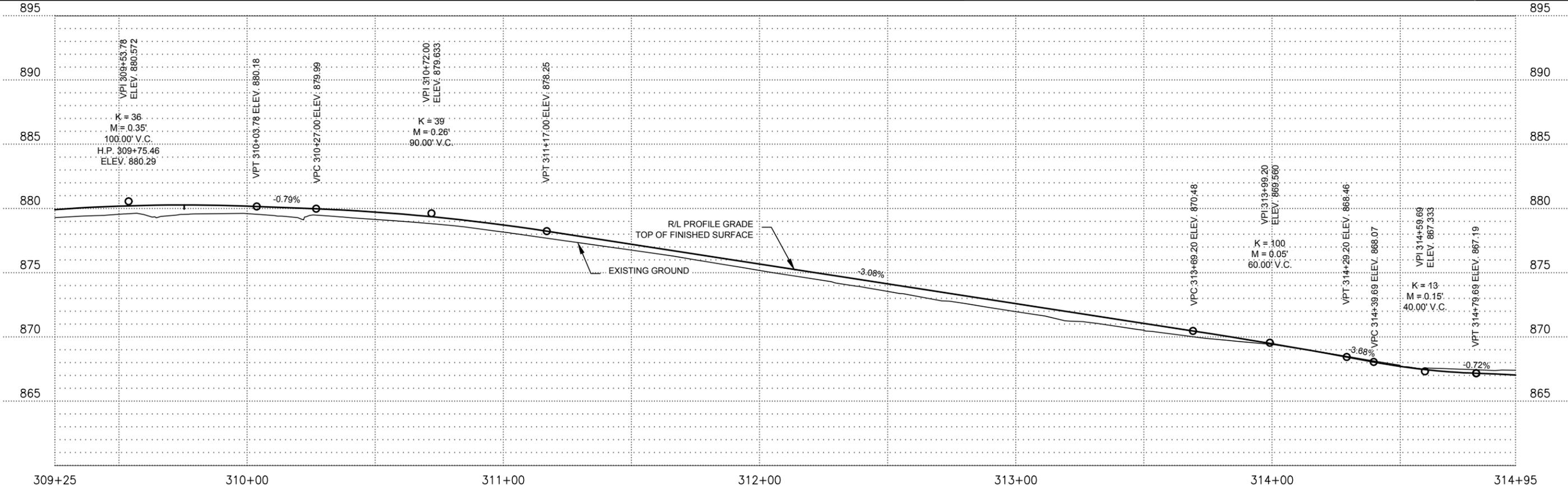
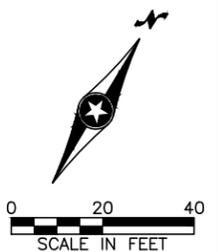
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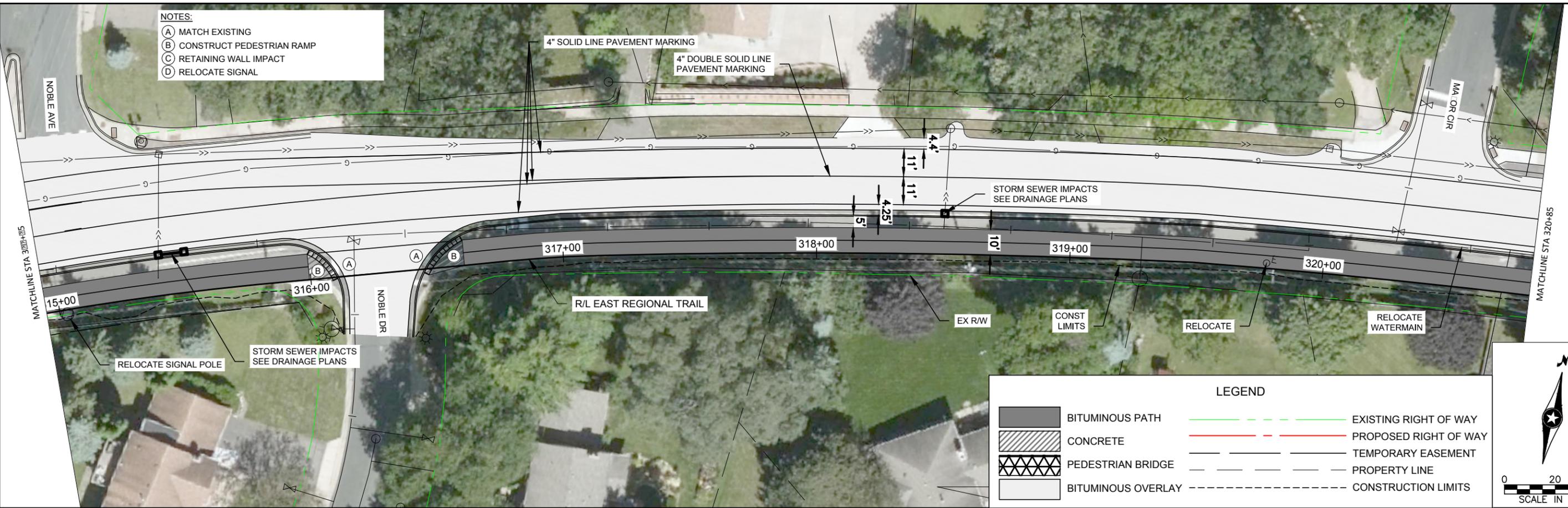
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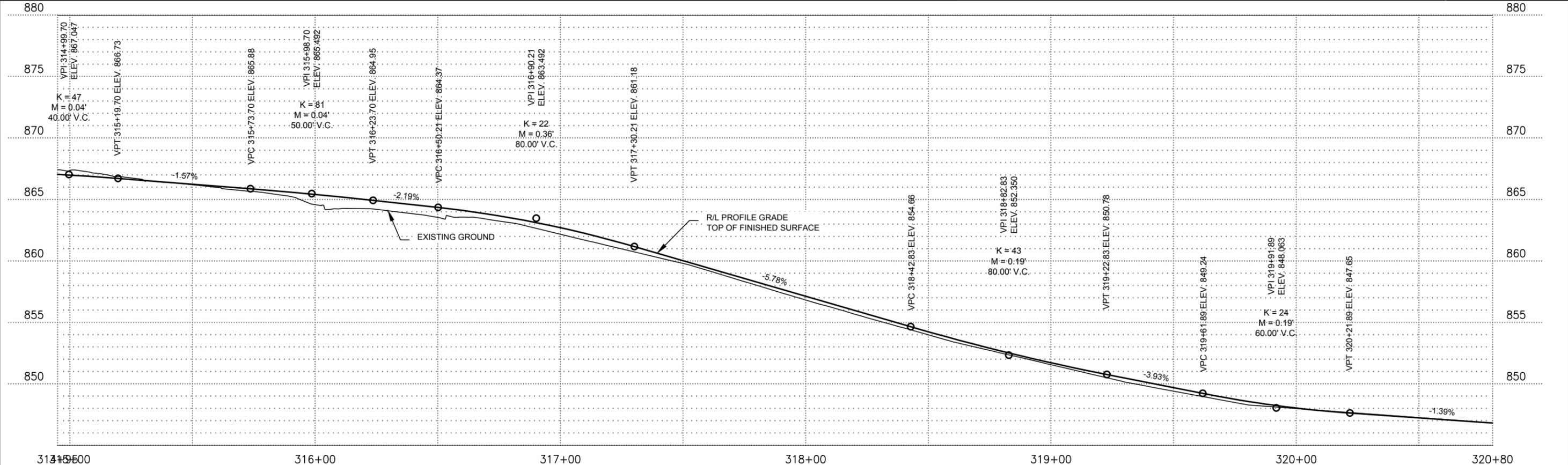
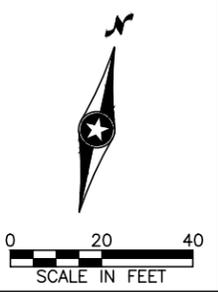
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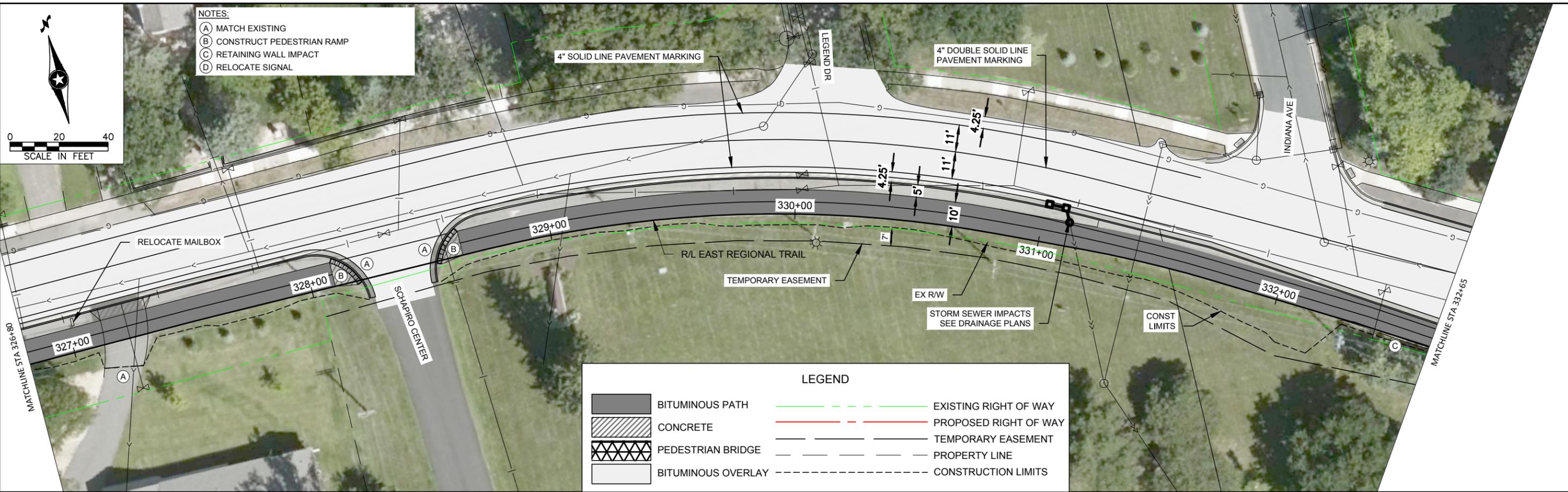
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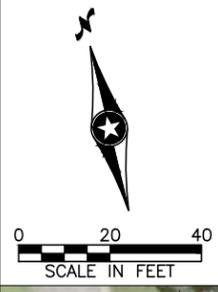


