



**CITY OF NEWPORT
CITY COUNCIL WORKSHOP
NEWPORT CITY HALL**

June 17, 2021 – IMMEDIATELY FOLLOWING THE REGULAR COUNCIL MEETING

MAYOR:	Laurie Elliott	City Administrator:	Deb Hill
COUNCIL:	Kevin Chapdelaine	Supt. of Public Works:	Bruce Hanson
	Tom Ingemann	Fire Chief:	Steven Wiley
	Marvin Taylor	Asst. to the City Admin:	Travis Brierley
	Rozlyn Johnson	Law Enforcement (WCSO):	Bill Harrell

AGENDA

1. CALL TO ORDER
2. ROLL CALL
3. COUNTY ROAD 38 TRAIL
4. RIVER COMMUNITIES GRANT
5. RESIDENTIAL PARKING ORDINANCE
6. FUTURE AGENDA ITEMS
7. ADJOURNMENT




Online
Engagement
#2 Results
CSAH 38 Trail

County Highway 38 Trail

The County hosted a second on-line Open House for the project from April 5 -19, 2021. The following is a summary of the outreach for the Open House, survey results, and comments. Communication with property owners along the route has been on-going throughout the project and are included with this summary.

Outreach


- Online engagement views (total number of visitors for the 2 week period): 648
 - 2 full video views
- Facebook ad reached 4,024
 - 11 reactions
 - 154 link clicks
 - 4 comments
 - 4 shares
 - Facebook post was shared by the City of Newport, Newport MN Parks and Recreation, and Newport City Hall News



Newport City Hall News

April 12 at 12:52 PM · 🌐

The county is going to finish the trail between the north ped bridge on 7th Ave. to the corner of 21st St. and 1st Ave. There are 3 options for this link being considered. Please take the short survey offered to have input into this project.



SPARK.ADOBE.COM

County Highway 38 Trail Online Engagement #2

See the story


👍 1

👍 Like

💬 Comment

➦ Share


⋮



Newport MN Parks and Recreation

April 12 at 10:03 AM · 🌐

Information regarding connecting the 20th St Pedestrian Bridge and Maxwell Ave trail.



SPARK.ADOBE.COM

County Highway 38 Trail Online Engagement #2

See the story


1 Share

👍 Like

💬 Comment


➦ Share

⋮



City of Newport, MN


April 12 at 8:40 AM · 🌐



Washington County, MN Government

Published by Allie Berndt · April 9 at 12:30 PM · 🌐

Washington County is hosting an online engagement to investigate an off-road trail alignment along County Highway 38 from the intersection of Maxwell Avenue and... [See More](#)



SPARK.ADOBE.COM

County Highway 38 Trail Online Engagement #2

See the story

1 Share

👍 Like

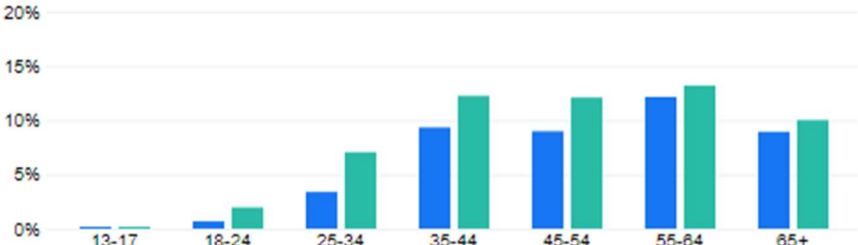
💬 Comment

➦ Share

⋮

- \$20 budget
- 16 day duration
- Demographics
 - 10 mile radius of St. Paul Park, MN, 10 mile radius of Cottage Grove, MN, ages 18-65+
 - Demographics reached:

43.5% Women 56.5% Men



Age Group	Women (%)	Men (%)
13-17	~0.5	~0.5
18-24	~1.0	~2.0
25-34	~3.0	~7.0
35-44	~9.0	~12.0
45-54	~9.0	~12.0
55-64	~12.0	~13.0
65+	~9.0	~10.0



- Nextdoor impressions (times people saw the post) 3,986



- Twitter impressions 1,229
 - 12 engagements
 - 2 retweets
 - 2 likes



Washington County MN @WashingtonCoMN · Apr 9

...

Washington County is hosting an online engagement to investigate an off-road trail alignment along County Highway 38 in the City of Newport, now - 4/26. Visit the link below to view the online engagement, take a short survey & provide comments.

