



City of Robbinsdale

MINUTES

CITY COUNCIL WORK SESSION CALLED TO ORDER

Mayor Pro Tem Wagner called the meeting to order at 6:00 p.m.

ROLL CALL

Present: Parisian, Murphy, Mayor Blonigan, Mayor Pro Tem Wagner

Absent: None

Staff: Tim Sandvik, City Manager; Chase Peterson-Em, City Clerk; Rick Pearson, Community Development Director; Richard McCoy, Public Works Director/City Engineer

DISCUSSION

A. Light Rail Considerations

Sandvik introduced the item and stated there are two parts of this discussion. He noted the first section lists items specific to the route and staff are looking for the Council to provide direction and feedback related to these items. He noted the second section is general considerations and observations and staff would like Council input for these items as well. Sandvik went over each item listed in the first section (Attached to these minutes).

Member Parisian asked what re-platting is. Pearson stated it consists of consolidating the surveys for each parcel and simplifying the legal description, which makes it easier for projects like this to move forward.

Mayor Blonigan asked about controlled gates and where they would be included in the future planning. He also wanted a listing of elevated tracks to see if Robbinsdale is the only city without this, as well as a drawing of what this could look like. He supported the bus hub down Lowry and wondered how much land the Park Board has down the corridor and how that compares to Robbinsdale. He noted he supports most of the other things Sandvik stated.

Murphy stated he would also want to see a drawing of how the elevation would look. He noted he is concerned about the amount of parking spaces in the ramp and if the bus routes remain the same, he questioned why we need more ramp spaces. He also mentioned West Broadway and stated we should ask for improvements to this area as well.

Member Parisian agreed with the rest of Council and called out the safety plan. She appreciates the attention to trees and keeping surfaces that help retain ground water. She asked about the additional sidewalk to be installed at 39th Ave. between CR 81 and West Broadway, and said she was in favor, but wanted cycling connectivity there and at the Lowry station. She stated she is curious about raising the grade and would also want to see

what this could look like. She stated she would like to have more of a Robbinsdale logo presence throughout the design.

Mayor Pro Tem Wagner stated he agrees with the Council's comments and asked about bus stops within 600 feet of the bus hub. McCoy stated that currently there are bus stops very close to the hub and are superfluous. He stated he would want to know what the pedestrian crossings are throughout the whole corridor and emphasize ease of crossing, accessibility, and visibility.

Member Murphy asked about the safety plan and if that would cover both stops.

Mayor Pro Tem Wagner noted green space and making sure we are cognizant of adding greenery where we can.

Member Parisian asked about not supporting loss of parking and what the ideal outcome would be. Sandvik stated eliminating parking is of concern in any highly trafficked area. He noted Robin Center as one opportunity to discuss options with building owners. Pearson further discussed how eliminating parking would be detrimental to how people use the space and noted there is already congestion, and we don't want to see more being removed.

Member Parisian asked if the city would support an elevated parking structure to balance out the loss of parking in this area. Pearson noted business owners and building owners want visibility and wouldn't appreciate having a parking structure blocking this.

Mayor Pro Tem Wagner stated it appears that we already have a lot of parking spaces in this area and isn't as concerned. Mayor Blonigan noted he isn't as concerned either but would like to preserve as many parking spaces as possible. Member Murphy stated if any businesses are going to lose parking, they should be involved in the conversation. Pearson stated developers are very interested in the amount of parking they need and bring this up as a need for development. Sandvik noted future needs may require parking that isn't currently being used and we should keep that in mind as we think about the future of Robbinsdale.

Sandvik went over general considerations and observations and noted they are more bigger picture items (Attached to these minutes).

Karen Shull, SLR81, stated Ward 2 residents don't have a representative on the Council currently and wondered how their thoughts have been incorporated into the discussions. Mayor Pro Tem Wagner stated Ward 2 residents can reach out to any Council member to voice concerns.

Karen Shull asked about the Lowry Ave. station and how the existing infrastructure will be used. Pearson stated the current plan is to have the tracks go under the bridges. Shull asked why the station is so far from the Hospital and was concerned with safety. Pearson stated staff are working with the project office and these safety concerns are being discussed.

Mayor Pro Tem Wagner recessed the meeting at 6:55 p.m. and noted they will reconvene after the Council meeting.

The Special Work Session reconvened at 8:05 p.m.

