

**Addenda
Minnetonka City Council Meeting
Meeting of October 24, 2022**

ITEM 6B – Minneapolis Regional Chamber update

This item has been pulled from the agenda. A revised meeting agenda is attached.

ITEM 10K – 2023 city calendar

Changes have been proposed for the February council meeting schedule. A revised calendar incorporating these proposed changes is attached.

ITEM 14A – Preliminary and final plat of DUNIBAR COURT, a five-lot subdivision, at 17809 Ridgewood Road

The attached correspondence was received after distribution of the packet.

ITEM 14B – Intersection concept for Gleason Lake Road and Vicksburg Lane

The attached correspondence was received after distribution of the packet.



14600 Minnetonka Blvd. | Minnetonka, MN 55345 | 952-939-8200 | minnetonkamn.gov

TO: City Council
FROM: Kyle Salage, Elections Specialist
DATE: Oct. 24, 2022
SUBJECT: Change Memo for Oct. 24, 2022 City Council Meeting

ITEM 6B – Minneapolis Regional Chamber update

This item has been pulled from the agenda. A revised meeting agenda is attached.



**Agenda
Minnetonka City Council
Regular Meeting
Monday, Oct. 24, 2022
6:30 p.m.
Council Chambers**

1. Call to Order
2. Pledge of Allegiance
3. Roll Call: Schaeppi-Coakley-Kirk-Schack-Wilburn-Calvert-Wiersum
4. Approval of Agenda
5. Approval of Minutes:
 - A. Oct. 3, 2022 regular meeting minutes
 - B. Sep. 29, 2022 special meeting minutes
6. Special Matters:
 - A. Retirement recognition for Police Reserve Officer Billy Gerard
 - B. Sustainability Minnetonka awards
 - C. Police update
7. Reports from City Manager & Council Members
8. Citizens Wishing to Discuss Matters Not on the Agenda
9. Bids and Purchases:
 - A. Bids for the Minnetonka Community Center project

Recommendation: Reject all bids and authorize a new advertisement for bid (4 votes)
10. Consent Agenda - Items Requiring a Majority Vote:
 - A. Resolution concerning "no parking" zones on Fairfield Road, Covington Lane and Covington Terrace

Recommendation: Adopt the resolutions (4 votes)

Minnetonka City Council meetings are broadcast live on Comcast: channel 16 (SD), channel 859 (HD); CenturyLink Prism: 238 (SD), 1238 (HD).
Replays of this meeting can be seen during the following days and times: Mondays, 6:30 p.m., Wednesdays, 6:30 p.m., Fridays, 12 p.m., Saturdays, 12 p.m. The city's website also offers video streaming of the council meeting.
For more information, please call 952.939.8200 or visit <https://www.minnetonkamn.gov>

- B. Commercial Code Compliance Loan Program for Minnetonka businesses
Recommendation: Adopt the resolution (4 votes)
- C. Resolution supporting an application to Metropolitan Council Livable Communities Act – Affordable Homeownership Pilot Grant Program
Recommendation: Adopt the resolution (4 votes)
- D. Resolution approving a conditional use permit for a detached accessory dwelling unit at 3274 and 3305 Fairchild Avenue
Recommendation: Adopt the resolution (4 votes)
- E. Energy Action Plan (EAP) addendum
Recommendation: Adopt the resolution (4 votes)
- F. 2023-2027 Public Health Mutual Aid Agreement
Recommendation: Approve the agreement (4 votes)
- G. Ordinance establishing Juneteenth, June 19 as a city holiday
Recommendation: Adopt the ordinance (4 votes)
- H. Renaming roadways in Opus area
Recommendation: Adopt the ordinance (4 votes)
- I. Ordinance regarding storage of deicing material
Recommendation: Adopt the ordinance (4 votes)
- J. Strategic profile quarter three report
Recommendation: Accept the report (4 votes)
- K. 2023 city calendar
Recommendation: Approve the 2023 meeting calendar (4 votes)
- 11. Consent Agenda - Items Requiring Five Votes: None.
- 12. Introduction of Ordinances:
 - A. Ordinance establishing licensing requirements for the sale or disposal of edible products containing tetrahydrocannabinol (THC)
Recommendation: Introduce the ordinance (4 votes)