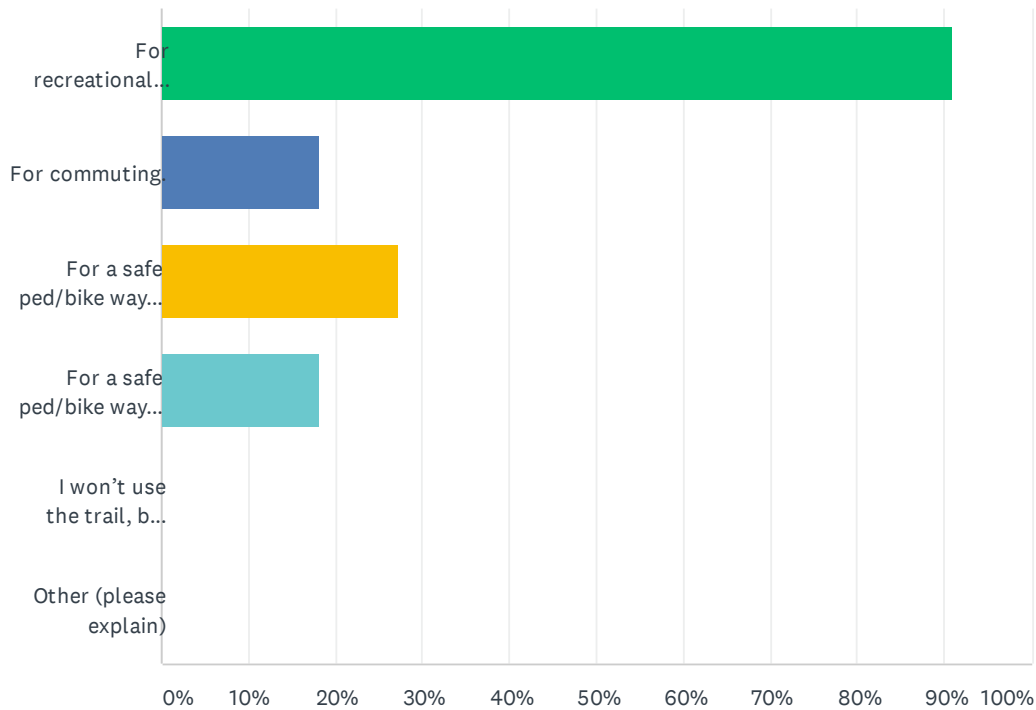


- Survey responses: 11
 - 1 came from pop up on website, 10 came from online engagement link
 - 2 pdf/Excel breakdowns of responses – one is a high level summary and the other is a more detailed version of each individual response (sent to Kevin)
- Email Subscriber list
 - Delivered to 8
 - 6 opened

Survey Results

Q1 How would you use the proposed multi-use trail along County Highway 38? Select all that apply.

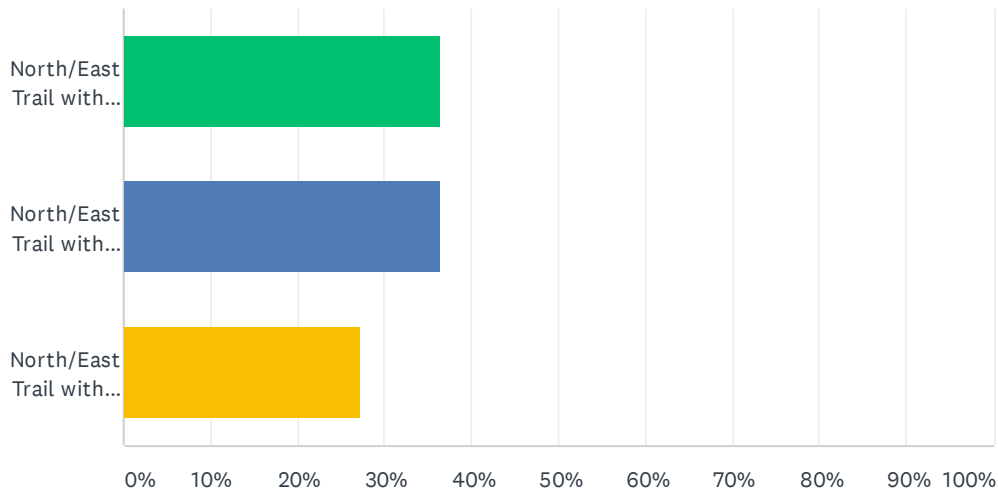
Answered: 11 Skipped: 0



ANSWER CHOICES	RESPONSES	
For recreational purposes.	90.91%	10
For commuting.	18.18%	2
For a safe ped/bike way to get to other Newport parks (i.e. Lion's Park) and facilities (i.e. the new City Hall complex).	27.27%	3
For a safe ped/bike way to get to businesses.	18.18%	2
I won't use the trail, but glad the pedestrians and bicyclists are off the highway.	0.00%	0
Other (please explain)	0.00%	0
Total Respondents: 11		

Q2 After reviewing the materials provided; Do you have a preferred Alternative?

Answered: 11 Skipped: 0



ANSWER CHOICES	RESPONSES	
North/East Trail with Two-Lane Road	36.36%	4
North/East Trail with Existing Three-Lane Road	36.36%	4
North/East Trail with Reduced Three-Lane Road	27.27%	3
TOTAL		11

Q3 Why do you prefer the Alternative that you selected in the above question?

