

COTTAGE GROVE CITY COUNCIL

12800 RAVINE PARKWAY SOUTH

COTTAGE GROVE, MN 55016

SPECIAL MEETING - TRAINING ROOM - 6:00 P.M

November 20, 2024

1. CALL TO ORDER

Mayor Bailey called the Special Meeting to order at 6:00 p.m. He asked everyone to introduce themselves, so that way everybody in the room knows everybody here:

Kyle Uecker, Director of Facilities, School District 833; Kristine Schaefer, an Assistant Superintendent, School District 833, who oversees the high schools; Mark Dubois, with KOMA, the Architect on the project; Kevin Bohl, Civil Engineer BKBM; Ryan Burfeind, Public Works Director; Emily Schmitz, Community Development Director; Monique Garza, City Council; Dave Thiede, City Council; Myron Bailey, Mayor; Justin Olsen, City Council; Tony Khambata, City Council; Jennifer Levitt, City Administrator; Todd Herber, Principal, Park High School; Dan Hines, Assistant Director of Engineering and Infrastructure, School District 833; Crystal Raleigh, Assistant City Engineer; Riley Rooney, Associate Planner; Gretchen Larson, Economic Development Director.

2. AGENDA

A. Workshop - Park High School Site & Building Improvements

Staff Recommendation: Receive an overview of the proposed site and building improvements for Park High School and Crestview Elementary Schools.

Hines said I'm super excited to get to show you guys this tonight. I think you're going to like the refresh that's coming to Park High School, the first major refresh really since 1965. This is very exciting for us and we hope the community at large as well.

So, what is in the scope? The basic scope is reconstructing a secure front entryway, and then as we go through this, we'll come back to slides where we'll dive into each component of this a little bit deeper. Basically, it's going to consolidate our student services and our administration in one portion of the building to keep visitors condensed. The next piece would be constructing a new kitchen and cafeteria. Next up would be renovating the existing Career and Technical Education (CTE) and STEM spaces; CTE is industrial arts, a fast business, that sort of realm. After that, we are looking at the site holistically and how it interacts with City streets and how it interacts with Crestview Elementary next door, to try and solve some of our pedestrian and our car traffic problems.

First up is the overall site, so I'll do a super high level here, and we're going to come back to this diagram later, when we dive deeper into the site. Component by component, starting on the west side, by Crestview Elementary; you can see reconstruction of a new road with the existing road entrance coming in and then construction of a new road that loops through the site. So, right now, anything that's sort of headed in white is existing, anything in color is something we're touching, as far as the site is concerned. Moving a little bit further to the east, we see a connector road that connects both the Crestview site to the Park High School site, removes the main connection point being 80th Street, and now takes that traffic off 80th Street and puts it on District property.

Moving east, you can see there's a lot reconstruction for what is currently a student lot. Moving further east, we see a small addition coming off the CTE area, a new loading dock area, a new kitchen and cafeteria there, and #19 is where that kitchen café is going. #18 is a plaza, which will be a new primary student entrance for students that are coming either via their own vehicle or being dropped off by parents, removing them from the front and putting them on the back of the building. Then reconstruction of both our student lot on the far east, #7, our bus and traffic loop on the front, #8, and then #1 is our staff parking lot, which is also our visitor lot during school hours.

So, let's dive into each space specifically:

New Front Entry and Secure Office: Currently, a lot of the people that you see depicted here are spread throughout the building. If you're a visitor coming or you're a student looking for service, you are searching throughout the building to kind of find these things. What this does is this takes existing space on the front of the building, consolidates as many of those services and administrators in one area as possible, and we try to contain any kind of visitor coming to the building to the front of the building. So, rather than going in and looking for an individual, you're now contained in one secure spot, so you can enter the vestibule into what is a greater desk than what currently exists, this is just a slight relocation within the space. On the far left is the existing Lecture Hall, so this would take that Lecture Hall space and it would create this front office. What we know is spaces are framed in at the front of the building, the Lecture Hall is already there; so, rather than constructing a whole new office complex, it's taking over that Lecture Hall, but you'll see where that space is going soon, it's not being lost.

