

**Minutes**  
**Woodbury City Council**  
**Wednesday, October 27, 2021**

Pursuant to the due call and notice thereof, a regular meeting was duly held virtually and at the Woodbury City Hall, 8301 Valley Creek Road, on the 27<sup>th</sup> day of October 2021.

**Call to Order**

Mayor Anne Burt called the meeting to order at 7:30 p.m.

Mayor Burt welcomed those listening and attending. She said members of the public may attend the meeting but will be required to comply with social distancing parameters as determined by the City. Members of the public may also join the meeting using a PC, Mac, iPad, iPhone or Android device. Public comments will be accepted during the meeting both in person and by using the link to the virtual meeting to join the meeting and then submit your questions via the online Q&A feature within the meeting. Questions regarding the meeting will also be taken between the hours of 8:00 a.m. to 4:30 p.m. via email [council@woodburymn.gov](mailto:council@woodburymn.gov) or call 651-714-3524 and leaving a voicemail message.

**Pledge of the Flag**

Audience, staff, and Council pledged allegiance to the flag of the United States of America.

**Roll Call**

Upon roll call the following were present: Mayor Anne Burt, Councilmembers: Kim Wilson, Andrea Date, Steve Morris, and Jennifer Santini. Absent: None

Others Present: Kimberlee K. Blaeser, City Clerk; Janelle Schmitz, Community Development Director; Angela Gorall, Assistant City Administrator; Karl Batalden, Community Development Coordinator; Chris Hartzell, Engineering Director; Tony Kutzke, City Engineer; Michael Hejna, Engineer I and Scott Riggs, City Attorney.

**Special Order of Business**

**A. Stillwater Area Public Schools ISD 834 Referendum**

Melinda Landsfeldt, Stillwater Schools Superintendent, gave a presentation on the District's November 2, 2021 Referendum, which was last renewed 8 years ago in 2013. The current levy is based on enrollment, and State funding has not kept up with the needs of the District. The ballot will include two questions: question 1 - maintain quality learning through the replacement levy; and question 2 – contingent upon question 1 – the technology levy.

Ms. Landsfeldt stated the tax impact on an average home of \$350,000 would be less than \$12 per month. Ms. Landsfeldt played a promotional video reviewing the benefits of the proposed levy.

Mayor Burt thanked Ms. Landsfeldt for her presentation. She stated, for the purposes of clarification, the City of Woodbury has three School Districts: 833, 834 and 622.

**Open Forum**

The Open Forum is a portion of the Council meeting where a maximum of three persons will be allowed to address the Council on subjects, which are not a part of the meeting agenda. Persons wishing to speak must complete a sign-up sheet prior to the start of the meeting. Give the sign-up sheet to any staff person. Speakers are limited to two minutes each. The Council will listen attentively to comments but, in most instances, will not respond at the meeting. Typically, replies to the concerns expressed will be made via letter or phone call within a week.

**Consent Agenda**

All items listed under the consent agenda are considered to be routine by the City Council and will be enacted by one motion and an affirmative vote by roll call of a majority of the members present. There will be no separate discussion of these items unless a Councilmember or citizen so requests, in which event, the items will be removed from the consent agenda and considered a separate subject of discussion by the Council.

Councilmember Wilson requested that Consent Agenda Items 6C, 6F and 6G be removed and added to the Regular Agenda.

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Item A Approval of Council Minutes – October 13, 2021

Item B To adopt the following resolution

**Resolution 21-183**

**Resolution of the City of Woodbury, Washington County, Minnesota, approving the issuance of a multifamily housing revenue note by the Housing and Redevelopment Authority in and for the City of Woodbury, Minnesota under Minnesota Statutes, Chapter 462C, as amended, to finance and refinance the costs of a multifamily housing development to be located in the city.**

Item C Wozniak South EAW Negative Declaration of Need for an Environmental Impact Statement. This item was pulled from the Consent Agenda and moved to the Discussion.

Item D To adopt a motion approving The Grove (Dominium), Project No. 29-2019-00361 subject to the conditions of approval listed below:

1. All conditions of the original approval shall remain in full force and effect; and
2. The extension shall expire on October 27, 2022 unless a building permit has been issued or an additional time extension has been granted.

Item E To adopt the following resolution

**Resolution 21-184**

**Resolution of the City of Woodbury, Washington County, Minnesota authorizing acceptance of 3M Settlement Community Grant Agreement #150889 Amendment #3 for \$45,000 from the Minnesota Pollution Control Agency and Approving Associated 2021 Budget Amendment.**

Item F METRO Gold Line Subordinate Funding Agreement #4 to Master Funding Agreement for Enhanced Landscaping and Lighting Design; Budget Amendment. This item was pulled from the Consent Agenda and moved to Discussion.

Item G Lake Road and Pioneer Drive Intersection Improvements; Set Public Improvement Hearing; Authorize Preparation, Acquisition and, if Necessary, Condemnation of Easements. This item was pulled from the Consent Agenda and moved to Discussion.

