

RESOLUTION NO. 7301

**A Resolution Adopting A Revised Street Lighting
Policy For The City of Shakopee**

WHEREAS, the City Council desires to establish a written policy on street lighting for the City of Shakopee; and

WHEREAS, a Street Lighting Policy was adopted on June 2, 1998 by Resolution No. 4923; and


WHEREAS, changes in lighting standards for poles and luminaires are desired for the Street Lighting Policy; and

WHEREAS, a Revised Street Lighting Policy has been prepared and was reviewed by the City Council at its May 7, 2013 Council meeting.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHAKOPEE, MINNESOTA:

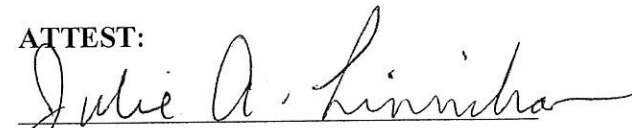
1. That the Revised Street Lighting Policy, a copy of which is attached hereto is hereby adopted.
2. This policy shall become effective May 7, 2013.

Adopted in regular session of the City Council of the City of Shakopee, Minnesota, held this 7th day of May, 2013.



Mayer of the City of Shakopee

ATTEST:



City Clerk

CITY OF SHAKOPEE STREET LIGHTING POLICY

I. OVERVIEW

The City intends that this street lighting policy promote the safe travel of City streets in a manner both fair and affordable to the City and its residents. Street lighting promotes pedestrian and traffic safety and to that extent the City shall approve street lighting where warranted by such concerns. Lighting requests shall come either by recommendation of the City Engineer or by property owners.

II. STREET LIGHTING STANDARDS

A. GENERAL STANDARDS

1. The developer shall pay the full capital costs of every lighting unit to be installed. This includes poles, luminaires, conduit, underground wiring, lighting controllers and all appurtenant work. The developer shall pay operation and maintenance for the lighting system as per City Ordinances and Shakopee Public Utilities Commission's Policy.

PLAN APPROVAL – All lighting plans are submitted to the City and Shakopee Public Utilities Commission for review with the approval of street lighting plans as determined by Shakopee Public Utilities Commission's Utility Manager and the City's Public Works Director.

B. NEW SUBDIVISIONS

I. *Residential streets ((Average lot size of 2.5 acres or less)*

Lighting units shall be placed at intersections, with no more than 300 feet between lighting units where intersections are more than 450 feet apart, and at the ends of cul-de-sacs where the distance from the end of the cul-de-sac to the street intersection is greater than 250 feet. Developers shall also install lighting units to City Standards at the intersections of residential streets with collector streets.

The lighting unit standards shall be as per Shakopee Public Utilities Commission's recommendations and generally as follows:

Local Residential Streets: 24-foot direct embedded, dark bronze anodized tapered aluminum pole with a 70-watt LED luminaire mounting height of approximately 19.5 feet above finished grade. See Coach Lantern Lighting Unit Detail.

2. ***Residential Streets (Average lot size is greater than 2.5 acres)***

Lighting units shall be the same as for local residential streets where average lot size is 2.5 acres or less. Street lights shall be placed at intersections, with no more than 600 feet between lighting units where intersections are more than 900 feet apart, and at the ends of cul-de-sacs where the distance from end of cul-de-sac to the street intersection is greater than 500 feet. See Coach Lantern Lighting Unit Detail.

3. ***Arterial and Collector Streets in Residential Areas***

Lighting units shall be placed at intersections and spaced no more than 300 feet between lighting units where intersections are more than 450 feet apart, with lighting typically alternating from one side to the other depending on the width of the street.

The lighting unit standards shall be per Shakopee Public Utilities Commission's recommendations and generally as follows:

Arterial and Collector Streets (north of Shakopee Bypass): 40-foot wooden poles with a 160-watt rectilinear LED luminaire and a 6-foot arm having a luminaire mounting height of approximately 32 feet above finished grade.

Arterial and Collector Street (south of Shakopee Bypass): 34-foot direct embedded, dark bronze anodized tapered aluminum pole with a 160-watt rectilinear LED luminaire and a 6-foot arm having a luminaire mounting height of approximately 28 feet above finished grade. See Rectilinear Style Lighting Unit Detail.

4. ***Industrial Areas***

Lighting units shall be placed at intersections and spaced no more than 450 feet between lighting units where intersections are more than 675 feet apart.

Lighting units shall be the same as Collector Streets (south of Shakopee Bypass). See Rectilinear Style Lighting Unit Detail.