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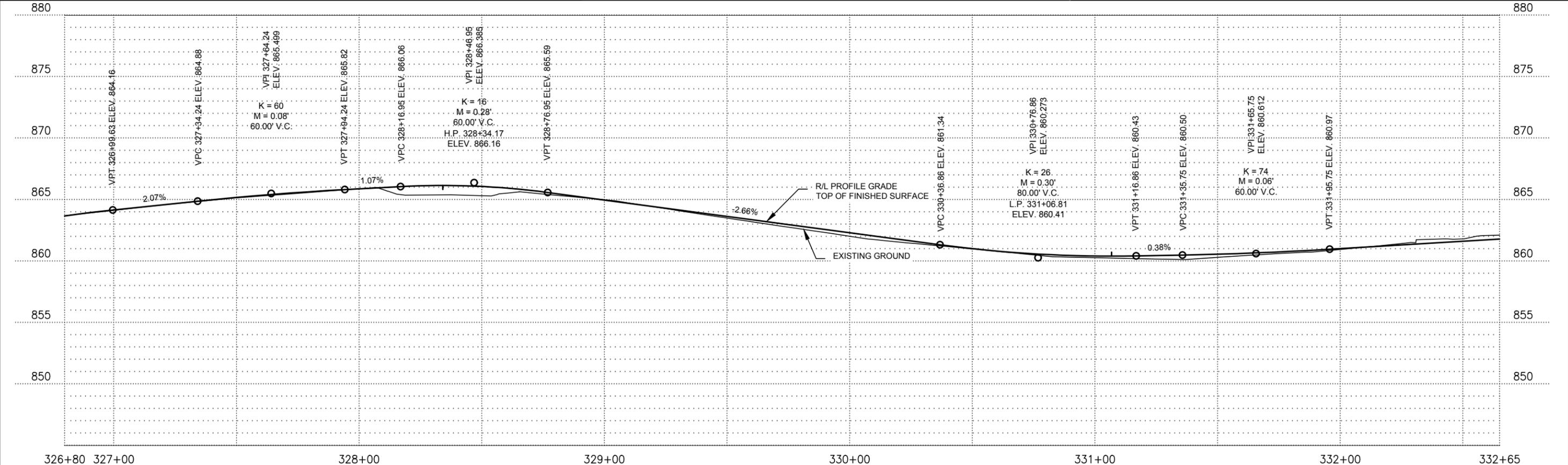


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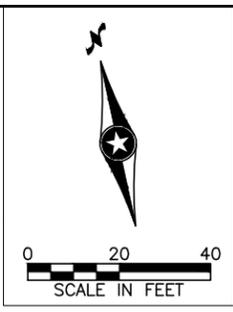
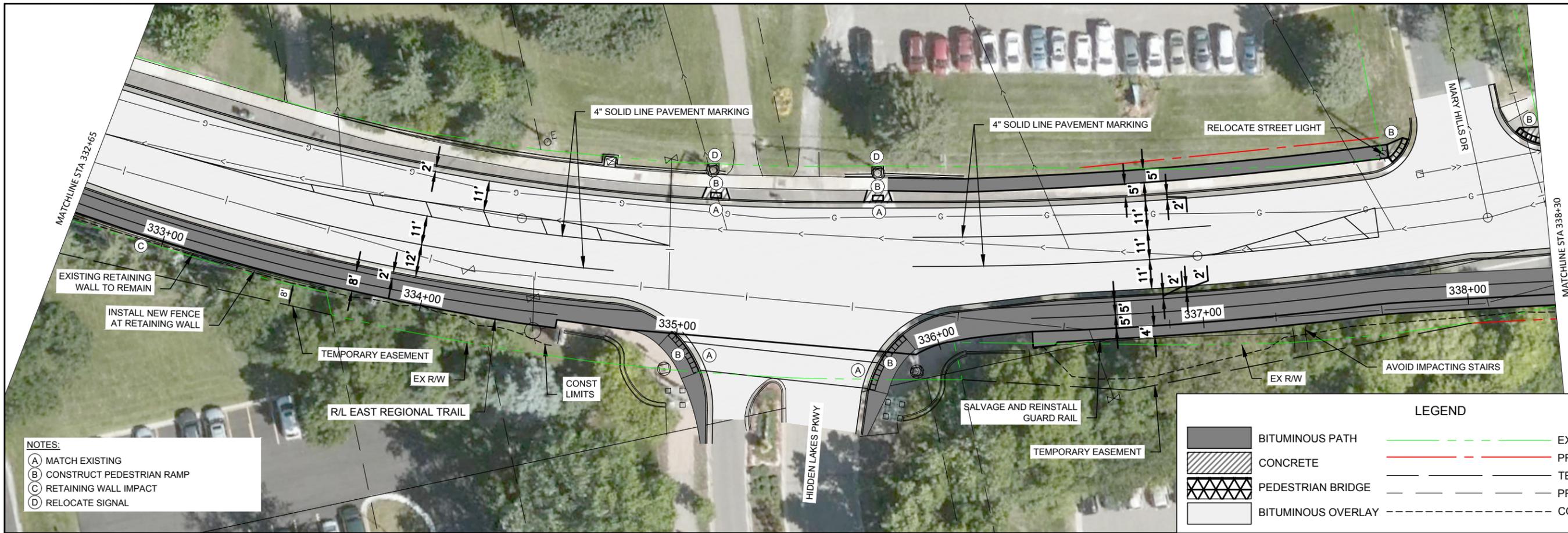
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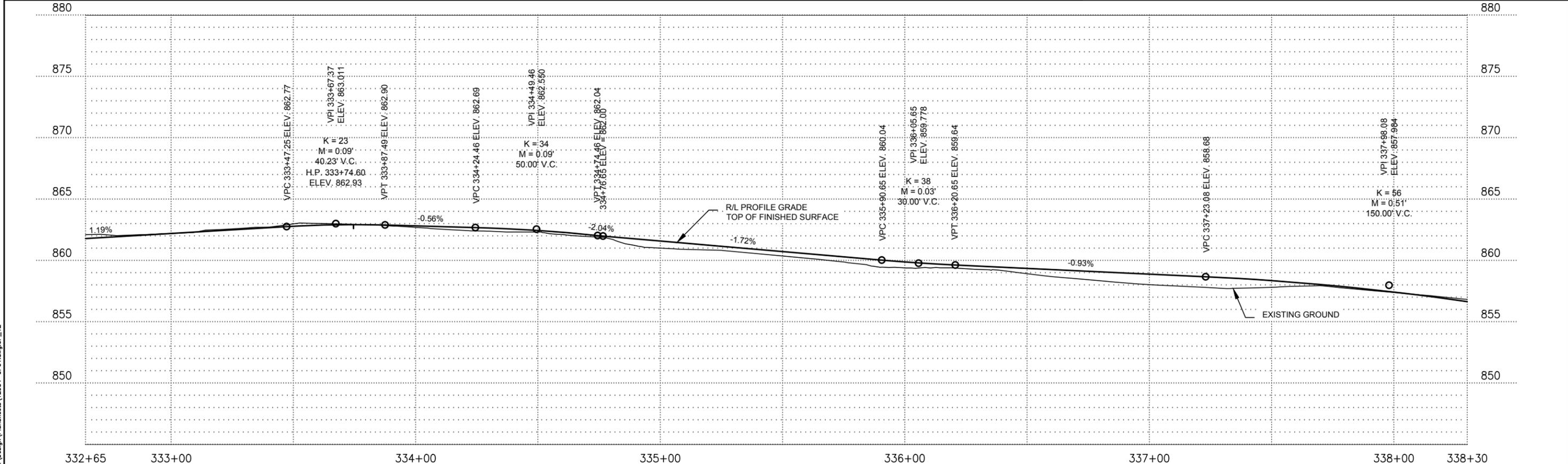
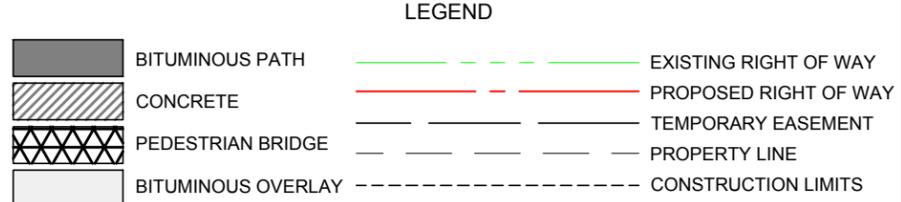


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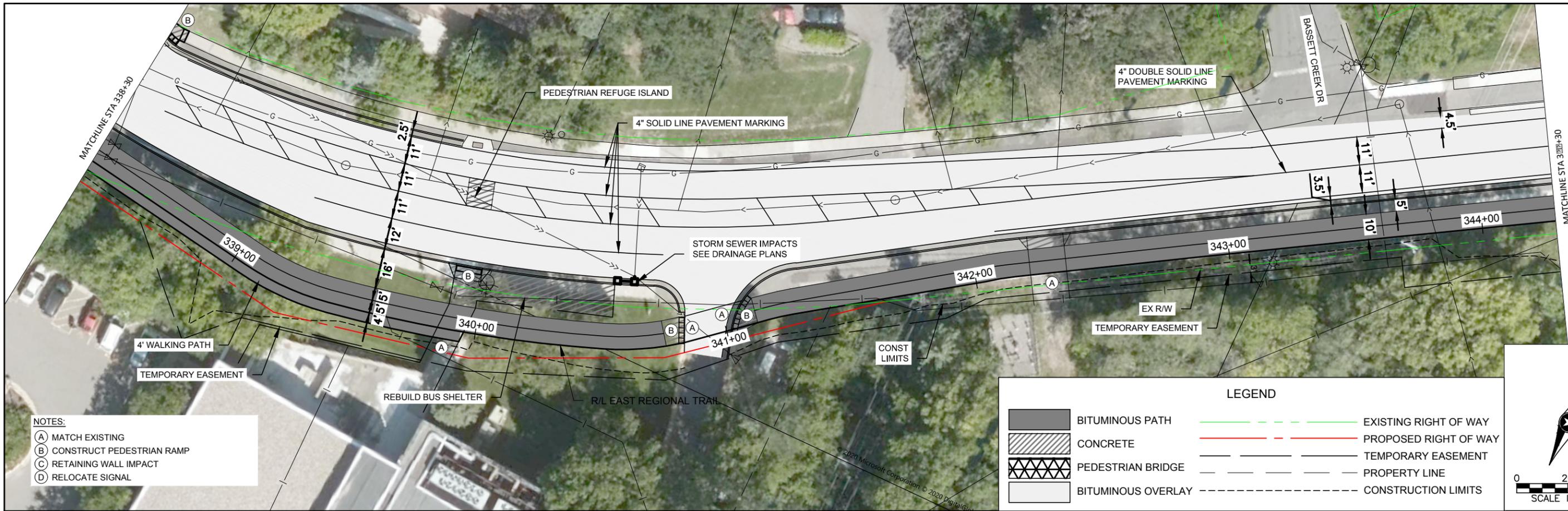
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
 Print Name: **STEVEN B. PRUSAK**
 Date: --/--/--- License # **#47622**

STATE AID PROJECT NO. _____ DRAWN BY _____
 STATE PROJECT NO. _____ DESIGNED BY _____
 COUNTY PROJECT NO. _____ CHECKED BY _____
 CITY PROJECT NO. _____ COMM. NO. 12934



