

**CITY OF FALCON HEIGHTS**  
Regular Meeting of the City Council  
City Hall  
2077 West Larpentour Avenue

**MINUTES**  
March 26, 2025 at 7:00 P.M.

A. CALL TO ORDER: 7:03 PM

B. ROLL CALL: GUSTAFSON\_X\_ LEEHY\_X\_ MEYER\_X\_

MIELKE\_X\_ WASSENBERG\_X\_

STAFF PRESENT: LINEHAN\_X\_ JOHNSON\_X\_

C. APPROVAL OF AGENDA

Councilmember Leehy motions to approve the agenda;  
Approved 5-0

D. PRESENTATION. NineNorth Update – Executive Director Jeff Ongstad

Ongstad provides general information related to NineNorth. Falcon Heights is part of a nine-city Joint Powers Agreement. They have a 9-member commission that handles cable-related topics and is partially funded by franchise fees paid by cable companies. They also operate the North Suburban Access Corporation, which produces local programming, such as city meetings, and “spotlight stories”, all can be watched through cable or online. Ongstad provides an overview of future updates.

The council thanks Ongstad for the presentation and the work they do for Falcon Heights.

E. APPROVAL OF MINUTES:

1. February 26, 2025 City Council Meeting Minutes

Councilmembers Meyer and Wassenberg motion to approve the meeting minutes;  
Approved 5-0

F. PUBLIC HEARINGS:

1. E-Meter Consideration – Presentation from the State Fair Task Force

Mayor Gustafson provides an overview of the hearing process.

Linehan introduces the members of the State Fair Task Force, and their chair McGarthwaite, who will present the e-meter parking program. He explains that tonight’s presentation will provide an overview of the concept and that updates to the City Code are needed to allow for e-meter parking and continued exploration. This is one step of potentially many, but at this point, the city wanted to invite the public for

comments before moving further. The other action requested is to start contract negotiations with ParkMobile.

McGarthwaite goes over previously implemented updates suggested by the task force aimed at alleviating the pain the State Fair can bring. Last year, they started discussions about finding a source of revenue, as State Fair support is limited. She explains the task force has discussed the idea of bringing in ParkMobile to provide temporary e-meter parking. The concept was researched and the task force provided initial recommendations to the council and worked out details before presenting the plan to the public.

May explains that while the plan is still being finalized, the public is encouraged to participate in shaping its details. The rationale behind the e-meter parking program is to generate new revenue without relying on the state or the fair. This new revenue would offset the expenses the city incurs from fair traffic and benefit all residents. Additionally, the city hopes to improve parking compliance through the use of parking ambassadors who will assist and guide drivers, as well as provide employment opportunities for residents.

The plan will be implemented only in the Northome and Northeast neighborhoods, not citywide. Streets in these areas will be divided into zones, with clear signage explaining how to pay for parking. The current version of the plan states that households in the affected neighborhoods will be eligible for one free resident parking pass, registered to a specific vehicle, and valid for all 12 days of the fair. Visitors will be charged \$25 per day for a parking spot.

ParkMobile, a company already providing e-meter parking in many major cities, will supply signage and assist with staff training. Parking Ambassadors will be onsite to welcome and assist visitors, while the St. Anthony Police Department (SAPD) will be responsible for issuing parking violation tickets.

The program is backed by a three-year contract with ParkMobile, and it includes flexibility for adjustments to better meet the city's needs. While resident passes will be issued, there will be no reserved spots. Existing State Fair parking permits in other parts of the city will remain unchanged.

May outlines the roles and responsibilities of both SAPD and Falcon Heights staff and explains the process fairgoers will follow. She also provides a Frequently Asked Questions (FAQ) section to proactively address common concerns.

Gustafson opens the Public Hearing.

Sue Majerus – 1381 Iowa

*Opposed to the change. Puts limitations on residents and their visitors. Also, concerned about apartment dwellers who spill out onto the streets. Where is the revenue going that we receive now from parking violations? Concerned with fraud with parking apps and stealing credit card information. Understands the City of Roseville gets compensated for the park-n-rides they provide. Wonders if there is a study that outlines the impact of the fair and whether the council is impacted by this decision.*

Bob Haight – 1477 California Ave.