- B. Solar energy systems ordinance update
Recommendation: Introduce the ordinance and refer it to the planning commission (4 votes)
- 13. Public Hearings: None.
- 14. Other Business:
 - A. Preliminary and final plat of DUNIBAR COURT, a five-lot subdivision, at 17809 Ridgewood Road
Recommendation: Adopt the resolution (4 votes)
 - B. Intersection concept for Gleason Lake Road and Vicksburg Lane
Recommendation: Approve the concept and agreement (4 votes)
 - C. Resolution approving a 10-year commitment for the LOGIS enterprise resource planning and utility billing software applications
Recommendation: Adopt the resolution (4 votes)
- 15. Appointments and Reappointments: None.
- 16. Adjournment



14600 Minnetonka Blvd. | Minnetonka, MN 55345 | 952-939-8200 | minnetonkamn.gov

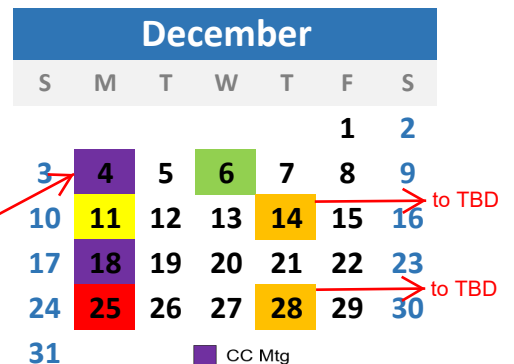
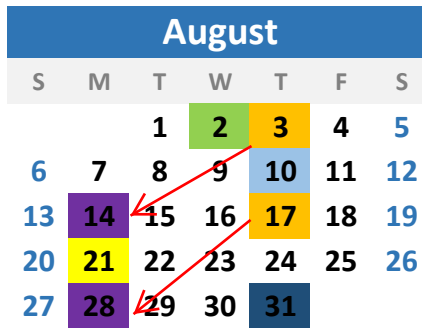
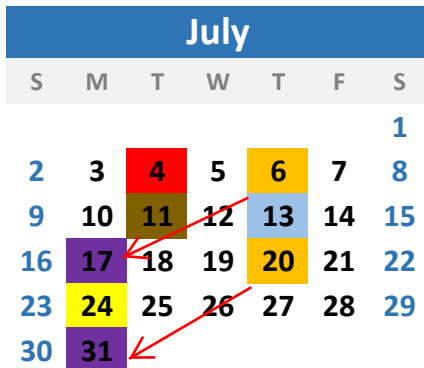
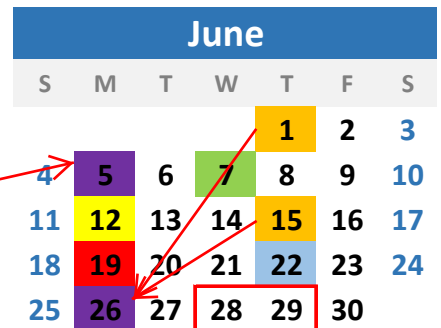
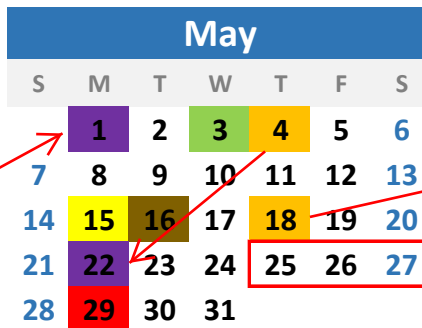
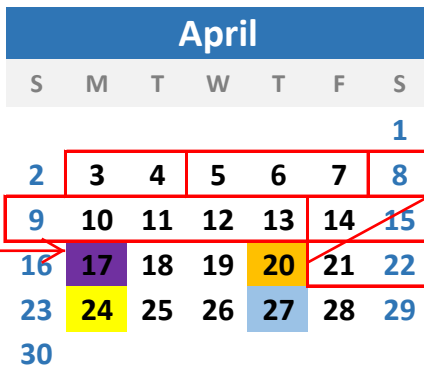
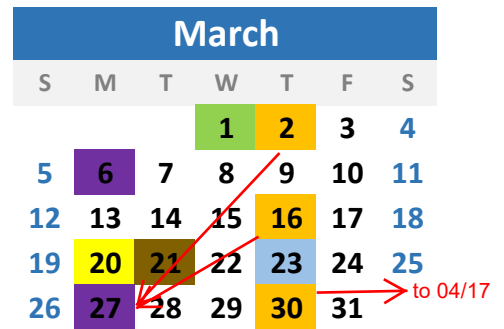
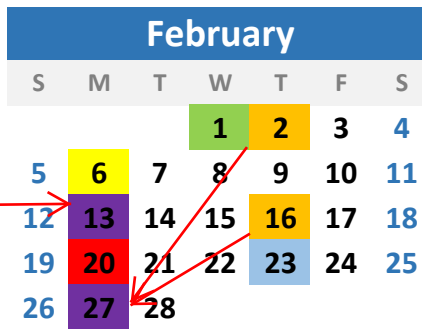
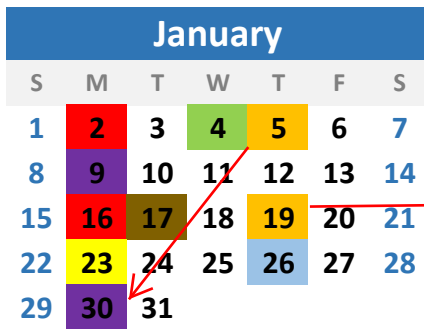
TO: City Council
FROM: Becky Koosman, City Clerk
DATE: Oct. 24, 2022
SUBJECT: Change Memo for Oct. 24, 2022 City Council Meeting