Item H To adopt the following resolution:

**Resolution 21-185**

**Resolution of the City of Woodbury, Washington County, Minnesota authorizing the purchase of group medical insurance from the Public Employee Insurance Program (PEIP) and amending the City contribution toward the employee group medical insurance program.**

To adopt the following resolution:

**Resolution 21-186**

**Resolution of the City of Woodbury, Washington County, Minnesota authorizing the City to self-fund dental insurance benefits, hiring HealthPartners as the administrative service organization and maintaining the City contribution toward the Employee Group Dental Insurance Program.**

To adopt the following resolution:

**Resolution 21-187**

**Resolution of the City of Woodbury, Washington County, Minnesota authorizing the purchase of employee assistance services from Sand Creek EAP.**

To adopt the following resolution:

**Resolution 21-188**

**Resolution of the City of Woodbury, Washington County, Minnesota authorizing the purchase of life and long-term disability insurance from Symetra.**

To adopt the following resolution:

**Resolution 21-189**

**Resolution of the City of Woodbury, Washington County, Minnesota authorizing the purchase of short-term disability advice-to-pay administrative services from Symetra.**

To adopt the following resolution:

**Resolution 21-190**

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**Resolution of the City of Woodbury, Washington County, Minnesota authorizing the purchase of Flexible Spending Account (FSA), Health Reimbursement Arrangement/Voluntary Employee Benefits Association (HRA/VEBA) and Health Savings Account (HSA) Administrative Services from Further.**

To adopt the following resolution:

**Resolution 21-191**

**Resolution of the City of Woodbury, Washington County, Minnesota authorizing the offering of voluntary supplemental insurance from AFLAC and voluntary vision insurance from EyeMed Vision Care.**

Item I To adopt the following resolution

**Resolution 21-192**

**Resolution of the City of Woodbury, Washington County, Minnesota appointing Jennifer Johnson to the position of Administrative Assistant – Engineering effective October 28, 2021.**

Item J To adopt the following resolution

**Resolution 21-193**

**Resolution of the City of Woodbury, Washington County, Minnesota appointing Michael Clayton and Carter Burshten to the position of Public Service Worker – Streets effective October 28, 2021.**

Item K The abstract of bills includes payments made from the operating or project budgets for expenses of the city. The expenditures are from all funds of the city. Any purchased contracts requiring signature of the mayor and City Administrator is hereby approved. Staff recommends approval of the abstract of bills for October 8, 2021 in the amount of \$2,233,882.88 and October 15, 2021 in the amount of \$1,104,808.34.

Councilmember Santini moved, seconded by Councilmember Morris, to approve the Consent Agenda items A-K with the exception of C, F and G.

**Voting via voice:**

Kim Wilson – aye  
Andrea Date – aye  
Steve Morris – aye  
Jennifer Santini – aye  
Anne Burt – aye

**Public Hearings**

**A. First Amendment to the 2021 Annual Action Plan**

Mayor Burt declared the public hearing open.

Community Development Coordinator Karl Batalden reviewed a proposed amendment to the City's 2021 Annual Action Plan (AAP) related to gap financing for the 235-unit Orville Commons project. A gap in the approximately \$76 million project remains and can be partially closed with federal HOME funds, received from the US Department of Housing and Urban Development (HUD). HOME funding in the shape of a \$557,513.49 deferred note will be invested to ensure long-term affordability.

Mr. Batalden stated the City's current 2021 AAP does not include plans for Orville Commons. The proposed amendment will remove an activity that would have funded the Woodbury First-Time Homeownership Program and add the Orville Commons activity. He added that the proposed AAP amendment requires a 30-day comment period followed by public hearing, to be held at tonight's meeting.

Mr. Batalden requested City Council consideration of three proposed Resolutions: execute a Memorandum of Understanding (MOU) with Anoka County HRA to secure \$400,000 of HOME funds that had previously been allocated to projects in Anoka County; amend Woodbury's 2021 AAP; and authorize execution and delivery of a written agreement, mortgage and note in the amount of \$557,513.49 by and between Woodbury and the developer.

Mayor Burt requested clarification regarding Anoka County's involvement. Mr. Batalden stated the City of Woodbury receives funds as a member of a HOME consortium with Anoka County, Dakota County, Ramsey County and Washington County and that there is some ability to be flexible within the consortium regarding how and where these federal funds are expended.

Francis White, resident, asked what happens if the funds that are being allocated to the City of Woodbury are never replenished by the federal government, and whether the City must repay the funds.

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Mr. Batalden stated the proposed MOU with the Anoka County HRA requires the City to repay the HOME funding to the Anoka County HRA through future allocations of HOME funding as stipulated in the MOU. He added that the City will be repaid by the developer following a 20-year affordability period, so that in the event that there is no ability to repay the Anoka County HRA through future funding allocations, the City will be able to repay the Anoka County HRA once the note is paid off in the future.

Mayor Burt moved, seconded by Councilmember Morris, to close the public hearing.

Voting in Favor: Wilson, Date, Morris, Santini, Burt  
Absent: None

Mayor Burt opened opportunity for discussion and questions from the Council.

Councilmember Santini asked whether there is interest due upon repayment. Mr. Batalden stated there is no interest which is typical when federal dollars are expended and similar to the way in which the City expended HOME funds previously for the Cobble Hill and Glen at Valley Creek projects.

Councilmember Date asked whether the development fits with existing surrounding single-family homes as part of the City's Master Plan, and what has been envisioned for this area. She asked how many stories the apartment building will be. Mr. Batalden stated the City's Urban Village Master Plan concept was approved by the City Council in 2012 and identified a wide variety of housing types. Additionally, he noted that the project was approved from a development review perspective in 2019. He added that a new public park is included in the project, and the total of 235 units will be split between 211 apartments and 24 townhomes, with amenities and parking. Mr. Batalden reiterated that tonight's discussion relates to the gap financing and not the development project.