Rear Entry from the Plaza: This doesn't exist right now, so don't try to picture this in your head because it's new. This is another secure entry that's now on the rear of the building for the parent traffic that's going to the back; this would be unlocked during school drop off and also staff can monitor who's coming and going, and then it would be secured after that drop-off period in the morning. So, these doors don't remain unlocked throughout the day, and that spills directly into the cafeteria.

Student Services: This forms a way to kind of filling in the main street; this is student support, whether it's counseling, psychologist, etc., in one condensed space. So, when students are seeking out those services where they want a little bit more privacy and they want a little bit more efficiency, they're all condensed into one space. You can see it's also kind of bordered with conference rooms around it; so, if there is any sort of a conference, whether it's with a student or it's with a family, they can be adjacent to each other. So, rather than trying to search for space and moving people around, we keep everybody contained into one nice, condensed space. The hashed area you see in the middle of that courtyard, so this is actual light spilling into these spaces. You can also see on the righthand side, and there'll be a larger image of this, the inclusion center, which is currently on the front of the building; this upsizes it and moves it more down into main street, as well as two business classrooms.

Construction of New Kitchen and Cafeteria: One item of note on this, the current kitchen and cafeteria are original for the building, so there was slight expansion into adjacent spaces for the cafeteria over time, but the majority of it is all existing in situ. We know we have nowhere to go in a landlock, so in order to create a sufficient space for not only today's current student population, but also a future student population, and we're estimating 2,300, this was built to accommodate that. So, we're not coming back in the future and trying to expand these expensive eating spaces again, we're doing it right now so that we don't have to do it as additional students come. One thing you'll notice is that the cafeteria is broken into two spaces; we know that different students like different types of environments, so one thing that we were trying to create here were two different feelings between one supervisable space. The part further to the north, or higher up on the screen here, has a higher ceiling, its more open, those are actually windows all the way around the border; it kind of creates that larger volume space than a traditional cafeteria would feel like. The smaller portion, the south or bottom of the screen, has a lower ceiling, it's a little bit more of a cozy feeling; the intent there is to create a more quiet, calming space for students that prefer that type of environment, yet they're still seamlessly connected to the kitchen and all of the adjacent spaces. Item of note on this, this will be one of the first projects in the District, Oltman made the very first, where we have to now comply by a new Building Code that requires a storm shelter. So, this is also a storm shelter in that it can contain the entire student population of the building, as well as the staff; we're estimating 2,500 bodies in this space during a tornado event, but don't be put off by that in the regard that we are still able to get glass and that kind of feeling in there through different types of glazing. Here's one image of that cafeteria: This is if you are walking into the larger-volume space and looking to the north, or towards the stadium; as you can see, all of that glazing feels like normal windows, like you'd see in here, yet they're all storm rated. And there's another view, looking at the serverly that would be adjacent towards the west. This is what we're calling kind of our main rotunda or our main street, if you will; this is kind of an existing space in the building where the current kitchen and cafeteria sit. This creates a big area where all the hallways converge, rather than the narrow corridors that we have right now that come to a very square, narrow point; this opens that up a little bit more and makes it feel a little bit more modern and a little bit more like a university or a mall setting. What you're actually looking at there is the school's storefront, that would be the school store that's run by the business units, and there's another view of that same space.

New Addition off of the Current Small Engines Lab: The small engines lab becomes a construction lab or woods lab. This addition provides a flexible space for students to build things like sheds or work on walls that have plumbing, electrical, those kind of components in them. It creates a big space that also opens up to the outdoors; there'll also be a canopied outdoor-build area for building sheds and things like that. So, this really creates one of those more tech college kind of feeling spaces where you can have those more in-depth construction classes.

Online Learning Space: This is in the existing cafeteria space. One thing that we talked a lot about during the bond campaign is our increasing online enrollment; one thing that's misunderstood by that is people hear online learning, and they think the kids aren't in school. The majority of students that take online classes are taking them between two in-person classes during the day, so they're still at school even though they're taking an online class. It just expands the offerings that they have, so we have to have space for those students during the day when they're taking those online classes; currently, we really don't have that space, other than just utilizing the media center for that space. So, we're taking over a lot of that existing cafeteria space to create those quiet environments that are conducive to that online-learning environment, but also being passively supervised; you can see the windows there will spill into those student support areas, and so the student support staff can then passively kind of supervise what's going on out in the online-learning area.