ITEM 10K – 2023 city calendar

Changes have been recommended for the February council meeting schedule. Meeting dates would switch to a study session on Feb. 6 and a regular council meeting on Feb. 13.

Attached is the 2023 city calendar with these changes incorporated.

2023



Passover	04/05 - 04/13	Rosh Hashanah	09/15 - 09/17	Hopkins Spring Break	04/03 -
Holy Week	04/06 - 04/09	Yom Kippur	09/24 - 09/25	Mtka Spring Break	04/07
Eid-al-Fitr	04/21 - 04/22	Sukkot	09/29 - 10/06	Wayzata Spring Break	
Shavot	05/25 - 05/27	Shemini Atzeret	10/06 - 10/08		
Eid-al-Adha	06/28 - 06/29	Simchat Torah			

- CC Mtg
- CC Study Session
- PC Mtg
- EDAC Mtg
- Joint CC/EDAC/PC Mtg
- PB Mtg
- PB Tour
- Joint CC/PB Mtg
- SC Mtg
- Election Day
- City Hall Closed



14600 Minnetonka Blvd. | Minnetonka, MN 55345 | 952-939-8200 | minnetonkamn.gov

TO: City Council
FROM: Julie Wischnack, AICP, Community Development Director
DATE: Oct. 24, 2022
SUBJECT: Change Memo for Oct. 24, 2022, City Council Meeting

Item 14A - 14DUNIBAR COURT, 14809 Ridgewood Road

The following comment was received after distribution of the packet:

- **From:** Scott and Karen
Sent: Friday, October 21, 2022 8:12 AM
To: Brad Wiersum; Deborah Calvert; Kimberly Wilburn; Brian Kirk; Rebecca Schack; Bradley Schaeppi; Kissy Coakley
Subject: Opposition to Proposed New Development: Dunibar Court for October 24 City Council Meeting

Minnetonka City Council Members,

We have lived on Dunibar Ridge Road in Minnetonka for 22 years. This is the first request we are making of the City Council.

We are writing to you ahead of the October 24 City Council meeting where you will be presented a proposal to develop "Dunibar Court" property. We are asking you to deny the request based on factors outlined below. The neighborhood is grateful to those who have already visited our neighborhood and invites you all to see first hand what can not be shown on a map or drawing.

The Developer used an unapproved "concept plan" dated 1999, that was handed to him by the realtor. According to the City Planners, the proposed development, as revised, conforms with "all city ordinances and will not require any variances." (October 6 City Planning Meeting).

While the proposed development may be conforming, neither the Developer nor the City Planners have addressed that accessing the new proposed development at any point along Dunibar Ridge Road does not conform to established City ordinances pertaining to the existing cul de sac/street called Dunibar Ridge Road.

E MINNETONKA, MINNESOTA CODE OF ORDINANCES: Cul de sac

- Definition for a "cul-de-sac:" a street with a single means of ingress and egress and having a turnaround at its end for safe and convenient reversal of traffic.
Dunibar Ridge Road street and Cul de sac bulb:
- Dunibar Ridge Road already has a Private Drive extension. This was allowed by the City back in 1999; However, according to City Planners, a Private

Drive/street/road off of a Cul de sac would not be approved today under current City ordinances.