Councilmember Morris moved, seconded by Councilmember Santini,

To adopt the following resolution

**Resolution 21-194**

**Resolution of the City of Woodbury, Washington County, Minnesota authorizing the execution of a Memorandum of Understanding with the Anoka County HRA allowing \$400,000 of HOME funds that were previously allocated for projects in Anoka County to be invested in Woodbury.**

**Voting via voice:**

Kim Wilson – aye  
Andrea Date – aye  
Steve Morris – aye  
Jennifer Santini – aye  
Anne Burt – aye

Councilmember Morris moved, seconded by Councilmember Santini,

To adopt the following resolution

**Resolution 21-195**

**Resolution of the City of Woodbury, Washington County, Minnesota amending the City of Woodbury's 2021 Annual Action Plan.**

**Voting via voice:**

Kim Wilson – aye  
Andrea Date – aye  
Steve Morris – aye  
Jennifer Santini – aye  
Anne Burt – aye

Councilmember Morris moved, seconded by Councilmember Santini,

To adopt the following resolution

**Resolution 21-196**

**Resolution of the City of Woodbury, Washington County, Minnesota authorizing the execution and delivery of a Written Agreement, Mortgage and Note in the amount of \$557,513.49 by and between Woodbury Leased Housing Associates III, LLLP and the City of Woodbury, subject to the approval of the City Attorney.**

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**Voting via voice:**

Kim Wilson – aye  
Andrea Date – aye  
Steve Morris – aye  
Jennifer Santini – aye  
Anne Burt – aye

**B. 2022 Roadway Rehabilitation Project; Approve Preliminary Report; Order Project; Authorize Preparation of Plans and Specifications; Authorize Preparation, Acquisition and, if Necessary, Condemnation of Easements**

Mayor Burt declared the public hearing open.

Mayor Burt explained that the Royal Oaks rehabilitation project has been planned for some time. She added the neighborhood's infrastructure is scheduled for a full reconstruction in accordance with City Council-approved policies and following the 2040 Comprehensive Plan guidance. She noted the City Council discussed this project at a recent workshop and instructed City Staff to prepare for next steps, and a neighborhood meeting was held a few weeks ago. She stressed that the City Council would not be making any decisions without public input.

Engineering Director Chris Hartzell reviewed the 2022 Roadway Rehabilitation project. He added the purpose is to hold a public hearing and give property owners an opportunity to speak on the project. He noted the project, identified through the City's Capital Improvement Plan, was selected due to poor pavement and utility conditions.

Mr. Hartzell stated City Staff's recommendations are guided by established policies including Woodbury's 2040 Comprehensive Plan, roadway corridor design principles, and the City's bicycle and pedestrian plan. The roadway corridor design principles dictate that roadways are replaced at a 28-foot width with sidewalk on one side. This is the first full reconstruction project that has been proposed since the design principles were initiated. The bicycle and pedestrian plan, reviewed by the City Council, expresses a preference for mobility needs; increased livability; non-motorized transportation; and sidewalks on all residential streets except where it is not feasible.

Mr. Hartzell stated a 2021 survey was sent to the neighborhood with 73 residents responding to 3 questions – should sidewalks be constructed on all streets; only main roads; or no sidewalks. Of the 73 responses, 51% of respondents said they did not want sidewalks. Another question on the survey showed a proposal including trails and sidewalks throughout the neighborhood, asking whether the plan meets residents' needs. That question received 153 responses that were 63% supportive.

Mr. Hartzell noted City Staff acknowledges there is a disconnect between the two survey questions. He added resident feedback has indicated heavy opposition to sidewalks and narrowed roadways. He noted many residents indicated that they support the project without sidewalks.

Mr. Hartzell stated the project is subject to water quality improvement requirements through the Ramsey-Washington Metro Watershed District, which includes infiltration basins and stormwater mitigation.

Mr. Hartzell stated City Staff recommends removal and replacement of water main and sanitary sewer as well as water quality improvements; full street reconstruction; traffic calming; and sidewalk and trail construction. Roadways are recommended to be narrowed from 32 feet to 28 feet with the exception of Courtly Road which would be narrowed from 44 feet to 32 feet. Trails or sidewalks are recommended along all roadways.

Mr. Hartzell stated narrowing of streets has a well-documented effect in slowing traffic and has been successfully used in new developments throughout Woodbury. He added the intent is to minimize impacts by adding sidewalks and narrowing just one side of the road to reduce the impact to properties. He noted, under the City's current policy, City Staff have provided a recommendation to narrow roadways and construct sidewalks where feasible.

Mr. Hartzell stated the total additional cost for the addition of trails is \$75,000 when the decrease in street widths is factored into the total project estimate. The narrowing of the roadway and the addition of sidewalks is not a substantial increase in the overall project cost and will not substantially influence assessments.

Mr. Hartzell stated, in terms of property impacts, 115 trees would be required to be removed for the water sewer portion of the project, which is a conservative number, and 23 trees would be removed for sidewalks. He stressed that City Staff will work diligently to save as many trees as possible, and this may include working with property owners. He added boulevards would be impacted up to 10 feet in some places, and residents would be required to remove snow on the sidewalks. He noted the project will change the character of the neighborhood.

Mr. Hartzell stated water main, storm sewer and sanitary repairs and replacements will require significant roadway and boulevard impacts. He added the project will include an infiltration basin east of Kings Drive, and voluntary rain gardens to meet Watershed District requirements.

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Mr. Hartzell stated the overall estimated cost of the project is approximately \$28 million including improvements to the trails and parking lot in Ojibway Park. He added assessments total 18% of the project costs.

