

## REGULAR BROOKLYN PARK CITY COUNCIL WORK SESSION

Monday, October 1, 2018  
7:00 p.m.

Steve Lampi Meeting Room  
5200 85th Avenue North

CALL TO ORDER – Mayor Jeffrey Lunde

PRESENT: Mayor Jeffrey Lunde; Council Members Bob Mata, Terry Parks, Susan Pha, Lisa Jacobson, Mark Mata and Rich Gates; City Manager Jay Stroebel; Community Development Director Kim Berggren; Recreation and Parks Director Jody Yungers and City Clerk Devin Montero.

ABSENT: None.

### **C. DISCUSSION ITEMS/GENERAL ACTION ITEMS:**

#### **C.1 Metro Blue Line Extension Light Rail Transit Update**

Light Rail Transit Project Manager Jennifer Jordan gave a Metro Blue Line Extension Light Rail Transit update.

Council Member M. Mata asked about overhead powerlines.

Project Manager Jordan stated that overhead powerlines were not an LRT expense, but it was to be tied into the investments, and would be about the underground utilities in that area.

Council Member M. Mata asked if the policy included, that if any utilities were built in the future, they would be buried.

Project Manager Jordan confirmed that utilities in the future would be buried.

Council Member M. Mata asked why it was not brought up during the Brooklyn Boulevard for sidewalk removal conversation.

Project Manager Jordan stated they had not been consistent with the policy but stated it was currently consistent under the policy.

City Manager Stroebel asked if that tied into the Highway 81 project.

Project Manager Jordan stated the project was the 2019 construction, the decision needed to be made to bury or not to bury utilities. She stated the actual action for the expenditure would come later and that project did not make sense in that zone.

Council Member B. Mata asked if it was a city expense, State or County.

Project Manager Jordan stated the State or County would not contribute. She stated Xcel Energy could pay the expense and then create charges to capture the revenues.

Council Member B. Mata stated if it was torn up, asked if it was cheaper to bury it then to do it separately.

City Engineer Struve stated Xcel Energy would have to move their lines. If they directed them to bury it, Xcel Energy would give the City a credit of what it would cost them to move the lines. He stated if they moved the lines and the City decided to hold off and do the burial with LRT, then the City would not get a credit.

Project Manager Jordan stated that advance planning, HED infrastructure, and Hennepin County received a grant through the Federal Transit Administration to do a wide variety of work. She stated in the grant, they looked at existing bike and pedestrian projects in current plans and taking the six projects to a higher level of design by 60%. The consultant team, SRF, and community designs group, took all projects across the Bottineau Corridor and applied screening mechanisms to drop it down to ten projects. She stated of the Corridor projects, the City of Brooklyn Park had six of ten and every community had a project, but Brooklyn Park had the most.

She stated the next step was to go back out to the community on those six projects. She stated Brooklyn Park Boulevard Trail, which was from West Broadway to Hampshire Avenue, the section from Hampshire Avenue to West Broadway, 63rd Avenue Trail to Boone to Zane, Zane Trail 73rd to 85th Avenue on the east side, 93rd Avenue Trail, which was Jefferson Highway all the way to West Broadway, and a piece would be a part of the LRT project and some sidewalks on Louisiana Avenue from 62<sup>nd</sup> Avenue to 63<sup>rd</sup> Avenue and then a sidewalk on one or both sides of Hampshire Avenue from 66<sup>th</sup> Avenue to 63<sup>rd</sup> Avenue. She stated those were in order of screening priority and pointed out that 63<sup>rd</sup> Trail from Boone Avenue to Zane Avenue, segment one was Boone Avenue to Louisiana Avenue and the second segment was from Louisiana Avenue to Zane Avenue.

Council Member M. Mata asked if some of those trails were done.

Project Manager Jordan stated yes and stated segment one had a box at the top with the existing condition information and then the bottom box was the proposed information, which was a two-way multiuse path recognizing the shifting to the south side after West Broadway. She stated segment two was already striped for bike lanes and that would be retained. She stated that the suggestion was a sidewalk on the northside, and most of it was done, but it added a pedestrian element to it.

Council Member Pha stated the current sidewalks were 10 feet and the packet said 11 and 11 ½ feet was proposed. She asked if that would mean the current sidewalk would be ripped up or would the extra feet be added to the current sidewalk.