Sandvik asked the Council for direction related to section 1 of tonight's discussion, which is specific to the route, and noted staff can bring back a final version to the Council. He noted the project office is giving us a specific timeline that we need to abide by.

Mayor Pro Tem Wagner asked about anti-displacement guidelines and wanted to know what the actual framework is and who is going to do what. Sandvik stated there have been good conversations, but noted there are different needs for different communities. He stated now is the time when Hennepin County and Met Council need to provide a firm plan for how this work is going to be done and wants to make sure Robbinsdale isn't lost in the shuffle. Council noted they support staff's thoughts.

Mayor Pro Tem Wagner asked about speed reduction and stated he does support staff's thoughts on this.

Mayor Pro Tem Wagner asked about dark sky compliance. McCoy stated most lights are already made to be in compliance, so we shouldn't have a problem with this.

Mayor Pro Tem Wagner asked about streetscaping and updated park signage and making sure the park system is still, if not more, accessible. Sandvik agreed and noted we want to improve and promote accessibility and wayfinding for people and want people to celebrate Robbinsdale. Sandvik stated this requires planning and dedication of staff time and we will need to be consistent in what we are asking for. Member Murphy asked if we could have the project office come up with a plan for us, instead of us using our own resources. Pearson stated there was a wayfinding plan done originally and wondered if there could be an opportunity to use that.

McCoy stated we could use a wayfinding study to help revamp the downtown area and improve connectivity. Member Parisian asked if the work Bolton and Menk did included any wayfinding efforts. Sandvik stated it could be built upon and could be a way to promote efficiency.

Member Parisian asked about the Hubbard Marketplace and if that should be a part of this conversation. Sandvik stated all potentially effected businesses should be included in discussions. Sandvik asked the Council if they want to use municipal consent to flex our leverage to ask for what we want out of this project. Member Murphy stated he is willing to use municipal consent as leverage. Mayor Blonigan reiterated he wants Robbinsdale to ask for more and stated other communities aren't afraid to leverage municipal consent to ask for what they want, and Robbinsdale should do this too.

Mayor Pro Tem Wagner stated he wanted to leverage the acquisition of land, redevelopment of downtown, multimodal accessibility and noted he wants to see the city in a better spot once the project is done. He noted the Council should be firm on these requests as we look towards municipal consent.

Member Parisian stated she also thinks we should flex what is reasonable and wants more info on the elevated track. She noted her areas of focus would be on safety and beautification and this project should enhance those items. She stated she is comfortable with flexing but isn't sure about make-or-break items.

Sandvik stated staff will create a list for the Council to formally sign off on and that he would ask the Council to reach out to staff to better define what they want.

Mayor Blonigan asked how much detail the Council should be going into at this point. Sandvik stated the first part is responding to what the city received by the 30% engineered, and that the Council and staff can get more into the details during the second part.

Mayor Pro Tem Wagner asked Jonathan Hansen, who is on the METRO Blue Line Extension Community Advisory Committee, if he wanted to add anything. Hansen stated he would be happy to continue reiterating to the committee what the Council wants, especially the needs for safety and accessibility.

Mayor Blonigan stated some people are concerned about their property values and noted we could investigate options for people that are concerned about this.

STAFF UPDATES

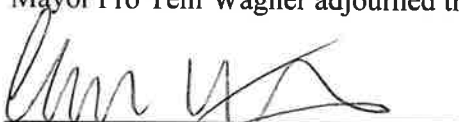
None.

COUNCIL UPDATES

Mayor Blonigan stated he was at an executive session for the northwest cable commission and noted other cities, including Blain and Lino Lakes may be looking to connect with CCX Media.

ADJOURNMENT

Mayor Pro Tem Wagner adjourned the meeting at 8:35 p.m.