Answered: 11 Skipped: 0

North/East Trail with Two-Lane Road:

1. Appears to be the least impactful.
2. Cleaner design, smoother flow
3. Shoulders are a safe alternative for faster cyclists who are comfortable being on-road. This also reduces trail conflicts with slower trail users or pedestrians.
4. Least impact

North/East Trail with Existing Three-Lane Road:

5. Keep the turn lane
6. Allows for any increase in traffic volume without needing to add a potential turn lane later.
7. With existing traffic and high density redevelopment planned in the area, a center turn lane along 21st St should be a required component of this project. I don't have an option on which option for a center turn lane is best.
8. Protected left turn with traffic slowing due to narrowed lanes. 2 Lanes along 7th to narrow project footprint.

North/East Trail with Reduced Three-Lane Road

9. Because you didn't provide a "no, I don't have a preferred alternative" and also because I believe we need the center turn lane.
10. Ease of use
11. Like using the existing portion already

Q4 Do you believe that a sidewalk on the south side of County Highway 38 (21st Street) between Lions' Park (future City Hall/Public Safety Building) and Tinucci's should be considered? Please explain.

Answered: 11 Skipped: 0

1. I do. Sidewalks and trails encourage families as well as individuals to get outside and enables them to do it in a safe manner.
2. Yes. I'm a firm believer in having sidewalks available especially around the City Hall. Newport is relatively small and sidewalks would make walking safer.
3. No
4. Yes dangerous area to walk
5. Yes
6. Yes. If can be used it should be looked into
7. Yes, safety and accessibility to all people of Newport and their city hall. Its a no brainer. More trails are correlated with healthier populations in cities and towns "Bluezones"
8. Yes; avoids people having to cross the road to get to the trail coming from city hall, and keeps people off lawn/private property
9. It's not particularly important at this stage, but should be considered as part of any redevelopment on the south side of 21st street.
10. I don't live in the immediate area, but a sidewalk could encourage residents who do, to walk to these locations.
11. Yes, provides good community connection between businesses and City hall.

Q5 Do you have any other comments for the project team to consider?

Answered: 8 Skipped: 3

1. Keep up the good work!
2. I'm glad that the City was able to obtain funding to offset some of the cost of this project. I believe the project is a good idea. I frequently see people biking or walking on the current trails and the extension would be a big help in keeping pedestrians safe.
3. No
4. No
5. Just do it
6. No
7. Thanks to the team for their great work and analysis on this project! Crosswalk safety across 21st street is a vital component of the design. We should expect juvenile pedestrians from the Transit Station area will continue to cross in the area of 1st Ave, so it would be best to develop the crosswalk in that location.
8. Keep up the good work team!

Property Owner Communication

1. Their main concern is trail user safety as sight-lines are limited looking east when leaving their driveway. Would trail stop signs help? Another concern was that semi trucks leaving their driveway to turn back west requires the use of the center left turn lane, so there is concern with the two-lane option. They briefly discussed moving their driveway north, but concerned with truck circulation at that location. He was not at all concerned with the right-of-way acquisition of any alternative since that would not affect his operations.

2. *Comment sent in via email:*

Our property is located on the south side of the 21st Street portion of this project. We have had our offices here for just over 2 years. I spend most of the day in the office, so I have a bird's eye view of what comes and goes along this road. Here are some thoughts on the proposals:

North-East Trail with 2 lane road:

I like the 2-lane road option. I typically arrive between 6-8am and leave between 4-6pm, and have not experienced any significant advantages of having the existing middle lane. Traffic is minimal along this section of the road. With the rare exception of severe snowstorms and traffic diverting from Hwy 61/Interstate 494, I don't recall ever seeing or experiencing traffic slowdowns on this road, and rarely see the center lane used.

For this proposal and the 2 additional proposals, I am questioning the addition of a sidewalk directly across the street from the walking path. While I understand the advantages, it seems a bit overkill for the amount of foot traffic on this section of the road. I would imagine that most users would be headed for the transit station, so walkers will have to cross 21st Street at some point regardless of the sidewalk. In the drawings, it appears to be a bit of a 'sidewalk to nowhere.' If access is a concern, maybe adding an additional crosswalk near Tinuccis would help?

Of course, I also have concerns about the effect of the changes to our existing parking lot, which was put in less than a year ago. If I am reading the plans correctly, the addition of this sidewalk in the right of way will require repairs to our new parking lot as well as the loss of at least one parking space. Prior to starting construction in 2020, we contacted Washington County to make sure we were following any county requirements. We were told that as long as we didn't change the existing footprint, which we did not, we would not have any problems. It appears that the construction of the sidewalk will also negatively affect a few other businesses along the south side of the road.

