



**City Council Work Session Meeting Minutes  
City Hall Council Chambers, 2660 Civic Center Drive  
Monday, May 14, 2018**

**1. Roll Call**

Mayor Roe called the meeting to order at approximately 6:00 p.m. Voting and Seating Order: Willmus, Etten, McGehee, and Roe. Councilmember Laliberte was absent. City Manager Patrick Trudgeon, Assistant City Manager Rebecca Olson, Assistant Parks and Recreation Director Matthew Johnson, Civil Engineer Luke Sandstrom, and City Attorney Mark Gaughan were also present.

Mayor Roe noted that Councilmember Laliberte is absent due to illness, and that Councilmember Willmus will be arriving shortly.

**2. Pledge of Allegiance**

**3. Approve Agenda**

Etten moved, McGehee seconded, approval of the agenda.

**Roll Call**

**Ayes:** Etten, McGehee and Roe.

**Nays:** None.

**4. Public Comment**

**5. Recognitions, Donations, and Communications**

**6. Items Removed from Consent Agenda**

**7. Business Items**

**a. Government Alliance on Race and Equity Cohort Update Here**

Assistant City Manager Olson briefly highlighted this item as detailed in the RCA and related attachments dated May 14, 2018. She noted this is a national network of governments who are looking to advance equity for all. Roseville became part of this network in January 2018. One of the purposes of the update is to bring the Council up to speed. She emphasized GARE is not just a project; it is something staff is looking to embed into the organization in every area. There have been major milestones achieved in other organizations, and Roseville has opportunity to create progress as well.

Assistant Parks and Recreation Director Johnson indicated that GARE targets racial equity, but also believes that a rising tide lifts all boats. Therefore, targeting racial equity means all components of a community benefit. He noted that GARE has a broad cross-section of participants: large and small communities, rural and urban, all within a variety of government entities. Their 3-pronged approach in-

cludes a commitment to achieving racial equity; utilizing the power and influence of institutions to create equity; and developing partnerships to create racial equity. One effort has been to become comfortable with talking about race. He noted that racial equity is not linear. There will be things that work well and things that do not have great results. Currently staff is in the midst of developing a one-year action plan that will be tangible to obtain and have measurable outcomes. He noted that 18 government entities are currently participating in GARE in Minnesota. He estimated probably 20 communities have gone through the GARE process and have already created action plans.

Assistant Parks and Recreation Director Johnson continued that there were more interested City staff participants than there were spots available in Roseville's GARE program. When staff was selected, they were selected with the purpose of making this a grassroots effort. It includes entry-level positions all the way up to the City Manager. Every department is represented on the GARE team, which helps it grow within the DNA of the organization.

Assistant Parks and Recreation Director Johnson summarized that GARE tries to develop a tailored approach for Roseville, and that approach is based upon best practices, the history of Roseville, developing language and implementation skills, and growing people's comfort level of discussing race. Regarding best practices, Police Chief Mathwig has presented his traffic stop data as an indication of best practices, which puts Roseville on the cutting edge and something that other communities are learning from. Additionally, the racial equity tool kit is the desired outcome. He does not like the term race equity tool kit, as it is a thought process for developing tools that work well in Roseville.

Councilmember Willmus arrived and took his place at the table at approximately 6:15 p.m.

Civil Engineer Sandstrom stated that increased racial equity will build a better community. Roseville has an increasingly diverse population. In order to serve the public, staff needs to know who the public is and how to serve them. GARE pushes that racial equity is not a zero-sum game. The goal is to review programs and policies and identify if there are any barriers preventing people from participation. He pointed out Roseville's racial equity narrative, noting it was hard to put together a narrative only two months into the training. The narrative will be revisited as training continues.

Civil Engineer Sandstrom pointed out that staff is in the conversation stage. Additional training will be done throughout 2018, and a plan will be created. The plan will be used for all programs, policies and procedures going forward. This is really a mindset change rather than a checklist.

Councilmember Etten asked for a list of the GARE team members.

City Manager Trudgeon listed each of the GARE members.