THREE RIVERS PARK DISTRICT
 CONSTRUCTION PLAN AND PROFILES
 BASSETT CREEK REGIONAL TRAIL

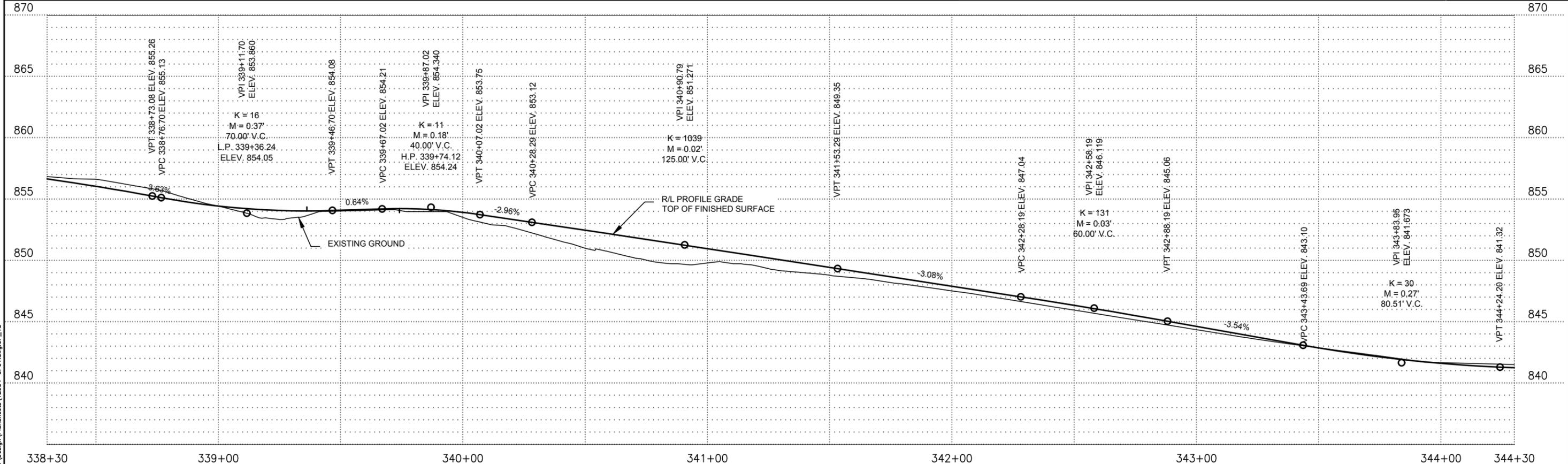
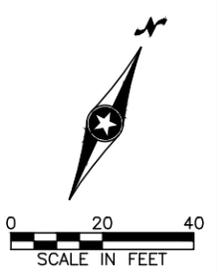
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41
 OF
78



- NOTES:
- (A) MATCH EXISTING
 - (B) CONSTRUCT PEDESTRIAN RAMP
 - (C) RETAINING WALL IMPACT
 - (D) RELOCATE SIGNAL

LEGEND

	BITUMINOUS PATH		EXISTING RIGHT OF WAY
	CONCRETE		PROPOSED RIGHT OF WAY
	PEDESTRIAN BRIDGE		TEMPORARY EASEMENT
	BITUMINOUS OVERLAY		PROPERTY LINE
			CONSTRUCTION LIMITS



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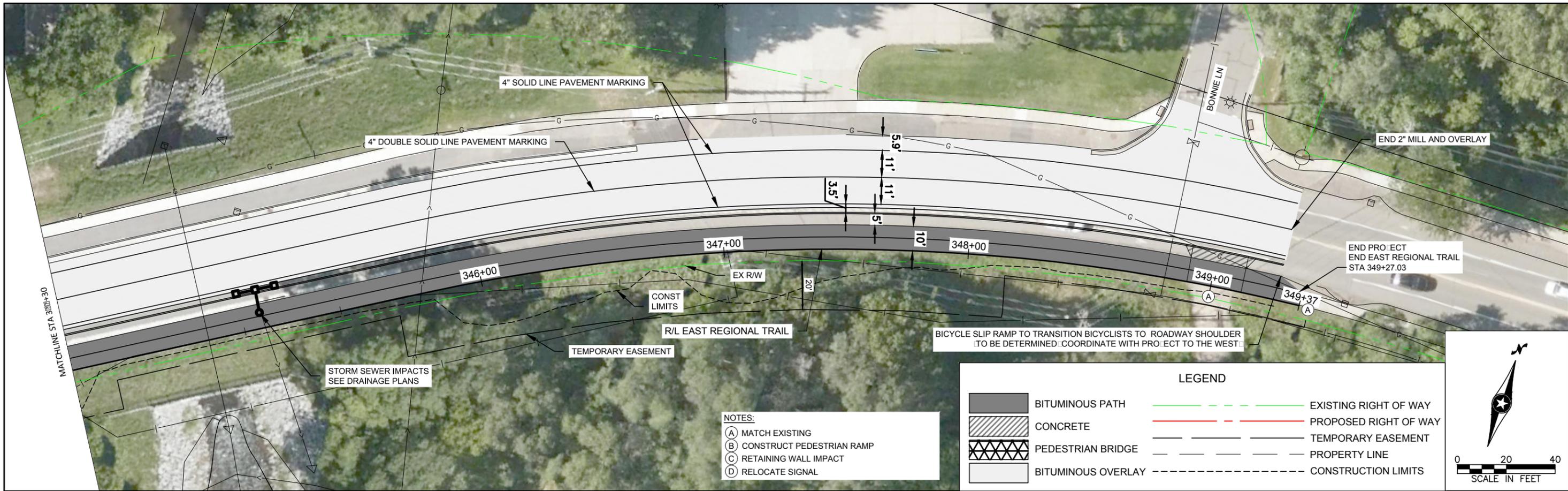
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
 Print Name: **STEVEN B. PRUSAK**
 Date: ___/___/___ License # **#47622**

STATE AID PROJECT NO.
 STATE PROJECT NO.
 COUNTY PROJECT NO.
 CITY PROJECT NO.

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 DESIGNED BY
 CHECKED BY
 COMM. NO. 12934

THREE RIVERS PARK DISTRICT
 CONSTRUCTION PLAN AND PROFILES
 BASSETT CREEK REGIONAL TRAIL

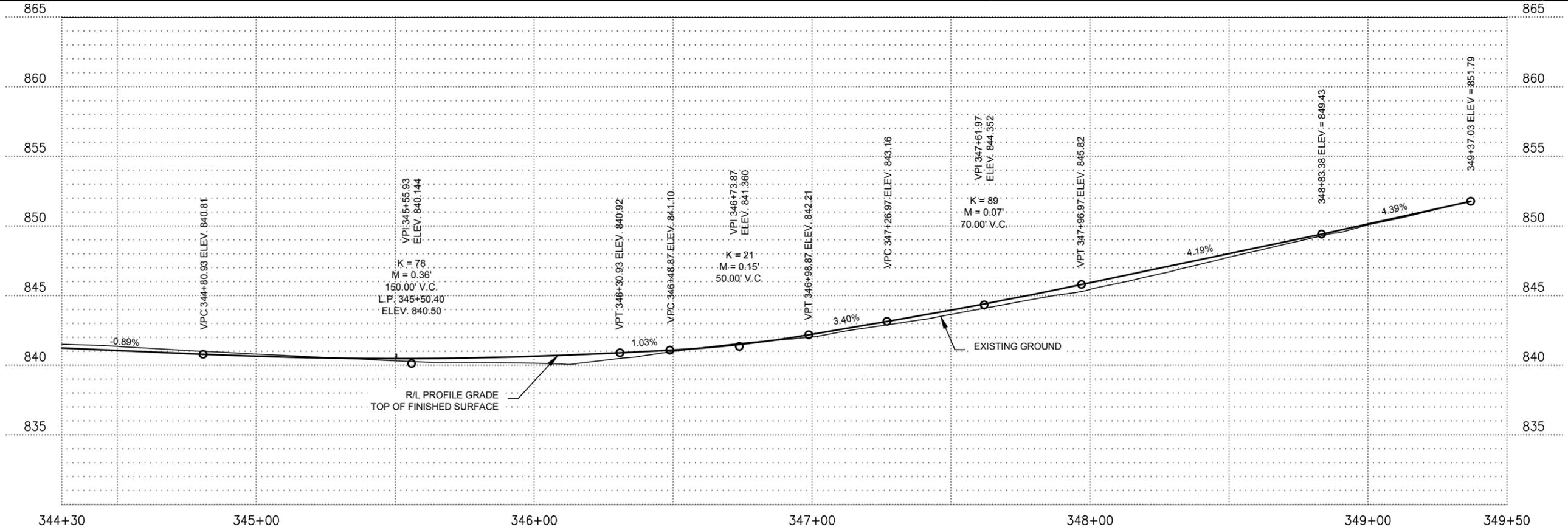
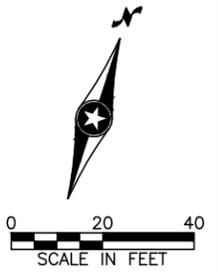
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- NOTES:**
- (A) MATCH EXISTING
 - (B) CONSTRUCT PEDESTRIAN RAMP
 - (C) RETAINING WALL IMPACT
 - (D) RELOCATE SIGNAL

LEGEND

	BITUMINOUS PATH		EXISTING RIGHT OF WAY
	CONCRETE		PROPOSED RIGHT OF WAY
	PEDESTRIAN BRIDGE		TEMPORARY EASEMENT
	BITUMINOUS OVERLAY		PROPERTY LINE
			CONSTRUCTION LIMITS



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 Rachel Burnham
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NO	DATE	BY	CKD	APPR

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
 Print Name: **STEVEN B. PRUSAK**
 Date: ___/___/___ License # **#47622**

STATE AID PROJECT NO. _____
 STATE PROJECT NO. _____
 COUNTY PROJECT NO. _____
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 COMM. NO. 12934



THREE RIVERS PARK DISTRICT
 CONSTRUCTION PLAN AND PROFILES
 BASSETT CREEK REGIONAL TRAIL

SHEET
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 OF
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7800 Golden Valley Road
Golden Valley, MN 55427

May 13, 2020

Ms. Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Ms. Koutsoukos,

The City of Golden Valley supports Three Rivers Park District's federal transportation funding request for the *Bassett Creek Regional Trail: Final Gap Removal* along Golden Valley Road. We understand the project will provide a multi-use regional trail along Golden Valley Road, between Regent Avenue and Bonnie Lane, that will ultimately complete the last segment of the Bassett Creek Regional Trail. We also support inclusion of a new multi-use local trail along Duluth Street, between Regent Avenue and Douglas Drive, that will be maintained by the City once complete. The City appreciates that the Park District has worked in partnership with the City and Hennepin County to develop 60% construction plans for the project to ensure all partners' expectations for this project are met.

The project is consistent with the City's 2040 Comprehensive Plan, which includes the City's Bicycle and Pedestrian Plan, as well as corridor related plans associated with the planned METRO Blue Line LRT station at Golden Valley Road. The addition of a multi-use trail along Golden Valley Road will significantly improve multi-modal access to and from employment areas, single and multi-family housing, and places of commerce and assembly, as well as improve access to both existing and future transit opportunities along the corridor.

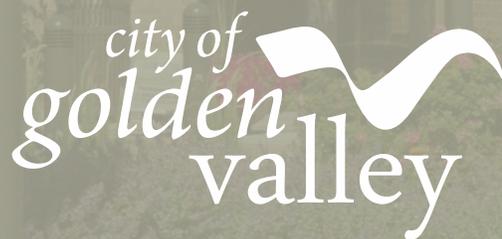
At its May 12, 2020 Council-Manager meeting, the Golden Valley City Council reviewed proposed trail alignment identified in the 60% plans and approves of the alignment. Pending award of the federal grant, the City looks forward to continuing this partnership to move towards completion of 100% construction documents for the implementation of this critical project.

Sincerely,

Timothy Cruikshank
City Manager

Cc: Matt Swenson, Project Manager, Three Rivers Park District

Bassett Creek Trail Expansion Project COMMUNITY INPUT REPORT



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Overview

Soliciting public input was a major component of Three Rivers Park District's proposal for federal grant money for this project.

The City of Golden Valley solicited input from the community through an online survey, social media, and open houses regarding:

- how residents currently use the Bassett Creek Trail
- benefits to expanding the trail along Golden Valley Rd

To promote the survey and open houses, the City published multiple news stories online about the proposed project. All information included links to the online survey while it was active.

The City further promoted the survey and open houses through social media posts on Facebook and Twitter.

Three Rivers Park District also maintained a webpage dedicated to the project that included details like maps, timelines, open house information, and more.

www.letstalkthreerivers.org/bassett-creek-regional-trail-golden-valley-segment

Open Houses

Dec 19, 2019

Three Rivers Park District, along with the City and Hennepin County, hosted an interactive public forum Dec 19, 2019 at Courage Kenny (3915 Golden Valley Road) where community members could learn more about the project and offer input. Representatives from the City, County, and Three Rivers Park District reviewed corridor sections with attendees and answered questions.