Plaza: This is a look at that plaza, so this would be the new entrance that's on the back, near the cafeteria. The brick façade that you see there with the glazing, that is the high portion of the cafeteria. As you're looking at that entrance, that entrance actually looks reminiscent to the front entrance at Park now, it's kind of paying homage to that while still moving into the future. So, this is sort of that gathering space that we're hoping creates a space that doesn't exist now really at Park, where students can spill in and out of the building. A lot of the concrete you're seeing is actually built-in seating, so that seating height, and so that kind of multipurpose is that it's a place for students to spill out after lunch, after school, before school, and kind of creates an environment we just never had at Park. There's another view of that with the tables in it; again, as you can see by the glazing, intentionality is there so that staff inside, observing the cafeteria, can also observe the students outside at the same time. So, supervision and security were really kind of the pinnacle of this design, as far as that's concerned. There's an aerial view of that plaza as well, so we're hoping to put some greenery in there, kind of break up the space, make it feel a little bit more organic, a little less brutalist with all the concrete that's in there. I said we were coming back to this.

So, how does this tie into the City's infrastructure? We were trying to solve multiple problems: One problem that we knew we had coming out of the gate is currently where #8 is listed on here, that is both our current parent drop off, as well as our bus drop off and pick up. And it's a major conflict point, not only on our site, but also spilling onto 80th Street, as far as the City's infrastructure is concerned. So, we made that a very thin piece of what we were trying to design here of getting as much traffic off of 80th Street as possible; trying to fix some of those backups and queues that currently plague 80th Street, and that's where that round, kind of circular road across the back was created was to get that traffic off. The theory here is if you are a parent coming for pick up or drop off during those typical Park High School operating hours, you would actually enter one of these two entrances over here. So, if you're coming from the west, you would enter at point #2; if you were coming from the east, you would take this turn lane that does not exist now, and you would come in there. You would loop around the back of the building, and your T would start roughly here and queue up as long as the stacking would need. So, the intent there is to get that traffic off of 80th and on the District property. One of the things we sort of passively solved with this, or we believe we have solved, is Crestview also suffers from the same thing, potentially even more significant. The current stacking space at Crestview is literally within the white area there, so what we wanted to do is nearly double that stacking space that's available by putting this road around, labeled as #4, to try to get as much queuing as we can off of 80th and onto District property. It should be noted because you probably can't see it from the back, the road that wraps around here is one way only; so, the intent is not that traffic would be two way, the intent would be any traffic coming on that road would be coming from the west and eastbound towards Park. The only portion of the rear drive that's two way is this segment here, and that is really predicated on the fact that that's a loading dock back there so for any trucks that are coming for deliveries, but there will be a restrictive point right here where traffic can no longer travel west. If you're familiar with East Ridge High School's site, it's similar to that where we have roads that are very directional and very intentional with that.

As far as student traffic goes, the student parking lot will remain as is; the only change here is currently there is a connection point here that moves from the student parking lot to the north to connect to this road. This lane right now does not exist, so what we want to do is we know this is a conflict point because as soon as you turn there, you're now blocking the stop sign, is to move that road connection over here. Eliminate this one altogether, gate this road connection, so this would become a restricted point that wasn't always open, and redirect all student traffic onto 80th Street via the traffic signal on 80th Street. The idea behind that is we'll say with our less experienced drivers, we want the traffic signal to make the decision for them as far as entering 80th Street. Right now, they enter both at that traffic signal as well as on Ideal, and on Ideal it is not always an ideal decision that they make. So, we want the traffic signal to be the main governing device that controls access in and out of that parking lot as far as students are concerned. Parent traffic moves, where it's comingled with the buses now, back onto that rear road, and the traffic from parents would now primarily use Ideal. Now, we're not particularly concerned about that for a couple reasons: 1) We're removing the student factor from the intersection of Ideal and putting them there via the gate; 2) Most parents are currently leaving at this point right now, which is also not a traffic signal. So, we don't believe we are creating any sort of new situation as far as accessing 80th in parent traffic and a traffic signal not being there; we think that it's a much more responsible approach for more experienced drivers, like parents, to be accessing 80th Street via Ideal, and students using the traffic signal itself. Buses will remain as they do today, stacked in front of the building, accessing 80th from that primary, and then staff will also remain where they are today, under the #1 there.