Chase Peterson-Edem, City Clerk
Aaron Wagner, Mayor Pro Tem



City of Robbinsdale, MN
4100 Lakeview Avenue North
Robbinsdale, Minnesota 55422-1898
Phone: (763) 537-4534
Fax: (763) 537-7344

Specific to the Route – South to North

1. Lowry Ave Station – City of Robbinsdale is requesting:
 - a. Project Office formally document feedback from North Memorial Hospital
 - b. Project Office commit to a safety plan – as the station would be operated by the Metropolitan Council (Metro Transit), it rests on a Hennepin Council Facility (CR 81), as planned it sits in the City of Robbinsdale AND City of Minneapolis within Minneapolis Parks Board property.
 - c. Project Office commit to a controlled/secure platform
 - d. Project Office should consider bus hub provisions at this location
2. In tandem with the project, add curb and gutter on York Ave between Lowry and Parkview.
3. Current plans indicate a two-way frontage road access near North Memorial. While the City sees value in this consideration, the City requires that project office receive formal feedback from North Memorial.
 - a. If reconstruction includes work on the retaining wall between York and Abbott with precast concrete walls, City logo should be imprinted and colored.
4. The City would like to consider the reduction in France Ave behind Citizen's Bank during project construction.
5. The City would support the removal of the existing pergola at the NW corner of 36th & CR 81 – this could be relocated to a different area.
6. The City continues to support the left turn lane into Lake View Terrace Park boat launch (southbound on CR 81). Staff have seen multiple iterations.
7. The City may consider the elimination of impervious surface at the "turnaround" north of the access to LVT (near 37th Ave N).
8. The City does not support the loss of Ash trees by Hidden Shores on Lakeland Ave.
9. There needs to be a right turn lane for the semis exiting southbound CR 81 for the Lakeland Ave. N. frontage road. Semis depend on this section of frontage road in addition to moving vans for Birdtown Flats, etc...
 - a. The City would request that a sidewalk be installed on 39th Ave between CR 81 and West Broadway.
10. The City supports the placement of the "Downtown Station", south of 40th Ave N.

11. The City does not support negative impacts at the Southeast corner of 40th Ave. N. and CR 81 (particularly 4227 40th Ave. N). This house will suffer from the adjacent traffic impacts.
12. Size and placement of parking facility – Most recent iterations have included a three hundred (300) stall ramp, which exceeds the number of spaces desired by the City Council. Additionally, the most recent version that staff has seen includes bus access on West Broadway and/or 40th Ave N. The City does not support additional traffic on side streets (including West Broadway, 40th Ave N, and Hubbard Ave). The City would like to see primary access come from CR 81. Further, the most recent iteration includes a location north and west of the intersection of 40th Ave and CR 81 – if this site is not chosen, the City must be presented with alternatives.
13. Elim church site should be considered an alternate for the Bus center-Parking ramp site. If US Bank is pre-emptively redeveloped, alternate plans should be developed. The funeral home site would provide a reasonable Plan C.
14. The City is requesting concrete streets be installed around the bus hub.
15. The City is requesting that there are not stops within 600 feet of the bus hub.
16. Turning movements on 42nd, near McDonald's access, needs further study. Current plans suggest potentially limiting egress/ingress to right turns only – the City is concerned this will limit access to McDonald's and other businesses, as well as City parking. Further, without proper engineering and design, people will continue to turn left (westbound on 42nd Ave N, OR exiting the parking lot on to 42nd Ave N).
17. The City does not support the loss of approximately 30% of parking for Robin Center, CVS, and any impacts of the retaining wall at Town Center.
18. In order to support at-grade structure, between 40th Ave N and (at least) 42nd Ave N, the City is requiring engineering and design elements be explicitly produced and shared with City officials. In December, Dan Soler and Christie Beckwith sat with the City Manager to discuss what the project office could share to ease concerns the Council has raised. At the January 9, 2024 City Council meeting, no plans were shared/discussed by the project office.
19. The City supports maintaining the left turn lane (southbound CR 81) to Twin Lakes/Three Rivers boat launch.
20. The City does not support 90-degree parking at Robin Center. This would require a variance and would not normally be permitted. **City Code Section 510.17 Subd. 3(b):** *Ninety degrees (90°) head in parking, directly off of and adjacent to a public street or alley, with each stall having its own direct access to the public street or alley, shall be prohibited. However, the city council may approve sixty degree (60°) head in angle parking, directly off and adjacent to a public street or alley, with each stall having its*



City of Robbinsdale, MN
4100 Lakeview Avenue North
Robbinsdale, Minnesota 55422-1898
Phone: (763) 537-4534
Fax: (763) 537-7344

own direct access to a public street or alley, as a conditional use as regulated by subsection 535.01.