Mayor Burt asked whether the majority of funding from the street reconstruction maintenance fund is funded by property taxes. Mr. Hartzell agreed, adding assessments will cover 18% of the project cost, with the remaining 82% from the community.

Councilmember Date stated the City's policy indicates that assessments would be 1/3 of the cost, but this is quite a bit less. Mr. Hartzell stated assessments are guided by 2 City policies - roadway construction and rehabilitation financing policy, and special assessment policy. He added, at a high level, residential roadway financing is dictated by either 33% assessed to benefiting properties, or special benefit analysis. He noted the City hires an independent appraiser to determine an appraisal of property before the project as well as benefits after the project, and the difference is the special benefit to the property.

Mr. Hartzell stated estimated assessments will be based on special benefit analysis for all properties in this project. He added more detail related to assessments will be provided for residents, and the assessment hearing will typically take place in March before the contract is awarded.

Mr. Hartzell stated City Staff recommends holding a public hearing, and adoption of the resolution with a 4/5 super-majority required as this is a City-initiated project. City Staff recommends the following actions: order project; approve feasibility/preliminary reports; authorize preparation of plans and specifications; and authorize preparation and acquisition of easements if necessary.

Katherine Benson, 7165 Coachwood Road, stated she has emailed the City Councilmembers, and thanked those who have responded. She added she has lived in the neighborhood for 18 years and she likes the open feel with mature trees and spacious yards. She added she chose this neighborhood because she did not want sidewalks. She added she agrees the streets need help, and doing nothing is not a good option, although she has not had any problems with her water. She noted the neighborhood does not need sidewalks on every street, and she feels less comfortable driving on narrow roads. She noted the yards should be reduced by the same amount on both sides. She asked what the cost of the road and the cost of the sidewalk will be.

Mr. Hartzell stated the least impactful part of the sidewalks portion of the project is the cost, which is \$75,000, or a fraction of the \$28 million project total. He added the most impactful aspects of the project are the changes in the neighborhood character and individual properties as well as removal of trees.

Councilmember Santini asked about costs related to the Watershed District's mitigation requirements. Mr. Hartzell stated the Watershed District requires certain improvements on the project. If the necessary water quality improvements are not possible due to aging infrastructure, the Watershed District collects funding from the City to be used in Woodbury for improvements that are related to this project, but not within the project area.

Ross Chavez, 7024 Aberdeen Curve, stated most residents in Royal Oaks have concerns about this project, although certain aspects are inevitable. He added he feels that trust has been violated with this project as there are inconsistencies in the Bolton & Menk feasibility report. He added the neighborhood was not designed to accommodate the changes that are proposed, and how sidewalks are engineered in other neighborhoods based on the 2040 Comprehensive Plan. He noted community members are imploring the City's elected officials to listen to them and to consider alternatives to the feasibility report, to ensure that solutions are transparent and equitable. He asked whether any solutions are proposed for street parking near the funeral home if the roadway is narrowed.

Kim Chirpich, 7181 Windgate Road, stated residents signed a petition on October 16, in response to the October 12 open house, with more than 278 homes polled. She added 74.3% are against sidewalks; 82.7% are against narrowing roads; and 84.2% are against removal of large specimen and legacy trees, while only 9% were indifferent or chose not to participate. She added these results show that the majority of residents are against the project design and it should be re-evaluated.

Mr. Hartzell stated, from an engineering standpoint, City Staff has no desire to take mature trees, and every possible precaution is taken to preserve trees. He added the water main needs to be replaced, and 115 trees are in danger of being removed. He reiterated that City Staff will do everything possible to save the trees.

Councilmember Wilson asked how many ash trees have been removed from the neighborhood. Mr. Hartzell stated approximately 100 ash trees were removed from the City right of way.

Paul Schultz, 7033 Windgate Road, stated he has lived in the neighborhood for 31 years. He added he supports the project but not the sidewalks and he does not want to do snow removal. He added he understands that the mature trees will have to come out. He noted rain gardens are a great idea. He asked why rain gardens would be put in if there are sidewalks.

Mr. Hartzell stated rain gardens are meant to take 1-inch rain events, depending upon the size of the rain garden. He added the main purpose of rain gardens is to absorb pollutants, and they do not take the place of a pond.

Russ Engstrom, 2233 Lamplight Drive, stated he understands the utilities are aging and need to be replaced but he is opposed to sidewalks. He added he does not believe sidewalks are the solution, but Royal Oaks is very dark and under lit. He added it is a safety issue, and the

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City should be looking at lighting instead of sidewalks. He added there should be more signage to slow traffic. He noted he believes narrower roads will be a problem because of increased truck traffic due to Covid.

Michael Brennan, no address provided, asked why sidewalks are necessary.

Henry Lozano, 7449 Courtly Road, asked why Courtly Road needs to be narrowed, as it will affect activity in the neighborhood. He added lines could be added to delineate walking and bike lanes. He noted Courtly Road residents were polled last weekend, and the majority do not want 10-foot trails.

City Engineer Tony Kutzke stated the City has completed studies and added striping, particularly along Commonwealth Road, but the neighborhood felt that they did not meet their needs. He added striping creates a distinct, narrow area for pedestrians to walk and cars to drive, and people did not feel comfortable walking on the road next to traffic. He noted parking is allowed, so that would be within the trail area.

Jackson McGough, 3551 Williamsburg Parkway, stated he supports the addition of sidewalks. He added he is a former student of Woodbury High School, and walking was always dangerous as cars go too fast and there are no pedestrian facilities. He added narrowing of streets and the addition of sidewalks would cost only 0.3% more for safer streets. He noted survey results do not constitute a reason to deviate from policy, nor do they represent the entire neighborhood, due to the small sample size.