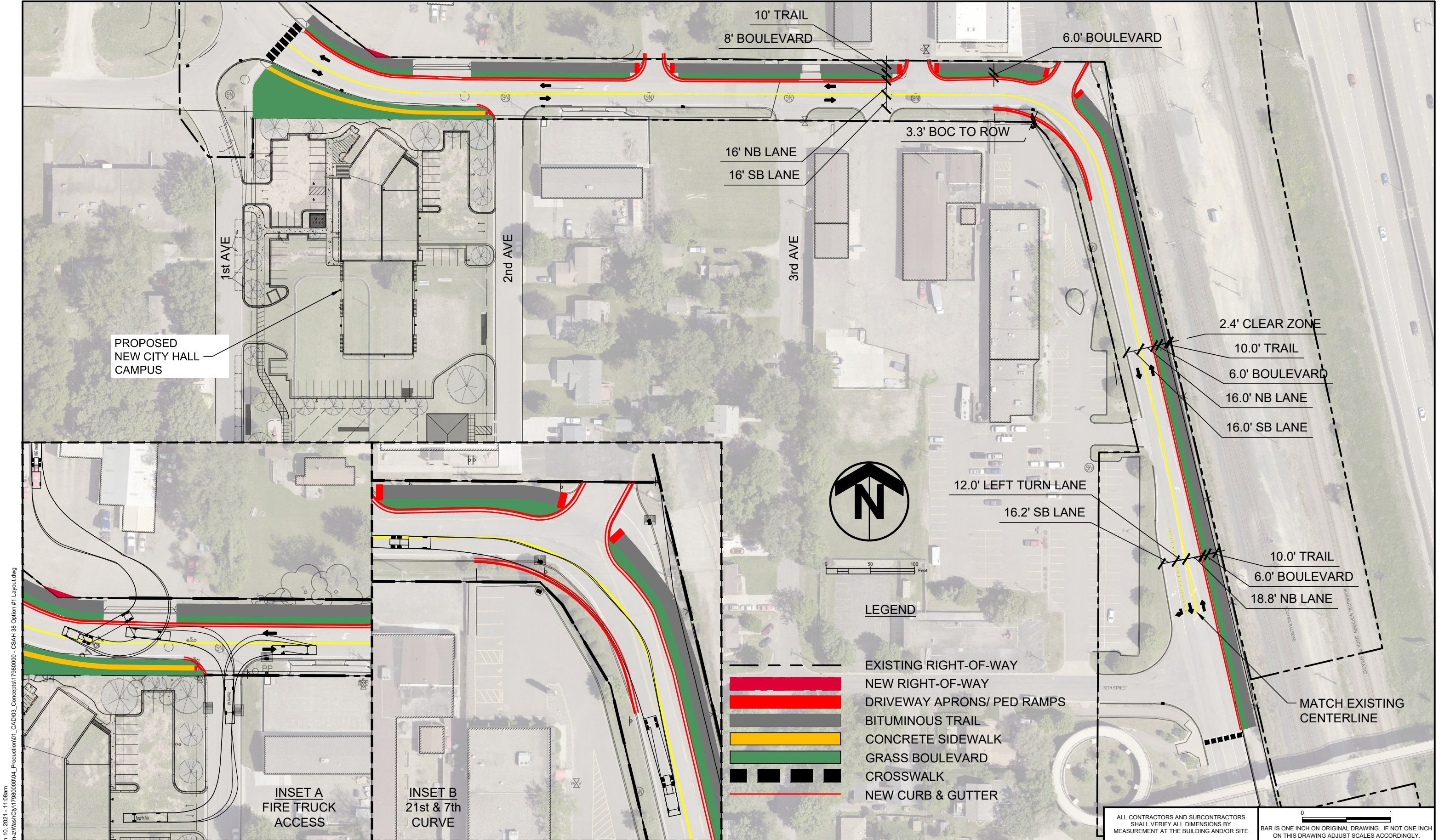
As a person who regularly walks in this area, I can appreciate the need for specific walking space along this corridor. However, when I consider the advantages of having a sidewalk across from a walking path, both of which will likely have very little traffic, against the disruption to businesses along that area, the disadvantages seem to outweigh the advantages.

3.

Concern over trail crossing at the driveway entrance. Currently parking lot entrance looks more like a street than a driveway.

4.

Prefers the trail to be located on the east side of 7th Street/ North side of 21st and is in favor of the 2-lane alternative.



PLOT DATE: Jun 10, 2021 - 11:08am
FILENAME: K:\In2\WashCity\17980000\04_Production\01_CAD\03_Concepts\17980000 - CSAH 38 Option #1 Layout.dwg

NO.	DATE	BY	DESCRIPTION OF REVISIONS

DESIGNED	WDD
DRAWN	WDD
CHECKED	JSG

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.