Project Manager Jordan stated the sidewalk would be widened.

Council Member Pha clarified that the City would not be ripping up any sidewalks but extending it.

Project Manager Jordan stated in that case, staff's recommendation would be to add a sidewalk on the north side that did not have one.

Mayor Lunde asked about the bike lanes on the street.

Project Manager Jordan confirmed what the condition was today.

Mayor Lunde asked if no one was using them, could they reclaim them later and turn them back into car lanes.

Light Rail Transit Project Manager Jennifer Jordan stated yes they could reclaim them and turn them back into car lanes.

Council Member B. Mata stated there were sidewalks all the way from Highway 81 to Boone Avenue and from Highway 81 to Zane Avenue on the north side, as well as one on the south side, and one from Highway 81 to Boone Avenue. He wanted clarification on why they were adding sidewalks to that area.

Project Manager Jordan stated that in the concepts they were explaining where the gaps were in the sidewalks. She stated it was inconsistent and filling the gaps was what the project would be doing. She stated the first segment from Boone Avenue to Louisiana Avenue, was not proposing to put a sidewalk in, it was proposing to build a two-way multi use trail and that was the difference.

Council Member B. Mata asked if they were taking the sidewalk out and putting the trail in.

Project Manager Jordan stated there was a plan to put a trail in with the LRT project on the north side on 63<sup>rd</sup> Avenue along the Park and Ride.

Council Member B. Mata asked if the City was going to have to claim property from homeowners.

Project Manager Jordan stated that was part of any part of capital project, when items were going from a 60% design the consultants would look at the necessary steps to take. She stated it did not mean they needed to act on those projects but meant taking those projects to a higher level.

Council Member B. Mata stated that homeowners had their shrubs where the city would need to rip them out to put the 10-foot trail in. He stated the homeowners would not be happy about it.

City Manager Stroebel stated in that concept it did seem to stay consistent with the existing right away and did not expand.

Project Manager Jordan stated that was a big part of the conversations with the consultants and staying in the existing right away made the projects more feasible, as feasibility was a part of the tests and cost effectiveness.

Council Member B. Mata stated the Boulevard was not seven-feet wide.

Project Manager Jordan stated that was just an example and she would send out the full list in a packet so they could study them in detail. She stated she would be working with Community Design Group, which would do the targeted outreach for the projects. She stated, then the current projects would move to the 60% concepts design. which the Council would be getting. She stated the information was for the Council Members to make plans for the CIP and they would be bringing it to the Council, not as a recommendation, but as something to consider in crafting of the future CIPs.

Council Member M. Mata stated the City had good sidewalks and did not want the City to put money into sidewalks when there was little to no usage of the sidewalks. He suggested finding a college student to do the research, study in hourly segments, and count the amount of people using it. He stated he did not want to see the sidewalks being ripped up.

Project Manager Jordan stated the Planning Department had said that input from the community's development priorities was the ability to access and use the trails, particularly with older individuals, where the trails were limited. She stated they consistently heard that access to trails was valued in the community. She stated it was hard to predict if the sidewalk was not being used today, to understand what the barriers were to use it. If people were not using the sidewalks because they were not safe, then that was part of the underlining assumptions that went into the planning work. She stated that she understood what Council Member Mark Mata was saying, but that was something to consider. She stated the facility of a trail was different than the facility of a sidewalk and it depended on what community values as well as the usage of today didn't dictate the usage of the future.

## **C.2 TH169/101st Avenue Interchange – Value Engineering Study Proposals**

City Engineer Jesse Struve presented preliminary findings from the Highway 169 and 101st Engineer Value Study. He stated that for any project that used funds over \$20 million was a federally mandated requirement. He briefed on the Project Overview, VE Job Plan, Workshop Objectives, Project Functions, Performance Attributes, Creative Ideas, Evaluation, Value Engineering Proposals, Summary Set 1, Summary Set 2, Summary Set 3, Design Suggestions, and Next Steps.