Councilmember McGehee brought up a related issue that will be discussed by the Council later tonight, i.e., that sometimes having a car impounded can mean the loss of the vehicle. People need to be notified within an adequate timeframe so they do not lose their cars due to the City's policies. She asked whether this training can be expanded to other groups like the disabled or mental health groups.

Assistant City Manager Olson responded the GARE tools are more of a process that can be applied to other things. It is a good place to start with race, but there is a lot of crossover in other areas.

Councilmember McGehee stated she is impressed with the presentation and the mission statement.

City Manager Trudgeon thanked the GARE training participants. They do the homework every other week, and that has proven to be beneficial. There is an evening speaker series that will happen in June, and the Council is invited to attend.

Mayor Roe stated this training will ultimately make the government a better entity and more responsive to the needs of the City.

**b. Snow Event Parking Regulation Discussion**

Public Works Director Culver briefly highlighted this item as detailed in the RCA and related attachments dated May 14, 2018. He reviewed the current City parking regulations ordinance and the provisions for illegally parked vehicles. The ordinance restricts parking:

*on any street for a period of 48 hours commencing immediately after any two inches or more continuous snowfall or until snow removal has been completed on any street, whichever occurs first.*

From a snowplowing perspective, there is a snow and ice removal policy included in the Council packet. There are many types of storms and snow events, which can present difficulties with enforcement. The police chief wrote up in the February newsletter about the complexities of enforcing the ordinance. He noted many communities in Minnesota have other variations. St. Paul and Minneapolis have specific snow emergencies, which can limit flexibility with plowing snow. From a public perspective, they know what to look for. Many other communities have seasonal or year-round overnight parking bans. He recalled that the Council discussed this in 2007, and no changes were made.

Councilmember Willmus stated there is confusion as to the metric or the source of the metric.

Public Works Director Culver noted that there are three weather station reporters within or in close proximity to Roseville. Part of the issue is the time delay in getting the report and there are also the variations between the three stations. That is the difficulty facing the police when they go out to issue tickets. And the City can also be out plowing the entire City.

Councilmember Willmus suggested removing “two inches or more continuous.” He suggested that section read as follows:

*on any street for a period of 48 hours commencing immediately after any snowfall or until snow removal has been completed on any street, whichever occurs first.*

Councilmember Willmus summarized: in other words, if it snows, the cars should be removed until after the plows are done plowing.

Public Works Director Culver stated that would add clarity to the Public Works staff and to the public, but there could still be ambiguity from an enforcement and prosecution standpoint.

Councilmember Willmus asked for staff’s perspective.

Public Works Director Culver indicated that an overnight parking ban works very well, whether that is seasonal or year-round. It would solve other issues as well. But there are definitely areas in the City that do not have access to off-street parking. In Sienna Green, for example, the City allows on-street parking. There is also on-street parking around Northwestern student housing.

Councilmember Willmus asked whether some areas could have a prohibition and other areas could have an exemption.

Public Works Director Culver responded that is an option.

Mayor Roe asked whether, from a Public Works perspective, it is safer to have only a couple cars parked on the streets rather than several cars on both sides.

Public Works Director Culver indicated he does not provide any feedback to the police in terms of what is more plowable. If the cars are lined on both sides of the street, the normal plow cannot be used. It will probably be skipped and then someone will come back to it and try to plow later. In the case of isolated vehicles here or there, staggered cars might present difficulties. Those are the areas where residents generate the most amount of complaints. They tend to be the

same cars in multiple events, and then that particular section is not getting plowed and there are drainage issues and ice build-up. Plowers do have to slow down, but for the most part, a lot of snow is put on the car and the plow moves around it. There could be a situation where visibility and depth of snow is combined, and a plower could run into the vehicle.

Mayor Roe asked whether an alternative may be a declaration of a snow parking ban by the Public Works Director and Police Chief, such that there is no ambiguity and it is based upon upcoming forecasts and conditions. Maybe a notice is provided that the parking ban enforcement will start at such-and-such time.

