

elm creek Watershed Management Commission

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Technical Advisory Committee Meeting Minutes | September 10, 2025

I. A meeting of the **Technical Advisory Committee (TAC)** of the Elm Creek Watershed Management Commission was called to order on Wednesday, September 10, 2025, at 10:30 a.m., in the Plymouth Community Center, 14800 34th Avenue North, Plymouth, MN, by Vice Chair Ben Scharenbroich.

Present: Heather Nelson and Steven Touney, Champlin; Lauren Letsche, Corcoran; Josh Accola and Ben Otto, Stantec, Dayton; Shane Awalt, Maple Grove; Dusty Finke, Medina; Ben Scharenbroich, Plymouth; Mike Albers, Rogers; Kevin Ellis, Hennepin County Environment and Energy (HCEE); Diane Spector and Erik Megow, Stantec; and Judie Anderson, JASS.

Also present: Laura Rescorla, WSB, for item IV.

II. Motion by Accola, second by Touney to approve the **Agenda of the September 10, 2025 meeting.*** *Motion carried unanimously.*

Motion by Touney, second by Albers to approve the **Notes of the August 13, 2025 meeting.*** *Motion carried unanimously.*

III. **FOURTH GENERATION WATERSHED MANAGEMENT PLAN.**

A. The Commission submitted its Fourth Generation Watershed Management Plan to Metro State reviewing agencies on June 16, 2025. Following the 60-day review period, Stantec reviewed and compiled the received comments and provided recommended responses that are attached to their September 3, 2025 memo.*

The Commission received comments from BWSR, Metropolitan Council, Hennepin County, Minnesota Pollution Control Agency (MPCA), and the Minnesota Department of Health (as well on September 9, 2025, from the DNR). Many comments were easily addressed, and a marked up version of the plan is attached or can be found at [Watershed Management Plan - Elm Creek Watershed](#).

B. There are two comments for further discussion.

1. BWSR suggested that since the Plan likely was not going to be adopted before the end of 2025, the date of the plan could be revised from 2025-2034 to 2026-2035. *Staff recommend this change.*

2. Several agencies requested that some of the goals be revised to be more specific and add more measurability. Staff have reviewed the proposed revisions below with BWSR and they have commented that we're going "in the right direction." *Staff recommend these changes:*

Priority 1: Water Quality:

1. → ~~Make measurable progress in achieving state water quality and ecological standards in the Impaired Waters and protect those that are not Impaired.~~
- 2.1. Reduce summer average TP concentration in Diamond Lake to 90 ug/L or better and improve TP, chl-a and clarity in Rice Lake by 10% from the 2013-2024 summer averages.
- 3.2. Achieve stable or improving water quality trends (TP, chl-a and clarity in lakes and TP and TSS in streams) where there ~~is no designated impairment is sufficient data available to determine a trend.~~

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Priority 2: Water Quantity and Groundwater:

1. → Maintain the current flood profile of Elm Creek and tributaries.
1. → ~~Achieve no net increase in runoff volume or rates of discharge from development and redevelopment.~~
2. → ~~Limit new volumes and rates of runoff~~ to reduce potential for flooding, erosive velocities and streambank erosion.
3. → Foster groundwater recharge.

Motion by Scharenbroich, second by Accola to recommend these changes to the Commission.
Motion carried unanimously.

IV. CARTWAY BRIDGE.*

A. The City of Champlin submitted a project request* to the Third Generation Plan CIP for the reconstruction of the Elm Creek crossing at Cartway Road, which is just upstream of Mill Pond. Since the submittal, the City has been working with the DNR to define that agency's design requirements for the culvert and to complete the DNR and Commission required H & H modeling.

The City is now prepared to present this project to the TAC for a determination of watershed benefit and the amount of cost share the Commission would be willing to contribute to this project. The City is preparing bid documents and would like to convey the amount of watershed cost share to expect when it brings the contract to the City Council later this year. This project would be on the Commission's 2026 CIP.

B. WSB's September 3, 2025 memo* documents the benefits to Elm Creek as a result of the bridge replacement and the City's request for cost share participation from the Commission.

Elm Creek is impaired for aquatic life and aquatic recreation and has TMDLs approved for chloride, dissolved oxygen (DO), E. coli, fish bioassessments, benthic macroinvertebrate bioassessments, and total suspended solids (TSS).

1. Habitat Benefits. The proposed crossing is conducive to aquatic organism passage. The mean 2-year velocity through the culverts is 1.5 fps. Aquatic organism passage through culverts is facilitated by 2-year velocities of less than 2 fps and a natural culvert bottom. The 2-year velocity range of the channel upstream and downstream of the culvert is 1.2 fps to 3.3 fps. The bottom of the box culverts will be filled with one foot of native sediment mixed with riprap class I. The City has steadily restored Elm Creek and Mill Pond over the last decade. The Cartway Bridge is the last remaining hydraulic and creek improvement in this segment.

The widened culvert opening to more closely mimic bankfull conditions aligns with the creek restoration that has been completed upstream and down and restores aquatic connectivity. This aligns with the Commission's Third Generation Plan by incorporating habitat improvements (within the culvert crossing) into projects to improve biotic integrity.

2. Water Quality Benefits. The proposed crossing will reduce velocities in and around the crossing, resulting in reduced erosion and decreased sediment load transport downstream. The 90-degree bend in the stream upstream of the crossing naturally provides an area where velocities decrease in the stream. Getting closer to bankfull width with the proposed crossing will further reduce velocities and scour. Using BWSR's Water Erosion Pollution Reduction Estimator, the proposed crossing reduces downstream loading by approximately 0.28 tons of sediment/TSS and 0.23 lbs. of TP per year. This high-level estimate assumes sandy soil and prevention of 100 cf of eroded volume over 20 years. This aligns with the Third Gen Plan by reducing the potential for erosion and sedimentation around this crossing of Elm Creek, reducing TP and TSS loads.

3. Floodplain Benefits. The proposed crossing decreases the floodplain elevation and width upstream, reducing flood risk along this portion of Elm Creek. Although this doesn't remove any existing structures from the floodplain, it provides additional protection from future flooding, particularly considering a changing climate. The proposed crossing increases the opening area from 290 sf to 371 sf, increasing conveyance capacity. This aligns with the Third Gen Plan and goals as it is the statutory responsibility of the Commission to prevent and mitigate flooding.

C. Cost. The estimated construction cost for the Cartway Bridge Replacement Project is \$2,037,000. 25% of the construction cost is \$509,000; the maximum amount that could be funded via the Commission. The City of Champlin is requesting the Commission to consider a CIP cost share of \$250,000 or 12% of the construction cost.

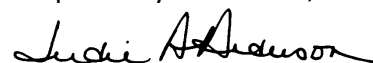
Motion by Touney, second by Albers to recommend approval of this project and the requested amount to the Commission. *Motion carried unanimously.*

V. OTHER BUSINESS.

The **next meeting** of the Technical Advisory Committee is tentatively scheduled for Wednesday, November 12, 2025.

There being no further business, the meeting was adjourned at 11:21 a.m.

Respectfully submitted,



Judie A. Anderson

Recording Secretary

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