21. The Lakeland Ave. N. frontage road should not be disconnected between CVS and the gas station.
22. The City does not support the loss of the right turn lane from north bound CR 81 to 47th Ave. N. This will create conflicts with traffic turning into the neighborhood on the east side. This access point is almost exclusive and turning vehicles will conflict with accelerating northbound traffic. Further, any alterations to that intersection must consider neighbor traffic. The City requests a turn lane is shown.
23. The City requests that the new wall along the path near the water tower would be concrete panels and include a stamp of the Robbinsdale logo in blue (eg: Maple Grove along 94)
24. The City is requesting that area marked "Curb, Median, & Truck Apron" as indicated by red, be plantings.
25. The City is requesting that where beneficial (City's discretion), re-platting take place
26. The City is requesting all overhead line that cross/run parallel to construction be undergrounded.

General Considerations, Observations

1. The City continues to patiently wait for the following data:
 - a. Ridership breakdown by stops. The project office received numbers in 2023, and has since shared projections for the entire LRT extension, but refuses to share individual stop projections. Since this includes justification for a parking structure, the City is requesting this data immediately.
 - b. Trip Time data.
2. The City has requested a response to the following:
 - a. In the event of a derailment at 40th Ave. N., 41st Ave. N., or 42nd Ave. N. what provisions will be available for emergency services to cross CR 81?
 - b. How will public safety officials acquire training related to LRT operations?
 - c. What apparatus will the project provide/provide reimbursement for? Does this include the creation/addition of a Public Safety substation?
3. The City is requesting that Hennepin County and the Metropolitan Council explicitly state where they support Anti Displacement policy (including what they will enact). Further, the City is requesting that both entities explicitly declare what amount of

resources (including personnel and dollars) will be dedicated to Anti Displacement efforts.

4. The City requests that Metro Transit continue to address public safety concerns at stations and on Light Rail.
5. The City does not support the reduction of speed on CR 81 if it shifts vehicle traffic on to side streets/residential neighborhoods. The City formally requests a traffic study indicating what a reduction in corridor speed, if proposed, does to local traffic.
6. The City is requiring a formal plan and commitment from Hennepin County and Metro Transit regarding snow plowing, snow storage, and snow removal on the rail corridor, roads, any parking structure, and walkways/paths.
7. The City supports updates to the intersection of 42nd Ave N and West Broadway.
8. The City is requesting the project office consider stormwater management infrastructure needs, including correlated costs, in tandem with construction.
9. The City is requesting the project office commit to a “no net loss” of vegetation, including but not limited to, plantings related to water quality treatment AND beautification.
10. The City is requiring formal notification of TPSS location(s)
11. The City is requesting that the project office show the need to continue the Rte 32 (to potentially be a BRT route in the future), north of the Lowry Station (as this seems redundant).
12. The City is requesting all lighting installed use LEDs with Dark Sky Compliance
13. The City is requesting clarification on Platform Security – eg: who provides proactive efforts, and who responds to emergency calls.
14. The City is requesting that the LRT (Met Council and/or Hennepin County) commit to paying utility fees for signals and street lights (including maintenance and replacement).
15. The City is requesting that storm water retention enhancements be a shared expense – prior agreements related to CR 81 would be null/void
16. The City requests access for conduit for Fiber along any construction.
17. The City will compile specific requests for areas outside the immediate corridor – those include, but are not limited to:
 - a. reconstruct the bridge on 36th near June and Halifax.



City of Robbinsdale, MN
4100 Lakeview Avenue North
Robbinsdale, Minnesota 55422-1898
Phone: (763) 537-4534
Fax: (763) 537-7344

- b. reconstruct the pedestrian facilities downtown, including ADA compliance and consider utilities in tandem.
 - c. Parks investments, including sidewalks and trails system
 - d. Consider engineering that promotes safety at 42nd Ave N and West Broadway
 - e. CR 9 from CR 81 to TH 100
18. Request that Met Council pay taxes on land used for Parking Ramp
19. Met Council/Hennepin County responsible for all maintenance of landscaping, fencing, retaining walls, crosswalks, and signage along the corridor
20. Reimburse the City for all ROW that was purchased as a part of CR 81 reconstruction in 2005-2008
21. Follow direction from the City relating to streetscaping. Now would be the time to create a plan for execution...
22. Council needs to determine whether or not a set of demands related to municipal consent are agreeable. "Municipal consent by the City of Robbinsdale is dependent on..."