Public Works Director Culver stated there may be advantages to that. But a minimum notice period will have to be developed, possibly four or six hours. He would also be concerned about backlash if a snow emergency is declared and then the snow misses Roseville completely. It can be problematic to get the message out to everyone in the public. He also asked about getting the notice out to all the public.

Mayor Roe stated an overnight parking ban may also be problematic for those who simply do not know about it.

Councilmember Willmus asked about the advantages to seasonal and year-round ban.

Public Works Director Culver stated when he worked in Maple Grove, there was an overnight parking ban. It helped the police enforce other concerns, such as burglaries. They were able to do some crime safety. They felt it was generally safer from that perspective. For Public Works, they know the streets will be clear overnight if staff needs to get in somewhere.

Councilmember McGehee stated she finds that the randomness of the ordinance has caused a lot of the complaints. She does not advocate towing people's cars unless warnings have been issued. The warnings could be done by Public Works. The City also needs to consider why on-street parking has been provided. The street around Sienna Green is a hazard in terms of safety for children, and that is the City government's fault. She also noted that street sweeping is important, and that is also a problem with going in and around of cars and trying to keep leaves out of the storm drain system. The City is not able to do the job in the most efficient manner with vehicles parked along the curb. If there are a couple of areas with an ongoing problem, there can be a problem where residents are notified. Maybe the City can plow one side one night and the other side the other night. She thinks any number of solutions can be flexible. This does not need to be a police action. The City simply needs to inform people and issue warnings.

Public Works Director Culver stated the ordinance is not arbitrarily enforced.

Councilmember McGehee stated the current policy states that the police may issue a ticket but does not have to.

Police Chief Mathwig indicated the policy is not arbitrary, but the police are allowed to use discretion. This past year, there was a balance between warning citations and issuing an actual citation. For a warning citation, there could be a towing after 12 hours. There are three or four tows per snow event, per 100 citations. There was one situation in a single-family home area, where a single mother had her car parked on the street in violation of the snow ordinance. A CSO talked with the young mother. No warning citation, criminal citation, or towing for two days occurred, until she moved the vehicle. He reiterated that from the time a citation is issued, it will be 12 hours when a towing happens, and it never happens at 12:01, but often at 13 or 14 hours.

Councilmember Willmus stated he is now leaning towards a seasonal ban. There are areas with no parking alternative, and he would look to an exception to that. He believes that would be a better approach. He would hesitate to implement a snow emergency warning, because it would be difficult to implement and is not cost-effective.

Councilmember Etten stated he would be supportive of a ban after any snowfall, or possibly a seasonal ban. He would want to make sure there is community feedback first. He noted the City has a system in place to create some zones with specific signs around parking and the process for that. That may be part of some outreach, in places like Sienna Green. The City can work with the management to post things on the doors. He thinks it would be hard to get a snow emergency public announcement out to residents across the entire city.

Councilmember McGehee concurred with both Councilmember Etten and Willmus. She does not think a City-wide announcement will work. She is glad to know that 12 hours transpires before towing occurs. She is sorry to have offended the Police Chief with the use of the word "arbitrary", but using "discretion" seems to be the same thing. She would support a quasi-seasonal ban, and in areas where it would be an undue hardship, an alternative can be created.

Mayor Roe noted that in terms of street sweeping, there might be ways to get the word out. In other communities, paper signs on sticks are placed along streets to notify residents they will have to move cars within a certain amount of time for street sweeping. He suggested one concern with a prohibition after any snowfall is that people will still question what constitutes a snowfall. If the City is not going to do any plowing because it was a half-inch of snow, there should be no problem to have people parking in the streets. It might make sense to have this discussion scheduled for a Council meeting where people can comment publicly, possibly on two or three different options.

Councilmember Etten asked whether 48 hours is more time than is needed.

Public Works Director Culver responded he does not know how useful 48 hours is from the public's perception. In the last snow event, the City plowed 3 times. After the second time, some of the streets that were plowed a third time had only an inch or two, and lots of people moved their cars back out. Those people got plowed around again, and some complaints were received. There is confusion or ambiguity about when snow removal has been completed. There are components of the normal snow removal operation that might occur on the second day, such as cleaning up cul-de-sacs.