He stated many of those proposals were interchangeable, meaning, if they wanted to do Option one, Option two and Option three, they could do them independently of each other and didn't need to lump them together. He stated they could pick and choose which options they wanted to consider further. He stated that some of the workshop's goals were minimizing impacts to utilities to sewer lines, how to reduce right of way, the impacts to the local church, access in keeping on schedule, with construction starting late 2019 and through 2020. He stated the study looked at different performance impacts, maintenance, and traffic and the group looked at scheduling, costs, operations, and came up with 46 ideas, 12 alternatives were developed, and 2 design suggestions.

Council Member B. Mata stated reduced lanes, roundabouts and the U-turns on the freeway were dangerous. He asked that with the possibilities of semis accessing 101st, asked if the roundabouts and roads were going to be wide enough, convenient, and easy.

City Engineer Struve stated any facility proposed would be able to handle the large semi-trucks that were used.

Council Member B. Mata asked if the U-turn could handle the largest semitrucks.

City Engineer Struve stated the design would be for that kind of truck and to pursue the restricted crossing U-turn, they would need MnDOT approval.

Council Member Gates stated it was not looking at the future. He stated it was looking at the east side and was not looking at the west side of Highway 169. He stated at some point, the

west side would be developing, and asked if that traffic was going to have to fit on the bridge too. He stated the moment they put the bridge in, people from other cities would want to use it and they must count that traffic. He stated that anything that reduced the capacity was ridiculous. He asked when reducing the radius of the ramps, what did that do to a truck trying to get up on the ramp.

City Engineer Struve stated when reducing the radius, it effected the speed and there would be an on and off the ramp and navigating the corners at a slower speed.

Council Member B. Mata asked if MnDOT was confident about the looping back and forth, the acceleration to get on the highway, and lowering speeds.

City Engineer Struve stated that on the escape lane, with semis that didn't accelerate that fast and the amount of traffic that was on Highway 169, that escape lane was needed to get up to speed. He stated the bridge was going to appear closer to the right of way and narrower.

Traffic Engineer Holstein stated it was a cost, because the bridge was \$250 to \$300 a square foot and any way to reduce the length or the width of the bridge, it would be a cost savings.

City Engineer Struve stated regarding the comment about not factoring in the west side, every design was 2040 numbers which was anticipating a full buildup of that entire area, which included the east and west side of the intersection. He stated it did have an inflator for the growth of the use of the interchange

Council Member Gates stated if there was anything he would be in favor of, where they could save money, it would be the abutment and was the only thing that made sense. He stated he did not support roundabouts.

Council Member B. Mata asked what the radius of the ramp coming from TH610 onto Highway 169 headed west bound/northbound would be. He clarified west bound TH610 onto south bound Highway 169.

City Engineer Jesse Struve stated it was a tight radius.

City Council Member Pha stated she did not like the "outcuts" and a roundabout there would be okay. She stated she didn't know about reducing lane width on 101<sup>st</sup> Avenue and the City knew they were going to have trucks. She thought the width should be wider than what was proposed.

City Manager Stroebel asked to clarify if Council Member Pha supported the roundabouts in that area.

Council Member Pha stated yes, she supported the roundabouts in that area.

Traffic Engineer Holstein stated significant benefits of a roundabout aside from the cost savings was the safety. He stated the fatalities dropped by 90%, injuries went down 50%, and property damage went down 30%. He stated that as a safety topic, roundabouts were significantly safer than signal lights.

Council Member Parks stated he was in favor of roundabouts, was not in favor of the U-turns and was not convinced on the narrowing of the lanes.

City Engineer Struve stated plans had not been finalized and were very early in the plan development. He stated the Council's input would influence the design of that intersection and felt strongly in supporting the narrowing of the widths.

Traffic Engineer Holstein stated it was for the 101<sup>st</sup> Avenue to Jefferson Highway where they didn't expect that many trucks.

City Engineer Struve stated that would have a three-lane section with a turn lane down the middle. He stated with a two-foot reactionary zone, if a vehicle moved into that, and was not comfortable being that close to the curb and they got in that turn lane, generally it wouldn't be an issue.

Council Member Parks stated if they were placing saving cost over safety then he was not in favor of the project.

City Engineer Struve stated with the lane width reductions, that was one way to reduce speeds.

Mayor Lunde stated if people crunched numbers of the capacity, the speeds, and the vehicles could that could handle the roundabout and he supported the roundabout. He stated it was a destination for workers, and that was a residential area, and people were going to figure it out after a few times.