John Jarosch, 1649 Lamplight Drive, thanked the City for considering improvements to the neighborhood, as the streets have reached the end of their useful life. He stated he is opposed to sidewalks on all the project streets which is unnecessary given low traffic numbers and pedestrian volume. He added he supports sidewalks on collector streets such as Queens, Montrose, Courtly and Lamplight Drive. He noted he believes \$75,000 for sidewalks is disingenuous, given that they will cost \$1 million when you figure in the narrowing of the streets. He added the streets would support biking, pedestrians and cars by being narrowed to 28 feet, and restricting parking to one side, which would reduce impervious surface, increase spaces for rain gardens, and decrease the project cost.

Councilmember Wilson asked whether a new special benefit appraisal would be required if the City deviates from the proposal. Mr. Hartzell confirmed this.

Ryan Muir, 2417 Queens Drive, asked why additional City funds are not being used to lower assessments when the roads benefit the City as a whole and not only Royal Oaks.

Mr. Hartzell stated assessments are based on City policy and all City streets are assessed at the same amount. He added the assessment is 33% of the total project cost or special benefit appraisal.

Steve Meisel, 7096 Montrose Road, stated he does not believe the project will raise the value of his home by \$10,000, because infrastructure is assumed. He added the City is asking residents to spend \$9400 to narrow streets and add sidewalks that they do not want. He noted he does not believe that narrowing streets will improve safety. He asked whether City Staff have looked at other ways to reduce traffic speed, such as flashing lights or speed bumps. He noted people's landscaping and trees will be ruined. He requested that the City Council reject this proposal and come back with a plan that keeps the roads as they are and saves trees, and lower assessments by 67%.

Lynette Forslund, 2349 Queens Drive, stated she loves Woodbury but it is not okay when cars speed around someone who is pushing a stroller. She added it is time to run traffic stops. She added infrastructure is assumed but we all pay for it. She noted sidewalks can be added but attitudes and behavior have to change.

Jennifer Goff, 7033 Montrose Road, stated the proposal has not been researched appropriately, and has not been received positively by residents of the neighborhood. The sidewalk plan affects residents negatively, and they should have a say in the decision. She added she loves her mature trees and does not feel pathways are needed in the neighborhood, and an asphalt path is not appropriate in front of a home. She noted residents would prefer the water main replacement and road repairs but that is it.

Kevin Johnson, 7201 Foxboro Lane, stated there are a lot of people who are opposed to the sidewalks issue. He added he loves the rest of the project, including the traffic calming measures on Queens Drive which are very necessary. He asked whether trees that are removed will be replaced by the City. He added removing trees is not necessary and will not increase the safety of the roads.

Mr. Hartzell stated all trees will be replaced, sometimes at more than 1 to 1 if it makes sense. He added City Staff does not want to take trees and will find every possible mechanism to save trees. He noted decisions will have to be made in discussions with property owners during the final design process.

Francis White, 1849 Lamplight Drive, stated he is a litigator and he has spoken to the City Council before. He added he has heard the truth from residents who are opposed to the sidewalks. He noted City Staff have indicated that 28-foot-wide roads with sidewalks is the City's standard policy, but policy is the last refuge of a losing argument. He added the City Council controls policy and has the opportunity to make sure the policy is not implemented in an arbitrary manner, as indicated by all the people here tonight.

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Mayor Burt stated the policy was set in 2009 by a task force that worked for months and set design standards for the community going forward.

Meg Sweetland, 2300 Cameron Drive, stated 50% of 60% of residents are opposed to sidewalks, which translates to 30%, so that is not a majority. She added the roads need sidewalks, and she is sick of seeing baby carriages in the middle of the road, and high school kids almost getting hit by cars on Queens Drive. She asked whether there are plans for a stop sign on Queens and Cameron.

Councilmember Morris requested information from City Staff regarding the Safety Committee. Mr. Kutzke stated the committee is made of staff from Public Safety, Community Development, Engineering and Public Works, to review safety concerns and traffic control requests and make recommendations related to traffic control safety. He added the Committee uses guidelines based on data and proven research in the area of traffic calming and traffic safety implementation.

Mr. Hartzell stated stop signs are generally placed in accordance with Minnesota Uniform Traffic Control Devices (MUTCD) guidelines, which provides warrants for placement of stop signs related to opposing traffic. He noted stop signs are a traffic control management strategy, but not a speed control.

Mr. Kutzke agreed, adding stop signs define right of way at an intersection, but they are not effective at slowing traffic speeds.

Carol Bachman, 7097 Montrose Road, asked how many trees will be killed due to construction and asphalt.

Mr. Hartzell stated the overall scope of improvements accounts for the loss of 115 trees, the vast majority of which are related to water service connection.

Liz Brown, 7217 Glen Ross Road, asked whether homeowners who will be impacted by tree removal have been notified. She asked who will pay for the tree removal.

Mr. Hartzell stated notifications are done as part of the final design process. He added tree removals, if they are necessary, will be removed as part of the project.

An anonymous resident asked what alternate options have been considered to calm roads in the Royal Oaks neighborhood, including speed bumps and roundabouts.

Mr. Kutzke stated traffic calming measures will be reviewed during the final design phase of the project, including intersection bump-outs and potential center circle islands at four-way intersections. He added no decisions have been made.