Police Chief Mathwig noted that when in doubt about 2 inches of snow, no citation is written. For example, as soon as the east-bound side of Skillman near Fairview has been plowed, the police do not write tickets. As far as the length of time it takes, it only matters what side of the street has been plowed in that circumstance.

Mayor Roe asked if the 12-hour time period for towing is part of the written police department policy.

Police Chief Mathwig responded it could very well be, but every member of the police department knows that is the policy from field training.

Councilmember McGehee asked for clarification about the 12 hours.

Police Chief Mathwig indicated that if east-bound Skillman has been plowed, but west-bound Skillman has not, people are free to park on east-bound Skillman.

Councilmember Etten asked if the 12 hours should be put in the ordinance.

Police Chief Mathwig responded it is much faster to change a policy rather than an ordinance.

Mayor Roe stated he would like to hear from other communities with a seasonal parking ban, and other communities who have a snow emergency bans. He would like to hear that input before bringing it back to the Council. He would also like more intentional public comment.

Councilmember McGehee stated it would be nice that a policy could be created as to how this is handled.

**c. Discuss City Campus Solar Options**

Public Works Director Culver summarized the request as detailed in the RCA of May 14, 2018. He noted that there is interest on the Council and in the communi-

ty to get solar on campus. Power purchase agreement options have been brought to the Council, but there have been questions about risk. He began talking about the current proposal with IPS Solar and he wants to gauge the Council's interest in pursuing this. The City Attorney is reviewing the draft agreement this week. If the Council is interested in pursuing, the agreement will be brought forward for consideration within a month. He will also discuss a collaborative purchasing effort that the State of Minnesota is running in concert with Great Plains Institute and Clean Energy Resource Teams (CERTS).

Public Works Director Culver explained that shared solar is the community paying for/buying into a large solar garden installation and buying shares in it. It is similar to a publicly owned stock, from that perspective. This garden would provide electricity to participating subscribers. Some of these gardens are on rooftops, and a lot of them are going out in open land areas, where it is difficult to farm or develop the area. This is an alternative to generate some income on that land and make it usable. The developers are trying to get as many of these installed in the counties surrounding the Metro areas as possible. He described how the gardens work: subscribers can buy up to 120% of their annual electricity usage. Subscribers pay the developer the money to support the installation and operation of the company. And the utility company credits the subscriber for the energy that is produced. This is really geared towards residential use. A typical home uses 9,600 kilowatt hours per year; 4 kilowatts of solar could provide half of their electricity to their home. That solar production is shown and credited on the subscriber's utility bill.

Public Works Director Culver continued that there are challenges to putting solar on one's own property. This allows the chance to work with a developer building these large-scale developments. The City of Roseville would get an invoice from the operator for the amount of energy produced for the City's shares. On the utility bill, Xcel would give a credit for the energy produced. And the credit would be higher than what the City is paying the operator for the energy. That is where the cost savings comes in. Additionally, that gap should increase over time.

Councilmember McGehee stated that in most cases, there is no firm understanding of how much electricity will be produced. She asked if the subscriber's cost is a flat fee.

Public Works Director Culver explained the agreement is based on a subscriber's share of total production. The City pays for its share of what the solar panels produce and receives a credit from the power company for its share of what the solar panels produce.

Mayor Roe stated this is the energy produced by the solar installation, not based on the City's usage on campus. The City may use electricity month to month, but



the payment to the developer and credit from the utility company is a function of the production of the facility.

Councilmember Willmus asked who owns the infrastructure.

Public Works Director Culver noted the operator owns the infrastructure. That might change hands and there might be some multi-partnership ownership.

Councilmember Willmus asked how the City is billed for that infrastructure.

Public Works Director Culver noted an invoice would be sent for the City's percentage of energy produced.

Councilmember Willmus asked whether the goal is to use green energy or to save money or both. As a homeowner, someone can choose to purchase green energy directly from Xcel. He asked whether that is also an option for the City.

Public Works Director Culver responded that is a good question. As a retail customer, options may be more limited. Staff can look into that. As to the reasons for pursuing this, there is some savings over time – about \$280,000 over 25 years – but it is a matter of advocating and supporting solar energy.

