

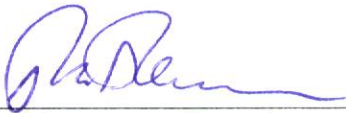
ROBBINSDALE CITY COUNCIL
WORKSESSION MINUTES
TUESDAY, MARCH 14, 2017.
COMMUNITY MEETING ROOM
CITY HALL

Present: Councilmembers Rogan, Selman, Backen, Mayor Murphy, Mayor Pro-Tem Blonigan; City Manager Glick, Community Development Coordinator Pearson.
Others: Dan Solar, Alicia Vap, Dan Green David Davies, all of BPO.

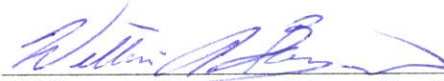
1. The worksession was called to order by Mayor Pro-Tem Blonigan at 7:25 pm.
2. Dan Solar summarized the outstanding issues regarding the parking ramp raised at the February 7, 2017 work session:
 - a. What is the ultimate size of the ramp? How many cars?
 - b. What is the need for busses?
 - c. What is the wrap and how is it developed?
 - d. What should the ramp look like? How does the development fit with transit?
3. City Manager Glick confirmed that the open house on March 20 will not include the ramp details since it is being redesigned.
4. Solar said the amount of parking can be reduced, but still needs to provide for the ridership estimates in the FEIS which anticipated 550 cars. He thought the DEIS indicated 550 cars. Later, Manager Glick found the actual number to be 500 cars in the DEIS.
5. Solar said the number of parking spaces could be reduced to 400 cars (not including parking for the downtown or to meet parking needs of any development added to the site), each reduced space translates to 300 rides though the computed overall ridership would still be 27,000 rides per day. The addition of parking in Crystal and Golden Valley was included in the FEIS. Oak Grove, Robbinsdale and Golden Valley have the largest projected parking demands.
6. Alicia Vap reported that Metro Transit concurred that 6 gates are not needed and the width of the bus lane can be reduced. Ideally, there would be five gates. Some busses that do not layover may not need to come into the center and a bus stop on 42nd or Hubbard could meet the need. Moving busses out to County Road 81 is not where the riders want to be. The center needs to be well lit and safe, providing a good customer experience. Accommodation for busses is also necessary for "bus bridging" when the LRT is out of service.
7. David Green presented many examples of metro area parking ramps. He then presented three concepts for Robbinsdale with parking mixed with commercial and residential uses all of which moved the bus circulation off of the Hubbard Marketplace site.
8. Discussion followed regarding the options presented which included the bus route on the main floor of the parking ramp (requiring with a taller first story); bus route under the

wrap, but not under the parking ramp bringing down the height of the ramp; having some of the ramp levels underground; having the wrap on either the east or west side of the parking ramp; adding a multi-story partial wrap on the 42nd Avenue side.

9. Council members expressed appreciation for the effort at redesign to address concerns. While expressing a preference for a design that had the busses under the wrap (not under the parking) and having 2 levels of park and ride underground – they noted the need for developer input.
10. There was further discussion ensued about developer rights and the developer selection process. Manager Glick noted that a city-county-metropolitan council BPO and TOD staff meeting the previous week suggested an RFQ process to invite developers as well as the need to have solid understanding from the BPO on the construction timeline and federal requirements. Solar indicated confidence that different sections could be platted like condos.
11. Mayor pro-tem Blonigan adjourned the worksession at 9:28 pm.



Rick Pearson, Recorder



William A. Blonigan, Mayor Pro Tem