*The street fills up quickly during the fair. Concerned with Falcon Heights serving as a parking lot, without receiving compensation. Strongly supports this concept. Appreciates the effort to compensate homeowners, so they can park one car for free. Willing to pay for his visitor's parking.*

**Mark Hove – 1824 Tatum St.**

*Appreciates the effort to research. Wants to keep the State Fair affordable for everyone. Visitors pay their share of the cost. Would like to see a breakdown of the expenses the city incurs to better understand the city's costs.*

**Rachel Fang – 1412 Iowa Ave.**

*Opposed to the idea because it adds costs for people. One pass per household is not enough, for example, for a 3-car family. Also, there is no guarantee of a parking space. Wonders what the State Fair does for Falcon Heights; the whole surrounding area is a parking lot for the fair.*

**Gail Mollner – 1841 Asbury St.**

*Never had free parking in front of her house while living by the State Capitol. Also feels like Falcon Heights is a parking lot for the fair. Has used ParkMobile and had a similar idea. One free pass is not sufficient. There are many other low-cost options for people to get to the fair.*

**Colleen Wambach - 1770 Pascal St.**

*Has lots of visitors and family during the fair, so one pass is not helpful. Also wonders what the cost is exactly is for the city. Appreciates Falcon Heights trying to control the fair parking. \$25 seems steep.*

**Dave Wasson – 1426 Idaho Ave. W.**

*Long-time resident. Appreciates the effort to improve fair parking. In favor and would like to see the cost incurred by the city if they implement the program. Ensure the pass is easy to get for residents. Wonders if the fair can help promote the program.*

**Ginny Allen – 1490 Idaho Ave. W.**

*Concerns on implementation. One pass is insufficient. Feels like a \$300 tax for people with more than one car on the street. How will the program impact service trucks that may need to come out? Also, what are the expenses of the program, and what would the net profit be?*

**Anne Lundberg – 1740 Pascal St.**

*Opposed to the idea and sees it as a penalty for the neighborhood. Unfair for neighbors to pay the fee, and the benefit goes to the whole city. Also has visitors and family over to go to the fair who would have to pay extra. Looking for clarification on how the free resident passes would impact the net revenue.*

**Ron Eggert – 1868 Simpson St.**

*Long-time resident. Former council member and mayor. Explains that policing and fire costs during the fair are around \$60k. It is unfair for residents to pay that through taxes. Tried various means, such as working with the fair to raise funds to offset the costs, but the fair was resistant. It is a good idea that will benefit all.*

**Kathrine Allen - 1764 Pascal St.**

*Neutral on the issue. The point is to help ease the burden on residents. The proposal adds to the residents' burden as it is associated with one car. Doesn't care if people sell the passes. Wants to find a way to make the passes more flexible. Curious about where the revenue goes. It would inconvenience residents more than currently.*

Karen Hanson - 1391 Iowa Ave. W.

*Curious if other companies were invited, why this company was selected, and whether the costs were compared. It is not Falcon Heights' job to make the fair affordable. If you divide the total revenue up by all residents, it only comes down to \$40 per resident, based on 5,000 residents and a revenue of \$200,000. Has not seen other porta-potties other than at the park. Wonders where the other costs are. This causes extra stress and has people worrying about ticketing rather than the safety of residents. Not in favor.*

Erin Cassidy - 1844 Tatum St.

*Opposed to the plan. Seems greedy. Wants to be more welcoming. Everyone chose to live in FH, knowing the State Fair is here. While the fair is an inconvenience, it is only for 12 days. Work together and get people parking in their driveways, or care for visitors more proactively. Why would someone pay \$25 to park and walk a mile? What about technical problems, for people who do not use their cell phones?*

Brandon Nessen - 1740 Simpson St.

*Opposed to the concept. Concerned about signs on the street. Believes it is only used in commercial areas in the Twin Cities. Wonders how it will impact the property values of impacted areas. Seems the revenue is not enough for such a large move. Appreciates other comments about being caring and thinking about the affordability of the fair.*

Bruce Warkentien - 1897 Sheldon St.