Councilmember Willmus restated his question about whether there might be other options, if the goal is to support solar energy.

Public Works Director Culver noted that the risk of infrastructure is limited, because the City is only responsible for the energy being produced.

Mayor Roe commented that the advantage is that the more people invest in these types of installations, the more that get built, and the more energy being produced for this region happens through clean means.

Councilmember Willmus restated Xcel offers green energy options.

Councilmember Etten agreed with the green energy components, and the City should be a leader in that. He asked if Councilmember Willmus is concerned about infrastructure fees. He noted that this rate system would allow the City to know the costs and benefits up front.

Councilmember Willmus noted he is somewhat skeptical of the longevity predictions that are often put forward with regard to some of the infrastructure.

Councilmember McGehee expressed support for this proposal. This is the morally responsible thing to do. She does understand Councilmember Willmus' question. If Xcel chooses to sell green energy, it has to put up the installations to sell the green energy, and they will then figure out a way to lay the cost in to what

customers are paying. She pays more every month, because her power line is underground. She summarized that staff should prepare a cost-benefit analysis of the solar garden vs. green energy from Xcel.

Mayor Roe noted that the analysis should include risks associated with the Xcel purchase of clean energy. The solar gardens agreement is for a 25-year commitment. This is a passive device rather than a mechanical, so his understanding is the longevity is very good.

Councilmember McGehee restated the Council is at the mercy of Xcel, and they could change what they pay people who own the gardens.

Public Works Director Culver noted there would be a separate binding contract that would bind Xcel for a certain period of time.

Councilmember McGehee noted it is important to be able to compare apples to apples.

Public Works Director Culver asked Mr. Michael Kampmeyer, IPS Solar, to talk about longevity of the solar panels.

Michael Kampmeyer, IPS Solar, indicated IPS has developed 75 megawatts, about \$150 million over the last 2½ years. There are probably 800 megawatts that will be developed. The energy industry will be going through a decentralization process, so generation will be on a warehouse building or different locations around the Metro area, for example. With regard to the panel itself, there is a 25-year warranty. There are no moving parts. They do provide a power guarantee. There is a quarter percent degradation per year, but there is a full guarantee it will produce power for that 25 years at a rate specified in the agreement. Storage is not yet a component, though there are projects underway. Replacement, at year 15, is an inverter. All those costs would be the developer's costs. The City would give a 25-year development and reap the benefit of a spread of what the cost of energy is and what is being paid.

Mayor Roe asked to clarify that the City pays the developer a monthly amount, a credit is received from Xcel, the City pays the bill for the actual usage, but the credit negates some or all of that payment, depending on actual usage costs each month.

Public Works Director Culver confirmed that is correct.

Councilmember McGehee noted that the City has a massive geothermal installation. It is about time to do a 10-year assessment of how efficient it is. She is wondering about the lack of benefit when considering the increase in electricity to pump the materials through the piping network. She wondered if there would be

space for a small enough solar installation on the campus to make the geothermal system more efficient.

Public Works Director Culver closed out the conversation on community solar by noting that it would be an agreement for 2 million up to 2.5 million megawatt shares which still gives the City ample opportunity to do something on the rooftops. Finding that many shares will not be easy. He continued with his presentation that CERTS, the Great Plains Institute, and the State of Minnesota are working on a collaborative effort for state agencies, local governments, and schools. The group works through vetting the installers, working with them on limitations and options; there may or may not be some economies of scale and savings. Staff has sent them a note of interest and a letter of intent (non-binding). Now underway are preliminary solar site assessments. By June 1<sup>st</sup>, the Department of Administration will issue site-specific requests. By August or September, there will be some offers to consider. If that is a good proposal, staff would go through the Public Works, Environment, and Transportation Commission and then go to Council. At the same time, City staff will work with IPS solar, who is interested in providing a rooftop-type of proposal, outside this collaborative effort. He would like to have an agreement with someone for a rooftop installation next spring.

Councilmember Willmus asked what sites are being looked at, and whether it includes the City's new acquisition of the Lexington Shoppes building.