Mayor Lunde stated Traffic Engineer Holstein said when they had traffic signals, it increased the fatality and the impacts were perpendicular. He stated that if it was safe and held capacity, then roundabouts were safer. He asked if the church gave any feedback on whether they wanted the walls or not.

Traffic Engineer Holstein stated they had not heard from Grace Fellowship Church about the walls. He stated they were intending on doing full slope and then see what type of impacts there were on their parking lot because they would be removing two exit points off 101<sup>st</sup> Avenue, which they were now going to have to exit onto Xylon.

City Engineer Struve stated there were no definite designs made. He stated there might be a benefit to putting a wall to reduce some of the impact to Grace Fellowship Church. He stated once they got to that point, they would have more conversation with them.

Mayor Lunde stated he would rather defer any feedback until after Grace Church gave some feedback. He agreed with the roundabouts.

Traffic Engineer Holstein stated there was a small risk to roundabouts, if traffic blew up and they got another corporate user out there, they could have issues long term, and their best guess was that it would work.

Council Member M. Mata stated he supported roundabout because it cut down on stop lights. He stated he did not support the U-turns and did not support reducing the bridge.

Council Member Jacobson stated she would like to see worst-case scenario numbers on the bridge. She stated she would like to see how to find funds for those developments. She stated she would like to see more involvement from the school district and developers and would like to see the funding come from other sources and not just the city.

Mayor Lunde, stated 75% of the budget came from outside sources and the city had the state money, bonding money, and the Met Council money.

City Engineer Struve stated they were currently at \$22.5 million of the projected \$31 million project. He stated about \$18 million came from grants MnDOT administered, and \$7 million was federal. He stated they were asking MnDOT to do the construction administration which was \$1.5 million, and currently had an \$8.5 million gap.

City Manager Stroebel asked if the Council ever envisioned MnDOT would meter any of those on and off ramps. He stated the reason he asked, there was a scenario where they put in meters and had the free-flowing traffic and it backed up and closed the roundabouts.

Traffic Engineer Holstein stated it would be consistent with the triangle at 93rd Avenue where they did not put in HOV bypasses seen along TH610. He stated for MnDOT to come back and meter, they would need to modify things, and his initial reaction would be no.

City Manager Stroebel asked if there was a stop light on 109<sup>th</sup> Avenue, which was too far north.

Traffic Engineer Jeff Holstein stated yes.

City Engineer Struve said from everything they had heard, MnDOT had not raised that scenario at this point, and they could not anticipate they would, but they could not say yes or no.

Council Member B. Mata stated he did not see the future project to handle the current traffic none the less any growth in the future.

Council Member Gates asked if people were saying they were okay with the roundabouts, but they were not okay with the two lanes.

Traffic Engineer Holstein stated if they had to put in a two lane roundabout, then they lost most of the cost savings because of the four lane bridge and the city would have some cash savings and some savings on the bridge.

City Engineer Struve stated worst case scenario, they would have the engineering firm, SRF, look at the assumptions they made with the traffic analysis. He stated with the numbers they had seen, it looked like they had the worst-case scenario based on the zoning in that area. He stated the two-lane option with a single roundabout would be enough to handle the projected traffic in the 2040 numbers. He stated if they looked at it, the majority of the Council was not in favor of reducing of the lanes. They could do some analysis on it as well, but they would not be in the \$2.5 million saving range by installing two lane roundabouts, it would impact the south and right of way impacts.

Council Member Gates stated if it was two lanes and it backed up in any direction now, they couldn't get through the roundabout and now were blocking the entire road. He stated they all

knew it was going to back up because they knew what that road looked like. He stated going northbound, it did not move, and it backed up to 85th Avenue and was non-construction doing that.

Council Member M. Mata suggested the engineers do the study by making it 2040 today, he stated that in two Council meetings from now could change the zoning and that could change the whole traffic of the area. He stated he would like to see some real-life worst-case scenarios.

Council Member Pha agreed into seeing more information on the two-lane roundabouts and the four lanes, and the cost saving data.

City Engineer Struve stated there was some support for the roundabout, the Council would like to see additional analysis and review of the traffic scenarios and analyze where the two-lane roundabouts with a wider bridge section was enough.