Mr. Hartzell stated narrowing streets causes a level of discomfort for drivers causing them to decrease speed. He added it is well-documented throughout the country that narrower streets are the most effective traffic calming measure, as people follow geometric cues more than signage.

Erik DeWitt, 7248 Bremer Lane, asked where mailboxes will be placed. He added he agrees the neighborhood does not need sidewalks on all roads.

Mr. Kutzke stated temporary mailboxes are placed in the neighborhood during construction, generally a bank with 20-30 mailboxes, and are placed by the Post Office. He added residents can choose to collect their mail at the Post Office. He noted mailboxes will be replaced when the project is completed.

Councilmember Wilson asked whether circles in the intersections are already included in the pricing and feasibility report. Mr. Kutzke confirmed this, adding no specific locations or designs have been reviewed.

Mark Lewis, 2097 Lamplight Circle, stated he hopes the City Council will listen to residents. He added the roads were widened only about 18-20 years ago. He added he is opposed to sidewalks on every street which would take more yard and landscaping. He added \$10,000 assessment is a lot of money that cannot be taken for granted. He noted he disagrees that narrow roads will slow traffic speeds, and a squad car would be the best solution. He noted he believes narrow streets will be less safe with all the driveways coming out and children playing. He urged the City Council to vote no and listen to the residents that there are more ways to calm the streets.

Brian Goff, 7033 Montrose Road, thanked the City Council for listening to everything residents have to say. He stated the issue is a lack of communication from the Engineering Department on the entire process, as there has been no community involvement and no transparency. He added residents have had no input except for a skewed survey. He noted there is no critical root zone study based on walkway implementation, and it is not possible that only 25 trees will be removed. He added he is doing a critical root zone report, and he is already at 130 trees.

Mr. Goff stated there are no traffic, pedestrian or bike studies. He added the overall plan adds 320 square feet of impervious surface to the area, and asphalt walkways will reduce home values. He noted Bolton & Menk have proposed alternative designs, eliminating sidewalks on all streets and only putting in concrete sidewalks as needed, which would also reduce the budget by over \$1 million. He

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urged the City Council to reject this plan and work with the community to come up with a combination of other solutions and get an appropriate plan that works.

Mayor Burt stated the real cost difference with regard to sidewalks is \$75,000 because the streets would be narrowed.

Mr. Hartzell stated City Staff are at the very beginning stages of defining the scope of the improvements. He added City Staff would not want to spend money on studies without determining whether the City Council is supportive of the project. He added speed limits are statutorily set at 30 mph for local roads, and speed studies use the 85<sup>th</sup> percentile to determine a new speed limit, which could be faster than the current speed limit. He noted people in general do not read speed limit signs, and road geometrics define speeds.

Mr. Kutzke stated there is significant information on this subject on the City website, as it is a common concern. He added the City's Traffic Control Committee reviews data and facts, and makes recommendations based on effective traffic calming measures.

Councilmember Wilson asked whether the speed limit of 25 mph in St. Paul is actually the 85<sup>th</sup> percentile. Mr. Hartzell stated special analysis is required to reduce a City's local roads to 25 mph, and St. Paul got special legislation to do it, and there is a lot of complexity that goes along with it. He added City Staff can look into that option for Woodbury, but it would not be appropriate for this project.

Mr. Kutzke stated the City Council could direct City Staff to change speed limits based on an engineering study. He added this neighborhood has a long history of traffic and speed related concerns, including petitions for traffic calming in 2010 and 2014. He noted City Staff have conducted hundreds of traffic studies that have shown that a 4-mph drop in speed from the 85<sup>th</sup> percentile between 28-foot-wide roads and 32-foot-wide roads is effective in lowering traffic speeds.

Mr. Kutzke stated St. Paul City Staff have indicated that the 25-mph speed limit has not been effective in slowing traffic speeds.

Kathy Spilde, 7180 Aberdeen Curve, stated she has lived in Royal Oaks for 37 years, and she petitioned for sidewalks near the school and park in the 1990s. She added she would put a stop sign at Foxboro Lane. She noted people have said they would not buy a home in the neighborhood with a sidewalk. She asked whether retaining walls will be added on properties where there is an incline, like her yard. She asked where she will park all her cars if she loses 10 feet of driveway, and who will pay for the damage to the driveway. She added she is a senior citizen, and there are many senior citizens on her street, and it's not easy to shovel.

Jerry Backlund, 2116 Queens Drive, thanked Mr. Hartzell for the clarification regarding questions on the survey about sidewalks and trees. He stated he has lived in his home for 21 years, and he gets the City newsletter and email updates. He added he agrees there is a lack of communication, and some issues should have been addressed earlier in the planning process. He noted driveways have not been addressed. He added is not against the improvements and he understands this section of Woodbury has older infrastructure. He asked what will happen if the homeowner's water service is damaged. He noted there will be construction supply chain issues.

Mr. Hartzell stated the City is obligated to repair any infrastructure that is damaged as part of a project. He added supply chain issues are reflected in the conservative cost estimate.

Susan James, 7180 Foxborough Lane, stated she appreciates the Mayor's distinction between new neighborhoods and established neighborhoods. She added reducing the width of the roads to 28 feet will cause problems in the winter with snow removal and traffic, because the roads will be even more narrow. She noted the speed limit in the City of St. Paul is 25 mph. She asked who would be liable if someone slips and falls on a sidewalk. She noted her neighborhood is totally against narrowing the street and against the sidewalk.

Karen Bauman, 789 Fort Dunmore Road, stated she drives through this neighborhood, and it would be a bad idea to make the streets narrower. She added homes will be devalued by the sidewalk and narrow roads. She noted police need to step up enforcement when it comes to speeding and bad drivers.