Public Works Director Culver indicated that has not been considered. Staff is looking at a 15- to 20-year term on a lot of the power purchase agreements. Even on the maintenance facility, there are newer and older portions of the roof, so only the newer portion would be considered. City Hall and the Fire Station are the safest bets, though they would take smaller installations. A lot of power is being used off the Skating Center. There is a lot of opportunity there, but there are challenges with that rooftop and building codes. These are the issues balanced in these proposals.

Mayor Roe noted the Skating Center power usage is related to the refrigeration.

Councilmember McGehee inquired if staff is still asking for help from the legislature for the Oval. She also asked about the cost of getting rid of spend solar panels at the end. If the City buys a system at any point during its life, the recycling would be up to the City and that could be expensive and difficult. She is less excited about the rooftop installation.

Councilmember Etten asked about the advantage of having an installation on the roof.

Public Works Director Culver indicated that the City would then use the energy produced by the solar panel. Because the City would not own the panels, there would be an agreement with a private financier/developer, and with that, it is based on the assumption Roseville is buying the energy off the panels. The City also has to purchase the power from them. Part of the risk is if the City has to get to the roof, then the panels need to be removed, that impacts the production of power. Part of that agreement is it has to develop a certain level of power in order to make the finances. At some point the City may end up buying power the panels are not producing. Over time, there might still be risk in a single year with an event, the City would still come out ahead over the long haul.

Councilmember Willmus asked about roof life cycles.

Public Works Director Culver responded the City plans on 20-year life cycles. There are timelines in the CIP for the refurbishment of the roofs. The City Hall roof and a large part of the maintenance facility roof was done three years ago. Also, a factor is that solar panels on the roof extends the life cycle of the roof, because the solar degradation is being reduced on the roof. In terms of financing, one of those risk elements is the City will have to build the cost of redoing the roof prematurely, and that needs to be built into the contract.

Councilmember Willmus asked if staff has explored ground-mount systems.

Public Works Director Culver responded that he has had discussions with developers about a parking lot canopy. Those are more expensive because of the support structure. If it is purely ground-mount, there is less risk and less expensive to install, but it is a question of finding open space.

Mayor Roe commented if it was a 15-year program with a 10-year buyout, that may not put it out of the question for the license center facility.

Public Works Director Culver commented it could be added to the options list.

Councilmember Willmus asked about transporting energy from the maintenance facility to the Skating Center.

Public Works Director Culver stated there could be a creative way to make that happen in one of the proposals.

Councilmember McGehee asked for comparisons of costs – canopy, ground, and roof.

Councilmember Etten commented there is a chance to redevelop the license center. He is not sure he wants to commit a 15- or 20-year timeframe, knowing it may potentially be torn down for a new Public Works facility. He also noted that

solar is not new technology. It has been around for decades, and it is getting better. The Mounds View schools, all 13 of them, have solar panels on them. This is not new technology and therefore he does not see a huge risk. A lot of this has been seen and borne out over time. Now is time to take the next positive step.

Councilmember Willmus commented he starts to question when things are added to a roof, when it will have to be removed, because roofs in Minnesota do not last very long. He looks at what is more practical, and the different possibilities should be looked at. From the infrastructure perspective, the ground-mount system might be more cost-effective over time.

**d. Twin Lakes East Collector Project – Authorization to Proceed with Final Design**

City Engineer Freihammer briefly reviewed this request, recommending approval as detailed in the RCA dated May 14, 2018. This project is on Lincoln Drive and County Road C2, just west of Snelling. He reviewed the developments and improvements in the Twin Lakes areas in recent years and highlighted the proposed improvements. He highlighted current design features, as well as several design features that were rejected. He then provided an overview of the funding plan for the project and provided a timeline for moving the project ahead, with construction beginning in the fall.

Councilmember McGehee asked about the access for Scandinavian Designs, noting the extremely unsafe entrance and exit. This project was not supposed to be designed to hurt particular small businesses in the community, and something has to be found to improve this access.

Mayor Roe noted there will still be access on the north side of the building; it just becomes a right-in, right-out only.