Please refer to your packets for specific details outlining multiple existing Dunibar Ridge Road non-conforming elements to City Ordinances, further supporting the rationale to deny this development request as proposed.

Therefore, per the Cul de sac definitions established by the City, allowing yet another street at any point along a Cul de sac-designated roadway is not allowed under current City ordinances.

We propose the City Planners and Developer work together to find alternative solutions creating separate access for the new development which keeps the townhouses, Church and Dunibar Ridge Road intact.

For example, we believe one potential solution contemplates access along the Eastern edge of the proposed development near Ridgewood Church which offers many additional perceived benefits:

- 1) Safe street with reduced traffic
- 2) Its own Cul de sac and street
- 3) West facing backyards that are likely more desirable than a well-lit parking lot and Hwy 101 noise
- 4) Potential for all homes to access via one entrance vs a separate driveway/curb cut off Ridgewood Road for a single home

Background: In 2000, the proposed development property was mowed up to Ridgewood Road until the property was vacated. Ridgewood Road reconstruction in ~2005 added multiple - and now visible drains channeling away what little water may still collect or drain off the Church parking lot. Even the drawing by the developer shows a large "pond" on the Eastern property edge, which none of us who live here have ever seen. Additionally, a large electrical box is located on the property in the "wetland buffer" area. We are not wetland delineation experts; however, the long-term dryness along Ridgewood Road, along with the above mentioned mowing, drainage and electrical box leads us to believe there may be alternative access point/s that could align with wetland mitigation and property development.

The proposed new development property has been vacant for nearly 20 years. Rushing to allow development before fully exploring all other alternatives seems short sighted by using an unapproved "concept plan" from 1999. What was contemplated in 1999 is no longer feasible, as multiple access streets/private drives off a designated Cul de sac street are not allowed under current City ordinances.

Please Vote No to this new development proposal as is and ask the City Planners and the Developer to evaluate other access options.

Thank you for your consideration.

Best regards,
Karen and Scott Evenson
4478 Dunibar Ridge Road
Minnetonka



14600 Minnetonka Blvd. | Minnetonka, MN 55345 | 952-939-8200 | minnetonkamn.gov

TO: City Council
FROM: Phil Olson, City Engineer
DATE: Oct. 24, 2022
SUBJECT: Change Memo for Oct. 24, 2022 City Council Meeting

ITEM 14B – Intersection concept for Gleason Lake Road and Vicksburg Lane

The attached email comments were received after the distribution of the packet.

From: Marty Mensen
Sent: Tuesday, October 18, 2022 8:23 PM
To: Gervaise M Peterson
Cc: Jennifer Pearce
Subject: Re: Taking the Pulse of Townes on the Roundabout

Hello Gerry,
Jenn and I are for the intersection improvements. We feel it is not very safe now, especially for pedestrians. The roundabout appears safer for pedestrians, especially if they install pedestrian crossing lights. The left turn out of our neighborhood may be challenging at certain times of the day, but we can always take a right turn and go around the roundabout to head towards Wayzata. Thank you for getting the concerns addressed.

From: [REDACTED]
Sent: Sunday, October 23, 2022 12:02 PM
To: Public Comment <publiccomment@minnetonkamn.gov>
Cc: [REDACTED]
Subject: Comments on the Townes/Gleason proposal on the Oct. 24 council agenda

Regarding the roundabout proposed for the Townes Rd./Vicksburg/Gleason Lake Rd. intersection:

I want to disabuse anyone of the notion that the residents of Townes Road/Townes Lane neglected to voice their objections to the roundabout proposal early on out of disinterest or inertia. The first I heard of it was in an email councilman Bradley Schaeppi sent out to our two neighborhoods on Sept. 30. If invitations to earlier meetings were sent, they were likely overlooked because the original road construction plan didn't include these changes at all and they weren't shown on the illustration we received when Plymouth announced the project.

To briefly restate my concerns: I remember when this intersection had only two stop signs and traffic on Gleason was not required to stop and let us in. Turning left was especially frustrating, and during rush hour turning right wasn't much better. There is nothing in the roundabout specifications to suggest that this problem, or the safety issues the roundabout adds for us, would be resolved. Our entry point is not, as suggested, the same as other roads entering Gleason; we are significantly closer, almost on top of the intersection of Vicksburg and Gleason where the roundabout is proposed. Further, this is our sole access for entering and leaving our neighborhoods; we have no alternatives. The proposed changes wouldn't be just a step backward for us now; the proposal acknowledges that, if the roundabout goes through, any increase in future traffic levels will worsen the problem.