*Against the proposal, it does not feel welcoming. Worries about an angry society and the safety of parking ambassadors.*

Bob Tomlinson - 1464 Iowa St.

*The volume of traffic has increased significantly around the fair in the last 10 years, as fair attendance has increased. It will not impact or change the traffic volume in the neighborhoods. Wishes something could be done about that.*

Bruce Seal - 1502 California Ave. W.

*Explains experiences with the fair. Wonders if some of the money can be used to hire people to clean up the streets following the fair. If this project can help make the neighborhood streets safer, it would be well worth it, especially for children. Traffic is not cautious of children, getting more tenuous for him over the years.*

Mike McGregor - 1884 Sheldon St.

*Lost half of the streets due to signs for one-sided street parking. Now would lose all parking, except for one car. Concerned about the revenue going to the entire city. Are signs temporary or permanent? Current signs are ugly. Who gets the fine revenue, and where would all the revenue go? What technology is used to determine which car is out of compliance?*

Joan Paulson - 1511 Idaho Ave. W.

*Fair experience creates a close-knit neighborhood. Indifferent about the concept. One pass is inadequate, specifically, if it is tied to one vehicle. Streets are also full very early. Consider not tying the resident pass to one vehicle. Can the resident pass allow parking at fair permit parking?*

Paul Eberhard - 1497 Iowa Ave. W.

*Opposed to the idea. Enjoys the fair and welcomes the crowds. This will be unwelcoming. Fair also charges \$25, and local vendors charge \$50. Suggests not charging the same as the fair and to have a conversation with the fair about reimbursement for costs incurred. Also, wonders what problem is trying to be resolved. Revenue would not be sufficient and should only go to the impacted areas. This raises other questions such as can this help pay for assessment costs? What*

*about people who only park for half a day? How will people know there is an open spot? Also concerned about one resident pass.*

**Steve Goers - 1488 Idaho Ave. W.**

*Opposed to the idea. Stickers over QR codes can be an issue. People know the fair is here when they move to Falcon Heights. One resident pass is not enough; being tied to one car is also insufficient. Loves to provide parking for family and friends. It's only 12 days of the year. An overaggressive attempt at getting money apart from solving problems that residents face.*

**Sam Wells - 1802 Asbury St.**

*Looked at projections of annual revenue and broke that down per day. \$200,000 would assume every spot is full, every day of the fair. It's not full for all 12 days of the fair. Revenue projection is not going to take care of all the problems. What happens if the idea underperforms? Has a large assessment bill from a previous project, will that be looked at with the revenue?*

**Craig Allen - 1490 Idaho Ave. W.**

*Neutral on the idea. Does not want to create more opportunities for vehicle-related police incidents.*

**Ron Eischen - 1861 Moore St.**

*Neutral on the idea. Concerned that fairgoers will go look for free parking in other parts of the city. Wonders if the paid parking will be expanded.*

**Emilie Allmaras - 1340 Idaho Ave.**

*Considers herself an ambassador for the streets and helps people park. Appreciates the signs. A lot of tickets are issued during the fair. Adding a complicated app seems like a hassle. There is no driveway at their house. Has issues with one resident pass. How would another free pass be obtained?*

**Chris Wrightson - 1471 California Ave. W.**

*Issues with safety. Cannot use the streets during the fair. Wants to be able to utilize the streets and not worry about cars speeding through the neighborhood. Unsure if revenue would help alleviate this. Could sanitation crews clean up after the fair? Beneficial to get the fair's attention to help out the city. Suggests reducing the price to \$20 and a rollout period, using only one or two streets. One pass is insufficient.*

**Joe Conroy - 1358 California Ave. W.**

*Safety issues come from people looking for a parking spot. Put up signage to alert people that parking is at capacity. Risk for people without a sidewalk on their streets. Roads around the fair are inaccessible for bicyclists. Neutral on the ordinance.*