Feb 24, 2020

Three Rivers Park District, along with the City and County, hosted a second interactive public forum Feb 24, 2020 at King of Grace Lutheran Church (6000 Duluth Street) where community members could learn more about the project and offer input. Representatives from the City, County, and Three Rivers Park District shared proposed designs and answered questions.

Online Survey

The survey asked for public input on each of the areas under consideration and asked questions regarding trail usage, current trail issues, and if respondents live or work along Golden Valley Rd.

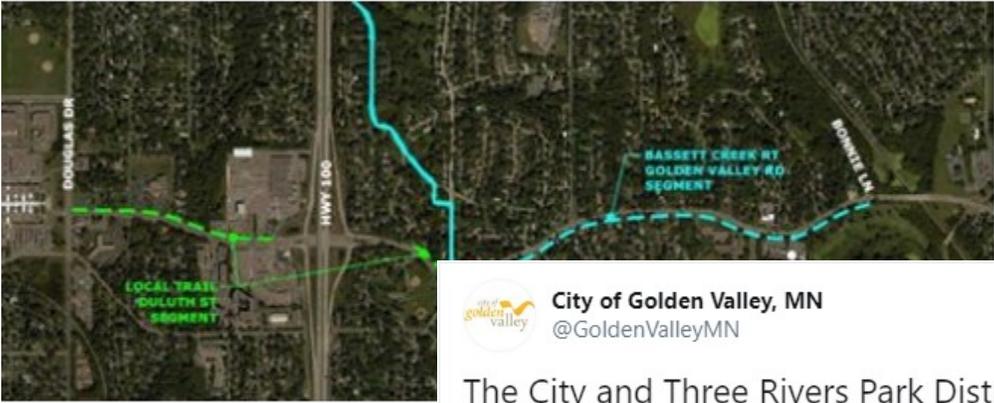
The survey was active from Dec 21–Jan 31, was limited to one response per IP address, and had 146 responses. See full survey responses in Appendix A.

Social Media Outreach

The City posted information and reminders about the project, open house, and survey multiple times on Facebook and Twitter between Dec 3, 2019 and Feb 20, 2020. See Appendix B for reach and engagement details for each post.

 **City of Golden Valley, MN - Local Government** ⋮
Published by Loomly [?] · December 3, 2019 · 🌐

The City of Golden Valley and Three Rivers Park District will host an open house Dec 19, 4:30–6:30 pm at Courage Kenny Rehabilitation Institute (3915 Golden Valley Rd), to share project designs for the Bassett Creek Regional Trail Expansion.
<https://www.goldenvalleymn.gov/.../bassett-creek-trail-expan.../>



1,069
People Reached

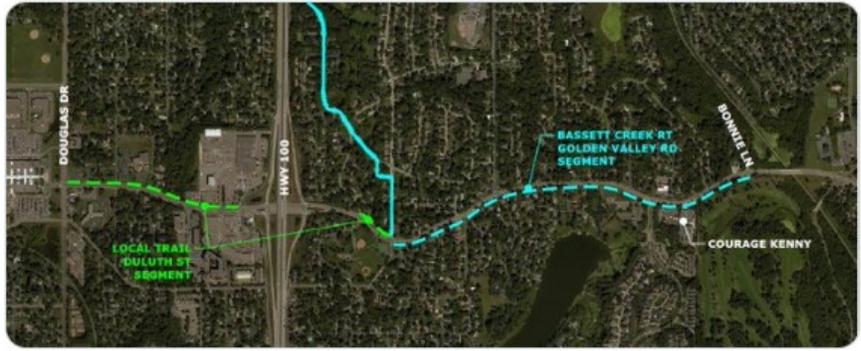
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 Like  C

 Comment as City of Golden Valley

 **City of Golden Valley, MN**
@GoldenValleyMN

The City and Three Rivers Park District are looking for feedback on the proposed Bassett Creek Trail extension in Golden Valley. Take the short, five question survey below.
surveylegend.com/s/1uno



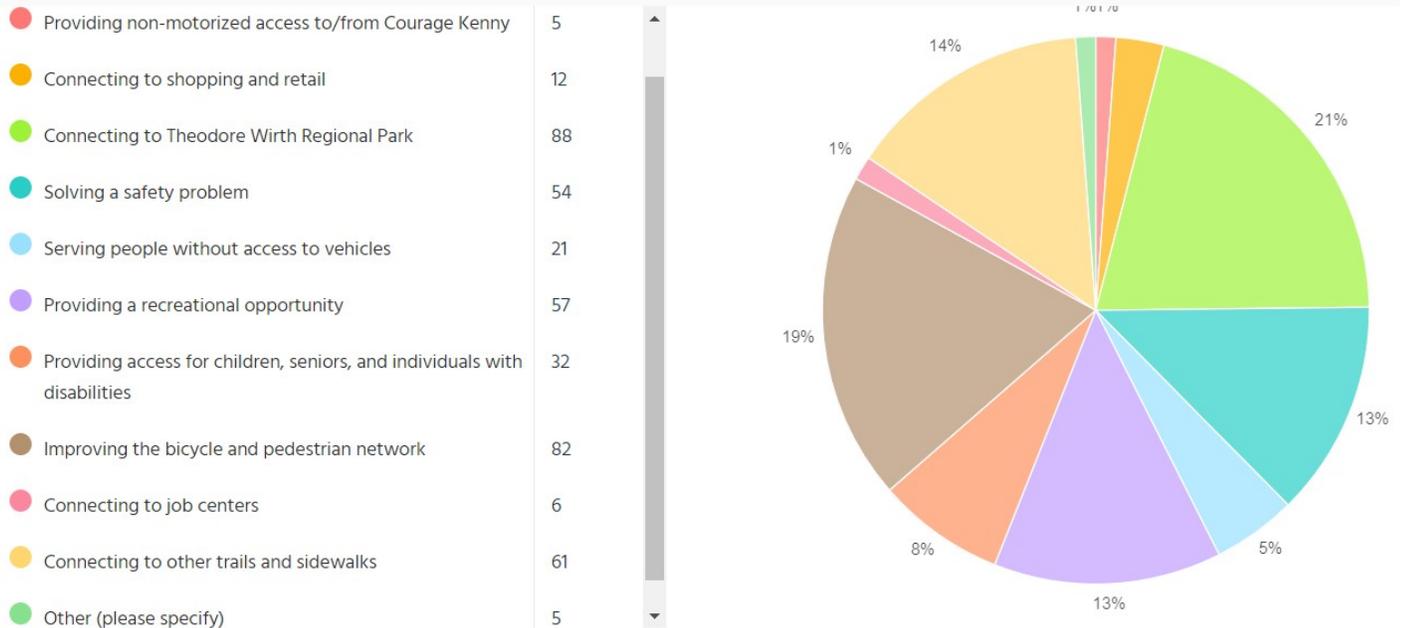
3:00 PM · Dec 30, 2019 · Loomly

Trail Usage

What is most important about an off-street, multi-use trail on Golden Valley Rd?

Of 146 respondents, the most common answers were *Connecting to Theodore Wirth Regional Park*, *Improving the bicycle and pedestrian network*, *Connecting to other trails and sidewalks*, and *Solving a safety problem*. This question also received five “Other” responses, all of which are compiled below.

What is most important to you about an off-street, multi-use trail on Golden Valley Rd? (pick three)

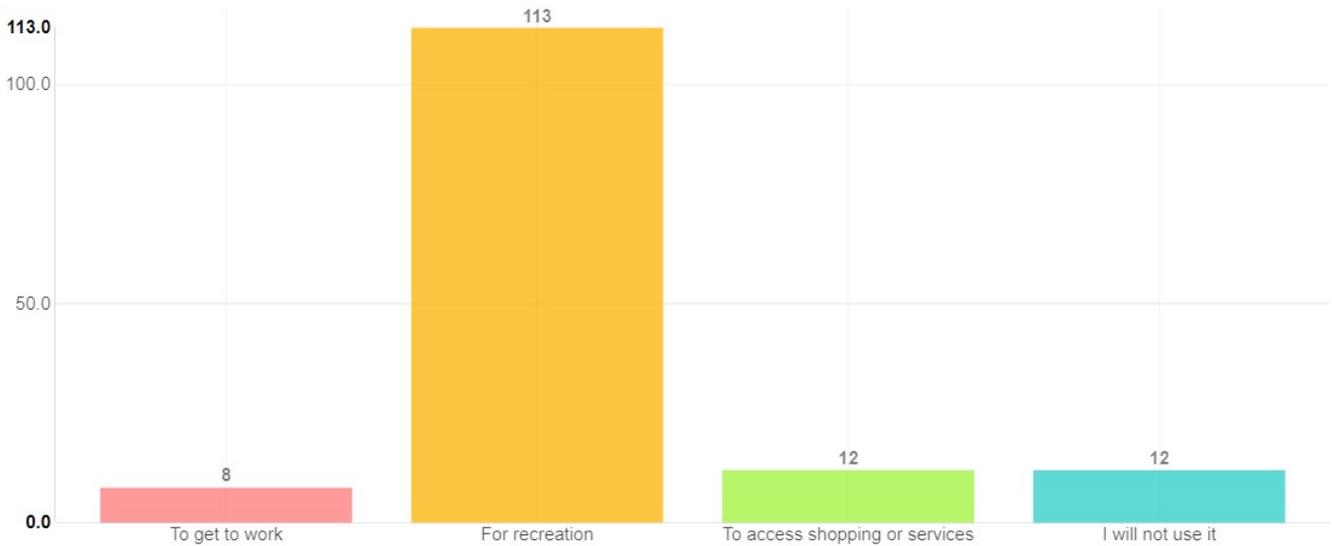


“Other” Responses
Serving more of the city
FALSE
None
None of the above
Don't use GV road !!!!

If a multi-use trail is constructed along Golden Valley Rd, how will you use it?

Of 145 respondents, 113 (78 percent) answered they use the trail for recreation, 12 (8 percent) said they use the trail to access shopping or other services, and 12 (8 percent) said they will not use the trail. Eight (6 percent) said they will use the trail to get to work.

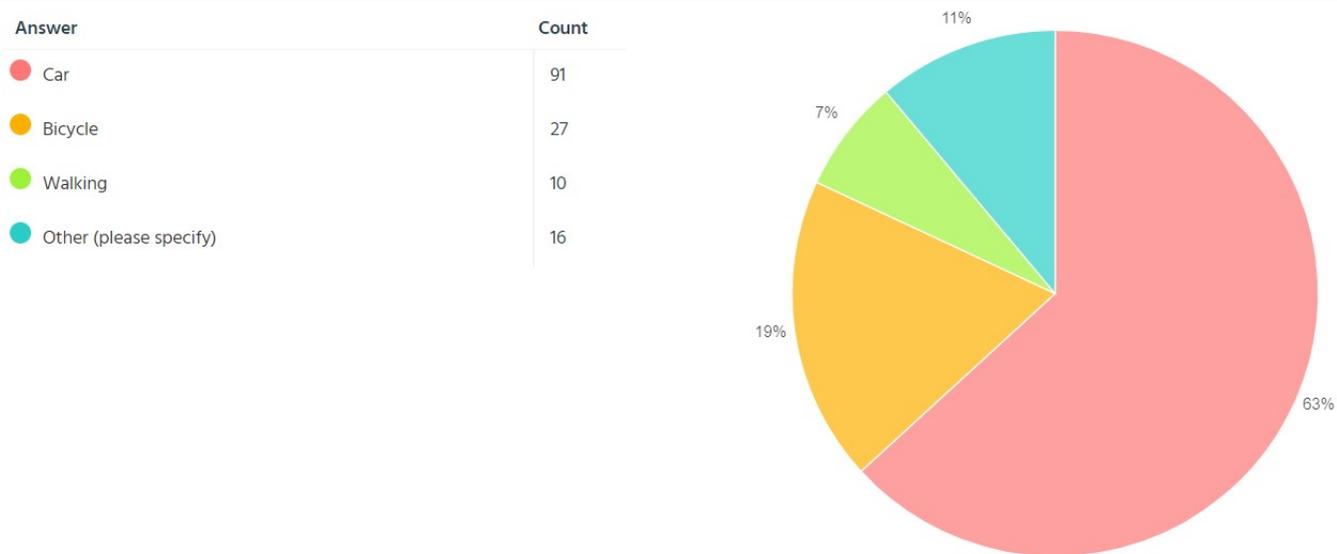
If a multi-use trail is constructed along Golden Valley Rd, how will you use it?