The intent here really is to try and create these specific domains, where we have a Crestview domain, we have a student parking lot domain, the parent drop off domain, a bus domain, and a staff parking domain. So, it's very intentional and trying to cluster those a little better than they are clustered today and really control those traffic patterns.

So, what is our plan for how this is all going to go down? This is our basic plan, it's really busy, so we'll kind of walk through it piece by piece: The very first thing we intend to see on site, as far as groundbreaking is concerned, is the utility work in this region right here, at the rear of the building. Most of the utility currently comes into the building back here, but it's pretty much underneath where the new cafeteria and kitchen is going; so the intent is to begin trench burying utilities underneath where that main road is going to go, get those in the ground, and then start to demo out the existing utility to make way for the new kitchen and cafeteria complex. That is intended to start this spring and carry on through the summer. Subsequently, as soon as that portion finishes, the construction of the new kitchen and cafeteria will commence, also intending that that would be at some point in time during the summer. That would carry on and be completed in August 2026; so, we intend for that new kitchen and cafeteria to be online for the 2026-2027 school year. We are also looking at fixing this Crestview issue and creating this new connection point, immediately commencing this spring as well. So, kind of starting in two spaces at once where they won't interrupt each other. We are intending that that Crestview loop would open this coming fall of 2025. We would not make the connection to Park High School or the connection to 80th Street, as far as this far east right turn only until the 80th Street project, in the case of that intersection point and until the kitchen and cafeteria complex is done as far as the connection point in the rear. So, the parent traffic at Park and student traffic at Park would continue as they are now until that connection point is made.

Moving a little bit inside the building, this is still a little bit in the air, so I'll go really quick through it. We are going to try to target as many areas as we can during the summer, to try to minimize any kind of disruption to the school. We have identified some select areas where we can create some swing space, to move people out of one space into the swing space and then work our way through the building. We have no anticipations of interrupting any kind of learning or testing; we have a relatively robust plan to try to work around all of those things. Similarly, with athletics, we have plans and contingencies in place to be able to move sports around while both the fields are being worked on.

Overall Schedule: We're wrapping up design right now. We will be submitting the final bid pack in March, and then we anticipate construction being fully underway in June, if not slightly earlier, in some of the areas we can get to, it's really pending for us. The entirety of the project will be wrapped in August 2027, but a lot of the big things that you could see from the outside of the building, like the kitchen and cafeteria, will actually be done a year earlier than that. He asked if there were any questions.

Council Member Khambata said the pick up line is brutal at the elementary school, I can't imagine what it's like at the high school. Parents are rude, so how do we prevent impatient drivers who are dropping off from abusing the bus lane anyway? And I'm sure you already have an articulate answer for this, but.

Hines asked the bus lane, as far as this bus lane? Council Member Khambata replied yeah, like so how do you prevent people, who are creatures of habit, from disregarding whatever signage you put there and basically jamming up the bus lane anyway?

Hines replied it's kind of twofold: 1) Right now, we have some staff here, but what we intend to do would be to utilize cones and things to force anybody to go around; they couldn't cheat as far as going under where the #1 is there. That's one way to do it. 2) The other way that we have learned is there is no better supervisor of a parking lot than a bus driver; nobody will get parents out of that parking lot quicker than a bus driver. So, if a parent tries, using Grey Cloud as an example, if a parent pulls into the rear bus lot at Grey Cloud when they're not supposed to, they will only do that once. I guarantee they will only do that once, especially depending on the bus driver that's there. So, I think it really comes down to staff supervision. Todd, I don't know if you want to add anything to that as far as building operations are concerned with controlling parents.

Herber replied yeah, it's going to take significant training, it just is, but I feel once we get people trained, especially when they are new parents to Park and they see the efficiency, it will go much better. Because right now, when they come in and then we're full, we have our through lane; and then we make them loop back out onto 80th Street, and keep looping onto 80th Street until the middle lane is starting to clear of cars, and then they can come in.