SIGNATURE: _____ DATE: 02/12/2021
PRINTED NAME: DOUGLAS FISCHER LIC. NO.: 20235



444 Cedar Street, Suite 1500
Saint Paul, MN 55101
651.292.4400
tkda.com

OPTION A

ALL CONTRACTORS AND SUBCONTRACTORS SHALL VERIFY ALL DIMENSIONS BY MEASUREMENT AT THE BUILDING AND/OR SITE

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS DRAWING ADJUST SCALES ACCORDINGLY.

PROJ. NO.	03-500-19-1183
DRAWING NO.	014

Memorandum

Date: June 9, 2021

To: Newport City Council

From: Laurie Elliott, Mayor

Re: Project Area and Priority Two Settlement Funds

Background

There are areas in Newport along the Mississippi River that are prone to seasonal flooding and heavy rain flooding each year. These include Cedar Lane, the Mill Pond area and the island. We also have some interesting opportunities to create river access and provide recreational activities in this area.

Staff has been working behind the scenes seeking FEMA funding for the final property acquisition on Cedar Lane. This is the last house in the flood plain area.

Council Member Kevin Chapdelaine has also been in discussions with a local property owner regarding donating a portion of their property adjacent to the City's 10th Street river overlook. This private property would connect two city-owned areas - the overlook and City land next to the Mill Pond. Kevin has taken representatives from the DNR, Great River Greening and Senator Bigham on tours of this area and Cedar Lane to help them visualize the recreational prospects of the area if developed.

Discussion

Council Member Chapdelaine and City Engineer Jon Herdegen have been updating the Council on the 3M settlement meetings and the upcoming Priority Two discussions. Priority Two funds are grants to restore and enhance water resources, wildlife, habitat, fish and other aquatic resources, resource improvement, and outdoor recreational opportunities in the East Metropolitan Area. The terms of the 2018 3M Settlement specify that up to \$20 million from the settlement is immediately available for Priority Two projects.

The Priority Two discussions will take place this summer. In order to be successful in a request for funds from the settlement Co-Trustees, we need to be ready with a viable project and vision. This riverfront area can incorporate several components included in the Priority Two description. It also has many co-benefits including public river access, fishing, canoe/kayak launch, observation deck, sustainability, natural flood storage, storm water management and community recreation opportunities.

In addition, I have submitted a request for earmark funding to Senator Klobuchar's office to assist with land acquisition, levee breach, and property preparation for the next phase of creating recreational river access in this area. The request was submitted before this Council workshop because it was on a tight deadline.

The purpose of the Workshop discussion is to update the Council on the project area (Cedar Lane to the Mill Pond, and island), current funding efforts, the preliminary thoughts/vision to use for requests from the State Co-Trustees and others, and other next steps.

Attached are two documents. One is a written description of the project needs (the funding amount listed was for the earmark request), components and issues. The other document is images of the project areas, land ownership, and project priorities. Both are considered to be in draft form and are open to changes, additions, updates and other improvements.

A. Cedar Lane

James & Patricia Walsh Property – 1651 Cedar Lane

 = City owned (7 parcels)
 = Privately owned (1)



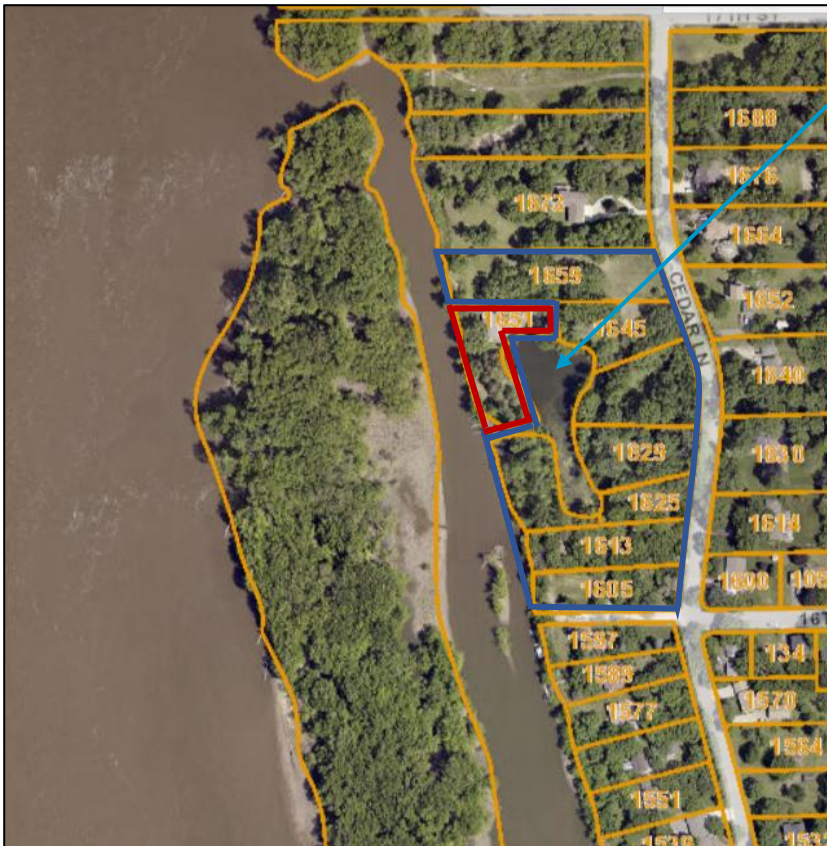
Priority: Purchase final property and remove existing house. Wash Co. 2021 est. market value: \$341,100 + teardown cost.