How do you move along Golden Valley Rd now?

Of 144 respondents, 91 (63 percent) currently use a car to move along Golden Valley Rd, 27 (19 percent) use a bicycle, and 10 (seven percent) said they walk. This question also received 16 “Other” responses, all of which are compiled below.

How do you move along Golden Valley Rd now?



“Other” Responses
I don't use GV road
Do not use GV road
All of the above
Bike and walk
I would use it more bicycling my kids to and from school if it were safer. (That's for question 2). Now, in winter, we drive.
I dont take Bassett Creek Trail any farther east than the bridge over 100
Car and Bicycle
All of the above
car AND bicycle
Walking
all of above
Motorscooter and car
Both car and bike
All of th above
Car and bike
Car or Bicycle

Trail Issues

What locations along Golden Valley Rd are most difficult to walk or bike through and why?

This question was open ended and gathered no statistical data.

What locations along along Golden Valley Rd are most difficult to walk or bike through and why?
GV Road from 100 to Wirth needs a road diet. Crossing GV RD at Regent I have been just about hit three times by crossing traffic when I have the right of way. Along GV road the bike infrastructure is a joke and the tar curbs are a disgrace. I was astounded that Hennepin C didn't fix that when they did all the work last year
The part that goes between Byerlys and Scheid Park, because cars often run the light to make right turns on red.
Don't know, don't use it !
Byerly's s
Do not like to have to walk on the street/road.
At Spring Valley Road, dangerous on and off GV Rd due to speed of traffic on GV Rd and blind spots.
Don't use
Golden valley road is very dangerous, fast drivers, those that don't fully stop, lack of lights.
4 way stop at regent and golden valley rd, crossing golden valley rd very dangerous on a bike. The bridge is not bike accessible to cross
The steep hill, I zigzag a bit.
Noble and GV road, and up to st marg Mary where the sidewalk is immediately adjacent to the road
Crossing under highway 100 on GV Road is very dangerous and difficult. The 4-way stop at Regent and GV Rd can be challenging. The sidewalk conditions along GV Rd vary greatly and can sometimes be poor.
East of Douglas
The sections that currently do not have bike trail or bike lane.
Between Noble and Highway 100
I worry about the pedestrians crossing by the bus stop near Courage Kenny, because there is a hill that limits visibility and people move fast on that road
intersection by hwy 100/byerlys
Golden Valley Rd where it goes under 100. The road lanes narrow and bike lanes disappear completely in some areas. It is a busy section of road leading to a busy intersection and there are not a lot of other good ways to get under 100 in that area by bike or foot.
All of it- people drive fast, they don't respect bikers, the road was under construction for a long time
Near noble and between regent and noble where sidewalk is narrow and golden valley road, also have to cross at noble since sidewalk is only on one side. Very busy crossing for children trying to get to park. Also would like a trail connection to wirth parkway that isn't along such a busy road.
Intersection with Duluth and 100. People coming off the highway don't look for pedestrians or bicycles. Also just east of spring valley road the south sidewalk is very small.
The entire length is dangerous. I have to be on the sidewalk biking with my kids to avoid hazardous driving. And the sidewalk is a minefield of ruts, cracks, narrow spots and debris.
Regent to Douglas- heavy traffic forces bikes to use sidewalks. Worry about kids going through those intersections

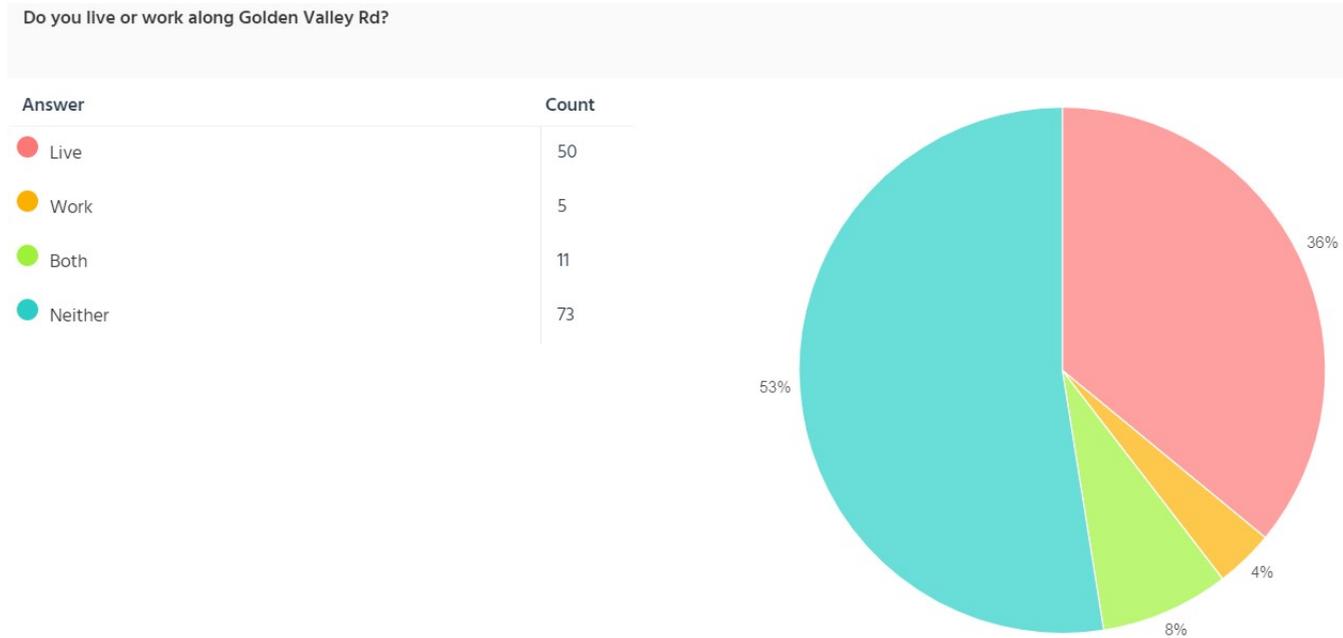
The area west east of 100 - traffic.
Section between 100 & Noble
Where the path is narrow on the street. Don't want to bike on the sidewalk. Your survey talks about Regent St but isn't it Regent Ave? That's where we live.
Not applicable. This serves a small portion of GV.
Regent to Noble
Hwy 100 area
Under highway 100. There are so many cars!
Along Unity Ave N because of the roughness of the trail, this portion should be included too!
I have problems crossing Hwy 100 at Duluth St. Drivers making a right turn on red often do not look to the right for pedestrians before beginning their turn. There is a lot of traffic on GV road by Schied park and the curve in the road is unnerving...I fear that a distracted driver could beer into the sidewalk.
Not any real bad spots....
It is a very busy road with odd sidewalks. It would be nice to have a trail off of the road.
Many roads I avoid walking on and wish there were more areas with sidewalks
Downtown GV, Duluth St
From Duluth street to Noble Ave
There is a section of GVR from roughly Noble to Regent on the North side where there is no sidewalk and just a very tiny/narrow shoulder for walking or biking.
Narrowed bike lane near Hidden Lakes
From Hwy 100 to Theo wirth. The bike lane is either non existent or very tight. Lots of blind spots with the hills and curves. Traffic moves very, very fast.
Well, for me, and I live on Olympia & Quebec in GV, I often walk or bike through the neighborhood, and the main place I walk to is the Byerly's in GV by HW 100. Anything that would improve the pedestrian access to that area AND across HW 100 going towards Teddy Wirth Park would be absolutely amazing to me. I'm continually disappointed that I can't cross HW 100 on GV Road to get to Teddy Wirth, would love to have like a bike bridge there or something, though I realize that's not part of what you guys are discussing here. IOW, I am in full support or improving any residential walk/bike access ANYWHERE!
The intersection @duluth & 100. No vehicles exiting 100 ever look to see if pedestrians are present making it unsafe to cross.
Regent and DULUTH street, traffic heading west are always SPEEDING to beat the next person to the stop light so as to position themselves for a spot to access 100 south. Making access/entry from Toledo nearly impossible.
East of Duluth street to Theo wirth. There are too many bike/car conflict points.
Courage Center to Scheid Park. Sometimes people park on the shoulders and the separation between cars and bikes is scary.
The intersection of GV Rd and Wirth is dangerous for bikers. GV Rd. west of Byerly's is dicey for bikers travelling west. You must share the road with traffic.
The underpass from 100 and by the shopping centers. There is just so much traffic. Downtown Golden Valley

Regent, Noble, Hidden Lakes Pkwy
The bike lane disappears and reappears along the route, making it dangerous and encouraging cyclists to illegally bike on the sidewalk. Otherwise, the sidewalks are generally ok, though the plowing often is pretty poorly done in the winter, leading to dangerously icy and snowy sidewalks.
The stretch from Douglas to Regent, because of multiple busy intersections that are dicey you navigate, especially if walking or biking with kids.
Lanes are quite narrow near Noble, and traffic is heavy.
The part by the church
across from fire department on GV Road
Theodore Wirth to 100-busy stretch, cars go fast.
None of them are difficult to walk or bike through unless the sidewalks haven't been cleared of snow. This seems like a colossal waste of money and an extreme inconvenience to homeowner and businesses along golden valley road.
The unprotected bike lanes and sidewalks are a disaster waiting to happen. With more people distracted on cell phones and driving giant SUV's all it takes is one tiny mistake and you'll end up dead or paralyzed. It's currently not worth the risk. Walkers and bikers should be protected with concrete barriers or plastic barriers at the minimum. If you want people to drive less, become more active, and use alternative transportation, then act like it.
West of Noble is weird.
Wirth Parkway all the way to the byerlys shopping center. Absolutely no safe way to go under highway 100 - and apparently no way in the proposal! People won't use it if you can't get safely past highway 100,
Crossing highway exit intersections
Section between Douglas and regent is not bike friendly in any way. Ice on the sidewalk under highway 100, no shoulder.
Between regent and douglas
Hwy100 to Theo Wirth is dangerous to bike along.
During the rush hours, I don't feel safe biking along the road from Hwy 100 to Wirth Parkway. I often bike along the sidewalk to make it doable. In particular the segment from Hwy 100 to Noble is bad. I have also had trouble with the 4-way stop at Regent because people don't seem to see a cyclist.
As someone who feels largely comfortable biking in the road, I may not be the right person to answer this question? However, from the project picture at the start of this survey, I think the section under Highway 100 is the most difficult due to turning traffic. Then, Segment 2 is next most difficult given the narrow shoulders.
Through golf course, rude to be on sidewalk on bike. Too narrow to safely be on road.
From regent to noble, due to curvy road ski drivers don't see a biker well ahead of time.
Cycling both directions near Noble are dangerous for limited visibility by vehicles.