Council Member Olsen said it's like going to the airport.

Herber said oh, they hate it, and we have looks, and we've been told you guys need to figure this out. I said this, what we have right now, is the best way to do it, and it still stinks. There isn't a better way to do it now, that's why we really needed to fix that by having this Wolfpack Way built out in back so that they can line up so we can get them out. It'll go faster, it'll be easier, less headaches, but it's going to take training.

Council Member Khambata asked are you guys proposing any changes to the medians or turn lanes or a traffic signal on our part?

Bohl replied as it sits right now, none of this would require that. I think when the 80th Street project gets a little bit deeper in and we collaborate more on that, I think there's opportunity there. I think the primary thing that we're showing right now is that additional right-turn lane off of 80th, going into Crestview; that's the one thing that doesn't exist today that really needs to exist to make it work.

Director Burfeind said yeah, we've been coordinating really closely with the School District, knowing our project is in 2026.

Council Member Thiede asked do you have any statistics on like the percentage of kids that end up getting dropped off vs. the number of kids that are bused vs. the number that walk?

Hines replied it varies a lot by weather, and that's not a copout, it really, truly does. We did a quick test last year, I believe we had 151 parents the day that we counted parents.

Council Member Khambata asked how many permits do you normally issue for your students?

Hines replied upwards of 420, 450, right in there, student permits. So, long story short, to answer your question, there's a substantially less amount of traffic that we intend on Ideal, by comparison to the traffic signal going onto 80th from District property.

Council Member Thiede said so obviously, in some cases the most efficient thing would be busing kids in, volume wise; is that a true statement or not?

Hines replied I think it's a true statement; I think it is an unattainable statement.

Council Member Thiede said well, that's why I asked; how do you make the bus ride a little more sexy for older kids?

Herber replied but there's a few things that come into play there. We have a lot of students that will engage in post-secondary ed options, so they come for part day and then leave. We have students that participate in course work at Northeast Metro 916; they show up, they leave, then they come back. And then we have, of course,

students with appointments coming and going, and kids who are doing some online coursework while doing in-building coursework. So, there is a lot of in and out throughout the course of the day.

Council Member Thiede said yes, well, they ride it a lot more than when I was in high school.

Council Member Garza said and took it from me, kids don't take the bus if they don't want to take it just to get around.

Mayor Bailey said I have a couple questions for you. So, first, with Crestview, I usually am the one driving by when everything's backed up there. If they're able to go in and out on Crestview, I see how you have the parking lot there, where it looks like if they come in to drop their kid off, where exactly are they dropping their kid off at Crestview?

Hines replied good question. So, today they currently enter and they loop here, and the traffic roughly stops at my finger; technically, the students are entering the building further back, that's the ideal way they enter, some of them do come in the front just because of proximity. The intent here would be anyone coming from the west comes in this drive, would carry on, and then we queue in pretty much the exact same spot they do today but with substantially more staffing. Anyone coming from the east would come in and merge in and do exactly the same thing. As far as leaving is concerned, not depicted on here is a primary exit, the primary exit is about over here. So, anyone that's heading to the west on 80th, which the mass majority of our parents do now just because of 80th, would be turning direct right. Anyone that needs to go left, I think we counted six cars the one day that go left, would come to this intersection here and have to cross and come over.

Mayor Bailey said okay, so the other question and this may go a little bit to Ryan, too. And whether it's Crestview or whether it's Park; by the way, before I go any further, I'll just say I like the design, I think it's good. I still worry about what's going to happen down by Crestview, and the reason I'm saying that is if people are in queue going east on 80th, and there's traffic going west on 80th, aren't you going to back up cars into the intersection of Hinton?

Director Burfeind replied yes, and that is something we looked at, and that was a big reason we proposed this new right-turn lane with that new entrance. I think initially it was just the one entrance at that #2, so we'd have all the cars taking a right in and cars taking a left from the west would have to wait for them. With that new right-turn lane, a new way in, I think that there won't be conflict with those right turners, so it should be pretty good. Obviously, if there's cars coming down, going westbound, they'll have to wait for them, but I think that's pretty consistent with today, correct, Dan, as that's where parents are going in; and we have had issues with backup in that intersection, so there should be a big improvement.