5. ***Commercial Areas***

Lighting units shall be placed at intersections and spaced no more than 300 feet between lighting units where intersections are more than 450 feet apart, with lighting units alternating from one side to the other depending on the width of the street.

Street lighting standards shall be the same as Collector Streets (south of Shakopee Bypass). See Rectilinear Style Lighting Unit Detail.

6. *Pedestrian Ways and Trails*

Walkway and trail lighting units, when approved by the City, shall be placed along pedestrian trails and walkways and at intersections with spacing to be determined on a design basis. Lighting unit orientation will be optimized to provide light primarily to the pedestrian way. The donation of power for these type of lighting units would be determined by SPUC on a case by case basis.

The lighting unit standards shall be per Shakopee Public Utilities Commission's recommendations and generally as follows:

Downtown Central Business District, bridge walkways, pedestrian trails and plazas: Decorative fluted aluminum pole, powder-coated dark bronze in color with an 80-watt LED luminaire having a luminaire mounting height of approximately 15 feet above finished grade. The pole shall be mounted to a concrete anchor base. See Pedestrian Way and Trail Lighting Unit Detail.

7. *Special Lighting Districts*

Special lighting districts can be established only when approved by the City Council and Utilities Commission (I.E. Downtown Central Business District).

C. EXISTING SUBDIVISIONS

Where traffic safety clearly warrants, a lighting unit may be placed upon the recommendation of the City Engineer's office. The basis of such warrants shall be a minimum average daily traffic of 2000 vehicles or a layout such that, in the City Engineer's estimation, significant improvement in safety might be obtained by the placement of a lighting unit. Since the benefit of such installations extends to the City as a whole, these will be done at City expense.

When property owners request additional lighting for the neighborhoods, they must do so by petition – signed by 60% of the property owners affected by the proposed light. The affected area shall be 150 linear feet on either side of the proposed light, on both sides of the street. The placement of the proposed lighting unit shall be specified in the petition. Petitioners shall approach the City, prior to circulating their petition, to obtain direction as to where street lights are warranted for their neighborhoods. Lighting unit shall be approved if they meet the criteria for street lighting standards.

If approved, each lighting unit shall be paid for by the affected residents. Payment shall be made prior to the installation of the lighting unit and shall

include the cost of poles, fixtures, conduit, underground wiring and all appurtenant work. The method of payment shall be as directed by the City Finance Department. The City shall assume operation and maintenance costs for a light from the time it is energized by the utility and as per City/Shakopee Public Utilities Commission agreements by separate resolutions.

In existing developments, new lighting units shall match in style and wattage those already in place. If no lighting units are currently in place, then 160-watt LED rectilinear lighting unit or a 70-watt coach lantern shall be the standard.

D. COUNTY HIGHWAYS

1. Lighting units shall be placed in intersections when the street light warrants, as established by Scott County Highway Department have been met. If warrants are met, per County policy, the County pays for the installation of the lighting unit with the cost of maintenance and operation to be provided as agreed upon in separate resolutions by the City and Shakopee Public Utilities Commission.
2. Lighting units at intersections of City streets to County roads may be installed by the City, if traffic and pedestrian safety clearly warrants a lighting unit in the estimation of the Public Works Director and as approved by City Council. The basis of such warrants shall be a minimum average daily traffic volume through the intersection of 2,500 vehicles per day or 250 vehicles per non-daylight hour which is defined 6:00 P.M. to 6:00 A.M. or if there have been three accidents per year that have occurred during conditions other than daylight or a layout such that in the Public Works Director's estimation significant improvement in safety might be obtained by the placement of a lighting unit and if the County road speed limit is posted at 40 m.p.h. or more.
3. Lighting units at intersections may be approved by City Council if warrants are not met, per Scott County and the City Engineer, if property owners petition the City and pay for the initial cost.
4. Installation of lighting units along a County road between intersections for traffic and pedestrian safety will be reviewed on a case by case basis by City Council.

III. FUNDING OF COSTS

A. INITIAL INSTALLATION OF LIGHTING

1. New Subdivisions

Residential, commercial and industrial developers will pay for the street lighting system and enter into an agreement with Shakopee Public Utilities Commission.

2. Existing Subdivisions

New lighting units would be paid for by benefitting properties through upfront payments to the City. The City will reimburse Shakopee Public Utilities Commission for installation of lighting units.

3. Collector Streets

All lighting units in developing areas will be paid by the benefitting properties except the City will pay the additional costs, if any, from the required street lighting system for the development.