Demographics

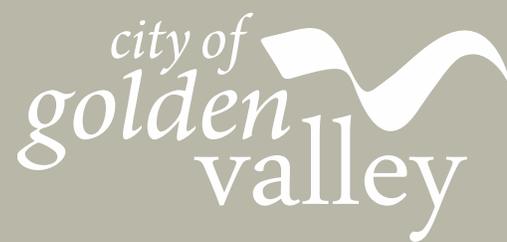
Do you live or work along Golden Valley Rd?

Of 139 respondents, 50 (36 percent) said they live in Golden Valley, 5 (4 percent) said they work in Golden Valley, and 11 (8 percent) said they both live and work in Golden Valley. Seventy-three (53 percent) said they do not live or work in Golden Valley.



APPENDIX A

Survey Results



What is most important to you about an off-street, multi-use trail on Golden Valley Rd? (pick three)	If a multi-use trail is constructed along Golden Valley Rd, how will you use it?	How do you move along Golden Valley Rd now?	What locations along along Golden Valley Rd are most difficult to walk or bike through and why?	Do you live or work along Golden Valley Rd?
, Solving a safety problem, Providing access for children, seniors, and individuals with disabilities, Improving the bicycle and pedestrian network,	To get to work	Bicycle	GV Road from 100 to Wirth needs a road diet. Crossing GV RD at Regent I have been just about hit three times by crossing traffic when I have the right of way. Along GV road the bike infrastructure is a joke and the tar curbs are a disgrace. I was astounded that Hennepin C didn't fix that when they did all the work last year	Live
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Serving people without access to vehicles, ,	For recreation	Car		Both
, Connecting to Theodore Wirth Regional Park, Providing access for children, seniors, and individuals with disabilities, Improving the bicycle and pedestrian network,	For recreation	Car		Live
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Connecting to other trails and sidewalks,	For recreation	Car		Both
, Connecting to Theodore Wirth Regional Park, Serving people without access to vehicles, Improving the bicycle and pedestrian network,	For recreation	Car	The part that goes between Byerlys and Scheid Park, because cars often run the light to make right turns on red.	Live
, Solving a safety problem, , Connecting to other trails and sidewalks, Don't use GV road !!!!		I don't use GV road	Don't know, don't use it !	

, Connecting to Theodore Wirth Regional Park, ,	For recreation	Car		
, Solving a safety problem, Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car		Live
, Connecting to shopping and retail, Connecting to Theodore Wirth Regional Park, Solving a safety problem, ,	For recreation	Car		Live
, Connecting to shopping and retail, Solving a safety problem, Improving the bicycle and pedestrian network,	To access shopping or services	Car	Byerly's s	Both
, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	I will not use it	Car		Neither
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, , Connecting to other trails and sidewalks,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car	Do not like to have to walk on the street/road.	Live
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Providing access for children, seniors, and individuals with disabilities,	For recreation	Walking	At Spring Valley Road, dangerous on and off GV Rd due to speed of traffic on GV Rd and blind spots.	Live
, , ,	I will not use it	Car		Neither

, Solving a safety problem, ,	To get to work	Bicycle		Neither
, Solving a safety problem, Serving people without access to vehicles, , Connecting to other trails and sidewalks,	I will not use it	Do not use GV road	Don't use	Neither
, , Providing a recreational opportunity, Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car		
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Providing access for children, seniors, and individuals with disabilities,	For recreation	Car	Golden valley road is very dangerous, fast drivers, those that don't fully stop, lack of lights.	Live
, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car	4 way stop at regent and golden valley rd, crossing golden valley rd very dangerous on a bike. The bridge is not bike accessible to cross	Live
Providing non-motorized access to/from Courage Kenny, Serving people without access to vehicles, Providing access for children, seniors, and individuals with disabilities,	To access shopping or services	Bicycle	The steep hill, I zigzag a bit.	Neither
, Solving a safety problem, Providing a recreational opportunity, Providing access for children, seniors, and individuals with disabilities,	For recreation	All of the above	Noble and GV road, and up to st marg Mary where the sidewalk is immediately adjacent to the road	Live
, Serving people without access to vehicles, Providing access for children, seniors, and individuals	For recreation	Car		Neither

with disabilities, Connecting to other trails and sidewalks,				
, Solving a safety problem, Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	To access shopping or services	Car	Crossing under highway 100 on GV Road is very dangerous and difficult. The 4-way stop at Regent and GV Rd can be challenging. The sidewalk conditions along GV Rd vary greatly and can sometimes be poor.	Live
, Solving a safety problem, Providing a recreational opportunity, Providing access for children, seniors, and individuals with disabilities,	For recreation	Car		Live
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Car	East of Douglas	Live
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Car		Neither
, , Providing a recreational opportunity, Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Providing access for children, seniors, and individuals with disabilities,	For recreation	All		Live

, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Improving the bicycle and pedestrian network,	For recreation	Bicycle	The sections that currently do not have bike trail or bike lane.	Neither
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Providing a recreational opportunity, ,	For recreation	Walking		Neither
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Connecting to other trails and sidewalks,	To get to work	Car		Live
, Solving a safety problem, Serving people without access to vehicles, Providing access for children, seniors, and individuals with disabilities,	For recreation	Car		Live
	I will not use it	Car		
, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, Providing access for children, seniors, and individuals with disabilities, Improving the bicycle and pedestrian network,	For recreation	Bicycle	Between Noble and Highway 100	Neither
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity,	I will not use it	Car		Live

Connecting to other trails and sidewalks,				
, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car	I worry about the pedestrians crossing by the bus stop near Courage Kenny, because there is a hill that limits visibility and people move fast on that road	Neither
	For recreation			
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Connecting to other trails and sidewalks,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car	intersection by hwy 100/byerlys	Neither
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Bicycle		Live
, Connecting to Theodore Wirth Regional Park				
Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Car		Live

Connecting to other trails and sidewalks,				
, Solving a safety problem, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Car	Golden Valley Rd where it goes under 100. The road lanes narrow and bike lanes disappear completely in some areas. It is a busy section of road leading to a busy intersection and there are not a lot of other good ways to get under 100 in that area by bike or foot.	Neither
Serving people without access to vehicles, Providing a recreational opportunity, Connecting to other trails and sidewalks,	For recreation	Car	All of it- people drive fast, they don't respect bikers, the road was under construction for a long time	Neither
, Solving a safety problem, Providing access for children, seniors, and individuals with disabilities, Improving the bicycle and pedestrian network,	For recreation	Bike and walk	Near noble and between regent and noble where sidewalk is narrow and golden valley road, also have to cross at noble since sidewalk is only on one side. Very busy crossing for children trying to get to park. Also would like a trail connection to wirth parkway that isn't along such a busy road.	Live
, Connecting to shopping and retail, Solving a safety problem, Providing access for children, seniors, and individuals with disabilities,	To access shopping or services	Car	Intersection with Duluth and 100. People coming off the highway don't look for pedestrians or bicycles. Also just east of spring valley road the south sidewalk is very small.	Live
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Providing access for children, seniors, and individuals with disabilities	For recreation	I would use it more bicycling my kids to and from school if it were safer. (That's for question 2). Now, in winter, we drive.	The entire length is dangerous. I have to be on the sidewalk biking with my kids to avoid hazardous driving. And the sidewalk is a minefield of ruts, cracks, narrow spots and debris.	Neither

, Solving a safety problem, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Car	Regent to Douglas- heavy traffic forces bikes to use sidewalks. Worry about kids going through those intersections	Live
Providing access for children, seniors, and individuals with disabilities, Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car		Live
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Connecting to other trails and sidewalks,	For recreation	Walking		Neither
, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car	The area west east of 100 - traffic.	Neither
, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car	Section between 100 & Noble	Neither
, Serving people without access to vehicles, Providing a recreational opportunity, Connecting to other trails and sidewalks,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, Providing access for children, seniors, and individuals with disabilities,	For recreation	Car		Neither

Improving the bicycle and pedestrian network,				
Providing a recreational opportunity, Providing access for children, seniors, and individuals with disabilities, Connecting to other trails and sidewalks,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car	Where the path is narrow on the street. Don't want to bike on the sidewalk. Your survey talks about Regent St but isn't it Regent Ave? That's where we live.	Neither
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Providing access for children, seniors, and individuals with disabilities	For recreation	Bicycle		Neither
Providing a recreational opportunity, Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car		Live
, Connecting to shopping and retail, Connecting to other trails and sidewalks, Serving more of the city	I will not use it	Car	Not applicable. This serves a small portion of GV.	Neither
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Car		Live
Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Car	Regent to Noble	Live

Connecting to other trails and sidewalks,				
Providing a recreational opportunity, Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car	Hwy 100 area	Neither
, Connecting to shopping and retail, Solving a safety problem, Providing access for children, seniors, and individuals with disabilities,	I will not use it	Car		Neither
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Car	Under highway 100. There are so many cars!	Live
, Connecting to Theodore Wirth Regional Park, Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Bicycle		Neither
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Connecting to other trails and sidewalks,	For recreation	Car		
, Solving a safety problem, Providing access for children, seniors, and individuals with disabilities, Improving the bicycle and pedestrian network,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, Serving people	For recreation	I dont take Bassett Creek	Along Unity Ave N because of the roughness of the trail, this portion should be included too!	Work

without access to vehicles, Providing a recreational opportunity,		Trail any farther east than the bridge over 100		
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Connecting to other trails and sidewalks,	For recreation	Car		Neither
Providing non-motorized access to/from Courage Kenny, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network,	To get to work	Car		Work
Solving a safety problem, Providing a recreational opportunity, Connecting to other trails and sidewalks,	For recreation	Walking	I have problems crossing Hwy 100 at Duluth St. Drivers making a right turn on red often do not look to the right for pedestrians before beginning their turn. There is a lot of traffic on GV road by Schied park and the curve in the road is unnerving...I fear that a distracted driver could beer into the sidewalk.	Neither
Providing non-motorized access to/from Courage Kenny				
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Improving the bicycle and pedestrian network,	For recreation	Bicycle	Not any real bad spots....	Live

, Serving people without access to vehicles, Providing a recreational opportunity, Providing access for children, seniors, and individuals with disabilities	For recreation	Car		Neither
, Providing a recreational opportunity, Connecting to job centers, Connecting to other trails and sidewalks,	For recreation	Car	It is a very busy road with odd sidewalks. It would be nice to have a trail off of the road.	Live
, Solving a safety problem, Providing access for children, seniors, and individuals with disabilities, Improving the bicycle and pedestrian network,	To access shopping or services	Car	Many roads I avoid walking on and wish there were more areas with sidewalks	Live
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Providing access for children, seniors, and individuals with disabilities,	For recreation	Car	Downtown GV, Duluth St	Neither
, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car		Both
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Improving the bicycle and pedestrian network,	I will not use it	Car		Live
, Connecting to Theodore Wirth Regional Park, Providing access for children, seniors, and individuals with disabilities,	For recreation	Car		Live

Connecting to other trails and sidewalks,				
, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car	From Duluth street to Noble Ave	Live
, Solving a safety problem, ,				
, , Providing a recreational opportunity, Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Improving the bicycle and pedestrian network,	For recreation	Car	There is a section of GVR from roughly Noble to Regent on the North side where there is no sidewalk and just a very tiny/narrow shoulder for walking or biking.	Live
, Connecting to shopping and retail, Connecting to Theodore Wirth Regional Park, Solving a safety problem, ,	To access shopping or services	Car	Narrowed bike lane near Hidden Lakes	Live
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Improving the bicycle and pedestrian network,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Connecting to job centers,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Bicycle		Both

, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Improving the bicycle and pedestrian network,	For recreation	Car and Bicycle	From Hwy 100 to Theo wirth. The bike lane is either non existent or very tight. Lots of blind spots with the hills and curves. Traffic moves very, very fast.	Neither
, , Providing a recreational opportunity, Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Walking	Well, for me, and I live on Olympia & Quebec in GV, I often walk or bike through the neighborhood, and the main place I walk to is the Byerly's in GV by HW 100. Anything that would improve the pedestrian access to that area AND across HW 100 going towards Teddy Wirth Park would be absolutely amazing to me. I'm continually disappointed that I can't cross HW 100 on GV Road to get to Teddy Wirth, would love to have like a bike bridge there or something, though I realize that's not part of what you guys are discussing here. IOW, I am in full support or improving any residential walk/bike access ANYWHERE!	Neither
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Providing a recreational opportunity, ,	For recreation	Car	The intersection @duluth & 100. No vehicles exiting 100 ever look to see if pedestrians are present making it unsafe to cross. Regent and DULUTH street, traffic heading west are always SPEEDING to beat the next person to the stop light so as to position themselves for a spot to access 100 south. Making access/entry from Toledo nearly impossible.	Both

, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Bicycle		Neither
, Solving a safety problem, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Car		Neither
, Solving a safety problem, Serving people without access to vehicles, Improving the bicycle and pedestrian network,	For recreation	Car	East of Duluth street to Theo wirth. There are too many bike/car conflict points.	Neither
, Serving people without access to vehicles, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Car		Work
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, , Connecting to other trails and sidewalks,	For recreation	Bicycle		Neither
, Connecting to shopping and retail, Solving a safety problem, Improving the bicycle and pedestrian network,	To access shopping or services	Car	Courage Center to Scheid Park. Sometimes people park on the shoulders and the separation between cars and bikes is scary.	Live
, Solving a safety problem, Providing access for children, seniors, and individuals with disabilities, Improving the bicycle and pedestrian network,	To access shopping or services	All of the above	The intersection of GV Rd and Wirth is dangerous for bikers. GV Rd. west of Byerly's is dicey for bikers travelling west. You must share the road with traffic.	Neither

, Connecting to shopping and retail, Connecting to Theodore Wirth Regional Park, , Connecting to job centers, FALSE	To get to work	Car	The underpass from 100 and by the shopping centers. There is just so much traffic.	Live
, , Improving the bicycle and pedestrian network, None	For recreation	Walking	Downtown Golden Valley	Both
, Connecting to shopping and retail, Connecting to Theodore Wirth Regional Park, Serving people without access to vehicles, ,	For recreation	Walking		Live
, , Providing a recreational opportunity, Providing access for children, seniors, and individuals with disabilities, Connecting to other trails and sidewalks,				
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Car	Regent, Noble, Hidden Lakes Pkwy	Neither
, Connecting to Theodore Wirth Regional Park, Serving people without access to vehicles, Improving the bicycle and pedestrian network,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, Providing access for children, seniors, and individuals with disabilities, Connecting to other trails and sidewalks,	For recreation	Walking		Neither
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity,	For recreation	Car	The bike lane disappears and reappears along the route, making it dangerous and encouraging cyclists to illegally bike on the sidewalk.	Live

Connecting to other trails and sidewalks,			Otherwise, the sidewalks are generally ok, though the plowing often is pretty poorly done in the winter, leading to dangerously icy and snowy sidewalks.	
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Connecting to other trails and sidewalks,	For recreation	Car	The stretch from Douglas to Regent, because of multiple busy intersections that are dicey you navigate, especially if walking or biking with kids.	Both
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Connecting to other trails and sidewalks,	For recreation	car AND bicycle	Lanes are quite narrow near Noble, and traffic is heavy.	Neither
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Bicycle	The part by the church	Neither
, Serving people without access to vehicles, Providing access for children, seniors, and individuals with disabilities, Connecting to other trails and sidewalks,	For recreation	Car	across from fire department on GV Road	Neither
Providing non-motorized access to/from Courage Kenny, , Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Walking		Live
, Solving a safety problem, Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	all of above	Theodore Wirth to 100-busy stretch, cars go fast.	Both

, , Providing a recreational opportunity, Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car	None of them are difficult to walk or bike through unless the sidewalks haven't been cleared of snow. This seems like a colossal waste of money and an extreme inconvenience to homeowner and businesses along golden valley road.	Live
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, , Connecting to other trails and sidewalks,	For recreation	Walking		Neither
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Providing a recreational opportunity, ,	For recreation	Bicycle	The unprotected bike lanes and sidewalks are a disaster waiting to happen. With more people distracted on cell phones and driving giant SUV's all it takes is one tiny mistake and you'll end up dead or paralyzed. It's currently not worth the risk. Walkers and bikers should be protected with concrete barriers or plastic barriers at the minimum. If you want people to drive less, become more active, and use alternative transportation, then act like it.	Both
, Connecting to Theodore Wirth Regional Park, Serving people without access to vehicles, , Connecting to other trails and sidewalks,	To get to work	Bicycle	West of Noble is weird.	Neither
, , ,	I will not use it	Car		Work
, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network,	For recreation	Car	Wirth Parkway all the way to the byerlys shopping center. Absolutely no safe way to go under highway 100 - and apparently no way in the	Live

Connecting to other trails and sidewalks,			proposal! People won't use it if you can't get safely past highway 100,	
Providing non-motorized access to/from Courage Kenny, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network,	For recreation	Bicycle		Neither
, Serving people without access to vehicles, Providing a recreational opportunity, Providing access for children, seniors, and individuals with disabilities,	For recreation	Motorscooter and car	Crossing highway exit intersections	Live
, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Providing a recreational opportunity, ,	For recreation	Bicycle		Neither
, , , None of the above	I will not use it	Car		Live
, Solving a safety problem, Serving people without access to vehicles, Improving the bicycle and pedestrian network,	For recreation	Bicycle		Neither
, Connecting to Theodore Wirth Regional Park, Providing a recreational opportunity, Improving the bicycle and pedestrian network,	For recreation	Both car and bike	Section between Douglas and regent is not bike friendly in any way. Ice on the sidewalk under highway 100, no shoulder.	Both
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, , Connecting to other trails and sidewalks,	For recreation	Bicycle		Neither

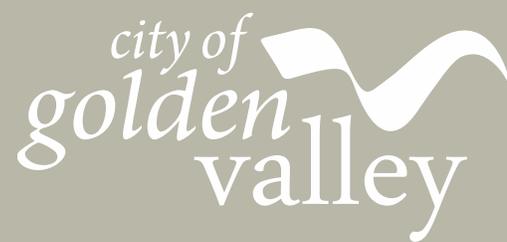
, Solving a safety problem, Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Bicycle	Between regent and douglas	Live
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Improving the bicycle and pedestrian network,	For recreation	Car		Neither
, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network, Connecting to job centers,	For recreation	Car		Live
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Serving people without access to vehicles, ,	For recreation	Bicycle		Neither
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, , Connecting to other trails and sidewalks,	For recreation	Bicycle	Hwy100 to Theo Wirth is dangerous to bike along.	Live
, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Car		Neither
, Solving a safety problem, Improving the bicycle and pedestrian network, Connecting to job centers,	To get to work	Car	During the rush hours, I don't feel safe biking along the road from Hwy 100 to Wirth Parkway. I often bike along the sidewalk to make it doable. In particular the segment from Hwy 100 to Noble is bad. I have also had trouble with the 4-way stop at Regent because people don't seem to see a cyclist.	Neither
, Connecting to shopping and retail, , Improving the bicycle and pedestrian network,	To get to work	Bicycle	As someone who feels largely comfortable biking in the road, I may not be the right person to answer this question? However, from the project	Neither

Connecting to other trails and sidewalks,			picture at the start of this survey, I think the section under Highway 100 is the most difficult due to turning traffic. Then, Segment 2 is next most difficult given the narrow shoulders.	
, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	To access shopping or services	Bicycle		Work
, Connecting to Theodore Wirth Regional Park, , Improving the bicycle and pedestrian network, Connecting to other trails and sidewalks,	For recreation	Bicycle		Neither
, Connecting to Theodore Wirth Regional Park, Serving people without access to vehicles, Improving the bicycle and pedestrian network,	To access shopping or services			
, Connecting to Theodore Wirth Regional Park, Solving a safety problem, Improving the bicycle and pedestrian network,	For recreation	Bicycle		Live
, Connecting to shopping and retail, Providing a recreational opportunity, Connecting to other trails and sidewalks,	To access shopping or services	All of th above	Through golf course, rude to be on sidewalk on bike. Too narrow to safely be on road.	Live
, Serving people without access to vehicles, Providing access for children, seniors, and individuals with disabilities, Improving the bicycle and pedestrian network,	To access shopping or services	Bicycle		Neither
, Connecting to Theodore Wirth Regional Park, Providing a	For recreation	Car and bike	From regent to noble, due to curvy road ski drivers don't see a biker well ahead of time.	Neither

recreational opportunity, Providing access for children, seniors, and individuals with disabilities,				
, , Improving the bicycle and pedestrian network,	I will not use it	Car		Neither
, Solving a safety problem, Providing access for children, seniors, and individuals with disabilities, Improving the bicycle and pedestrian network,	For recreation	Car or Bicycle	Cycling both directions near Noble are dangerous for limited visibility by vehicles.	Neither
, Connecting to shopping and retail, Connecting to Theodore Wirth Regional Park, , Connecting to job centers,	I will not use it	Car		Live

APPENDIX B

Social Media Engagement



SOCIAL MEDIA REACH AND ENGAGEMENT

Title

Reach = Number of people who saw the post

Engagement = Number of people who interacted with the post

Dec 3, 2019					
PLATFORM	REACH	ENGAGEMENT	LIKES	SHARES/RETWEETS	COMMENTS
Facebook	1068	154	6	2	0
Twitter	428	7	0	0	0
Dec 21, 2019					
PLATFORM	REACH	ENGAGEMENT	LIKES	SHARES/RETWEETS	COMMENTS
Facebook	980	58	6	2	0
Twitter	294	10	0	0	0
Dec 30, 2019					
PLATFORM	REACH	ENGAGEMENT	LIKES	SHARES/RETWEETS	COMMENTS
Facebook	1466	218	1	4	0
Twitter	301	19	0	0	0
Jan 4, 2020					
PLATFORM	REACH	ENGAGEMENT	LIKES	SHARES/RETWEETS	COMMENTS
Facebook	940	44	2	2	0
Twitter	358	10	0	0	0
Jan 10, 2020					
PLATFORM	REACH	ENGAGEMENT	LIKES	SHARES/RETWEETS	COMMENTS
Facebook	1789	131	3	1	0
Twitter	364	5	0	0	0
Jan 23, 2020					
PLATFORM	REACH	ENGAGEMENT	LIKES	SHARES/RETWEETS	COMMENTS
Facebook	879	38	7	1	0
Twitter	182	6	1	0	0
Comments					
NAME	COMMENT				



EXECUTIVE SUMMARY

Administrative Services

763-593-8013 / 763-593-3969 (fax)

Golden Valley Council/Manager Meeting

May 12, 2020

Agenda Item

4. Financial Impact of COVID-19 Revenues and Expenditures

Prepared By

Sue Virnig, Finance Director

Summary

COVID-19 has had significant impact on the City of Golden Valley's 2020 revenues due to stay at home orders, business closures, social distancing guidelines, disruption to the economy and uncertainty of future needs. Future budgets will be impacted too. Council needs to be informed of this impact. At its meeting on May 12, staff will review the attached financial reports.