**Myra Grignon - 1938 Autumn St.**

*One resident pass is an issue. Worried about people who have caretakers. Parking tickets will make people irate. Feels the police have better things to do. Can there be traffic controllers?*

**Rick Seifert - 1485 California Ave. W.**

*Traffic has become worse. Hopes the program can help make the neighborhoods safer. Trash has gotten worse. Use revenue towards those uses.*

**Amy Anderson - 1892 Simpson St.**

*Also wonders what the issue is that is trying to be resolved. Is it only to bring in more revenue? Feels the parking prices are excessive. Other issues are brought up, but that will not be resolved with this program.*

Chris Knight - 1905 Larpenteur Ave. W.

*No issue with parking on Tatum, but it has been filling up as attendance is growing at the fair. Fair is its own entity. State reps are trying to come up with revenue streams as well. Fair is not inclined to share with the surrounding cities. While the revenue might not seem much, it's something.*

Tom Baldwin – Albert St.

*Former mayor. Every bargaining technique has been used to secure fair reimbursement for the impact it has on surrounding cities. Also worries about keeping the cost of the fair down. There are low-cost options to get to the fair. \$200,000 would be beneficial to the city, in comparison to the annual budget. Ensure performance standards are in the contract with ParkMobile. Wonders what the city has to lose by exploring the option.*

Heather Romain – 1740 Simpson St.

*Opposed to the concept. Reconsider the residents' views who live on the street, and who are impacted. Worried about the number of signs.*

Randi Tomlinson – 1464 Iowa Ave.

*Enjoys the fair. Living by the fairgrounds means you are the fair. Has an Issue with one resident pass, which would be a hindrance. Worries also about safety and traffic mitigation. Last year's signs were helpful. More towing is appreciated. Worries about traffic and kids' safety. Close up some streets to help traffic flow.*

Leehy motions to close the hearing by consent.

Gustafson thanks the task force for their work. He reiterates many councilmembers in the past have been trying to reach the fair for reimbursement to no success.

Leehy thanks residents for their comments. She lived on Idaho, and currently resides on Fairview Ave, but is familiar with living close to the fairgrounds.

Meyer lives on Pascal in the northern end of the Northeast neighborhood. He appreciates the ideas brought up. Making passes transferable is compelling. He has been supportive of making the resident passes as easy to acquire by residents as possible. The council should discuss lowering the price further away from the fair.

Mielke wonders if Linehan can clarify easy questions.

Linehan explains that revenue from parking tickets is shared across the entire city, with approximately \$12,000 in fines going into the general fund each year. While government vehicles are exempt, the status of other service vehicles is still under discussion. The costs associated with implementing the e-meter parking program are relatively low. The city has added portable restrooms. The extra cost for sanitation crews is \$5,000, there is also about \$40,000 in general staff expenses. St. Anthony estimates their policing costs at \$30,000. The fair declined requests to fund this. Overall, the city expects the program to generate around \$200,000 in revenue, with a projected net profit of \$100,000 after expenses. The goal is to relieve some of the burden on the police by having dedicated

staff manage much of the parking logistics. During the fair, police will primarily focus on public safety, while Parking Ambassadors will serve as extra sets of eyes for parking compliance and provide support. Revenue projections are based on expected parking turnover. All visitor parking spots will cost a flat rate of \$25 per day, regardless of how long the space is used.

Robert from ParkMobile urges not to use the QR code and provides other ways to pay. The program uses highly secure technology. It's the largest payment platform in the US, creating familiarity and compliance. Charging for parking is an equitable thing to do, as the money can be reinvested back into the community. All the signs are temporary. Robert provides an example of Wayzata, how they started charging for boats in their harbor, and allowed residents to not pay for a boat slip. Linking the permit to a license plate reduces the administrative burden on staff. Different permissions can be assigned on the technology side, allowing for a highly flexible system that can be customized to fit various needs.