City Council Member B. Mata asked if they had a two-lane roundabout and were headed west bound on 101<sup>st</sup> Avenue, and wanted to go north bound on Highway 169, but were stuck in the inside lane and then were going around the roundabout many times.

Traffic Engineer Holstein stated they could take the through lane.

Mayor Lunde suggested bringing a timeline next time.

City Engineer Struve stated they would be returning very quickly so that the design could move forward.

### **C.3 Panhandling Discussion**

Police Chief Craig Enevoldsen gave a brief update on panhandling. He stated earlier in the summer, a neighboring city passing an ordinance that prohibited someone from standing on a roadway median for an extended period of time and only selected busy roadways were selected. He stated the ordinance was that an individual could not stand on the median of intersections with higher speeds and higher traffic for longer than two cycles of the light. If they did, they were in violation of the ordinance.

He stated he sent a copy of the ordinance to the City Attorney and Prosecutor for a review. He stated they did not support the ordinance. He stated the prosecutor suggested the ordinance to vet itself through the criminal justice system and saw some issues in the way it was written that it would be challenged as a constitutional issue.

Police Chief Enevoldsen stated if it occurred in the City, it could cause individuals to come into the city and could have the same type of behavior that was troubling Brooklyn Center. He stated it was adopted in St. Louis Park to enforce current traffic regulations to address panhandling, specifically MN statute 169.22, which prohibited standing on a roadway for the solicitation of business or contributions. He stated the Police Department spent one week approaching all panhandlers in the area and gave them information related to the statute and the resources that were available. He stated they began the enforcement effort August 20 and the City had moderate success, three citations were written after the warning and the grace period. He

stated of the three citations, two were given to the same individual and one individual got the message.

Police Chief Enevoldsen stated the citation was a petty misdemeanor and could become a misdemeanor if the individual endangered life or property with their behavior or if they had two prior convictions for the petty misdemeanor within the previous twelve months, and would not be an arrestable offense. He stated all that accomplished was waiting for the individuals, whom technically could stand on the median, once they stepped on the roadway and were seen by the officer, that was when they could be approached with the citation after the grace period. He stated they observed it three times since the grace period. He stated what the enforcement did was to get them off the median and they moved off to the side of the road and on a sidewalk, which was a constitutionally protected act. He stated the ordinance was for the safety of the motorist and the safety of the individuals standing on the side of the road.

Council Member Terry Parks asked how the first amendment tied in with the topic.

Police Chief Enevoldsen stated a city could not prohibit panhandling within a city. Holding a sign was a protected act and was a freedom of speech. He stated Minneapolis had passed an aggressive panhandling act that prohibited individuals from panhandling where it could make people feel unsafe, such as in front of stores and ATMs. He stated if the individual was approaching people and not taking no for an answer, and touching people, was a violation.

Council Member B. Mata asked what if they were leaving and going into the crosswalk.

Police Chief Enevoldsen stated that if the officer observed the action of stepping off the median and into the crosswalk to leave, they would not approach them. If they walked off the median to walk up to a car, then they would approach them.

Council Member B. Mata stated the handout explained the citations starting at a \$103 and thought that was over the amount they could handle. He stated then a 90-day jail time with a \$1,000 fine, if they couldn't pay the fine. He asked if they kept them in jail.

Police Chief Enevoldsen stated it was a guideline. If the panhandler agreed to go to court, it would not happen. He stated it would start at \$103, and if they were homeless, the judge could waive the fee.

City Attorney Thomson stated the law was that the City couldn't pass a regulation that bans an action that was based on the content the person was doing. He stated that rule was about the median and was not directed at panhandling but everyone who might use the median.

Council Member Pha stated they should adopt something that would hold up in court and could be enforced. She stated what Brooklyn Center had in place and started in August, she was comfortable with it. She stated if the City went beyond that, she would not be comfortable. She stated the first time, they would get a warning, and the second time the City would give them a citation. She was concerned some individuals might not know the ordinance.

Police Chief Enevoldsen stated that was the purpose of the one-week grace period where they identified as many as they could and gave them the resources, the statute information, and then a warning. He stated if they saw the same person again, they would be given a citation. He

stated it was not possible to keep records of all the individuals coming into the city to panhandle. He stated some may receive a citation on the first time.