4. County Roads

New lighting units not meeting County warrants, but meeting City warrants, and if approved by City Council, would be considered a benefit to the Community as a whole and paid by the City from the Capital Improvement Fund or other funds as designated by City Council.

B. REPLACEMENT OF FIXTURES

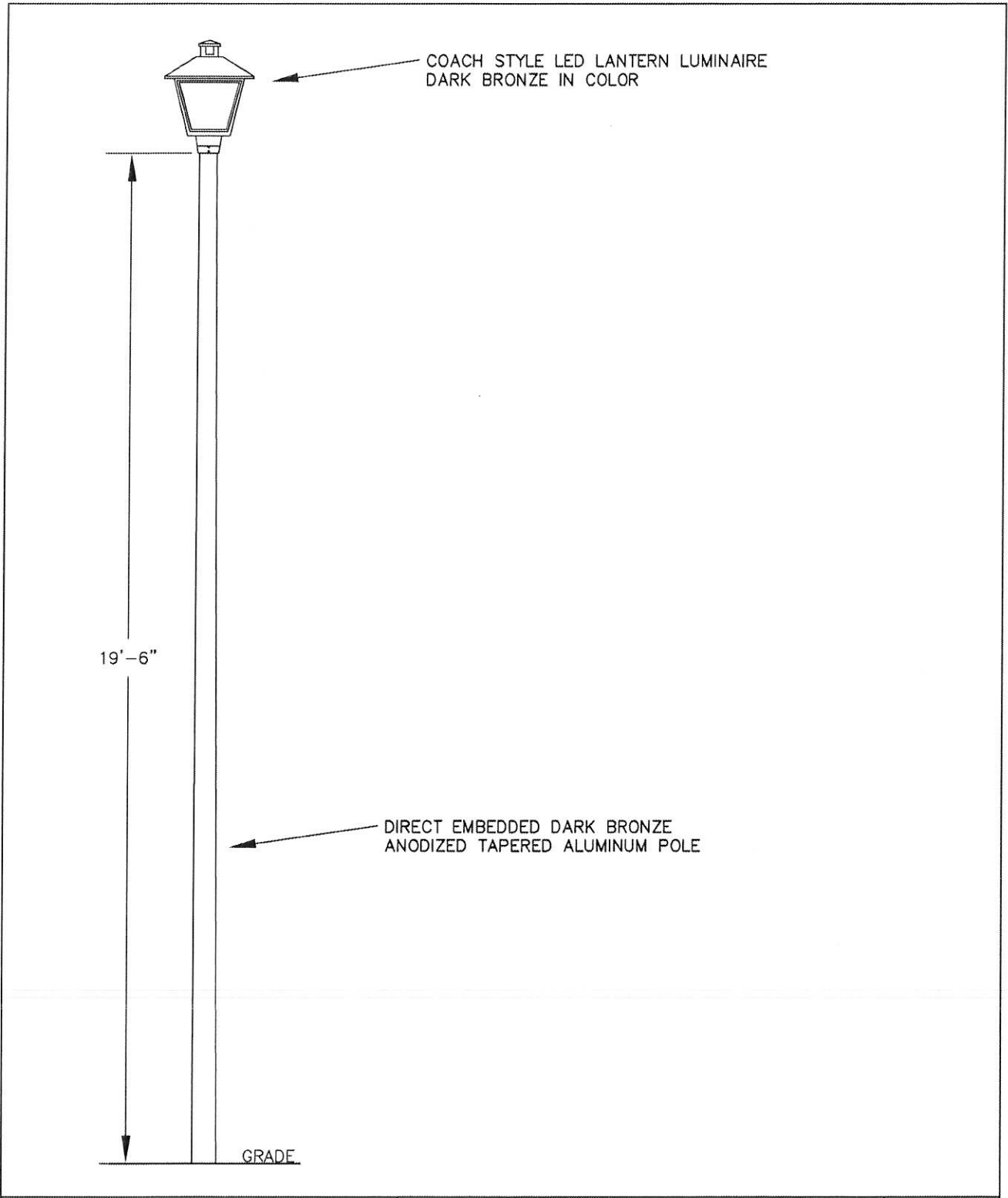
1. The replacement of luminaires is a maintenance cost to the City.

C. OPERATING COSTS

1. The cost of power for street lighting is provided by Shakopee Public Utilities Commission, as part of contributions from Shakopee Public Utilities Commission to the City, as agreed upon in separate resolutions.