Linehan explains that the requested action is the approval of an ordinance to amend the city code, allowing for the implementation of e-meter parking. This change would also permit updates to the city's fee ordinance. While the Administrative Manual outlines the rules and procedures for Falcon Heights, including current State Fair parking guidelines, it is separate from the city code itself. The second request is to allow the City to enter into contract negotiations with ParkMobile. As for the choice of ParkMobile, Linehan notes that while there are other major competitors, ParkMobile offers a strong network effect due to its widespread use and name recognition. It also provides 24/7 customer support and has extensive experience in the parking industry – recently acquiring its largest competitor. The city has prior experience distributing permits to residents, and any adopted plan can be amended in the future as needed. Tonight's discussion is focused on considering the aforementioned approvals.

Councilmember Mielke agrees that resident passes are a top priority. She notes that the SFTF primarily represents the neighborhoods surrounding the fairgrounds. While the issues raised have been carefully considered, the city has continually faced challenges in securing adequate resources to address them. Mielke expresses support for moving forward with the overall concept.

Councilmember Wassenberg expresses appreciation for the public's feedback. He emphasizes that making parking passes easily accessible for residents is a higher priority than generating revenue. He prefers not to link passes directly to license plates, so residents won't need to manage additional tasks. While transferable passes may create a bit more responsibility for residents, he believes the trade-off is worthwhile. He clarifies that the program isn't intended to enhance neighborhood safety, but rather to reduce the number of people circling for free parking. With fewer free spaces, there's less incentive to drive around looking for one. He believes the St. Anthony Police Department (SAPD) is well-equipped to handle challenging situations. Parking Ambassadors will help by checking vehicles for compliance and notifying police if a car is out of line with regulations. Wassenberg also notes that the city has audited current parking usage to ensure that resident access won't be compromised. The goal is not to take away spaces from residents. He assures that revenue projections are based on a count of available spots and how often they can turn over. He closes by thanking everyone for their input.

Gustafson expresses support for the program, noting that this allows the city to have Ambassadors assist visitors, offer a warm welcome, and help manage parking. Their presence also helps fund additional trash cans and sanitation crews to keep the community clean during the fair. With Parking Ambassadors handling compliance, SAPD will be able to focus on traffic control and ensuring neighborhood safety. While acknowledging that many details still need to be worked out, Mayor Gustafson expresses a willingness to move forward with testing the program. He closes by thanking residents for their input, thoughts, and ideas.

Councilmember Mielke motions to approve Ordinance 25-01, An Ordinance Amending Chapter 46 Of The Falcon Heights City Code To Add Language To Section 46-29 Regarding The Establishment Of Parking Zones Using Electronic Payment Systems;  
Approved 5-0

Councilmember Mielke motions to approve Resolution 25-25, Resolution Authorizing The Acceptance Of A Proposal From ParkMobile LLC And Authorizing The City Administrator To Finalize An Agreement;  
Approved 5-0

G. CONSENT AGENDA:

1. General Disbursements through 3/18/25: \$480,866.02  
Payroll through 3/9/25: \$24,646.85  
Wire Payments through 3/9/25: \$15,729.80
2. Approval of Resolution 25-26 Authorizing the Removal of Amy Christiansen from the Environment Commission
3. Reappointment of John Pellegrini to the Environment Commission for a Second Term

Councilmember Leehy motions to approve the consent agenda;  
Approved 5-0

H: POLICY ITEMS:

1. Approval of Resolution 25-27 Supporting Legislation Expanding the Ramsey County Housing And Redevelopment Authority to Include Economic Development Agency Powers

Linehan explains Ramsey County is lobbying for a bill to create an Economic Development Agency (EDA) and grant the Housing and Redevelopment Authority (HRA) the powers of the EDA. Funds could be used for critical corridor programs and other development needs. Other counties can use funds to support and retain businesses. Currently, Ramsey County does not have this authority, and cities are very limited in their EDA abilities. It will help the county, to send a letter of support from Falcon Heights. Other Ramsey County cities are in support of this.