Council Member Olsen asked any change to the pedestrian traffic and the way that we're going to try to handle that with all those walkers from Crestview?

Director Burfeind replied I don't think there's any change from the School District's standpoint, but yeah, no changes from the crossing.

Hines said so there's a couple of things: 1) Just anecdotally, the mass majority of our walkers at Crestview actually come from west of Hinton. So, that is the vast majority of our walkers. We do have some walkers that do come from the east or primarily the northeast. What we're intending to do there is create this path that sort of loops all the way around and comes back down into Crestview. Currently, there's like segments of that exist, but there's not necessarily the continuous path that's shown on here. 2) The other thing that we're also doing is creating an ability to have a crosswalk stacked across.

Council Member Olsen said I was hoping you were going to bring that up because I have had numerous people who live in that Ideal area ask about that over the past couple years. When you're out knocking on doors, talking to people in a campaign about things, in their bucket of what they would like to see happen, that's a big one. I'm glad you guys are both hearing that because I think that's important.

Council Member Olsen asked with respect to Park, do you have any adjustments being made to sort of the theater side of the building with the fieldhouse and all the rest of that, or is that going to be your club space that you made some of these other changes?

Hines replied so we're starting the music suite with all this right here; that space was completely renovated in 2021.

Council Member Olsen said that's kind of why I asked; I just didn't know if you were thinking of factoring in some additional changes, or is that?

Hines replied not as part of this, we're not looking at that. Similar to like the fieldhouse, like that's 2020 when we did the fieldhouse.

Council Member Olsen asked so, then will you be using that as swing space for some of the other parts of the building?

Hines replied right now, we have not identified any of the music suites, the performing arts space, or the Phy. Ed. space as a swing space. We're trying to keep that as much within the main academic footprint as we can.

Council Member Olsen said and the reality is those are busy spaces, so to not have construction is probably a good thing there, so that's good. What about, as you kind of look forward in terms of any additional headcount in school, is this concept going to allow for headcount expansion; and if so, how much?

Hines replied that was a huge driving factor in this was being intentional. We know Cottage Grove is growing and we know St. Paul Park is growing as well, which also feeds into Park High School. And, so, the intent there was to create these kind of central spaces sized in a way that as we need to add classrooms in the future, we don't have to come back to you and say we're going to knock a cafeteria wall down. What we're showing as far as student space is concerned and central space, as far as the cafeteria and kitchen is concerned, we're showing a capacity of 2,300 with a cushion, but we're saying 2,300. So, when we do our capacities, there's already efficiencies built in; I think we do like .9 is typically what we do, which is why we don't completely go over the edge when we do go over capacity for a little while. But in our ideal situation, it would be a max of 2,300 in this space.

Council Member Olsen said and we do have Cottage Grove students go to East Ridge, obviously, and East Ridge has been a little tight for a while, right? I know you guys are working on that. But the reason I ask the question is at some point, conceivably, there will be another boundary change; and some of those Cottage Grove kids may end up at Park instead of East Ridge as a result of that. So, I was curious if that had been factored in, so I appreciate that. The last question I had is in terms of the Ice Arena and the tennis courts and all that sort of stuff on that side, when we have events there at the Ice Arena, of course we get a lot of parking that we need from Park, kind of the staff parking and all of that other parking going. Has there been any conversation about ways to adjust some of the parking areas for the Ice Arena to tie in, will that be vastly different?

Hines said I'm glad you asked that because it's something I missed. So, if you look at #6 up there, all of those additional stalls don't exist today, a handful of them do for our nutrition services and stuff back there, but the majority of the stalls depicted in this drawing today is net 50. So, we're adding net 50 stalls back there, and that's not only just to create a net for the site; the other reason we particularly like them back there is if you're coming for athletics or any kind of an event at Park right now, Ice Arena aside, the majority of those people are sort of filling the front parking lot, then the student parking lot, and then working their way back. What we're hoping with this is that by creating not only those additional stalls, but also another primary entrance on the back, that that will encourage more people to park back there and get some of the parking out that is currently in front of the building by creating that other dedicated entrance that's closer to some of those things.