- Flood plain mgmt and overflow

Priority: Breach existing levee.

- Return land to natural state

Blue line: Water easement; natural water line for canoe/kayak launch. Shallow area, no wake, safe launch site.

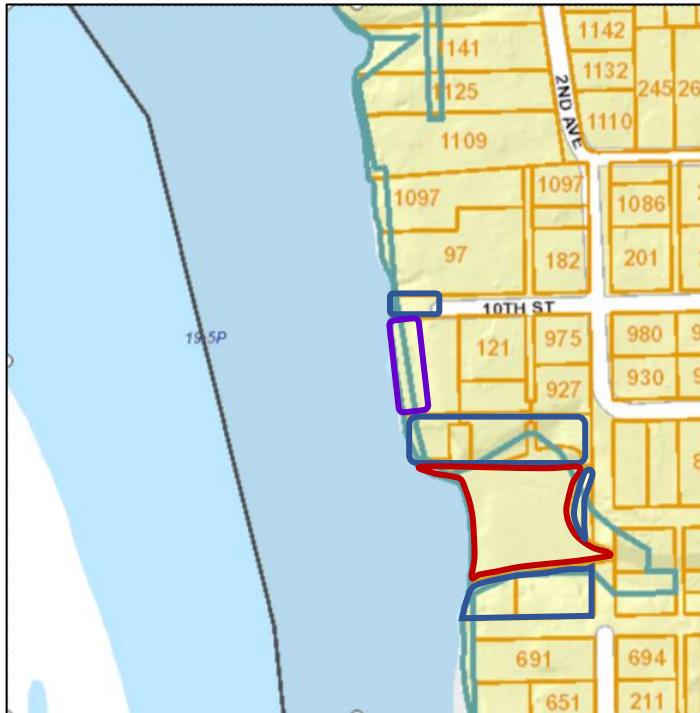


Secondary Priorities:

- Canoe/kayak launch; paddle share
- Parking area (8-10 vehicles) + on-street overflow parking
- Install path from parking to launch area
- Natural park/picnic area
- Passive park
- Water trail to north and south.
- Flood plain slack

- ## Secondary Priorities:
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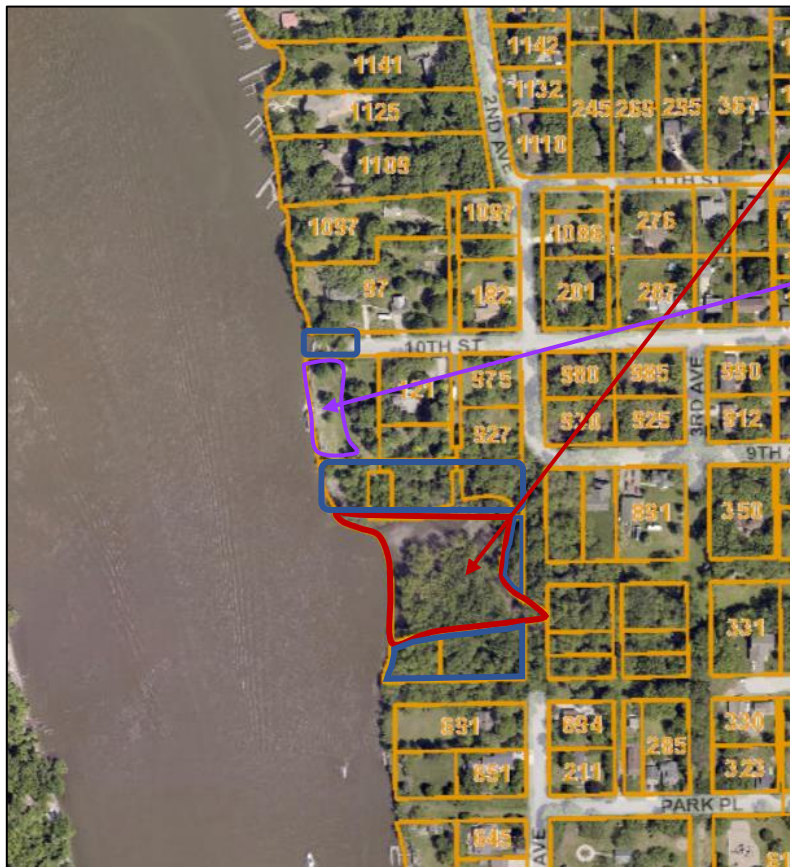
Greg & Kathy Genz (Marko) Property (121 10th Street, Newport)
Property surrounding Mill Pond (City-owned)
Mill Pond parcel (owned by Daniel Barge)



Key

- City owned (8 parcels) + 10th Street overlook
- Genz owned (for donation)
- Mill pond (need to purchase)

Another example where the City owns multiple parcels surrounding an access area. (5 to the north; 1 to the east; 2 to the south)



Priority: Acquisition of Mill Pond property. Purchased in 2018 for \$50,000. Wash Co. 2021 est. market value: \$7,100

Priority: Secure funding prior to donation to refurbish/rebuild Genz property.