As far as I can determine, the idea to remove the four-way stop and add a roundabout arose sometime in the fall of 2021. It seems to have been an afterthought, added not because of any immediate or compelling need, or with any serious consideration of its negative impacts, but

because someone thought this would be a good time to “fix” a non-problem in order to address issues that may or may not arise in the future. This bothers me a lot.

This is not a dangerous intersection. It is not one that has proven problematic for either drivers or pedestrians. Despite arguments coming now from city officials to justify the proposal, what Plymouth has never provided is evidence of:

- any concerns or complaints about the intersection from residents or outsiders who use it
- the number of accidents and/or injuries that have occurred there.

They haven’t provided these either because they don’t exist or because the numbers are so negligible as to be meaningless.

I have lived on Townes Lane for over 40 years, and in that time I have heard of no complaints, accidents or even close calls since the intersection was made a 4-way stop. While there certainly may have been some, you’d think I would have heard of at least one in that time.

There is in fact reason to believe that a roundabout would make the intersection more dangerous, not less. For this reason, I am asking the council, please, to request more relevant data before a vote is taken and a costly, ill-considered project moves ahead, becoming all the more difficult to forestall.

Personally, I came away from the Oct. 12 onsite meeting feeling that it was added only to appease the residents and not because the city representatives were open to gaining a better understanding of the issues. Since the Oct. 3 vote was postponed, the agenda item notes for the proposal have been amended and a lengthy section, “Need for the Project,” added. Residents have become much more vocal in their objections since Oct. 3; this addition seems more of a refutation of those concerns than an unbiased evaluation, with several inaccuracies and mostly self-serving assertions.

I could say much more about the wrong-headed, inaccurate statements made in an effort to justify this proposal. I will gladly provide these if asked.

I am very worried that this will be pushed through regardless anything we say. I can only urge the council members to please give serious consideration to the problems associated with the proposal and whether a final vote is warranted at this time.

Judy Wright
303 Townes Lane

From: Jeff Anderson [REDACTED]

Sent: Monday, October 24, 2022 9:30 AM

To: Public Comment <publiccomment@minnetonkamn.gov>

Subject: Opposed to the Gleason/Vicksburg/Townes Rd roundabout

My wife Sue and I have lived on Townes Road for 10+ years and expect to be negatively impacted if the proposed roundabout is put in place.

- 1) Turning left onto Gleason from Townes Road will be much more difficult and hazardous during high traffic periods.
- 2) Even turning right will present a challenge and hazard during peak traffic periods. And that is exactly what the proposal suggested as an alternative if turning left is too difficult.
- 3) We are very concerned about pedestrian safety. Contrary to what the proposal states, it appears to us having observed pedestrian traffic at other roundabouts, that the roundabout would put pedestrians at greater risk.. Crossing lights, if they are ever put in, would still be less effective than the hard stop signs.
- 4) The proposal forecasts that there will be a significant increase in traffic at this intersection over the next 20 years. What is going to cause this increase? This is a residential area that is completely developed. We know of no new high density development projects in the area. There are no undeveloped lots. So, where does this increased traffic come from?

I find it ironic that in support of putting in the roundabout, on page 425 of the City Council's Meeting document packet, it states - "Vehicle delay can contribute to unsafe conditions through poor decision making by drivers stuck waiting unacceptable durations. After much delay, motorists can choose poor gaps, become less attentive, and make aggressive maneuvers."

This describes the negative situation that I have observed at roundabouts that I have driven through in various locations throughout the Minneapolis suburbs.

It is especially irritating that there is misrepresentation of the neighborhood's concern. We were NOT notified of the December 2021 meeting. We are and have been very concerned, but until recently were not made aware of the details of the project or given the opportunity to provide input. Unfortunately, we were out of town and had to miss the October 12 meeting. I would ask how many emails and phone calls were received regarding this project? That would be a better representation of the neighborhood's level of concern.

Thank you for the opportunity to comment.