Staff has searched for many financial tools such as FEMA Disaster grants, Hennepin County grants, State Grants, and Federal CARES Act. The State will allocate MN Coronavirus Relief Funds (CARES) to local governments for reimbursements and are reviewing two options for allocations. Staff has also worked with the League of Minnesota Cities (LMC), Municipal Legislative Commission (MLC), and various professional organizations on surveys and information sharing on COVID-19 impacts.

The 2021-2022 Budget process has begun and will be brought to you in August.

Financial Or Budget Considerations

The impact of COVID-19 has significant impact on the City of Golden Valley's loss of revenues and additional expenditures.

Supporting Documents

- Impacts on 2020 Budget through 05-07-2020 (3 pages)
- MLC report on Financial Impacts to Cities Template (1 page)

Impacts on 2020 Budget (05-07-2020)

2019 Unassigned Fund Balance

1,350,000

General Fund Revenues compared to 4-30-19:

Building Permits	(86,963) less
Fines and Forfeitures	(19,265) less
Public Safety Revenues	(17,657) less
Public Works Revenues	(35,639) less
Park & Rec Revenues	(27,315) less
Construction Fund Charges	(9,735) less

Additional Expenditures:

COVID Related Supplies		YTD
PPE	(35,100) more expenditures	\$37,325
Cleaning Supplies	(10,200) more expenditures	
Computer/IT Needs	(25,100) more expenditures	
PTO/Vacation/OT Extension	(60,000) more expenditures	end 12-31

Unknown:

Property Tax Delays	
Property Tax Petitions	
Permits and Licenses	current level is same as 4-30-2019
Park & Rec Fees	cancellation of rentals and programs
Lodging Tax Revenue	March report - Due late April
Pull Tab Revenues	Human Service Commission
Unemployment Claims	Golf, Brookview, others
Interest Earnings	
Utility Billing Penalties	

Financial Update

FY2020

Enterprise Funds	
Water & Sewer Utility	(822,020) expected due to projects; time of year
Brookview Golf Course	

Three One Six	(88,917)	Shortfall
Golf Course	(335,655)	Opened April 18
TOTAL	(424,572)	fund balance is \$860,903
Motor Vehicle Licensing	(22,895)	fund balance is \$903,508
Recycling	(3,787)	expected shortfall for 2020 budget
Storm Water	227,430	expected due to projects; time of year
Special Revenue Funds		
Brookview Facility/Backyard	(53,045)	fund balance is \$362,475
Human Services Commission		will only give out what they can

Projects Delayed:

City Website	53,960	Managers Department-General Fund
Pavement Markings	27,500	Street Maintenance-General Fund
Crack Sealing	52,500	Street Maintenance-General Fund
Concrete Shaving	10,000	Street Maintenance-General Fund
Pavement Preservation	52,500	Street Maintenance-General Fund
Bassett Creek Regional Trail Storm Sewer	50,000	Storm Sewer
Inspect and Maintain Large Diameter Storm Sewers	300,000	Storm Sewer
2020 PMP Delayed -Storm Water Portion	750,000	Storm Sewer
Bike Lane Project (2019-2020)	475,000	Street
Pavement Management Overlays	500,000	Street
2020 PMP Delayed	3,100,000	Street
Streetscape and City Hall Complex Renovation	200,000	Street
Retaining Wall Repairs	100,000	Street
Pavement Surface Treatments	100,000	Street
Sidewalk Maintenance	50,000	Street
Park Signage	3,000	Parks
Community Gardens	30,000	Parks
Off Leash Pet Area	60,000	Parks
Range Nets	110,000	Golf
Internal Repairs	5,000	Brookview Facility
Brookview Lighting-Low Voltage Repairs	5,000	Brookview Facility
Hydrant Painting	20,000	Water and Sewer

2020 PMP-Water & Sewer Portion
Total Projects Delayed

1,100,000 Water and Sewer (delayed)
7,154,460

Positions Delayed:

Equity Manager (full time)

103,660 *w/benefits

Building Inspector (full time)

89,000 *w/benefits

Seasonal PW employees

110,010 *

Accounting Intern

9,600 *

Park & Recreation Intern

7,770 *

Facilities Coordinator (.75)

36,000 ended employment 03-12-2020 (April thru December)

Community Development Intern

7,980

Storm Water Intern

15,960

Brooklynk

50,000 *

Housing/ED manager-2021 (full time)

145,000

Total Savings of Positions Delayed

429,980 Entire 2020 Year

Projected COVID-19 Financial Impacts to Cities - Template

Descriptions can be added to the bottom the template as needed

City	Property Taxes*	Development Revenue	Other (Permits/Fees Please Describe)	Program Income	Fines and Fees(Court Fines/Citations, Other-Please Describe)	Licencing (Alcohol, Other-Please Describe)	Special Sales & Use Tax	Lodging Tax	EMS	Utility Water	Utility Waste Water	Other (Please Describe)	Other (Please Describe)	Total Estimated Impact
Apple Valley	821400	400000	4750	350000	75000	27400		1125				350000		\$2,029,675
Bloomington	1940696	812825		857470	500000	243258	1275000	7650000		1203000	1497000	286606	50000	\$16,315,855
Burnsville														\$0
Chanhassen	275000	400000	300000	75000	25000	15000				300000	175000	40000		\$1,605,000
Eagan	1000000	200000				70000		25000		15000	15000	300000		\$1,625,000
Eden Prairie	1127241			600000	100000	30000								\$1,857,241
Edina	2000000		60000	475000	300000	60000			330000			520000	100000	\$8,525,000
Golden Valley	785903	500000	353000	490000	150000	50000		9000		100000		150000	650000	\$3,237,903
Inver Grove Heights														\$0
Lakeville	960930	50000		141000	200000	39070				172860	209070	85000	274000	\$2,131,930
Maple Grove														\$0
Minnetonka	1230000	432000		314000	55000					170000	170000	520000	192000	\$3,083,000
Plymouth														\$0
Prior Lake	130000		377000			13000						107000		\$627,000
Rosemount	321930	195050		60600	16500	6500				7000	3000			\$610,580
Savage	582830	390944	1056485	175145	37636					350000	300000	392532	643691	\$3,929,263
Shakopee	621915			650000		30146		See Comment				150000		\$1,452,061
Shoreview	392400	74000		1654000		6000		7000						\$2,133,400
Woodbury														\$0
AVERAGE ALL														\$2,587,521

* Expect 3% of Property Taxes to be deferred

Rec program revenue loss

Golf Course - Column O

City Council

REGULAR MEETING AGENDA

May 19, 2020 – 6:30 pm

This meeting will be held via Webex in accordance with the local emergency declaration made by the City under Minn. Stat. § 12.37. The public may monitor this meeting by watching on Comcast cable channel 16, by streaming on CCXmedia.org, or by calling 1-415-655-0001 and entering the meeting code (). The public may participate in this meeting during public comment sections, including the public forum beginning at 6:20 pm, by calling 763-230-7454. Additional information about monitoring electronic meetings is available on the [City website](#). For technical assistance, please contact the City at 763-593-8007 or webexsupport@goldenvalleymn.gov. If you incur costs to call into the meeting, you may submit the costs to the City for reimbursement consideration.

1. Call to Order

- A. Pledge of Allegiance
- B. Roll Call

Pages

2. Additions and Corrections to Agenda

3. Consent Agenda

Approval of Consent Agenda - All items listed under this heading are considered to be routine by the City Council and will be enacted by one motion. There will be no discussion of these items unless a Council Member so requests in which event the item will be removed from the general order of business and considered in its normal sequence on the agenda.

- A. Approval of Minutes:
 - 1. City Council Meeting – May 5, 2020
- B. Approval of City Check Register
- C. Licenses:
 - 1. Approve MicroMobility licenses
 - 2. Approve On-Sale Wine and 3.2 Malt Liquor License – Mill Valley Market
- D. Minutes of Boards and Commissions:
 - 1. Civil Service Commission – February 3, 2020
- E. Approval of Bids, Quotes and Contracts:
 - 1. Award Contract to Contractor for Pennsylvania Woods Habitat Restoration
 - 2. Approve Public Trailway Permanent Irrevocable Permit with Three Rivers Park District
 - 3. Award Welcome Avenue Sanitary Sewer Extension Project
- F. Acceptance of Grants and Donations:
 - 1.
- G. Accept Environmental Commission 2019 Annual Report and Approve 2020 Work Plan
- H. Accept Planning Commission 2019 Annual Report and Approve 2020 Work plan
- I. Accept Board of Zoning Authority Commission 2019 Annual Report



This document is available in alternate formats upon a 72-hour request. Please call 763-593-8006 (TTY: 763-593-3968) to make a request. Examples of alternate formats may include large print, electronic, Braille, audiocassette, etc.



4. Public Hearing

5. Old Business

6. New Business

All Ordinances listed under this heading are eligible for public input.

- A. First Consideration - Environment Commission Ordinance Amendment
- B. COVID-19 Pandemic Emergency Administrative Actions
- C. Review of Council Calendar
- D. Mayor and Council Communications
 - 1. Other Committee/Meeting updates

7. Adjournment

DRAFT

City Council

REGULAR MEETING AGENDA

June 2, 2020 – 6:30 pm
Council Chambers
Golden Valley City Hall
7800 Golden Valley Road

1. Call to Order

- A. Pledge of Allegiance
- B. Roll Call

Pages

2. Additions and Corrections to Agenda

3. Consent Agenda

Approval of Consent Agenda - All items listed under this heading are considered to be routine by the City Council and will be enacted by one motion. There will be no discussion of these items unless a Council Member so requests in which event the item will be removed from the general order of business and considered in its normal sequence on the agenda.

- A. Approval of Minutes:
 - 1. City Council Meeting – May 19, 2020
- B. Approval of City Check Register
- C. Licenses:
 - 1. 2020-2021 Liquor License Renewals
- D. Minutes of Boards and Commissions:
- E. Approval of Bids, Quotes and Contracts:
 - 1. Approve Professional Services to Update City's 5-Year MS4 Stormwater Permit
- F. Acceptance of Grants and Donations:
 - 1.

4. Public Hearing

- A. Public Hearing – Schuller’s – Reguiding/Rezoning
- B. Public Hearing - MS4 General Permit, Storm Water Pollution Prevention Program, Annual Report to the Minnesota Pollution Control Agency Res. 20-

5. Old Business

6. New Business

All Ordinances listed under this heading are eligible for public input.

- A. Second Consideration - Environment Commission Ordinance Amendment
- B. Review of Council Calendar
- C. Mayor and Council Communications
 - 1. Other Committee/Meeting updates

7. Adjournment



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Housing & Redevelopment Authority

June 9, 2020 – 6:30 pm
Council Conference Room
Golden Valley City Hall
7800 Golden Valley Road

WORK SESSION AGENDA

Pages

1. Update on TIF Districts
2. Adjournment

DRAFT



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City Council/Manager

**June 9, 2020 – Immediately following
HRA Work Session**

Council Conference Room
Golden Valley City Hall
7800 Golden Valley Road

REGULAR MEETING AGENDA

Pages

1. Rising TIDES Update
2. CAFR Report-Auditors
3. Curbside Organics Discussion
4. Facilities and Downtown Study Discussion
5. 2020 Budget Update
6. Council Review of Future Draft Agendas: City Council June 16, City Council July 7, and Council/Manager July 14, 2020

Council/Manager meetings have an informal, discussion-style format and are designed for the Council to obtain background information, consider policy alternatives, and provide general directions to staff. No formal actions are taken at these meetings. The public is invited to attend Council/Manager meetings and listen to the discussion; public participation is allowed by invitation of the City Council.



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