Secondary Priorities:

- Fishing area (walleye, bass, catfish)
- Observation deck/overlook
- Parking area (8-10 vehicles) + on-street overflow parking
- Natural open space
- Storm water management
- Flood plain slack



Approximate Genz donation area

City-owned

Mill Pond area



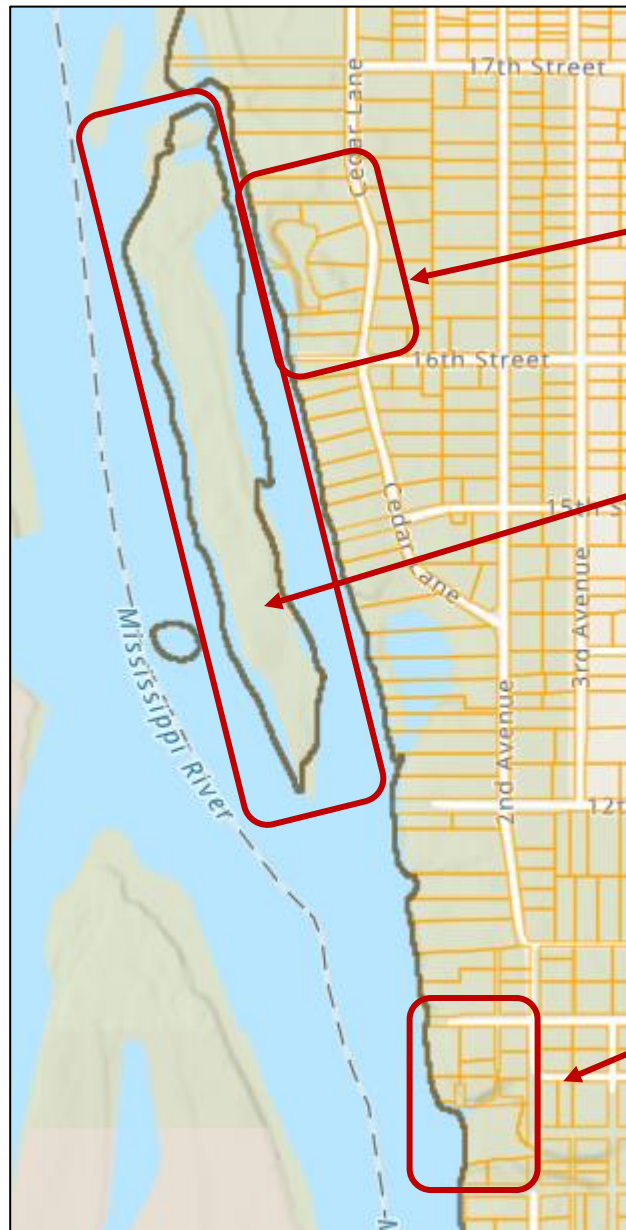
Current 10th street overlook (City-owned)

Genz Property: Concrete/stone area would need to be removed/rebuilt/refurbished. Other deteriorating items may need to be removed or replaced.

Total Project Area View

C. Overall Project Area

The overall project area is less than 1 mile.



- Cedar Lane project area

- Island Acquisition
 - Current owner purchased in 2018 for \$35,000
 - Conservation and flood management

- 10th street overlook
- Genz (Marko) Property
- Mill Pond area

City of Newport, MN Project Funding Request Info

Overall Project Vision: Mississippi River - *Up close and personal*

The total project area will bring new amenities and river access to a wide range of age groups, abilities, and interests that aren't currently being served in our community. **Requesting \$300,000 of funding** to assist with final land acquisition, house removal, and levee breach. If remaining funds, then partial funding of site preparation and amenity construction as described below. Total remaining project cost estimate: \$3.5-4 million.

Need for Project

- Project area is low-lying and an existing flood plain. The one remaining home is often flooded with the spring snow-melt and heavy summer rain events.
- Land assemblage will let the community enjoy walkable access to this natural, amazing river in our community.
- Levee breach will return north project area to its original natural state.
- Natural space will remain for conservation, flood space and water draining easements.
- Project will support flood resistant amenities.
- Canoe/kayak launch in quiet, safe area away from river's strong current and commercial traffic. The nearest canoe launch is approximately 8 miles north and 2.5 miles to the south.