Council Member Gates wanted clarification on certain areas in the city where it could not be enforced.

Police Chief Enevoldsen stated that would have no effect on it. He stated the panhandlers would be standing on exit ramps, and the ordinance would not prohibit that activity but prohibited them from going on to the road and placing themselves and the motorist in danger.

Council Member Pha stated Brooklyn Center had very few sections and was not going to solve a big issue because it was limited to certain areas.

City Manager Jay Stroebel asked for clarification of private property and in other communities.

Police Chief Enevoldsen stated, Maple Grove as an example, that the Arbor Lakes area was having issues. Arbor Lakes was private property and if the property owners didn't want panhandlers on the property, then they could resolve that issue by stating it was a trespassing issue, and that was how they resolved those issues. He stated trespassing was an arrestable offense.

Council Member M. Mata asked if it was on private property and it had 15 feet of easement that was still a part of the street, or if it was a private road going through that property, could they ask them to leave the property.

Police Chief Enevoldsen stated the police would be giving a trespassing notice in that case.

#### **C.4 Update on Project Hotdish**

Mayor Lunde stated the Planning Commission had their public hearing to discuss their thoughts and the pro/con on the subject. He stated Council had not been released from those responsibilities and still needed to wait for the public hearing.

Council Member Pha complimented Planning Director Cindy Sherman at the Planning Commission meeting. She stated many people came up to talk about the Hot Dish project and was impressed by Planning Director Sherman's decorum and handling the crowd. She stated it was not an easy position to be a staff member that night, and some of the hostility was directed toward Planning Director Sherman, but she held herself in a very professional manner. She stated she was glad they had someone with the depth of knowledge that Planning Director Cindy Sherman had with the City for 20 years.

Planning Director Cindy Sherman outlined the history of the Hot Dish Project. She presented a map that showed the balance of the North Park area that was subject to the development plan that was in place and was requested for an amendment. She stated the area was 72 acres where Hot Dish would be. She stated the map showed the notification up to 1,200 feet on Champlin and in Brooklyn Park to show the affected people were notified. She stated they had six signs around the perimeter of the property and then did an email blast to the two neighborhoods.

Council Member Jacobson asked for clarification on what the notification requirement was.

Planning Director Sherman stated laws required 350 feet notification and the City's policy was 500 feet and more than doubled it. She stated the Planning Department used the notification list through Community Engagement to send out an email before the meeting.

Council Member M. Mata asked if that notification went to a different jurisdiction other than the City of Brooklyn Park.

City Attorney Jim Thomson stated the statute didn't distinguish it and had been the practice.

Planning Director Sherman stated they must notify the other city and that city was responsible for contacting and communicating with the residents, but in this case, the developers sent out the notification for the neighborhood meeting and the City sent out the notifications for the public hearing. She stated the public hearing costs were charged back to their escrows. She stated the area had a section which was designated for industrial or a business park development. She stated it expanded when the plans were modified in 2015 and the 223 acres were changed to Business Park, which was changed through the Comprehensive Plan amendment. She stated the 2030 plan showed a portion of it, and the 2030 planning effort was done in 2013 to 2014 time frame. She stated it was a study of all the vacant land in the community, with a 13-15 member task force that went through a months-long process to look at what the community wanted to see in the remaining undeveloped land. She stated at that time, it was 1,200 acres and now it was at 1,000 acres of undeveloped sites. She stated they had identified the North Park areas and north of the Rush Creek Trail. She stated the area known as North Park was business park and would help with job creation. She stated the area around the Target campus was an urban intense development. She stated there would be a mix of use in a suburban context in the Zane and Oak Grove area with jobs and single users being the focus and south of TH610, and gave examples of Hy-Vee, Star Exhibits, Prairie Care and a Medical Facility. She stated it outlined the vision for that part of the community. She stated it was the approved 2015 development plan. She referred to Winnetka and 109th Avenue on the left of Highway 169 at the bottom. She stated the intent and vision of the plan were multiple plans that could be single tenant or multiple tenant buildings and was not defined. She stated it laid out the roads and the massing of ponds, and Xylon Avenue was in the center of the site. She stated what was being proposed was Scannell Properties modification to the plan and to continue with the main road south of the site. The plan reflected what was constructed and new construction for a new building, as well as, a single use building, and two buildings, which had been approved for a single tenant user, which was 40 to 45 feet tall.