Council Member Olsen said yeah, that's a good thing because when we do have the big events, and I'll reference last year for the Cretin and Park game, for the playoffs, I know with Park we almost had several interactions with people who were unfamiliar with kind of how it all worked; they were driving in between the high school and the arena, kind of parking and not parking, and all those other things. Anything we can do to mitigate some of that; I don't know, Zac, have you had any interactions with this plan to talk through some of those things?

Director Dockter replied yes, we've talked, but we agree that during events that access, in terms of primary access, a lot of those people were parking like animals on the west side of the campus there; there's 120 spots, it's a good parking lot, but they just don't know. They get turned in, and everybody starts stacking up there. I do believe this plan alleviates a lot of it, especially if they use it in that fashion.

Hines said and we do not like this as a throughfare whatsoever.

Council Member Olsen said we don't either, it's scary, it's dangerous.

Hines said that's one of the reasons why I felt if a massive road is constructed, that's just really not a viable option, to put any kind of traffic that's not like a bus driver through there, because it just is a bad zone for parents or students to drive down.

Council Member Olsen asked Ryan, how does this work with respect to snow removal, etc.? I know sometimes we've had some pretty difficult years where we've had to haul snow out and different things; how does that work for you?

Director Burfeind replied I think it still works well; 80th is obviously our most common spot we have to haul from, and probably not a lot of changes, good or bad, in terms of our standpoint; it's just such a tiny Right-of-Way, so I think we'll still be, like one-or-two years ago we did a lot of hauling. I would still see that, but this won't make it any worse. It's just kind of our life out there, a lot of snow hauling, so.

Council Member Khambata stated I know that there is, or had in the past been, an issue with pedestrian traffic crossing 79th Street and Hinton Avenue, not at the controlled intersection. Do you guys have any way to mitigate that by redirecting how student traffic leaves the building to encourage crossing at the crosswalk there?

Hines replied I'm super unfamiliar with that, so I don't want to answer that question.

Council Member Khambata said so there's a bus turnaround, and people did cross at the bus turnaround at an uncontrolled part of Hinton Avenue there.

Hines replied Crestview has three crossing guards out there: So, they have one at the coffee shop, one at the corner of Hinton, and then one at what used to be the orthodontist there, I don't even know what the heck it is now, but it's on there. I see it, too, I went near Dave's, down in Hidden Valley there, and you drive through there and the high school kids are just ignoring and crossing any way they want to, but the little ones are still paying attention. So, right now, I don't know what else we could do. We're hoping that maybe some of this easier pathway solves some of that, but the little ones are following the rules and going to the crosswalk; it's the older kids that are smarter than everybody else that go through the walkway there, and it's intentional, we don't put a crossing guard there for the older kids and stuff, too, so.

Mayor Bailey said I think this one is maybe for us, Zac; so, I think it's #5, that's the existing parking area, right, with the additional parking on the north side there?

Dubois replied it's reworked a little bit, but yeah, that is an existing lot right there, in that vicinity.

Mayor Bailey asked and do we still have that little white building between that parking lot and the extra?

Dubois replied yeah, that's the original warming house. And the budget kind of killed us because we had planned on, or we had hoped to move that to a different spot, kind of north of that parking lot and expand that, but the budget kind of killed us on some of that stuff when we had evaluations.

Mayor Bailey asked was it due to the cost to do the parking or what, do you know?

Dubois replied yeah, just moving the building, then we'd have those spots but we have the ballfields and stuff like that, so we needed to dump that and keep that on site. So, moving that whole thing and trying to fit it in, it's not really outlined there, but #13 is a soccer field. So, if we moved it over, we kind of impacted the soccer field; because we had to move where #9 is up there, behind the stadium, where that big practice football field is right now, we had to accommodate that somewhere else on the campus. And we're also moving another softball field, but that #13 is a soccer field. So, moving the old warming house onsite there, somewhere else, it got expensive and it also encroached on like inches to where we could have the fields.

Mayor Bailey said okay, it's just kind of, it is nice to have the additional parking.