D. MAINTENANCE COSTS

1. Shakopee Public Utilities Commission donates the cost of relamping and routine maintenance services for street lighting as provided by Shakopee Public Utilities Commission, as part of contributions from Shakopee Public Utilities Commission to the City as agreed upon in separate resolutions.



CITY OF
SHAKOPEE
ENGINEERING &
PUBLIC WORKS
DEPTS.

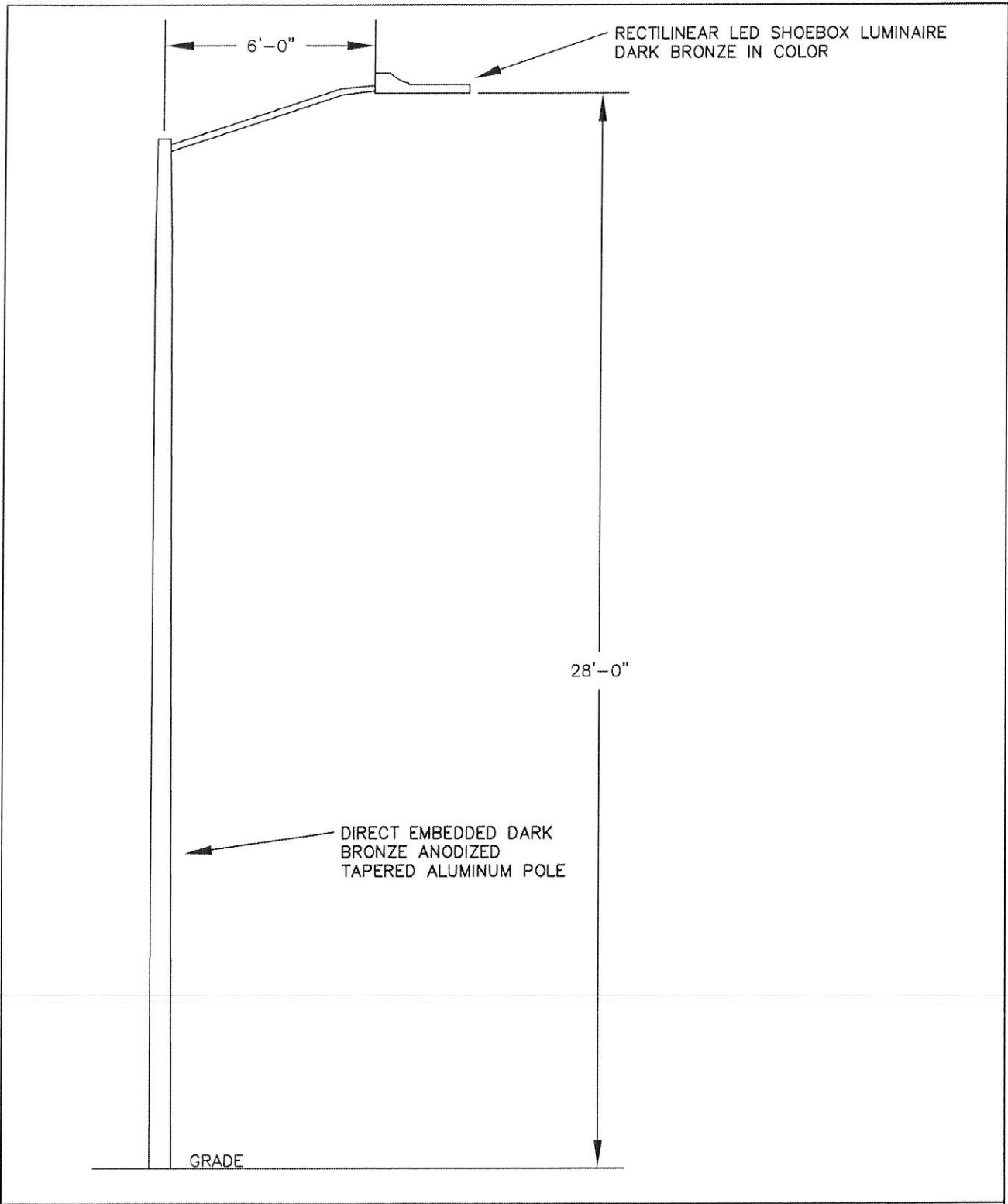
COACH LANTERN
LIGHTING UNIT

APPROVED: CITY ENGINEER

REVISED:
02-13

DETAIL NO:

XXX



CITY OF
SHAKOPEE
ENGINEERING &
PUBLIC WORKS
DEPTS.