City Council Member Jacobson asked when it was approved.

Planning Director Sherman stated it was approved in 2016, which was extended in 2017. She stated if they did not start building, they needed to start over with a site plan review because it would expire. She stated when Hot Dish came in, Scannell Properties came in on their behalf because Scannell Properties would continue to own the property and lease it to Hot Dish and they had not leased it yet. She stated she was briefed on the proposal about seven buildings that were anticipated in that location, which would be replaced with one larger building. She stated there were no restrictions in height for that location and in a Development Plan.

Council Member M. Mata asked what the typical traffic from trucks would be.

Planning Director Sherman stated traffic studies showed a reduced traffic based on the user, but the International Traffic Management Manual changed its guidelines.

Council Member M. Mata wanted clarification if the traffic would grow.

Planning Director Sherman stated the study considered that scenario and today's scenario was less; that was because it was based on the study's new process.

City Manager Stroebel stated they were projecting significantly less vehicle trips under the revised scenario.

Planning Director Sherman stated the traffic happening now could be comparable. She stated with the analysis done, it showed a decrease in all traffic and was accurate. She stated there were three different access points for the parking lot. She stated there was discussion at the Planning Commission meeting about the difference between a fulfillment center versus a distribution center. She stated that between Champlin and Brooklyn Park, there were two buildings. She stated that in lieu of the seven buildings in that situation, she didn't think it was a bad thing to have one building that was taller. She stated the original plan had 21 buildings and now with the changes with the two buildings, the numbers would be less. She stated the proposed plan was 14 buildings, which was around one million square feet. She stated the gain was going vertical and not out for the square feet.

Council Member M. Mata asked if one of the intersections was controlled.

Planning Director Sherman stated yes and when they did the traffic study, they did short term, mid-term and long term. She stated after the Planning Commission meeting, the developer stated they had interest in making modifications for the building to be more palatable to the site. She stated one problem was having a large site and the impact on the roads. She stated tonight they were giving the Council an update and asking for direction for that location.

Council Member M. Mata stated part of the designs did not look like an office building all the way around. He wanted to see buildings look inviting, have design fill in the blank walls, was worried about its marketability down the road, and concerned about the traffic.

Mayor Lunde stated at the Planning Commission meeting it was handled well by Planning Director Cindy Sherman. He was unaware of the 45-foot building across the street and requested the copy of the future plans for Winnetka Avenue.

Planning Director Sherman stated they did not have a design other than an idea of what the County was thinking, which was one lane each direction with a single turning lane.

Mayor Lunde stated he would like to see that because he wanted to be able to communicate that to the residents.

City Council Member M. Mata asked if that was the cove from 107<sup>th</sup> Avenue because the road wasn't marked at the top of the map. He stated he spoke to the developer of the Cove about leaving trees on the Winnetka side and asked if they were the ones that took the trees out.

Planning Director Sherman stated yes, because of the road construction five years later might be better to remove it all and replant.

Council Member Parks stated he was glad to hear Scannell Properties was listening to the people and were working on another plan. He was also at the Planning Commission meeting and one of the comments he heard was it was sad that the Council Members weren't there. He stated there were four at the Commission meeting. He also complimented Planning Director Sherman on how she handled the meeting.

Council Member Pha asked when the buildings were in, did they anticipate Winnetka Avenue could handle the traffic with two lanes and a middle turn lane or did they need to upgrade to a four lane.

Planning Director Cindy stated with all the roadway improvements in place including Xylon Avenue, and a new interchange, and when Winnetka Avenue had to handle the traffic where the Blue Line construction was, it was a different design. She stated the two lanes were through the Rough Creek Trail. She stated the engineering team had applied for grants on Xylon Avenue where it would be a grade separated trail at the expense of the developer to make the trail extension.

City Manager Strobel stated at Oxbow and Winnetka the developer would put in a signalized intersection, which would help Winnetka Avenue control the traffic.