Amy Loomis, 7048 Victoria Road, asked whether the assessment will increase if a new assessment is submitted based on no sidewalk.

Mr. Hartzell stated the special benefit amount would go down if elements of the project are removed. He added the project would need to go back to the appraiser for a new appraisal.

Liz Brown, 7217 Glen Ross Road, asked the City Council to listen to the residents of Royal Oaks. She added she understands the need for new roads and new water main, but sidewalks and tree loss will change the character of the neighborhood. She noted Royal Oaks residents want to be heard and valued.

Mayor Burt thanked everybody for participating. She stressed the importance of getting public comments. She requested comments and discussion from the City Council.

Councilmember Wilson stated she has many questions, comments and notes. She thanked Mayor Burt for allowing everyone to speak, and she thanked residents for staying so long. She added road rehabilitation projects are her least favorite thing, and she is not a fan of this project although she understands it needs to be done. She asked whether the hearing could be continued to the City Council's November 10 meeting and schedule a City Council workshop in the meantime to discuss this further.

## **City Council Meeting Minutes Wednesday, October 27, 2021**

Councilmember Date thank all the residents for their input and comments. She added she has read all the emails that people have sent to her. She noted she wants to give this discussion the time it deserves, and she supports continuing the public hearing to the City Council's November 10 meeting.

Councilmember Date moved, seconded by Councilmember Santini, to continue the public hearing to November 10, 2021. The motion was noted voted on as the City Council continued discussion.

Councilmember Santini thanked residents for their input and engagement. She added the City Council values the time that the neighbors have spent, and she hopes they know that the City Council is sincere in its appreciation.

Councilmember Morris agreed, adding he supports the continuation but asked what direction will be given to City Staff to be completed by November 10.

Assistant City Administrator Angela Gorall stated she does not believe it would be feasible to schedule a workshop for next week with public notice requirements. She added City Staff would require clear direction regarding what the City Council wants to review on November 10.

Councilmember Date stated the City Council can discuss this issue further and provide direction on November 10.

Councilmember Morris stated the 2022 rehabilitation project could be discontinued until the City Council has had a chance to review and discuss all the comments, feedback, direction, and prior policies.

Mayor Burt asked, in that situation, whether the project would not happen in 2022. Mr. Hartzell stated this is a very large project, and City Staff is concerned about timing in terms of the bidding process. He added the project could be delayed if the City Council requires alternative recommendations but there would be consequences as other City projects would also be delayed.

Councilmember Santini stated she drove around the neighborhood that day, and the roads are in dire shape. She added she is more concerned about the infrastructure that must be replaced, and which could worsen in the meantime.

Mr. Hartzell stated the infrastructure would get marginally worse if the project is delayed to 2023, but he does not believe there would be substantial issues. He added this is a significant project which will require major efforts by various contractors. He added the longer the project is delayed, the less choice the City will have in terms of contractors.

Councilmember Date stated she still supports continuing the discussion and coming up with an alternative plan on November 10 as there would be risk involved if the City waits too long. She added she supports pedestrian access on some roads, including Courtly Road and Queens Drive, and possibly Montrose Road and south Lamplight Drive. She noted she understands that sidewalks are not appropriate for some roads.

A resident stated a pedestrian access should be added to the corner of Victoria as well, to make the connection from Queens Drive to Courtly Road. The City Council agreed.

Councilmember Morris requested that City Staff provide documentation related to the 2009 Task Force directive for City Council review and consideration, to clarify the resident's comment regarding trails vs. sidewalks.

Councilmember Wilson stated no one wants an asphalt trail. She added concrete trails were added in the Evergreen neighborhood, which look like sidewalks and are maintained by the City. She noted it was not a full reconstruction.

Mr. Hartzell stated the City Council can direct City Staff to provide recommendations for creative ways to replace the utility services lines to reduce impacts to trees and properties to be reviewed at the discussion on November 10.

Councilmember Date moved, seconded by Mayor Burt, to amend her previous motion to continue the public hearing to be held in the City Council Chambers at Woodbury City Hall at 7:30 p.m. on Wednesday, November 10, 2021 to include the following modifications:

1. Instruct City Staff to review potential extension of the trail on Queens Drive with a connection to Victoria Road;
2. The option of an 8-foot-wide asphalt and/or concrete surface trail on Courtly Road;
3. Instruct City Staff to review a trail on Montrose as a tertiary option; and
4. Instruct City Staff to review creative ways for service installation to minimize tree impacts.

Discussion during motion: Councilmember Santini requested that trail plans would include the potential for concrete instead of asphalt. Councilmember Date stated she included that in her motion.

Councilmember Wilson requested that 8 feet be considered instead of 10 feet. Mr. Hartzell stated City Staff recommends 8 feet as acceptable.

**Voting via voice:**

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Kim Wilson – aye  
Andrea Date – aye  
Steve Morris – nay  
Jennifer Santini – aye  
Anne Burt – aye

**Discussion**

- A. Amendment to Council Directive CD-COMDEV 3.1; Phase 2 Growth Management Strategy and Opening of Sub-phase 2C. This Agenda Item was not discussed as the Public Hearing went past 9:30 p.m.**

**Consent Agenda Items**

- 6C. Resolution 21-814 Making a Negative Declaration of Need for an Environmental Impact Statement for the Wozniak South Property**

Councilmember Wilson stated the City Council approved roadwork east of the intersection on Dale, including a potential turn lane into the property south of Dale. She added that was one of the concerns in the Environmental Impact Statement.