Councilmember Meyer motions to approve Resolution 25-27, Resolution Supporting Legislation Expanding The Ramsey County Housing And Redevelopment Authority ("HRA") To Include Economic Development Agency ("EDA") Powers;  
Approved 5-0

2. Approval of Resolution 25-28 Authorizing Letter of Support for the Equal Access to Broadband Act

Linehan explains this Equal Access to Broadband Act would improve cities' control over public rights-of-way, allowing local governments to negotiate franchise agreements for broadband providers' use of public rights-of-way, helping to ensure cities receive reasonable compensation and to help ensure equal access and equitable broadband deployment by requiring providers to meet buildout requirements in underserved areas. Currently, a permit is the only way to regulate the right-of-way use. This act would provide franchising abilities. People are moving away from cable to broadband. NineNorth is losing its funding source as cable is going away, and this adds a tax that can benefit NineNorth. The League of Minnesota Cities and Metro Cities are in favor of this act.

Councilmember Mielke motions to approve Resolution 25-28, Resolution Authorizing  
Letter Of Support For The Equal Access To Broadband Act ;  
Approved 5-0

3. Approval of Resolution 25-29 Accepting Proposal from iWorQ to Include Payment Processing from Payroc as the City's Payment Processor

Linehan explains that this is used for payment processing. Currently, the city uses AllPaid as a third-party provider for payment processing, which voids having to protect credit card data. They charge a fee, which used to be 2.95% and was recently increased to \$3.99. Staff researched other providers such as U.S. Bank. Most payment processing comes from permits. The City uses iWorQ for permit management, and they have a payment provider, Payroc. With Payroc integrated into the system, handling permit payments will provide ease for staff. Payroc can also process other types of payments outside of iWorQ. Customers will pay a processing fee of either \$2 per transaction or 3.5% of the total – whichever is greater. This means purchases under \$57 will incur a \$2 fee, while those over \$57 will be charged 3.5%. This setup simplifies the process for staff and helps reduce overall processing costs.

Councilmember Wassenberg motions to approve Resolution 25-29, Resolution  
Accepting Proposal from iWorQ to Include Payment Processing from Payroc as the  
City's Payment Processor;  
Approved 5-0

I. INFORMATION/ANNOUNCEMENTS:

Wassenberg Thanks John Pellegrini for serving on the Environment Commission.

Leehy notes the Community Engagement Commission met on March 17, they are working on setting up meetings with apartment managers and discussed future meetings and events.

Mielke attended the NineNorth meeting, and the State Fair Task Force also met last week.

Gustafson explains that there is a Community Climate Action Plan meeting on Monday, March 31 at City Hall. He thanks the SAPD.

Linehan shares the Coffee with a Cop is at Falcon Town Square at 8:00 AM, Falcon Heights went through its audit last week, and American Environmental is out scoping and cleaning

sewer lines. Public Works is continuing tree trimming and started maintenance at Community Park.

J. COMMUNITY FORUM:

Katherine Allen – 1765 Pascal St.

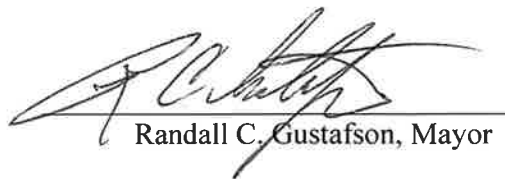
*Wonders if all motions are supposed to be included on the agenda? Linehan explains the actions requested are put on the agenda. She wonders if it's legal to impose sales tax on event tickets.*

*Gustafson notes this would have to be approved through elections. Linehan adds the State Fair is separate from the laws in Falcon Heights, and this would only apply to local businesses.*

*Please limit comments to 3 minutes per person. Items brought before the Council will be referred for consideration. Council may ask questions for clarification, but no council action or discussion will be held on these items.*

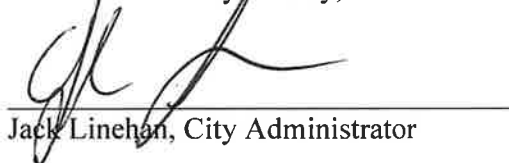
K. ADJOURNMENT: 10:02 PM

Councilmember Leehy motions to adjourn;  
5-0



Randall C. Gustafson, Mayor

Dated this 14<sup>th</sup> day of May, 2025



Jack Linehan, City Administrator