Councilmember Willmus commented that the north drive would become a right-in, right-out. The drive that exits to the west would become safer. He thinks it would be certainly a problem to create a break in the median and allow traffic westbound on C2 turn into Scandinavian Design. That would create serious issues. He is very supportive of these changes and is prepared to see it go forward this evening. He liked the realignment at Lincoln Drive and Terrace removed.

Councilmember Etten asked if the City purchased any right-of-way.

City Engineer Freihammer responded the City is reusing all existing right-of-way, so no new right-of-way will be purchased.

Councilmember Etten asked about the west end strip of C2, the concrete-raised area, and how it affects traffic flow.

City Engineer Freihammer stated the main reason is to control where turn lanes are and to set the width. Potentially that could be opened up even further, so the left-hand lanes will be even longer.

Councilmember Etten asked about pedestrian crossing.

City Engineer Freihammer responded there is a sidewalk on the north side of C2 and the west side of Lincoln, but not the east side of Lincoln.

Councilmember Etten asked whether a crossing at Lincoln and Terrace would be helpful. He noted there is a fair amount of residential right in that area, and there is no safe way to get there.

City Engineer Freihammer stated it could be built, though there would be the impact of tree loss.

Mayor Roe noted that it could be looked at in the future, should nearby businesses redevelop. There may be the chance to look at more walkability.

Public Works Director Culver commented on the connection with Twin Lakes Parkway, noting there has not been any operational issues that staff has witnessed or heard. It also lends the question of what to do with that space on the east side. Someone previously said, that if it's not broken, don't fix it. And that is where staff is at today.

Mayor Roe noted he recognized that Terrace Drive cul-de-sac section complicates things, because it is coming in at an angle. The City does not have the right-of-way to address it without purchasing some additional right-of-way.

Councilmember Willmus asked why the segment of Terrace between Lincoln and Snelling has never been vacated.

Public Works Director Culver stated this was part of the discussion with Grumpy's and Midway Fork, but that comes at some cost to them.

Public Works Director Culver noted that most private roads that are split between 2 properties have some sort of maintenance agreement between them. It could be complicated if it is just vacated.

Councilmember Willmus stated that segment of Terrace is fully for the benefit of Grump's and Midway Fork.

Etten moved, Willmus seconded, approval of the final design for Twin Lakes East Collector Project (Attachment A) and advertise project for bid.

Councilmember Etten stated this will be an improvement and will help some with left turning.

Councilmember Willmus concurred. This will be a significant improvement to the area.

Councilmember McGehee expressed opposition to the plan. She believes this plan creates problems and does not provide alternative solutions. Had Twin Lakes Parkway not been opened to Fairview, this problem would not have been created. The last completion of that portion of the Parkway created the need for more work here. Both of these design implementations utilize TIF funds that could have been used for other purposes.

Mayor Roe stated the TIF dollars were designated for this region and it makes sense to use them for this project.

**Roll Call**

**Ayes:** Willmus, Etten, and Roe.

**Nays:** McGehee.

**Motion carried.**

**8. Approve Minutes**

**9. Approve Consent Agenda**

**10. Council & City Manager Communications, Reports, and Announcements**

Mayor Roe reported on the recent meeting held regarding the NewTrax circulator bus, noting a follow-up meeting is scheduled for later in May.

City Manager Trudgeon provided an update on the upcoming Council meeting agendas.

**11. Councilmember-Initiated Items for Future Meetings**

Councilmember Etten would like to discuss the Monday through Friday 10 p.m. noise ordinance.

Councilmember McGehee would like to discuss trees and what kind of program will be put into place to replace the Ash trees. She would also like to know overall thoughts on protecting residential areas from traffic when 35W reconstruction goes into full force.


**12. Adjourn**

Willmus moved, Etten seconded, adjournment of the meeting at approximately 8:16 p.m.

**Roll Call**

**Ayes:** Willmus, Etten, McGehee and Roe.

**Nays:** None.



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Daniel J. Roe, Mayor

ATTEST:



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Patrick J. Trudgeon, City Manager