Planning Director Sherman stated the turn lanes would assist with traffic and restriping and lights would assist with the flow. She stated if they made that road connection, the only thing that needed to be added was elongating the right turn lane at that location. She stated the developers were not looking to connect that connection until they figured out improvements for 109<sup>th</sup> Avenue.

Community Development Director Kim Berggren asked if Planning Director Sherman could explain truck traffic and how it was planned.

Planning Director Sherman stated one of the things they designed after the interchange was done, they would come in and take a right hand turn on Oxbow Drive and series of medians in the middle of the road that would direct them into the lot and then a gate to check everyone in and check them out. She stated trucks would be directed in that way and back out. She stated the driveway that connected to the dock area was not designed to support regular traffic.

Council Member B. Mata asked if it was going to be a right turn only which would force traffic to go back to Xylon Avenue.

Planning Director Cindy Sherman stated it was going to be a right turn only.

Council Member M. Mata stated he was concerned with people taking short cuts through residential to save time because of the backups.

Planning Director Sherman stated that concern would have to be addressed when the buildings were built. She stated some of the buildings might have low level truck use and some might

have higher and was based on the users. She stated there wouldn't be any reason to go into the residential area, and if there was an issue, the City could post a "no truck zone" sign.

Council Member Jacobson asked if the employees would all have the same shift, or would they be different that would affect the traffic.

Planning Director Sherman stated she had researched the employees per square foot and would email that information to the Council. She stated part of the job creation goal was how many jobs were they creating and how many shifts did they give. She stated with Target as an example, it was staggered shifts and that was what was recommended for Hot Dish.

Council Member Jacobson stated they got feedback about living wage jobs and there was a chart from Hennepin County on Living Wage, which showed how much a single individual livable wage was versus the livable wage for a single plus a child. She was interested in knowing if they were living wage jobs, and were the only living wage jobs with single person without a child.

Council Member Pha stated she would like information if they were full time and if they had benefits.

Planning Director Sherman stated Scannell Properties could give information on the jobs.

Council Member Jacobson stated she would like to know the information from already formed businesses to have something to compare. She stated she would like to be prepared with the information if someone asked her for it.

She stated she also heard if there were any potential employers who were putting job postings out and asked if that was a separate thing.

Planning Director Sherman stated Amazon had signed a building lease on 9000 Wyoming and that company had been posting jobs but that was a separate facility.

Council Member Gates stated they had to be careful asking for that information and they couldn't deny a user and gave Walmart as an example.

Council Member Jacobson used Burger King as an example, she stated when a business came to the Council, they didn't get to say no because it was Burger King because people wanted salads and that was not the place of the Council.

Mayor Lunde wanted to confirm that the conversation would not be at the next Council meeting. Planning Director Cindy Sherman stated that in talking to the developers, they wanted to address some of the concerns from the Planning Commission meeting and they were not looking to come to the October 8, 2018 meeting because they could not compile that information that quickly. She suggested letting the residents know with flyers.

Council Member Jacobson stated to be careful with the language used because they would not be having a public hearing at the Council meeting but would take comments.

Planning Director Sherman stated it was an open meeting, but it was the Mayor's prerogative to

let people speak or not.

Community Development Director Berggren stated they would not be having a public hearing because that occurred at the Planning Commission meeting.

City Manager Stroebel stated if they had any questions or suggestions, to let Planning Director Sherman or himself know.

Planning Director Sherman stated she was getting emails and City Manager Stroebel was good about getting them to her and the Council and they were trying to compile them. She asked the Council if they got something, it was a part of the public record and to get them to her.

Mayor Lunde stated he would let the public talk on Monday, and would stick to the time limit.

D.1 COUNCIL MEMBER REPORTS AND ANNOUNCEMENTS – None.

D.2 CITY MANAGER REPORTS AND ANNOUNCEMENTS

City Manager Stroebel stated the Operations and Maintenance Department had their Open House on Saturday. He stated 370 individuals came to the Open House, which was the biggest attendance the City has ever had. He stated that this Saturday, the Fire Department would have Open Houses at all four stations from 12:00 p.m. to 3:00 p.m.

E. ADJOURNMENT

ADJOURNMENT – With consensus of the Council, Mayor Lunde adjourned the meeting at 9:22 p.m.

JEFFREY JONEAL LUNDE, MAYOR

DEVIN MONTERO, CITY CLERK