Initial Project Components

- Finalize land acquisition of three parcels to create areas with separate river access strengths.
- Structure teardown/removal on north area parcel.
- Large land donation to connect current City river-overlook with south area parcel.
- Remove/rebuild deteriorating observation area on south area donated parcel.
- South property acquisition will place an important storm water management location under local control.
- Island acquisition to preserve natural area and flood plain slack.

Issues

- The City of Newport has been actively acquiring parcels for this project area for the past several years (15 parcels to date). Two parcels will join several city-owned parcels into contiguous water-access areas. The island provides protection to the water trail.
- We have a "handshake" agreement on a third partial parcel being donated to the City. This will connect our small 10th street river overlook with property we currently own and GREATLY expand the river access area.
- Unfortunately we cannot accept this generous land donation until we have secured funding to repair and refurbish the existing observation deck because we cannot afford the cost to maintain the area in its current state. In addition, a future property owner may not be open to making such a donation, so time is of the essence to benefit from this offer.

Funding

- To date, \$1.12 million has been invested in property acquisition and structure removal. About one-third of those funds came from the City of Newport, and the rest from partnerships with the MN DNR and FEMA.
- We are currently working with FEMA to assist with the final parcel acquisition and expertise to breach the existing levee in the north project area. The breach cannot occur until the parcel is acquired and the house is removed from the flood plain. Their funding limits would only cover a portion of the overall costs.
- We are looking for funds to assist with final parcel acquisition, land preparation and if funds remaining, start-up work for installation of anticipated amenities.



Total Project Area

- Island acquisition
- Flood plain & slack
- Water trail to other communities

North Project Area

- Canoe/Kayak launch & paddle share
- Parking area and access path
- Picnic and natural/passive park area
- Flood plain & slack area

South Project Area

- Fishing access (walleye, bass)
- Observation deck
- Natural park area
- Flood plain & slack area
- Storm water management area

City-owned parcels (15) • Parcels to acquire (3) • Partial parcel to be donated (1)

Newport History

The City of Newport is a smaller metro-area community that was originally settled in 1837. We became organized as a township in 1858 (eight years after MN became a territory) and officially became a city in 1889. The river has been a part of our history since the beginning with early settlers operating a saw mill and flour mill, thus the south parcel is called the Mill Pond. Newport was also the gathering point for northern recruits to board boats to fight in the Civil War.



MEMO

TO: Newport City Council

FROM: Travis Brierley, Assistant to the City Administrator

DATE: June 17, 2021

SUBJECT: Residential Parking Ordinance

Background: The City has received complaints regarding the number of vehicles parked at residential properties. The complaints have been due to the number of vehicles, where/how they are parked, the length of time they are parked, and the condition of the vehicles themselves.

Discussion: There are a few options which have been discussed between Mayor Elliott, Councilmember Chapdelaine, and staff. The consensus thus far is to remove the 48-hour rule and increase the front yard parking to 4 vehicles. This change will clearly define what is allowed and make enforcement simple for staff. The downside is for households that have more than 4 vehicles and are restricted by other ordinances such as: on-street winter parking, impervious coverage (35% front yard and 35% entire property), and accessory structure limits (size and quantity). The specific ordinance being discussed is:

Sec. 36-163. Standards for residential districts.

(a) *RE, R-1 and R-1A standards.* The following standards are applicable to the RE, R-1 and R-1A Residential districts:

(1) *Exterior storage and screening.*

- a. All waste, refuse, garbage and containers shall be kept in a building or in a fully screened area, except as allowed before a scheduled collection.
- b. All non-operating vehicles or equipment shall be kept within a fully enclosed building.
- c. No exterior storage shall be allowed in the front yard, except parking of operable vehicles, subject to the following conditions and exceptions:
 1. All vehicles parked in the front yard shall be on concrete, blacktop, or similar durable hard surface free of dust.
 2. No more than three vehicles may be parked in the front yard at any one time, only one of which may be over 6,000 pounds gross vehicle weight or over 20 feet in length.
 3. Additional operable vehicles above the limit of ~~four~~three may be parked in the front yard ~~on a temporary basis, for no more than 48 consecutive hours.~~
- d. All exterior storage in the street side yard of a corner lot shall be fully screened from the street and adjacent properties.

Resolution options for more than 4 vehicle households that have been thought of include:

- Allow for more vehicles to be parked based on number of drivers (1.5 per driver)
- Allow for a permit option for parking above the limit
- Allow for a permit option for street parking during the winter
- Change the winter parking ordinance to alternate-side parking (not recommended by Public works as it increases the time, cost, and effectiveness of plowing city streets)
- Adjust the hours to no more than 12 or similar for above the 4 vehicle limit

Recommendation: Staff recommends that Council discusses the ordinance and provides a consensus on what the final draft for consideration should state.