Jeff Anderson
Sue Stovern
501 Townes Road

From: John Remakel [REDACTED]

Sent: Friday, October 21, 2022 3:29 PM

To: Bradley Schaeppi <bschaeppi@minnetonkamn.gov>; Public Comment <publiccomment@minnetonkamn.gov>

Cc: Mike Funk <mfunk@minnetonkamn.gov>; Lindsey Hemly <[REDACTED]>

Subject: Re: Minnetonka Towns/Gleason Intersection--Vote on Monday

Brad - Thank you for your update below and efforts on this matter.

City of Minnetonka - While my wife and I were originally apprehensive about the concept of a roundabout, we got more comfortable with the proposal after the neighborhood meeting with the Plymouth and Minnetonka staff and engineers. We appreciate their willingness to meet with us on-site in driving, cold rain to explain the project, approval process and to hear our concerns. The Vicksburg/Gleason intersection has been problematic from a safety perspective for many years and while it will take some time for everyone in the neighborhood to adjust to the new configuration we are hopeful that a roundabout will ultimately slow speeds on both Gleason and Vicksburg and make drivers more aware of their surroundings.

That being said, coming away from that meeting we remained very concerned about the safety of pedestrians and especially young children given the roundabout's location in a school zone. We have 2 boys - 2 and 4 years old - while still too young to use the crosswalks themselves, it will not be long before they do so. We live two houses from the intersection and every day we see 10-15 neighborhood children (sometimes accompanied by parents and sometimes not) pass by our house on foot to go to either the Central Middle School immediately across the road or to nearby Birchview Elementary. In the winter months, this occurs often in the dark - in both the morning and early evening. There is also regular foot traffic by families and elderly persons in our neighborhood to access the nearby Luce Line, walk pets and/or get healthy exercise. The crossings and their safety are absolutely critical to the enjoyment of our properties which is why I think there has been so much passion and the neighborhood attendance was so strong that evening.

From our perspective, the RFP flashers and enhanced lighting that Brad mentioned below in his email are no brainers and absolutely essential to make this project safe. There are RFPs on Vicksburg Rd in Plymouth at both the crossings from the LDS Church to the Central Middle School and more north for the Luce Line crossing by the City of Plymouth's golf range. I travel that stretch of road multiple times every weekday to take my children to daycare in Plymouth and the compliance by vehicles when the RFP lights are flashing is extremely strong. If there were no lights, I would almost guaranty given the speeds on Vicksburg that it would take multiple cars on both sides before someone would have the kindness to stop for pedestrians at those crossings.

There was a comment by the staff/engineers that the Townes/Gleason roundabout would be "retrofitted" for future installation of RFPs. How and when would that occur? Will a death or serious injury be required to prompt RFP installation? The comment did not sit well with us then and has continued to bother us ever since. Both my wife and I are attorneys and it very much sounded like an economic/cost-benefit analysis based on some arbitrary thresholds. The voices of the people who live and use the intersection daily must be heard and weighed into consideration.


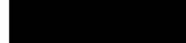
The safety issue bothered us so much that we drove 10 miles to St. Louis Park where we took photos of a roundabout that was constructed in 2021 at the intersection of Beltline Blvd and Monterey Drive. There are 4 exits with crosswalks and 4 RFB flashers at each of the crosswalks. More commercial than our intersection is but it's still very similar with a community center (public use) on one of the corners. I am familiar with this roundabout because my brother's dental office is on an adjacent corner. I am sure there are more anecdotes of RFPs at roundabouts like St. Louis Park and Richfield (as Brad mentioned below) - it certainly seems to be the prevailing wisdom/practice these days.

Link: https://www.hometownsource.com/sun_sailor/free/detour-set-near-st-louis-park-recreation-center/article_7e04d81a-b84e-11eb-adfd-7b7de5823da9.html

One other important constituent who we have not heard from is the Wayzata ISD. I understand they were made aware of the project early on but I am not sure they have been involved recently or considered the safety issue of crossings. It is the ISD's land that is being impacted/taken and it is their students that are being affected by this project. They have been off for MEA this week but when I spoke with a representative in their Facilities division on Wednesday she said that she would leave a message for the Facility Director Jon Deutsch. I have copied Mr. Deutsch on this email so he is aware of the most recent developments and has the opportunity to voice any concerns the ISD may have about the latest proposal.

We will be at the council meeting in person Monday night. Thanks for hearing our concerns.

John & Lindsey Remakel
150 Townes Rd
Minnetonka

 (John's cell)
 (Lindsey's cell)