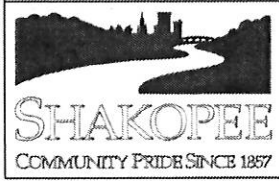
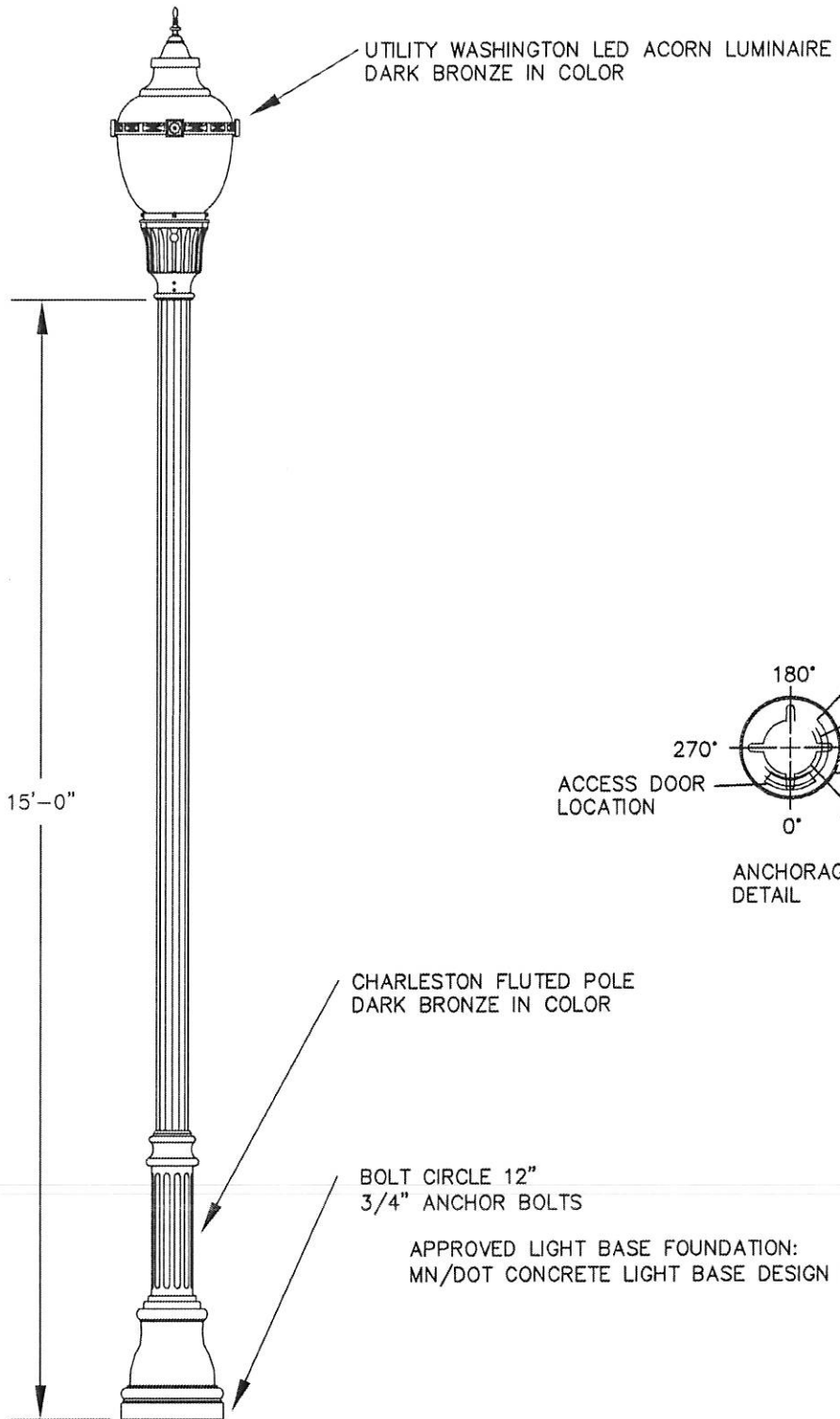
RECTILINEAR LIGHTING UNIT

APPROVED: CITY ENGINEER

REVISED:
02-13

DETAIL NO:

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CITY OF
SHAKOPEE
ENGINEERING &
PUBLIC WORKS
DEPTS.

PEDESTRIAN WAY & TRAIL
LIGHTING UNIT

APPROVED: CITY ENGINEER

REVISED:
02-13

DETAIL NO:

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