Council Member Olsen asked what was the cost to do that, to move that ballpark? Mayor Bailey asked and was that your property, too, by the way? Is that the School District-owned property?

Dubois replied yeah, everything is the School District's. It was in the multiple hundreds of thousands of dollars.

Council Member Olsen asked multiple hundreds of thousands? Dubois said I want to say it was close to 80 or something like that. Council Member Olsen asked did you guys take down that big hill that Park used to make me run all the time? Dubois replied we're leaving that. The pain will still be there.

Mayor Bailey said and I'm sure you'll go over it with the City; so, in the future, once we get to this point, are we going to have specialized signage to direct people where to go for various locations on 80th and Ideal?

Dubois replied, I don't know if you have any of that mapped out yet, that's in the signage level.

Kevin replied no, no, we don't have that mapped out here, but yeah, we'll be getting that; we have signage over by the two ponds, by the #9 there, kind of for the Park through and then the Crestview turn, but past that, we don't have anything else added yet.

Kyle said and I don't know if you know it's going to be called Wolfpack Way; Mayor Bailey said we have a name for the road now. Kyle said I was thinking Uecker Way, but people just pronounce it wrong.

Mayor Bailey said other than my question on that extra little warming house or whatever, that storage, that was really the only thing. I mean, the rest of it, I was just making sure that the directional signage was right to let people know where to go. And you guys know what we do; when we have stuff going on or the high school has games at the Ice Arena, parking does become a big mess. And with the bitterness of winter, me parking over on 70th isn't something I'm really prepared to do. Now, you're going to have additional parking in the back, which will be good, but that was my only reason for asking about that, getting it closer to the Ice Arena.

Mayor Bailey said I think I'd have to be there before the JV game.

Council Member Khambata asked those retention ponds are all existing, right; #9 there is retention ponds?

Hines replied the one just to the east of the Crestview parking lot, that one's existing out there. Then the one, so we're expanding that closer to the Ice Arena, so the second #9, or the middle #9, I will say is getting expanded. And then the one behind the stadium grandstand, that's a draining pond as well.

Council Member Khambata asked and does that account for additional impervious surface, or were you guys already at a deficit, to make up for a deficit?

Bohl replied it's a matter of the existing impervious on site was kind of grandfathered in before the result of Stormwater Management requirements. So, with the redevelopment, there's a lot of impervious that's on there, is really what's triggering it. The impervious didn't engulf much on this, I think it was like .3 acres.

Council Member Khambata said I was going to say that retention ponding looked acceptable for the amount of additional development.

Bohl said that's a newer State Rule that reconstruction triggers a balance, so.

Council Member Khambata said overall, I like the traffic flow and the stacking. I see it every day because I'm driving either past it or driving to one of those schools; and yeah, like from a safety perspective for students and pedestrians, and even people that aren't going to either of those schools, it's going to make the long lines easier. So, I think it's a good plan given the constraints that you were faced with.

Mayor Bailey said I have some weird questions: Do you guys do Alternates? Like if you go to bid, do you put Alternates in? He was told yes. He asked would you be interested or could you look at doing what I was sharing earlier with the parking lot and the building? That is, if the pricing comes down on the overall project.

Mayor Bailey said and that's the only thing on the whole site; I think you've addressed all the other issues, fixed them all. It's just again adding some additional parking, because it seems to be at a premium for the school.

Council Member Olsen asked what's the future hold for those tennis courts? Dubois replied they're brand new.

Council Member Olsen said that's what I was wondering, is there any thought that they'll be pickleball?

Council Member Khambata asked how about field hockey in the winter? Council Member Olsen replied yeah, that, too.

Hines said we were asked when we redid the surfacing, Kevin was there, and I asked are you going to test it?

We don't play pickleball as students or varsity athletics or anything like that, so that's; something could be painted in the future. It could be retrofitted for that, or it could be a parking lot, it has great asphalt.

Council Member Olsen said to each their own, so who knows? Okay, good enough.

Mayor Bailey said well thank you very much for coming here tonight; Council Member Olsen said we appreciate it, thanks a lot.

3. ADJOURNMENT

The meeting was adjourned at 6:46 p.m.

Minutes prepared by Judy Graf and reviewed by Tamara Anderson, City Clerk.