Mr. Kutzke stated those improvements are recommended through the development process. He added the development pays for those types of improvements.

Councilmember Santini asked whether a Comprehensive Plan amendment will be necessary for this project. Ms. Schmitz stated City Staff worked through it administratively with the Metropolitan Council.

Councilmember Morris moved, seconded by Councilmember Santini,

To adopt the following resolution

**Resolution 21-197**

**Resolution of the City of Woodbury, Washington County, Minnesota, making a Negative Declaration of Need for an Environmental Impact Statement for the Wozniak South Property.**

**Voting via voice:**

Kim Wilson – aye  
Andrea Date – aye  
Steve Morris – aye  
Jennifer Santini – aye  
Anne Burt – aye

- 6F. Resolution 21-186 Authorizing a Budget Amendment to the METRO Gold Line Subordinate Funding Agreement #4 to the Master Funding Agreement for Enhanced Landscaping and Lighting Design**

Councilmember Wilson asked whether a wall will be included in these plans, as discussed by the City Council. Mr. Kutzke stated the concept plans included in the SFA were put together a year ago, and City Staff worked with Gold Line Project Office Staff to develop the plans. He noted a 6-foot fence along the east has been requested as part of the design process which is currently under development. He noted the SFA approves funding that has already been approved by the City Council for the design portion of the project to proceed.

Mayor Burt asked whether a contemporary lighting plan has been recommended, as discussed by the City Council. Mr. Hartzell confirmed this.

Councilmember Date moved, seconded by Councilmember Santini,

To adopt the following resolution

**Resolution 21-198**

**Resolution of the City of Woodbury, Washington County, Minnesota authorizing a budget amendment to the METRO Gold Line Subordinate Funding Agreement #4 to the Master Funding Agreement for Enhanced Landscaping and Lighting Design.**

**Voting via voice:**

Kim Wilson – nay  
Andrea Date – aye

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Steve Morris – aye  
Jennifer Santini – aye  
Anne Burt – aye

**6G. Resolution 21-187 Establishing a Public Improvement Hearing Date of November 10, 2021 for the Lake Road and Pioneer Drive Intersection Improvements and Authorize Preparation, Acquisition and, if Necessary, Condemnation of Easements**

Councilmember Wilson expressed frustration that residents' feedback is requested but then the City does not take it. She added a majority of people do not want a roundabout as they are not pedestrian friendly and there are two schools nearby that has a lot of pedestrian traffic. She further stated that there was a proposed bill before the legislature that did not get passed talking about roundabouts and crosswalks and how close crosswalks should be to a roundabout. She stated that roundabouts are not good so close to schools.

Councilmember Morris stated this motion is to set the public hearing for November 10, 2021. He stressed the importance of including resident's feedback in the staff report.

Councilmember Morris moved, seconded by Councilmember Date,

To adopt the following resolution

**Resolution 21-199**

**Resolution of the City of Woodbury, Washington County, Minnesota establishing a public improvement hearing date of November 10, 2021 for the Lake Road and Pioneer Drive Intersection Improvements and Authorize Preparation, Acquisition and, if Necessary, Condemnation of Easements.**

**Voting via voice:**

Kim Wilson – aye  
Andrea Date – aye  
Steve Morris – aye  
Jennifer Santini – aye  
Anne Burt – aye

**Transportation Report (2nd meeting of the month, May-October)**

Mr. Hartzell reviewed transportation ongoing transportation projects:

- 2021 Roadway Rehabilitation Project Preserve Area – all phases have been completed with minor changes remaining.
- Woodbury Drive and Local Roads Project - all roads are open to traffic.
- CSAH 19 Corridor Management and Safety Improvement Project – the roadway is open to one lane in each direction. Work is being completed on center medians. Removal of temporary roundabout is scheduled for November 1.
- Hudson Road and Settlers Ridge Parkway Roadway and Intersection Improvements – the intersection has been completed, waiting on signal parts.
- Bailey Road Management And Safety Project - landscaping completed.
- Highway 95/Manning Avenue Safety Improvement Project – Highway 95 is nearing completion, and no additional road closures remain.
- Metropolitan Council L73 Tunnel Repair Project – should have been complete by now but they are having an issue with main tunnel shaft. Hopefully the project will be completed this week.
- MnDOT I-94 Concrete Repair – night closures from 8pm-6am on October 27 and 28, and full closure beginning at 10pm on October 29 through 6am on Monday November 1.
- Project Belle – construction has begun. Project and road will be closed throughout the winter and completed in early July.

Councilmember Wilson asked whether there will be sidewalks on both sides of Settler's Ridge Parkway. Mr. Kutzke stated the east side of the roadway is a rural section, and as it is developed that would be completed at that time.

**City Administrator's Report**

Ms. Gorall stated the draft Bicycle and Pedestrian Plan is available for public input on the project website. Feedback is being requested through October 31.

Ms. Gorall requested consideration of an early start time for the November 10, 2021 meeting. After input from City Staff, the City Council agreed to leave the meeting start time at 7:30 p.m.

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**Adjournment**

Mayor Burt moved, seconded by Councilmember Morris, to adjourn the meeting at 11:15 p.m.

Voting in Favor: Wilson, Date, Morris, Santini, Burt  
Absent: None

Respectfully submitted,

*Kimberlee K. Blaaser*

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Kimberlee K. Blaaser, City Clerk

Approved by the Woodbury City Council on November 10, 2021